GLOSSARY

Advanced Construction (AC): Authorization of Advanced Construction (AC) is a procedure that allows the State to designate a project as eligible for future federal funds while proceeding with the construction of a project using state funds. The designation of AC on a project(s), reserves the right of the State to use federal funding at a later time when federal apportionment and obligation authority is available. Projects authorized as AC are the financial responsibility of the State until the State has available federal apportionment and obligation authority and has received approval from FHWA to convert the AC project or projects to federal funding. The conversion of a project allows project costs including costs already incurred and paid using State funds to be reimbursed with federal funds. The total amount of projects that may be designated as AC is limited to the State's current unobligated balance of apportionments plus the amount of Federal funds anticipated in the three subsequent fiscal years of an approved STIP.

Apportionment: Term used to describe the division of categories of funds among the states from the funds appropriated by Congress to the U.S. Department of Transportation. Categories include the National Highway System (NHS), Surface Transportation Program (STP), Bridge Replacement and Rehabilitation, Interstate Maintenance, and Congestion Mitigation and Air Quality (CMAQ) programs.

At-Grade Crossing: Intersection of two roadways or a highway and a railroad at the same grade.

City Connecting Link (KLINK): A city street that connects two rural portions of state highway. Normally a city is responsible for maintaining the connecting link. KDOT reimburses the city based on a lane-mile rate established by law. In small cities the Secretary may enter into an agreement to maintain the City Connecting Link in lieu of payments. KDOT maintains all City Connecting Links which have full access control, such as the Interstate.

Condition Rating: The condition of a bridge element, member, or component is evaluated for its current physical state and compared to the as-built (new) condition. Ratings range from 9 - new condition to 0 - failed condition.

Culvert: Generally a drainage structure constructed beneath an embankment. Box sections, pipes, and arches are examples of various culvert shapes.

Deck: That portion of a bridge which provides direct support of and the riding surface for vehicular and pedestrian traffic. The deck distributes traffic and deck weight loads to the superstructure elements.

Expansion: Program of projects that add to the existing system (new lanes and interchanges). Expansion projects enhance driving by relieving congestion and improving access, enhance economic development, and substantially improve safety.

Expressway: Generally a four-lane divided highway with partial access control.

Freeway: Generally a four-lane divided highway with full access control.

Geometric Improvement: A project that includes roadway improvements other than a surface treatment, such as shoulder and lane widening, curb and gutter, or roadway alignment.

Let: Advertise and award a contract to the lowest responsible bidder.

Local Construction: Program of projects on county and city roads.

Modernization: Program of projects to improve the safety of the existing highway system. Roadway projects in this program include shoulder improvements, flattening hills, straightening curves, and improving intersections.

Obligation Limitation: The total amount of apportioned funds which a state may commit to contract within a given time period (normally a federal fiscal year). This limitation on the amount of Federal-aid a state can utilize has been used in recent years as a budgetary tool by Congress.

Pavement Management System (PMS): A comprehensive program of data gathering and analysis used by KDOT to select surface preservation locations and actions. The system can be used to determine actions to achieve the best statewide pavement surface conditions possible using available funds or alternatively to determine the minimum cost to achieve a given level of performance.

Preservation: Program of projects designed to protect the investment in the State Highway System by preserving existing roadways and bridges. This work includes surface preservation, bridge and culvert repair, bridge painting, emergency repair, sign refurbishing, and pavement marking.

Substructure: The abutments, piers, or other constructed bridge elements built to support the span of a bridge superstructure. The substructure transfers loads from the superstructure to the foundation soil or rock.

Priority System: The system of formulas used to rank improvement projects. The formulas, two for roads (one for Interstate and one for non-interstate) and one for bridges, are comprised of a number of characteristics which measure the relative need for improvement.

Reconstruction: Type of improvement designed to replace the existing roadway or bridge when it has reached the end of its useful life. Often, reconstruction is accompanied by improvements to the functional and operational capacity of the highway.

Rehabilitation: Type of improvement designed to preserve and extend the service life and enhance the safety of an existing roadway or bridge when total replacement is not warranted.

Retroreflectivity: Light reflected back to the driver's eye from pavement marking or signing reflective material.

Rideability: A measure of the smoothness and riding characteristics of a road surface.

Route Classification System: A detailed classification system which groups all State Highway routes into five levels as follows:

Class A - The Interstate System.
Class B - Routes that serve as the most important statewide and Interstate corridors for travel.
Class C -Defined as arterials, these routes are closely integrated with Class A and B routes in service to all of the State.
Class D -These routes provide access to arterials and serve small urban areas not on a Class A, B, or C route, or access to county seat cities.
Class E - Primarily used for local service only, these routes are typified by very short trips.

Separation Structure: A bridge that separates the grades of two or more intersecting roadways or a highway and a railroad.

Set Aside: A program of funds reserved for a specific purpose.
Superstructure: The entire portion of a bridge structure which primarily receives and supports traffic loads transmitted through the bridge deck. The superstructure carries these loads across the span and then transfers them to the bridge substructure.

Surface Preservation: Projects designed to preserve the "as built" condition of roadways. This work can include a variety of actions including overlay, milling, crack repair, patching, edge drains, or mudjacking.

Surface Reconstruction: Projects designed to replace only the existing surface of a roadway whose geometric characteristics meet current standards.