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## ATTACHMENT A GLOSSARY

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<b>AADT</b>	Annual Average Daily Traffic flow (two-way flow).
<b>ADT</b>	Average Daily Traffic flow (usually for a one week period).
<b>BCR</b>	Benefit Cost Ratio.
<b>D&amp;PD</b>	Design and Project Documentation.
<b>Downstream Effective Length</b>	Length of state highway downstream of passing facility or overtaking length that is affected by the passing lane or overtaking zone.
<b>Climbing Lane</b>	See crawler lane below.
<b>Combined Terrain</b>	Concept within the EEM Vol. 1, used to describe the amount of available passing/overtaking sight distance under different conditions of horizontal and vertical road alignment.
<b>Crawler Lane</b>	An additional lane provided on prolonged steep grades where large and heavy vehicles travel at reduced speed. (Also known as climbing lanes).
<b>EEM</b>	Land Transport NZ's Economic Evaluation Manual Vol. 1.
<b>Effective Length</b>	Facility length or length of overtaking zone plus downstream section of state highway affected by the passing facility or overtaking zone.
<b>Free Speed</b>	The mean speed of unrestrained vehicles travelling along a section of state highway.
<b>HCV</b>	Heavy Commercial Vehicle. (For the purposes of these Guidelines means classified as Type 3 and above in vehicle classification system and includes motorised commercial vehicles, such as tour coaches and buses).
<b>Horizontal Terrain</b>	Within the context of these Guidelines, horizontal road alignment.
<b>I&amp;R</b>	Investigation and Reporting.
<b>In Series</b>	Except for 2+1 lanes, passing facilities 'in series' are those that are frequently and regularly spaced (e.g. every 5 or 10km) between the end of the merge taper for one to the start of the diverge taper of the next passing facility, when travelling in one direction.
<b>ITS</b>	Intelligent Transport Systems.
<b>Light towing vehicles</b>	Cars, vans or light trucks that tow trailers, boats, caravans, etc. (Classified as Type 2 in vehicle classification system).

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<b>Measures</b>	Activities that seek to influence driver behaviour/travel patterns, e.g. resource planning, education, enforcement, travel demand management and intelligent transport systems.
<b>MOTSAM</b>	Manual of Traffic Signs & Markings.
<b>MSQ&amp;A</b>	Management, Surveillance, Quality Assurance & Audit.
<b>NLTP</b>	National Land Transport Programme.
<b>NSHS</b>	National State Highway Strategy. (A Transit publication).
<b>Operating Speed</b>	The 85 <sup>th</sup> percentile speed of the traffic.
<b>Overtaking</b>	Vehicles cross into the opposing lane to pass slower vehicles. (Differs from AUSTRROADS Rural Road Design and Land Transport NZ's EEM Volume 1 definitions).
<b>Overtaking Sight Distance</b>	The distance required for a vehicle to overtake a slower vehicle and then return safely to its previous lane. The distance may vary depending on the length of the overtaken vehicle, opposing traffic and the initial speed before overtaking is started.
<b>Options</b>	Within each category of treatment and measure, there are a number of options to consider depending on the road section's strategy. For example with centreline treatments, there are markings (including yellow and wide profile markings), gap separation and central median cables.
<b>Passing</b>	The action of moving past slower vehicles using specific facilities provided to do so, i.e. without crossing into the opposing traffic lane. (Differs from AUSTRROADS Rural Road Design definition).
<b>Passing Facility</b>	A 2+1 lane, passing lane, crawler lane, slow vehicle bay, shoulder widening or crawler shoulder.
<b>Percentage Following</b>	Proportion of following vehicles surveyed at a specific location.
<b>Passing Lane (PL)</b>	An additional lane about 3.5 m wide provided to enable passing. A short passing lane is 600-800m excluding tapers. Other passing lanes are typically 1-1.5km in length excluding tapers.
<b>PO</b>	Passing and Overtaking.
<b>PO Demand</b>	Passing and Overtaking Demand. Reflects both the amount of traffic bunching and the desire for following vehicles to pass or overtake slower moving vehicles.
<b>PPG</b>	Transit's Planning Practice Guidelines.

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<b>PPM</b>	Planning Policy Manual. (A Transit publication).
<b>PTSF</b>	The percentage of time spent following while travelling along the road section. (Percentage following usually provides a close approximation of PSTF).
<b>Road Gradient</b>	Typically, grades are flat (0-3 %), rolling (3-6 %) and mountainous (6 % or more). Maximum gradients may vary depending on operating speed. Refer to AUSTRROADS Rural Road Design Section 10.2 Grades.
<b>RPOP</b>	Regional Passing & Overtaking Plan.
<b>RRPMs</b>	Reflective raised pavement markers.
<b>RV</b>	Recreational vehicle i.e. camper vans, house buses, etc. Some recreational vehicles are classified as HCVs under the vehicle classification system.
<b>SH</b>	State highway.
<b>SHGDM</b>	State Highway Geometric Design Manual. (A Transit publication).
<b>Short Passing Lane (PL)</b>	600-800 m long passing lane excluding tapers.
<b>Slow Vehicle Bay (SVB)</b>	Additional lane constructed to accommodate slow-moving vehicles and allow other vehicles to pass. SVBs are generally up to 300 m long excluding tapers. Further detail on geometric design is provided in the draft SHGDM and MOTSAM.
<b>TDM</b>	Travel Demand Management. For the purposes of these Guidelines, this term applies to the use of TDM techniques rather than the philosophy of only promoting sustainable transport modes and only providing additional infrastructure for sustainable transport modes.
<b>Treatments</b>	A project applied directly to the state highway infrastructure, e.g. overtaking improvements and enhancements, passing facilities, centreline, roadside/edgeline and intersections.
<b>Two + One Lanes (2+1 Lanes)</b>	Continuous alternating passing lanes.
<b>Vertical Terrain</b>	Within the context of these Guidelines, vertical road alignment.
<b>Weighted Average BCR</b>	For a group of projects, individual benefits and costs are added together to form total benefits and total costs, which are used to obtain a weighted average benefit cost ratio.

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