

## Glossary of Terms

**401 Permit:** Part of the Clean Water Act this permitting process is a certification of the water quality standards of the state. It can be applied to wetlands protection.

**404 Permit:** Part of the Clean Water Act, it allows states to designate specific areas as a disposal site for dredged or fill material.

**Access:** The ability to reach or connect to a transportation facility (e.g. from an individual property or another mode).

**Access Management:** The planning, design, and implementation of land use and transportation strategies that maintain a safe flow of traffic while accommodating the access needs of adjacent development. The goal of Access Management is to balance the need to provide efficient, safe, and timely travel with the desired ability to allow access to the individual destination.

**Access Management Plan:** A plan showing the location, and in some cases the design, of access for every parcel on a major roadway segment or within an interchange area, which is often jointly developed and adopted by state agencies and local jurisdictions that have control over land development in the affected area.

**Activity Centers:** Destinations that encompass statewide, regional, and places outside of North Carolina's borders that serve the state's citizens.

**Affected Environment:** The physical features, land, area, or areas to be influenced, or impacted, by an alternative alignment under consideration. This term also includes various social and environmental factors and conditions pertinent to an area.

**Agency Coordination:** A general term referring to the process whereby government agencies are afforded an opportunity to review and comment upon transportation proposals.

**Air Pollutants:** Substances in air that could, at high enough concentrations, harm human beings, animals, vegetation or material. Air pollutants may include forms of matter of almost any natural or artificial composition capable of being airborne. They may consist of solid particles, liquid droplets or gases, or combinations of these forms.

**Air Quality Standards:** Levels of air pollutants prescribed by regulations that may not be exceeded during a specified time in a defined area.

**Alternative:** One of a number of specific transportation improvement proposals, alignments, options, design choices, etc., in a defined study area. For a transportation project, alternatives to be studied normally include the no-action alternative, an upgrading of the existing roadway alternative, new transportation routes and locations, transportation systems management strategies, multimodal alternatives, if warranted, and any combinations of the above.

**Alternative Access:** The ability of any vehicle to enter a roadway indirectly through a roadway of lower classification.

**Alternatives Analysis:** Comparative analysis of the social, economic and environmental impacts and benefits for alternatives on a proposed action.

**Annual Average Daily Traffic (AADT):** The total volume of traffic on a highway segment for one year, divided by the number of days in the year.

**Appalachian Development Highway System (ADHS):** A system of highways in Appalachia (200,000-square-mile region that follows the spine of the Appalachian Mountains from southern New York to northern Mississippi) designed to generate economic development in previously isolated areas, supplement the Interstate System, connect to the Interstate System, and provide access to areas within the Region as well as to markets in the rest of the nation.

**Arterial:** A class of roads serving major traffic movements (high-speed, high volume) for travel between major points.

**Average Daily Traffic (ADT):** Total volume during a given time period (in whole days), greater than one day and less than one year, divided by the number of days in that time period.

**Avoidance Alternative:** general term used to refer to any alignment proposal which has been either developed, modified, shifted, or downsized to specifically avoid impacting one or more resources.

**Backage Road:** A local street or road running parallel to an arterial for service to abutting properties and for controlling access to the arterial which provides land access to the rear lot line for the property. Arterial frontage becomes the rear lot and the buildings front the backage road.

**Boulevard:** A facility with a functional purpose of moderate mobility and low to moderate access. The facility has limited or partial control of access, traffic signals, and a minimum of two travel lanes with a median. Connections are provided primarily at at-grade intersections for major and minor cross streets.

**Brownfield:** Abandoned, idled, or underused industrial or commercial facilities where expansion or redevelopment is complicated by real or perceived environmental contamination.

**Capacity:** A transportation facility's ability to accommodate a moving stream of people or vehicles in a given time period.

**Categorical Exclusion (CE):** A classification given to federal aid projects or actions, which do not individually or cumulatively have a significant impact on the environment. Categorical Exclusions do not require extensive levels of environmental documentation.

**Clean Air Act (CAA):** Purpose is to "protect and enhance the quality of the Nation's air resources." Its primary programs regulate the release of contaminants to air from new and existing polluting facilities.

**Clean Air Act Amendments of 1990 (CAAA):** Federal legislation passed in 1990 that amended the Clean Air Act. It strengthened ability of EPA to set and enforce pollution control programs aimed at protecting human health and the environment; included provisions for acid rain program.

