

**National Committee on Uniform Traffic Control Devices**  
**GMI Signs Technical Committee Recommendations**  
**Approved by the NCUTCD Council January 2008 & June 2008**

**Section 1A.13 Definitions of Words and Phrases in This Manual**

**The National Committee endorses this section except for changes and additional definitions indicated below.**

**Standard:**

Unless otherwise defined ~~herein in this Section~~, or in ~~the~~ other Parts of this Manual, ~~definitions contained~~ words or phrases shall have the meaning(s) as defined in the most recent editions of the “Uniform Vehicle Code,” “AASHTO Transportation Glossary (Highway Definitions),” and other publications ~~specified listed~~ in Section 1A.11 ~~are also incorporated and adopted by reference.~~

The following words and phrases, when used in this Manual, shall have the following meanings:

1. Active Grade Crossing Warning System—the flashing-light signals, with or without warning gates, together with the necessary control equipment used to inform road users of the approach or presence of trains at highway-rail or highway-light rail transit grade crossings.
2. Alley—a street or highway intended to provide access to the rear or side of lots or buildings in urban areas and not intended for the purpose of through vehicular traffic.
3. Approach—all lanes of traffic moving towards an intersection or a midblock location from one direction, including any adjacent parking lane(s).
4. Arterial Highway (Street)—a general term denoting a highway primarily used by through traffic, usually on a continuous route or a highway designated as part of an arterial system.

Attended Lane—a toll plaza lane with a toll booth and toll collection personnel who make change, issue receipts, and perform other toll-related functions.

[From NPA Sec. 2E.55, pg 747, line 42]

5. Average Annual Daily Traffic (AADT)—the total volume of traffic passing a point or segment of a highway facility in both directions for one year divided by the number of days in the year. Normally, periodic daily traffic volumes are adjusted for hours of the day counted, days of the week, and seasons of the year to arrive at average annual daily traffic.
6. Average Day—a day representing traffic volumes normally and repeatedly found at a location. Where volumes are primarily influenced by employment, the average

day is typically a weekday. When volumes are primarily influenced by entertainment or recreation, the average day is typically a weekend day.

7. Barrier-Separated Lane—a preferential lane or other special purpose lane that is separated from the adjacent general purpose lane(s) by a physical barrier.
8. Beacon—a highway traffic signal with one or more signal sections that operates in a flashing mode.
9. Bicycle—a pedal-powered vehicle upon which the human operator sits.
10. Bicycle Lane—a portion of a roadway that has been designated for preferential or exclusive use by bicyclists by ~~signs and~~ pavement markings and, if used, signs for preferential or exclusive use by bicyclists.
11. Bikeway—a generic term for any road, street, path, or way that in some manner is specifically designated for bicycle travel, regardless of whether such facilities are designated for the exclusive use of bicycles or are to be shared with other transportation modes. **repeated from Section 9A.03 since “bikeway” is now used in the Introduction**
12. Buffer-Separated Lane—a preferential lane or other special purpose lane that is separated from the adjacent general purpose lane(s) by a pattern of standard longitudinal pavement markings that is wider than a normal or wide lane line marking. The buffer area might include channelizing devices such as tubular markers or traversable curbs, but does not include a physical barrier.
13. ~~Centerline~~ Center Line Markings—the yellow pavement marking line(s) that delineates the separation of traffic lanes that have opposite directions of travel on a roadway. These markings need not be at the geometrical center of the pavement.
14. Changeable Message Sign—a sign that is capable of displaying more than one message (one of which might be a “blank” display), changeable manually, by remote control, or by automatic control. These signs are referred to as Dynamic Message Signs in the National Intelligent Transportation Systems (ITS) Architecture.
15. Channelizing Line Markings—a wide or double solid white line used to form islands where traffic in the same direction of travel is permitted on both sides of the island.
16. Circular Intersection—an intersection that has an island, generally circular in design, located in the center of the intersection where traffic passes to the right of the island. Circular intersections include roundabouts, rotaries, and traffic circles.
17. Circulatory Roadway—the roadway within a circular intersection on which traffic travels in a counterclockwise direction around an island in the center of the circular intersection.
18. Clear Zone—the total roadside border area, starting at the edge of the traveled way, that is available for an errant driver to stop or regain control of a vehicle. This area might consist of a shoulder, a recoverable slope, and/or a nonrecoverable, traversable slope with a clear run-out area at its toe.
19. Collector Highway—a term denoting a highway that in rural areas connects small towns and local highways to arterial highways, and in urban areas provides land access and traffic circulation within residential, commercial, and business areas and connects local highways to the arterial highways.
20. Concurrent Flow ~~HOV~~ Preferential Lane—~~an HOV~~ a preferential lane that is operated in the same direction as the adjacent mixed flow lanes, separated from the adjacent general purpose freeway lanes by a standard lane stripe, painted buffer, or barrier.
21. Contiguous Lane—a lane, preferential or otherwise, that is separated from the adjacent lane(s) only by a normal or wide lane line marking.
22. Conventional Road—a street or highway other than a low-volume road (as defined in Section 5A.01), expressway, or freeway.

