

GLOSSARY OF TERMS

In the application of the criteria in this manual, the following definitions are assigned for consistency of understanding and interpretation.

1. **Arterials:** Divided or undivided, relatively continuous routes that primarily serve through traffic, high traffic volumes, and long average trip lengths. Traffic movement is of primary importance, with abutting land access of secondary importance. Arterials include expressways without full control of access, US numbered routes and principal state routes. May be classified as urban or rural.
2. **Auxiliary Lane:** The designated widths of roadway pavement marked to separate speed change, turning, passing and climbing maneuvers from through traffic. They may also provide short capacity segments.
3. **Bicycle Lane:** A bicycle lane (bike lane) is a portion of a roadway (either with curb and gutter or a flush shoulder) which has been designated by striping and special pavement markings for the preferential use by bicyclists.
4. **Bicycle Way:** Any road, path or way which by law is open to bicycle travel, regardless of whether such facilities are signed and marked for the preferential use by bicyclists or are to be shared with other transportation modes. Examples include bicycle lanes, paved shoulders, shared use paths, and traffic lanes.
5. **C-D Roads:** Collector-Distributor Roads are limited access roadways provided within a single interchange, or continuously through two or more interchanges on a freeway segment. They provide access to and from the freeway, and reduce and control the number of ingress and egress points on the through freeway. They are similar to continuous frontage roads except that access to abutting property is not permitted.
6. **Collectors:** Divided or undivided routes which serve to link arterial routes with local roads or major traffic generators. They serve as transition link between mobility needs and land use needs. Collectors include minor state routes, major county roads, and major urban and suburban streets.
7. **Conventional Projects:** Projects for which the preparation of the contract documents is a 'stand-alone' effort resulting in Plans, Specifications and Estimates required to advertise a Construction Contract.

8. **Divided Highway:** A highway that provides a median separation between the traffic in opposite directions.
9. **Freeways:** Divided highways, with full control of access. Movement of traffic free of interference and conflicts is of primary importance. Essential elements include medians, grade separations, interchanges, and, in some cases, collector-distributor roads and frontage roads. Freeways include Interstate, toll road and expressway systems. May be classified as urban or rural.
10. **High Speed:** Descriptive term used to summarize all conditions governing the selection of Design Speeds 50 mph and greater.
11. **Highway:** A public road used for any mode of transportation.
12. **HOV Lane:** Special designated widths of pavement marked to provide travel lanes for high occupancy vehicles (HOV). They may be directly adjacent to other travel lanes or separated.
13. **Local Roads:** Routes which provide high access to abutting property, low average traffic volumes, short average trip lengths and on which through traffic movements are not of primary importance. Local roads include minor county roads, minor urban and suburban subdivision streets, and graded or unimproved roads.
14. **Low Speed:** Descriptive term used to summarize all conditions governing the selection of Design Speed of less than 50 mph.
15. **Low Volume and High Volume:** Descriptive terms used to describe certain operating characteristics and driver expectancy on highways. Criteria for some elements are selected according to these qualifying controls. Standards for these controls are given in the table following this section.
16. **Match Existing:** This term is used when the existing cross slopes are to remain. This is applicable to constant depth milling and resurfacing.
17. **Median:** A median is the portion of a highway separating opposing directions of the traveled way. Medians may be depressed, raised, or flush with the traveled way surface.

18. **Paratransit:** Comparable transportation service required by the American with Disabilities Act (ADA) for individuals with disabilities who are unable to use fixed route transportation systems. The specific requirements and parameters for this service, including eligibility and service requirements, are contained in 49 CFR Part 37, Subpart F.
19. **Pedestrian Access Route:** A continuous and unobstructed path of travel provided for pedestrians with disabilities within or coinciding with a pedestrian way.
20. **Pedestrian Way:** A space for pedestrian travel separated from traffic lanes. Sidewalks, shared use paths, footpaths and shoulders are considered to be pedestrian ways. However, footpaths and shoulders are not accessible facilities, since they lack specific improvements or provisions to accommodate persons using mobility aids.
21. **Ramp:** A turning roadway that connects two or more legs at an interchange. The components of a ramp are a terminal at each leg and a connecting road. The geometry of the connecting road usually involves some curvature and a grade.
22. **Roadway:** The portion of a highway, including shoulders and adjacent bicycle lanes, for use by vehicles and bicycles.
23. **Rural Areas:** Places outside the boundaries of concentrated populations that accommodate higher speeds, longer trip lengths and freedom of movement, and are relatively free of street and highway networks. Rural environments are surroundings of similar characteristics.
24. **Shoulder Break:** Point of intersection of the shoulder slope plane and the embankment or ditch slope plane; i.e. where the full-width shoulder slope “breaks” to front slope of 1:x.
25. **Strategic Intermodal System (SIS):** A transportation system comprised of facilities and services of statewide and interregional significance, including appropriate components of all modes. The highway component includes all designated SIS Highway Corridors, Emerging SIS Highway Corridors, SIS Intermodal Connectors, and Emerging SIS Highway Intermodal Connectors.

