

Appendix A

Definitions

| Term | Definition | Relevant Chapter(s) |
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| 85th Percentile Speed | The speed at or below which 85-percent of vehicles travel on a given roadway. | 2 |
| Abandonment | The relinquishment of the public interest in right-of-way activity thereon with no intention to reclaim or use again for highway purposes. | 6 |
| Acceptable | Design criteria which do not meet desirable values, but yet is considered to be reasonable and safe for design purposes. | 1 |
| Access | A legal right to enter a highway facility from abutting property or public streets. | 6 |
| Access Control (Control of Access) | The condition in which the right of owners or occupants of abutting land or other persons to access, light, air or view in connection with a highway is fully or partially controlled by a public authority. | 6 |
| Accessible Route | A continuous, unobstructed path connecting all accessible elements following Americans with Disabilities Act (ADA) guidelines and spaces in a building, site or facility, and Public Rights-Of-Way Access Guidelines (PROWAG) for pedestrian facilities located in the public right-of-way. A "site" is defined as a parcel of land bounded by a property line or a designated portion of a public right-of-way. A "facility" is defined as all or any portion of buildings, structures, site improvements, complexes, equipment, roads, walks, passageways, parking lots, or other real or personal property on a site. | 6 |
| Acquisition or Taking | The process of obtaining land and land interests. | 6 |
| Alignment Review | A meeting to determine and address the major project alignment challenges. | 1 |

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| Alignment and Grade Review (AGR) Report | A report which provides written documentation of the horizontal and vertical alignment determinations made during the preliminary alignment review. | 1 |
| Allowable Headwater | The depth or elevation of the impoundment of cross-drainage flow above which damage or some other unfavorable result could occur. | 11 |
| Annual Average Daily Traffic (AADT) | The total yearly traffic volume in both directions of travel divided by the number of days in a year. | 2 |
| Approach | A road providing access from a public way to a highway, street, road, or to an abutting property. | 6 |
| Arterial | A roadway characterized by a capacity to move relatively large volumes of traffic while also serving adjacent properties. | 2 |
| Auxiliary Lane | The portion of the roadway adjoining the through traveled way for purposes supplementary to through traffic movement including parking, speed change, turning, storage for turning, weaving or truck climbing. | 5 |
| Auxiliary Through Lane | A through lane of limited length added upstream and downstream of an intersection. | 6 |
| Average Daily Traffic (ADT) | The total traffic volume in both directions of travel during a time period greater than one day but less than one year divided by the number of days in that time period. | 2 |
| Average Running Speed | The average speed of a vehicle over a specified section of highway. It is equal to the distance traveled divided by the running time (the time the vehicle is in motion). The average running speed is the distance summation for all vehicles divided by the running time summation for all vehicles. | 2 |
| Average Travel Speed | The distance summation for all vehicles divided by the total time summation for all vehicles, including stopped delays. (Note: Average running speed only includes the time the vehicle is in motion. Therefore, on uninterrupted flow facilities which are not congested, average running speed and average travel speed are equal.) | 2 |
| Award | The acceptance by MDT of a bid. | 12 |
| Axis of Rotation | The line about which the pavement is revolved to superelevate the roadway. | 3 |
| Backslope | The side slope created by the connection of the ditch bottom, upward and outward, to the natural ground (often referred to as the cut slope). | 5 |
| Barrier Warrant | A criterion that identifies an area of concern which should be shielded by a traffic barrier, if judged to be practical. | 9 |

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| Begin Curb Return | The point along the top back of curb where the curb return of an intersection meets the highway alignment (typical tangent portion). | 6 |
| Bicycle Boxes | Designated spaces at signalized intersections, placed between a set-back stop line and the crosswalk, that allow bicyclists to queue in front of motorized vehicles at traffic signals. | 7 |
| Bicycle Lane | A portion of a roadway which has been designated by striping, signing and pavement markings for the exclusive use of bicyclists. | 7 |
| Bicycle Path | A bikeway physically separated from motorized vehicular traffic by an open space or barrier. | 7 |
| Bikeway | Any road, path or way which in some manner is specifically designated as being open to bicycle travel, regardless of whether such facilities are designated for the exclusive use of bicycles or will be shared with other transportation modes. | 7 |
| Borrow | Material that has been dug from one location and will be used at another location. | 4 |
| Bridge | A structure, including supports, erected over a depression or obstruction, such as water, a highway, or a railway, and having a track or passageway for carrying traffic or other moving loads, and having an opening measured along the center of the roadway of more than approximately 20 feet between undercopings of abutments, between spring lines of arches, or between extreme ends of openings for multiple boxes; may include multiple pipes where the clear distance between openings is less than half of the smaller contiguous opening. | 5, 11 |
| Bridge Length | The length of a bridge structure is the overall length measured from centerline-of-bearing to centerline-of-bearing of the abutments. | 5 |
| Bridge Roadway Width | The clear width of the structure measured at right angles to the center of the roadway between the bottom of curbs or, if curbs are not used, between the inner faces of parapet or railing. | 5 |
| Bridge to Remain in Place | An "existing bridge to remain in place" refers to any bridge work which does not require the total replacement of both the substructure and superstructure. | 5 |
| Broken-Back Curves | Two closely spaced horizontal curves with deflections in the same direction and a short intervening tangent. | 3 |

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| Buffer Area | The area between the roadway and the sidewalk that provides space between motorized vehicle traffic and non-motorized users (pedestrians and bicycles). | 5 |
| Buffered Bicycle Lane | An on-street lane that includes an additional striped buffer, typically 2 to 3 feet wide, between the bicycle lane and the motorized vehicle travel lane and/or between the bicycle lane and the motorized vehicle parking lane. | 7 |
| Bus | A heavy vehicle involved in the transport of passengers on a for-hire, charter or franchised transit basis. | 4 |
| CADD | Computer-aided drafting and design. | 12 |
| Capacity | The maximum number of vehicles which reasonably can be expected to traverse a point or uniform roadway section during a given time period under prevailing roadway, traffic, and control conditions. | 2 |
| Catch Basin | A structure with an opening for inletting drainage from a gutter or median and discharging the water through a conduit. In common usage it is a grated inlet with or without a sump. | 11 |
| Categorical Exclusion | A classification for projects that will not induce significant environmental impacts or foreseeable alterations in land use, planned growth, development patterns, traffic volumes, travel patterns, or natural or cultural resources. | 1 |
| Channel | The bed and banks that confine the surface flow of a natural or artificial stream. Braided streams have multiple subordinate channels, which are within the main stream channel. | 11 |
| Channelization | The directing of traffic through an intersection by the use of pavement markings (including striping, raised reflectors, etc.), medial separators or raised islands. | 6 |
| Circular Curves | Continuous arcs of constant radius which achieve the necessary highway deflection without an entering or exiting transition. Also known as simple curves. | 3 |
| Clear Zones | The total roadside border area, starting at the edge of the traveled way, available for safe use by errant vehicles. This area may consist of a shoulder, a recoverable slope, a non-recoverable slope and/or a recovery area. The desired width is dependent upon traffic volumes, speeds and roadside geometry. | 9 |
| Collector | A roadway characterized by a roughly even distribution of its access and mobility functions. | 2 |
| Comfort Criteria | Criteria which is based on the comfort effect of change in vertical direction in a sag vertical curve because of the combined gravitational and inertial forces. | 6 |

