

CHAPTER 60 – NOMENCLATURE

Unless indicated otherwise in this manual, wherever the following abbreviations, terms, or phrases are used, their intent and meaning shall be as identified in this Chapter.

Topic 61 – Abbreviations

Index 61.1 – Official Names

AASHTO	American Association of State Highway and Transportation Officials
BD	Bridge Design
Caltrans or Department	California Department of Transportation
CFR	Code of Federal Regulations
CTC or Commission	California Transportation Commission
DES	Division of Engineering Services
District	Department of Transportation Districts
DOT	U.S. Department of Transportation
DOD	Division of Design
FAA	Federal Aviation Administration
FHWA	Federal Highway Administration
GS	Geotechnical Services
METS	Office of Materials Engineering and Testing Services
OAP	Office of Asphalt Pavements
OCP	Office of Concrete Pavements
PP	Pavement Program
PS&E	Plans, Specifications, and Estimate
PUC	Public Utilities Commission
SHOPP	State Highway Operation and Protection Plan
STIP	State Transportation Improvement Program

Topic 62 – Definitions

62.1 Geometric Cross Section

(1) Lane.

- a) Auxiliary Lane--The portion of the roadway for weaving, truck climbing, speed change, or for other purposes supplementary to through movement.
- b) Lane Numbering--On a multilane roadway, the lanes available for through travel in the same direction are numbered from left to right when facing in the direction of travel.
- c) Multiple Lanes--Freeways and conventional highways are sometimes defined by the number of through lanes in both directions. Thus an 8-lane freeway has 4 through lanes in each direction. Likewise, a 4-lane conventional highway has 2 through lanes in each

July 1, 2020

direction. Lanes that are not equally distributed to each direction would otherwise be described as appropriate.

- d) Median Lane--A speed change lane within the median to accommodate left turning vehicles.
- e) Speed Change Lane--An auxiliary lane, including tapered areas, primarily for the acceleration or deceleration of vehicles when entering or leaving the through lanes.
- f) Traffic Lane/Vehicle Lane--The portion of the traveled way for the movement of a single line of vehicles, both motor vehicle and bicycle.

(2) *Bikeways.*

- a) Class I Bikeway (Bike Path). Provides a completely separated facility for the exclusive use of bicycles and pedestrians with crossflow by vehicles minimized.
- b) Class II Bikeway (Bike Lane). Provides a striped lane for one-way bike travel on a street or highway.
- c) Class III Bikeway (Bike Route). Provides for shared use with pedestrian or motor vehicle traffic.
- d) Class IV Bikeway (Separated Bikeway). Provides for the exclusive use of bicycles and includes a separation (e.g., grade separation, flexible posts, inflexible physical barrier, or on-street parking) required between the separated bikeway and the through vehicular traffic.

(3) *Maintenance Vehicle Pullout (MVP).* Paved areas, or appropriate all weather surfaces, adjacent to the shoulder for field personnel to park off the traveled way and access the work site.

(4) *Median.* The portion of a divided highway separating the traveled ways in opposite directions.

(5) *Outer Separation.* The portion of an arterial highway between the traveled ways of a roadway and a frontage street or road.

(6) *Roadbed.* That portion of the roadway extending from curb line to curb line or shoulder line to shoulder line. Divided highways are considered to have two roadbeds.

(7) *Roadside.* A general term denoting the area adjoining the outer edge of the roadbed to the right of way line. Extensive areas between the roadbeds of a divided highway may also be considered roadside.

(8) *Roadway.* That portion of the highway included between the outside lines of the sidewalks, or curbs and gutters, or side ditches including also the appertaining structures, and all slopes, ditches, channels, waterways, and other features necessary for proper drainage and protection.

(9) *Shoulder.* The portion of the roadway contiguous with the traveled way for the accommodation of stopped vehicles, for emergency use, for errant vehicle recovery, and for lateral support of base and surface courses. The shoulder may accommodate on-street parking as well as bicyclists and pedestrians, see the guidance in this manual as well as DIB 82.

(10) *Sidewalk.* A surfaced pedestrian way contiguous to a roadbed used by the public where the need for which is created primarily by the local land use. See DIB 82 for further guidance.

(11) *Traveled Way*. The portion of the roadway for the movement of vehicles and bicycles, exclusive of shoulders.

62.2 Highway Structures

(1) *Illustration of Types of Structures*. Figure 62.2 illustrates the names given to common types of structures used in highway construction. This nomenclature must be used in all phases of planning.

(2) *Bridges*. A structure including supports erected over a depression or an obstruction, such as water, highway, or 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 20 feet between undercopings of abutments or spring lines of (buried) arches, or extreme ends of openings for (buried) multiple boxes. It may also include (buried) multiple pipes, where the clear distance between openings is less than half of the smaller contiguous opening.

(3) *Culverts*. A type of buried structure without a bridge number, see Index 806.2.