**Clean Water Act (CWA):** Objective is to "restore and maintain the chemical, physical, and biological integrity of the Nation's waters." One of the act's major enforcement tools is the National Pollutant Discharge Elimination System permit.

**Coastal Zone:** Land and waters adjacent to the coast that exert an influence on the uses of the sea and its ecology or, inversely, whose uses and ecology the sea affects.

**Collector:** In rural areas, routes that serve intracounty rather than statewide travel. In urban areas, streets that provide direct access to neighborhoods and arterials.

**Command-and-Control Policy:** Environmental policy that relies on regulation (permission, prohibition, standard setting and enforcement) as opposed to financial incentives, that is, economic instruments of cost internalization.

**Comment Period:** Duration of time during which written comments or responses may be submitted to an agency that has distributed a document for review and comment. It can be applicable to all types of documents that are circulated, as well as to formal presentations such as those, which may be given by transportation department officials at a public hearing.

**Commercial Service Airport:** Public airport that annually enplanes 2,500 or more passengers and receives schedule airline passenger service.

**Common Property Resources:** Environmental natural resources owned and managed collectively by a community or society rather than by individuals.

**Comprehensive Transportation Plan (CTP):** A mutually adopted, multimodal transportation planning set of vision maps (highway, public transportation & rail, bicycle, and pedestrian) that serves present and anticipated travel demand in a safe and effective manner.

**Conformity:** Process to assess the compliance of any transportation plan, program, or project with air quality implementation plans. The conformity process is defined by the Clean Air Act.

**Congestion Mitigation & Air Quality Improvement Program (CMAQ):** A categorical federal-aid funding program created to fund projects that contribute to meeting national air quality standards. CMAQ funds generally may not be used for projects that result in the construction of new capacity available to single-occupant vehicles.

**Connectivity:** The ability to travel to desired destinations.

**Control of Access:** The regulation of public access rights to and from properties abutting and public streets crossing highway facilities. Also see Full Control of Access, Limited Control of Access, Partial Control of Access, and No Control of Access.

**Corridor:** A broad geographical land area that is linear, connects major sources of trips, and may contain a number of streets, highways, transit lines, and routes; generally follows an interstate, greenway, or major roadway.

**Corridor Protection:** The coordinated application of various measures to obtain control of or protect the right-of-way for a planned transportation facility and to preserve the capacity of existing roadways through access management.

**Corridor Study:** A study that examines and addresses issues of strategic importance to the long-term function and character of a transportation corridor; typically includes elements such as visioning, corridor analysis, alternatives development and selection, implementation plan, and partnering agreements.

**Cross-section:** A basic description of type of roadway. Includes at a minimum the number of lanes and whether the roadway has a median or two-way left turn lane.

**Design Speed:** A selected speed used to determine the various geometric design features of the roadway. The assumed design speed should be a logical one with respect to topography, the adjacent lane use, the classification of the highway, and the anticipated operating speed (usually 5 mph less than design speed).

**Direct Effects:** Effects caused by a given action and occurring at the same time and place. Changes in noise levels, fill discharges in wetlands, and changes in visual conditions are examples of direct effects.

**Directional Median Opening:** An opening in a restrictive median that provides for specific movements and physically restricts other movements.

**Driveway Permit:** A permit required for all street and driveway connections to the State Highway System. Approved by NCDOT, sometimes with additional approval by the local government.

**Economic Prosperity:** The ability to move people and goods efficiently making for a more competitive business climate, while providing a good quality of life for those employed.

**Ecosystem Enhancement Program (EEP):** NCDOT and NCDENR partnered to create the Ecosystem Enhancement Program, in order to deal with a rapidly expanding transportation program that would impact acres of wetlands and streams. The EEP protects the state's natural re-

sources through the assessment, restoration, enhancement, and preservation of ecosystem functions, and through identifying and implementing compensatory mitigation programmatically, at the watershed level.

**Efficient Transportation Decision-Making (ETDM):** Process developed by the state of Florida, is used to accomplish transportation planning and project development within its current statutes and regulations. The ETDM process creates linkages between land use, transportation and environmental resource planning initiatives through early, interactive agency involvement which is expected to improve decisions and greatly reduce the time, effort and cost.