23. ~~Contraflow~~ Counter-flow Lane—a lane operating in a direction opposite to the normal flow of traffic designated for peak direction of travel during at least a portion of the day. ~~Contraflow~~ Counter-flow lanes are usually separated from the off-peak direction lanes by ~~plastic pylons~~ tubular markers or other flexible channelizing devices, or by moveable or permanent barrier. **edited to increase consistency**
24. Crashworthy—a characteristic of a roadside appurtenance that has been successfully crash tested in accordance with a national standard such as the National Cooperative Highway Research Program Report 350, “Recommended Procedures for the Safety Performance Evaluation of Highway Features.”
25. Crosswalk—(a) that part of a roadway at an intersection 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, and in the absence of a sidewalk on one side of the roadway, the part of a roadway included within the extension of the lateral lines of the sidewalk at right angles to the centerline; (b) any portion of a roadway at an intersection or elsewhere distinctly indicated as a pedestrian crossing by pavement marking **added to increase clarity** lines on the surface, which ~~may~~ might be supplemented by contrasting pavement texture, style, or color.
26. Crosswalk Lines—white pavement marking lines that identify a crosswalk.

**Dedicated ETC Lane—a toll plaza lane in which only ETC payments are allowed.**

27. Delineator—a retroreflective device mounted on the roadway surface or at the side of the roadway in a series to indicate the alignment of the roadway, especially at night or in adverse weather.
28. Detectable—having a continuous edge within 150 mm (6 in) of the surface so that pedestrians who have visual disabilities can sense its presence and receive usable guidance information.
29. Dynamic Envelope—the clearance required for the train and its cargo overhang due to any combination of loading, lateral motion, or suspension failure.
30. Edge Line Markings—white or yellow pavement marking lines that delineate the right or left edge(s) of a traveled way.
31. Electronic Toll Collection (ETC)—a system for collection of tolls fees via equipment that communicates wirelessly with transponders mounted in from vehicles (moving or stopped) to automatically deduct the toll fee from a pre-paid toll account via non-contact equipment.
32. End-of-Roadway Marker—a device used to warn and alert road users of the end of a roadway in other than temporary traffic control zones.
33. Engineering Judgment—the evaluation of available pertinent information, and the application of appropriate principles, Standards, Guidance, and practices as contained in this Manual and other sources, for the purpose of deciding upon the applicability, design, operation, or installation of a traffic control device. Engineering judgment shall be exercised by an engineer, or by an individual working under the supervision of an engineer, through the application of procedures and criteria established by the engineer. Documentation of engineering judgment is not required.
34. Engineering Study—the comprehensive analysis and evaluation of available pertinent information, and the application of appropriate principles, Standards, Guidance, and practices as contained in this Manual and other sources, for the

purpose of deciding upon the applicability, design, operation, or installation of a traffic control device. An engineering study shall be performed by an engineer, or by an individual working under the supervision of an engineer, through the application of procedures and criteria established by the engineer. An engineering study shall be documented.

**Exact Change Lane**—a toll plaza lane that is non-attended and has receptacles into which road users deposit coins totaling the exact amount of the toll.

[NPA Sec. 2E.55, pg 747, line 43]

**Express Lane or HOV/Toll Lane**—a preferential lane that allows HOV traffic without charging a toll for all or part of the day, and single occupant vehicles are allowed for all or part of the day only if they pay a toll.