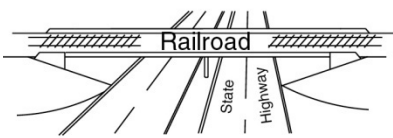
Any structure that fits the definition of a bridge shall be assigned a bridge number by Structure Maintenance and Investigation. Buried structures that meet the definition of a bridge but are made of a collection of culverts will only be considered as bridges for the purposes of design and structural maintenance record, not for definitions in specifications.

Buried structures, with or without bridge numbers, covered by Caltrans Standard Plans can be designed by the District. Culvert modifications to Standard Plans can be designed by the District and shall be reviewed by the Division of Engineering Services. Buried structure with a bridge number but not covered by Standard Plans shall be designed by the Division of Engineering Services.

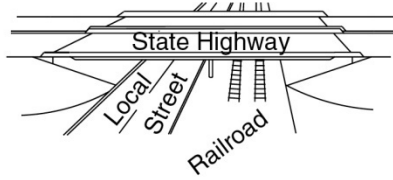
July 1, 2020

Figure 62.2

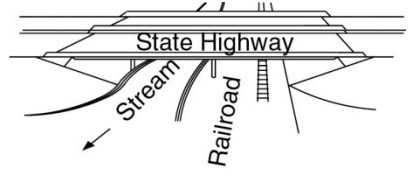
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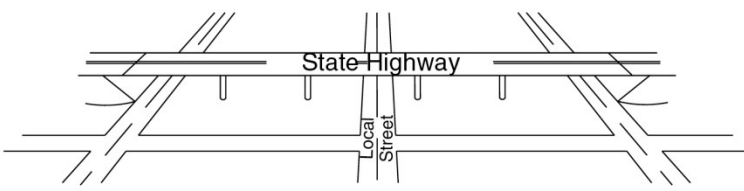
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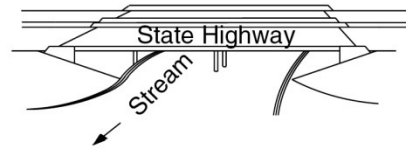
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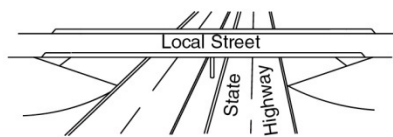
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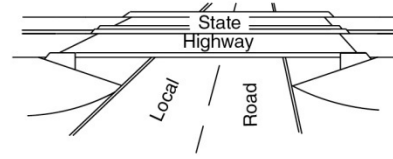
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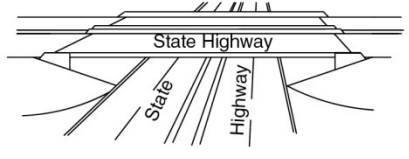
BRIDGE



OVERCROSSING



UNDERCROSSING



SEPARATION

62.3 Highway Types

- (1) *Freeway*. A freeway, as defined by statute, is a highway in respect to which the owners of abutting lands have no right or easement of access to or from their abutting lands or in respect to which such owners have only limited or restricted right or easement of access. This statutory definition also includes expressways.
- (2) The engineering definitions for use in this manual are:
 - a) *Freeway*--A divided arterial highway with full control of access and with grade separations at intersections.
 - b) *Expressway*--An arterial highway with at least partial control of access, which may or may not be divided or have grade separations at intersections.
- (3) *Controlled Access Highway*. In situations where it has been determined advisable by the Director or the CTC, a facility may be designated a "controlled access highway" in lieu of the designation "freeway". All statutory provisions pertaining to freeways and expressways apply to controlled access highways.
- (4) *Conventional Highway*. A highway without control of access which may or may not be divided. Grade separations at intersections or access control may be used when justified at spot locations.
- (5) *Highway*. In general a public right of way for the purpose of travel or transportation.
 - (a) *Alley*--A road passing through a continuous row of houses, buildings, etc. that permits access from the local street network to backyards, garages, etc.
 - (b) *Arterial Highway*--A general term denoting a highway primarily for through travel usually on a continuous route.
 - (c) *Bypass*--An arterial highway that permits users to avoid part or all of a city, urban area, suburban area, or rural town.
 - (d) *Collector-Distributor Road*--A separated freeway system adjacent to a freeway, which connects two or more local road ramps or freeway connections to the freeway at a limited number of points.
 - (e) *Collector Road*--A route that serves travel of primarily intracounty rather than statewide importance in rural areas or a route that serves both land access and traffic circulation within a residential neighborhood, as well as commercial and industrial areas in urban and suburban areas.
 - (f) *Divided Highway*--A highway with separated roadbeds for traffic traveling in opposing directions.
 - (g) *Major Street or Major Highway*--An arterial highway with intersections at grade and direct access to abutting property on which geometric design and traffic control measures are used to expedite the safe movement of through traffic.
 - (h) *Through Street or Through Highway*--The highway or portion thereof at the entrance to which vehicular traffic from intersecting highways is regulated by "STOP" signs or traffic control signals or is controlled when entering on a separate right-turn roadway by a "YIELD" sign.
- (6) *Parkway*. An arterial highway for noncommercial vehicles, with full or partial control of access, which is typically located within a park or a ribbon of park-like development.