**Enplanement:** An aviation industry term that refers to a person getting on or off a plane at a gate within a designated airport.

**Environmental Assessment (EA):** Analytical process that systematically examines the possible environmental consequences of the implementation of projects, programs, and policies.

**Environmental Degradation:** Deterioration in environmental quality from ambient concentrations of pollutants and other activities and processes such as improper land use and natural disasters.

**Environmental Health Indicators:** Indicators that describe the link between environment and health by measuring the health effect due to exposure to one or several environmental hazards.

**Environmental Impact Statement (EIS):** Report developed as part of the National Environmental Policy Act (NEPA) requirements, which details any adverse economic, social, and environmental effects of a proposed transportation project for which federal funding is being sought. Adverse effects could include air, water, or noise pollution; destruction or disruption of natural resources; adverse employment effects; injurious displacement of people or businesses; or disruption of desirable community or regional growth. A Draft (DEIS) and Final (FEIS) document are prepared. The FEIS must address comments received on the DEIS, making any appropriate revisions or decisions and, identify (if not identified in the DEIS) and describe the preferred alternative and the basis for the decision.

**Environmental Impacts:** Direct effects of socio-economic activities and natural events on the components of the environment.

**Environmental Justice Populations:** Historically ethnic and low-income groups who do not typically participate in the planning process and have been under-represented and/or underserved by the transportation system.

**Environmental Monitoring:** The continuous or periodic assessment of the actual and potential impact of any activity on the environment.

**Environmental Protection:** Any activity to maintain or restore the quality of environmental media through preventing the emission of pollutants or reducing the presence of polluting sub-

stances in environmental media.

**Environmental Restoration:** Reactive environmental protection. It includes (a) reduction or neutralization of residuals, (b) changes in the spatial distribution of residuals, (c) support of environmental assimilation and (d) restoration of ecosystems, landscape and so forth.

**Environmental Stewardship:** Striving to preserve and enhance our natural and cultural resources by maximizing the use of the existing transportation infrastructure with the support of compatible land uses (NCDOT Environmental Stewardship Policy context).

**Environmental Streamlining:** An initiative aimed at identifying ways that transportation and environmental agency representatives can more effectively work together in a collaborative and cooperative manner to avoid unnecessary delays in processing environmental documents, approvals and permits. The environmental streamlining provision is contained in the federal transportation law passed in 1998, the Transportation Equity Act for the 21st Century (TEA-21). This provision calls on federal agencies to jointly develop a coordinated environmental review process for transportation projects. Because major transportation projects are affected by dozens of federal, state, and local requirements administered by a multitude of agencies, improved inter-agency cooperation is critical to the success of environmental streamlining. By streamlining, NCDOT and partnering agencies can improve the efficiency of the project development and delivery process, as well as increase the predictability of the project schedule and cost, without compromising the quality of the environment.

**Environmentally Sensitive Areas:** An area of environmental importance having natural resources which if degraded may lead to significant adverse, social, economic or ecological consequences. These could be areas in or adjacent to aquatic ecosystems, drinking water sources, unique or declining species habitat, and other similar sites.

**Erosion:** Wearing away of the land by running water, rainfall, wind, ice or other geological agents, including such processes as detachment, entrainment, suspension, transportation and mass movement. Geologically, erosion is defined as the process that slowly shapes hillsides, allowing the formation of soil cover from the weathering of rocks and from alluvial and colluvial deposits. Erosion is often intensified by land-clearing human activities related to farming, residential and industrial development and it has as effect increasing run-offs, decline of arable layers, siltation in lakes, lagoons and oceans.

**Expansion:** Activities focused on adding capacity of new facilities/services.

**Expressway:** A facility with a functional purpose of high mobility and low to moderate access. The facility has limited or partial control of access, no traffic signals, and a minimum of 4 travel lanes with a median. Connections are provided only at interchanges for major cross streets and at-grade intersections for minor cross streets.

**Facility Type:** A classification for highways in terms of the character of service that individual facilities are providing or are intended to provide, including the level of access, ranging from

travel mobility to land access. Facility Types include Freeways, Expressways, Boulevards, and Thoroughfares.

**Finding Of No Significant Impact (FONSI):** Environmental document for proposed projects where it has been determined through the circulation of an Environmental Assessment that a project will not have a significant impact on the environment.