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| Compound Curves | These are a series of two or more horizontal curves with deflections in the same direction immediately adjacent to each other. | 3 |
| Construction Permit | Temporary legal access acquired by the State, outside the permanent right-of-way boundaries, to construct the highway project according to its proper design but on property which is not owned by the State. | 12 |
| Consultant | A firm or person hired by MDT to conduct special studies, design projects, and/or construction management. | 1 |
| Contractor | A company or firm hired by MDT to construct the project in the field according to the plans and specifications. | 1 |
| Controlling Criteria | A list of geometric criteria requiring approval if they are not met or exceeded. | 2 |
| Corner Island | A raised or painted island to channelize right-turn movements. | 6 |
| Cover | The extent of soil above the crown of a pipe or culvert (Chapter 11). Aggregate material used as a wearing/friction course with pavement seal application (Chapter 13). | 11, 13 |
| Crest Curve | Vertical curve that typically connects ascending grades that form a crest. | 4 |
| Criteria | A term typically used to apply to design values, usually with no suggestion on the criticality of the design value. Because of its basically neutral implication, the <i>RDM</i> frequently uses "criteria" to refer to the design values presented. | 1 |
| Critical Length of Grade | The maximum length of a specific upgrade on which a loaded truck can operate without experiencing a specified reduction in speed. | 4 |
| Critical Parallel Slope | Slopes which cannot be safely traversed by a run-off-the-road vehicle. Depending on the encroachment conditions, a vehicle on a critical slope may overturn. For most embankment heights, fill slopes steeper than 3:1 are considered critical. | 9 |
| Cross Drainage | The runoff from contributing drainage areas both inside and outside the highway right-of-way and the transmission thereof from the upstream side of the highway facility to the downstream side. | 11 |
| Cross Section | A vertical section of the ground and roadway at right angles to the centerline of the roadway, including all elements of a roadway. | 3 |

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| Cross Slope | The slope in the cross section view of the travel lanes, expressed as a percent based on the change in vertical compared to the change in horizontal. | 5 |
| Cross Slope Rollover | The algebraic difference between the slope of the through lane and the slope of the adjacent pavement within the traveled way or gore. | 3 |
| Crossing Island | A pedestrian refuge in the median which provides an area in the middle of the road for pedestrians to stop if needed, when crossing the road in two stages (i.e., crossing one direction of vehicular travel at a time). | 7 |
| Crosswalk | The part of a roadway included within the connections of the lateral lines of the sidewalks on opposite sides of the highway measured from the curbs or, in the absence of curbs, from the edges of the traversable roadway. Any portion of a roadway at an intersection or elsewhere distinctly indicated for pedestrians crossing by lines or other markings on the surface. | 6 |
| Culvert | A structure which is usually designed hydraulically to take advantage of submergence to increase hydraulic capacity. A structure used to convey surface runoff through embankments. A structure, as distinguished from bridges, which is usually covered with embankment and is composed of structural material around the entire perimeter, although some are supported on spread footings with the streambed serving as the bottom of the culvert. | 11 |
| Curb Cut | Any opening in a curb where the full height curb section is terminated. | 3 |
| Curb Return | The circular segment of curb at an intersection which connects the tangent/edge of roadway (typically tangents) portions of the intersecting legs. | 6 |
| Curve to Spiral (CS) | A common point of the circular curve and the spiral of the far transition. | 3 |
| Cuts | Areas of highway cross sections located below natural ground elevation thereby requiring excavation of earthen material. | 3 |
| Decision Sight Distance | The distance required for a driver to detect information, to recognize the condition or its potential threat, to select an appropriate speed and path, and to initiate and complete complex maneuvers. | 2 |
| Delay | The primary performance measure on interrupted flow facilities, especially at intersections. For intersections, average delay is measured and expressed in seconds per vehicle. | 2 |

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| Density | The number of passenger car equivalents (PCE) occupying a given length of lane. | 2 |
| Department | Montana Department of Transportation. | 1 |
| Depressed Median | A median that is lower in elevation than the traveled way and designed to carry a certain portion of the roadway runoff. | 5 |
| Design Control | Attributes, values, or qualities that influence discrete geometric element dimensions or considerations. | 2 |
| Design Criteria | Dimensions and values that meet design control needs, such as curve radii, cross-sections, and merge lengths. | 2 |
| Design Discharge or Flow | The rate of flow for which a facility is designed. | 11 |
| Design Exception | The process of receiving approval from FHWA or MDT for using design elements which do not meet the criteria set forth in the <i>MDT Baseline Criteria Practitioner's Guide</i> as controlling criteria. | 2 |
| Design Flood Frequency | The recurrence interval of a flood event that is expected to be accommodated without exceeding the adopted design constraints. The return interval (recurrence interval or reciprocal of probability) used as a basis for the design discharge. | 11 |
| Design Hourly Volume (DHV) | The one-hour vehicular volume in both directions of travel in the design year selected for roadway design. The design hourly volume (DHV) is typically the 30 th highest hourly volume during the design year. | 2 |
| Design Project Manager | The person who is responsible for the design of a project. | 1 |
| Design Speed | Speed selected to establish specific minimum boundaries for the geometric design elements for a particular section of highway. | 2 |
| Design Vehicle | The vehicle used to determine turning radii, off-tracking characteristics, pavement designs, etc., at intersections. | 6 |
| Desirable, Preferred | An indication that the design team should make every reasonable effort to meet the criteria and should only use a "lesser" design after due consideration of the "better" design. | 1 |
| Directional Design Hourly Volume (DDHV) | The highest of two directional volumes which combine to form the Design Hourly Volume (DHV). | 2 |
| Directional Distribution (D) | The distribution by percent of the traffic in each direction of travel during the peak or design hour. | 2 |
| Discharge | The rate of the volume of flow of a stream per unit of time, usually expressed in cubic yards per second. | 11 |

