

ACCESS GLOSSARY

The Glossary below is comprised from Definitions in the **1998 State Highway access Code (SHAC)**, Glossary terms from the **1993 Access Management Manual published by the Transportation Research Board (TRB)**, and by Colorado Department of Transportation (CDOT) Access Managers in 2011. This information is provided to assist the Public (as well as Staff) with some of the technical words, phrases, and abbreviations used in the development of Access Permits and Access Control Plans (ACP). The definitions shown in black are from the **State Highway Access Code (SHAC)**. *The Terms in blue are either from the TRB report or developed by CDOT Staff.* In some cases the Code definitions are modified slightly from the Code. The intent is to help provide better understanding of the definitions for people who do not use them every day, not to change the Statutory Definition in the SAHC.

1. **Average Annual Daily Traffic (AADT)** – The annual average two-way daily traffic volume. It represents the total traffic in both directions on a section of roadway for the year, divided by 365 days. It includes both weekday and weekend traffic volumes.
2. **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. Also see auxiliary lane, *hill climbing lane*, deceleration lane, *turn lane*, and Lane.
3. **Access** - Any driveway or other point of entry and/or exit such as a street, road or highway that connects to the general street system. Where two public roadways intersect, the secondary (lower classification) roadway shall be considered the access.
4. **Access Category** - One of eight categories described in Section Three of the Code. The Access Category determines the degree to which access to a state highway is controlled. Categories as they are assigned to specific highway segments are listed in the State Highway Access Category Assignment Schedule. Access Categories are reviewed on a regular basis and can be amended. See, 2 Code of Colorado Regulations (CCR) 601-1A.
5. **Access Control Line** - *A permanent restriction on real property rights, precluding ingress and egress and regress over, under and across a defined location. Also referred to as an A-line. Also see Controlled-access Highway.*
6. **Access Control Plan (ACP)** - A roadway design plan which designates preferred access locations and their designs for the purpose of bringing those portions of roadway included in the access control plan into conformance with their functional classification to the extent feasible. Access Control Plans are often developed with Local Governments in order to align corridor access objectives with land use development objectives. See Section 43-2-147(8)(a) of the Colorado Revised Statutes. This is located in the back pages in the State Highway Access Code (SHAC).
7. **Access Manager** – *The person authorized to issue Access Permits for the Region.*
8. **Access Management** – *the systematic control of the location, spacing, design, and operation of driveways, median openings, interchanges, and street connections to a roadway as well as*

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roadway design applications that affects access, such as median treatments and auxiliary lanes and the appropriate separation of traffic signals.

9. **Access Operation** - The utilization of an access for its intended purpose, and includes all consequences or characteristics of that process, including access volumes, type of access traffic, access safety, time of the access activity, and the effect of such access on the state highway system.
10. **Access Permit Application** – The submittal and review of a request for access to the state highway system using CDOT Form 137. Also see Applicant, Owner, Access Permit, and Permittee.
11. **Access Permit (Form 137)** – A Contract authorizing access to and/or from the state highway. The Access Permit is not valid until the construction of highway improvements identified in the Access Permit Terms and Conditions are fulfilled as required by the Contract. After an Access Permit is issued the Permittee has a limited time to complete the construction requirements. The Permittee must request a Notice-to- Proceed (NTP) to construct before construction. The access cannot be used for the land uses identified in the Access Permit until construction is completed. Also see improvement.
12. **Access Spacing** – The distance between two or more access points.
13. **Act** - Section 43-2-147 of the Colorado Revised Statutes (CRS)
14. **Administrative Procedure Act** - Article 4, Title 24 of the Colorado Revised Statutes (CRS).
15. **Alternative Access** – The ability of any vehicle to enter a roadway indirectly through a roadway of lower functional classification.
16. **Appellant** - The person(s) who submit an appeal to the Transportation Commission pursuant to subsection 2.9 of the Code. Appellants may include the applicant or the Permittee.
17. **Applicant** - Any person, corporation, entity or agency applying for an access permit. An applicant can either apply as Property Owner (Permittee), or Applicant or Agent for Permittee (if different from property owner).
18. **Appropriate Local Authority** - The board of county commissioners if the driveway is to be located in the unincorporated area of a county, and the governing body of the municipality if the driveway is to be located within an incorporated municipality. See section 43-2-147(8)(b) of the CRS. Also referred to as the local authority, local government, and Local Jurisdiction.
19. **American Traffic Safety Services Association (ATSSA)** – The Association that Certifies Traffic Control Supervisors
20. **Arterial** – A major roadway intended primarily to serve through traffic, where access is carefully controlled.

