

DEFINITIONS

Access Management – The process of establishing restrictions, rules, and guidelines to roadway accesses – including intersections, driveways, and accesses for developments – in an effort to preserve the mobility of traffic flow within a roadway network.

Active Transportation – Any transportation pathways intended for pedestrian and bicycle use. This can include bicycle lanes, bicycle paths, widened roadway shoulders, and sidewalks.

Average Daily Traffic (ADT) – The average number of vehicles passing a specific point on a roadway in either direction over a 24-hour period. Total volumes are collected over a period of time – usually 7 to 10 days – and divided by the number of days to determine an average. Weighing factors may be used in determining the average.

Class B and C Funds – Funding distributed by the Utah Department of Transportation (UDOT) for Class B and Class C road maintenance and improvements.¹

Class B Road – County roads.

“County roads comprise all public highways, roads, and streets within the state that:

- (a) are situated outside of incorporated municipalities and not designated as state highways;
- (b) have been designated as county roads; or
- (c) are located on property under the control of a federal agency and constructed or maintained by the county under agreement with the appropriate federal agency.”²

Class C Road – City streets.

“City streets comprise:

- (a) highways, roads, circulator alleys, and streets within the corporate limits of the municipalities that are not designated as class A state roads or as class B roads; and
- (b) those highways, roads, and streets located within a national forest and constructed or maintained by the municipality under agreement with the appropriate federal agency.”³

Class D Road – “[Any] road, way, or other land surface route that has been or is established by use or constructed and has been maintained to provide for usage by the public for vehicles with four or more wheels that is not a class A, class B, or class C road.”⁴ Class D roads are not included in any way within this TMP for reference or analysis. Reference to this TMP may not be made for any legal action or analysis involving Class D roads. Any use of analysis, reference, or legal action based upon this TMP regarding Class D roads would require an amendment to the TMP.

Functional Classification of Roadways – The process of balancing roadway access and mobility needs for roadways within a transportation network. Classifying roadways is beneficial in

¹ *Transportation Fund and Highway Finances*, Utah Code §72-2-1, Enacted 1998, <https://le.utah.gov/xcode/Title72/Chapter2/72-2-S102.html>.

² *Highways in General*, Utah Code §72-3-103, Enacted 2000, <https://le.utah.gov/xcode/Title72/Chapter3/72-3-S103.html>.

³ *Highways in General*, Utah Code §72-3-104, Amended 2020, <https://le.utah.gov/xcode/Title72/Chapter3/72-3-S104.html>.

⁴ *Highways in General*, Utah Code §72-3-105, Enacted 2000, <https://le.utah.gov/xcode/Title72/Chapter3/72-3-S105.html>.

determining maintenance and expansion needs of existing roadways, the location of necessary future roads, and roadway design parameters such as pavement design, roadway widths, and road right-of-way widths.

Geographic Information Systems (GIS) – GIS is the process of spatial databasing. A GIS database is a computerized database of spatially-related information. A GIS database may include maps and inventories of information related to those maps. For this TMP, data collected on roadway functional classification, traffic volumes, pavement conditions, etc. was gathered into one online story map database to assist in the organization and visualization of project spatial data.

Land Use and Zoning – The process of establishing viable development locations (zones) based on type of development to ensure that all development is consistent with existing infrastructure, transportation networks, and community needs.

Level of Service (LOS) – A method of determining the quality of traffic flow based on volume and capacity. Level of Service is used in determining the need for roadway expansion, additional network redundancies, and/or additional traffic control devices.

Peak Hour Volume – The highest hourly volume of vehicles to drive across a road segment in either direction. For most roadways this peak hour volume occurs during the morning (7:00 A.M. to 9:00 A.M.), evening (4:00 P.M. to 6:00 P.M.), or Saturday peak hours.

Road Right-of-way – The transportation corridor width including pavement and appurtenant shoulders, curb and gutter, sidewalks, culverts, drains and turnarounds, etc., and any additional corridor width. Road right-of-way widths are determined based on roadway functional classification. Right-of-way can be obtained through several means that are described in detail in the Transportation Master Plan report.

Traffic Signal Needs Study – A study performed to determine the need for additional traffic signals. Needs for new signals are determined based on speed, stopping sight distances, and level of service.

Traffic Impact Study (TIS) – A study performed prior to construction of a new development or redevelopment to determine the potential impacts to the transportation network and community. Standards for traffic impact studies are included in the Transportation Master Plan report.

Transportation Corridor – A linear pathway that defines the footprint of an existing or future transportation facility, including road surface and rights-of-way. This can be vehicular, pedestrian, bicycle, rail, etc. Transportation corridor preservation techniques (right-of-way obtainment procedures) are described in the Transportation Master Plan report.

Vehicle Classification – Vehicles are classified based on axle distances and number of axles. Classifying vehicles is useful in determining roadway and pavement design.

Vehicle Miles Travelled (VMT) – All miles traveled by vehicles on a given roadway over a period of time. This can be used as a method of comparison between roadways to determine roadway classification.