



**Spur 399 Extension from US 75 to US 380**  
**CSJ's: 0364-04-051 ,0047-05-058, 0047-10-002**  
**November 10, 2022**  
**Glossary of Terms and Acronyms**

The following are some of the most commonly used terms and acronyms that appear in Spur 399 Extension materials.

**Adverse Effects**

Substantial unfavorable impacts, either individual or cumulative, to humans or the environment.

Includes social and economic impacts, which may include, but are not limited to the following:

- Bodily impairment, infirmity, illness, or death;
- Air, noise, and water pollution and soil contamination;
- Destruction or disruption of human-made or natural resources, aesthetic values, community cohesion or a community's economic vitality, and the availability of public and private facilities and services;
- Vibration;
- Adverse employment impacts;
- Displacement of persons, businesses, community facilities, nonprofit organizations, or farms;
- Increased traffic congestion;
- Isolation, exclusion or separation of minority or low-income individuals within a given community or from the broader community; and
- Denial of, reduction in, or significant delay in the receipt of benefits from TxDOT programs, policies, or activities.

**Air Quality**

Measure of how clean or polluted the air is in the project vicinity.

**American Association of State Highway and Transportation Officials (AASHTO)**

Nonprofit, nonpartisan association representing highway and transportation departments in Texas and across the nation that is tasked with setting the technical standards for highway system development.

**American Community Survey (ACS)**

Nationwide survey conducted by the U.S. Census Bureau that collects and releases information annually on the social, economic, housing, and demographic characteristics of our nation's population.



**Americans with Disabilities Act (ADA)**

A civil rights law that mandates equal opportunity for individuals with disabilities and prohibits accessibility discrimination to jobs, public accommodations, government services, public transportation, and telecommunications.

**Annual Average Daily Traffic (AADT)**

A measure of vehicle traffic volume that is the total number of vehicles on a roadway for a year, divided by 365 days.

**Area of Influence (AOI)**

The geographic area within a project or plan that may cause environmental, ecological, or human health impacts. The size of the area generally depends on the scale and nature of the project or plan.

**Arterial**

Roads serving major traffic movements (high-speed and high volume) for travel between major points.

**Attainment/Nonattainment Area**

A geographic area that meets or exceeds national air quality standards set by the U.S. Environmental Protection Agency is an attainment area; an area that does not meet this standard is called a nonattainment area.

**Benefitted Receptor**

Recipient of an abatement measure that receives a noise reduction at or above the minimum threshold of 5 dB(A) as prescribed by FHWA, regardless of whether or not the receptor was "impacted" by traffic noise.

**Benefitted Receiver**

A receiver location is an area where TxDOT measures and models highway traffic noise levels for reference against the thresholds as defined by the FHWA's Noise Abatement Criteria (NAC) and existing noise levels. A receiver may represent multiple receptors.

**Bicycle and Pedestrian Accommodations**

Facilities or roadways designed with consideration of the needs of bicycle users and pedestrians. Accommodations can range from separated bike lanes (bicycles only) to shared lanes (motorized vehicles and bicycles use the same facility or road) to shared-use paths (a bikeway physically separated from motor vehicle traffic that may also be used by other non-motorized users).

**Candidate Species**

Any species whose status is being reviewed by the U.S. Fish and Wildlife Service (USFWS) to determine whether it warrants listing under the Endangered Species Act.

**Capacity**

Ability of a road to accommodate a moving stream of vehicles in a given time period.



**Categorical Exclusion (CE)**

A level of environmental classification under NEPA that is required to evaluate a project which involves no significant environmental impacts. They are actions that do not induce significant impacts to planned growth or land use for the area; do not require the relocation of significant numbers of people; do not have a significant impact on any natural, cultural, recreational, historic or other natural resource; do not involve significant air, noise or water quality impacts; do not have significant impacts on travel patterns; or do not otherwise, either individually or cumulatively have any significant environmental impact. Note: This environmental classification does not apply to the Spur 399 Extension project.

**Cemetery**

Any areas where human remains are buried.