**Freeway:** A facility with a functional purpose of high mobility and low access. The facility has full control of access, no traffic signals, no driveways, and a minimum of 4 travel lanes with a median. Connections are provided only at interchanges for major cross streets. All cross streets are grade-separated.

**Frontage Road:** A public or private drive that generally parallels a public roadway between the right-of-way and the front building setback line. The frontage road provides access to private properties while separating them from the arterial roadway. Also see Service Road.

**Full Control of Access:** Connections to a facility provided only via ramps at interchanges. All cross-streets are grade-separated. No private driveway connections allowed. A control of access fence is placed along the entire length of the facility and at a minimum of 1000 feet beyond the ramp intersections on the Y lines (minor facility) at interchanges (if possible).

**Functional Design:** A general design that includes horizontal and vertical alignments, edge of pavements, slope stakes, and right of way limits. No turn lanes are added at this stage. This type of design is usually performed using orthophotographs.

**Grade-Separation:** The use of a bridge structure and its approaches to confine portions of traffic to different elevations, thus dividing or separating the crossing movement.

**Greenfield:** Property in both rural and urban areas that has not been previously developed. It also includes forestry and agricultural land and buildings, as well as previously developed sites, which have now blended into the natural landscape over time.

**Hurricane Evacuation Route:** Major facilities that shall be used to evacuate people from coastal areas in the event of a hurricane; developed by the North Carolina Division of Emergency Management.

**Idle Land:** Land that was cultivated but is now in a state of disuse; abandoned land; fallow land.

**Indirect and Cumulative Impacts (ICI):** Impacts on the environment which result from the incremental impact of the action when added to other past, present, and reasonably foreseeable future actions regardless of what agency (federal or non-federal) or person undertakes such other actions. Indirect impacts may include growth inducing effects and other effects related to induced changes in the pattern of land use, population density or growth rate, and related effects on air and water and other natural systems, including ecosystems. Cumulative impacts can result from individually minor but collectively significant actions taking place over a period of time.

**Infill Development:** Development that takes place on vacant or under utilized parcels within an area that is already characterized by urban development and has access to urban services.

**Intelligent Transportation Systems (ITS):** Advanced traffic operations and communications technologies that increase traffic flow on existing facilities, improve safety, and provide better and more accurate traveler information.

**Interagency Leadership Team (ILT):** Their purpose is to address Goal #1 of the FHWA/NCDOT Joint Work Plan for Timely Program Delivery with Environmental Excellence. The goal is to: "develop and implement an action plan that demonstrates NCDOT, FHWA, and resource agency commitment to deliver NC's transportation program in a timely manner with environmental excellence." The mission of the ILT is "to develop an interagency plan for North Carolina to balance successfully mobility, natural and cultural resource protection, community values, and economic vitality at the confluence of our missions". Partners include: FHWA, USACE, USEPA, USFWS, NOAA, NCDOT, NCDOC, NCDENR, NCDCCR, and the NCWRC.

**Interchange:** A system of interconnecting roadways in conjunction with one or more grade separations that provides for the movement of traffic between two or more roadways or highways on different levels (with ramps).

**Intermodal:** Interconnectivity between various types (modes) of transportation.

**Intermodal Surface Transportation Efficiency Act (ISTEA):** Landmark federal legislation signed into law in 1991. It made broad changes in the way transportation decisions are made by emphasizing diversity and balance of modes as well as the preservation of existing systems and construction of new facilities. The law expired in 1997, but much of the program were carried forward by the Transportation Equity Act for the 21<sup>st</sup> Century (TEA-21).

**Intermodal Terminals:** Location where people or goods transfer from one mode to another.

**Interparcel Circulation:** The ability of vehicular traffic to circulate between adjacent parcels without reentering a public roadway.

**Intersection:** The general area where two or more highways join or cross, including the roadway and roadside facilities for traffic movements within the area. The three general types of highway crossings are at-grade intersections, grade separations without ramps, and interchanges.

**Interstate:** A full control of access Freeway of at least four lanes designated by USDOT as part of the Interstate System. Interstates are the highest form of Freeways and have uniform geometric and construction standards, which include a minimum of four 12-foot wide travel lanes, a minimum shoulder width, full control of access, and design speeds of 50 to 70 miles per hour.

