

GLOSSARY

AASHTO – American Association of State Highway and Transportation Officials.

ACCELERATION LANE – A speed change lane, including tapered areas, for the purpose of enabling a vehicle entering a roadway to increase its speed to a rate at which it can more safely merge with through traffic.

AVERAGE DAILY TRAFFIC (ADT) - Average number of vehicles that pass a specified point during a 24 hour period.

BICYCLE - A device having two (2) tandem wheels propelled exclusively by human power upon which any person may ride.

BICYCLE LANE or BIKE LANE - A portion of roadway which has been designated for preferential or exclusive use by bicycles. It is distinguished from the portion of the roadway for motor vehicle traffic by a paint stripe, curb or other similar device.

BICYCLE PATH - A path or trail, separated from the roadway, which is for the exclusive use of bicycles or, in some instances, for combined bicycle and pedestrian use. Also called a shared-use path.

BIKE STREET - A roadway which is officially designated, signed and marked as a bicycle route but which is open to motor vehicle travel and upon which no bicycle lane is designated.

BUILDING SET BACK LINE - A line beyond which buildings must be set back from the right-of-way line.

CITY – City of Round Rock.

CLEARANCE - Lateral distance from edge of traveled way to a roadside object or feature.

CLEAR ZONE - That roadside border area, starting at the edge of the traveled way, available for safe use by errant vehicles. Establishment of a minimum width clear zone implies that rigid objects and certain other hazards with clearances less than the minimum width should be removed, relocated to an inaccessible position or outside the minimum clear zone, remodeled to make safely traversable or breakaway, or shielded.

CONFLICT POINT - Point at which vehicle paths cross.

CONTRACTOR - Any individual, association or corporation engaged in the business of installing or altering walks, driveway approaches, curbs, gutters or pavements or appurtenances on public property. This term shall also include those who represent themselves to be engaged in the business, whether or not actually doing the work.

CUL-DE-SAC - A turnaround to the reverse direction point of a street or network of streets.

CURB BASIS - The distance between the right-of-way or property line and lip of gutter as indicated in design criteria.

CURB, CONCRETE RIBBON (LAYDOWN) - A concrete curb flush and contiguous with the pavement which strengthens and protects the pavement edge and clearly defines the pavement edge to vehicle operators.

CURB, STANDARD - A vertical or sloping structure located along the edge of a roadway, normally constructed integrally with the gutter, which strengthens and protects the pavement edge and clearly defines the pavement edge to vehicle operators.

DECELERATION LANE – A speed change lane, including tapered areas, for the purpose of enabling a vehicle that is to make an exit turn from a roadway to slow to a safe turning speed after it has left the main stream of faster moving traffic.

DESIGN VEHICLE- Appropriate vehicle to be used in the design of roadways including turning radius at intersections. Refer to AASHTO [A Policy on Geometric Design of Highways and Streets](#).

DESIGN SPEED – A primary criteria used to determine the geometric features of a roadway to be designed. Generally, design speed should be five to ten miles per hour above the posted speed limit.

DESIRABLE - A condition which should be met when attainable. Desirable values will normally be used where the Social, Economic or Environmental (S.E.E.) impacts are not critical.

DIVIDED HIGHWAY – A highway with separated roadways for traffic in opposite directions and separated by a median consisting of raised curb, traffic islands, or pavement markings.

DRIVEWAY APPROACH - A facility between the roadway and private property designed for and intended to provide vehicular access from the roadway to private property.

DRIVEWAY WIDTH – The narrowest width of driveway measured parallel with the edge of street.

EDGE OF PAVEMENT (EOP) - Used for determining roadway width where standard curb and gutter does not exist.

ENCROACHMENT - Any structure or device not the property of the City, but positioned within, over or upon the City's right-of-way.

FIRE TRUCK – Must be considered a WB-40 design vehicle with a minimum 25-foot inside turning radius for design purposes.

FOC - Face of Curb.

FLAT TERRAIN - Topography conducive to generally long sight distance potential with little or no construction difficulty or major expense.

GRADE - The change in elevation between two (2) points along the vertical alignment of a roadway. Usually expressed as the change per one hundred (100) feet or percent.

GUTTER - A generally shallow waterway adjacent to a curb used or suitable for drainage of water.

HILLY TERRAIN - Condition where the natural slopes consistently rise above and fall below the road or street grade and where occasional steep slopes offer some restriction to normal horizontal and vertical alignment.

INTERSECTION - The common area embraced between the projected lines of the edge of two (2) or more roadways which join at any angle whether or not one (1) such street crosses the other.

LIP OF GUTTER (LoG) - Used for determining roadway widths.