July 1, 2020

- (7) *Scenic Highway*. A State or county highway, in total or in part, that is recognized for its scenic value, protected by a locally adopted corridor protection program, and has been officially designated by the Department.
- (8) *Street or Road*.
- Cul-de-Sac Street--A local street open at one end only, with special provisions for turning around.
 - Dead End Street/No Outlet--A local street open at one end only, without special provisions for turning around.
 - Frontage Street or Road--A local street or road auxiliary to and located on the side of an arterial highway for service to abutting property and adjacent areas and for control of access.
 - Local Street or Local Road--A street or road primarily for access to residence, business or other abutting property.
 - Private Road or Private Driveway--A way or place in private ownership and used for travel by the owner and those having express or implied permission from the owner but not by other members of the public.
 - Street--A way or place that is publicly maintained and open for the use of the public to travel. Street includes highway.
 - Toll Road, Bridge or Tunnel--A highway, bridge, or tunnel open to traffic only upon payment of a toll or fee.
- (9) *Throughway*. A conventional highway or a suburban arterial in developed or developing areas, that is characterized by lower density (not built out) land uses, adjacent undeveloped land or parkland, direct access to abutting property, at-grade intersections, and that may have shoulders with or without curb and gutter.

62.4 Interchanges and Intersections at Grade

- (1) *Central Island*. The raised area in the center of a roundabout around which traffic circulates. The central island does not necessarily need to be circular in shape.
- (2) *Circulatory Roadway*. The curved roadbed that users of a roundabout travel on in a counterclockwise direction around the central island.
- (3) *Channelization*. The separation or regulation of conflicting movements into definite paths of travel by the use of pavement markings, raised islands, or other suitable means to facilitate the safe and orderly movement of vehicles, bicycles and pedestrians.
- (4) *Convergence Point*. The point of convergence occurs where the right ETW of the entrance ramp is one lane width from the right ETW of the freeway.
- (5) *Crosswalk*. Crosswalk is either:
- That portion of a roadway included within the prolongation or connection of the boundary lines of sidewalks at intersections where the intersecting roadways meet at approximately right angles, except the prolongation of such lines from an alley across a street.
 - Any portion of a roadway distinctly indicated for pedestrian crossing by lines or other markings on the surface.
- (6) *Geometric Design*. The arrangement of the visible elements of a road, such as alignment, grades, sight distances, widths, slopes, and other similar elements.

- (7) *Gore*. The area between a through roadway and an exit ramp. This term may also refer to the similar area between a through roadway and a converging entrance ramp.
- (8) *Grade Separation*. A crossing of two highways, highway and local road, or a highway and a railroad at different levels.
- (9) *Inscribed Circle Diameter*. The distance across the circle of a roundabout, inscribed by the outer curb (or edge) of the circulatory roadway. It is the sum of the central island diameter and twice the circulatory roadway width.
- (10) *Interchange*. A system of interconnecting roadways in conjunction with one or more grade separations that provides for the movement of vehicles between two or more roadways on different levels.
- (11) *Interchange Elements*.
- (a) Branch Connection--A multilane connection between two freeways.
 - (b) Freeway-to-freeway Connection--A single or multilane connection between freeways or any two high speed facilities.
 - (c) Ramp--A connecting roadway between a freeway or expressway and another highway, road, or roadside area.
- (12) *Intersection*. The general area where two or more roadways join or cross, including the roadway and roadside facilities for movements in that area.
- (13) *Island*. A defined area between roadway lanes for control of vehicle movements or for pedestrian refuge. Within an intersection a median or an outer separation is considered an island.
- (14) *Landscape Buffer/Strip*. A planted section adjacent to the legs of a roundabout that separates users of the roadway from users of the shared use/Class I Bikeway and assists with guiding pedestrians to the designated crossing locations. Also known as "way finding."
- (15) *Minimum Turning Radius*. The radius of the path of the outer front wheel of a vehicle making its sharpest turn.
- (16) *Offset Left-Turn Lanes*. Left-turn lanes are shifted as far to the left as practical rather than aligning the left-turn lane exactly parallel with and adjacent to the through lane.
- (17) *Offtracking*. The difference between the paths of the front and rear wheels of a vehicle as it negotiates a turn.
- (18) *Pedestrian Refuge*. A section of pavement or sidewalk, completely surrounded by asphalt or other road materials, where users can stop before completing the crossing of a road.
- (19) *Roundabout*. A type of circular intersection with specific geometric and traffic control features that in combination lower speed operations and lower speed differentials among all users immediately prior to, through, and beyond the intersection. Vehicle speed is controlled by deflection in the path of travel, and the "yield upon entry" rule for traffic approaching the roundabout's circulatory roadway. Curves and deflections are introduced that limit operating speeds.
- (20) *Splitter Island*. A raised or painted traffic island that separates traffic in opposing directions of travel. They are typically used at roundabouts and on the minor road approaches to an intersection.
- (21) *Skew Angle*. The complement of the acute angle between two centerlines which cross.
- (22) *Swept width*. The total width needed by the vehicle body to traverse a curve. It is the distance measured along the curve radius from the outer front corner of the body to the