**Interstate System:** Formally known as the Dwight D. Eisenhower National System of Interstate

and Defense Highways, it is the system of highways that connects the principal metropolitan areas, cities, and industrial centers of the United States. Also connects the United States to internationally significant routes in Canada and Mexico.

**Interstate Loops and Spurs:** Interstate connectors or full or partial circumferential beltways around an urban area. These highways carry a three-digit number.

**Investing Support for Resource Agencies:** NCDOT funds 21 positions with state and federal resource agencies for staff dedicated to review of environmental projects. The funded positions include the following: 22 positions at NCDENR; three at NCWRC; three at NCDCR, three at USFWS, and two at USEPA.

**Just-in-Time Delivery:** A method of production and inventory cost control based on the delivery of parts and supplies at the precise time they are needed in a production process.

**Land Use Plan:** A plan that establishes strategies for the use of land to meet identified community needs.

**Land Use:** Refers to the manner in which portions of land or the structures on them are used, i.e. commercial, residential, retail, industrial, etc.

**Land-use Classification:** Classification providing information on land cover, and the types of human activity involved in land use. It may also facilitate the assessment of environmental impacts on, and potential or alternative uses of, land.

**Level of Service (LOS):** 1) A qualitative assessment of a road's operating conditions. For local government comprehensive planning purposes, LOS means an indicator of the extent or degree of service provided by, or proposed to be provided by, a facility based on and related to the operational characteristics of the facility. LOS indicates the capacity per unit of demand for each public facility. 2) This term refers to a standard measurement used by transportation officials which reflects the relative ease of traffic flow on a scale of A to F, with free-flow being rated LOS-A and congested conditions rated as LOS-F.

**Limited Control of Access:** Connections to a facility provided only via ramps at interchanges (major crossings) and at-grade intersections (minor crossings and service roads). No private driveway connections allowed. A control of access fence is placed along the entire length of the facility, except at intersections, and at a minimum of 1000 feet beyond the ramp intersections on the Y lines (minor facility) at interchanges (if possible).

**Long Range Transportation Plan (LRTP):** A document resulting from regional or statewide collaboration and consensus on a region or state's transportation system, and serving as the defining vision for the region's or state's transportation systems and services. In metropolitan areas, the plan indicates all of the transportation improvements scheduled for funding over the next 20 years.

**Maintenance:** Regular, routine roadway and bridge treatments that sustain highway conditions.

**Master Plan:** Contains all recommended operational, design, access, and land use improvements that support a corridor vision.

**Median:** The portion of a highway physically separating opposing directions of travel, not including two-way left-turn lanes; can be non-traversable (a physical barrier, such as a concrete barrier or landscaped island) or traversable (grass median or monolithic island), but not painted or striped.

**Merger 01:** The melding together of 404 regulations and NEPA for current projects. One of the goals of the Merger 01 process is to incorporate regulatory requirements into the NEPA decision-making process. The Merger 01 process is also designed to improve interagency coordination and it is an effort to streamline the project development and permitting processes.

**Metropolitan Planning Organization (MPO):** A federally mandated transportation policy-making entity made up of representatives from local government and transportation authorities for urban areas with populations greater than 50,000. MPOs are responsible for developing long-range transportation plans and Transportation Improvement Plans (TIP) for their respective regions, while ensuring transportation projects and programs are based on a comprehensive, cooperative, and continuing (3-C) planning process.

**Mitigation:** The process of moderating the impact(s) a project has on the environment.

**Mobility:** The ability to move unimpeded, safely, and efficiently using a reliable transportation system.

**Modernization:** Improvements related to upgrading system safety, functionality, and overall operational efficiency, without adding major physical capacity.

**Multimodal:** The availability of multiple transportation options, especially within a system or corridor.

**Multiple Land Use:** Use of land for more than one purpose, for example, grazing of livestock, recreation and timber production. The term may also apply to the use of associated bodies of water for recreational purposes, fishing and water supply.

**National Ambient Air Quality Standards (NAAQS):** Federal standards that set allowable concentrations and exposure limits for various pollutants. The USEPA developed the standards in response to a requirement of the Clean Air Act of 1990. Air quality standards have been established for the following six criteria pollutants: ozone (or smog), carbon monoxide, particulate matter, nitrogen dioxide, lead, and sulfur dioxide.

