



Spur 399 Extension from US 75 to US 380 Glossary of Terms

Glossary of Terms and Acronyms

Arterial

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

Average Annual Daily Travel (AADT)

A measure of traffic volume, Average Annual Daily Traffic (AADT) is the total number of vehicles on a roadway for a year, divided by 365 days.

Capacity

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

Control Section Job Numbers (CSJ)

Control-section-job numbers are numbers assigned to all on-system public highways in Texas. The CSJ is a unique, identifying nine-digit number created and used by TxDOT for projects.

Coordination Plan

The plan and schedule for coordinating public and agency participation developed as a part of the scoping process.

Cumulative Effects

The impact on the environment which results 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.

Draft Environmental Impact Statement (Draft EIS, or DEIS)

A draft report that provides a detailed description of the proposal, the purpose and need, reasonable alternatives, the affected environment, and presents analysis of the anticipated beneficial and adverse environmental effects of the alternatives.

Environmental Impact Statement (EIS)

A document prepared for a project when it is anticipated that a proposed project could significantly affect the quality of the human and natural environment. An EIS requires both a draft and final statement and extensive public involvement.

Environmental Justice (EJ)

Assures that services and benefits allow for meaningful participation and are fairly distributed to avoid discrimination (See also Title VI).

Environmental Mitigation Activities



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Strategies, policies, programs, actions, and activities that, over time, will serve to avoid, minimize, or mitigate impacts to environmental resources.

Feasibility Study

One planning tool that TxDOT uses when a project is in the very early stages of development. It helps determine if the project should move on to more advanced phases of project development such as more in-depth environmental analysis, public involvement, schematic design and right-of-way mapping. The reason this type of study is done is to identify high level or critical elements of engineering, impacts to stakeholders and the public, and the economic feasibility of potential new roadways or improvements to existing roadways. Feasibility studies are not intended to result in detailed design, environmental analysis, or cost estimates.

Federal Highway Administration (FHWA)

A branch of the U.S. Department of Transportation that administers the Federal-aid highway program, providing financial assistance to States to construct and improve highways, urban and rural roads, and bridges. FHWA also administers the Federal Lands Highway Program, including survey, design, and construction of forest highway system roads, parkways and park roads, Indian reservation roads, defense access roads, and other Federal Lands roads.

Final Environmental Impact Statement (Final EIS, or FEIS)

The FEIS addresses the comments on the draft EIS and identify, based on analysis and comments, the preferred alternative. It follows a formal comment period and receipt of comments from the public and other agencies on the Draft Environmental Impact Statement.

Floodplain

An area that is subject to natural flooding from an adjoining waterway.

Hazardous Materials

Any toxic substance or explosive, corrosive, combustible, poisonous, or radioactive material that poses a risk to the public's health, safety, or property, particularly when transported in commerce.

Impacts

A term to describe the positive or negative effects upon the natural or built environments as a result of an action (i.e., project).

Indirect Effects

Effects, which are caused by the action and are later in time or farther removed in distance, but are still reasonably foreseeable. *Indirect effects may include growth inducing effects and other effects related to induced changes in the pattern of use, population density or growth rate, and related effects on air and water and other natural systems, including ecosystems*" (40 CFR 1508.8). Indirect effects can be placed in three broad categories. These categories include (1) alteration of the behavior



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and functioning of the physical environment caused by project encroachment alteration; (2) access-alteration effects; and (3) effects related to project-influenced development. Examples: fragmentation of a habitat and functional effects to water quality.

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.

Land Use

Refers to the manner in which portions of land or the structures on them are used or designated for use in a plan (e.g., commercial, residential, retail, or industrial).

Level of Service (LOS)

A measure of the quality of vehicle traffic flow and congestion based on performance measures like vehicle speed, density, and congestion.

Limited (or Controlled) Access

Restricted entry to a transportation facility (or roadway) based upon facility congestion levels or operational condition. For example, a limited access roadway normally would not allow direct entry or exit to private driveways or fields from said roadway.

Methodology and Level of Detail for Analyzing Alternatives

A document that provides detail about how alternatives will be analyzed. It lists the resources and issues that will be evaluated in the Environmental Impact Statement, and to which level of detail they will be evaluated.