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| Displaced Left-Turn Intersection (DLT) | An intersection that is also known as a continuous flow intersection (CFI) and a crossover displaced left-turn intersection. The displaced left turn (DLT) intersection displaces left-turn movements of an approach to an upstream signalized location, crossing traffic to the other side of the opposing traffic flow. | 6 |
| Diverging Diamond Interchange (DDI) | An interchange that is also known as the double crossover diamond and is an alternative to the conventional diamond interchange. The DDI includes directional crossovers on either side of the interchange that eliminates the need for left-turning vehicles to cross the path of approaching through vehicles. | 6 |
| Divided Highway | A highway with separated roadways for traffic moving in opposite directions. | 2 |
| Divided Roadway | A roadway with a median to separate opposing flows of traffic. | 4 |
| Dynamic Deflection | Amount of deformation experienced by a barrier when struck by a vehicle under testing conditions. | 9 |
| Edge of Travel Lane | The line between the portion of the roadway used for the movement of vehicles and the shoulder. The edge of travel lane is the center line, when considering opposing traffic. | 9 |
| Edge of Traveled Way | The line between the portion of the roadway used for the movement of vehicles and the shoulder regardless of the direction of travel. | 9 |
| Embankment | A bank of earth or stone built to prevent flooding or carry a roadway. | 9 |
| End Curb Return | The point along the minor roadway top back of curb where the curb return of an intersection meets the highway alignment (typically a tangent section). | 6 |
| Engineer's Estimate | MDT's cost estimate for construction of a project. | 13 |
| Environmental Assessment (EA) | A study to determine if the environmental impacts of a project are significant, thus requiring the preparation of an Environmental Impact Study (EIS). | 1 |
| Environmental Impact Statement (EIS) | A document which is prepared when it has been determined that a project will have a significant impact on the environment. | 1 |
| Equivalent Single-Axle Loads (ESALs) | The summation of equivalent 18,000 pound single-axle loads used to convert mixed traffic to design traffic for the design period. | 2 |
| Face of Curb | A distance of 6 inches from the back of curb. | 5 |

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| Facility | All or any portion of buildings, structures, site improvements, complexes, equipment, roads, walks, passageways, parking lots, or other real or personal property on a site. | 2 |
| Farm Field Approaches | Revocable access points to the highway from agricultural land. | 6 |
| Federal Aid System | The routes within Montana which are eligible for the categorical Federal highway funds. | 2 |
| Fill Slopes | Slopes extending outward and downward from the hinge point to intersect the natural ground line. | 5 |
| Final Plan Review (FPR) Report | A report which provides written documentation of all decisions made during the Final Plan Review meeting. | |
| Finding of No Significant Impact (FONSI) | A result of an Environmental Assessment (EA) that shows a project will not cause a significant impact to the environment. | 1 |
| Floodplain | The alluvial land bordering a stream, formed by stream processes, that is subject to inundation by floods. | 11 |
| Flush Median | A paved median which is level with the surface of the adjacent roadway pavement. | 5 |
| Freeboard | The vertical distance between the level of the water surface, usually corresponding to design flow, and a point of interest such as a low chord of a bridge beam or specific location on the roadway grade. | 11 |
| Freeway | The highest level of arterial. This facility is characterized by full control of access, high design speeds, and a high level of driver comfort and safety. | 2 |
| Frontage Road | A road constructed adjacent and parallel to, but separated from, the highway for service to abutting property and for control of access. | 2 |
| Full Access Control | Access is allowed only at specified interchanges or at specified public approaches. It is intended to give high priority to the uninterrupted movement of through traffic. At-grade access is inconsistent with full access control. | 2 |
| Gore | The area downstream from the shoulder intersection points of an exit ramp (or upstream from that of an entrance ramp). | 10 |
| Gore Nose | The point where the pavement between the shoulders ends and the unpaved area begins as the ramp and mainline diverge from one another. | 10 |
| Grade Separation | A crossing of two highways, or a highway and a railroad, at different levels. This may also include a crossing of a bicycle/pedestrian facility and a roadway. | 6 |

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| Gradient | The rate of slope between two adjacent vertical points of intersection (VPI) expressed as a percent. The numerical value for percent of grade is the vertical rise or fall in feet for each 100 feet of horizontal distance. Upgrades in the direction of stationing are identified as plus (+). Downgrades are identified as minus (-). | 4 |
| Guideline | Indicating a design value which establishes an approximate threshold which should be met if considered practical. | 1 |
| Headwater (H_w) | That depth of water impounded upstream of a culvert due to the influence of the culvert construction, friction and configuration. | 11 |
| Heavy Vehicle | Any vehicle with more than four wheels touching the pavement during normal operation. Heavy vehicles collectively include trucks, recreational vehicles and buses. | 2, 4 |
| Heavy-Vehicle Adjustment Factor | A factor used in capacity analyses to determine the equivalent flow rate, expressed in terms of passenger cars per hour per lane, of heavy vehicles (i.e., trucks, buses and RVs) in the traffic stream. | 2 |
| High Speed | For geometric design purposes, high speed is defined as greater than 45 mph. | 3 |
| Highway, Street or Road | A general term denoting a public way for purposes of vehicular travel, including the entire area within the right of way. (Recommended usage: <i>in urban areas</i> - highway or street, <i>in rural areas</i> - highway or road). | 2 |
| Hinge Point (Freeways) | The point from which the fill height and depth of cut are determined. For fills, the point is located at the intersection of the inslope extension and the fill slope. For cuts, the hinge point is located at the toe of the backslope. | 5 |
| Hinge Point (Non-Freeways) | The point from which the fill height and depth of cut are determined. For fills, the point is located at the intersection of the subgrade cross slope and the fill slope for tangent sections and for the low side of superelevated sections. On the high side of superelevated sections, the point is located on the fill slope at a distance from the centerline equal to the distance from the centerline to the hinge point on the tangent section. For cuts, the hinge point is located at the toe of the backslope. | 5 |
| Horizontal Alignment | The route of the road defined by a series of horizontal tangents and curves. | 3 |
| Hydraulics | The characteristics of fluid mechanics involved with the flow of water in or through drainage facilities. | 11 |