**Chapter 26**

Chapter in the Texas Parks and Wildlife Code (PWC) established to protect parks, recreational and scientific areas, wildlife refuges, and historic sites from being used or taken by the state or local agencies for public projects. Similar in its requirements to Section 4(f) of the U.S. Department of Transportation Act of 1966, except that Texas law requires a public hearing for any use or taking of protected land.

**Code of Federal Regulations (CFR)**

Codification of the regulations issued by the executive branch agencies that provide additional detail for compliance with laws in the U.S. Code (See also U.S. Code).

**Common Alignment**

The portion of the proposed Spur 399 Extension from the US 75/SRT-SH 121 junction along SH 5 to approximately 1,500 feet south of the intersection of FM 546/Harry McKillop Boulevard and then east on the new location alignment to approximately 500 feet west of Couch Drive that both Build Alternatives have in common.

**Community Cohesion**

Level of social connection within a community, typically characterized by shared reliance on community facilities and/or services that contribute to an overall social support network. Examples of project impacts that can impact community cohesion include splitting or isolating areas, and separation from services.

**Community Facility**

A physical feature provided – either by the municipality as a public service or by a private entity – within the community for the benefit of the public (e.g., schools, places of worship, community centers, post office, library, etc.).



**Community Impacts Assessment (CIA)**

A process used to evaluate the effects of a transportation action on a community and its quality of life that involves understanding and documenting the existing and anticipated social environment of a community with and without the proposed action.

**Conformity**

The process of determining that federal actions, such as transportation projects, conform to the State Implementation Plan (SIP). The Clean Air Act prohibits federal agencies from providing funding or approving any activity that does not conform to an applicable SIP. State transportation conformity rules codified in the Texas Administrative Code only applies to projects in Environmental Protection Agency (EPA) designated nonattainment or maintenance areas for ozone, carbon monoxide, nitrogen dioxide, or particulate matter because these are considered transportation-related pollutants. Conformity applies to both Federal Highway Administration (FHWA)/Federal Transit Administration (FTA) projects and to projects considered regionally significant by the Metropolitan Planning Organization (MPO).

**Control Section Job Numbers (CSJ)**

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 Environmental Impact Statement (EIS) Scoping process.

**Cultural Resources**

Historic places, archeological sites and cemeteries listed in the federal government's National Register of Historic Places (NRHP). See NRHP.

**Cumulative Effects**

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 which agency (federal or non-federal) or person undertakes such other actions.

**De Minimis Impact**

A minimal impact resulting in no adverse effects to historic properties, publicly owned parks, recreation areas, wildlife, or waterfowl refuges.

**Disability**

Conditions that impact an individual's basic functioning and limit participation. These include difficulty in hearing, vision, cognitive abilities, ambulatory abilities, self-care capabilities, and independent living capabilities, as defined by the American Community Survey.



### **Displacement**

Occurs when the right-of-way needed for a highway project functionally impairs or requires the removal of a residential or commercial property. Some of the ways that TxDOT determines if a property will be displaced are the following:

- Direct impacts to a structure due to construction or right-of-way acquisition;
- Direct impacts to a parcel of land that would make a residence unlivable or a business inoperable.

### **Draft Environmental Impact Statement (Draft EIS or DEIS)**

A draft report that provides a detailed description of the project, the Purpose and Need, Reasonable Alternatives and the affected environment, and presents an analysis of the anticipated beneficial and adverse environmental effects of the alternatives.

### **Elderly**

Persons aged 65 and older according to the American Community Survey.

### **Emergent Wetland**

A wetland in which plants are rooted and grass-like plants stand above the water's surface.

### **Endangered Species**

Any species that is in danger of extinction throughout all or a substantial portion of its range.

### **Environmental Assessment (EA)**

A level of environmental classification under NEPA that is required to evaluate whether or not a federal action has the potential to cause significant environmental effects. Generally, the EA includes a brief discussion of the following:

- Purpose and Need of the proposed action
- Alternatives being considered
- Environmental impacts of the proposed action
- A listing of agencies and persons consulted

If it is determined that the project will not have significant environmental impacts, then a Finding of No Significant Impact (FONSI) will be issued. *Note: This environmental classification does not apply to the Spur 399 Extension project.* If the EA determines that the environmental impacts of a proposed action will be significant, an Environmental Impact Statement is prepared.

