

**100-Year Flood Elevation:** The 100-year flood elevation is defined by the Federal Emergency Management Agency (FEMA) as the flood elevation that has a one-percent chance of being equaled or exceeded (inundated) in any given year. Thus, despite its name, a 100-year flood could occur more than once in a relatively short period of time. See also floodplain.

**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, USEPA 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 “Recommended Alternative.” There have been a number of Alternatives considered as part of this project, and all the terms below are defined separately as well:

- Illustrative Alternatives
- No-Build Alternative
- Build Alternatives (City East, City West, Township)

**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.

**Annual Average Daily Traffic (AADT):** The average number of vehicles passing a fixed point on a roadway in a 24-hour time frame. To reflect daily variation over time, AADT averages the daily traffic volumes over the course of a year. Used as a measure of traffic volume on a roadway. AADT is essentially the yearly traffic volume divided by 365.

**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 Effect (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.

**Blue Water Bridge Canada (BWBC):** The Canadian portion of the Blue Water Bridge is owned and operated by Blue Water Bridge Canada (BWBC). The BWBC was created as a corporation in 1964 by the Blue Water Bridge Authority Act and is responsible for the Canadian plaza operations, maintenance of the Canadian side of the bridge, capital infrastructure improvements, and toll collection. Specifically, the BWBC is responsible for the toll collection for westbound traffic (Canada to United States) and the provision of toll collection booths, Customs & Immigration booths, and bridge capacity.

**Build Alternatives:** A collective description of all Alternatives that include physical construction and therefore are distinct from the No-Build Alternative. For this document, the Build Alternatives are the City East, City West, and Township Alternatives.

**Canada Border Services Agency (CBSA):** Created December 12, 2003, the CBSA is responsible for providing integrated border services that support national security priorities and facilitate the free flow of persons and goods, into Canada including animals and plants, which meet all legislated requirements under the program legislation.

**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.

**Combined Sewer Overflows (CSOs):** Combined sewer systems are an older design of sewers used in the late 19<sup>th</sup> and early 20<sup>th</sup> century. Because these systems collect rainwater runoff,

domestic sewage, and industrial wastewater in the same pipe, high water levels from rain events can result in sewage and wastewater to be discharged as CSOs into lakes and streams. Municipal utilities across the country have been upgrading their sewer systems in recent decades to separate stormwater from sewage and wastewater, which are treated separately.

**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.

**Congestion:** The level at which transportation system performance and delay 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.

**Context Sensitive Solutions (CSS):** CSS is a collaborative, interdisciplinary approach that involves all stakeholders to develop a transportation facility that fits its physical setting and preserves scenic, aesthetic, historic and environmental resources, while maintaining safety and mobility. CSS is an approach that considers the total context within which a transportation improvement project will exist. CSS principles include the employment of early, continuous and meaningful involvement of the public and all stakeholders throughout the project development process.

**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.

**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.

**Customs and Border Protection:** U.S. Customs and Border Protection (CBP) is the unified border agency within the Department of Homeland Security (DHS). CBP combined the inspection workforces and broad border authorities of U.S. Customs, U.S. Immigration, Animal and Plant Health Inspection Service and the entire U.S. Border Patrol. CBP’s role is to manage,

control and protect the Nation's borders, at and between the official ports of entry. CBP is the lead agency that inspects border crossers and cargo on the United States Plaza at the Blue Water Bridge.

**Design Loading:** The amount of weight a bridge is designed to hold.

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

**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. A 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. A 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. After publishing the Draft and Final EIS, the NEPA process concludes with a Record of Decision (ROD).

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

**Family Independence Agency (FIA):** The FIA is Michigan's public assistance, child and family welfare agency directing the operations of public assistance and service programs through a network of over 100 county family independence agencies in every county in Michigan.

**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.

**Farmland and Open Space Preservation Program:** This program enables a farm owner to enter into a development rights agreement with the state, ensuring that the land remains in an agricultural use for a minimum of ten years and that the land is not developed in a non-agricultural use.

**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.

**Food and Drug Administration (FDA):** The FDA is one of several federal agencies that work cooperatively with Customs and Border Protection to determine if foreign goods should enter into the United States. FDA reviews imported entries of foods, drugs, medical devices, biologics, cosmetics, as well as a number of other products that fall under FDA jurisdiction. FDA helps to assure that imported food products are safe and wholesome, drugs and devices are safe and effective and that all other imported FDA regulated products meet the laws and requirements of the United States.

**Free and Secure Trade Program (FAST):** This program partners the United States and Canadian governments with the private sector to ensure a secure supply chain for low risk goods. FAST offers expedited clearance to those carriers, drivers, and importers who have registered and are pre-authorized. For low risk goods being imported from Canada into the U.S. by a pre-authorized importer, a pre-authorized carrier, and a registered driver, the carrier provides Customs and Border Protection (CBP) with an electronic transmission of limited data in advance of the arrival of the shipment at the border. When the shipment arrives at the border, it is processed through dedicated lanes where the driver will present his registration card and the CBP officer uses a bar code or transponder to identify the shipment. FAST opened at the Blue Water Bridge in December 2002.

**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.

**General Services Administration (GSA):** The General Services Administration (GSA) is a federal agency created by Congress to improve government efficiency and effectiveness. GSA provides office space, courthouses, warehouses, laboratories, and border stations, and provides the protection services necessary to make these facilities secure.

