



Glossary

Air Quality Index (AQI): The AQI is a guide for reporting daily air quality. It tells you how clean or polluted your air is, and what associated health concerns you should be aware of. The AQI focuses on health effects that can happen within a few hours or days after breathing polluted air. The U.S. Environmental Protection Agency (EPA) uses the AQI for five major air pollutants regulated by the Clean Air Act: ground-level ozone, particulate matter, carbon monoxide, sulfur dioxide, and nitrogen dioxide. For each of these pollutants, EPA has established national air quality standards to protect against harmful health effects.

Alternative: Alternatives are different options under consideration for a project. By evaluating the impacts associated with different Alternatives, a decision can be made as to which one will be the “Preferred Alternative” or “Recommended Alternative.” There have been a number of Alternatives considered as part of this project.

American Association of State Highway and Transportation Officials (AASHTO): A nonprofit, nonpartisan association representing highway and transportation departments in the 50 states, the District of Columbia and Puerto Rico whose primary goal is to foster the development, operation, and maintenance of an integrated national transportation system.

American Society for Testing and Materials (ASTM): Founded in 1898, ASTM is a nonprofit organization providing standards that are accepted and used in research and development, product testing, quality systems, and commercial transactions around the globe. In over 130 varied industry areas, ASTM standards serve as the basis for manufacturing, procurement, and regulatory activities.

Archaeological Site: The location of past cultural activity which could be used to describe and explain the nature and evolution of cultural systems; a defined space with mainly continuous archaeological evidence. Most archaeological resources are below ground level and yield information important in history or pre-history.

Architectural Resource: A building or other structure with potential historic significance based on its age, type, or its association with a person(s) or event(s). Such a property may have the distinctive characteristics of a type, period, or method of construction or may represent the works of a master or may possess high artistic values.



Area of Potential Effects (APE): In the context of cultural resources, the APE is the geographic area or areas within which a project may directly or indirectly cause alterations in the character or use of historic or archaeological resources, if any such properties exist. The area of potential effect is influenced by the size and nature of a project and may be different for different kinds of effects caused by the project.

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

Average Daily Traffic (ADT): The average number of vehicles passing a fixed point on a roadway in a 24 hour time frame. Used as a measure of traffic volume on a roadway. To reflect daily variation over time, annual average daily traffic (AADT) may also be used; this measure averages the daily traffic volumes over the course of a year.

Build Alternatives: A collective description of all Alternatives that include physical construction and therefore are distinct from the No-build Alternative.

Capacity: The maximum hourly rate at which persons or vehicles can reasonably be expected to traverse to a point during a given time period under prevailing roadway and traffic conditions.

Clean Air Act Amendments (CAAA): The CAAA is legislation designed to curb three major threats to the nation's environment and to the health of Americans: acid rain, urban air pollution, and toxic air emissions. It called for establishing a national permits program to make the law more workable, and an improved enforcement program to help ensure better compliance with the Act. The original Clean Air Act of 1970 was last amended in 1990.

Clean Water Act: The Clean Water Act provides for comprehensive federal regulation of all sources of water pollution. It prohibits the discharge of pollutants from non-permitted sources.

Congestion: The level at which transportation system performance is no longer acceptable due to traffic interference. The level of acceptable performance may vary by type of transportation facility, geographic area, and/or time of day.

Collector: A low or moderate-capacity road which is below a highway or arterial road level of service. Collector roads tend to lead traffic from local roads or sections of neighborhoods to activity areas within communities, arterial roads or (occasionally) directly to expressways or freeways.

Cooperating Agency: According to CEQ (40 CFR 1508.5), "cooperating agency" means any governmental agency, other than a lead agency, that has jurisdiction by law or special expertise with respect to any environmental impact involved in a proposed project or project alternative.

Comprehensive Environmental Response, Compensation, and Liability Act (CERCLA):

Created in 1980, it is also known unofficially as "Superfund." CERCLA provided broad Federal authority to respond directly to releases or threatened releases of hazardous substances that may endanger public health or the environment. By creating the designation of "Superfund" sites, CERCLA established provisions for the liability, use, and funding for remediation of hazardous waste sites, particularly when no responsible party could be identified.



Comprehensive Plan: A document used by local, county and regional bodies in the land planning process that contains a statement of objectives, projections and short- and long-term planning.