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21. **Auxiliary lane** - Any additional special purpose lane such as, acceleration lane, deceleration lane, speed change lane, hill climbing lanes, and turning lanes.
22. **Average Weekday Traffic (AWD)** - The daily average of weekday traffic volumes for a five day week expressed in the number of vehicles for a specific highway segment or access.
23. **Bandwidth** - The time in seconds or the percent of the traffic signal cycle between a pair of parallel speed lines which delineate a progressive movement on a time-space diagram. It is a quantitative measurement of the through traffic capacity of a signal progression system. The greater the percentage of bandwidth, the higher the roadway capacity. Also See Signal Progression.
24. **Barrier Curb** - A raised vertical faced curb 6 inches to 9 inches high. Curbs are placed at the edge of the roadway to prevent vehicles from encroaching onto the roadside area. Barrier curbs may also be placed somewhere between the parking areas or internal driving areas and the highway to prevent vehicles from accessing the highway at locations that are not permitted and to help direct vehicles to the proper access locations.
25. **Capacity** - The ability of the highway to provide service to the volume of vehicles seeking to use the highway. Capacity is most often considered the maximum amount of traffic that can be accommodated by a highway during the peak hours of demand. Sometimes it refers to the entire roadway, and sometimes to a single lane.
26. **Certificate of Insurance** – Insurance requirements that the Permittee, or Contractor Performing work for the Permittee in the CDOT right-of-way must obtain and maintain during the course of work.
27. **Channelization** – The separation or regulation of conflicting traffic movements into definite paths of travel by traffic islands or pavement marking to facilitate safe and orderly movements of both vehicles, bicycles, and pedestrians.
28. **Chief Engineer** - The person who carries the official title of Chief Engineer of the Department. Many CDOT Employees through their job duties are appointed as a duly authorized representative of the Chief Engineer.
29. **Clear Zone** - The total roadside border area, starting at the edge of the traveled way, available for safe use by errant vehicles. This area may consist of a shoulder, a recoverable slope, a non-recoverable slope, and/or a clear run-out area. The desired width is dependent upon traffic volume, speeds, and roadway and roadside geometry.
30. **Code** - The State Highway Access Code (SHAC), also known as Chapter 2, Code of Colorado Regulations (CCR), Section 601-1, also known as, 2 CCR 601-1.
31. **Commission** - The Transportation Commission of Colorado.

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32. [Conflict Point](#) – An area where intersecting traffic either merges, diverges, or crosses.
33. **Controlled-access highway** - Every highway, street, or roadway in respect to which owners or occupants of abutting lands and other persons have no legal right of access to or from the same except at such points only and in such manner as may be determined by the public authority having jurisdiction over such highway, street, or roadway. See Section 42-1-102(18) of the CRS. Also referred to as a “Limited-access Highway”.
34. **Control of Access** - The condition in which the right of owners or occupants of land abutting or adjacent to a roadway is controlled by public authority.
35. [Corridor Management](#) – The coordinated application of multiple strategies to achieve specific land development and transportation objectives along segments of a transportation corridor.
36. **Cross-Pan** - A concrete gutter across an access. This is typical in urban areas with curb and gutter. See Section M 609-1 of the Standard Plans, M&S Standards.
37. **Cross-Street or Cross-Road** - The lower function roadway that crosses the main higher function roadway. Normally the highway is the higher function roadway.
38. **Curb-Cut** - A depressed section of curbing to provide access to the abutting property. Also, see cross-pan or driveway cut and Section M 609-1 of the Standard Plans, M&S Standards. This is the most common type of private access in urban areas.
39. **Date of Issue** - The date when the authorized Department official signs CDOT Permit (Form 101).
40. **Date of Transmittal** - The date the Department forwards to the applicants, by U.S. mail or personal service, a permit for signature or a letter of denial. This date marks the end of the review period pursuant to the Act. See Section 43-2-147(5)(a) of the CRS.
41. **Day** - A calendar day, unless specifically stated otherwise in the applicable text of the Code.
42. **Deceleration Lane** - A speed-change lane, including tapered areas, for the purpose of enabling a vehicle that is to make an exit to turn from a roadway to slow to the safe speed on the ramp ahead after it has left the mainstream of faster-moving traffic. See Section 42-1-102(23) of the CRS.
43. [Dedication](#) – A conveyance of property by a private owner to the Public.
44. **Department** - The Colorado Department of Transportation, State of Colorado. Also referred to as CDOT.