Mitigation

A means to avoid, minimize, rectify, or reduce an impact, and in some cases, to compensate for an impact.

Mobility

The ability to move or be moved from place to place effectively and efficiently.

Mobility2045 Metropolitan Transportation Plan (MTP)

Mobility2045 is the name of the current Metropolitan Transportation Plan (MTP) adopted by North Central Texas Council of Governments (NCTCOG) on June 14, 2018. *Mobility 2045* guides the expenditure of federal and state transportation funds based on regional goals. The plan makes recommendations for all travel modes through a suite of policies, programs, and projects designed to improve regional mobility and increase efficiency, safety, and system capacity in NCTCOG's 12-county Metropolitan Planning Area through the year 2045.



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National Ambient Air Quality Standards (NAAQS)

Federal standards that set allowable concentrations and exposure limits for various pollutants. The EPA established these standards pursuant to section 109 of the Clean Air Act. 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 (NEPA)

Federal law that 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. For this project NEPA requires TxDOT, as part of the EIS process, to evaluate all viable alternatives considered and eliminated during the Feasibility Study, as well as others developed by TxDOT.

No-Build Alternative

Option that is considered to construct no new improvements and serves as a baseline for the comparison of build alternatives.

North Central Texas Council of Governments (NCTCOG)

Voluntary association of, by and for local governments, established to assist in regional planning including in the areas of transportation planning, environment and development, demographic research, and more. NCTCOG serves a 16-county region of North Central Texas, which is centered around the two urban centers of Dallas and Fort Worth. NCTCOG has over 230 member governments including 16 counties, numerous cities, school districts, and special districts

Notice of Intent (NOI)

Notice published to give notice that an Environmental Impact Statement will be prepared pursuant to the National Environmental Policy Act. The NOI includes the proposed action, the scoping process, and the name and address of a person to whom comments may be sent.

Preferred Alternative

The alternative that TxDOT concludes would best accomplish the project's Purpose and Need and considers the factors in the alternatives analysis.

Project Sponsor

The agency that accepts responsibility for preparing the environmental review document or documentation and performing any related tasks. A TxDOT district, division, office, region or a municipality, county, group of adjoining counties, regional mobility authority, local government corporation, or transportation corporation may be a project sponsor. Private entities and other types of local government entities may not serve as project sponsors.



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Public Hearing

A hearing held after public notice, to solicit public input in determining a preferred alternative for or with respect to, any changes to a project. All testimony given at a public hearing will be made a part of the hearing record.

Public Meeting

A meeting, held after public notice, where TxDOT presents and gathers input on Reasonable Alternatives, design schematics, and findings of the environmental studies.

Public Scoping Meeting

A meeting, held after public notice, where TxDOT presents and gathers input from the public on Scoping documents. This Virtual Public Scoping Meeting has been convened by TxDOT and has six essential purposes:

- Explain the process for an Environmental Impact Statement, also called an EIS
- Present alternatives to be studied in the EIS
- Provide the project's Purpose and Need
- Share what TxDOT will consider during the project
- Present the schedule and project steps
- Gather public input

Purpose and Need Memorandum

A document that explains why TxDOT is developing a project and provides the reason that improvements are needed.

Range of Alternatives

All alternatives being considered by TxDOT for this project with the primary purpose of determining a preferred alternative.

Record of Decision (ROD)

Official approval for an EIS that states the decision (selected alternative), other alternatives considered, and mitigation adopted for the selected alternative.

Regulatory Agency

An agency empowered to issue or deny permits.

Regulatory Floodway

The channel of a river or other watercourse and the adjacent land areas that must be reserved in order to discharge the base flood without cumulatively increasing the water surface elevation more than a designated height. Communities must regulate development in these floodways to ensure that there are no increases in upstream flood elevations.



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Resource Agency

A Federal or State agency or commission that has jurisdictional responsibilities for the management of a resource.

Right-of-Entry Agreement

An agreement between a landowner or authorized designee granting TxDOT or its representatives a right-of-entry upon property to conduct certain activities most generally including environmental investigations and land surveying.