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| Hydrology | The study of the occurrence, circulation, distribution and properties of the waters of the earth and its atmosphere. | 11 |
| Ideal | Indicating a condition that may not exist in reality or be achievable under practical constraints but is regarded as perfect (e.g., traffic capacity under "ideal" conditions). | 1 |
| Impact Angle | For a longitudinal barrier, the angle between the face of the barrier and the vehicle's path at impact. For a impact attenuator, it is the angle between the axis of symmetry of the crash cushion and the vehicular path at impact. | 9 |
| Impact Attenuator (Crash Cushion) | A traffic barrier used to safely shield fixed objects or other obstacles of limited dimension from approximately head-on impacts by errant vehicles. | 9 |
| Improvement (with regard to right-of-way) | Any dwelling, out-building, other structure or fence, or part thereof, but not including public utilities, which lie within an area to be acquired for highway purposes. | 1 |
| Insignificant, Minor | Indicating that the consequences from a given action are relatively small and not an important factor in the decision-making for geometric design. | 1 |
| Inslope | The side slope in a cut section created by connecting the subgrade shoulder to the ditch bottom, downward and outward. | 5 |
| Intensity | The rate of rainfall upon a watershed, usually expressed in inches per hour. | 11 |
| Interchange | A system of ramps in conjunction with one or more grade separations, providing for the movement of traffic between two or more roadways on different levels. | 6 |
| Intersection | The general area where two or more highways join or cross, within which are included the roadway and roadside facilities for traffic movements in that area. | 6 |
| Intersection Angle | The angle between two intersecting roadways. | 6 |
| Intersection Sight Distance | The sight distance required within the corners of intersections to safely allow a variety of vehicular access or crossing maneuvers based on the type of traffic control at the intersection. | 6 |
| Intersection Traffic Control | The type of control (stop sign, signal, yield) provided at an intersection to allow multiple directions of traffic to take turns passing through the intersection. | 6 |
| Islands | Areas between traffic lanes used for controlling traffic movements. | 6 |
| Jacking and Boring | A type of horizontal auger earth boring. A type of culvert installation where an auger and hydraulic press are used to install the culvert without excavating. | 11, 13 |
| K-Values | The horizontal distance needed to produce a 1% change in vertical profile gradient. | 4 |

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| Landing Area | The approach of a roadway leading into an intersection that stores stopped vehicles. A landing area may also refer to areas at the top and bottom of ramps when designing pedestrian facilities. | 6 |
| L_c | Length of circular curve when spirals are used. | 3 |
| Length of Need | Total length of a longitudinal barrier, measured with respect to the centerline of roadway, needed to shield an area of concern. The length of need is measured to the last point of full-strength rail. | 9 |
| Letting (Bid Opening) | The time appointed for the opening of the proposals submitted by bidders. | 12 |
| Level of Service (LOS) | A qualitative concept which has been developed to characterize a traveler's perception of quality of service. In the <i>Highway Capacity Manual (HCM)</i> , the qualitative grades for each level of service (A through F) have been assigned to quantitative measures for each highway element. | 2 |
| Level Terrain | Relatively flat ground surface where the available stopping sight distances are generally long or can be made to be so without construction difficulty or major expense. | 2 |
| Limited Access Control | Access is only allowed at specified public roads or at private driveways as specified in legal agreements and/or deeds. The established street system is given first priority in access to the highway. When it is determined that reasonable private access cannot be provided using the public access, direct private access may be allowed at specific points. | 2 |
| Limited Access Highway (or Facility) | A portion of roadway with limited access control imposed by the governing public authority. | 2 |
| Local Road | All public roads and streets not classified as freeways, arterials, or collectors are classified as local roads and streets. Local roads and streets are characterized by their many points of direct access to adjacent properties and their relatively minor value in accommodating mobility. | 2 |
| Low Speed | For geometric design purposes, low speed is defined as 45 mph or less. | 3 |
| Low Speed Urban Streets | All streets within urbanized and small urban areas with a design speed of 45 mph or less. | 3 |
| L_s | Length of spiral. | 3 |

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| Major Collector | A roadway that serves traffic generators that are not served by the higher arterial system. This could include schools, freight distribution areas, parks or other agricultural areas. Major collectors link these types of areas to routes of higher classification, such as arterials. | 2 |
| Maximum Superelevation (e_{\max}) | The overall superelevation control used on a specific facility. Its selection depends on several factors including overall climatic conditions, terrain conditions, type of facility and type of area (rural or urban). | 3 |
| May, Could, Can, Suggest, Consider | A permissive condition. The design team is allowed to apply individual judgment and discretion to the criteria when presented in this context. The decision will be based on a case-by-case assessment. | 1 |
| MDT Detailed Drawings | Drawings approved for repetitive use, showing details to be used where appropriate. | 12 |
| Median | The portion of a divided highway separating the two traveled ways for traffic in opposite directions. The median width includes both inside shoulders. | 5 |
| Median Barrier | A longitudinal barrier used to prevent an errant vehicle from crossing the median of a divided highway. This prevents crashes between traffic traveling in opposite directions. | 9 |
| Median Crossover | Temporary segments of roadway that transfer one or more lanes of traffic across a median away from an adjacent construction zone segment. | 10 |
| Median Opening | Openings in the median (raised or depressed) on divided facilities which allow vehicles to cross the facility or to make a U-turn. | 6 |
| Median Slope | The slope in the cross section view of a depressed median beyond the surfacing inslope, expressed as a ratio of the change in horizontal to the change in vertical. | 5 |
| Median U-Turn (MUT) Intersection | An intersection that is also known as the Median U-Turn Crossover, and sometimes referred to as a boulevard turnaround, a Michigan loon, or a ThrU-Turn Intersection. The MUT intersection replaces direct left-turns at an intersection with indirect left-turns using a U-turn movement in a wide median. | 6 |
| Minimum, Maximum, Lower, Upper (Limits) | Representative of generally accepted limits within the design community but not necessarily suggesting that these limits are inflexible. | 1 |

