

Key to Columns on Table

Facility and Section – Name of the street and/or road, NC number or SR number, from - to

Thoroughfare Class – proposed thoroughfare class (i.e., major thoroughfare, minor thoroughfare, expressway)

Owner/Mtc. – The owner or maintenance responsible agency (City or State)




Dist. In Miles – the segment length of the existing or proposed thoroughfare

Existing Roadway and Right-of-Way Section

- **Cross Section** – the cross section type, using NCDOT’s typical sections (see attached referenced sheet for section identification)
- **Roadway width (ft.)** – the width of the roadway. For curb and gutter sections, is from back of curb to back of curb.
- **No. of Travel Lanes** – number of travel lanes currently existing
- **Right-of-way (ft.)** – the width of the existing right-of-way
- **Current capacity** – the acceptable two-way Average Daily Traffic (ADT) volume for a particular road, This is used for planning purposes, not engineering operational capacity. The following are used for existing and recommended roadways:
 - 2-lane 12,000 ADT capacity
 - 3-lane 14,000 ADT capacity
 - 4-lane undivided 30,000 ADT capacity
 - 4-lane w/ medians 35,000 ADT capacity
 - 5-lane 33,500 ADT capacity
 - 6-lane 45,000 ADT capacity
 - 4-lane freeway 60,000 ADT capacity
- **2002 Count** – traffic counts taken by NCDOT in 2002. Where counts are not available, estimates are made.
- **2025 Volume if No Improvements** – the thoroughfare plan includes estimates of the traffic volume if the roads remain the same, i.e., none of the

plan's recommended improvements are made. This column shows the projected Year 2025 volumes of the segment if the road system is unchanged.

Recommended Improvement Section

- **Recommended Cross Section** – the recommended cross section type, using NCDOT's typical sections, in order to meet the future traffic needs. If “no change” is noted, then the existing roadway is acceptable for future traffic and transportation needs.
- **Recommended Travel Lanes** – the recommended number of travel lanes to meet future traffic and transportation needs
- **Ultimate Right-of-way (ft.)** – the width of the ultimate right-of-way needed to meet future traffic and transportation needs. If “no change” is noted, then the existing right-of-way is acceptable for future traffic and transportation needs.
- **Other Attributes** – If the thoroughfare is important for different modes, it is noted. Below are the symbols used:
 -  - pedestrian corridor (sidewalks)
 -  - bike route, as adopted in the Greenville Urban Area Bicycle Plan
 -  - on bus route
- **Capacity** – the two-way Average Daily Traffic (ADT) volume of the recommended improvement. This is for planning purposes, not engineering operational capacity. As with the existing roadways, the following are used for recommended roadways:
 - 2-lane 12,000 ADT capacity
 - 3-lane 14,000 ADT capacity
 - 4-lane undivided 30,000 ADT capacity
 - 4-lane w/ medians 35,000 ADT capacity
 - 5-lane 33,500 ADT capacity
 - 6-lane 45,000 ADT capacity
 - 4-lane freeway 60,000 ADT capacity
- **2025 Plan Volume** – the thoroughfare plan also includes estimates of the traffic volume if all of the recommended improvements are made. This then shows the projected Year 2025 volumes of the road segment with the plan's road system.