### **Environmental Compliance Oversight System (ECOS)**

File of record under state and federal law for environmental aspects of department-sponsored projects.



**Environmental Impact Statement (EIS)**

A level of environmental classification under NEPA that is required for a federal action when it is anticipated that the proposed project could significantly affect the quality of the human and natural environment. An EIS is the most rigorous level of environmental review, requiring significant public involvement, and requires both a draft EIS document, or DEIS, and final EIS, or FEIS.

**Environmental Justice (EJ)**

The fair treatment and meaningful involvement of all people regardless of race, color, national origin, or income, with respect to the development, implementation and enforcement of environmental laws, regulations, and policies.

**Environmental Justice Community**

A readily identifiable group of persons living in geographic proximity that have historically been neglected by environmental protections and may have direct exposure to environmental hazards due to race, color, national origin, or income. TxDOT defines minority and/or low-income populations as environmental justice communities.

**Environmental Mitigation**

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

**Equivalent Receptors**

Used to determine feasibility/reasonableness for noise barriers in areas like parks where one receptor represents an equivalent number of residences based on typical residential square footage in the study area.

**Executive Order (EO)**

A signed, written, and published directive from the President of the United States that has the force of law to manage operations of the federal government, including protection of natural resources (e.g., wetlands, invasive species, or floodplains) and environmental justice (e.g., Limited English Proficiency (LEP) populations, minority, or low-income populations).

**Farmland Impacts**

Activities that would convert farmland to nonagricultural purposes.

**Farmland Protection Policy Act (FPPA)**

Passed by Congress in 1981, the FPPA is intended to minimize the impact Federal programs (including state highway construction projects) have on the unnecessary and irreversible conversion of farmland to nonagricultural uses.



### **Feasibility Study**

A planning tool used by TxDOT during the early stages of project development to help 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.

### **Final Environmental Impact Statement (Final EIS or FEIS)**

A document that addresses the comments on the Draft Environmental Impact Statement (DEIS) and identifies the Preferred Alternative. It follows a formal comment period and receipt of comments from the public and other agencies on the DEIS.

### **Floodplain**

An area that is subject to natural flooding from an adjoining waterway. A 100-year floodplain, referring to a statistical probability, is an area that has a one percent chance of experiencing a flood in any given year.

### **Floodway**

Part of the floodplain otherwise leveed and reserved for emergency diversion of water during floods.

### **Forested wetland**

Wetlands that are dominated by woody vegetation 20 feet or taller.

### **Frontage Road**

Roadway lanes alongside limited access freeways that provide property access and connect mainlanes to cross streets. Also known as access or service roads.

### **Grade-Separated Interchange**

Grade separation is a method of aligning a junction of two or more roadways at different heights (grades) so that they will not disrupt the traffic flow when they cross each other. Grade-separated interchanges generally consist of a combination of roads and bridges (overpasses or flyovers).

### **Greenway**

Any natural or landscaped course for pedestrian or bicycle passage, often along natural corridors, such as riverfronts or along a railroad right-of-way converted for recreational use.



**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.

**Historic Properties**

Buildings, structures, objects, sites, or districts with historical or archeological significance that are listed in, or eligible for listing in, the National Register of Historic Places.

**Interactive Highway Safety Model (IHSDM)**

Software used to evaluate the safety and operational effects of geometric design decisions on highways, Provides estimates of a highway design's expected safety and operational performance.

**Impacts**

The positive or negative effects upon the natural or built environment that result from an action (e.g., project).

**Impacted Receptors**

A discrete or representative location of noise-sensitive areas listed in FHWA's Noise Abatement Criteria (NAC) for which noise levels in the Design Year condition approach (1 dB(A) below), equal, or exceed the NAC [EXAMPLE - residence NAC B = 67 dB(A); the modeled value would be 66 dB(A) or higher] or create a substantial increase over existing noise levels (>10 dB(A)).