Controlled Access: This is the regulated limitation of access into (ingress) and out of (egress) properties abutting a roadway. A controlled access roadway has few (or no) driveways, may be physically separated by a median, and intersections with crossroads are widely spaced. A freeway would have limited access with access to and from the roadway limited to interchange ramps.

Council of Environmental Quality (CEQ): This agency is a division of the Executive Office of the President of the U.S. that coordinates federal environmental efforts and works closely with agencies and other White House offices in the development of environmental and energy policies. Under NEPA, CEQ works to balance environmental, economic and social objectives in pursuit of NEPA's goal of "productive harmony" between humans and the natural environment.

Cross-Section: Depicts the physical dimensions of a roadway facility as seen from a driver's perspective, including lane, shoulder, median, and typical right of way widths.

Cultural Resources: A location, building, structure, or place with potential historic or archaeological significance.

Cumulative Impacts: The impact on the environment which results from the incremental impact of action(s) when added to other past, present, and reasonably foreseeable future actions.

Delay: Occurs when a vehicle can not travel at the free flow speed for a segment of roadway because of the density of traffic. Usually measured using a qualitative measure called Level of Service (see definition below).

Design Hourly Volume (DHV): An hour with traffic volumes that represent a reasonable value for designing the geometric and control element of a roadway facility.

Design Speed: A speed used to design the curvature and grades of a highway, taking into account the composition and volume of traffic. To ensure safe operations, it is typically desirable for engineers to choose a design speed that equals or exceeds the anticipated posted speed, and complements the highway type, setting, functional classification, traffic volume, and terrain.

Disproportionate Impacts: Predominately impacts a minority or low-income population group or, the impact is "more severe" than that experienced by non-minority or non-low income populations.

Direct Impacts: A direct impact is an impact caused by a project that occurs at the same place as the project and at the same time as the project is implemented, i.e. is a direct result of the project.

Diverge: A movement in which a single lane of traffic separates into two lanes without the aid of traffic control devices such as when vehicles exit a freeway.



Draft Environmental Impact Statement (DEIS): See Environmental Impact Statement.

Endangered Species: Endangered Species are any species of animal or plant life that is in danger of extinction throughout all or a significant part of its range. Species can be designated “endangered” by either the U.S. Fish and Wildlife Service or a state’s Natural Heritage program. With this designation comes legal protection at the federal level (Endangered Species Act) and/or the state level. Species can also be designated by state or federal government as Threatened Species or Special Concern Species for species with populations that are somewhat less in jeopardy than endangered species.

Environmental Consequences: The Environmental Consequences discussion in an Environmental Assessment (EA) or Environmental Impact Statement (EIS) assesses the anticipated effects of the proposed project alternatives on all possible resources (air quality, wildlife, wetlands, etc.) that may be affected by the project. This discussion compares and contrasts the impacts associated with all alternatives, including the No-build Alternative.

Environmental Impact Statement (EIS): An environmental document that is prepared when it is initially determined that the action/project may cause significant impacts to the environment, when environmental studies and early coordination indicate significant impacts, or when review of a previously prepared environmental assessment indicates that the impacts anticipated to result from the project may be significant.

Draft EIS (DEIS): compares all reasonable alternatives to the proposed project and summarizes the studies, reviews, consultations, and coordination required by legislation and Executive Orders to the extent appropriate at the draft stage in the environmental process.

Final EIS (FEIS): identifies and addresses the social, economic, and environmental impacts of a Recommended Alternative and addresses public comments received during the formal public commenting period as well as the public comments received throughout the NEPA process.

Record of Decision (ROD): After publishing the Draft and Final EIS, the NEPA process concludes with a Record of Decision (ROD). The ROD identifies the selected alternative, presents the basis for the decision, identifies all the alternatives considered, specifies the “environmentally preferable alternative,” and provides information on the adopted means to avoid, minimize and compensate for environmental impacts.

Facility: Any type of transportation infrastructure such as highways, local roads, transit centers, etc. that is used to move people and goods.

Farmland Protection Policy Act (FPPA): The purpose of FPPA is to minimize the extent to which federal programs contribute to the unnecessary and irreversible conversion of farmland to non-agricultural uses. FPPA ensures, to the maximum extent practicable, that federal programs are administered in a manner that is compatible with state, unit of local government, and private programs to protect farmland.