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45. **Design Hourly Volume (DHV)** - An hourly traffic volume determined for use in the geometric design of highways. It is the 30th highest hour vehicular volume experienced in a one year period. Also, see Peak Hour Volume (PHV).
46. **Divided Highway** - A highway with separated roadways usually for traffic moving in opposite directions. The separation is accomplished by depressed earthen dividing strips, raised median curbing, traffic islands, standard pavement markings, other official traffic control devices, or other physical barriers constructed to impede vehicular traffic. See Section 42-1-102(25) of the CRS.
47. **Driveway** - An access or point of entry and/or exit that is not a public street, road, or highway.
48. **Easement** – A right-of-way granted, but dedicated, for specific and limited use of private land and within which the owner of the property shall not erect any permanent structures.
49. **Egress** – The act of leaving a place or exiting; the exiting of vehicular traffic from abutting properties to a roadway.
50. **Field Approach of Field Access** - An access to undeveloped or agricultural property that has a yearly average use of less than one vehicle per day (2 vehicle trips).
51. **Final Inspection** – An inspection of the final access construction to determine if the access was built in conformance with the requirements identified in the Access Permit.
52. **Freeway** - A state highway that has been designated by the Commission as a freeway in accordance with Section 43-3-101 of the CRS.
53. **Frontage Road** - A public roadway auxiliary to and generally alongside and parallel to the main highway, constructed for the purposes of providing direct property access, maintaining local road continuity and the controlling of direct access to the main highway.
54. **Functional Classification** - A classification system that defines a public roadway according to its purposes in the local or statewide highway plans. See Section 43-2-147(8)(c) of the CRS.
55. **General Street System** - The interconnecting network of city streets, county roads, and state highways in an area. See Section 43-2-147(8)(d) of the CRS.
56. **Grade Separation** - A crossing of two roadways, or a roadway and a railroad, or a roadway and a pedestrian walkway, at different elevations.
57. **Gradient or Grade** - The rate or percent change in slope, either ascending or descending from or along the highway. It is to be measured along the centerline of the roadway or access.

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58. **Grandfathered** - A condition that existed prior to June 21, 1979 when Section 43-2-147 of the CRS was first signed into law. Or a condition that was legal and conforming to an earlier Code edition or statute, where such conditions and use have not changed since the effective date of the change in law that made the condition non-conforming with current law. Also referred to as historic. See change in Use
59. **Highway** - The entire width between the boundary lines of every way publicly maintained when any part thereof is open to the use of the public for purposes of vehicular travel or the entire width of every way declared to be a public highway by any law of this state. Section 42-1-102(43) of the CRS. "Highway" includes bridges on the roadway and culverts, sluices, drains, ditches, waterways, embankments, retaining walls, trees, shrubs, and fences along or upon the same and within the right-of-way. See Section 43-1-203(1) of the CRS.
60. **Highway Classification** - The classification of the highway for planning and management purposes as indicated on the current Colorado Highway Functional Classification Map as adopted by the Transportation Commission pursuant to Commission authority under article 1 of title 43 of the CRS.
61. **Hill Climbing Lane** – An additional special purpose lane going up a hill. Vehicles stay in the hill climbing lane (right lane) except to pass.
62. **Improvement** – The original work on the road and subsequent repairs. Consists of location, grading, surface and subsurface drainage provisions, including curbs, gutters, catch basins, foundations, shoulders and slopes, wearing surface, bridges, culverts, retaining walls, intersections, private entrances, guardrails, landscaping, illumination, delineation, signs, and monumenting. Also, may consist of alterations to driveways, and location streets, acquisition of right-of-way, construction of service roads, and other actions designed to enhance the functional integrity of a roadway.
63. **Ingress** - To leave the highway and enter upon the abutting property or intersecting roadway.
64. **Interchange** - A facility that grade separates intersecting roadways and provides directional ramps for access movements between the roadways. The structures and the ramps are considered part of the interchange.
65. **Interchange Management Plan** - A plan similar in nature to an access control plan but limited to the immediate influence area of an interchange for the protection of its functional integrity.
66. **Interparcel Circulation** – The ability of vehicular traffic to circulate between adjacent parcels without reentering a public roadway.
67. **Issuing authority** - The entity which issues access permits and includes the board of county commissioners, the governing body of a municipality, and the department of transportation. See Section 43-2-147(8)(e) of the CRS.

