

Table 3.2: Definitions	
Term	Definition
Adjacent Highway Operations and Maintenance Contractor	Generally refers to the maintenance contractor who looks after the next stretch of state highway beyond the contract boundary. However, in Auckland, this could be a Local Authority maintenance contractor. I.e. Greenlane could be deemed a “highway”. Refer to the region’s <i>Emergency Procedures Manual</i> , to clarify.
Agrichemical	Any substance whether inorganic or organic, man made or naturally occurring, modified or in its original state, that is used in any agriculture, horticulture or related activity to eradicate, modify or control flora and fauna (NZS 8409 <i>New Zealand Standard Code of Practice for the Management of Agrichemicals</i>).
Anti-Icing	The application of a liquid CHEMICAL to trafficked surfaces prior to the formation of ICE to prevent ICE forming or binding to the PAVEMENT. See also DE-ICING.
Archaeological site	Archaeological site is defined in section 2 of the Historic Places Act 1993. In terms of this definition a site could include an object or material.
Asphaltic Concrete	A mixture of bituminous binder and aggregate with or without mineral filler produced in a mixing plant. It is delivered, spread and compacted while hot, for use in road construction. See also HOT MIX ASPHALT.
Audio Tactile Profiled Markings	PAVEMENT Markings including rumble strips that provide all three of audio <i>and</i> tactile (vibratory) <i>and</i> visual information to road users. See also BLOCK.
Barrier	See ROAD SAFETY BARRIER.

Batter	<p>The uniform SIDE SLOPE of walls, banks, cuttings, etc. The amount of such slope or rake, usually expressed as a ratio of horizontal to vertical, distinct from grade.</p> <p>In the context of VEGETATION CONTROL, that portion of road reserve (land) between the SURFACE WATER CHANNEL and the legal road boundary, excluding any SIDE DRAINS; sand inclusive of cuts/fills/embankments or flat/sloping ground. See Diagram 3.1.</p>
Bleeding	<p>The exudation of bituminous binder onto the road surface. Bleeding binder may be picked up on the tyres of passing traffic.</p> <p>It is distinguished from FLUSHING, which is a solid smooth surface caused by binder rise to the extent that the binder is above the surfacing aggregate. Bleeding may occur without the presence of any significant FLUSHING. FLUSHING may be the end result of extensive bleeding.</p>
Block	<p>The intermittent raised bumps formed from material and installed on the road surface or stripe to form an AUDIO TACTILE PROFILED MARKING. The term block corresponds to the term RIB in MOTSAM.</p>
BPN	<p>British Pendulum Number: units of surface friction measured by the BPT.</p>
BPT	<p>British Pendulum Tester: device for measuring the surface friction or SKID RESISTANCE of a PAVEMENT surface.</p>
Bridge	<p>A bridge is any structure carrying traffic on, under or over the highway, and includes any CULVERT with a waterway area greater than 3.4m². It includes but is not limited to CULVERT, stock or traffic underpasses or overbridges and conventional bridges.</p>
Carriageway	<p>The portion of a road or BRIDGE devoted particularly to the use of vehicles, inclusive of SHOULDERS and auxiliary lanes. Divided roads are considered to have two carriageways. See also SEALED CARRIAGEWAY, SEALED SHOULDER, UNSEALED SHOULDER.</p>

Chemical	<p>In the context of VEGETATION CONTROL, any HERBICIDE.</p> <p>In the context of Winter Maintenance, a solid or liquid CHEMICAL DE-ICING agent added to trafficked surfaces to prevent ICE forming on the road surface or to assist with the removal of snow or ICE once formed.</p>
Chemical Control	The control of VEGETATION to the required standard by the use of HERBICIDES.
Chipseal	A PAVEMENT SURFACING TYPE consisting of a layer or layers of uniformly sized aggregate or sealing chip, spread over a film of freshly sprayed binder and subsequently rolled into place. Called Surface dressing in UK, Sprayed seal in Australia.
Cold Milling or Cold Milled	A method of automatically controlled removal of PAVEMENT to a desired depth with uniquely designed equipment. Generally used as part of the process to achieve restoration of a surface to a specified grade or slope, free of high points, ruts and other imperfections. The resulting textured PAVEMENT surface can be used immediately as a driving surface, and is usually then overlaid with a new surfacing.
Conductor	Any wire or cable used or placed in position for the conveyance of electricity; but does not include the wire of any electric fence.
COPTTM	Code of Practice of Temporary Traffic Management.