**National Environmental Policy Act of 1969 (NEPA):** An act to establish a national policy for the environment, to provide for the establishment of a Council on Environmental Quality (CEQ)

to administer NEPA, and to provide for other purposes. NEPA requires that any project using federal funding or requiring federal approval, including transportation projects, examine the effects of proposed and alternative choices on the environment before a federal decision is made. The NEPA process consists of a set of fundamental objectives that include interagency coordination and cooperation, and public participation in planning and project development decision-making. Environmental reviews involve an interdisciplinary and interagency process. This coordinated review process includes input from the public, as well as from other agencies, to guarantee that all environmental protections, as well as other issues are addressed.

**National Highway System (NHS):** The Interstate System as well as other roads important to the nation’s economy, defense, and mobility; developed by the United States Department of Transportation in cooperation with the states, local officials, and metropolitan planning organizations.

**Natural Resources:** Natural assets (raw materials) occurring in nature that can be used for economic production or consumption. See also renewable natural resources and non-renewable natural resources.

**No Control of Access:** Connections to a facility provided via ramps at interchanges, at-grade intersections, and private driveways. No physical restrictions, i.e., a control of access fence, exist. Normally, private driveway connections are defined as one connection per parcel. Additional connections may be considered if they are justified and if such connections do not negatively impact traffic operations and public safety.

**Non-Attainment:** Any geographic area that has not met the requirements for clean air as set out by USEPA/federal legislation in the Clean Air Act of 1990 (that is their air quality is poor). This triggers a requirement of actions by the MPO or state that an analysis be performed on long-range plans and the TIP to show that these programs will improve their air quality. After being designated as “non-attainment” and improving their air quality to the required standards, the area becomes “maintenance” - it does not reverse to “attainment”.

**Non-Renewable Natural Resources:** Exhaustible natural resources such as mineral resources that cannot be regenerated after exploitation.

**North Carolina Certified Sites:** NCDOC Certified Sites program showcases premium property sites that have been pre-qualified by undergoing a stringent site package preparation process to ensure property is ready for development. Sites are approved by the North Carolina Certified Sites Steering Committee.

**North Carolina Intrastate System:** A 3,600 mile system of highways designated by the North Carolina General Assembly in 1989 to be improved to at least four lanes in order to encourage economic development and growth, and connect the population areas to outlying areas of the state.

**North Carolina Regional Economic Partnerships:** Counties of North Carolina are organized

into seven regional partnerships for economic development. These regional partnerships enable regions to compete effectively for new investment and to devise effective economic development strategies based on regional opportunities and advantages.

**Notice of Intent (NOI):** An announcement to the public and to interested agencies that a project is being developed and that an EIS will be prepared. It briefly describes the study area, the proposed action, its proposed purpose and need, the agency's proposed public scoping process, and identifies the agency contact person (name and address).

**Operations:** The day to day tasks associated with maintaining and constructing highways. Includes evaluating driveway permits, traffic signal installations, overseeing constructing projects, and patching potholes. The 14 NCDOT Highway Division Offices are the primary groups responsible for handling the daily operations.

**Partial Control of Access:** Connections to a facility provided via ramps at interchanges, at-grade intersections, and private driveways. Private driveway connections are normally defined as a maximum of one connection per parcel. One connection is defined as one ingress and one egress point. The use of shared or consolidated connections is highly encouraged. Connections may be restricted or prohibited if alternate access is available through other adjacent public facilities. A control of access fence is placed along the entire length of the facility, except at intersections and driveways, and at a minimum of 1000 feet beyond the ramp terminals on the minor facility at interchanges (if possible).

**Permit:** Written permission given by a governmental agency with "permitting" authority to take certain action during specific steps of a project development process. Example: permits may include permission for any construction, excavation, depositing of material, or other work in navigable waters (USACE), permission required for the discharge of dredged or fill material into waters of the United States (USACE). A permit may also refer certain other clearances or certifications such as a clearance from the FAA for proposed highway construction in the vicinity of public use and military airports, and water quality certifications for the licensing of an action that would result in a discharge into regulated waters. These approvals, plus certain others relating to solid waste management, underground storage tanks, coastal zone areas, etc., involve approvals and documentation commonly referred to as permits.