26. **Streets:** The local system which provides direct access to residential neighborhoods and business districts, connects these areas to the higher order road systems and offers the highest access to abutting property; sometimes deliberately discouraging through-traffic movement and high speeds.

Note: Local roads and streets are not generally a part of the State Highway System and therefore, may not be governed by the FDOT roadway design criteria, but by the ***Manual of Uniform Minimum Standards for Design, Construction and Maintenance for Streets and Highways and/or criteria established by the local government.***

27. **Traffic Lane/Traveled Way:** The designated widths of roadway pavement, exclusive of shoulders and bicycle lanes, marked to separate opposing traffic or vehicles traveling in the same direction. Traffic lanes include through travel lanes, auxiliary lanes, turn lanes, weaving, passing, and climbing lanes. They provide space for passenger cars, trucks, buses, recreational vehicles and, in some cases, bicycles.
28. **Travel Lane:** The designated widths of roadway pavement marked to carry through traffic and to separate it from opposing traffic or traffic occupying other traffic lanes. Generally, travel lanes equate to the basic number of lanes for a facility.
29. **Truck Traffic:** When significant, heavy, substantial, high percent, etc. truck traffic is used as a qualifying control, it means 10% of the AADT or 10% of the daily count (24 hr.)
30. **Urban Area:** A geographic region comprising as a minimum the area inside the United States Bureau of the Census boundary of an urban place with a population of 5,000 or more persons, expanded to include adjacent developed areas as provided for by Federal Highway Administration (FHWA) regulations. The FHWA Urban Boundary maps are available online at:
<http://www.dot.state.fl.us/rddesign/PPMManual/BufferMaps.shtm>
31. **Urbanized Area:** A geographic region comprising as a minimum the area inside an urban place of 50,000 or more persons, as designated by the United States Bureau of the Census, expanded to include adjacent developed areas as provided for by Federal Highway Administration regulations. Urban areas with a population of fewer than 50,000 persons which are located within the expanded boundary of an urbanized area are not separately recognized.

STANDARDS FOR LOW AND HIGH VOLUME HIGHWAYS IN ANNUAL AVERAGE DAILY VOLUMES

HIGHWAY TYPE	LOW VOLUME AADT	HIGH VOLUME AADT
FREEWAY - URBAN		
4-LANE FACILITY	57,000	69,000
6-LANE FACILITY	86,000	103,000
8-LANE FACILITY	114,000	138,000
FREEWAY - RURAL		
4-LANE FACILITY	46,000	56,000
6-LANE FACILITY	69,000	83,000
8-LANE FACILITY	92,000	111,000
ARTERIALS - URBAN		
2-LANE FACILITY	16,000	20,000
4-LANE FACILITY	37,000	43,000
6-LANE FACILITY	55,000	64,000
8-LANE FACILITY	69,000	80,000
ARTERIALS - RURAL		
2-LANE FACILITY	9,000	14,000
4-LANE FACILITY	38,000	47,000
6-LANE FACILITY	58,000	71,000
COLLECTOR - URBAN		
2-LANE FACILITY	11,000	16,000
4-LANE FACILITY	37,000	45,000
COLLECTOR - RURAL		
2-LANE FACILITY	8,000	13,000
4-LANE FACILITY	30,000	38,000

LOW VOLUME FACILITIES ARE HIGHWAY TYPES WITH PROJECTED DESIGN YEAR **AADT** VOLUME EQUAL TO OR LESS THAN THE LOW VOLUME VALUES SHOWN.

HIGH VOLUME FACILITIES ARE HIGHWAY TYPES WITH PROJECTED DESIGN YEAR **AADT** VOLUME EQUAL TO OR GREATER THAN THE HIGH VOLUME VALUES SHOWN.