Farmlands of Local Importance: The Natural Resources Conservation Service defines these farmlands as those lands that are nearly Prime Farmland and that economically produce high yields when treated and managed according to modern farming methods. Some may produce as high a yield as prime farmlands, if conditions are favorable.



Federal Highway Administration (FHWA): Division of the U.S. Department of Transportation which funds highway planning and construction programs and is headquartered in Washington, D.C., with field offices located across the United States. The FHWA provides expertise, resources, and information to continually improve the quality of our nation's highway system and its intermodal connections. The Federal-Aid Highway Program is the main program through which the FHWA performs its mission. The Federal-Aid Highway Program provides federal financial assistance to the States to construct and improve the National Highway System, urban and rural roads, and bridges.

Final Environmental Impact Statement (FEIS): See Environmental Impact Statement.

Floodplain: Any land area susceptible to being inundated by floodwaters from any source.

Freeway: A divided highway for through traffic with controlled access. All crossings of the freeway by other roadways are vertically grade-separated (i.e. bridges carry the freeway above the other roadway or vice versa) and all access to the roadway is provided exclusively by interchange ramps that merge with the freeway traffic.

Gathering Places: Convenient locations to gather, hold special events, and is accessible to public transportation.

GIS: A geographic information system (GIS) captures, stores, analyzes, manages, and presents data that is linked to location. GIS allows us to view, understand, question, interpret, and visualize data in many ways that reveal relationships, patterns, and trends in the form of maps, globes, reports, and charts.

Habitat: An area that provides an animal or plant with adequate food, water, shelter, and living space.

Hazardous Materials: Substances or materials capable of posing unreasonable risk to health, safety and property when transported in commerce, or when encountered in above-ground or below-ground contamination.

Historic Resources: Historic resources are properties that may possess potential historic significance based on its age, type, or its association with a person(s) or event(s). Such a property may have the distinctive characteristics of a type, period, or method of construction or may represent the works of a master or may possess high artistic values.

Hydric Soils: A hydric soil is a soil that is saturated, flooded, or ponded long enough during the growing season to favor the growth of wetland plants.

Impacts: Effects which occur as a result of implementing a transportation improvement. Direct impacts most commonly occur when proposed right of way actually crosses a resource in question such as a residence, business, wetland, or other regulated resources.

Indirect Effects: Effects which are caused by the project, but occurring later in time or farther removed in distance than direct impacts. Indirect effects include changes in land use attributable to the project (induced growth) and impacts on environmental resources that occur as a result of the project's influence on land use, such as the effect of habitat fragmentation on species viability over time or changes in wetland functions due to stormwater runoff.



Infill: Used to describe development on unused parcels of land in already developed sections of a city.

Infrastructure: Term used to describe the physical assets of a society or community including roads, bridges, transit facilities, bikeways, sidewalks, parks, sewer/water systems, communications networks, and other capital facilities.

Invasive Species: Invasive species are non-native plants or animals that are introduced far from their original range, and become more successful at competing with native species for space and resources.

Joint Lead Agency: As specified in CEQ regulations for implementing NEPA (40 CFR 1501.5), lead agencies are responsible for supervising the preparation of the environmental impact statement. In a joint lead, two or more agencies would share lead responsibilities.

Land Evaluation Site Assessment (LESA): LESA is a point-based approach for rating the relative importance of agricultural land based upon specific measurable features.

Land Use: The way specific portions of land or the structures on them are used or planned for future use. Land use is typically based on local zoning guidelines and long term land use plans. Example land uses include commercial, residential, industrial, retail, agricultural, vacant, etc.

Level of Mobility (LOM): A term used to represent the perspective of drivers, but it is expressed in common language that is easily understood by the traveling public. Service ranges from free flow to severely congested.

Level of Service (LOS): A qualitative assessment of a road's operating conditions. 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 Access Facility: A freeway facility that does not have driveway access or roadway intersections. Access is limited to freeway interchanges.

Local Roadway: A road that serves individual residences or businesses and/or distributes traffic within a given urban or rural area.

Median: A barrier, often found on multi-lane roadways or freeways, which provides separation distance between opposing traffic movements. A median can consist of either a grass or natural setting typical of a rural cross-section, or a concrete wall or guardrail barrier which is typical of an urban setting.

