

Highway Recommendations

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

Map ID	Local ID	Improvement Type	Recommendation Name	Limits	Length in Miles	Modes	Description	Identified Need
1	PITT20001-H	Access Management	US 13	From Edgecombe County to US 264	14.14	H	Upgrade to a 4-lane freeway, per NCDOT Express Design H150861.	US 13/NC 11 is designated as a Strategic Transportation Corridor, part of a network considered the backbone of the state's transportation system, moving large volumes of people and freight. This section is also a high-frequency crash corridor with a total of 207 crashes recorded from 2015-2019.
2	PITT30002-H	Access Management	US 13/NC 11	From Stantonsburg Road (SR 1200) to US 264 ALT	2.59	H,M	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.	Mobility on this facility is impaired by numerous driveway cuts and is also identified as a high-frequency crash corridor with a total of 1,412 crashes recorded between January 2015 and December 2019.
3	PITT20073-H	Access Management	US 13	From NC 11 to Davenport Farm Road (SR 1128)	4.63	H,M	Widen to a consistent 4-lane divided facility with access management improvements, per GUAMPO's 2045 MTP. Add sidepaths for pedestrian and bicycle use.	This section of US 13 is projected to be near capacity in 2045. Mobility on this facility is impaired by numerous driveway cuts and is also identified as a high-frequency crash corridor with a total of 858 crashes recorded between January 2015 and December 2019.
4	PITT20003-H	Other (Safety, etc.)	US 258 BUS	From US 264 to NC 121	1.89	H,M,P	Improve the intersections along the corridor. Add multi-use paths for pedestrian and bicycle use. Construct sidewalk as necessary to close gaps in Farmville.	This section is identified as a high-frequency crash corridor with a total of 120 crashes recorded from 2015-2019.
5	PITT20004-H	Other (Safety, etc.)	US 264	From NC 43 to Old River Road (SR 1401)	1.71	H	Upgrade facility. Options could include elevating the roadway.	US 264 is designated as a Strategic Transportation Corridor, part of a network considered the backbone of the state's transportation system, moving large volumes of people and freight. This section is part of a designated evacuation route and is at risk of flooding, traversing the Tar River.
6	PITT20074-H	Access Management	US 264	From US 13 to Beaufort County Line	14.34	H,B	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.	US 264 is designated as a Strategic Transportation Corridor, part of a network considered the backbone of the state's transportation system, moving large volumes of people and freight. This section is part of a designated evacuation route and is at risk of flooding.
7	FS1002-B	Congestion	Modernization	From US 264 to US 13	8.18	H,M	Widen to 6 lanes and improve intersections, per GUAMPO's 2045 MTP and Feasibility Study. Add sidepaths for pedestrian and bicycle use.	This section of US 264 ALT is projected to be near capacity in 2045. Mobility on this facility is impaired by numerous driveway cuts, traffic signals, and is also identified as a high-frequency crash corridor with a total of 3,845 crashes recorded from 2015-2019.
8	PITT20006-H	Bridge/Intersection	US 13 & West Arlington Boulevard	Intersection	0	H	Improve intersection, per GUAMPO's 2045 MTP.	This intersection recorded 122 crashes between January 2015 and December 2019. This section of US 13 is projected to be near capacity in 2045.
9	U-5730	Bridge/Intersection	US 13 & NC 43	Intersection	0	H	Upgrade intersection, per NCDOT STIP Project U-5730.	US 13 is designated as a Strategic Transportation Corridor, part of a network considered the backbone of the state's transportation system, moving large volumes of people and freight. This section is also a high-frequency crash corridor with a total of 52 crashes recorded from 2015-2019.
10	PITT20007-H	Bridge/Intersection	US 13 & Moye-Turnage Road (SR 1139)	Intersection	0	H	Highway Safety Improvement Program initiative with Division support to analyze and improve select intersections, potentially installing all-way stops.	This intersection recorded 22 crashes between January 2015 and December 2019.
11	PITT20008-H	Bridge/Intersection	US 258 BUS & Cooperative Way	Intersection	0	H	Improve intersection.	This intersection recorded 22 crashes between January 2015 and December 2019.
12	PITT20009-H	Bridge/Intersection	US 258 BUS & NC 121 (North Main Street)	Intersection	0	H	Improve intersection's sight distance.	This intersection recorded 18 crashes between January 2015 and December 2019.
13	PITT20010-H	Bridge/Intersection	US 264 & North Grimesland Bridge Road (SR 1565)	Intersection	0	H	Highway Safety Improvement Program initiative with Division support to analyze and improve select intersections, potentially installing all-way stops.	This intersection recorded 22 crashes between January 2015 and December 2019.
14	PITT20011-H	Bridge/Intersection	US 264 ALT & NC 11	Intersection	0	H	Improve intersection, per GUAMPO's 2045 MTP.	This intersection recorded 125 crashes between January 2015 and December 2019. NC 11 is designated as a Strategic Transportation Corridor, part of a network considered the backbone of the state's transportation system, moving large volumes of people and freight.
15	PITT20012-H	Bridge/Intersection	US 264 ALT & Red Banks Road	Intersection	0	H	Improve intersection, per GUAMPO's 2045 MTP.	This intersection recorded 73 crashes between January 2015 and December 2019.
16	PITT20013-H	Bridge/Intersection	US 264 ALT & Moye-Turnage Road (SR 1139)	Intersection	0	H	Highway Safety Improvement Program initiative with Division support to analyze and improve select intersections, potentially installing all-way stops.	This intersection recorded 36 crashes between January 2015 and December 2019.
17	R-5815	Access Management	NC 11	From NC 11 BYP to Lenoir County Line	5.48	H	Upgrade to interstate standards, per NCDOT STIP Project R-5815.	NC 11 is designated as a Strategic Transportation Corridor, part of a network considered the backbone of the state's transportation system, moving large volumes of people and freight. This section is also a high-frequency crash corridor with a total of 158 crashes recorded from 2015-2019.
18	R-3407	Congestion	NC 33	From MPO Boundary (near NC 222) to US 264	2.28	H	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.	This corridor recorded 135 crashes between January 2015 and December 2019.
19	U-6125	Access Management	NC 33 and East 10th Street (SR 1598)	From Evans Street (SR 1702) to Oxford Road	3.02	H,M	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.	This corridor recorded 1,245 crashes between January 2015 and December 2019.
20	PITT30016-H	Access Management	NC 33	From Oxford Road to Blackjack-Simpson Road (SR 1755)	2.5	H,M	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.	This corridor recorded 359 crashes between January 2015 and December 2019.
21	U-6215	Congestion	NC 33	From Blackjack-Simpson Road (SR 1755) to Mableys Bridge Road (SR 1760)	5.6	H,M	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.	This facility does not have a consistent cross-section, which can lead to traffic bottlenecks. This corridor recorded 279 crashes between January 2015 and December 2019.
22	PITT30017-H	Other (Safety, etc.)	NC 33	From Mableys Bridge Road (SR 1760) to Beaufort Street (SR 1565)	0.71	H,M	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.	This corridor recorded 56 crashes between January 2015 and December 2019.
23	PITT30018-H	Congestion	NC 33	From Beaufort Street (SR 1565) to Beaufort County Line	2.89	H,M	Widen roadway to three lanes. Add sidepaths for bicycle and pedestrian use. Potential Washington-Greenville Greenway route. Refer to Feasibility Study for details.	This corridor recorded 56 crashes between January 2015 and December 2019. Mobility is impaired by numerous driveway cuts and side streets.
24	U-6147	Access Management	NC 43	From US 264 ALT to Bells Fork Road (SR 1729)	1.97	H,M	Access Management, per NCDOT STIP Project U-6147. Add sidepaths for bicycle and pedestrian use.	This corridor recorded 912 crashes between January 2015 and December 2019.
25	U-5991	Congestion	NC 43	From Firetower Road (SR 1708) to Worthington Road (SR 1711)	3.07	H,M	Widen to multi-lanes, per NCDOT STIP Project U-5991. Add sidepaths for bicycle and pedestrian use.	Extensive growth and development is projected to occur in this area.
26	PITT30019-H	Congestion	NC 43	From Worthington Road (SR 1711) to Craven County Line	11.41	H	Widen to a 4-lane median divided facility, per GUAMPO's 2045 MTP.	This section does not have a consistent cross-section with U-5991, which can lead to traffic bottlenecks. This corridor recorded 480 crashes between January 2015 and December 2019.
27	PITT30020-H	Access Management	NC 102	From NC 11 BYP to Ayden Town Limits	2.75	H,M	Install median, per GUAMPO's 2045 MTP. Add sidepaths for bicycle and pedestrian use.	This corridor recorded 171 crashes between January 2015 and December 2019.
28	PITT30022-H	Congestion	NC 903	From NC 11 to MPO Boundary	3.44	H,M	Widen to multi-lanes, per GUAMPO's 2045 MTP. Add sidepaths for bicycle and pedestrian use.	Extensive growth and development is projected to occur in this area.
29	PITT30023-H	Bridge/Intersection	NC 11 & NC 102	Intersection	0	H	Add new turn lanes, per GUAMPO's 2045 MTP.	This corridor recorded 53 crashes between January 2015 and December 2019.
30	PITT30024-H	Bridge/Intersection	NC 11 & Dennis McLawhorn Road (SR 1119)	Intersection	0	H	Construct Reduced-Conflict Intersection (RCI).	This corridor recorded 9 crashes between January 2015 and December 2019.
31	PITT30025-H	Bridge/Intersection	NC 11 & Jolly Road (SR 1120)	Intersection	0	H	Construct Reduced-Conflict Intersection (RCI).	This corridor recorded 16 crashes between January 2015 and December 2019.
32	PITT30026-H	Bridge/Intersection	NC 11 & Littlefield Road (SR 1108)	Intersection	0	H	Construct Reduced-Conflict Intersection (RCI).	This corridor recorded 36 crashes between January 2015 and December 2019.

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33	PITT30027-H	Bridge/Intersection	NC 30 & NC 903	Intersection	0	H	Highway Safety Improvement Program initiative with Division support to analyze and improve select intersections, potentially installing all-way stops.	This corridor recorded 18 crashes between January 2015 and December 2019.