July 1, 2020

inner rear corner of the body as the vehicle traverses around a curve. This width is used to determine lane width and clearance to objects, such as signs, poles, etc., as well as vehicles, bicycles, and pedestrians.

- (23) *Tracking width*. The total width needed by the tires to traverse a curve; it is the distance measured along the curve radius from the outer front tire track to the inner rear tire track as the vehicle traverses around a curve. This width is used to determine the minimum width required for the vehicle turning. Consideration for additional width may be needed for other vehicles, bicycles and pedestrians.
- (24) *Truck Apron*. The traversable portion of the roundabout central island adjacent to the circulatory roadway that may be needed to accommodate the wheel tracking of large vehicles. A truck apron is sometimes provided on the outside of the circulatory roadway, but cannot encroach upon the pedestrian crossing.
- (25) *Weaving Section*. A length of roadway, designed to accommodate two traffic streams merging and diverging within a short distance.
- (26) *Wheelbase*. For single-unit vehicles, the distance from the first axle to the single rear axle or, in the case of a tandem or triple set of rear axles, to the center of the group of rear axles. See Topic 404

62.5 Landscape Architecture

- (1) *Classified Landscaped Freeway*. A classified landscaped freeway is a planted section of freeway that meets the criteria established by the California Code of Regulations Outdoor Advertising Regulations, Title 4, Division 6. This designation is used in the control and regulation of outdoor advertising displays.
- (2) *Park and Ride*. A paved area for parking which provides a connection point for public access to a variety of modal options. See Topic 915.
- (3) *Safety Roadside Rest Area System*. The safety roadside rest area system is a component of the highway system providing roadside areas where travelers can stop, rest and manage their travel needs. Planned with consideration of alternative stopping opportunities such as truck stops, commercial services, and vista points, the rest area system provides public stopping opportunities where they are most needed, usually between large towns and at entrances to major metropolitan areas. See Topic 913.
- (4) *Site Furnishings*. Features such as newspaper boxes, bicycle racks, bus shelters, benches, trash receptacles, interpretive panels, art or drinking fountains that occupy space on or alongside pedestrian sidewalks.
- (5) *Vista Point*. Typically a paved dedicated area beyond the shoulder that permits travelers to stop and view a scenic area. See Topic 914.

62.6 Right of Way

- (1) *Acquisition*. The process of obtaining rights of way.
- (2) *Air Rights*. The property rights for the control or specific use of a designated airspace involving a highway.
- (3) *Appraisal*. An expert opinion of the market value of property including damages and special benefits, if any, as of a specified date, resulting from an analysis of facts.
- (4) *Business District (or Central Business District)*. The commercial and often the geographic heart of a city, which may be referred to as “downtown.” Usually contains retail stores,

theatres, entertainment and convention venues, government buildings, and little or no industry because of the high value of land. Historic sections may be referred to as “old town.”

- (5) *Condemnation*. The process by which property is acquired for public purposes through legal proceedings under power of eminent domain.
- (6) *Control of Access*. The condition where the right of owners or occupants of abutting land or other persons to access in connection with a highway is fully or partially controlled by public authority.
- (7) *Easement*. A right to use or control the property of another for designated purposes.
- (8) *Eminent Domain*. The power to take private property for public use without the owner's consent upon payment of just compensation.
- (9) *Encroachment*. In terms of exceptions and permits, includes, but is not limited to, any structure, object, or activity of any kind or character which is within the State right of way, but it is not a part of the State facility or serving a transportation need.
- (10) *Inverse Condemnation*. The legal process which may be initiated by a property owner to compel the payment of just compensation, where the property has been taken for or damaged by a public purpose.
- (11) *Negotiation*. The process by which property is sought to be acquired for project purposes through mutual agreement upon the terms for transfer of such property.
- (12) *Partial Acquisition*. The acquisition of a portion of a parcel of property.
- (13) *Relinquishment*. A transfer of the State's right, title, and interest in and to a highway, or portion thereof, to a city or county.
- (14) *Right of Access*. The right of an abutting land owner for entrance to or exit from a public road.
- (15) *Severance Damages*. Loss in value of the remainder of a parcel which may result from a partial taking of real property and/or from the project.
- (16) *Vacation*. The reversion of title to the owner of the underlying fee where an easement for highway purposes is no longer needed.