Merge: A movement in which two separate lanes of traffic combine to form a single lane without the aid of traffic signals or other right of way controls. An example of a merge is traffic merging or entering onto a freeway from an on-ramp.

Mitigation: Actions provided to avoid, minimize, or compensate the negative effects of a project.



Mobile Source Air Toxics (MSAT): Regulated by the EPA, MSATs are known as “hazardous air pollutants.” Most air toxics originate from human-made sources, including on-road mobile sources, non-road mobile sources (e.g., air-planes), area sources (e.g., dry cleaners) and stationary sources (e.g., factories or refineries).

National Ambient Air Quality Standards (NAAQS): Air quality standards set by the U.S. Environmental Protection Agency for pollutants considered harmful to public health and the environment.

National Environmental Policy Act (NEPA): Federal act passed in 1969 which requires the assessment of the social, economic, and environmental impacts that a federally funded or federally permitted project might cause. This includes the identification of the purpose of and need for the project, and evaluation of alternatives to minimize resulting impacts.

National Pollutant Discharge Elimination System (NPDES): The national program for issuing, modifying, revoking and reissuing, terminating, monitoring, and enforcing permits, and imposing and enforcing pretreatment requirements, under Sections 307, 318, 402, and 405 of the Clean Water Act.

National Register of Historic Places (NRHP): The NHRP is the nation’s official list of cultural resources worthy of preservation. This list was established under the National Historic Preservation Act of 1966 and is administered by the Department of the Interior.

Natural Break: A method of manual data classification that seeks to find gaps in the data values and clump the data according to its naturally occurring groups of values.

Natural Resources Conservation Service (NRCS): The federal agency responsible for providing leadership in a partnership effort to help people conserve, maintain, and improve our natural resources and environment. NRCS was formerly known as the Soil Conservation Service.

Navigable Waters of the United States: Those waters that are subject to the ebb and flow of the tide and/or are presently used or have been used in the past, or may be susceptible for use to transport interstate or foreign commerce.

Network: A transportation system with its many roadways and routes often showed either graphically or mathematically.

No-build Alternative: The No-build Alternative consists of making no improvements in the study area. The “no-build” alternative is always included as a benchmark against which the impacts of other alternatives can be compared.

Non-Attainment Area: A designation by the EPA of any area in the United States failing to meet the National Ambient Air Quality Standards (NAAQS).

Overlay District: A zoning code or district which is available as an option to the underlying zoning.



Parkway: A roadway facility where the design speeds are lower and allow the reduction in design criteria for horizontal and vertical curvature, sight distance, and clear zone. This reduction in criteria for the facility allows the introduction of roadside amenities such as curb, trees, bicycle facilities, sidewalk and pedestrian lighting without providing extensive clear zones or a stringent highway barrier system to protect from impacts.

Participating Agencies: Federal, State, tribal, regional, and local government agencies that may have an interest in the project.

Peak Hour: The 60 minute period in the AM or PM in which the largest volume of travel is generally experienced on a roadway segment (e.g. rush hour).

Preliminary Alternatives: Preliminary concepts developed at the onset of a transportation planning project. Preliminary Alternatives are typically very conceptual by nature and are intended to examine all reasonable alternatives to address the transportation needs of the study area, prior to detailed study to identify their feasibility.

Prime Farmland: The Natural Resources Conservation Service has designated prime farmland as land that has the best combination of physical and chemical characteristics for producing food, forage, fiber, and oilseed crops. The land could be crop, pasture, range, forest, or other uses, but does not include urban built up land or water bodies since these two are considered irreversible uses. It has the soil quality, growing season, and moisture supply needed to economically produce and sustain high yields when treated and managed according to modern farming methods, including water management.

Principal Arterial: Major streets or highways, many with multi-lane or freeway design, serving high-volume traffic corridor movements that connect major generators of travel.

Public Hearing: A hearing formally advertised and convened to allow any person who deems their interest to be affected by a project an opportunity to be heard. A public hearing includes formal documentation of all comments received.

Reasonable Alternatives: Reasonable alternatives include those that are practical or feasible from the technical and economic standpoint and using common sense. Reasonable is considered to be any alternative that meets the project's purpose & need and can feasibly be built.

Recommended Preferred Alternative: The Recommended Preferred Alternative is selected from the Reasonable Alternatives after extensive engineering, social, economic, and environmental analysis. It could include components of several Practical Alternatives in any combination found to be the most beneficial.