<p>Cracking</p>	<p>The appearance in the road surface of small, regular, or irregular shaped continuous areas with fissures. Examples include:</p> <ul style="list-style-type: none"> • alligator Cracking, also known as chicken wire or crocodile cracking: semi-regular polygon shaped contiguous areas of cracking, irrespective of the size of the polygon. • block Cracking: a pattern of cracking of a PAVEMENT surface that appears as a series of connected rectangles, irrespective of the size of the rectangle. • reflective Cracking: visible cracks in the PAVEMENT surfacing, caused by propagation of cracks through to the PAVEMENT surface from the underlying PAVEMENT layer. • longitudinal and Transverse Cracking: long cracks that run along or across the road. • shrinkage Cracking: cracks caused by shrinkage of old bituminous surfaces. • slippage Cracks: occur only in thin ASPHALTIC CONCRETE wearing course. They are usually crescent shaped and point in the direction of the thrust of the wheels on the PAVEMENT.
<p>Culvert</p>	<p>One or more adjacent pipes or enclosed CHANNELS for conveying a watercourse or stream below the formation level of a road up to a maximum size of 3.4 m² cross sectional area. A CULVERT marker peg marks its position. See also DRAINAGE SYSTEM, ROUTINE DRAINAGE MAINTENANCE and STORMWATER STRUCTURE.</p>
<p>Culvert Waterways</p>	<p>In the context of VEGETATION CONTROL, the length of drain between the CULVERT inlet or outlet and the adjacent fence-line or to a minimum of 5 m from the CULVERT, whichever is the lesser.</p>
<p>Cutout Drain</p>	<p>An open drain or ditch formed to drain water from the SURFACE WATER CHANNEL to a SIDE DRAIN or natural watercourse.</p>
<p>Cyclic Inspection</p>	<p>A type of ROUTINE INSPECTION, carried out at the specified inspection frequency.</p>

Damage	Any gouging of the PAVEMENT, removal of the seal, removal or harm caused to DRAINAGE FEATURES, TRAFFIC CONTROL DEVICES, ROADSIDE FURNITURE or other road assets so that they no longer meet specification.
Defects Liability Period	The period of a construction contract during which the Contractor is responsible for repairing or rectifying defects that appear in the Works. The period usually commences upon practical completion of the Works and runs for a specified time frame (sometimes also known as the maintenance period).
De-icing	The application of a solid CHEMICAL to trafficked surfaces to assist with the removal of snow or ICE once formed. See also ANTI-ICING.
Depression	A road defect in which the road surface has sunk. Depressions will vary in shape and can develop either without loss of waterproofing (e.g. wheelpath rutting) or due to loss of waterproofing (e.g. areas where water can pond and may be associated with PAVEMENT settlement). Depressions may be isolated or not, roughly circular in shape or of considerable length along the wheelpaths.
Detritus	<p>Any collection of fragments or material on the SEALED CARRIAGEWAY surface or in DRAINAGE FEATURES.</p> <p>Detritus includes loose sealing chip, PAVEMENT aggregate, dead animals, SLIPS, deposits of wind blown sand or GRIT, deposits of loose aggregates, fallen leaves and the result of the build up of minor droppings or spillages created from passing traffic or climatic conditions. See also SLIPS.</p> <p>Detritus in the context of DRAINAGE FEATURES may include wood debris, LITTER, and VEGETATION.</p>
DJR	Daily Job Record. A record detailing resource utilisation as illustrated in Appendix 8.1.
Drainage	Natural or artificial means for intercepting and removing surface or subsurface water (usually by gravity). See also DRAINAGE SYSTEM.