62.7 Pavement

The following list of definitions includes terminologies that are commonly used in California as well as selected terms from the "AASHTO Guide for the Design of Pavement Structures" which may be used by FHWA, local agencies, consultants, etc. in pavement engineering reports and research publications.

- (1) *Asphalt Concrete*. See Hot Mix Asphalt (HMA).
- (2) *Asphalt Rubber*. A blend of asphalt binder, reclaimed tire rubber, and certain additives in which the rubber component is at least 15 percent by weight of the total blend and has reacted in the hot asphalt binder sufficiently to cause swelling of the rubber particles.
- (3) *Asphalt Treated Permeable Base (ATPB)*. A highly permeable open-graded mixture of crushed coarse aggregate and asphalt binder placed as the base layer to assure adequate drainage of the structural section, as well as structural support.
- (4) *Base*. A layer of selected, processed, and/or treated aggregate material that is placed immediately below the surface course. It provides additional load distribution and contributes to drainage and frost resistance.

May 20, 2022

- (5) *Basement Soil/Material*. See Subgrade.
- (6) *Borrow*. Natural soil obtained from sources outside the roadway prism to make up a deficiency in excavation quantities.
- (7) *California R-Value*. A measure of resistance to deformation of the soils under saturated conditions and traffic loading as determined by the stabilometer test (CT301). The California R-value, also referred to as R-value, measures the supporting strength of the subgrade and subsequent layers used in the pavement structure. For additional information, see Topic 614.
- (8) *Capital Preventive Maintenance*. Typically, Capital Preventive Maintenance (CAPM) consists of work performed to preserve the existing pavement structure utilizing strategies that preserve or extend pavement service life. The CAPM program is divided into pavement preservation and pavement rehabilitation. For further discussion see Topic 603.
- (9) *Cement Treated Permeable Base (CTPB)*. A highly permeable open-graded mixture of coarse aggregate, portland cement, and water placed as the base layer to provide adequate drainage of the structural section, as well as structural support.
- (10) *Composite Pavement*. These are pavements comprised of both rigid and flexible layers. Currently, for purposes of the procedures in this manual, only flexible over rigid composite pavements are considered composite pavements.
- (11) *Crack*. Separation of the pavement material due to thermal and moisture variations, consolidation, vehicular loading, or reflections from an underlying pavement joint or separation.
- (12) *Crack, Seat, and Overlay (CSO)*. A rehabilitation strategy for rigid pavements. CSO practice requires the contractor to crack and seat the rigid pavement slabs, and place a flexible overlay with a pavement reinforcing fabric (PRF) interlayer.
- (13) *Crumb Rubber Modifier (CRM)*. Scrap rubber produced from scrap tire rubber and other components, if required, and processed for use in wet or dry process modification of asphalt paving.
- (14) *Deflection*. The downward vertical movement of a pavement surface due to the application of a load to the surface.
- (15) *Dense Graded Asphalt Concrete (DGAC)*. See Hot Mix Asphalt (HMA).
- (16) *Depression*. Localized low areas of limited size that may or may not be accompanied by cracking.
- (17) *Dowel Bar*. A load transfer device in a rigid slab usually consisting of a plain round steel bar.
- (18) *Edge Drain System*. A drainage system, consisting of a slotted plastic collector pipe encapsulated in treated permeable material and a filter fabric barrier, with unslotted plastic pipe vents, outlets, and cleanouts, designed to drain both rigid and flexible pavement structures.
- (19) *Embankment*. A prism of earth that is constructed from excavated or borrowed natural soil and/or rock, extending from original ground to the grading plane, and designed to provide a stable support for the pavement structure.
- (20) *Equivalent Single Axle Loads (ESAL's)*. The number of 18-kip standard single axle load repetitions that would have the same damage effect to the pavement as an axle of a specified magnitude and configuration. See Index 613.2 for additional information.