Record of Decision (ROD): A final environmental document published after a Final Environmental Impact Statement (FEIS) that identifies the selected alternative. A ROD discusses the alternatives considered and the basis of the decision as well as any mitigation measures for environmental impacts.



Resource Conservation and Recovery Act (RCRA): Passed by Congress in 1976 to provide cradle-to-grave management of hazardous waste. Regulation is enforced by the U.S. Environmental Protection Agency (EPA) and the South Carolina Department of Health and Environmental Control (SCDHEC).

Right of Way (ROW): Public land reserved for locating infrastructure such as a roadway or a utility line. A road right of way includes area for any required shoulders, drainage ditches, curb, median, barriers, and fences in addition to the roadway.

Section 4(f): This is Section 4(f) of the Department of Transportation Act of 1966 as amended.

Section 4(f) states that no highway project should be approved which requires the “use” of any publicly owned land from a public park, recreation area, wildlife and waterfowl refuge, or historic site unless there is no feasible or prudent alternative to the use of such land. In addition, adverse impacts to these 4(f) sites must include all possible planning to minimize harm resulting from such use. In the context of Section 4(f), “use” can be either a direct impact (taking of property), or a “constructive use”, which may not actually require acquisition of land, but otherwise impairs the function of the resource through changes in access or surroundings.

Section 6(f): The Land and Water Conservation Fund Act of 1965 established funding to provide matching grant assistance to states and local governments for the planning, acquisition, and development of outdoor public recreation sites and facilities. Section 6(f) of the Act prohibits the conversion of property acquired or developed with these grants to a non-recreational purpose without the approval of the Department of Interior’s National Park Service (NPS).

Section 106: Section 106 of the National Historic Preservation Act of 1966 is the main protection that archaeological, historical, and cultural resource sites have against the encroachment of federally-funded programs in the United States. Section 106 requires that the State Historic Preservation Office (SHPO) review all federal actions for any potentially adverse effect on cultural resources.

Sole Source Aquifers: Aquifer that supplies 50 percent or more of the drinking water in a given area.

South Carolina Department of Health and Environmental Control - Ocean and Coastal Resource Management (OCRM-DHEC): The state agency responsible for review of any wetland, floodplain, potentially contaminated sites, air quality, and/or water quality impacts.

South Carolina Department of Natural Resources (SCDNR): The state agency responsible for review of state threatened and endangered species, parkland, and fisheries impacts.

South Carolina Department of Transportation (SCDOT): The state agency responsible for planning, construction, and maintenance of all interstate, U.S., and state highways, bridges, and other modes of transportation within the State of South Carolina.

Special Planning Areas: These are areas that have been identified as having development pressures and would require further land use study. Consistent and coordinated land use plans are recommended.



State Historic Preservation Office (SHPO): The state agency having jurisdiction over protecting archaeological and above ground historic architectural resources (e.g. cultural resources).

Stopping Sight Distance: Stopping sight distance is the sum of two distances: (1) the distance traversed by a vehicle from the instant the driver sights a reason for stopping until the instant the brakes are applied; and (2) the distance needed to stop the vehicle from the instant brake application begins. These are referred to as brake reaction distance and braking distance, respectively.

Superelevation: The slope to which a roadway is banked between the inner-most lane and the outer-most lane. On freeways and other high-speed facilities, curved segments are often superelevated so traffic can safely travel through the curve at higher speeds.

Technical Memorandum: Reports detailing the processes and descriptions of various analyses such as Traffic, Noise, Natural Resources, and others which were used to prepare a Draft and/or Final Environmental Impact Statement.

Temporary Impact: Refers to impacts occurring during construction that cease to exist after construction associated with the project is completed (e.g. dust associated with construction activities).

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.

Total lane miles: The number of miles of pavement going in one direction on any given road. Miles of roadway x (times) number of lanes = lane miles.

Traffic Count: Mechanical, digital, or photographic means of quantifying the number and type of vehicles at a given location. Counts may be determined from raw base data (axle counts divided by two to give an estimation of passenger vehicles), or by more sophisticated means to quantify vehicle type (passenger, light truck, heavy truck, bus, etc.). Counts typically are performed for an identified peak period (AM - early/"rush hour" morning, PM - late/"rush hour" afternoon, or other industry-determined period) or for a 24-hour period. 24-hour counts may be adjusted for weather, seasonal, and other factors to arrive at a representative annual average daily traffic count (AADT).