35. Expressway—a divided highway with partial control of access.
36. Flagger—a person who actively controls the flow of vehicular traffic into and/or through a temporary traffic control zone using hand-signaling devices or an Automated Flagger Assistance Device (AFAD).
37. Flashing—an operation in which a light source, such as a signal indication, is turned on and off repetitively. revised to account for other types of flashing lights such as TTC warning lights, RR flashing lights, gate lights, and lights on STOP/SLOW paddles
38. Freeway—a divided highway with full control of access.
39. Gate—an automatically-operated or manually-operated traffic control device that is used to physically obstruct road users such that they cannot proceed past a particular point on a roadway or pathway, or such that they cannot enter a particular ramp, lane, roadway, or facility.
40. Guide Sign—a sign that shows route designations, destinations, directions, distances, services, points of interest, or other geographical, recreational, or cultural information.

**High-Occupancy Toll (HOT)**—a motor vehicle not carrying at least two or more persons, paying a toll to access an HOV lane or facility.

[NPA, Sec. 1A.14, pg. 611, line 26]

41. High-Occupancy Vehicle (HOV)—a motor vehicle carrying at least two or more persons, including carpools, vanpools, and buses.
42. Highway—a general term for denoting a public way for purposes of travel by vehicular travel, including the entire area within the right-of-way.
43. Highway-Light Rail Transit Grade Crossing—the general area where a highway and a light rail transit's right-of-way cross at the same level, within which are included the light rail transit tracks, highway, and traffic control devices for traffic traversing that area.
44. Highway-Rail Grade Crossing—the general area where a highway and a railroad's right-of-way cross at the same level, within which are included the railroad tracks, highway, and traffic control devices for highway traffic traversing that area.
45. Highway Traffic Signal—a power-operated traffic control device by which traffic is warned or directed to take some specific action. These devices do not include

- ~~signals at toll plazas~~, power-operated signs, steadily-illuminated pavement markers, warning lights (see Section 6F.79), or steady burning electric lamps.
46. HOV Lane—any preferential lane designated for exclusive use by high-occupancy vehicles for all or part of a day—including a designated lane on a freeway, other highway, street, or independent roadway on a separate right-of-way.
  47. Hybrid Signal—a special type of highway traffic signal that is intentionally placed in a dark mode (no indications displayed) between periods of operation and, when operated, displays both steady and flashing traffic control signal indications.
  48. Inherently Low Emission Vehicle (ILEV)—any kind of vehicle that, because of inherent properties of the fuel system design, will not have significant evaporative emissions, even if its evaporative emission control system has failed.
  49. Interchange—a system of interconnecting roadways providing for traffic movement between two or more highways that do not intersect at grade.
  50. Intermediate Interchange—an interchange with an urban or rural route that is not a major or minor interchange as defined herein.
  51. Intersection—intersection is defined as follows:
    - (a) The area embraced within the prolongation or connection of the lateral curb lines, or if none, the lateral boundary lines of the roadways of two highways that join one another at, or approximately at, right angles, or the area within which vehicles traveling on different highways that join at any other angle might come into conflict.
    - (b) The junction of an alley or driveway with a roadway or highway shall not constitute an intersection.
    - (c) If a highway includes two roadways that are 9 m (30 ft) or more apart, then every crossing of each roadway of such divided highway by an intersecting highway shall be a separate intersection; in the event such intersecting highway also includes two roadways that are 9 m (30 ft) or more apart, then every crossing of two roadways of such highways shall be a separate intersection (see definition of Median). However, regardless of the distance between the separate intersections as defined herein, where a stopping point has not been designated on the roadway (within the median) between the separate intersections, the two intersections and the roadway (median) between them shall be deemed to be one intersection.
    - (d) Where a stopping point is designated on a roadway approaching an intersection as defined in Items (a) and (c) above, a vehicle of which any part is legally beyond said designated stopping point shall be deemed to be legally in the intersection.
    - (e) A vehicle, which is deemed to have or which has legally entered the intersection as defined in Items (a) and (c) above, upon departing said intersection shall be deemed to still be legally in the intersection until:
      - (1) The rear of the vehicle and any attached trailer(s) clears the intersection; or
      - (2) Where a marked or unmarked associated crosswalk is present, the rear of the vehicle and any attached trailer(s) clears said crosswalk.
  52. Island—a defined area between traffic lanes for control of vehicular movements or for pedestrian refuge. It includes all end protection and approach treatments. Within an intersection area, a median or an outer separation is considered to be an island.
  53. Lane Line Markings—white pavement marking lines that delineate the separation of traffic lanes that have the same direction of travel on a roadway.