34	PITT30029-H	Bridge/Intersection	NC 33 & Mumford Road (SR 1530)	Intersection	0	H	Install a roundabout, per GUAMPO's 2045 MTP.	This corridor recorded 24 crashes between January 2015 and December 2019.
35	PITT30030-H	Bridge/Intersection	NC 43 & NC 102	Intersection	0	H	Highway Safety Improvement Program initiative with Division support to analyze and improve select intersections, potentially installing all-way stops.	This corridor recorded 36 crashes between January 2015 and December 2019.
36	PITT30031-H	Bridge/Intersection	NC 43 & Ivy Road (SR 1774)	Intersection	0	H	Improve intersection, per GUAMPO's 2045 MTP.	This corridor recorded 25 crashes between January 2015 and December 2019.
37	PITT30032-H	Bridge/Intersection	NC 43 & Stokestown Saint John Road (SR 1753)	Intersection	0	H	Highway Safety Improvement Program initiative with Division support to analyze and improve select intersections, potentially installing all-way stops.	This corridor recorded 17 crashes between January 2015 and December 2019.
38	PITT30033-H	Bridge/Intersection	NC 102 & Ayden Golf Club Road (SR 1723)	Intersection	0	H	Highway Safety Improvement Program initiative with Division support to analyze and improve select intersections, potentially installing all-way stops.	This corridor recorded 10 crashes between January 2015 and December 2019.
39	PITT30034-H	Bridge/Intersection	NC 102 & Stokestown Saint John Road (SR 1753)	Intersection	0	H	Highway Safety Improvement Program initiative with Division support to analyze and improve select intersections, potentially installing all-way stops.	This corridor recorded 9 crashes between January 2015 and December 2019.
40	PITT30035-H	Bridge/Intersection	NC 903 & Pocosin Road (SR 1125)	Intersection	0	H	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.	This corridor recorded 21 crashes between January 2015 and December 2019. Crash mitigation is needed, per Division support.
41	PITT40066-H	Congestion	Old Creek Rd (SR 1529)	From US 264 to Sugg Parkway	0.65	H,M	Widen roadway and add sidepath for bicycle and pedestrian use.	This is needed to appropriately serve the changes in access management proposed along US 264.
42	U-6240	Modernization	West 5th Street (SR 1571)	From Cadillac Street to Reade Street	1.07	H,B	Rehabilitate and realign West 5th Street (SR 1571), per NCDOT STIP Project U-6240. Add appropriate bicycle facilities. Under Construction.	The skewed intersections present can create potential safety and operational problems for both motorists and nonmotorists. This corridor recorded over 250 crashes between January 2015 and December 2019.
43	U-5917	Congestion	East 14th Street (SR 1704)	From East Firetower Road (SR 1708) to US 264 ALT	1.37	H,M	Widen to a two-lane median divided facility with bicycle lanes, per NCDOT STIP Project U-5917.	There is a need to improve the traffic flow and safety and accommodate traffic growth along the project corridor. This corridor recorded 912 crashes between January 2015 and December 2019.
44	PITT40036-H	Access Management	East 14th Street (SR 1704)	From US 264 ALT to Charles Boulevard (SR 1707)	1.61	H,M	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.	This corridor recorded 396 crashes between January 2015 and December 2019.
45	U-5875	Congestion	Allen Road (SR 1203)	From Stantonsburg Road (SR 1200) to US 13	2.3	H,M	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.	The roadway is expected to be near capacity by 2045. This corridor recorded 331 crashes between January 2015 and December 2019.
46	PITT40037-H	Modernization	Ayden Golf Club Road / Ivy Road / Tucker Road (SR 1723/1174/1759)	From NC 102 to NC 33	11.4	H,M	Potential for intermittent turn lanes, lane widening, and edge treatments per GUAMPO's 2045 MTP. Add sidepaths for bicycle and pedestrian use.	This corridor recorded 211 crashes between January 2015 and December 2019.
47	PITT40038-H	Modernization	Cooper Street (SR 1711)	From Old Tar Road (SR 1700) to Mill Street (SR 1149)	1.06	H,M	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.	This corridor recorded 32 crashes between January 2015 and December 2019.
48	PITT40039-H	Congestion	Davenport Farm Road (SR 1128)	From US 13 to Reedy Branch Road (SR 1131)	3.25	H,M	Widen to a 4-lane divided facility. Add sidepaths for bicycle and pedestrian use.	This corridor recorded 171 crashes between January 2015 and December 2019.
49	U-5606	Other (Safety, etc.)	Dickinson Avenue (SR 1620)	From Reade Circle to US 13	1.34	H,M,B	Improve curb and gutters, the storm drainage system, sidewalks, and replace roadway subgrade, per NCDOT STIP Project U-5606. Under construction.	There is a need for improved resilience to flooding on this section of roadway.
50	U-6196	Access Management	Evans Street (SR 1700)	From 5th Street (SR 1571) to Red Banks Road	2.13	H,M	Access Management, per NCDOT STIP Project U-6196. Add sidepaths for bicycle and pedestrian use.	This corridor recorded 684 crashes between January 2015 and December 2019.
51	PITT40040-H	Access Management	Evans Street (SR 1700)	From Red Banks Road to US 264 ALT	0.27	H,M	Access Management, per GUAMPO's 2045 MTP. Add sidepaths for bicycle and pedestrian use.	This corridor recorded 319 crashes between January 2015 and December 2019.
52	U-2817	Congestion	Evans Street / Old Tar Road (SR 1700)	From US 264 ALT to Worthington Road (SR 1711)	3.69	H,M	Widen to 4 lanes, per NCDOT STIP Project U-2817. Add sidepaths for bicycle and pedestrian use.	The projected 2045 traffic volumes exceed the capacity of the roadway. This corridor recorded 994 crashes between January 2015 and December 2019.
53	PITT40041-H	Access Management	Firetower Road (SR 1708)	From NC 11 to NC 43	3.62	H,M	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.	The projected 2045 traffic volumes are approaching the capacity of the roadway. This corridor recorded 1,249 crashes between January 2015 and December 2019.
54	U-5870	Congestion	East Firetower Road/Portertown Road (SR 1726)	From East 14th Street (SR 1704) to NC 33	2.17	H,M	Widen to 4 lanes, per NCDOT STIP Project U-5870.	The projected 2045 traffic volumes are approaching the capacity of the roadway. This corridor recorded 400 crashes between January 2015 and December 2019.
55	U-5785	Congestion	East Firetower Road (SR 1708)	From NC 43 to East 14th Street (SR 1704)	0.6	H,M	Widen to 4 lanes and improve the Charles Boulevard and Arlington Boulevard intersections, per NCDOT STIP Project U-5785.	The projected 2045 traffic volumes are approaching the capacity of the roadway. This corridor recorded 309 crashes between January 2015 and December 2019.
56	PITT40042-H	Congestion	Forlines Road (SR 1126)	From NC 11 BYP to NC 11	3.27	H,M	Widen to a 4-lane median divided facility, per GUAMPO's 2045 MTP. Add sidepaths for bicycle and pedestrian use.	Projections indicate that 2045 traffic on Forlines Road (SR 1126) would exceed the capacity of the roadway. This corridor recorded 143 crashes between January 2015 and December 2019.
57	PITT40043-H	Congestion	Frog Level Road (SR 1127)	From US 13 to NC 903	3.7	H,M	Widen to a 4-lane median divided facility, per GUAMPO's 2045 MTP. Add sidepaths for bicycle and pedestrian use.	This corridor recorded 214 crashes between January 2015 and December 2019.
58	PITT40044-H	Modernization	Jolly Road (SR 1120)	From NC 102 to NC 11	1.27	H,M	Modernize and upgrade the roadway with edge treatments and lane widening, per GUAMPO's 2045 MTP. Add sidepaths for bicycle and pedestrian use.	This corridor recorded 33 crashes between January 2015 and December 2019.
59	PITT40045-H	Modernization	Reedy Branch Road (SR 1131)	From Forlines Road (SR 1126) to West Firetower Rd (SR 1708)	0.76	H,M	Modernization may include turn lane improvements, edge treatments, lane widening, etc. per GUAMPO's 2045 MTP. Add sidepaths for bicycle and pedestrian use.	This corridor recorded 63 crashes between January 2015 and December 2019.
60	U-6195	Access Management	Stantonsburg Road (SR 1200)	From B's Barbeque Road (SR 1204) to US 13	1.99	H,M	Access Management, per NCDOT STIP Project U-6195. Add sidepaths for bicycle and pedestrian use.	Extensive growth and development is proposed in this area, per NCDOT's traffic forecast for U-6195. This corridor recorded 1,298 crashes between January 2015 and December 2019.
61	PITT40046-H	Access Management	Thomas Langston Road (SR 1134)	From Davenport Farm Road (SR 1128) to NC 11	2.08	H,M	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.	This corridor recorded 345 crashes between January 2015 and December 2019.
62	PITT40047-H	Congestion	Worthington Road (SR 1711)	From Old Tar Road (SR 1700) to NC 43	3.71	H,M	Widen to a 4-lane median divided facility, per GUAMPO's 2045 MTP. Add sidepaths for bicycle and pedestrian use.	This corridor recorded 274 crashes between January 2015 and December 2019.
63	PITT40048-H	Bridge/Intersection	West 5th Street (SR 1571) & Albemarle Avenue (SR 1571) / Elizabeth St	Intersection	0	H	Install a roundabout, per GUAMPO's 2045 MTP.	This is a skewed intersection with poor sight distance, contributing to a recorded 7 crashes between January 2015 and December 2019.
64	PITT40049-H	Bridge/Intersection	Ayden Golf Club Road (SR 1723) & Old Tar Road (SR 1700)	Intersection	0	H	Improve intersection geometrics, per GUAMPO's 2045 MTP.	This intersection recorded 22 crashes between January 2015 and December 2019.
65	PITT40050-H	Bridge/Intersection	Blackjack-Simpson Road (SR 1755) & Mills Road (SR 1774)	Intersection	0	H	Highway Safety Improvement Program initiative with Division support to analyze and improve select intersections, potentially installing all-way stops.	This intersection recorded 10 crashes between January 2015 and December 2019.