Transit: Transportation mode involving buses, trains, and other vehicles that individually move larger numbers of people than do individual automobiles. Also known as mass transit, public transit, public transportation, or urban transit.

Transportation System Management (TSM): An Alternative that includes reasonable small-scale roadway improvements such as traffic signal improvements, turn restrictions, turn lanes, and short distance local road improvements. TSM does not include major construction.

Travel Demand: The counted or projected volume of traffic that is or will be utilizing a roadway in a specified time period (i.e., 24-hours, peak periods, etc.).



Travel Forecasting: The process by which demographic information (population and employment) and land use projections are used to determine potential future vehicle trips on a given transportation network.

Underground Storage Tank Site (UST): Sites containing one or more underground storage tanks (USTs) or those found to show evidence of an existing or removed tank during background research or site visits. Depending on the type, age, and condition of the UST and associated underground piping, sites of this type may present a risk for soil and/or groundwater contamination. If the UST is documented as leaking or shows visible signs of leakage at ground level, it is referred to as a Leaking Underground Storage Tank (LUST).

Unique Farmlands: The Natural Resources Conservation Service has defined unique farmlands as land other than prime farmland that is used for the production of specific high value food and fiber crops. These lands have a special combination of factors needed to economically produce sustained high quality yields of a specific crop when treated and managed according to modern farm methods. The special factors that make the land unique include soil quality, growing season, temperature, humidity, elevation, moisture supply, or other conditions such as nearness to market that favor growth of a specific crop. Moisture supply is in the form of stored moisture, precipitation, or a developed irrigation system.

United States Army Corps of Engineers (USACE): The federal agency responsible for review of all water crossings of navigable streams. USACE also serves in an advisory role on wetland impacts of South Carolina highway projects.

United States Department of Agriculture (USDA): The federal agency responsible for review of any prime and unique farmland impacts.

United States Environmental Protection Agency (EPA): A federal agency that is charged with protecting the natural resources of the country.

United States Fish and Wildlife Service (USFWS): The federal agency responsible for review of the impacts on any federally listed threatened and endangered species along with other game and non-game species. The USFWS also serves as an advisory agency for many other environmental issues including wetland and habitat impacts.

Upland: An area that is not classified as a wetland.

Urban Cross-Section: A roadway facility characterized by enclosed drainage, meaning that storm water is conveyed away from the paved roadway using curbs, gutters, catch-basins and storm sewers. (The opposite is a Rural Cross-Section, where water is conveyed away from the roadway using swales, slopes, etc.) Urban divided freeway cross-sections have a median barrier wall separating opposing lanes of traffic.

Vehicle Hours of Travel (VHT): This is the number of vehicle-hours spent by travelers measured on a segment of roadway for a given time.

Vehicle Miles Traveled (VMT): The total number of vehicle miles travelled within a specific geographic area over a given period of time.



Volume to Capacity (V/C) Ratio: The V/C ratio indicates the percentage of total available roadway capacity that is being used during the peak traffic period. A V/C ratio of 1.0 means that all the capacity has been used up and the facility is highly congested. This performance standard for highways varies according to location, category and function of the highway.

Wetland: Areas that are inundated or saturated by surface or groundwater at a frequency and duration sufficient to support plants typically adapted for life in saturated soil conditions. The term “wetland” encompasses many different types of plant communities, and is dependent on the duration and depth of inundation. These different types can include fens, bogs, wet meadows, wooded wetlands, scrub-shrub wetlands, open water wetlands, etc. A “wetland complex” describes a contiguous area composed of more than one type of wetland. An area that is not classified as a wetland is called “upland.”

Wetland Delineation: The process used to determine the jurisdictional boundaries of a wetland. Wetland delineations are a function of the soils, hydrology and vegetation observed.

Wetland Mitigation: Avoidance, minimization, and compensation for the loss of functional values associated with wetlands impacted by an activity. The most common types of compensation include wetland restoration (reestablishing some or all of the values associated with wetland where wetlands have been drained), and wetland creation (establishing new wetland) in an upland or drained area.

Work Centers: Places in the City with existing or potential high concentrations of jobs.

Work Zones: Areas that would be conserved for economic development while discouraging residential development within these areas.



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