**Impaired Waters**

Streams, rivers, and lakes are used for recreation and fishing and may provide water for drinking or agriculture. When water is contaminated by pollutants, the water bodies are considered impaired. These impairments are related to the amount of pollution that has occurred in or near the water body.

**Indirect Effects**

Impacts caused by a project or plan but realized later in time or farther in distance. May include induced growth and development as well as environmental impacts on air, water, and other natural systems, including ecosystems.

**Individual Permit (IP)**

One of several types of permits issued by the US Army Corps of Engineers (USACE) that is required when a proposed project will impact discharges into waters of the United States or involve work in navigable waters. The individual permit is required when projects have more than minimal impacts, involve a more comprehensive public interest review, and require additional environmental criteria evaluation.



**Induced Displacement**

An induced displacement occurs when the right-of-way needed for construction of a highway project would functionally impair use of the property. For example, loss of parking spaces or removal of driveways or service roads to access a home or business.

**Induced Growth Effect**

Impact of a project or plan on economic or land development or population growth due to increased access or mobility.

**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**

The way 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 the roadway.

**Limited English Proficiency (LEP)**

Individuals who do not speak English as their primary language and who have a limited ability to read, speak, write, or understand English.

**Low-Income Population**

Person whose household income is at or below the U.S. Department of Health and Human Services poverty guidelines for the current year. The 2022 poverty guideline is \$27,750 for a family of four. A low-income population is a readily identifiable group of low-income persons living in geographic proximity.

**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.



### **Minority**

A person meeting any of the following criteria, as set forth by the U.S. Census Bureau:

- Black: a person having origins in any of the Black racial groups of Africa
- Hispanic or Latino: a person of Mexican, Puerto Rican, Cuban, Central or South American, or other Spanish culture or origin, regardless of race
- Asian American: a person having origins in any of the original peoples of the Far East, Southeast Asia, or the Indian subcontinent
- American Indian and Alaskan Native: a person having origins in any of the original people of North America, South America, and Central America, who maintains cultural identification through tribal affiliation or community recognition
- Native Hawaiian and Other Pacific Islander: a person having origins in any of the original peoples of Hawaii, Guam, Samoa, or other Pacific Islands

### **Minority Population**

Any readily identifiable groups of minority persons living in geographic proximity. TxDOT defines minority populations as groups with a percentage of minority persons approaching or exceeding 50% of a census block population and where the project area geographies may have minority populations that are meaningfully greater than an appropriate unit of geographic assessment. The appropriate unit of geographic assessment may be a governing body's jurisdiction, a neighborhood census tract, or other similar unit.

### **Mitigation**

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

### **Mobile Source Air Toxics (MSAT)**

MSATs are a subset of the 188 air toxics defined by the Clean Air Act. MSATs are compounds emitted from highway vehicles and non-road equipment. Some toxic compounds are present in fuel and are emitted into the air when the fuel evaporates or passes through the engine unburned. Other toxics are emitted from the incomplete combustion of fuels or as secondary combustion products. Metal air toxics also result from engine wear or from impurities in oil or gasoline.

### **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.

**National Ambient Air Quality Standards (NAAQS)**

Federal standards that set allowable concentrations and exposure limits for various pollutants. The Environmental Protection Agency (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 Environmental Impact Statement (EIS) process, to evaluate all viable alternatives considered and eliminated during the Feasibility Study, as well as others developed by TxDOT.

**National Register of Historic Places (NRHP)**

Authorized by the National Historic Preservation Act of 1966, the National Park Service's National Register of Historic Places is part of a national program to coordinate and support public and private efforts to identify, evaluate, and protect America's historic and archeological resources.

**Navigable Airspace**

The airspace at or above the minimum altitudes of flight that includes the airspace needed to ensure safety in the takeoff and landing of aircraft.

**No-Build Alternative**

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



### **Noise Abatement**

Any positive action taken to reduce the impact of traffic noise on an activity area, as defined by the FHWA Noise Abatement Criteria (NAC). Examples of types of noise abatement measures include:

- Construction of noise walls/barriers (most common)
- Managing traffic
- Relocating the roadway
- Acquiring undeveloped property to serve as a buffer zone between the highway and the area affected by traffic noise

Noise abatement measures would be proposed for locations that meet federal and state feasibility and reasonableness criteria, which includes optimizing and analyzing noise reduction, cost, and constructability of noise walls in impacted areas.