Right-of-Way (ROW)

A general term denoting land, property or interest therein, usually in a strip, acquired for or devoted to a highway for construction of the roadway. Right-of-way is the entire width of land between the public boundaries or property lines of a highway.

Section 4(f)

Under Section 4(f) of the U.S. Department of Transportation (USDOT) Act of 1966, projects that receive funding or approval by any U.S. DOT agency must avoid impacts to Section 4(f) properties. These properties include public parks and recreation lands, wildlife and waterfowl refuges, and historic sites. When a project cannot avoid Section 4(f) properties, Section 4(f) requires documentation and approval by the federal lead USDOT agency.

Schematic

An engineering drawing or diagram. Below is further clarification of the different types of drawings and level of design that TxDOT will provide during the development of the Environmental Impact Statement (EIS) for this project:

TxDOT is presenting a *Route Map* for the Public Scoping Meeting and during the US 380 Collin County Feasibility Study. It shows only the roadway alignment with proposed right-of-way limits.

TxDOT will present *Conceptual Schematic Design* at the Public Meeting. It will show customized typical sections for different locations, ramp locations and interchange configurations, drainage design, and bicycle and pedestrian accommodations.

TxDOT will present *Geometric Schematic Design* at the Public Hearing. It will show refined typical sections for different locations, ramp locations and interchange configurations, drainage design, and bicycle and pedestrian accommodations.



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TxDOT will complete *Final Design* after the EIS is completed. At this phase, TxDOT also develops construction plans, costs estimates and conducts detailed utility coordination.

Scoping

Scoping occurs at the beginning of the Environmental Impact Statement (EIS) process. It is an open process involving the public and federal, state, and local agencies. The purpose of Scoping is to help determine a range of issues, alternatives, and potential environmental impacts to be considered in the EIS. Input from the public and agencies is vital to the development of the EIS and will be used in determining an appropriate scope and content.

Spur 399

A limited-access spur highway approximately 1/2 mile in length that connects SH 121 and US 75 and SH 5. Spur 399 begins where SH 121 branches off the Sam Rayburn Tollway to merge with US 75/Central Expressway in the southern part of McKinney.

Stakeholder

Individuals and organizations involved in or affected by the transportation planning process. Stakeholders include Federal, State, and local officials, Metropolitan Planning Organizations (MPOs), transit operators, freight companies, shippers, users of the transportation infrastructure, and the general public.

Title VI

Title VI of the Civil Rights Act of 1964 prohibits discrimination in any program receiving Federal assistance (See Environmental Justice).

Travel Demand Modeling

A computer model used to estimate travel behavior and travel demand for a specific future time frame, based on a number of assumptions. Traditionally, an approach known as the “four-step process” has been used for regional transportation planning analysis. As its name implies, this process has four basic phases:

1. Trip generation (the number of trips to be made);
2. Trip distribution (where those trips go);
3. Mode choice (how the trips will be divided among the available modes of travel); and
4. Trip assignment (predicting the route trips will take).

Typical Section

An exhibit that shows usual roadway (or bridge) cross sectional features including lane and shoulder widths; typical right-of-way limits; typical barrier location median width; and curb location.



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US Army Corps of Engineers (USACE)

The United States Army Corps of Engineers (USACE) is an engineer formation of the United States Army that has three primary mission areas: engineer regiment, military construction, and civil works. Its most visible civil works missions include: Planning, designing, building, and operating locks and dams. Other civil engineering projects include:

- flood control, beach nourishment, and dredging for waterway navigation
- Design and construction of flood protection systems through various federal mandates
- Design and construction management of military facilities
- Environmental regulation and ecosystem restoration

The National Environmental Policy Act (NEPA) requires USACE and other federal agencies to undertake an environmental assessment of proposed actions before making decisions and taking action. Most federal agencies, including the Corps, also have enacted their own, agency-specific NEPA implementing regulations.

Wetlands

Land that is inundated or saturated by surface or groundwater at a frequency and duration to support a prevalence of hydrophytic vegetation typically adapted for life in saturated soil conditions. Examples include swamps, marches, bogs, and similar areas.

Wetland Delineation

Establishes the existence (location) and physical limits (size) of a wetland for purposes of federal, state, and local regulations.