- 54. Lane-Use Control Signal—a signal face displaying indications to permit or prohibit the use of specific lanes of a roadway or to indicate the impending prohibition of such use.
- 55. Legend—see Sign Legend.
- 56. Logo—a distinctive emblem, ~~symbol~~, or trademark that identifies a [commercial business and/or the product or service offered by the business](#).
- 57. Longitudinal Markings—pavement markings that are generally placed parallel and adjacent to the flow of traffic such as lane lines, ~~centerlines~~ [center lines](#), edge lines, channelizing lines, and others.

[Mainline Toll Plaza](#)—a toll plaza located on the mainline, which creates a barrier to traffic flow.

- 58. Major Interchange—an interchange with another freeway or expressway, or an interchange with a high-volume multi-lane highway, principal urban arterial, or major rural route where the interchanging traffic is heavy or includes many road users unfamiliar with the area.
- 59. Major Street—the street normally carrying the higher volume of vehicular traffic.
- 60. [Managed Lane](#)—a highway lane or set of lanes, or a highway facility, for which variable operational strategies such as direction of travel, tolling, pricing, and/or vehicle type or occupancy requirements are implemented and managed [in real-time in response to changing conditions](#).
- 61. Median—the area between two roadways of a divided highway measured from edge of traveled way to edge of traveled way. The median excludes turn lanes. The median width might be different between intersections, interchanges, and at opposite approaches of the same intersection.
- 62. Minor Interchange—an interchange where traffic is local and very light, such as interchanges with land service access roads. Where the sum of the exit volumes is estimated to be lower than 100 vehicles per day in the design year, the interchange is classified as local.
- 63. Minor Street—the street normally carrying the lower volume of vehicular traffic.

[Mixed-Use Lane](#)—a multipurpose toll lane in which more than one toll collection method is available, such as ETC and attended toll collection.

- 64. [Multi-lane](#)—more than one lane moving in the same direction. A multi-lane street, highway, or roadway has a basic cross-section comprised of two or more through lanes in one or both directions. A multi-lane approach has two or more lanes moving towards the intersection, including turning lanes. [added to improve clarity](#)
- 65. Object Marker—a device used to mark obstructions within or adjacent to the roadway.
- 66. Occupancy Requirement—any restriction that regulates the use of a facility [or one or more lanes of a facility](#) for any period of the day based on a specified number of persons in a vehicle.
- 67. Occupant—a person driving or riding in a car, truck, bus, or other vehicle.
- 68. [Open Road Electronic Tolling Collection \(ORT\)](#)—a system designed to allow electronic toll collection (ETC) from vehicles traveling at normal highway speeds.
- 69. [Opposing traffic](#)—vehicles that are traveling in the opposite direction. At an intersection, vehicles that are entering an intersection from an approach that is