### **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)**

Published notice that an Environmental Impact Statement (EIS) 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.

### **Prime Farmland**

Prime farmland, as defined by the U.S. Department of Agriculture, is land that has the best combination of physical and chemical characteristics for producing food, feed, forage, fiber, and oilseed crops and is available for these uses.

### **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.



**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, schematic designs, 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. A scoping meeting 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 a project with the primary purpose of determining a Preferred Alternative.

**Reasonable Alternatives**

Alternatives that meet the project's Purpose and Need.

**Record of Decision (ROD)**

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

**Regionally Significant Arterials (RSAs)**

Roadways that serve regional transportation needs, provide service to regional activity centers, connect communities, and maintain access to and from areas outside of the region. RSAs form the backbone of the arterial roadway network. RSAs are forecasted to carry approximately 22 percent of all vehicular traffic in the region by 2045.



**Regulatory Agency**

A Federal or State agency that has responsibility for implementing legislation (the acts and regulations) of the government. May be 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.

**Residential Displacements**

Project-induced impact to a residential dwelling including single-family homes, duplexes, apartments, and mobile homes, due to loss of access or direct impact to the structure or land. Always considered “potential” subject to final design.

**Resource Agency**

A Federal or State agency or commission that has jurisdictional responsibilities for managing or administering 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.

**Riparian Area**

Area of land along waterways with unique soil and vegetation characteristics strongly influenced by the presence of water. These areas may provide habitat for a large diversity of plants and animals, including endangered and threatened species, and serve as migration route stopping points. They also help control pollution by and help to reduce floodwater velocity.

**Section 106**

Section of the National Historic Preservation Act that requires federal agencies to consider the effects of projects they carry out, approve, or fund on historic properties.

**Section 303(d)**

Under Section 303(d) of the Clean Water Act, states, territories, and authorized tribes must report the status of the state’s waters to the U.S. Environmental Protection Agency (EPA). The law requires these



entities to establish priority rankings for waters listed in the report and to develop total maximum daily loads for impaired waters that do not set or meet standards implemented by the reporting entity which for this project is the Texas Commission on Environmental Quality.

#### **Section 404**

Section 404 of the Clean Water Act (CWA) establishes a program to regulate the discharge of dredged or fill material into waters of the United States, including wetlands. Activities in waters of the United States regulated under this program include fill for development, water resource projects (such as dams and levees), infrastructure development (such as highways and airports) and mining projects. Section 404 requires a permit before dredged or fill material may be discharged into waters of the United States, unless the activity is exempt from Section 404 regulation (e.g., certain farming and forestry activities).

#### **Section 4(f)**

Section of the U.S. Department of Transportation Act of 1966 that requires projects that receive funding or approval by any government agency to avoid impacts to certain properties including public parks and recreation lands, wildlife and waterfowl refuges, and historic and archeological sites of national, state, or local significance. Documentation and approval by the federal lead agency is required when a project cannot avoid impacting these properties.

#### **Section 6(f)**

Section of the Land and Water Conservation Fund (LWCF) Act of 1965 that requires coordination with the National Park Service on projects which propose to use land from parks and recreational lands that received LWCF Act funds.

#### **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 presented 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 is presenting *Conceptual Schematic Design* at the Public Meeting. It will show customized typical sections for various 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 various locations, ramp locations and interchange configurations, drainage design, and bicycle and pedestrian accommodations.



- 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.

### **Shared Use Path**

A bikeway physically separated from motor vehicle traffic that may also be used by other non-motorized users.

### **Spur 399**

An existing limited-access spur highway approximately 0.5 miles 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 in the southern part of McKinney.

### **Stakeholder**

Individuals and organizations with interest or involvement 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.

### **State Species of Greatest Conservation Need (SGCN)**

Native plants or animals designated as SGCN are generally those that are declining or rare and in need or attention to recover or to prevent the need to list under state or federal regulation.