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68. **Lane** - The portion of a roadway for the movement of a single line of vehicles. See Section 42-1-102(46) of the CRS.
69. **Lane Closure** – The act of temporarily closing a portion of the roadway to traffic, using traffic control devices for the purpose of construction or repair of the roadway. A lane closure can also include temporarily stopping traffic in their lane for a very short period of time.
70. **Level of Service (LOS)** - A measure describing the operational conditions within a stream of traffic. The measure uses factors including speed, travel time, ability to maneuver, traffic interruptions, safety, waiting time periods (delay), and driver comfort and convenience. LOS is a measurement of how long a vehicle waits to move through an intersection or through a corridor.
71. **Local Government** - The board of county commissioners if the highway section is located in an unincorporated area of a county or the governing body of the municipality if the highway section is located within an incorporated municipality. Also referred to as Local Authority, and Local Jurisdiction.
72. **Local Road** - A county road, as provided in Sections 43-2-108 and 43-2-109. Also see Local Street. See 43-2-147(8)(f) of the CRS.
73. **Local Street** - A municipal street, as provided in sections 43-2-123 and 43-2-124. Also see Local Road. See 43-2-147(8)(f) of the CRS.
74. **Median** - That portion of a highway separating the opposing traffic flows. Also see Divided Highway.
75. **Method of Handling Traffic (MHT)** – A plan or method identified on paper identifying the temporary traffic control devices necessary for a temporary access construction activity in the roadway. Also see Traffic Control Plan (TCP). This plan needs to be signed by the Contractor and the Traffic Control Supervisor before being submitted to CDOT for review. An example of a MHT is for a shoulder closure, or a lane closure.
76. **Mile Marker** – A numeric sign that delineates a mile measurement from an established point on the right side of the road. Typically, the mile marker sign is located on the right side of the highway as the mile reference increases. Mile marker signs typically increase from west to east and from south to north.
77. **Mile Per Hour (MPH)** - A rate of speed measured in miles traveled per hour.
78. **Metropolitan Planning Organization (MPO)** - A metropolitan planning organization as defined under the federal "Urban Mass Transportation Act of 1964". See Public Law 88-365, 49 U.S.C. 1601 et seq..
79. **Manual On Uniform Traffic Control Devices (MUTCD)** - The latest version of the Manual on Uniform Traffic Control Devices and the Colorado supplement thereto.

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80. **National Highway System (NHS)** - A portion of highway that has been designated as a part of the National Highway System in accordance with 23 United States Code of Federal Regulations (CFR), Section 103(b).
81. **Non-use** - The absence or lack of any significant purposeful and ongoing physical or economic activity on, or use of, a property or access by the owner or authorized persons, taking into account the nature, circumstances, zoning, and past use of the property or access. Non-use includes the occasional and inconsequential presence upon such property or access when not associated with any significant purposeful and ongoing physical or economic activity on, or use of, the property or access.
82. **Notice-to-Proceed (NTP)** – The authorization to proceed to construct access improvements in CDOT ROW to fulfill the construction improvements identified in the Access Permit. Construction needs to be completed before the access can be used for the land uses identified in the Access Permit. See Access Permit, and Final Inspection. CDOT issues a NTP after Access Plans are approved, and the Access Manager receives a Request for NTP, Proof of adequate insurance, and acceptable Traffic Control Plans for construction.
83. **Outparcel** – A lot, adjacent to a roadway, that interrupts the frontage of another lot.
84. **Peak Hour Volume (PHV)** - Means, only for the purposes of the Code, the same as design hour volume (DHV). Also see vehicles per hour (VPH).
85. **Permit** – Access Permit. However there are also Utility Permits, Special Use Permits, and Survey Permits for work in CDOT ROW.
86. **Permittee(s)** - Any person, unit of government, public agency or any other entity that owns a fee interest in the property served, to whom an access permit is issued. The Permittee is responsible for fulfilling all the terms and conditions of the permit.
87. **Person** - Every natural person, corporation, association, firm, partnership, limited liability company (LLC) or other entity.
88. **Plat** – An exact and detailed map of the subdivision of land. Also see subdivide and subdivision.
89. **Potential for Signalization** – A determination, using a 20-year projection, that indicates the access volumes would be within 25 percent of those required for a MUTCD Traffic Signal Volume Warrant.
90. **Prima Facie** - A fact presumed to be true unless disproved by some evidence to the contrary (Latin).
91. **Proof of Ownership** – A warranty deed or title commitment which is sufficient to demonstrate that the Permittee holds the right to request access.