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| Minor Arterial | In rural areas, minor arterials will provide a mix of interstate and interregional travel service. In urban areas, minor arterials may carry local bus routes and provide intra-community connections. When compared to the principal arterial system, the minor arterials accommodate shorter trip lengths and lower traffic volumes, while providing more access to property. | 2 |
| Minor Collector | A roadway that provides links to local traffic generators within rural and urban areas. These types of routes may be spaced consistently to accumulate traffic from local roads and bring developed areas to other collector roadways. | 2 |
| Mountable Curb | A longitudinal element, typically concrete, placed at the roadway edge for delineation, to control drainage, to control access, etc. Mountable curbs typically have a height of 6" or less with a face no steeper than 1 horizontal to 3 vertical. This term has been replaced in AASHTO with the term "sloped curb". | 5 |
| Mountainous Terrain | Steep ground surface where longitudinal and transverse changes in elevation are abrupt and extensive grading is frequently needed to obtain acceptable alignments. | 2 |
| National Highway System | A system of highways determined to have the greatest national importance to transportation, commerce and defense in the United States. | 2 |
| National Network for Trucks | In Montana, the Interstate highway system and all primary routes that existed prior to the Intermodal Surface Transportation Efficiency Act (ISTEA). | 2 |
| New Construction | Horizontal and vertical alignment on a new location. | 2 |
| No Control Intersection | An intersection where none of the legs are controlled by a traffic control device. | 6 |
| Non-Accessible Route | Any pedestrian facility which contains features that do not meet all of the criteria for accessible routes, following Americans with Disabilities Act (ADA) guidelines. | 6 |
| Non-Recoverable Parallel Slope | Slopes which can be safely traversed but upon which an errant motorist is unlikely to recover. The run-off-the-road vehicle will likely continue down the slope and reach its toe. For most embankment heights, if a fill slope is between 3:1 (inclusive) and 4:1 (exclusive), it is considered a non-recoverable parallel slope. | 9 |
| Normal Crown | The typical cross slope on a tangent section referenced to centerline with downslope to the edge of pavement. | 3 |
| Notice to Proceed | Written notice given to the contractor to begin the contract work. | 12 |

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| One-Way Separated Bicycle Lane | A facility that is also known as a cycle track or protected bicycle lane, is a bicycle facility within the street right-of-way separated from motorized vehicle traffic by a buffer and/or a physical barrier. | 7 |
| Operating Speed | The speed at which drivers are observed operating their vehicles during free-flow conditions. | 2 |
| Overpass | A grade separation where the subject highway passes over an intersecting highway or railroad. | 6 |
| Pace | The 10 miles per hour (mph) range of speeds in which the highest number of speed observations are recorded. | 2 |
| Painted Nose | This is the point (without width) where the pavement striping on the left side of the ramp converges with the stripe on the right side of the mainline traveled way. | 6 |
| Parallel Slopes | Cut and fill slopes for which the toe runs approximately parallel to the flow of traffic. | 9 |
| Parking Lane | An additional lane for the parking of vehicles. | 6 |
| Passing Lane | An auxiliary lane added to two-lane facilities to allow vehicles to pass. For multilane facilities, the inside lane is sometimes referred to as a passing lane. | 5 |
| Passing Sight Distance | Length of roadway a motorist must be able to see to safely complete a passing maneuver. Passing sight distance considerations are limited to two-lane, two-way highways. On these facilities, vehicles may overtake slower moving vehicles, and the passing maneuver must be accomplished on a lane used by opposing traffic. | 2 |
| Pavement Preservation | A type of preventative maintenance that includes such treatments as crack seal, seal and cover, milling less than or equal to 0.2 feet, and overlays less than or equal to 0.2 feet (the overlay thickness can be increased to a total of 0.22 feet, if an isolation lift is needed to address heavy crack sealing of the existing surfacing). | 2 |
| PC | Point of curvature (beginning of curve). | 3 |
| PCC | Point of compound curvature. | 3 |
| Peak Discharge | The highest value of discharge attained by a flood. The maximum discharge rate on a runoff hydrograph for a given flood event. | 11 |
| Peak Hour Factor (PHF) | A ratio of the volume occurring during the peak hour to the peak rate of flow during a given time period within the peak hour (typically, 15 minutes). | 2 |

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| Pedestrian Hybrid Beacon | A pedestrian/bicyclist activated signal that rests in dark when not in use. It begins with a yellow light flashing that turns solid to alert drivers to slow, and then displays a solid red light requiring drivers to remain stopped while pedestrians and bicyclists receive a walk indication. The beacon then changes to alternating flashing red lights while pedestrians and bicyclists receive a flashing don't walk indication to signal that motorists may proceed after pedestrians and bicyclists are no longer in conflict. | 7 |
| Pedestrian Path | A hard-surface path adjacent to the roadway in lieu of a sidewalk in areas where other bicycle facilities exist or where bicyclists typically share the road on a low-volume facility. | 7 |
| Performance Curves | A set of curves which illustrate the effect grades will have on the design vehicle's acceleration and/or deceleration. | 4 |
| Permanent Right-of-Way | Highway right-of-way acquired for permanent ownership (fee simple title) by the State for activities which are the responsibility of the State for an indefinite period of time. The State obtains fee title to the property. | 12 |
| Physical Nose | The point where the ramp and mainline shoulders converge. | 6 |
| PI | Point of intersection of tangents. | 3 |
| Plan-in-Hand (PIH) Report | A report which provides written documentation of all decisions made during the Plan-In-Hand office and field review meetings. | 1 |
| Plan-in-Hand (PIH) Review | An in-depth office and on-site review of all project elements to ensure that major details have been satisfactorily incorporated into the construction plans, and to define the limits of construction for use in permitting, Right-of-Way acquisition, and utility relocation. | 1 |
| Plans | The contract drawings which show the location, character and dimensions of the prescribed work, including layouts, profiles, cross sections and other details. | 1 |
| Policy | A MDT practice which MDT generally expects the design team to follow, unless otherwise justified. | 1 |
| Positive Protection | Devices that contain and/or direct vehicles and prevent intrusion into the work area. | 10 |
| Possible | Indicating that which can be accomplished. Because of its rather restrictive implication, this word will not be used in the <i>RDM</i> for the application of geometric design criteria. | 1 |
| Posted Speed Limit | The regulatory speed limit on a highway. | 2 |