66	PITT40051-H	Bridge/Intersection	Blackjack-Simpson Road (SR 1755) & Mobeys Bridge Road (SR 1760)	Intersection	0	H	Improve intersection by constructing roundabout, per NCDOT's conceptual plan.	This intersection recorded 11 crashes between January 2015 and December 2019.
67	PITT40052-H	Bridge/Intersection	County Home Road (SR 1725) & Stokestown Saint John Road (SR 1753)	Intersection	0	H	Highway Safety Improvement Program initiative with Division support to analyze and improve select intersections, potentially installing all-way stops.	The legs of this intersection recorded 24 crashes between January 2015 and December 2019.

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68	U-6197	Bridge/Intersection	County Home Road (SR 1725) & Worthington Road (SR 1711)	Intersection	0	H	Upgrade intersection, per NCDOT STIP Project U-6197.	This intersection recorded 40 crashes between January 2015 and December 2019.
69	PITT40053-H	Bridge/Intersection	Eastern Pines Road (SR 1727) & Lt Hardee Road (SR 1728)	Intersection	0	H	Highway Safety Improvement Program initiative with Division support to analyze and improve select intersections, potentially installing all-way stops.	This intersection recorded 73 crashes between January 2015 and December 2019.
70	PITT40054-H	Bridge/Intersection	Ivy Road (SR 1774) & County Home Road (SR 1725)	Intersection	0	H	Highway Safety Improvement Program initiative with Division support to analyze and improve select intersections, potentially installing all-way stops.	This intersection recorded 13 crashes between January 2015 and December 2019.
71	PITT40055-H	Bridge/Intersection	Laurie Ellis Road (SR 1713) & Jack Jones Road (SR 1715)	Intersection	0	H	Improve intersection by installing a roundabout, per GUAMPO's 2045 MTP.	There is delay on Laurie Ellis Road at the current stop-controlled intersection.
72	PITT40056-H	Bridge/Intersection	Laurie Ellis Road (SR 1713) & Old Tar Road (SR 1700)	Intersection	0	H	Highway Safety Improvement Program initiative with Division support to analyze and improve select intersections, potentially installing all-way stops.	This intersection recorded 12 crashes between January 2015 and December 2019.
73	PITT40057-H	Bridge/Intersection	South Lee Street (SR 1149) & Planters Street	Intersection	0	H	Improve intersection, per GUAMPO's 2045 MTP.	This is a skewed intersection with poor sight distance, contributing to a recorded 8 crashes on its legs between January 2015 and December 2019.
74	PITT40058-H	Bridge/Intersection	McDonald Street (SR 1755) & Simpson Street (SR 1759)	Intersection	0	H	Construct roundabout, per GUAMPO's 2045 MTP.	This intersection recorded 6 crashes between January 2015 and December 2019.
75	PITT40059-H	Bridge/Intersection	Mill Street (SR 1149) & Vernon White Road (SR 1130)	Intersection	0	H	Improve intersection, per NCDOT Congestion Management's conceptual design.	Mill Street and Vernon White Road's intersection is in close proximity to NC 11, causing delay, and has recorded 105 crashes between January 2015 and December 2019.
76	PITT40060-H	Bridge/Intersection	Mill Street (SR 1149) & West Avenue	Intersection	0	H	Improve intersection sight distance, per GUAMPO's 2045 MTP.	This is a skewed intersection with poor sight distance leading up to the railroad tracks.
77	PITT40061-H	Bridge/Intersection	Pocasin Road (SR 1125) & Speight Seed Farm Road (SR 1124)	Intersection	0	H	Highway Safety Improvement Program initiative with Division support to analyze and improve select intersections, potentially installing all-way stops.	This intersection recorded 11 crashes between January 2015 and December 2019.
78	PITT40062-H	Bridge/Intersection	Reedy Branch Road (SR 1131) & Davenport Farm Road (SR 1128)	Intersection	0	H	Improve intersection by installing a roundabout, per GUAMPO's 2045 MTP.	This intersection recorded 21 crashes between January 2015 and December 2019.
79	PITT40063-H	Bridge/Intersection	Reedy Branch Road (SR 1131) & Forlines Road (SR 1126)	Intersection	0	H	Improve intersection by installing a roundabout, per GUAMPO's 2045 MTP.	This intersection recorded 15 crashes between January 2015 and December 2019.
80	PITT40064-H	Bridge/Intersection	Stantonsburg Road (SR 1200) & Wesley Church Road (SR 1221)	Intersection	0	H	Highway Safety Improvement Program initiative with Division support to analyze and improve select intersections, potentially installing all-way stops.	This intersection recorded 36 crashes between January 2015 and December 2019.
81	PITS0065-H	Access Management	Arlington Boulevard	From NC 43 to East Fire Tower Road (SR 1708)	5.37	H,M	Access management improvements, per GUAMPO's 2045 MTP. Add sidepaths for bicycle and pedestrian use.	There are 1,366 crashes recorded at intersections throughout the corridor between January 2015 and December 2019.
82	PITS0066-H	Congestion	Greenville East BYP	From NC 11 to US 264 ALT	25.06	H	Construct a controlled-access bypass east of Greenville.	Several roadways in the MPO area are near or over capacity. A controlled-access bypass would alleviate congestion on MPO roadways and thusly, improve travel times and safety. There is extensive growth and development projected for the MPO area.
83	PITS0067-H	Congestion	County Home Rd (SR 1725)	From Fire Tower Road (SR 1708) to Worthington Road (SR 1711)	2.47	H,M	Widen to a 4-lane median divided facility.	There is extensive growth and development projected in this area. Currently, there are two schools, a district park, farmers market, waste collection site, and other facilities within close proximity. This corridor recorded 476 crashes between January 2015 and December 2019.
84	PITS0068-H	Congestion	Mobleys Bridge Road Extension	From Ivy Road (SR 1774) to Worthington Road (SR 1711)	1.02	H	Construct extension. Refer to NC 43 South Corridor Study for potential collector street network.	There is a gap between NC 11 and NC 33 that an extension would benefit, by serving future commercial and residential parcels, in addition to alleviating NC 43 congestion.
85	PITS0069-H	Congestion	West Firetower Road Extension	From NC 11 to Reedy Branch Road (SR 1131)	0.33	H,P	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.	An extension would improve mobility to Reedy Branch Road (SR 1131) and act as a parallel alternate to NC 11 (Memorial Drive).
86	PITS0070-H	Congestion	Frontgate Drive Extension	From Frontgate Drive to Thomas Langston Road (SR 1134)	0.41	H	Construct extension.	This extension can act as an alternate to NC 11 (Memorial Drive) and allow improved access to residential and shopping areas, such as Lowe's Home Improvement.
87	PITS0071-H	Bridge/Intersection	East Arlington Boulevard & Red Banks Road	Intersection	0	H	Improve intersection of two major 5-lane corridors, per GUAMPO's 2045 MTP.	This intersection recorded 103 crashes between January 2015 and December 2019.
88	PITS0072-H	Bridge/Intersection	West Arlington Boulevard & Hooker Road	Intersection	0	H	Improve intersection, per GUAMPO's 2045 MTP.	This intersection recorded 116 crashes between January 2015 and December 2019.
89	PITT30073-H	Other (Safety, etc.)	NC 33 Resilience A	From Edgecombe County Line to NC 222	4.94	H,B	Upgrade facility. Options could include elevating the roadway. Add appropriate bicycle facilities to NC Bike Route 2.	This section of roadway is at risk of flooding.
90	PITT30074-H	Other (Safety, etc.)	NC 222 Resilience	From NC 33 to NC 43	2.16	H	Upgrade facility. Options could include elevating the roadway.	This section of roadway is at risk of flooding.
91	PITT30075-H	Other (Safety, etc.)	NC 33 Resilience B	From West of US 13 to East of US 13	1.58	H,M	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.	This section of roadway is at risk of flooding.
92	PITT30076-H	Other (Safety, etc.)	US 13 Resilience	From NC 33 to Belvoir Road (SR 1528)	0.96	H,M	Upgrade facility. Options could include elevating the roadway. Add sidepath for bicycle and pedestrian use.	This section of roadway is at risk of flooding.
93	PITT30077-H	Other (Safety, etc.)	NC 121 Resilience	From US 264 to US 258 BUS	1.07	H,P	Upgrade facility. Options could include elevating the roadway. Construct sidewalk as necessary to close gaps in Farmville.	This section of roadway is at risk of flooding.
94	PITT30078-H	Other (Safety, etc.)	NC 118 Resilience	From Lenoir County Line to Queen Street (NC 118)	0.54	H	Upgrade facility. Options could include elevating the roadway.	This section of roadway is at risk of flooding.
95	PITT40067-H	Access Management	Frederick Drive Extension	From NC 102 to Dennis McLawhorn Rd	0.42	H	Add roadway extension to gap between roadway limits.	Improved access and mobility to Food Lion shopping center and residential areas is needed.

Bicycle and Pedestrian Recommendations

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

Map ID	Local ID	Improvement Type	Recommendation Name	Limits	Length in Miles	Modes	Description	Identified Need
1	PITT40001-B	Bicycle	Lee Street (SR 1149) [Ayden Inset]	From Jackson Street to Hines Drive Extension (SR 1122)	0.94	B	Add separated bicycle lanes.	Bicycle Lanes are needed to connect the greater Greenville area. Trip generators include residential areas and downtown Ayden.
2	PITT40002-B	Bicycle	Old River Road (SR 1401)	From NC 33 to US 264	5.83	B	Add separated bicycle lanes.	Bicycle Lanes are needed to connect the greater Greenville area with residential areas. Trip generators include ECU and Uptown.
3	PITT40003-B	Bicycle	Old Creek Road (SR 1529)	From Mason School Road (SR 1541) to US 264	4.69	B	Add separated bicycle lanes.	Bicycle Lanes are needed to connect the greater Greenville area with residential areas. Trip generators include ECU and Uptown.
4	PITT40004-B	Bicycle	Airport Road (SR 1530)	From North Greene Street (SR 1531) to US 13	0.41	B	Add separated bicycle lanes.	Bicycle Lanes are needed to connect the greater Greenville area. Trip generators include Tar River Greenway, River Park North, Town Commons, ECU, Uptown, and multiple residential areas north and south of the Tar River.