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92. **Property Owner** - A person who holds a fee simple title to the property for which access to the state highway is being sought.
93. **Public Way** - A highway, street or road, open for use by the general public and under the control or jurisdiction of the appropriate local authority or Department and includes private roads open to the public.
94. **Rational Nexus** – A clear, direct, and substantial relationship between a particular development and the public improvement needs generated by the development.
95. **Right-of-Way** - The entire width between the boundary lines of every way publicly maintained when any part thereof is open to the use of the public for purposes of vehicular travel or the entire width of every way declared to be a public highway by any law of this state.
96. **Roadside** - That area between the outside shoulder edge of the roadway and the right-of-way limits. May also mean the area between two roadways when the roadways are well separated and landscaped such as a freeway median area.
97. **Roadway** - That portion of a highway improved, designed, or ordinarily used for vehicular travel, exclusive of the sidewalk, berm, or shoulder even though such sidewalk, berm, or shoulder is used by persons riding bicycles or other human-powered vehicles and exclusive of that portion of a highway designated for exclusive use as a bicycle path or reserved for the exclusive use of bicycles, human-powered vehicles, or pedestrians. In the event that a highway includes two or more separate roadways, "roadway" refers to any such roadway separately but not to all such roadways collectively. See Section 42-1-102(85) of the CRS.
98. **Shared Access** – A single connection serving two or more adjoining lots or parcels.
99. **Shoulder** – The portion of the roadway that lies between the edge of the travelled way (white line) and the curb line or edge of pavement, excluding auxiliary lanes.
100. **Sight Distance** - The distance visible to the driver of a passenger vehicle measured along the normal travel path of a roadway from a designated location and to a specified height above the roadway when the view is unobstructed by traffic.
101. **Signal** - A traffic control signal.
102. **Signalization** - A traffic control signal. When used in a predictive (future) sense, it an access (intersection) location that is predicted to meet any of the warrants for a traffic signal as defined by the MUTCD.
103. **Signal Progression** - The progressive movement of traffic, at a planned rate of speed without stopping, through adjacent signalized locations within a traffic control system.

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104. **Single Unit Vehicle** - A single frame vehicle, longer than a passenger car, as described dimensionally by American Association of State Highway and Transportation Officials as a single unit design vehicle. Generally, these are motorized vehicles including delivery trucks, haul vehicles, camping and recreational vehicles, and motor homes, having a single frame and an overall length of greater than 19 feet with two or three axles.
105. **Slope** - The relative steepness of the terrain expressed as a ratio or percentage. Slopes maybe categorized as positive or negative and as parallel, cross or side slopes in relation to the direction of traffic.
106. **Speed Change Lane** - A separate lane for the purpose of enabling a vehicle entering or leaving a roadway to increase or decrease its speed to a rate at which it can more safely merge or diverge with through traffic. Acceleration and deceleration lanes are speed change lanes. See acceleration lane, deceleration lane, and turn lane.
107. **Speed Study** – Investigation to justify an increase or decrease of existing speed limits. See Section 42-4-1102 of the CRS. This law applies to all State Highways, County Roads, and City Streets.
108. **State Highway** - A highway that is a part of the state highway system under the jurisdiction of the Transportation Commission.
109. **State Plan** - The comprehensive statewide transportation plan formed by the Commission pursuant to the provisions of Section 43-1-1103(5) of the CRS.
110. **Stopping Sight Distance** - The distance required by a driver of a vehicle, traveling at a given speed, to bring the vehicle to a stop after an object on the roadway becomes visible. It includes the distance traveled during driver perception and reaction times and the vehicle braking distance.
111. **Storage Lane Length** - The length of a portion of an auxiliary lane required to store the maximum number of vehicles likely to accumulate in the lane during a peak hour period.
112. **Subdivide** - To divide land into two or more smaller lots, tracts or parcels of land. Also see subdivision and [plat](#).
113. **Subdivision** - A tract of land which has been subdivided in accordance with the laws of the state usually with appropriate streets, dedications and other facilities for the development or sale of industrial, commercial or residential land.
114. **Taper** - The widening of pavement to allow the redirection and transition of vehicles around or into an auxiliary lane. There are two different types of tapers. Redirect tapers necessary for the redirection of vehicles along the traveled way (table 4-9), and transition tapers for auxiliary lanes (table 4-6) that allow the turning vehicle to transition from or to the traveled way, to or from an auxiliary lane.