Drainage Faults	<p>For sumps, SERVICE HOLES (MANHOLES), catchpits and other DRAINAGE FEATURES, a fault exists:</p> <p>(a) if more than 30% of the volume of the structure is filled with debris or the debris is within 200mm of the outlet pipe invert and/or</p> <p>(b) more than 10% of the outlet pipe entry area is covered with debris.</p> <p>For CULVERTS, a fault exists when more than 10% of the depth of the CULVERT inlet, outlet or barrel, along its entire length, is filled with debris.</p> <p>For SIDE DRAINS, a fault exists if water ponds and/or water does not readily flow to the outlet points.</p> <p>See also ROUTINE DRAINAGE REPAIRS, ROUTINE DRAINAGE SYSTEM MAINTENANCE and Diagram 3.1.</p>
Drainage Feature	<p>Any feature that forms part of the DRAINAGE SYSTEM. These include STORMWATER STRUCTURES, SIDE DRAINS, lined and unlined CHANNELS.</p>
Drainage System	<p>Includes all STORMWATER STRUCTURES, SURFACE WATER CHANNELS, SIDE DRAINS and other features associated with controlling stormwater and runoff from the NETWORK. This includes BRIDGE deck DRAINAGE including CHANNELS and outlets.</p>
Edge Break	<p>Fretting or breaking of the edge of a bituminous surface, such that the loss of surfacing encroaches into the CARRIAGEWAY by more than 100 mm from the nominal seal edge or onto the white edge line.</p>
Edge Rutting	<p>A defect where ruts appear at the edge of a bituminous surface, usually in the UNSEALED SHOULDER.</p>
Embossed	<p>LONG LIFE PAVEMENT MARKINGs which have a pattern imprinted on them at the time of application while the material is still soft. The pattern is generally not formed by the extrusion foot or applicator but is rather applied to the PAVEMENT marking by a separate piece of equipment e.g. a roller.</p>

Extreme Snow and Ice Events	Extreme weather events that result in short periods of times when specified winter maintenance levels of service cannot be maintained. See also ANTI-ICING, DE-ICING, ICE, SNOW CLEARANCE and WEATHER MONITORING.
Flushing	A flushed surface is one in which the binder is approaching or above the mean level of the top of the surfacing aggregate such that surface texture is lost.
Grit	Fine angular mineral aggregate, usually passing a 4.75 mm sieve.
Gritting	The application of GRIT to trafficked surfaces. Often used where ICE may create or has created a potential traffic hazard.
Herbicide	An AGRICHEMICAL that is specifically designed to kill or eradicate unwanted plants.
High Performance Pavement Marking	PAVEMENT markings which at any time during the contract or warranty period comply with the following minimum performance criteria: <ul style="list-style-type: none"> • Reflectivity (dry): A minimum of 150 mcd/m²/lux when measured with a 30-METRE GEOMETRY retroreflector • Reflectivity (wet): A minimum of 80 mcd/m²/lux when measured with a 30-METRE GEOMETRY retroreflector.
Hot Mix, Hot Mix Asphalt	Aggregate and bitumen heated and mixed while hot, transported to the site of construction, laid and compacted while hot. See also PREMIX and OTHER PREMIX MATERIALS. Also see ASPHALTIC CONCRETE.
Ice	Ice includes frost and can consist of: <ul style="list-style-type: none"> • Thick ice, several layers-thick of ice crystals • Thin ice or ice glaze, a one-crystal layer-thick ice that moulds over the macrotexture of the road • Ground icing, e.g. frost or light snow compacted by trafficking.