- (21)*Flexible Pavement*. Pavements engineered to transmit and distribute vehicle loads to the underlying layers. The highest quality layer is the surface course (generally asphalt binder mixes) which may or may not incorporate underlying layers of base and subbase. These types of pavements are called "flexible" because the total pavement structure bends or flexes to accommodate deflection bending under vehicle loads. For further discussion, see Chapter 630.
- (22)*Grading Plane*. The surface of the basement material upon which the lowest layer of subbase, base, pavement surfacing, or other specified layer, is placed.
- (23)*Gravel Factor (G_f)*. Refers to the relative strength of a given material compared to a standard gravel subbase material. The cohesiometer values were used to establish the G_f currently used by Caltrans.
- (24)*Hot Mix Asphalt (HMA)*. Formerly known as asphalt concrete (AC), HMA is a graded asphalt concrete mixture (aggregate and asphalt binder) containing a small percentage of voids which is used primarily as a surface course to provide the structural strength needed to distribute loads to underlying layers of the pavement structure.
- (25)*Hot Recycled Asphalt (HRA)*. The use of reclaimed flexible pavement which is combined with virgin aggregates, asphalt, and sometimes rejuvenating agents at a central hot-mix plant and placed in the pavement structure in lieu of using all new materials.
- (26)*Joint Seals*. Pourable, extrudable or premolded materials that are placed primarily in transverse and longitudinal joints in concrete pavement to deter the entry of water and incompressible materials (such as sand that is broadcast in freeze-thaw areas to improve skid resistance).
- (27)*Lean Concrete Base*. Mixture of aggregate, portland cement, water, and optional admixtures, primarily used as a base for portland cement concrete pavement.
- (28)*Longitudinal Joint*. A joint normally placed between roadway lanes in rigid pavements to control longitudinal cracking; and the joint between the traveled way and the shoulder.
- (29)*Maintenance*. The preservation of the entire roadway, including pavement structure, shoulders, roadsides, structures, and such traffic control devices as are necessary for its safe and efficient utilization.
- (30)*Open Graded Asphalt Concrete (OGAC)*. See Open Graded Friction Course (OGFC).
- (31)*Open Graded Friction Course (OGFC)*. Formerly known as open graded asphalt concrete (OGAC), OGFC is a wearing course mix consisting of asphalt binder and aggregate with relatively uniform grading and little or no fine aggregate and mineral filler. OGFC is designed to have a large number of void spaces in the compacted mix as compared to hot mix asphalt. For further discussion, see Topic 631.
- (32)*Overlay*. An overlay is a layer, usually hot mix asphalt, placed on existing flexible or rigid pavement to restore ride quality, to increase structural strength (load carrying capacity), and to extend the service life.
- (33)*Pavement*. The planned, engineered system of layers of specified materials (typically consisting of surface course, base, and subbase) placed over the subgrade soil to support the cumulative vehicle loading anticipated during the design life of the pavement. The pavement is also referred to as the pavement structure and has been referred to as pavement structural section.
- (34)*Pavement Design Life*. Also referred to as performance period, pavement design life is the period of time that a newly constructed or rehabilitated pavement is engineered to perform before reaching a condition that requires CAPM, (see Index 603.3). The selected pavement

May 20, 2020

design life varies depending on the characteristics of the highway facility, the objective of the project, and projected vehicle volume and loading.

- (35)*Pavement Drainage System.* A drainage system used for both asphalt and rigid pavements consisting of a treated permeable base layer and a collector system which includes a slotted plastic pipe encapsulated in treated permeable material and a filter fabric barrier with unslotted plastic pipe as vents, outlets and cleanouts to rapidly drain the pavement structure. For further discussion, see Chapter 650.
- (36)*Pavement Preservation.* Work done, either by contract or by State forces to preserve the ride quality, safety characteristics, functional serviceability and structural integrity of roadway facilities on the State highway system. For further discussion, see Topic 603.
- (37)*Pavement Service Life.* Is the actual period of time that a newly constructed or rehabilitated pavement structure performs satisfactorily before reaching its terminal serviceability or a condition that requires major rehabilitation or reconstruction. Because of the many independent variables involved, pavement service life may be considerably longer or shorter than the design life of the pavement. For further discussion, see Topic 612.
- (38)*Pavement Structure.* See Pavement.
- (39)*Pumping.* The ejection of base material, either wet or dry, through joints or cracks, or along edges of rigid slabs resulting from vertical movements of the slab under vehicular traffic loading. This phenomena is especially pronounced with saturated structural sections.
- (40)*Raveling.* Progressive disintegration of the surface course on asphalt concrete pavement by the dislodgement of aggregate particles and binder.
- (41)*Rehabilitation.* Work undertaken to extend the service life of an existing facility. This includes placement of additional surfacing and/or other work necessary to return an existing roadway, including shoulders, to a condition of structural or functional adequacy, for the specified service life. This might include the partial or complete removal and replacement of portions of the pavement structure (see Index 603.4).
- (42)*Resurfacing.* A supplemental surface layer or replacement layer placed on an existing pavement to restore its riding qualities and/or to increase its structural (load carrying) strength.
- (43)*Rigid Pavement.* Pavement engineered with a rigid surface course (typically Portland cement concrete or a variety of specialty cement mixes for rapid strength concretes) which may incorporate underlying layers of stabilized or unstabilized base or subbase materials. These types of pavements rely on the substantially higher stiffness of the rigid slab to distribute the vehicle loads over a relatively wide area of underlying layers and the subgrade. Some rigid slabs have reinforcing steel to help resist cracking due to temperature changes and repetitive loading.
- (44)*Roadbed.* The roadbed is that area between the intersection of the upper surface of the roadway and the side slopes or curb lines. The roadbed rises in elevation as each increment or layer of subbase, base or surface course is placed. Where the medians are so wide as to include areas of undisturbed land, a divided highway is considered as including two separate roadbeds.
- (45)*Asphalt Rubber Binder.* A blend of asphalt binder modified with crumb rubber modifier (CRM) that may include less than 15 percent CRM by mass.
- (46)*Rubberized Hot Mix Asphalt (RHMA).* Formerly known as rubberized asphalt concrete (RAC). RHMA is a material produced for hot mix applications by mixing either asphalt rubber