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115. **Temporary Access** – Access that is permitted for use until the authorized final access becomes available.
116. **Temporary Speed Limit Reduction** – The authorization by the CDOT Traffic Engineer to reduce the existing speed limit to a lower speed during construction activities to provide safety to the travelling public and construction workers. Also See MHT and TCP
117. **Time Space Diagram** - A chart on which the distance between signals and signal timing is plotted against time. The chart indicates signal progression, efficiency, bandwidth and speed of traffic. Efficiency is the width of the through band expressed as a fraction of the entire signal cycle. A 50% efficiency that 30 seconds of a 60 second signal cycle is devoted to the movement of through traffic.
118. **Traffic Control Device** – Any sign, signal, marking, or device placed or erected for the purpose of regulating, warning , or guiding vehicular traffic, bicycles, and pedestrians.
119. **Traffic Control Plan (TCP)** – A plan or method identified on paper identifying the temporary traffic control devices necessary for a temporary access construction activity in the roadway. Also see Method of Handling Traffic (MHT). This plan needs to be signed by the Contractor and the Traffic Control Supervisor before being submitted to CDOT for review. An example of a TCP is for a shoulder closure, or a lane closure.
120. **Traffic Control Supervisor** – A person certified by the American Traffic Safety Services Association (ATSSA) to generate and sign MHT's and TCP's. See American Traffic Method of Handling Traffic (MHT) and Traffic Control Plan (TCP).
121. **Traffic Impact Study (TIS)** – A report analyzing anticipated roadway conditions with and without an applicant's development. The Study includes analysis of mitigation measures.
122. **Transportation Planning Region (TPR)** - Transportation Planning Region. A Region of the state established pursuant to Section 43-1-1103 (5) of the CRS. Each TPR has a Regional Planning Commission formed under the provisions of Section 30-28-105, or 43-1-1103 of the CRS.
123. **Traversable Slope** - A slope from which a motorist will be unlikely to steer back to the roadway but may be able to slow and stop safely.
124. **Traversable Median** - A median that by its design does not physically discourage or prevent vehicles from entering upon or crossing over it. Such medians include painted medians and continuous two-way left-turn lanes.
125. **Traveled way** - That portion of roadway for the through movement of vehicles, exclusive of shoulders, gutters, and auxiliary lanes.

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126. **Trip** - A single or one-direction vehicle movement with either the origin or the destination inside a study area. A vehicle leaving the highway and entering a property is one trip. Later when the vehicle leaves the property it is a second trip.
127. **Turn Lane** – A dedicated lane reserved for ingress or egress.
128. **Two-way Left Turn Lane (TWLTL)** – a continuous lane located between opposing traffic streams (center of roadway) that provides a refuge area for vehicles to complete left turns from both directions. A TWLTL is not an acceleration lane for vehicles entering the roadway.
129. **Under Construction** - A sustained effort reflected by construction activity likely to result in the completion of access improvements in a timely manner.
130. **Vehicles Per Hour (VPH)** - The number of vehicles per hour and usually is referring to the vehicles in a peak hour unless otherwise modified by the text. Also See design hourly volume (DHV) and peak hour flow (PHV).
131. **Waiver** – Permission to depart from a regulatory standard where required conditions are satisfied.
132. **Warrant** – The criteria by which the need for a safety treatment or highway improvement can be determined.
133. **Working Day** - Any day that the Permittee can perform a normal day of construction work exclusive of delays which result from inclement weather, labor disputes and material shortages. It does not include weekends and legal holidays.