Incident	<p>Any event that may affect either:</p> <p>(a) the NETWORK'S safety, use, and integrity and/or</p> <p>(a) road user's safety;</p> <p>and/or</p> <p>(c) any event that results in a spill or discharge (accidental or intentional), that may require the Contractor's action;</p> <p>and the Engineer agrees that it constitutes an incident.</p>
Initial Remark	<p>(a) In the context of a TNZ P/20 Performance Based Pavement Marking Contract, the first time the pavement markings are remarked. The purpose of the initial remark is to bring the standard of pavement markings on the NETWORK up to the standard required by TNZ P/20. An initial remark is only completed the first time a TNZ P/20 contract is used on a NETWORK (subsequent contracts will involve taking over a NETWORK with markings already at TNZ P/20 standard).</p> <p>(b) In the context of a resurfacing, the first PAVEMENT remarking after a surfacing TREATMENT.</p>
Inventory	<p>A summary of all the items of a particular asset type (e.g. signs or DRAINAGE FEATURES) on a NETWORK, including some information about them, e.g. location, age, size, type.</p>
Litter	<p>Any single item with a dimension greater than 100mm. For example items such as paper, refuse, rubbish, garbage, tyre parts, drink bottles and cans or any item of a like nature.</p>
LON	<p>Length of Need.</p>
Long Life Pavement Marking	<p>Marking materials which have a long service life and are typically applied at thicknesses of about 0.9 mm or more.</p>

<p>Maintenance Programme</p>	<p>A PROGRAMME designed to:</p> <ul style="list-style-type: none"> • Improve the existing condition of the road asset, including PAVEMENTS, surfacings, ROADSIDE FURNITURE • Improve the environment for the public living, working or otherwise using state highways, not only visually, but to make the NETWORK safer. • Meet the above requirements within current financial budgets.
<p>Make Safe</p>	<ol style="list-style-type: none"> 1. Mitigate the effects of a hazard to reduce the risk of harm or damage to the workers and road users. This may involve the removal of obstructions or the erection of signs and/or BARRIERS. 2. In the context of Winter Maintenance, actions undertaken to ensure that the NETWORK has appropriate signage in accordance with COPTMM, the approved TMP plus any restrictions relating to level of service and where either: <ul style="list-style-type: none"> • The PAVEMENT surface is either free of ICE or free of settled snow, or ICE is covered with GRIT such that: a vehicle tyre is not in full contact with ICE or snow; and sufficient tyre friction is maintained for traffic to travel without loss of control and that vehicles have the ability to stop without skidding when driving at an appropriate speed for the conditions, or, • The road can be opened with some restrictions being sign posted appropriately e.g. open to non-towing vehicles, open to vehicles with chain or open with speed restriction. <p>See also ANTI-ICING, DE-ICING, GRITTING, ICE and SNOW CLEARANCE.</p>
<p>Manhole</p>	<p>See SERVICE HOLE.</p>
<p>Marking Maintenance</p>	<p>All work associated with maintaining and remarking all existing markings within the NETWORK.</p>

Mechanical Control	Control of VEGETATION using equipment such as mowers and weed eaters. The use of HERBICIDES is excluded.
Milling	<ol style="list-style-type: none"> 1. In the context of PAVEMENT maintenance, refer to COLD MILLING 2. In the context of PAVEMENT marking, the removal or partial removal of long life markings by mechanical means.
MIS	<p>The Maintenance Intervention Strategy (MIS) which:</p> <ol style="list-style-type: none"> (a) states the type and extent of work permitted under each maintenance strategy (b) is dependent on the highway environment.
MOTSAM	Transit's <i>Manual of Traffic Signs and Markings</i> .
Network	The specific road network, electrical network, DRAINAGE network (or DRAINAGE SYSTEM) included in the contract area. The road network includes the CARRIAGEWAY and may also include TRAFFIC CONTROL DEVICES, ROADSIDE FACILITIES, VERGES, REST AREAS or other road assets. The network includes all CARRIAGEWAYS encompassing the road reserve, bound by existing fences or road reserve boundaries, and all established REST AREAS and roads within these areas.
Network Monitoring	In the context of Winter Maintenance, the observation of the NETWORK by methods such as WEATHER MONITORING, PATROLLING and other means for the purpose of being proactive in mobilising the appropriate resources as necessary to ensure the specified levels of service are achieved during a winter event, e.g. an EXTREME SNOW AND ICE EVENT. See also PATROLLING and WEATHER MONITORING.
New Work	New work may be URGENT or non-urgent UNSCHEDULED works.
No Spray Zones	Areas where the use of CHEMICAL agents for VEGETATION CONTROL is not permitted.