**Gore Area:** The sharply-angled area located immediately between the left edge of a ramp pavement and the right edge of the roadway pavement at a merge or diverge area.

**Non-Intrusive Inspection (NII):** NII is an imaging system used to non-intrusively inspect freight contained on and in trucks, cargo containers, and passenger vehicles. NII allows operators to view images on a video monitor to quickly and efficiently identify voids, false walls or ceilings, and other secret compartments typically associated with the transportation of drugs, explosives and weapons.

**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 underground 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.

**Hydraulic Influence:** The hydraulic influence is the area that has a change in water levels because of a structure blocking the normal river flow.

**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.

**Illustrative Alternatives:** Preliminary concepts developed at the onset of a transportation planning project. Illustrative 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.

**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. Impacts can also be indirect impacts and can be part of a cumulative impact.

**Indirect Impacts:** Indirect impacts are caused by the project and are later in time or farther removed in distance than direct impacts, but are still “reasonably foreseeable.”

**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.

**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.

**Limited Access Facility:** A freeway facility that does not have driveway access or roadway intersections. Access is limited to freeway interchanges.

**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.

**Michigan Department of Environmental Quality (MDEQ):** The state agency responsible for review of any wetland, floodplain, potentially contaminated sites, air quality, and/or water quality impacts.

**Michigan Department of Natural Resources (MDNR):** The state agency responsible for review of state threatened and endangered species, parkland, and fisheries impacts.

**Michigan Department of Transportation (MDOT):** 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 Michigan.

**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., airplanes), 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 Pollution 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 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 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.

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

**NEXUS:** NEXUS is a joint program that has been implemented with the cooperation of the American and Canadian governments and is now being expanded nationally. Participants in the NEXUS program are approved by both the U.S. and Canada as low-risk, pre-approved travelers, enjoying a simplified entry process while traveling back and forth across the U.S./Canada border. NEXUS pass holders use dedicated lanes at border crossings, and are not regularly subjected to the usual customs and immigration questioning. These lanes are provided in an effort to reduce traffic congestion and delays at bridge and land crossings while maintaining a safe and secure border.

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

**Non-Motorized Transportation:** Bicycles, roller blades, running, walking, wheelchairs, scooters, sled dogs, etc.

**North American Free Trade Agreement (NAFTA):** A pact that calls for the gradual removal of tariffs and other trade barriers on most goods produced and sold in North America. NAFTA became effective in Canada, Mexico, and the United States January 1, 1994. NAFTA forms the world's second largest free-trade zone, bringing together 365 million consumers in Canada, Mexico, and the United States in an open market.

**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).

**Port:** A United States port of call is designated to accept and release entries of merchandise, collect duties and enforce the various provisions of Customs laws. The Blue Water Bridge Plaza is officially a port of entry.

**Practical Alternative:** Practical Alternatives are developed from refinements made to the initial Illustrative Alternatives. These alternatives are subject to increased levels of traffic, engineering, social, economic, and environmental analysis as well as public and agency comment to determine if they are capable of meeting the purpose and defined goals of the project.

**Preferred Alternative:** The Preferred Alternative is selected from the Practical 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.

**Primary Inspection:** The first point of contact or set of inspection booths at a border station for both trucks and cars is called Primary Inspection. If all of a truck's paperwork is in order and was processed ahead of time, the truck is a "Line Release" truck and this may be its only stop. If the paperwork is not in order, the carrier must visit a broker, or if the carrier is selected for examination, the truck will be directed to Secondary Inspection. As individuals enter the U.S. or Canada they will be stopped and questioned prior to entry into that country at Primary Inspection. Each person in the vehicle must be able to prove their citizenship. Individuals requiring further questioning or processing will be sent to Secondary Inspection.

**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" (USDA, 1983).

**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.

**Recognized Environmental Conditions (RECs):** The presence of or likely presence of hazardous substances or petroleum products on a property under conditions that indicate an existing release, a past release, or a material threat of a release of any hazardous substances or petroleum products.

**Recommended Alternative:** Is the alternative that has been identified as best meeting the purpose and need for the project while minimizing social, environmental and economic impacts.

**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 Michigan Department of Environmental Protection (DEP).

**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.

**Secondary Inspection:** The separate locations for additional processing and inspection of commercial vehicles or individuals by Customs and Border Protection after Primary Inspection.

**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 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.

**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.

**State Historic Preservation Officer (SHPO):** The state agency having jurisdiction over protecting archaeological and aboveground 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.

**Technical Memorandum:** Reports detailing the processes and descriptions of various analyses such as Traffic, Air and Noise, Wetland Delineation, 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.

**Traffic Count:** Mechanical, digital, or photographic means of counting the number and type of vehicles passing a given location.

**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.

**Transboundary Effects:** Project effects that extend across the border and affect another country's environment.

**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.

**Under Clearance:** The vertical distance from the surface of a roadway to the bottom of a bridge deck crossing over that roadway.

**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. The USACE also serves in an advisory role on wetland impacts of Michigan 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 stormwater 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.

**Weaving:** The crossing of two or more traffic streams traveling in the same direction along a length of a highway, without the aid of traffic control devices except for guide signs. An example of a weave would be a freeway where an on-ramp is closely followed by an off-ramp. Traffic wishing to exit the freeway needs to travel from the right lane to the off-ramp. In the same area, traffic wishing to enter the freeway needs to travel from the on-ramp to the right travel lane. The segment of roadway where both streams of traffic conflict with each other is a weave.

**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).