

**Shoulder:** The portion of the highway that lies between the edge of the traveled way and the break point, excluding turn lanes.

**Sight Distance:** The distance visible to the driver of a vehicle when the view is unobstructed by traffic.

**Sight Triangle:** An area of unobstructed sight distance along both approaches of an entrance.

**Signal Progression:** The progressive movement of traffic, at a planned rate of speed without stopping, through adjacent signalized locations within a traffic control system.

**Signal Spacing:** The distance between traffic signals along a highway.

**Stopping Sight Distance:** The distance required by a driver of a vehicle, traveling at a given speed, to bring the vehicle to a stop after an object on the highway becomes visible, including the distance traveled during the driver's perception and reaction times and the vehicle braking distance.

**Storage Length:** Lane footage added to a deceleration lane to store the maximum number of vehicles likely to accumulate during a peak period, so as not to interfere with the through-travel lanes.

**Taper:** The widening of pavement to allow the redirection and transition of vehicles around or into a turn lane; of two types: (a) redirect tapers necessary for the redirection of vehicles along the traveled way; and (b) transition tapers for turn lanes that allow the turning vehicle to transition from or to the traveled way, to or from a turn lane.

**Through Movement:** The predominant direction of traffic flow through an intersection, straight on most major roads, although the predominant flow of traffic occasionally is in a right or left-turning direction.

**Traveled Way:** The portion of the highway provided for the movement of vehicles, exclusive of shoulders and turn lanes.

**Turn Lane:** A separate lane for the purpose of enabling a vehicle that is entering or leaving a highway to increase or decrease its speed to a rate at which it can more safely merge or diverge with through traffic; acceleration and deceleration lanes.

**VPH:** The number of vehicles per hour, usually referring to vehicles in a peak hour.

**Warrant:** The criteria by which the need for a safety treatment or highway improvement can be determined.

**Weaving:** The crossing of two or more traffic streams traveling in the same general direction along a significant length of highway, without the aid of traffic control devices. Weaving areas are formed when a merge area is closely followed by a diverge area, or when an entrance ramp is closely followed by an exit ramp and the two ramps are joined by an auxiliary lane.