5	PITT40005-B	Bicycle	North Grimesland Bridge Road (SR 1565)	From Clarks Neck Rd (SR 1567) to US 264	0.73	B	Add separated bicycle lanes.	Bicycle Lanes are needed to connect Washington and residential areas with the greater Greenville area.
6	PITT40006-B	Bicycle	Clarks Neck Road (SR 1567)	From County Boundary to Marva Drive (SR 2256)	5.15	B	Add separated bicycle lanes.	Bicycle Lanes are needed to connect Washington and residential areas with the greater Greenville area.
7	PITT40007-B	Bicycle	West 5th Street (SR 1571) [Greenville Inset]	From US 13 to Cadillac Street	0.19	B	Add separated bicycle lanes.	Bicycle Lanes are needed to connect the greater Greenville area. Trip generators include Tar River Greenway, Medical District, ECU, Uptown, and multiple residential areas.
8	PITT40008-B	Bicycle	Laurie Ellis Road (SR 1713) [Winterville Inset]	From Old NC 11 to NC 11 (Winterville Parkway)	0.23	B	Add separated bicycle lanes.	Bicycle Lanes are needed to connect the greater Greenville area. Trip generators include H. Boyd Lee Park, Downtown Winterville, businesses north of the Main St/Old Tar Rd intersection, and multiple residential areas.
9	PITTS0001-B	Bicycle	South Elm Street [Greenville Inset]	From Pinecrest Drive to US 264	0.06	B	Add separated bicycle lanes.	Bicycle Lanes are needed to connect the greater Greenville area. Trip generators include ECU, Uptown, residential areas/ apartment complexes.
10	PITTS0002-B	Bicycle	Moye Boulevard [Greenville Inset]	From NC 43 to Marvin Jarman Drive	1.34	B	Add separated bicycle lanes.	Bicycle Lanes are needed to connect the greater Greenville area. Trip generators include Tar River Greenway, Medical District, ECU, Uptown, and multiple residential areas.
11	PITTS0003-B	Bicycle	Woodwind Drive [Greenville Inset]	From Tuckahoe Drive to Tucker Drive	0.44	B	Add separated bicycle lanes.	Bicycle Lanes are needed to connect the greater Greenville area. Trip generators include Fire Tower Road/Charles Boulevard businesses and multiple residential areas.
12	PITTS0004-B	Bicycle	Whitley Drive (SR 1147) [Greenville Inset]	From West Fire Tower Road (SR 1708) to NC 11	0.48	B	Add separated bicycle lanes.	Bicycle Lanes are needed to connect the greater Greenville area. Trip generators include Pitt County Community College, and multiple residential and commercial areas.
13	PITTS0005-B	Bicycle	Westhaven Road [Winterville Inset]	From Cheltenham Drive to Cedarhurst Road	0.2	B	Add separated bicycle lanes.	Bicycle Lanes are needed to connect the greater Greenville area. Trip generators include Pitt County Community College, and multiple residential and commercial areas.
14	PITTS0006-B	Bicycle	West Berkley Road [Greenville Inset]	From Fieldside Street to East 14th Street (SR 1703)	0.26	B	Add separated bicycle lanes.	Bicycle Lanes are needed to connect the greater Greenville area. Trip generators include ECU, Uptown, residential areas/apartment complexes.
15	PITTS0007-B	Bicycle	West 9th Street [Greenville Inset]	From Evans Street (SR 1702) to Dickinson Avenue (SR 1620)	0.27	B	Add separated bicycle lanes.	Bicycle Lanes are needed to connect the greater Greenville area. Trip generators include ECU, Uptown, residential areas/apartment complexes.
16	PITTS0008-B	Bicycle	West 8th Street [Greenville Inset]	From Evans Street (SR 1702) to Atlantic Avenue	0.34	B	Add separated bicycle lanes.	Bicycle Lanes are needed to connect the greater Greenville area. Trip generators include GTAC, Tar River Greenway, Third Street Community Center, ECU, Uptown, and multiple residential areas.
17	PITTS0009-B	Bicycle	Tuckahoe Drive [Greenville Inset]	From Woodwind Drive to East 14th Street (SR 1704)	0.4	B	Add separated bicycle lanes.	Bicycle Lanes are needed to connect the greater Greenville area. Trip generators include Greens Mill Run and Stadium Greenway, ECU, Uptown, and multiple residential and commercial areas.
18	PITTS0010-B	Bicycle	Thornbrook Drive [Winterville Inset]	From Regency Boulevard (SR 1134) to Cheltenham Drive	0.23	B	Add separated bicycle lanes.	Bicycle Lanes are needed to connect the greater Greenville area. Trip generators include Pitt County Community College, and multiple residential and commercial areas.
19	PITTS0011-B	Bicycle	Spring Forest Road [Greenville Inset]	From Nantucket Road to Ellsworth Drive	0.84	B	Add separated bicycle lanes.	Bicycle Lanes are needed to connect the greater Greenville area. Trip generators include Greens Mill Run and Stadium Greenway, JH Rose High School, Evans Park, and multiple residential and commercial areas.
20	PITTS0012-B	Bicycle	South Square Drive (SR 1131) [Winterville Inset]	From Granada Drive to Whitley Drive	0.44	B	Add separated bicycle lanes.	Bicycle Lanes are needed to connect the greater Greenville area. Trip generators include Pitt County Community College, and multiple residential and commercial areas.
21	PITTS0013-B	Bicycle	Signature Drive [Greenville Inset]	From NC 43 to Hillard Lane	0.55	B	Add separated bicycle lanes.	Bicycle Lanes are needed to connect the greater Greenville area. Trip generators include Fire Tower Road/Charles Boulevard businesses and multiple residential areas.
22	PITTS0014-B	Bicycle	Sherwood Drive [Greenville Inset]	From Aycock Drive to Fantasia Street	0.37	B	Add separated bicycle lanes.	Bicycle Lanes are needed to connect the greater Greenville area. Trip generators include Fire Tower Road/Charles Boulevard businesses and multiple residential areas.
23	PITTS0015-B	Bicycle	South Greene Street [Greenville Inset]	From West 10th Street (SR 1598) to West 14th Street (SR 1703)	0.37	B	Add separated bicycle lanes.	Bicycle Lanes are needed to connect the greater Greenville area. Trip generators include ECU, Uptown, residential areas/apartment complexes.
24	PITTS0016-B	Bicycle	Remington Drive [Greenville Inset]	From Compton Road to Cromwell Drive	0.1	B	Add separated bicycle lanes.	Bicycle Lanes are needed to connect the greater Greenville area. Trip generators include Paramore Park and multiple residential and commercial areas.
25	PITTS0017-B	Bicycle	Turtle Creek Road [Greenville Inset]	From Turtle Creek Road to Oakmont Drive	0.08	B	Add separated bicycle lanes.	Bicycle Lanes are needed to connect the greater Greenville area. Trip generators include Greens Mill Run and Stadium Greenway, ECU, Uptown, and multiple residential and commercial areas.
26	PITTS0018-B	Bicycle	Salem Road [Greenville Inset]	From Queen Annes Road to Compton Road	0.08	B	Add separated bicycle lanes.	Bicycle Lanes are needed to connect the greater Greenville area. Trip generators include Paramore Park and multiple residential and commercial areas.
27	PITTS0019-B	Bicycle	Wall Street [Greenville Inset]	From East Arlington Boulevard to NC 43	0.28	B	Add separated bicycle lanes.	Bicycle Lanes are needed to connect the greater Greenville area. Trip generators include Paramore Park and multiple residential and commercial areas.
28	PITTS0020-B	Bicycle	Queen Annes Road [Greenville Inset]	From Martinsborough Road to Bremerton Drive	0.81	B	Add separated bicycle lanes.	Bicycle Lanes are needed to connect the greater Greenville area. Trip generators include Paramore Park and multiple residential and commercial areas.
29	PITTS0021-B	Bicycle	Pinecrest Drive [Greenville Inset]	From South Elm Street to Churchside Drive	0.36	B	Add separated bicycle lanes.	Bicycle Lanes are needed to connect the greater Greenville area. Trip generators include Greens Mill Run and Stadium Greenway, ECU, Uptown, and multiple residential and commercial areas.
30	PITTS0022-B	Bicycle	Oakview Drive [Greenville Inset]	From Drexel Lane to Sherwood Drive	0.06	B	Add separated bicycle lanes.	Bicycle Lanes are needed to connect the greater Greenville area. Trip generators include Greens Mill Run and Stadium Greenway, ECU, Uptown, and multiple residential and commercial areas.
31	PITTS0023-B	Bicycle	Oakmont Drive [Greenville Inset]	From Turtle Creek Road to NC 43 (Charles Boulevard)	0.23	B	Add separated bicycle lanes.	Bicycle Lanes are needed to connect the greater Greenville area. Trip generators include Greens Mill Run and Stadium Greenway, ECU, Uptown, and multiple residential and commercial areas.
32	PITTS0024-B	Bicycle	North Overlook Drive [Greenville Inset]	From Beaumont Drive to Brownlea Drive	0.06	B	Add separated bicycle lanes.	Bicycle Lanes are needed to connect the greater Greenville area. Trip generators include ECU, Stadium Greenway, parks, schools, Perkins Athletic Complex, Sheppard Memorial Library, 14th St/Greenville Blvd businesses, and multiple residential areas.

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33	PITTS0025-B	Bicycle	Moseley Drive [Greenville Inset]	From US 264 to Moseley Drive	0.35	B	Add separated bicycle lanes.	Bicycle Lanes are needed to connect the greater Greenville area. Trip generators include Tar River Greenway and multiple residential areas.
34	PITTS0026-B	Bicycle	Martinsborough Road [Greenville Inset]	From Evans Street (SR 1700) to Queen Annes Road	0.53	B	Add separated bicycle lanes.	Bicycle Lanes are needed to connect the greater Greenville area. Trip generators include Paramore Park and multiple residential and commercial areas.
35	PITTS0027-B	Bicycle	Library Drive [Greenville Inset]	From Cotanche Street to Charles Street	0.12	B	Add separated bicycle lanes.	Bicycle Lanes are needed to connect the greater Greenville area. Trip generators include ECU, Uptown, residential areas/apartment complexes.