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| Practical, Feasible, Reasonable | Advising the design team that the decision to apply the design criteria should be based on a subjective analysis of the anticipated benefits and costs associated with the impacts of the decision. No formal analysis (e.g., cost-effectiveness analysis) is intended, unless otherwise stated. | 1 |
| PRC | Point of reverse curvature. | 3 |
| Preliminary Field Review (PFR) | An initial field review meeting held after a project has been nominated to determine the major design features, and to discuss other project-related issues and any potential problems. | 1 |
| Preliminary Field Review (PFR) Report | A report which provides written documentation of all major determinations made during the Preliminary Field Review meeting. | 1 |
| Primary System | A system of routes that includes Non-National Highway System (NHS) rural minor arterials. | 2 |
| Principal Arterial | In both rural and urban areas, the principal arterials serve the highest traffic volumes and the greatest trip lengths. These facilities may be two or more lanes in each direction, with or without a median. In some cases, the level of geometric design is equivalent to that of freeways. | 2 |
| Private Access Control | The condition where the public authority fully or partially controls the right of abutting owners to have access to and from the public roadway. | 2 |
| Private Approach | An approach which allows access to and/or from private property (e.g., commercial, industrial and residential). | 2 |
| Profile Grade Line | A series of tangent lines connected by vertical curves. It is typically placed along the roadway centerline of undivided facilities and at the edges of the two roadways on the median side on divided facilities. | 4 |
| Project | An undertaking by MDT for highway construction, including preliminary engineering, acquisition of right-of-way and actual construction, or for highway planning and research, or for any other work or activity to carry out the provisions of the law for the administration of highways. | 1 |
| Project Scope of Work | The basic intent of the highway project which determines the overall level of highway improvement. | 1 |
| Proposal | The written offer of the bidder to perform the work described in the plans and specifications, and to furnish the labor and materials at the prices quoted by the bidder. | 1 |
| PT | Point of tangency (end of curve). | 3 |

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| Public Approach | A connection to and/or from a street, road, alley or other public roadway to a highway facility. | 2 |
| Public Hearing/Meeting | A meeting conducted by MDT to inform the general public on MDT's proposed plan of action or design proposal. | 2 |
| Public Information | The communication strategies that seek to inform affected roadway users, the general public, area residences and businesses, as well as appropriate public entities about the project, the expected construction zone impacts, and the changing conditions of the project. | 10 |
| Quantity Summaries | A listing of the project construction quantities which are used by both MDT and the contractor for determining the project construction costs. | 13 |
| Raised Median | A median which contains a raised portion or island within its limits. | 5 |
| Ramp | A short roadway connecting two or more legs of an interchange or connecting a frontage road and main lane of a highway. | 6 |
| Ramp Terminal Intersections | An intersection between a cross road and the on- or off-ramp from a freeway. | 6 |
| Rate of Flow | The equivalent hourly rate at which vehicles pass over a given point or section of a lane or roadway on which the volume is collected over a time interval less than one hour. | 2 |
| Reconstruction | Work which includes one or more of the following: a) Full-depth pavement reconstruction for more than 50-percent of the project length; b) Intermittent reconstruction of the existing horizontal and vertical alignment for more than 25-percent of the project length; and/or c) Addition or removal of through travel lanes. | 2 |
| Recoverable Parallel Slope | Slopes which are considered traversable and upon which an errant motorist has a reasonable opportunity to stop and return to the roadway. Fill slopes 4:1 and flatter are considered recoverable. | 9 |
| Recreational Vehicle | A heavy vehicle, generally operated by a private motorist, engaged in the transportation of recreational equipment or facilities; examples include campers, boat trailers, motorcycle trailers, etc. | 4 |
| Rectangular Rapid-Flashing Beacon | A pedestrian-actuated set of amber light-emitting diodes (LEDs) that rapidly flash when actuated. | 7 |
| Regulated Access | Means of limiting access to/from private property and the highway right-of-way by the use of revocable approach permits. | 2 |

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| Rehabilitation | Work primarily intended to extend the service life of the existing roadway by making cost-effective improvements to upgrade the roadway. It may include full-depth pavement reconstruction for up to 50-percent of the project length and may include horizontal and vertical alignment revisions for up to 25-percent of the project length. | 2 |
| Relative Longitudinal Slope | The difference between the centerline grade and the grade of the edge of traveled way. | 3 |
| Restricted Crossing U-Turn (RCUT) Intersection | An intersection that is also known as a superstreet intersection, a J-turn intersection, or a synchronized street intersection. The RCUT intersection replaces direct left-turns and through movements from cross street approaches at an intersection with indirect left-turns using a U-turn movement in a wide median. | 6 |
| Reverse Crown | A superelevated roadway section which is sloped across the entire traveled way in the same direction and at a rate equal to the cross slope on a tangent section. | 3 |
| Reverse Curves | Two simple curves with deflections in opposite directions which are joined by a common point or a relatively short tangent distance. | 3 |
| Right-of-Way | A general term denoting land, property or interest therein, usually a strip acquired for or devoted to a highway use. | 1 |
| Right-of-Way Appraisal | A determination of the market value of property including damages, if any, as of a specified date, resulting from an analysis of facts. | 1 |
| Right-of-Way Easements | A right for a specific purpose acquired by the State for the limited usage of property not owned by the State. Types of right-of-way easements may include maintenance easements, utility easements, storm sewer easements and roadway easements. | 12 |
| Right-of-Way Estimate | An approximation of the market value of property including damages, if any, in advance of an appraisal. | 1 |
| Roadside | A general term denoting the area adjoining the outer edge of the roadway. | 1 |
| Roadside Barrier | A longitudinal barrier used to shield obstacles located within an established clear zone. Roadside barriers include guardrail, concrete barrier rails, etc. | 9 |
| Roadside Obstacles | A general term to describe roadside features which cannot be safely impacted by a run-off-the-road vehicle. Roadside obstacles include both fixed objects and non-traversable roadside features (e.g., rivers). | 9 |