- approximately straight ahead would be considered to be opposing traffic, but vehicles that are entering an intersection from the left or the right from an approach that is approximately perpendicular would not be considered to be opposing traffic.
70. Pathway—a general term denoting a public way for purposes of travel by authorized users outside the traveled way and physically separated from the roadway by an open space or barrier and either within the highway right-of-way or within an independent alignment. Pathways include shared-use paths, but are exclusive of sidewalks.
71. Paved—a bituminous surface treatment, mixed bituminous concrete, or Portland cement concrete roadway surface that has both a structural (weight bearing) and a sealing purpose for the roadway.
72. Pedestrian—a person ~~a foot~~ on foot, in a wheelchair, on skates, or on a skateboard.
73. Pedestrian Facilities—a general term denoting improvements and provisions made to accommodate or encourage walking.
74. Pictograph—a pictorial representation used to identify a governmental jurisdiction, an area of jurisdiction, a governmental agency, a military base or branch of service, a governmental-approved university or college, or a government-approved institution.
75. Platoon—a group of vehicles or pedestrians traveling together as a group, either voluntarily or involuntarily, because of traffic signal controls, geometrics, or other factors.
76. Preferential Lane—a highway lane reserved for the exclusive use of one or more specific types of vehicles or road user groups.
77. Principal Legend—place names, street names, and route numbers placed on guide signs.
78. Private Property Open to Public Travel—toll roads and roads within shopping centers, parking lot areas, airports, sports arenas, and other similar business and/or recreation facilities that are privately owned but where the public is allowed to travel without access restrictions. Private gated properties where access is restricted and private highway-rail grade crossings shall not be included in this definition.
79. Public Facility – any parking lot, parking garage, or accessway to or within such facilities, under the jurisdiction of and maintained by a public agency and where the public is invited to travel without access restrictions.
80. Public Road—any road, ~~or~~ street, or public facility under the jurisdiction of and maintained by a public agency and open to public travel.
81. Raised Pavement Marker—a device ~~with a height of at least 10 mm (0.4 in)~~ mounted on or in a road surface that has a height generally not exceeding approximately 25 mm (1 in) above the road surface and that is intended to be used as a positioning guide or to supplement or substitute for pavement markings ~~or to mark the position of a fire hydrant.~~
- Ramp Toll Plaza—a toll plaza located on an entry or exit ramp to a toll facility.
82. Regulatory Sign—a sign that gives notice to road users of traffic laws or regulations.
83. Retroreflectivity—a property of a surface that allows a large portion of the light coming from a point source to be returned directly back to a point near its origin.

**Reversible Toll Lane Operation**—a toll lane in which the direction of flow is changed to accommodate peak traffic demands, thereby increasing the capacity of the toll plaza in the peak direction.

84. **Right-of-Way [Assignment]**—the permitting of vehicles and/or pedestrians to proceed in a lawful manner in preference to other vehicles or pedestrians by the display of sign or signal indications.
85. **Road**—see Roadway.
86. **Road User**—a vehicle operator, bicyclist, or pedestrian, including persons with disabilities, within the highway, on a public facility, or on private property open to public travel ~~including persons with disabilities.~~
87. **Roadway**—that portion of a highway improved, designed, or ordinarily used for vehicular travel and parking lanes, but exclusive of the sidewalk, berm, or shoulder even though such sidewalk, berm, or shoulder is used by persons riding bicycles or other human-powered vehicles. In the event a highway includes two or more separate roadways, the term roadway as used herein shall refer to any such roadway separately, but not to all such roadways collectively.
88. **Roadway Network**—a geographical arrangement of intersecting roadways.
89. **Roundabout** ~~Intersection~~—a circular intersection with yield control ~~of all entering traffic, channelized approaches, and appropriate geometric curvature, such that travel speeds on the circulatory roadway are typically less than 50 km/h (30 mph)~~ at entry, which permits a vehicle on the circulatory roadway to proceed, and with deflection of the approaching vehicle counter-clockwise around a central island.
90. **Rumble Strip**—a series of intermittent, narrow, transverse areas of rough-textured, slightly raised, or depressed road surface that ~~is installed~~ extend across the travel lane to alert road users to unusual traffic conditions or are located along the shoulder or within islands formed by pavement markings to alert road users that they are leaving the travel lanes. **edited to be consistent with the various uses of this phrase in Parts 3 and 6**
91. **Rural Highway**—a type of roadway normally characterized by lower volumes, higher speeds, fewer turning conflicts, and less conflict with pedestrians.
92. **Safe-Positioned**—the positioning of emergency vehicles at an incident in a manner that attempts to protect both the responders performing their duties and road users traveling through the incident scene.

**Satellite Toll Plaza**—a toll plaza that has extra toll lanes immediately downstream of the mainline toll plaza.

93. **School**—a public or private educational institution recognized by the State education authority for one or more grades K through 12 or as otherwise defined by the State.
94. **School Zone**—a designated roadway segment approaching, adjacent to, and beyond school buildings or grounds, or along which school related activity occurs, where special traffic law enforcement activity or increased fines for traffic violations are authorized.
95. **Shared Roadway**—a roadway that is officially designated and marked as a bicycle route, but which is open to motor vehicle travel and upon which no bicycle lane is designated.
96. **Shared-Use Path**—a bikeway outside the traveled way and physically separated from motorized vehicular traffic by an open space or barrier and either within the