MAY - A permissive condition. No requirement for design or application is intended.

MEDIAN – That portion of a divided roadway separating the traveled ways for traffic in opposite directions.

MIXED USE - A single development containing two or more significant land uses which are functionally and physically integrated and are developed under a coherent plan.

PARKWAY - A subcategory of freeway; a parkway is a roadway which has fully controlled access, no at-grade crossings and no continuous frontage roads; requires the acquisition or donation of access rights; has a generous greenspace buffer between the roadway and adjacent development and which preserves and enhances the natural landscape as much as possible.

PEDESTRIAN WAY - A travelway designed primarily for pedestrian travel.

PRIVATE STREET - A vehicular access way under private ownership and maintenance.

PUBLIC STREET - A vehicular access way designated, dedicated or acquired for public use under public ownership and control and/or accepted for maintenance by the City.

RIGHT OF WAY (ROW) - Land dedicated for public streets and/or related facilities, including utilities and other transportation uses.

ROW WIDTH - The shortest horizontal distance between the lines which delineate the right-of-way of a street.

ROADWAY - A paved area within the right-of-way ordinarily used for vehicular traffic movement. With curbs and gutters, the pavement width is measured from the lip of gutters;

without standard curbs and gutters, pavement width is measured from the edge of the pavement, excluding any required shoulders or ribbon curbs.

SHADOWING - Area of roadway protected from through traffic, i.e., left-turn bay or wide median opening.

SHALL - A mandatory condition. Where certain requirements in the design or application of the guidelines are described with the "shall" stipulation, it is mandatory that the requirements be met.

SHARED PARKING - Parking that can be used to serve two or more individual land uses without conflict or encroachment.

SHOULD - An advisory condition. Where the word "should" is used, it is considered to be advisable usage, recommended but not mandatory.

SHOULDER - A portion adjacent to the roadway contiguous with the traveled way for accommodation of stopped vehicles, for emergency use and for lateral support of sub-base, base and surface courses.

SHARED ROADWAY - A roadway which is open to both bicycle and motor vehicle travel. This may be an existing roadway, street with wide curb lanes, or road with paved shoulders.

SHARED-USE PATH - A pathway physically separated from motorized vehicular traffic by an open space or barrier and either within the highway right-of-way or within an independent right-of-way. Shared use paths may also be used by pedestrians, skaters, wheelchair users, joggers and other non-motorized users.

SIDEWALK - A paved area within the street right-of-way or sidewalk easement specifically designed for pedestrians and/or bicyclists.

SIGHT DISTANCE – The length of roadway ahead visible to the driver. The minimum sight distance available should be sufficiently long to enable a vehicle traveling at the design speed to stop before reaching a stationary object in its path.

SIGNED SHARED ROADWAY (SIGNED BIKE ROUTE) – A shared roadway which has been designated by signing as a preferred route for bicycle use.

STOPPING SIGHT DISTANCE – The distance traveled by a vehicle from the moment the driver of a vehicle sights an object or condition necessitating a stop to the moment the brakes are applied, plus the distance required to stop the vehicle from the moment that brake application begins.

STORAGE LENGTH – Additional lane footage added to a deceleration lane to store the maximum number of vehicles likely to accumulate during a critical period without interfering with the through lanes.

TIA - Traffic Impact Analysis.

TMUTCD – Texas Manual on Uniform Traffic Control Devices

TRAFFIC CALMING – Policies and measures that reduce the negative effects of motorized vehicle use, alter driver behavior, and improve conditions for non-motorized street users.

TRANSPORTATION DIRECTOR - Refers to the Director of the City of Round Rock Transportation Services Department or his/her designated representative. Designated representatives may include, but not be limited to: City's Project Manager, Construction Inspector, or a consultant Engineer/Architect retained by the City.

TRAVELED WAY - The portion of the roadway for the movement of vehicles, exclusive of shoulders and auxiliary lanes.

TRIPS – One-way trip ends (not two-way round trips).

TYPE I DRIVEWAY APPROACH - A concrete driveway approach designed and intended to serve as access from a roadway to a lot or parcel of land which is a location for a one (1) or two (2) family residence.

TYPE II DRIVEWAY APPROACH - A concrete driveway approach designed and intended to serve as access from a roadway to a lot or parcel of land used for any development or purpose other than one (1) or two (2) family residences.

TYPE III DRIVEWAY APPROACH - A temporary asphalt driveway approach intended to provide vehicular access to a lot or parcel of land; such access being from a roadway not yet constructed to permanent lines and grades or a roadway not having curb and gutter.

TYPICAL - A common condition; not to be used as sole basis for establishing criteria or classifications.

TxDOT – Texas Department of Transportation