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| Roadway | The portion of a highway including shoulders, for vehicular use. A divided highway has two or more roadways. | 1 |
| Roadway Section | The combination of the traveled way, both shoulders and any auxiliary lanes on the highway mainline. | 5 |
| Rock Cut | A roadway cut excavated through rock. | 13 |
| Rolling Terrain | Ground surface where the natural slopes consistently fall below and rise above the roadway and occasional steep slopes offer some restriction to horizontal and vertical alignment. | 2 |
| Roundabout | A form of yield-controlled intersection with a generally circular shape, characterized by yield on entry and circulation around a central island. | 6 |
| Rumble Strips | A series of grooves cut into the pavement or a series of raised strips along the centerline or shoulder or the roadway which change the noise a vehicle's tires make on the surface and create vibrations that warn drivers of speed restrictions or the edge of the lane. | 5 |
| Running Speed | The moving speed of a vehicle traversing a specified section of highway. It is equal to the distance traveled divided by the running time (the time the vehicle is in motion). | 2 |
| Rural Area | Those places outside the boundaries of urban areas. | 2 |
| Sag Curve | Vertical curve that typically connects descending grades forming a sag. | 4 |
| Scope of Work (SOW) Report | A report that identifies the selected design criteria, proposed design elements and major design features of the subject project, provides an overview of the project improvements and lists all approved design exceptions. | 1 |
| Secondary System | A system of routes that includes Non-National Highway System (NHS) rural major collectors. | 2 |
| Service Flow Rate | The maximum hourly vehicular volume which can pass through a highway element at the selected level of service. | 2 |
| Shall, Require, Will, Must | A mandatory condition. The design team is obligated to adhere to the criteria and applications presented in this context or to perform the evaluation indicated. For the application of geometric design criteria, the <i>RDM</i> limits the use of these words. | 1 |
| Shared Facility | A facility along a roadway that can serve both pedestrians and bicyclists. | 7 |
| Shared Roadway | A roadway which is open to both bicycle and motor vehicle travel. | 7 |

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| Shelf | On curbed urban facilities without sidewalks, the relatively flat area (2% slope) located between the back of the curb and the break for the fill slope or backslope. | 5 |
| Should, Recommend | An advisory condition. The design team is strongly encouraged to follow the criteria and guidance presented in this context, unless there is reasonable justification not to do so. | 1 |
| Shoulder | The portion of the roadway contiguous to the traveled way for lateral support of base and surface courses, improved roadway operation, increased clear recovery area, space for emergency stops, and for other purposes. On sections with curb and gutter, the shoulder extends to the face of the curb. | 5 |
| Shoulder Slope | The slope in the cross section view of the shoulders, expressed as a percent. | 5 |
| Shoulder Width | The width of the shoulder measured from the edge of the traveled way to the intersection of the shoulder slope and surfacing inslope planes. On curb and gutter sections, the width of the shoulder is measured from the edge of the traveled way to a point 0.5 feet in front of the back of curb. | 5 |
| Shy Distance | Distance from the edge of the traveled way beyond which a roadside object will not be perceived as an immediate hazard by the typical driver to the extent that it will change vehicular placement or speed. | 9 |
| Side Friction Factor (f) | A numerical factor which represents the vehicle's need for side friction between the vehicle's tires and the pavement surface. It also represents the lateral acceleration that acts on a vehicle. | 3 |
| Side Slope | Both fill slopes and cut slopes used to conform to existing conditions along the roadside. | 5 |
| Sidewalk | A dedicated pedestrian facility adjacent to the roadway and separated from vehicular traffic by a curb (e.g., curb-tight sidewalk) or buffer area (detached sidewalk). | 5, 7 |
| Signalized Intersection | An intersection which is controlled by a traffic signal. The operations of a signalized intersection are impacted by the signal phasing and timing of the intersection. | 6 |
| Significant, Major | Indicating that the consequences from a given action are obvious to most observers and, in many cases, can be readily measured. | 1 |
| Site | A parcel of land bounded by a property line or a designated portion of a public right-of-way. | 1 |

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| Slope Offset | On curbed facilities with sidewalks, the area between the back of the sidewalk and the break for the fill slope or backslope. | 5 |
| Small Urban Area | Those areas with a population greater than 5,000 and not within any Urbanized Areas. | 2 |
| Special Provisions | Additions and revisions to the Standard Specifications applicable to an individual project. | 14 |
| Specifications | The compilation of provisions and requirements for the performance of prescribed work. | 14 |
| Speed Reduction Treatment | A roadway treatment designed to reduce vehicle speeds. | 6 |
| Spiral Curves | Curvature arrangements used to transition between a tangent section and a circular curve, which are consistent with the transitional characteristics of vehicular turning paths. When moving from the tangent to the circular curve, the sharpness of the spiral curve gradually increases from a radius of infinity to the radius of the circular curve. | 3 |
| Spiral to Curve (SC) | A common point of the spiral and the circular curve of the near transition. | 3 |
| Spiral to Tangent (ST) | A common point of the spiral and the tangent of the far transition. | 3 |
| Spline Curve | A curve drawn using a flexible template to meet field conditions. | 4 |
| Spline Grade | A grade developed using a flexible template to meet field conditions. | 4 |
| Standard | A design value which cannot be changed without formal documentation, such as a design exception. | 2 |
| Standard Bicycle Lane | An on-street facility that provides space designated for bicyclists, separated from vehicles by pavement markings. | 7 |
| Standard Specifications | <i>Standard Specifications for Road and Bridge Construction</i> . A publication of specifications approved for general application and repetitive use. | 14 |
| State Highway | Any public highway planned, laid out, altered, constructed, reconstructed, improved, repaired, maintained or abandoned by the Montana Department of Transportation. | 2 |
| State Maintenance System | Public highways designated by the Transportation Commission that are to be maintained by the State. | 2 |
| Stationing | A system of measurement used for road layout and construction. | 3 |
| Stop Controlled Intersection | An intersection where one or more legs are controlled by a stop sign. | 6 |