36	PITTS0028-B	Bicycle	Kirkland Drive [Greenville Inset]	From Evans Street (SR 1702) to US 264	0.17	B	Add separated bicycle lanes.	Bicycle Lanes are needed to connect the greater Greenville area. Trip generators include ECU, Uptown, residential areas/apartment complexes.
37	PITTS0029-B	Bicycle	Kineton Circle [Greenville Inset]	From Coversham Road to Coversham Road	0.27	B	Add separated bicycle lanes.	Bicycle Lanes are needed to connect the greater Greenville area. Trip generators include Paramore Park and multiple residential and commercial areas.
38	PITTS0030-B	Bicycle	Hemby Lane [Greenville Inset]	From WH Smith Boulevard to Moye Boulevard	0.12	B	Add separated bicycle lanes.	Bicycle Lanes are needed to connect the greater Greenville area. Trip generators include Tar River Greenway, Medical District, ECU, Uptown, and multiple residential areas.
39	PITTS0031-B	Bicycle	Granville Drive [Greenville Inset]	From US 264 to Martinsborough Road	0.35	B	Add separated bicycle lanes.	Bicycle Lanes are needed to connect the greater Greenville area. Trip generators include Paramore Park and multiple residential and commercial areas.
40	PITTS0032-B	Bicycle	Merry Lane [Greenville Inset]	From East Arlington Boulevard to Southgate Apartments	0.47	B	Add separated bicycle lanes.	Bicycle Lanes are needed to connect the greater Greenville area. Trip generators include ECU, Uptown, residential areas/apartment complexes.
41	PITTS0033-B	Bicycle	East Baywood Lane [Greenville Inset]	From Landmark Street to Cedarhurst Road	0.31	B	Add separated bicycle lanes.	Bicycle Lanes are needed to connect the greater Greenville area. Trip generators include Pitt County Community College, and multiple residential and commercial areas.
42	PITTS0034-B	Bicycle	East 9th Street [Greenville Inset]	From Evans Street (SR 1702) to Cotanche Street	0.11	B	Add separated bicycle lanes.	Bicycle Lanes are needed to connect the greater Greenville area. Trip generators include ECU, Uptown, residential areas/apartment complexes.
43	PITTS0035-B	Bicycle	East 8th Street [Greenville Inset]	From Evans Street (SR 1702) to Cotanche Street	0.11	B	Add separated bicycle lanes.	Bicycle Lanes are needed to connect the greater Greenville area. Trip generators include ECU, Uptown, residential areas/apartment complexes.
44	PITTS0036-B	Bicycle	Drexel Lane [Greenville Inset]	From Pinecrest Drive to Oakview Drive	0.17	B	Add separated bicycle lanes.	Bicycle Lanes are needed to connect the greater Greenville area. Trip generators include ECU, Uptown, residential areas/apartment complexes.
45	PITTS0037-B	Bicycle	Cromwell Drive [Greenville Inset]	From Lynndale Court to Remington Drive	0.1	B	Add separated bicycle lanes.	Bicycle Lanes are needed to connect the greater Greenville area. Trip generators include Paramore Park and multiple residential and commercial areas.
46	PITTS0038-B	Bicycle	Compton Road [Greenville Inset]	From Remington Drive to Rupert Drive	0.13	B	Add separated bicycle lanes.	Bicycle Lanes are needed to connect the greater Greenville area. Trip generators include Paramore Park and multiple residential and commercial areas.
47	PITTS0039-B	Bicycle	Commerce Street [Greenville Inset]	From Evans Street (SR 1702) to Clifton Street	0.09	B	Add separated bicycle lanes.	Bicycle Lanes are needed to connect the greater Greenville area. Trip generators include Uptown, ECU, Greens Mill Run Greenway, JH Rose High School, South Greenville Elementary, businesses along corridor, and multiple residential areas.
48	PITTS0040-B	Bicycle	Clifton Street [Greenville Inset]	From Commerce St to Kirkland Drive	0.09	B	Add separated bicycle lanes.	Bicycle Lanes are needed to connect the greater Greenville area. Trip generators include Uptown, ECU, Greens Mill Run Greenway, JH Rose High School, South Greenville Elementary, businesses along corridor, and multiple residential areas.
49	PITTS0041-B	Bicycle	Cheltenham Drive [Winterville Inset]	From Thornbrook Drive to Westhaven Road	0.08	B	Add separated bicycle lanes.	Bicycle Lanes are needed to connect the greater Greenville area. Trip generators include Pitt County Community College, and multiple residential and commercial areas.
50	PITTS0042-B	Bicycle	Cedarhurst Road [Winterville Inset]	From Westhaven Road to E Baywood Lane	0.61	B	Add separated bicycle lanes.	Bicycle Lanes are needed to connect the greater Greenville area. Trip generators include Pitt County Community College, and multiple residential and commercial areas.
51	PITTS0043-B	Bicycle	Caversham Road [Winterville Inset]	From Evans Street (SR 1700) to Kineton Circle	0.18	B	Add separated bicycle lanes.	Bicycle Lanes are needed to connect the greater Greenville area. Trip generators include Paramore Park and multiple residential and commercial areas.
52	PITTS0044-B	Bicycle	Cantata Drive [Greenville Inset]	From Cancion Street to Tucker Drive	0.13	B	Add separated bicycle lanes.	Bicycle Lanes are needed to connect the greater Greenville area. Trip generators include Greens Mill Run and Stadium Greenway, ECU, Uptown, and multiple residential and commercial areas.
53	PITTS0045-B	Bicycle	Brownlea Drive [Greenville Inset]	From East 14th Street (SR 1703) to North Overlook Drive	0.11	B	Add separated bicycle lanes.	Bicycle Lanes are needed to connect the greater Greenville area. Trip generators include ECU, Stadium Greenway, parks, schools, Perkins Athletic Complex, Sheppard Memorial Library, 14th St/Greenville Blvd businesses, and multiple residential areas.
54	PITTS0046-B	Bicycle	Brinkley Road [Greenville Inset]	From Plaza Drive to Kirkland Drive	0.17	B	Add separated bicycle lanes.	Bicycle Lanes are needed to connect the greater Greenville area. Trip generators include Uptown, ECU, Greens Mill Run Greenway, JH Rose High School, South Greenville Elementary, businesses along corridor, and multiple residential areas.
55	PITTS0047-B	Bicycle	Bremerton Drive [Greenville Inset]	From Kineton Circle to Queen Annes Road	0.35	B	Add separated bicycle lanes.	Bicycle Lanes are needed to connect the greater Greenville area. Trip generators include Paramore Park and multiple residential and commercial areas.
56	PITTS0048-B	Bicycle	Churchside Drive [Greenville Inset]	From Oakview Drive to Red Banks Road	0.07	B	Add separated bicycle lanes.	Bicycle Lanes are needed to connect the greater Greenville area. Trip generators include Greens Mill Run and Stadium Greenway, ECU, Uptown, and multiple residential and commercial areas.
57	PITTS0049-B	Bicycle	Fantasia Street [Greenville Inset]	From Sherwood Drive to Tucker Drive	0.2	B	Add separated bicycle lanes.	Bicycle Lanes are needed to connect the greater Greenville area. Trip generators include Greens Mill Run and Stadium Greenway, ECU, Uptown, and multiple residential and commercial areas.
58	PITTS0050-B	Bicycle	Beaumont Drive [Greenville Inset]	From Fairview Way to North Overlook Drive	0.21	B	Add separated bicycle lanes.	Bicycle Lanes are needed to connect the greater Greenville area. Trip generators include ECU, Stadium Greenway, parks, schools, Perkins Athletic Complex, Sheppard Memorial Library, 14th St/Greenville Blvd businesses, and multiple residential areas.
59	PITTS0051-B	Bicycle	Beacon Drive [Winterville Inset]	From NC 11 to Vernon White Road (SR 1130)	0.59	B	Add separated bicycle lanes.	Bicycle Lanes are needed to connect the greater Greenville area. Trip generators include H. Boyd Lee Park and multiple residential areas.
60	PITTS0052-B	Bicycle	Aycock Drive [Greenville Inset]	From Sherwood Drive to Fairview Way	0.07	B	Add separated bicycle lanes.	Bicycle Lanes are needed to connect the greater Greenville area. Trip generators include Jaycee Park, Sheppard Memorial Library, Eastern Elementary, Perkins Athletic Complex, 14th Street/Greenville Blvd businesses, and multiple residential areas.
61	PITTS0053-B	Bicycle	Atlantic Avenue [Greenville Inset]	From Banners Lane to Dickinson Avenue (SR 1620)	0.24	B	Add separated bicycle lanes.	Bicycle Lanes are needed to connect the greater Greenville area. Trip generators include ECU, Uptown, residential areas/apartment complexes.
62	PITTS0001-P	Pedestrian	Greenville	East of Uptown area	6.22	P	Add sidewalks where there are gaps east of Uptown Greenville.	Sidewalks are needed to fill in gaps in connectivity and connect Greenville with prime destinations, like Uptown.
63	PITTS0002-P	Pedestrian	Greenville	South of Uptown area	1.92	P	Add sidewalks where there are gaps south of Uptown Greenville.	Sidewalks are needed to fill in gaps in connectivity and connect Greenville with prime destinations, like Uptown.
64	PITTS0003-P	Pedestrian	Greenville	Dickinson Ave District area	3.27	P	Add sidewalks where there are gaps near the Dickinson Ave District.	Sidewalks are needed to fill in gaps in connectivity and connect Greenville with prime destinations in the Dickinson Avenue district.
65	PITTS0004-P	Pedestrian	Greenville	North of Uptown area	0.17	P	Add sidewalks where there are gaps north of Uptown Greenville.	Sidewalks are needed to fill in gaps in connectivity and connect Greenville with prime destinations, like Uptown.
66	PITTS0005-P	Pedestrian	Greenville	Brook Valley area	2.08	P	Add sidewalks where there are gaps in the Brook Valley area of Greenville.	Sidewalks are needed to fill in gaps in connectivity and connect Greenville with prime destinations, like the Brook Valley area.

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67	PITTS0006-P	Pedestrian	Greenville	East of ECU area	0.49	P	Add sidewalks where there are gaps east of ECU.	Sidewalks are needed to fill in gaps in connectivity and connect Greenville with prime destinations, like ECU.