- highway right-of-way or within an independent alignment. Shared-use paths are also used by pedestrians (including skaters, users of manual and motorized wheelchairs, and joggers) and other authorized motorized and non-motorized users.
97. Sidewalk—that portion of a street between the curb line, or the lateral line of a roadway, and the adjacent property line or on easements of private property that is paved or improved and intended for use by pedestrians.
  98. Sign—any traffic control device that is intended to communicate specific information to road users through a word or symbol legend. Signs do not include highway traffic ~~control~~ edited to increase accuracy signals, pavement markings, delineators, or channelization devices.
  99. Sign Assembly—a group of signs, located on the same support(s), that supplement one another in conveying information to road users.
  100. Sign Illumination—either internal or external lighting that shows similar color by day or night. Street or highway lighting shall not be considered as meeting this definition.
  101. Sign Legend—all word messages, logos, and symbol designs that are intended to convey specific meanings. The border, if any, on a sign is not considered to be a part of the legend. added to increase clarity
  102. Sign Panel—a separate panel or piece of material containing a word or symbol legend that is affixed to the face of a sign.
  103. Signing—individual signs or a group of signs, not necessarily on the same support(s), that supplement one another in conveying information to road users. added because we use the word “signing,” which is not found in a standard dictionary, instead of “signage,” which is defined in a standard dictionary
  104. Speed—speed is defined based on the following classifications:
    - (a) Advisory Speed—a recommended speed for all vehicles operating on a section of highway and based on the highway design, operating characteristics, and conditions.
    - (b) Average Speed—the summation of the instantaneous or spot-measured speeds at a specific location of vehicles divided by the number of vehicles observed.
    - (c) Design Speed—a selected speed used to determine the various geometric design features of a roadway.
    - (d) 85<sup>th</sup>-Percentile Speed—the speed at or below which 85 percent of the motor vehicles travel.
    - (e) Operating Speed—a speed at which a typical vehicle or the overall traffic operates. Operating speed might be defined with speed values such as the average, pace, or 85<sup>th</sup>-percentile speeds.
    - (f) Pace ~~Speed~~—the ~~highest speed within a specific range of speeds that represents more vehicles than in any other like range of speed. The range of speeds typically used is~~ 10 km/h or 10 mph speed range representing the speeds of the largest percentage of vehicles in the traffic stream.
    - (g) Posted Speed—the speed limit determined by law or regulation added to increase accuracy and ~~shown~~ displayed edited to increase consistency on Speed Limit signs.
    - (h) Statutory Speed—a speed limit established by legislative action that typically is applicable for highways with specified design, functional, jurisdictional and/or location characteristic and is not necessarily ~~shown~~ displayed edited to increase consistency on Speed Limit signs.
  105. Speed Limit—the maximum (or minimum) speed applicable to a section of highway as established by law or regulation. added to increase accuracy

106. Speed Measurement Markings—a white transverse pavement marking placed on the roadway to assist the enforcement of speed regulations.
107. Speed Zone—a section of highway with a speed limit that is established by law or regulation, **added to increase accuracy** but which might be different from a legislatively specified statutory speed limit.
108. Splitter Island—a median island used to separate opposing directions of traffic entering and exiting a roundabout.

**Split Mainline Toll Plaza—a toll plaza contiguous to the mainline that accommodates conventional toll collection methods and adjacent interchange traffic. Typically used in conjunction with ORT lanes.**

109. Stop Line—a solid white pavement marking line extending across approach lanes to indicate the point at which a stop is intended or required to be made.
110. Street—see Highway.
111. Symbol—the approved design of a pictorial representation of a specific traffic control message for signs, pavement markings, traffic control signals, or other traffic control devices, as shown in the MUTCD.
112. Temporary Traffic Control Zone—an area of a highway where road user conditions are changed because of a work zone or incident by the use of temporary traffic control devices, flaggers, uniformed law enforcement officers, or other authorized personnel.