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| Stopping Sight Distance | The sum of the distance traveled during a driver's perception/reaction or brake reaction time and the distance traveled while braking to a stop. | 2 |
| Storm Drain Inlet | A structure for capturing concentrated surface flow. May be located along the roadway, in a gutter, in the highway median, in a roadside ditch or in a field. | 11 |
| Superelevation | The amount of cross slope or "bank" provided on a horizontal curve to help counterbalance the outward pull of a vehicle traversing the curve. | 3 |
| Superelevation Rollover | The algebraic difference (A) between the superelevated traveled way cross slope and shoulder slope on the outside of a horizontal curve. | 3 |
| Superelevation Runoff (L) | The distance needed to change the cross slope from the end of the tangent runout (adverse crown removed) to a section that is sloped at the design superelevation. | 3 |
| Superelevation Transition Length | The distance required to transition the roadway from a normal crown section to full superelevation. Superelevation transition length is the sum of the tangent runout (TR) and superelevation runoff (L) distances. | 3 |
| Surface Transportation Program | Refers to all Non-NHS routes and is a block-grant program which provides Federal-aid funds for any public road not functionally classified as a minor rural collector, or a local road or street. | 2 |
| Surfacing Inslope | The slope extending from the edge of shoulder to the subgrade shoulder point, expressed as a ratio of the change in horizontal to the change in vertical. | 5 |
| Symmetrical Vertical Curve | A vertical curve where the horizontal distance from the VPC to the VPI equals the horizontal distance from the VPI to the VPT. | 4 |
| Tangent Runout (TR) | The distance needed to transition the roadway from a normal crown section to a point where the adverse cross slope of the outside lane or lanes is removed (i.e., the outside lane(s) is level). | 3 |
| Tangent to Spiral (TS) | A common point of the spiral and the tangent of the near transition. | 3 |
| Target | Selected criteria that the design team is striving to achieve. However, not meeting these criteria will typically not require a justification. | 1 |
| Temporary Easement | Property acquired for the legal right of usage by MDT to serve a specific purpose for a limited period of time (e.g., maintenance and protection of traffic during construction). Once the activity is completed, MDT yields its legal right of usage and returns the land to its original condition as close as practical. | 12 |

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| Temporary Roadway | A road that is designed and built along a temporary alignment solely for use during construction. | 10 |
| Time of Concentration (T_c) | The time it takes water from the most distant point (hydraulically) to reach a watershed outlet. T_c varies, but it is often used as a constant. | 11 |
| Toe of Slope | The intersection of the fill slope with the natural ground or the inslope with the ditch bottom. | 5 |
| Top of (Cut) Slope | The intersection of the backslope with the natural ground. | 5 |
| Traffic Calming Measures | Physical designs or other measures put in place on roadways for the intention of slowing down or reducing motor-vehicle traffic as well as improving safety for pedestrians and bicycles. | 8 |
| Traffic Control Plan | Describes measures within the contract to facilitate roadway users through a construction zone, work zone, or an incident area, and addresses traffic safety and control through the construction and work zone. | 10 |
| Transition Length | The distance required to transition the roadway from a normal crown (NC) section to a full superelevation. Superelevation transition length is the sum of the tangent runout (TR) and superelevation runoff (L) distances. | 3 |
| Transitional Area | Those areas providing connections between urban and rural areas. | 2 |
| Transportation Management Plan | A plan established to clearly direct and control traffic disruptions that call for coordinated actions from several services responsible for road management on a given roadway network. | 10 |
| Transportation Operations | Operations used to mitigate impacts of the construction zone on the operation and management of the transportation system within the construction zone impact area. | 10 |
| Transverse Slopes | Cut and fill slopes for which the toe runs approximately perpendicular to the flow of traffic. Transverse slopes are typically formed by intersections between the mainline and approach, median crossovers or side roads. | 9 |
| Travel/Traffic Lane | The portion of the traveled way for the movement of a single line of vehicles. | 5 |
| Traveled Way | The portion of the roadway for the movement of vehicles, exclusive of shoulders and auxiliary lanes. | 5 |
| Traversable Slopes | A slope or cross section in which a vehicle can generally safely cross. Parallel slopes 3:1 or flatter are considered traversable. | 9 |

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| Truck | A heavy vehicle engaged primarily in the transport of goods and materials, or in the delivery of services other than public transportation. For geometric design and capacity analyses, trucks are defined as vehicles with six or more tires. Data on trucks are compiled and reported by the Transportation Planning Division. | 4 |
| Truck Factor (T) | A factor which reflects the percentage of heavy vehicles (trucks, buses and recreational vehicles) in the traffic stream during the DHV, ADT and/or AADT. For geometric design and capacity analysis, trucks are defined as vehicles with six or more tires. | 2 |
| Turn Lane | An auxiliary lane adjoining the through traveled way for speed change, storage and turning. | 6 |
| Turning Roadway | A channelized roadway (generally separated by a raised island or depressed gore area) connecting two legs of an intersection. | 6 |
| Turning Template | A graphic representation of a design vehicle's turning path depicting various angles of turns for use in determining acceptable turning radii designs. | 6 |
| Two-Stage Left-Turn Box | A designated area of an intersection that allows bicyclists to safely and comfortably make left-turns at multilane intersections from a right-side bicycle lane or cycle track. | 7 |
| Two-Way Left-Turn Lane (TWLTL) | A lane configuration that provides a center lane exclusively for left-turning vehicles from either direction. | 5 |
| Two-Way Separated Bicycle Lane | A facility, also known as a two-way cycle track or two-way protected bicycle lane, within the street right-of-way separated from motorized vehicle traffic by a buffer and a physical barrier. | 7 |
| Typical | Indicating a design practice that is most often used in application. However, this practice does not necessarily represent the "best" treatment at a given site. | 1 |
| Underpass | A grade separation where the subject highway passes under an intersecting highway or railroad. | 6 |
| Undivided Roadway | A roadway with one or multiple lanes in each direction arranged within a single roadway with no median to separate opposing flows of traffic. | 4 |
| Unsymmetrical Vertical Curve | A vertical curve where the horizontal distance from the Vertical Point of Curvature (VPC) to the Vertical Point of Intersection (VPI) is not equal to the horizontal distance from the VPI to the Vertical Point of Tangency (VPT). | 4 |
| Urban Area | Those places within boundaries set by the responsible State and local officials or a place that has urbanized characteristics. | 2 |

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| Urban System | A system that includes both minor arterials and major collectors within urban boundaries. | 2 |
| Urbanized Area | Those areas with a population greater than 50,000, as designated by the Bureau of the Census. | 2 |
| Utility Occupancy Area | A strip of right-of-way reserved for the placement of utilities. | 9 |
| Vertical Clearance | A vertical dimension which must be clear of obstructions to allow vehicles to pass. | 4 |
| Vertical Alignment | The vertical aspect of the road, including crest and sag curves and the straight grade lines connecting them. | 3 |
| Vertical Point of Curvature (VPC) | The point at which a tangent grade ends and the vertical curve begins. | 4 |
| Vertical Point of Intersection (VPI) | The point where the extension of two tangent grades intersect. | 4 |
| Vertical Point of Tangency (VPT) | The point at which the vertical curve ends and the tangent grade begins. | 4 |
| Yield Control Intersection | An intersection where one or more legs are controlled by a yield sign and are permitted to enter the intersection without stopping if there are no potentially conflicting vehicles on the major roadway. | 6 |