Non-Standard Sign	All signs which are not STANDARD SIGNS but which have been approved by Transit's Traffic and Safety Manager, e.g. signs from the Location Referencing Management System (LRMS) Manual.
Notification	The time the Contractor was advised of the INCIDENT, defect or emergency by the Engineer, the Contractor's personnel, or a third party (e.g. Police, Principal or a member of the public), including observations made during any inspections, or the Contractor becomes, or should have become aware of the INCIDENT through monitoring requirements.
NZRF	New Zealand Roadmarkers Federation
OGPA	Open Graded Porous Asphalt, a gap graded hot mixed asphalt containing a mix of binder and larger sized aggregates with only small amounts of fine material, with relatively high void content, and depending largely on mechanical interlock for stability. It has interconnected voids which aid drainage of road surface water. See also ASPHALTIC CONCRETE, PAVEMENT SURFACING TYPE.
Other Structures	Other structures include but are not limited to tunnels, commercial vehicle compliance stations, stock effluent disposal receptors, truck compounds, control rooms, and river or coastal protection works.
Paint	Refers to paint used for line markings on road surfaces, generally paint intended for use by spray application. It is expected that paint used in conjunction with this specification will be compliant with TNZ M/7 Specification for Roadmarking paint.

<p>Patrol, Patrolling</p>	<p>a) In the context of Winter Maintenance, a regular inspection of the highway, initiated during periods when a snow or ICE event can be reasonably expected. Patrolling should as far as possible be carried out by a vehicle especially equipped for the purpose, e.g. a vehicle capable of making some immediate response to hazardous situations encountered, such as the capability of spreading GRIT (or DE-ICING CHEMICAL where specified). See also NETWORK MONITORING.</p> <p>b) In the context of INCIDENT response proactive mobilisation of the appropriate resources as necessary to ensure the specified levels of service are achieved.</p>
<p>Pavement</p>	<p>The portion of the road, excluding SHOULDERS, that is placed above the design subgrade level for the support of, and to form a running surface for, vehicular traffic. It is supported by the subgrade. See Diagram 3.1.</p>
<p>Pavement Surfacing Types</p>	<p>See CHIPSEAL, ASPHALTIC CONCRETE, OGPA.</p>
<p>Plant Pests</p>	<p>NOXIOUS or invasive weeds and scrub as defined within the Regional Plant Pest Strategies and may include gorse, broom, heather, blackberry, bracken, fern and others.</p>
<p>Possession of Site</p>	<p>In the context of PRE-RESEAL repairs, possession of site is when the Contractor becomes responsible for any outstanding work which has appeared, and any PRE-RESEAL repairs which the maintenance contractor has not completed and all repairs up until sealing for sections scheduled for resealing that year.</p>