68	PITTS0007-P	Pedestrian	Greenville	Greenville Mall area	1.59	P	Add sidewalks where there are gaps in the Greenville Mall area.	Sidewalks are needed to fill in gaps in connectivity and connect Greenville with prime destinations, like the Greenville Mall area.
69	PITTS0008-P	Pedestrian	Greenville	Central Greenville area	0.1	P	Add sidewalks where there are gaps in central Greenville.	Sidewalks are needed to fill in gaps in connectivity and connect Greenville with a variety of prime destinations, like ECU.
70	PITT40001-P	Pedestrian	Simpson	Simpson area	0.72	P	Add sidewalks where there are gaps in Simpson.	Sidewalks are needed to fill in gaps in connectivity and connect Simpson with prime destinations, like Simpson Community Park.
71	PITT40002-P	Pedestrian	Winterville	Winterville area	9.73	P	Add sidewalks where there are gaps in Winterville.	Sidewalks are needed to fill in gaps in connectivity and connect Winterville with prime destinations, like Hillcrest Park.
72	PITT40003-P	Pedestrian	Ayden	Ayden area	6.9	P	Add sidewalks where there are gaps in Ayden.	Sidewalks are needed to fill in gaps in connectivity and connect Ayden with prime destinations, like Veterans Memorial Park.
73	PITT40004-P	Pedestrian	Greenville	West Greenville area	1.59	P	Add sidewalks where there are gaps in west Greenville.	Sidewalks are needed to fill in gaps in connectivity and connect west Greenville residential areas with various prime destinations.
74	PITT40005-P	Pedestrian	Grimesland	Grimesland area	0.89	P	Add sidewalks where there are gaps in Grimesland.	Sidewalks are needed to fill in gaps in connectivity and connect Grimesland with prime destinations, like Grimesland Park.
75	PITT20001-P	Pedestrian	Bethel	Bethel area	0.84	P	Add sidewalks and multi-use path where there are gaps in Bethel.	Sidewalks are needed to fill in gaps in pedestrian connectivity and connect Bethel with prime destinations, like Family Dollar and Thrifty Mart.
76	PITT20002-P	Pedestrian	Fountain	Fountain area	0.36	P	Add sidewalks where there are gaps in Fountain.	Sidewalks are needed to fill in gaps in connectivity and connect Fountain with prime destinations, like Dollar General.
77	PITT30001-P	Pedestrian	Farmville	West Farmville area	4.28	P	Add sidewalks where there are gaps in west Farmville.	Sidewalks are needed to fill in gaps in connectivity and connect Farmville with prime destinations, like Farmville Municipal Athletic Park.
78	PITT30002-P	Pedestrian	Grifton	Grifton area	2.55	P	Add sidewalks where there are gaps in Grifton.	Sidewalks are needed to fill in gaps in connectivity and connect Grifton with prime destinations, like John Lawson Nature Trail.
79	PITTO001-M	Multiuse Path	East Coast Greenway Connector	From County Boundary to US 264 ALT (Greenville Boulevard)	20.3	M	Add multi-use paths.	Multi-use paths are needed to connect areas outside of NC 264 to inner recreational and commercial areas.
80	PITTO002-M	Multiuse Path	Farmville-Greenville Connector [Farmville & Greenville Insets]	From US 258 BUS (May Boulevard) to North Greene Street (SR 1531)	19.8	M	Add multi-use paths.	Multi-use paths are needed to allow for bike/ped travel from Farmville CBD to Greenville CBD through ECU West Research Campus and across the Tar River.
81	PITTO003-M	Multiuse Path	Stantonsburg Road (SR 1200)/B's Barbeque Road (SR 1204)	From V O A Site C Road (SR 1212) to NC 43 (West 5th Street)	6.55	M	Add multi-use paths.	Multi-use paths are needed to connect populations west of NC 264 with commercial areas within Greenville.
82	PITTO004-M	Multiuse Path	Grifton-Ayden Connector [Grifton & Ayden Insets]	From County Boundary to Swift Creek	7.8	M	Add multi-use paths.	Multi-use paths are needed to connect Grifton and Ayden to proposed greenway following Swift Creek for bike/ped access to Ayden-Grifton High School and Greenville CBD.
83	PITTO005-M	Multiuse Path	Swift Creek Connector [Ayden & Winterville Insets]	From Swift Creek to Stillwood Dr	9.41	M	Add multi-use paths.	Multi-use paths are needed to connect Ayden and Swift Creek area to Greenville CBD and South Central High School as well as linking residential and commercial areas along Swift Creek.
84	PITTO006-M	Multiuse Path	Winterville Parkway [Ayden & Winterville Insets]	From Snow Hill St (SR 1113) to US 264 ALT (Greenville Boulevard)	7.68	M	Add multi-use paths.	Multi-use paths are needed along US 11 to have safe bike/ped options between Ayden, Winterville, and Greenville CBD.
85	PITTO007-M	Multiuse Path	Rail Trail [Winterville Inset]	From Bradley Street to Worthington Street	4.25	M	Add multi-use paths.	Multi-use paths are needed to safely connect residential areas south of NC 264 Alt near Westhaven and Paramore to downtown Greenville and commercial areas near Greenville Boulevard.
86	PITTO008-M	Multiuse Path	NC 43	From US 13 (Memorial Drive) to V O A Site C Road (SR 1212)	4.84	M	Add multi-use paths.	Multi-use paths are needed along NC 43 to have a high-quality bike/ped connection near ECU Brody School of Medicine to safely cross NC 264 to Rock Springs Center.
87	PITTO009-M	Multiuse Path	Old River Road (SR 1401)/Belvoir Highway	From US 13 (Memorial Drive) to Tar River	4.32	M	Add multi-use paths.	Multi-use paths are needed to connect commercial areas along US 13 to residential areas Northwest of Pitt-Greenville Airport.
88	PITTO010-M	Multiuse Path	Parker Creek Connector	From Belvoir Highway to Tar River	6.65	M	Add multi-use paths.	Multi-use paths are needed to safely navigate industrial area in North Greenville without having to share the road with truck traffic connecting residential districts south of Tar River to jobs and recreation north of Parker Creek and on the other side of US 13.
89	PITTO011-M	Multiuse Path	NC 33 [Greenville Inset]	From US 264 ALT (Greenville Boulevard) to North Greene Street (SR 1531)	2.49	M	Add multi-use paths.	Multi-use paths are needed to have a safe bike/ped connection between communities just east of NC 264 and access to residential, commercial, the airport, and other networks along Greene Street.
90	PITTO012-M	Multiuse Path	US 13 (Memorial Drive) [Greenville Inset]	From West Belvoir Road (SR 1528) to Stantonsburg Road (SR 1467)	2.59	M	Add multi-use paths.	Multi-use paths are needed to allow for safe bike/ped movement along US 13 between North Greenville and Greenville CBD.
91	PITTO013-M	Multiuse Path	Simpson	Simpson area	2.44	M	Add multi-use paths.	Multi-use paths are needed to improve bike/ped connectivity throughout Simpson.
92	PITTO014-M	Multiuse Path	Arbor Hills	Arbor Hills area	4.68	M	Add multi-use paths.	Multi-use paths are needed to connect sprawling communities along Eastern Pines and Portertown Road to commercial areas.
93	PITTO015-M	Multiuse Path	Eastside Park [Greenville Inset]	From Eastside Park to Greens Mill Run	3.69	M	Add multi-use paths.	Multi-use paths are needed to connect residential areas near Tar River and Eastside Park with Brook Valley neighborhoods and to cross NC 264 Alternate to connect with Tar Greenway.
94	PITTO016-M	Multiuse Path	Mills Rd (SR 1774)	From Lester Mills Road (SR 1744) to NC 43	2.82	M	Add multi-use paths.	Multi-use paths are needed to safely connect Hope Middle school and O H Conley High School along Mills Road with residential areas in between.
95	PITTO017-M	Multiuse Path	Ayden [Ayden Inset]	Ayden area gaps	5.21	M	Add multi-use paths.	Multi-use paths are needed throughout Ayden area to connect sprawled out regions of residential area with Ayden CBD.
96	PITTO018-M	Multiuse Path	Old NC 11 [Ayden & Winterville Inset]	From Hines Drive (SR 1122) to Vernon White Road (SR 1130)	4.35	M	Add multi-use paths.	Multi-use paths are needed between Ayden and Winterville to safely allow for bike/ped travel along Old NC 11 route.
97	PITTO019-M	Multiuse Path	Fork Swamp Connector [Winterville Inset]	From Ayden Golf Club Road (SR 1723) to East Fire Tower Road (SR 1708)	7.59	M	Add multi-use paths.	Multi-use paths are needed to serve as greenway connection along Fork Swamp to allow for rural connectivity to Greenville.
98	PITTO020-M	Multiuse Path	County Home Road (SR 1725)	From East Fire Tower Road (SR 1708) to Worthington Road (SR 1711)	3.83	M	Add multi-use paths.	Multi-use paths are needed along County Home Road to connect residential areas to Wintergreen schools and Keene District Park and to commercial areas near Walmart, Lidl, and Food Lion on Firetower Road.
99	PITTO021-M	Multiuse Path	Old Tar Road (SR 1700) [Ayden & Winterville Inset]	From Worthington Road (SR 1711) to Ayden Golf Club Road (SR 1723)	2.72	M	Add multi-use paths.	Multi-use paths are needed along Old Tar Road to connect outlying residential areas with Winterville.
100	PITTO022-M	Multiuse Path	Reedy Branch Road (SR 1131) [Winterville Inset]	From NC 11 (Winterville Parkway) to Forlines Road (SR 1126)	1.57	M	Add multi-use paths.	Multi-use paths are needed to connect residential areas along Reedy Branch Road to Winterville Parkway and commercial areas along Forlines Road.

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101	PITTO0023-M	Multiuse Path	Corey Road (SR 1709) [Winterville Inset]	From Worthington Road (SR 1711) to East Fire Tower Road (SR 1708)	2.17	M	Add multi-use paths.	Multi-use paths are needed along Corey Road to connect Worthington and Firetower Road and provide bike/ped access to Lee Park.
102	PITTO0024-M	Multiuse Path	H. Boyd Lee Park Connector [Winterville Inset]	From Corey Road (SR 1709) to Laurie Ellis Road (SR 1713)	2.71	M	Add multi-use paths.	Multi-use paths are needed to bridge gap over Fork Swamp and improve connectivity to Lee Park from downtown Winterville.