**Preferred Alternative:** The recommended alternative put forth no later than the FEIS. A recommended Preferred Alternative can be identified in the DEIS.

**Preservation:** Activities that protect natural resources (natural resource context).

**Preservation:** Activities that protect the infrastructure and extend facility service life (Statewide Transportation Plan context).

**Public Hearing:** A meeting designed to afford the public the fullest opportunity to express opinions on a transportation project. A verbatim record (transcript) of the proceedings is made part of the project record.

**Public Involvement:** The process through which government communicates with its stakeholders using a series of products, tools, documents and outreach opportunities.

**Public Meeting:** An announced meeting conducted by the convening agency designed to facilitate participation in the decision-making process and to assist the public in gaining an informed view of a proposed project at any level. Can be referred to as a public information meeting or workshop.

**Purpose and Need Statement:** Establishes why the project is proposed and is the foundation to determine if alternatives meet the needs in the area. The Purpose and Need Statement is developed in consultation with local, state and federal agencies as well as the public. It is the first concurrence point of the 404/Merger process.

**Right of Way:** The land (usually a strip) acquired for or devoted to highway transportation purposes.

**Rural Planning Organization (RPO):** Planning entities for rural (non-MPO) areas of three to 15 counties (establishment is voluntary). Core roles include: 1) development and prioritization of transportation projects for input into the State Transportation Improvement Program (TIP); (2) coordination of local and regional multimodal transportation plans; (3) providing an information clearinghouse (information resource center); and, (4) providing a mechanism for meaningful public participation.

**Safe, Accountable, Flexible, Efficient Transportation Equity Act: A Legacy for Users (SAFETEA-LU):** Congressional act authorizing federal surface transportation programs for highways, highway safety, and transit for the five-year period from 2005-2009.

**Scoping:** The process of establishing the principal issues to be addressed in an environmental impact assessment.

**Secondary and Cumulative Effects:** See Indirect and Cumulative Impacts.

**Service Road:** A public or private road, auxiliary to and normally located parallel to a controlled access facility or arterial that maintains local road continuity and provides access to parcels adjacent to the controlled access facility or arterial.

**Shared Access:** A single access connection serving two or more adjoining lots or parcels.

**Shoulder:** The portion of the roadway contiguous to the traveled way for accommodation of stopped vehicles, for emergency use, and for lateral support of the roadway.

**Significant Impacts:** Any number of social, environmental, or economic effects or influences which may be brought about as a result of the implementation of a transportation improvement. Significant impacts may include effects, which are direct, secondary, or cumulative. The term

significant is used and interpreted to determine which type of NEPA document is appropriate. Categorical exclusions are those actions that do not involve significant effects. Environmental Impact Statement projects in most cases can and do involve significant impacts.

**Stakeholder:** Individuals, communities, government agencies, private organizations, non-governmental organizations or others having a legitimate interest or "stake" in both the process and outcomes of a project.

**Statewide Transportation Plan:** Formally known as North Carolina's Long-Range Multimodal Transportation Plan, it is the state's plan which identifies and evaluates a full spectrum of future transportation needs and potential solutions by mode and by function. The overriding purpose of this Statewide Transportation Plan is to establish a long-range blueprint for transportation investment in North Carolina. The Statewide Transportation Plan also provides a balanced picture of the state's transportation challenges and opportunities based on anticipated resources, projected passenger and freight movement needs, and estimated improvement costs. The end result is a preferred North Carolina transportation investment strategy for the next 25 years.

**Stormwater Management (SWM):** Physical design features such as ponds or drainage swales which are incorporated into a highway project as measures to retain or direct stormwater run-off in a manner that controls discharge volumes and/or water quality, replicating the pre-construction drainage conditions.

**STRAHNET:** The Department of Defense's Strategic Highway Network for moving military personnel and equipment.

**Strategic Highway Corridors (SHC):** A set of primarily existing highway corridors that exemplify the long-term potential to serve passenger and freight movement in a high-speed manner. These facilities, upon some level of improvement, will substantially increase the mobility and connectivity of travel to destinations within and just outside North Carolina, while helping foster economic prosperity and promoting environmental stewardship. The Board of Transportation adopted the SHC concept as a part of the Statewide Transportation Plan in September 2004.

**Strip Development:** A form of commercial land use in which each establishment is afforded direct access to a major thoroughfare; generally associated with intensive use of signs to attract passers-by.