<p>Pothole</p>	<p>A hole in the PAVEMENT, frequently round in shape, resulting from loss of PAVEMENT material caused by the action of traffic. As a defect, potholes are defined as:</p> <p>(a) Where surface attrition has occurred in areas of PAVEMENT over an area greater than 70mm in diameter but not exceeding 1m², and the underlying PAVEMENT is exposed. (This does not include SCABBING and STRIPPING on a chip seal), or,</p> <p>(b) Where the defect exceeds 50mm depth in ASPHALTIC CONCRETE, including porous asphalt and/or surfacing layers.</p>
<p>Premix</p>	<p>Premix includes all bitumen-bound materials, whether hot or cold laid, which have been mixed prior to being placed in the repair area. Premix does not include bitumen-stabilised aggregates.</p> <p>To be classified as premix as opposed to bitumen stabilised aggregate, the mix shall have a binder content greater than 2.5%. See also HOT MIX ASPHALT and OTHER PREMIXED MATERIALS.</p> <p>Premix materials, other than those specified, which are designed to meet the service requirements specified. The Engineer must approve Other Premixed Materials before they are used on the NETWORK.</p>
<p>Pre-reseal</p>	<p>Any activity undertaken in the period up to a year before chipsealing, to prepare the surface for the chipseal, e.g. DIGOUT, CRACK filling, lichen removal.</p>
<p>Programme</p>	<p>A system of projects or services intended to meet a public need or to treat an asset in order to reach a desired level of service.</p>
<p>Programmed Maintenance</p>	<p>A strategy to intervene with, for example, a bulk replacement to reduce or optimise ROUTINE MAINTENANCE needs, e.g. bulk replacement of edge marker posts, a carriageway lighting replacement PROGRAMME. See also ROUTINE MAINTENANCE.</p>

Remark	<p>A standard REMARK:</p> <ol style="list-style-type: none"> 1. Is defined as all work associated with remarking existing markings within the NETWORK 2. Includes planned marking works completed since the previous REMARK <p>See also UNSCHEDULED MARKING</p>
Rest areas	<p>A designated area adjacent to a highway where vehicles can stop temporarily for the rest and relaxation of drivers and passengers.</p>
Retroreflectivity	<p>The property usually provided by glass beads whereby the light from vehicle headlamps is reflected back to the driver, providing delineation at night.</p>
Rib	<p>See BLOCK.</p>
Road Safety Barrier	<ol style="list-style-type: none"> (a) A physical BARRIER, including guardrails, designed to resist penetration by and out-of-control vehicle and so far as is practicable, to redirect colliding vehicles back into the travelled path and, (b) a BARRIER meeting the specification requirements of TNZ M/23.

<p>Roadside Facilities</p>	<p>Roadside facilities include but are not limited to:</p> <ul style="list-style-type: none"> • ROADSIDE FURNITURE • ROAD SAFETY BARRIER systems • lighting columns • fences • REST AREA furniture • pedestrian refuges • pedestrian facilities (e.g. pedestrian lighting, belisha beacons, pedestrian crossing poles) • handrails • CULVERTS • DRAINAGE SYSTEM • BRIDGES • OTHER STRUCTURES • retaining walls • sign support structures • WEIGHPITS and weighstations • other facilities as specified <p>Roadside facilities does not include:</p> <ul style="list-style-type: none"> • toilet facilities. • other facilities as specified.
<p>Roadside Furniture</p>	<p>These include, edge marker posts, route position pegs, CULVERT marker pegs, subsoil drain markers, benchmark markers, calibration site markers, sightrails, BRIDGE end and hazard markers and signs as specified.</p>
<p>Routine Inspection</p>	<p>An activity carried out as part of ROUTINE MAINTENANCE, e.g. monthly inspection of the NETWORK carried out to create the ROUTINE MAINTENANCE PROGRAMME. See also CYCLIC INSPECTION.</p>
<p>Routine Maintenance</p>	<p>Periodic maintenance as required on an individual item to achieve the service level required, e.g. a dig out in a PAVEMENT, or the replacement of a single light bulb. See also PROGRAMMED MAINTENANCE.</p>
<p>Scabbing</p>	<p>The progressive loss of chip from a chipseal, often in patches. Can be exacerbated by cold weather and the action of traffic. See also STRIPPING.</p>