or asphalt rubber binder with graded aggregate. RHMA may be gap- (RHMA-G) or open- (RHMA-O) graded.

(47) *R-value*. See California R-Value.

(48) *Serviceability*. The ability at time of observation of a pavement to serve vehicular traffic (automobiles and trucks) which use the facility. The primary measure of serviceability is the Present Serviceability Index (PSI), which ranges from 0 (impossible road) to 5 (perfect road).

(49) *Settlement*. Localized vertical displacement of the pavement structure due to slippage or consolidation of the underlying foundation, often resulting in pavement deterioration, cracking and poor ride quality.

(50) *Structural Section*. See Pavement Structure.

(51) *Structural Section Drainage System*. See Pavement Drainage System.

(52) *Subbase*. Unbound aggregate or granular material that is placed on the subgrade as a foundation or working platform for the base. It functions primarily as structural support, but it can also minimize the intrusion of fines from the subgrade into the pavement structure, improve drainage, and minimize frost action damage.

(53) *Subgrade*. Also referred to as basement soil, it is the portion of the roadbed consisting of native or treated soil on which pavement surface course, base, subbase, or a layer of any other material is placed.

(54) *Surface Course*. One or more uppermost layers of the pavement structure engineered to carry and distribute vehicle loads. The surface course typically consists of a weather-resistant flexible or rigid layer, which provides characteristics such as friction, smoothness, resistance to vehicle loads, and drainage. In addition, the surface course minimizes infiltration of surface water into the underlying base, subbase and subgrade. A surface course may be composed of a single layer with one or multiple lifts, or multiple layers of differing materials.

(55) *Tie Bars*. Deformed reinforcing bars placed at intervals that hold rigid pavement slabs in adjoining lanes and exterior lane-to-shoulder joints together and prevent differential vertical and lateral movement.

62.8 Highway Operations

(1) *Annual Average Daily Traffic*. The average 24-hour volume, being the total number during a stated period divided by the number of days in that period. Unless otherwise stated, the period is a year. The term is commonly abbreviated as ADT or AADT; or AADTT for trucks.

(2) *Delay*. The time lost while road users are impeded by some element over which the user has no control.

(3) *Density*. The number of vehicles per mile on the traveled way at a given instant.

(4) *Design Vehicles*. See Topic 404.

(5) *Design Volume*. A volume determined for use in design, representing traffic expected to use the highway. Unless otherwise stated, it is an hourly volume.

(6) *Diverging*. The dividing of a single stream of traffic into separate streams.

(7) *Headway*. The time in seconds between consecutive vehicles moving past a point in a given lane, measured front to front.

(8) *Level of Service*. A rating using qualitative measures that characterize operational conditions within a traffic stream and their perception by users.

July 1, 2020

- (9) *Managed Lanes*. Lanes that are proactively managed in response to changing operating conditions in efforts to achieve improved efficiency and performance. Typically employed on highways with increasing recurrent traffic congestion and limited resources.
- (a) High-Occupancy Vehicle (HOV) Lanes--An exclusive lane for vehicles carrying the posted number of minimum occupants or carpools, either part time or full time.
 - (b) High Occupancy Toll (HOT) Lanes--An HOV lane that allows vehicles qualified as carpools to use the facility without a fee, while vehicles containing less than the required number of occupants to pay a toll. Tolls may change based on real time conditions (dynamic) or according to a schedule (static).
 - (c) Express Toll Lanes--Facilities in which all users are required to pay a toll, although HOVs may be offered a discount. Tolls may be dynamic or static.
- (10) *Merging*. The converging of separate streams of traffic into a single stream.
- (11) *Running Time*. The time the vehicle is in motion.
- (12) *Spacing*. The distance between consecutive vehicles in a given lane, measured front to front.
- (13) *Speed*.
- (a) Design Speed--A speed selected to establish specific minimum geometric design elements for a particular section of highway or bike path.
 - (b) Operating Speed--The speed at which drivers are observed operating their vehicles during free-flow conditions. The 85th percentile of the distribution of a representative sample of observed speeds is used most frequently to measure the operating speed associated with a particular location or geometric feature.
 - (c) Posted Speed--The speed limit determined by law and shown on the speed limit sign.
 - (d) High Speed – A speed greater than 45 mph.
 - (e) Low Speed – A speed less than or equal to 45 mph.
 - (f) Running Speed--The speed over a specified section of highway, being the distance divided by running time. The average for all traffic, or component thereof, is the summation of distances divided by the summation of running times.
- (14) *Traffic*. A general term used throughout this manual referring to the passage of people, vehicles and/or bicycles along a transportation route.
- (15) *Traffic Control Devices*.
- (a) Markings--All pavement and curb markings, object markers, delineators, colored pavements, barricades, channelizing devices, and islands used to convey regulations, guidance, or warning to users.
 - (b) Sign--Any traffic control device that is intended to communicate specific information to users through a word, symbol and/or arrow legend. Signs do not include highway traffic signals or pavement markings, delineators, or channelizing devices.
 - (c) Highway Traffic Signal--A power-operated control device by which traffic is warned or directed to take a specific action. These devices do not include signals at toll plazas, power-operated signs, illuminated pavement markers, warning lights, or steady burning electrical lamps.