**Superfund:** The common name used for the trust fund or process established under the Comprehensive Environmental Response, Compensation and Liability Act (CERCLA) to clean up hazardous waste sites across the country. Also used to in the context of a cleanup site that has been placed on the National Priorities List (e.g. a Superfund site).

**Superstreet:** The common name for an intersection design on a divided highway in an urban area in which a right turn, followed by a u-turn, replaces a prohibited left turn or through movement. Motorists using the major highway have the ability to turn right and (usually) left onto the minor street. Motorists on the side street can only to turn right onto the major highway, then

must proceed to median crossover at least 800 feet downstream, make a u-turn on the major highway followed by a right onto the minor street to continue on “through” the intersection (if applicable). The intersections and median crossovers may be signalized. A similar design with directional crossovers, median u-turns, and no traffic signals is used in rural areas.

**Systems Planning Studies:** Studies that examine existing conditions and future deficiencies, leading to the creation of a transportation vision for an area typically 25-30 years in the future.

**Thoroughfare:** A facility with a functional purpose of moderate to low mobility and high access. The facility has no control of access, traffic signals, driveways with full movements, and a minimum of 2 travel lanes without a median. Connections are provided primarily at at-grade intersections.

**Tiered Environmental Impact Statement (Tiered EIS):** A procedure for completing the NEPA process in two separate stages, known as tiers. The first tier involves the preparation of an EIS that examines a large land area or a broad set of issues associated with a major federal action that triggers the NEPA process. The second tier generally involves the preparation of several separate NEPA documents, which could include Environmental Impact Statements, Environmental Assessments, or even Categorical Exclusions.

**Traditional Neighborhood Development (TND):** A compact, mixed-use neighborhood where residential, commercial, and civic buildings are within close proximity to each other. It is a planning concept that is based on traditional small town and city neighborhood development principles.

**Transportation Equity Act for the 21<sup>st</sup> Century (TEA-21):** Congressional act authorizing federal surface transportation programs for highways, highway safety, and transit for the six-year period from 1998-2003.

**Transportation Improvement Program (TIP):** Federally-mandated, fiscally constrained schedule that prioritizes transportation projects and studies of regional or statewide significance that covers a minimum period of three years. (7 years in North Carolina.) A short-term, fiscally constrained program of multimodal transportation projects for metropolitan areas. It documents the anticipated timing, cost, and rationale for transportation improvements to be made in the region. It translates recommendations from the long-range transportation plan into a short-term program of improvements. The MPO generally prepares and updates the TIP every year (but is only required to do so every 2 years) in cooperation with the state transportation and public transit operators. MPOs, federal transportation agencies, and the Governor must approve the program.

**Trauma Center:** A specialized hospital facility distinguished by the immediate availability of specialized surgeons, physician specialists, anesthesiologists, nurses, and resuscitation and life support equipment on a 24 hour basis to care for severely injured patients or those at risk for severe injury.

**Travel Demand:** A measure of transportation activity. Specifically for highways, the number of vehicles desiring to use a particular facility.

**Travel Demand Management (TDM):** A system of actions whose purpose is to alleviate traffic problems through improved management of vehicle trip demand. These actions, which are primarily directed at commuter travel, are structured to either reduce the dependence on and use of single-occupant vehicles, or to alter the timing of travel to other, less congested time periods. Simply stated, the purpose of travel demand management is to maximize the movement of "people," not vehicles, within the transportation system.

**Truck Traffic Percentages:** The percentage of trucks of the total number vehicles using a highway.

**Urban Run-off:** Storm water from city streets and adjacent domestic or commercial properties that contains litter, and organic and bacterial wastes.

**Urban Sprawl:** Expansion of an urban area to accommodate its growing population.

**Vehicle Miles Traveled (VMT):** A measure of highway use; measures the total miles traveled by all vehicles in the area for a specified time period (one vehicle traveling one mile is one vehicle-mile).

**Wetlands:** Areas that are inundated or saturated by surface water or groundwater at a frequency and duration sufficient to support, and under normal circumstances do support, a prevalence of vegetation typically adapted for life in saturated soil conditions.

**Zoning:** Process in physical planning, or the results thereof, in which specific functions or uses are assigned to certain areas (for example, industrial zones, residential areas).