**Ticket System—a system in which the patron receives a ticket upon entering a toll facility for the class of vehicle being driven.**

**Toll Booth—a shelter for toll attendants as they collect tolls or dispense tickets.**

**Toll Collection—a way to impose a toll on a traveler for the use of a road facility.**

**Toll Collection Equipment—devices used to collect, process, and record a toll transaction.**

**Toll Facility—a road, bridge, or tunnel where travelers pay a toll for use.**

**Toll Island—a raised platform, usually made of concrete, consisting of some form of crash protection or attenuation device on the traffic approach side where a toll booth or other toll collection and violation enforcement equipment is located.**

**Toll Plaza—a place where tolls are collected. A toll plaza typically includes a toll island, toll booth, and a canopy.**

**Toll Plaza Canopy—a roof over a toll booth or toll lane.**

**Toll Plaza Lane—an individual lane located within a toll plaza in which a toll ticket is issued or a toll payment is collected. The length of a toll plaza lane is that of the adjacent toll island(s).**

**Tolling Point**—the location along a roadway lane where either a toll is charged to an established account using an electronic process for vehicles having a valid transponder or by capturing the vehicle's license plate and assessing a toll to the registered vehicle owner.

113. Traffic—pedestrians, bicyclists, ridden or herded animals, vehicles, streetcars, and other conveyances either singularly or together while using for purposes of travel any highway, public facility, or private property open to public travel ~~for purposes of travel~~.
114. Traffic Control Device—a sign, signal, marking, or other device used to regulate, warn, or guide traffic, placed on, over, or adjacent to a street, highway, public facility, private property open to public travel, pedestrian facility, or shared-use path by authority of a public agency or official having jurisdiction.
115. Traffic Control Signal (Traffic Signal)—any highway traffic signal by which traffic is alternately directed to stop and permitted to proceed.
116. Train—one or more locomotives coupled, with or without cars, that operates on rails or tracks and to which all other traffic must yield the right-of-way by law at highway-rail grade crossings.

**Transponder or Electronic Toll Tag**—a device mounted in or on a vehicle that stores encoded data used to identify the patron, class of vehicle, or toll agency.

117. Transverse Markings—pavement markings that are generally placed perpendicular and across the flow of traffic such as shoulder markings, word and symbol markings, stop lines, crosswalk lines, speed measurement markings, parking space markings, and others.
118. Traveled Way—the portion of the roadway for the movement of vehicles, exclusive of the shoulders, berms, sidewalks, and parking lanes.
119. Turn Bay—a lane for the exclusive use of turning vehicles that is formed on the approach to the location where the turn is to be made. In most cases where turn bays are provided, drivers who desire to turn must move out of a through lane into the newly formed turn bay in order to turn. A through lane that becomes a turn lane is considered to be a drop lane rather than a turn bay.
120. Urban Street—a type of street normally characterized by relatively low speeds, wide ranges of traffic volumes, narrower lanes, frequent intersections and driveways, significant pedestrian traffic, and more businesses and houses.
121. Vehicle—every device in, upon, or by which any person or property can be transported or drawn upon a highway, except trains and light rail transit operating in exclusive or semiexclusive alignments. Light rail transit operating in a mixed-use alignment, to which other traffic is not required to yield the right-of-way by law, is a vehicle.

**Video Tolling or Pay-By-Mail**—a toll payment system that allows drivers that do not have an electronic toll tag, to access a toll facility. A video image of the vehicle license plate is captured and used to bill the owner of the vehicle.

122. Warning Light—a portable, powered, yellow, lens-directed, enclosed light that is used in a temporary traffic control zone in either a steady burn or a flashing mode.  
**added to assist the reader**
123. **Warning Sign—a sign that gives notice to road users of a situation that might not be readily apparent.**
124. **Warrant—a warrant describes threshold conditions to the engineer in evaluating the potential safety and operational benefits of traffic control devices and is based upon average or normal conditions. Warrants are not a substitute for engineering judgment. The fact that a warrant for a particular traffic control device is met is not conclusive justification for the installation of the device.**
125. Worker—a person on foot whose duties place him or her within the right-of-way of a street or highway, such as street or highway construction and maintenance forces, survey crews, utility crews, responders to incidents within the street or highway right-of-way, and law enforcement personnel when directing traffic, investigating crashes, and handling lane closures, obstructed roadways, and disasters within the right-of-way of a street or highway.
126. **Wrong-Way Arrow—a slender, elongated, white pavement marking arrow placed upstream from the ramp terminus to indicate the correct direction of traffic flow. Wrong-way arrows are intended primarily to warn wrong-way road users that they are going in the wrong direction.**
127. Yield Line—a row of solid white isosceles triangles pointing toward approaching vehicles extending across approach lanes to indicate the point at which the yield is intended or required to be made.