

**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.

**Urban Area:** An urbanized area (population of 50,000 and over), or an urban place as designated by the Bureau of the Census (population of 5,000 or more) and not within any urbanized area, with boundaries fixed by State and local officials and approved by the Federal Highway Administration.\*

**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.

\* Rev. 1/12