Schedule	<ol style="list-style-type: none"> 1. The Schedule of Prices in a contract document. 2. A section of the “Conditions of Contract” (blue section) of standard SOMAC documents, e.g. the “First Schedule”. 3. A list of areas or assets included in the contract 4. A list of exclusions from the contract area 5. In the context of a VEGETATION CONTROL contract, the Schedule details the areas, type and control required for the contract.
SCRIM	Sideway force Coefficient Routine Investigation Machine: a machine used to measure wheelpath SKID RESISTANCE.
Sealed Carriageway	That portion of the road PAVEMENT sealed to protect and waterproof the underlying PAVEMENT, (inclusive of SEALED SHOULDERS) and provide a suitable driving surface for vehicles. See Diagram 3.1.
Sealed Shoulder	That portion of the SEALED CARRIAGEWAY beyond the traffic lane, located between the traffic lane edge line and the edge of seal, generally flush and contiguous with the SEALED CARRIAGEWAY. See Diagram 3.1.
Seasonal Sign	Any STANDARD SIGN which is a standard information or regulatory sign and which is erected and removed according to a set operational procedure for a limited part of the year, e.g. a seasonal speed limit change.
Second Coat Sealing	A second coat seal is a seal applied on top of a previously applied first coat seal over PAVEMENT repairs to provide both waterproofing and a surface texture consistent with the surrounding PAVEMENT. For a PRE-RESEAL repair a Second Coat Seal is not required.
Service Hole, Service Cover	A shaft with a removable cover that leads down to a sewer, drain or other underground service. Also called a MANHOLE.
SHGDM	Transit’s <i>State Highway Geometric Design Manual</i> (DRAFT).

Shoulder	This term refers to the general area between the edge of seal and a point 500mm beyond the invert of the SURFACE WATER CHANNEL. See also UNSEALED SHOULDER, SEALED SHOULDER and Diagram 3.1.
Shoulder Hinge Point	In the cross-section of a road, the point at which the SIDE SLOPE would intersect with the UNSEALED SHOULDER, or in the absence of an UNSEALED SHOULDER, the SEALED SHOULDER. See Diagram 3.1.
Side Drain	A longitudinal surface drain or ditch, usually U-shaped and generally located between the SURFACE WATER CHANNEL and the legal road boundary. While it is intended to carry water from the surrounding land, in some situations the side drain may run immediately adjacent to the road PAVEMENT and collect surface water runoff from the road surface and adjacent land. See Diagram 3.1.
Side Slope	That area of road formation, located between the SHOULDER HINGE POINT and the SURFACE WATER CHANNEL, having a gradient steeper than 1:12, but no steeper than 1:5. See Diagram 3.1.
Skid Resistance	<p>The frictional resistance provided by the PAVEMENT surface to vehicle tyres during braking or cornering manoeuvres, which opposes skidding. It is usually measured on wet surfaces.</p> <p>PAVEMENT surface Skid Resistance is measured on a network-wide basis with machines such as the SCRIM.</p> <p>PAVEMENT marking Skid Resistance is measured using devices such as the BPT.</p>
Slips	<p>Slips include collapsing banks and frettings from cuttings and:</p> <ul style="list-style-type: none"> (a) Are greater than 1m³ in volume. (b) Encroach on to the surface of the SEALED CARRIAGEWAY and/or affect the effective operation of existing DRAINAGE FEATURES.

Snow Clearance	The removal of snow from all trafficked surfaces, including on the surfaces of SEALED CARRIAGEWAYS outside the lead-in lines on the approaches to single lane BRIDGES, when it becomes (or to prevent it becoming) a potential traffic hazard.
Standard Sign	All signs compliant with MOTSAM and the <i>Traffic Control Devices Rule</i> . See also NON-STANDARD SIGNS.
Stormwater Structure	Any structure with a maximum waterway not exceeding 3.4m ² . It includes, but is not limited to, CULVERTS, SERVICE HOLES (MANHOLES), sumps, slot drains, catch pits, soak pits, flumes, outlets to subsoil drains, stormwater ponds, outlets to bored horizontal drains, and accessway CULVERTS.
Stripping	Stripping is the displacement of binder from the chip, causing chiploss, generally through cold or wet conditions. See also SCABBING.
Summer Period	November to February inclusive, or as otherwise defined within the Operational Requirements
Surface Water Channel	An open drain or ditch formed for the collection and DRAINAGE of water runoff from the road's surface. The width of the CHANNEL shall be a minimum of 1.0 metre (0.5 metre either side of the invert). Also known as a V-shaped CHANNEL. See also SIDE DRAIN and Diagram 3.1.
Taonga	An object that relates to Maori culture, history or society and was, or appears to have been; <ul style="list-style-type: none"> • Manufactured or modified in New Zealand by Maori • Brought in to New Zealand by Maori • Used by Maori.
Temporary Traffic Management	The process of managing road users through or past a work site in a safe manner with minimal delay and inconvenience.
Texturising Seal	A pre-treatment to prepare a surface for a reseal by reducing texture variance, or to reinstate texture.