- (d) **Changeable Message Sign**--An electronic traffic sign used on roadways to give travelers information about traffic congestion, accidents, roadwork zones, speed limits or any dynamic information about current driving conditions.
- (16) **Volume**. The number of vehicles passing a given point during a specified period of time.
- (17) **Weaving**. The crossing of traffic streams moving in the same general direction accomplished by merging and diverging.
- (18) **Ramp Metering**. A vehicular traffic management strategy which utilizes a system of traffic signals on freeway entrance and connector ramps to regulate the volume of vehicles entering a freeway corridor in order to maximize the efficiency of the freeway and thereby minimizing the total delay in the transportation corridor.

62.9 Drainage

See Chapter 800 for definition of drainage terms.

62.10 Users

- (1) **Bicycle**. A device propelled via chain, belt or gears, exclusively by human power.
- (2) **Bus**. Any vehicle owned or operated by a publicly owned or operated transit system, or operated under contract with a publicly owned or operated transit system, and used to provide to the general public, regularly scheduled transportation for which a fare is charged. A general public paratransit vehicle is not a transit bus.
- (3) **Bus Rapid Transit (BRT)**. A flexible rubber-tired rapid-transit mode that combines stations, vehicles, services, exclusive running ways, and Intelligent Transportation System elements into an integrated system with a strong positive identity that evokes a unique image.
- (4) **Commuter Rail**. Traditional rapid and heavy rail passenger service intended to provide travel options in suburban and urban areas. Corridor lengths are typically shorter than intercity passenger rail services. Top operating speeds are in the range of 90 to 110 miles per hour. The tracks may or may not be shared with freight trains and typically are in a separate right of way.
- (5) **Conventional Rail**. Traditional intercity passenger rail and interregional freight rail. Top operating speeds are in the range of 60 to 110 miles per hour. The tracks may or may not be shared by passenger and freight trains and typically run within their own right of way corridor.
- (6) **Design Vehicle**. The largest vehicle commonly expected on a particular roadway. Descriptions of these vehicles are found in Index 404.4.
- (7) **Equestrian**. A rider on horseback.
- (8) **High Speed Rail**. A type of intercity and interregional passenger rail service that operates significantly faster than conventional rail. Top operating speeds are typically 150 to 220 miles per hour. These trains may be powered by overhead high voltage lines or technologies such as Maglev. The tracks are grade separated within a separate controlled access right of way and may or may not be shared with freight trains.
- (9) **Light Rail**. A form of urban transit that uses rail cars on fixed rails in a right of way that may or may not be grade separated. Motorized vehicles and bicycles may share the same transportation corridor. These railcars are typically electrically driven with power supplied from an overhead line rather than an electrified third rail. Top operating speeds are typically 60 miles per hour.

July 1, 2020

- (10) *Pedestrian*. A person who is afoot or who is using any of the following: (a) a means of conveyance propelled by human power other than a bicycle, or (b) an electric personal assistive mobility device. Includes a person who is operating a self-propelled wheelchair, motorized tricycle, or motorized quadricycle and, by reason of physical disability, is otherwise unable to move about as a pedestrian as specified in part (a) above.
- (11) *Street Car, Trams or Trolley*. A passenger rail vehicle which runs on tracks along public urban streets and also sometimes on separate rights of way. It may also run between cities and/or towns, and/or partially grade separated structures.
- (12) *Transit*. Includes light rail; commuter rail; motorbus; street car, tram, trolley bus; BRT; automated guideway; and demand responsive vehicles. The most common application is for motorbus transit. See Index 404.4 for a description of the design vehicle as related to buses.
- (13) *Vehicle*. A device to move, propel or draw a person upon a highway, except a device on rails or propelled exclusively by human power. This definition, abstracted from the CVC, is intended to refer to motor vehicles, excluding those devices necessary to provide mobility to persons with disabilities.