103	PITTO0025-M	Multiuse Path	Premier Sports Academy Connector [Winterville Inset]	From US 13 (Memorial Drive) to Swift Creek	0.97	M	Add multi-use paths.	Multi-use paths are needed along the perimeter of Premier Sports Academy connecting east side of US 11 and Creekside Elementary School, crossing over Swift Creek.
104	PITTO0026-M	Multiuse Path	Winterville [Winterville Inset]	Winterville area gaps	3.29	M	Add multi-use paths.	Multi-use paths are needed throughout Winterville to facilitate safe bike/ped movements around area.
105	PITTO0027-M	Multiuse Path	South Central High School / Creekside Elementary Connector [Winterville Inset]	From Mayfield Drive to Swift Creek	1.12	M	Add multi-use paths.	Multi-use paths are needed along Forlines Road to connect Creekside Elementary School with South Central High School and adjacent residential areas.
106	PITTO0028-M	Multiuse Path	Thomas Langston Rd (SR 1134) / Regency Blvd (SR 1134) [Winterville Inset]	From Davenport Farm Road (SR 1128) to Evans Street (SR 1700)	3.66	M	Add multi-use paths.	Multi-use paths are needed along Thomas Langston Road/Regency Boulevard to allow for safe access to Planet Fitness, Walmart, Aldi, etc. by creating a buffer from high-speed traffic.
107	PITTO0029-M	Multiuse Path	Pitt Community College [Winterville Inset]	Pitt Community College area gaps	3.14	M	Add multi-use paths.	Multi-use paths are needed to allow for safe bike/ped connectivity to and throughout Pitt Community College.
108	PITTO0030-M	Multiuse Path	Davenport Farm Road [Greenville Inset]	From Reedy Branch Road (SR 1131) to Fork Swamp	2.78	M	Add multi-use paths.	Multi-use paths are needed to connect residential areas to commercial areas near Memorial Drive and to Wintergreen Medical Center.
109	PITTO0031-M	Multiuse Path	Greens Mill Run [Greenville Inset]	From West Arlington Boulevard to Macgregor Downs Road (SR 1202)	5.9	M	Add multi-use paths.	Multi-use paths are needed along Greens Mill Run for recreational use and connectivity around southwest Greenville.
110	PITTO0032-M	Multiuse Path	Charles Boulevard [Greenville Inset]	From Reade Circle to US 264 ALT (Greenville Boulevard)	1.41	M	Add multi-use paths.	Multi-use paths are needed along Charles Boulevard to separate bike traffic from high-speed motorized traffic and connect major population centers with Greenville CBD, ECU Athletic District, and Greenville Mall shopping area.
111	PITTO0033-M	Multiuse Path	Uptown Greenville [Greenville Inset]	Uptown Greenville area gaps	2.98	M	Add multi-use paths and pedestrian bridge across 10th Street to connect gap between South Pitt Street.	Multi-use paths are needed throughout Uptown Greenville to allow for safe bike/ped connectivity to multiple residential, commercial, and recreational areas.
112	PITTO0034-M	Multiuse Path	Green Springs Park [Greenville Inset]	Green Springs park area gaps	3.11	M	Add multi-use paths.	Multi-use paths are needed to cross intersections otherwise dangerous to pedestrians and cyclists.
113	PITTO0035-M	Multiuse Path	ECU [Greenville Inset]	ECU area gaps	1.03	M	Add multi-use paths.	Multi-use paths are needed to better connect Green Mill Run Greenway with East 10th Street, Wahl-Coates Elementary, Greenwood Cemetery, and residential areas.
114	PITTO0036-M	Multiuse Path	Hooker Road [Greenville Inset]	From Marvin Jarman Drive to US 264 ALT (Greenville Boulevard)	1.48	M	Add multi-use paths.	Multi-use paths are needed to connect Keswick Apartments, Winslow Pointe Apartments, and other homes close to Walmart Supercenter and other commercial areas along Greenwood Boulevard and to J. H. Rose High School north of Arlington Boulevard.
115	PITTO0037-M	Multiuse Path	Greenville Mall	Greenville Mall area gaps	1.88	M	Add multi-use paths.	Multi-use paths are needed along Red Banks Road to safely connect commercial areas with bike/ped modes separated from high traffic and speeds.
116	PITTO0038-M	Multiuse Path	Greenville Convention Center [Greenville Inset]	Greenville Convention Center area gaps	1.58	M	Add multi-use paths.	Multi-use paths are needed along Greenville Boulevard and Mall Drive to provide safe bike/ped movements throughout commercial areas.
117	PITTO0039-M	Multiuse Path	Turnbury Square	Turnbury Square area gaps	4.26	M	Add multi-use paths.	Multi-use paths are needed along Firetower Road and NC 43 to safely connect commercial areas around intersections while avoiding dangerous conflicts with motorized traffic on major roadways.
118	PITTO0040-M	Multiuse Path	West Greenville [Greenville Inset]	West Greenville area gaps	6.26	M	Add multi-use paths.	Multi-use paths are needed around ECU Brody School of Medicine to allow for bike/ped movements around the facility with minimal exposure to motorized traffic.
119	PITTO0041-M	Multiuse Path	Harris Mill Run/Schoolhouse Branch [Greenville Inset]	From US 13 (Memorial Drive) to NC 43	3.1	M	Add multi-use paths.	Multi-use paths are needed along Harris Mill Run and Schoolhouse Branch to increase bike/ped connectivity between residential areas.
120*	PIT20074-H	Bicycle	US 264	From US 13 to Beaufort County Line	4.76	H,B	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.	US 264 is designated as a Strategic Transportation Corridor, part of a network considered the backbone of the state's transportation system, moving large volumes of people and freight. This section is part of a designated evacuation route and is at risk of flooding.
121*	PIT30073-H	Bicycle	NC 33 Resilience A	From Edgecombe County Line to NC 222	3.94	H,B	Upgrade facility. Options could include elevating the roadway. Add appropriate bicycle facilities to NC Bike Route 2.	This section of roadway is at risk of flooding.
122*	U-6240	Bicycle	West 5th Street (SR 1571)	From Cadillac Street to Reade Street	0.77	H,B	Rehabilitate and realign West 5th Street (SR 1571), per NCDOT STIP Project U-6240. Add appropriate bicycle facilities. Under Construction.	The skewed intersections present can create potential safety and operational problems for both motorists and nonmotorists. This corridor recorded over 250 crashes between January 2015 and December 2019.
123*	U-5606	Bicycle	Dickinson Avenue (SR 1620)	From Reade Circle to US 13	1.34	H,M,B	Improve curb and gutters, the storm drainage system, sidewalks, and replace roadway subgrade, per NCDOT STIP Project U-5606. Under construction.	There is a need for improved resilience to flooding on this section of roadway.
124*	PIT20003-H	Pedestrian	US 258 BUS	From US 264 to NC 121	1.48	H,M,P	Improve the intersections along the corridor. Add multi-use paths for pedestrian and bicycle use. Construct sidewalk as necessary to close gaps in Farmville.	This section is identified as a high-frequency crash corridor with a total of 120 crashes recorded from 2015-2019.
125*	PIT30077-H	Pedestrian	NC 121 Resilience	From US 264 to US 258 BUS	0.41	H,P	Upgrade facility. Options could include elevating the roadway. Construct sidewalk as necessary to close gaps in Farmville.	This section of roadway is at risk of flooding.
126*	PIT50069-H	Pedestrian	West Firetower Road Extension	From NC 11 to Reedy Branch Road (SR 1131)	0.33	H,P	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.	An extension would improve mobility to Reedy Branch Road (SR 1131) and act as a parallel alternate to NC 11 (Memorial Drive).
127*	PIT20073-H	Multiuse Path	US 13	From NC 11 to Davenport Farm Road (SR 1128)	3.39	H,M	Widen to a consistent 4-lane divided facility with access management improvements, per GUAMPO's 2045 MTP. Add sidepaths for pedestrian and bicycle use.	This section of US 13 is projected to be near capacity in 2045. Mobility on this facility is impaired by numerous driveway cuts and is also identified as a high-frequency crash corridor with a total of 858 crashes recorded between January 2015 and December 2019.
127*	PIT30076-H	Multiuse Path	US 13 Resilience	From NC 33 to Belvoir Road (SR 1528)	0.96	H,M	Upgrade facility. Options could include elevating the roadway. Add sidepath for bicycle and pedestrian use.	This section of roadway is at risk of flooding.
127*	PIT30002-H	Multiuse Path	US 13/NC 11	From Stantonsburg Road (SR 1200) to US 264 ALT	2.59	H,M	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.	Mobility on this facility is impaired by numerous driveway cuts and is also identified as a high-frequency crash corridor with a total of 1,412 crashes recorded between January 2015 and December 2019.
128*	FS1002-B	Multiuse Path	Modernization	From US 264 to US 13	7.92	H,M	Widen to 6 lanes and improve intersections, per GUAMPO's 2045 MTP and Feasibility Study. Add sidepaths for pedestrian and bicycle use.	This section of US 264 ALT is projected to be near capacity in 2045. Mobility on this facility is impaired by numerous driveway cuts, traffic signals, and is also identified as a high-frequency crash corridor with a total of 3,845 crashes recorded from 2015-2019.
129*	PIT20003-H	Multiuse Path	US 258 BUS	From US 264 to NC 121	1.48	H,M,P	Improve the intersections along the corridor. Add multi-use paths for pedestrian and bicycle use. Construct sidewalk as necessary to close gaps in Farmville.	This section is identified as a high-frequency crash corridor with a total of 120 crashes recorded from 2015-2019.
130*	PIT30002-H	Multiuse Path	US 13/NC 11	From Stantonsburg Road (SR 1200) to US 264 ALT	2.59	H,M	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.	Mobility on this facility is impaired by numerous driveway cuts and is also identified as a high-frequency crash corridor with a total of 1,412 crashes recorded between January 2015 and December 2019.
131*	PIT30017-H	Multiuse Path	NC 33	From Mobeys Bridge Road (SR 1760) to Beaufort Street (SR 1565)	0.71	H,M	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.	This corridor recorded 56 crashes between January 2015 and December 2019.