### **Statewide Important Farmland**

Land that does not meet the criteria for prime or unique farmland is considered to be "farmland of statewide importance" for the production of food, feed, fiber, forage, and oilseed crops. Generally, this land includes areas of soils that nearly meet the requirements for prime farmland and that economically produce high yields of crops when treated and managed according to acceptable farming methods. Farmland of statewide importance may include tracts of land that have been designated for agriculture by state law.

### **Texas Commission on Environmental Quality (TCEQ)**

The environmental agency for the State of Texas which has regulatory oversight of public health and natural resources. TCEQ programs are focused on clean air, clean water, and the safe management of



waste. TCEQ often performs environmental reviews as a “participating agency” and may review and comment on actions subject to NEPA.

**Threatened Species**

Any species which is likely to become an endangered species within the foreseeable future throughout all or a significant portion of its range.

**Title VI**

Title VI of the Civil Rights Act of 1964 prohibits discrimination in any program receiving federal assistance.

**Total Maximum Daily Loads (TMDLs)**

Establishes the maximum amount of a pollutant, from point sources and non-point sources, which can occur within the waterbody and still meet state water quality standards.

**Traffic Noise (Highway)**

Sound from highway traffic, commonly measured in decibels and abbreviated as dB, is generated primarily from a vehicle’s tires, engine and exhaust. When a traffic noise impact occurs, noise abatement measures must be considered (see also Noise Abatement).

**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).

**Travel Lanes**

Marked lanes delineating the intended path of travel for vehicles along a corridor. Mainlanes are the primary travel lanes as opposed to frontage road lanes.

**TxDOT Civil Rights Division (CIV)**

TxDOT Division that promotes diversity and inclusion opportunities within the agency’s programs and operations related to equal opportunity, affirmative action, and non-discrimination, and oversees the department’s Disadvantaged Business Enterprise (DBE), Small Business Enterprise (SBE), and Historically Underutilized Business (HUB) programs and activities.



**TxDOT Environmental Affairs Division (ENV)**

The TxDOT Division that is responsible for central coordination and oversight of all TxDOT environmental activities. It is also a liaison with state and federal resource agencies, the public, and other groups.

**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.

**Uniform Relocation Assistance and Real Property Acquisition Policies Act (Uniform Act)**

Provides relocation payments and advisory assistance for displacees who are displaced by highway construction on the Federal-Aid Highway System (see also Displacee).

**U.S. Army Corps of Engineers (USACE)**

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 the following:

- 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

**USACE Flowage Easement**

Privately owned land on which the USACE has acquired certain perpetual rights. These rights include the right to flood in connection with the operation of a reservoir, the right to prohibit construction or maintenance of structures for human habitation, and the right to approve all other structures.

**United States Code (USC)**

The U.S. Code is a consolidation and codification by subject matter of the general and permanent laws of the United States. It contains the official text of an Act of Congress upon enactment of a law. It is divided by broad subjects into 53 titles and published by the Office of the Law Revision Counsel of the U.S. House of Representatives. The U.S. Code does not include regulations issued by executive branch agencies, decisions of the Federal courts, treaties, or laws enacted by State or local governments.

**U.S. Department of Transportation (USDOT)**

The agency responsible for planning and coordinating federal transportation projects as well as setting safety regulations for all major modes of transportation.



**Waters of the US (WOTUS)**

Waters which are currently used, were used, or may be used, for interstate or foreign commerce, including waters subject to tidal effect and wetlands. These include all interstate lakes, rivers, streams, mudflats, sandflats, wetlands, sloughs, prairie potholes, wet meadows, playa lakes, natural ponds, or tributaries.

**Wetland**

Land saturated by water that supports oxygen-free processes, with soil and vegetation adapted for life in water. They are beneficial in storing floodwaters, filtering pollutants, and serving as a carbon sink. Wetlands are federally protected to avoid impacts when possible and be replaced when impacts are unavoidable.

**Wetland Delineation**

Establishes the boundary of and provides a detailed description of 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, marshes, bogs, and similar areas (location) and physical limits (size) of a wetland for purposes of federal, state, and local regulations.