30-Metre Geometry	A system of measurement of RETROREFLECTIVITY (night-time visibility) which is based upon the angles experienced by light from car headlights reflecting off PAVEMENT markings 30 metres ahead of the vehicle and reflecting back to the driver's eye.
TMP	Traffic Management Plan
Traffic Control Devices	Any sign, signal, PAVEMENT marking or other installation placed or erected for the purpose of regulating, warning or guiding traffic.
Treatment	<ol style="list-style-type: none"> 1. Any activity undertaken on the road, such as resurfacing or ROUTINE MAINTENANCE, with the intention of achieving the desired level of service. 2. In the context of winter maintenance, the work required to deal with snow and ICE hazards on the NETWORK in order to ensure the NETWORK meets the required levels of service.
Trimming	<p>In the context of a VEGETATION CONTROL contract, the removal of branches or removal of mature trees, scrub or shrubs with a trunk less than 300 mm diameter.</p> <p>In the context of PAVEMENT maintenance, the removal of excess material to create a straight edge on a digout or repair, prior to filling and/or sealing.</p>
Unofficial Signs	Signs non compliant with MOTSAM and the Traffic Control Devices Rule and which Transit has not approved. (See also STANDARD SIGNS, NON-STANDARD SIGNS).
Unscheduled Marking	<p>Unscheduled marking:</p> <ol style="list-style-type: none"> a) is defined as any work not completed as part of a REMARK b) includes new and urgent marking works c) includes remarking all resurfacing, rehabilitation and reconstruction works completed each year within the NETWORK (as specified). <p>See also REMARK</p>

Unscheduled Work	Unscheduled work can be either new or maintenance work required outside standard or programmed activities. See also NEW WORK, URGENT WORK.
Unsealed Shoulder	That portion of the CARRIAGEWAY, located between the edge of seal and the SHOULDER HINGE POINT, having a slope generally no steeper than 1:12, except on curves where the superelevation may increase the slope. See Diagram 3.1.
Urgent Work	Urgent Work is a subset of UNSCHEDULED WORK. Refer to Urgent Work, Section 4, of the Maintenance Specification.
Vegetation	All plant life alive or dead within the NETWORK and including but not limited to grass, weeds, scrub, including PLANT PESTS, shrubs, moss, lichen, trees, overhanging and fallen branches.
Vegetation Control	All work required to control and maintain VEGETATION within the road reserve and other areas specified in the contract documents.
Vegetation Free	An area of bare ground devoid of VEGETATION.
Verge	That area of road reserve located between the SHOULDER HINGE POINT and the legal road boundary. See Diagram 3.1.
Weather Monitoring	Consists of regularly obtaining weather information from forecasts, weather stations and obtaining information from road users and visual monitoring. Once an ICE or snow event is predicted weather monitoring shall be performed at a maximum interval of 2 hours until the end of the event. An event is at an end when the NETWORK is free of any snow or ICE and no further events are predicted for the next 24 hours. See also NETWORK MONITORING and PATROLLING.
Weighpit	A slot (pit) on a concrete pad designed to accommodate portable wheel weighing scales that are used to weigh vehicles. The depth of the slot enables the surface of the scales to be at the same level as the surrounding PAVEMENT surface.
Winter Period	June to September inclusive, or as otherwise defined within the Operational Requirements.