131*	PIT30018-H	Multiuse Path	NC 33	From Beaufort Street (SR 1565) to Beaufort County Line	2.89	H,M	Widen roadway to three lanes. Add sidepaths for bicycle and pedestrian use. Potential Washington-Greenville Greenway route. Refer to Feasibility Study for details.	This corridor recorded 56 crashes between January 2015 and December 2019. Mobility is impaired by numerous driveway cuts and side streets.

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131*	PITT30075-H	Multiuse Path	NC 33 Resilience B	From West of US 13 to East of US 13	1.27	H,M	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.	This section of roadway is at risk of flooding.
131*	U-6215	Multiuse Path	NC 33	From Blackjack-Simpson Road (SR 1755) to Mobeys Bridge Road (SR 1760)	5.6	H,M	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.	This facility does not have a consistent cross-section, which can lead to traffic bottlenecks. This corridor recorded 279 crashes between January 2015 and December 2019.
131*	PITT30016-H	Multiuse Path	NC 33	From Oxford Road to Blackjack-Simpson Road (SR 1755)	2.5	H,M	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.	This corridor recorded 359 crashes between January 2015 and December 2019.
131*	U-6125	Multiuse Path	NC 33 and East 10th Street (SR 1598)	From Evans Street (SR 1702) to Oxford Road	3.02	H,M	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.	This corridor recorded 1,245 crashes between January 2015 and December 2019.
132*	U-6147	Multiuse Path	NC 43	From US 264 ALT to Bells Fork Road (SR 1729)	1.97	H,M	Access Management, per NCDOT STIP Project U-6147. Add sidepaths for bicycle and pedestrian use.	This corridor recorded 912 crashes between January 2015 and December 2019.
132*	U-5991	Multiuse Path	NC 43	From Firetower Road (SR 1708) to Worthington Road (SR 1711)	3.07	H,M	Widen to multi-lanes, per NCDOT STIP Project U-5991. Add sidepaths for bicycle and pedestrian use.	Extensive growth and development is projected to occur in this area.
133*	PITT30020-H	Multiuse Path	NC 102	From NC 11 BYP to Ayden Town Limits	1.9	H,M	Install median, per GUAMPO's 2045 MTP. Add sidepaths for bicycle and pedestrian use.	This corridor recorded 171 crashes between January 2015 and December 2019.
134*	PITT30022-H	Multiuse Path	NC 903	From NC 11 to MPO Boundary	2.16	H,M	Widen to multi-lanes, per GUAMPO's 2045 MTP. Add sidepaths for bicycle and pedestrian use.	Extensive growth and development is projected to occur in this area.
135*	PITT40044-H	Multiuse Path	Jolly Road (SR 1120)	From NC 102 to NC 11	1.27	H,M	Modernize and upgrade the roadway with with edge treatments and lane widening, per GUAMPO's 2045 MTP. Add sidepaths for bicycle and pedestrian use.	This corridor recorded 33 crashes between January 2015 and December 2019.
136*	PITT40042-H	Multiuse Path	Forlines Road (SR 1126)	From NC 11 BYP to NC 11	2.12	H,M	Widen to a 4-lane median divided facility, per GUAMPO's 2045 MTP. Add sidepaths for bicycle and pedestrian use.	Projections indicate that 2045 traffic on Forlines Road (SR 1126) would exceed the capacity of the roadway. This corridor recorded 143 crashes between January 2015 and December 2019.
137*	PITT40043-H	Multiuse Path	Frog Level Road (SR 1127)	From US 13 to NC 903	3.7	H,M	Widen to a 4-lane median divided facility, per GUAMPO's 2045 MTP. Add sidepaths for bicycle and pedestrian use.	This corridor recorded 214 crashes between January 2015 and December 2019.
138*	PITT40039-H	Multiuse Path	Davenport Farm Road (SR 1128)	From US 13 to Reedy Branch Road (SR 1131)	1.8	H,M	Widen to a 4-lane divided facility. Add sidepaths for bicycle and pedestrian use.	This corridor recorded 171 crashes between January 2015 and December 2019.
139*	PITT40045-H	Multiuse Path	Reedy Branch Road (SR 1131)	From Forlines Road (SR 1126) to West Firetower Rd (SR 1708)	0.55	H,M	Modernization may include turn lane improvements, edge treatments, lane widening, etc. per GUAMPO's 2045 MTP. Add sidepaths for bicycle and pedestrian use.	This corridor recorded 63 crashes between January 2015 and December 2019.
140*	PITT40046-H	Multiuse Path	Thomas Langston Road (SR 1134)	From Davenport Farm Road (SR 1128) to NC 11	2.07	H,M	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.	This corridor recorded 345 crashes between January 2015 and December 2019.
141*	U-5875	Multiuse Path	Allen Road (SR 1203)	From Stantonsburg Road (SR 1200) to US 13	2.3	H,M	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.	The roadway is expected to be near capacity by 2045. This corridor recorded 331 crashes between January 2015 and December 2019.
142*	U-6195	Multiuse Path	Stantonsburg Road (SR 1200)	From B's Barbeque Road (SR 1204) to US 13	1.99	H,M	Access Management, per NCDOT STIP Project U-6195. Add sidepaths for bicycle and pedestrian use.	Extensive growth and development is proposed in this area, per NCDOT's traffic forecast for U-6195. This corridor recorded 1,298 crashes between January 2015 and December 2019.
143*	U-6125	Multiuse Path	NC 33 and East 10th Street (SR 1598)	From Evans Street (SR 1702) to Oxford Road	3.02	H,M	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.	This corridor recorded 1,245 crashes between January 2015 and December 2019.
143*	U-5606	Multiuse Path	Dickinson Avenue (SR 1620)	From Reade Circle to US 13	1.34	H,M,B	Improve curb and gutters, the storm drainage system, sidewalks, and replace roadway subgrade, per NCDOT STIP Project U-5606. Under construction.	There is a need for improved resilience to flooding on this section of roadway.
144*	U-2817	Multiuse Path	Evans Street / Old Tar Road (SR 1700)	From US 264 ALT to Worthington Road (SR 1711)	3.69	H,M	Widen to 4 lanes, per NCDOT STIP Project U-2817. Add sidepaths for bicycle and pedestrian use.	The projected 2045 traffic volumes exceed the capacity of the roadway. This corridor recorded 994 crashes between January 2015 and December 2019.
145*	U-6196	Multiuse Path	Evans Street (SR 1700)	From 5th Street (SR 1571) to Red Banks Road	1.99	H,M	Access Management, per NCDOT STIP Project U-6196. Add sidepaths for bicycle and pedestrian use.	This corridor recorded 684 crashes between January 2015 and December 2019.
145*	PITT40040-H	Multiuse Path	Evans Street (SR 1700)	From Red Banks Road to US 264 ALT	0.27	H,M	Access Management, per GUAMPO's 2045 MTP. Add sidepaths for bicycle and pedestrian use.	This corridor recorded 319 crashes between January 2015 and December 2019.
146*	PITT40036-H	Multiuse Path	East 14th Street (SR 1704)	From US 264 ALT to Charles Boulevard (SR 1707)	1.6	H,M	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.	This corridor recorded 396 crashes between January 2015 and December 2019.
147*	U-5917	Multiuse Path	East 14th Street (SR 1704)	From East Firetower Road (SR 1708) to US 264 ALT	1.37	H,M	Widen to a two-lane median divided facility with bicycle lanes, per NCDOT STIP Project U-5917.	There is a need to improve the traffic flow and safety and accommodate traffic growth along the project corridor. This corridor recorded 912 crashes between January 2015 and December 2019.
148*	PITT40041-H	Multiuse Path	Firetower Road (SR 1708)	From NC 11 to NC 43	3.49	H,M	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.	The projected 2045 traffic volumes are approaching the capacity of the roadway. This corridor recorded 1,249 crashes between January 2015 and December 2019.
148*	U-5870	Multiuse Path	East Firetower Road/Portertown Road (SR 1726)	From East 14th Street (SR 1704) to NC 33	2.17	H,M	Widen to 4 lanes, per NCDOT STIP Project U-5870.	The projected 2045 traffic volumes are approaching the capacity of the roadway. This corridor recorded 400 crashes between January 2015 and December 2019.
148*	U-5785	Multiuse Path	East Firetower Road (SR 1708)	From NC 43 to East 14th Street (SR 1704)	0.6	H,M	Widen to 4 lanes and improve the Charles Boulevard and Arlington Boulevard intersections, per NCDOT STIP Project U-5785.	The projected 2045 traffic volumes are approaching the capacity of the roadway. This corridor recorded 309 crashes between January 2015 and December 2019.
149*	PITT40038-H	Multiuse Path	Cooper Street (SR 1711)	From Old Tar Road (SR 1700) to Mill Street (SR 1149)	1.06	H,M	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.	This corridor recorded 32 crashes between January 2015 and December 2019.
149*	PITT40047-H	Multiuse Path	Worthington Road (SR 1711)	From Old Tar Road (SR 1700) to NC 43	3.71	H,M	Widen to a 4-lane median divided facility, per GUAMPO's 2045 MTP. Add sidepaths for bicycle and pedestrian use.	This corridor recorded 274 crashes between January 2015 and December 2019.
150*	PITT40037-H	Multiuse Path	Ayden Golf Club Road / Ivy Road / Tucker Road (SR 1723/1174/1759)	From NC 102 to NC 33	11.4	H,M	Potential for intermittent turn lanes, lane widening, and edge treatments per GUAMPO's 2045 MTP. Add sidepaths for bicycle and pedestrian use.	This corridor recorded 211 crashes between January 2015 and December 2019.
151*	PITTS0065-H	Multiuse Path	Arlington Boulevard	From NC 43 to East Fire Tower Road (SR 1708)	5.37	H,M	Access management improvements, per GUAMPO's 2045 MTP. Add sidepaths for bicycle and pedestrian use.	There are 1,366 crashes recorded at intersections throughout the corridor between January 2015 and December 2019.
152	PITTO9999-M	Multiuse Path	Washington-Greenville Greenway	From Greenville to Washington	18.93	M	Potential route for Washington-Greenville Greenway. Refer to Feasibility Study for details.	A greenway is needed to increase bike/ped connectivity between these two population centers.