

TERM	DEFINITION
Allocation¹	An administrative distribution of funds for programs that do not have set distribution formulas.
American Association of State Highway & Transportation Officials (AASHTO)¹	A nonprofit, nonpartisan association representing highway and transportation departments in the 50 states, the District of Columbia and Puerto Rico. It represents all five transportation modes: air, highways, public transportation, rail and water. Its primary goal is to foster the development, operation and maintenance of an integrated national transportation system.
Americans With Disabilities Act (ADA)¹	The legislation defining the responsibilities of and requirements for transportation providers to make transportation accessible to individuals with disabilities.
Analysis of Alternatives¹	Understanding how the transportation system and its components work such as information on the costs, benefits and impacts of potential changes to the system.
Appropriation¹	Authorization of funding expenditures from Congress.
At-grade¹⁰	At-grade means a combination of horizontal alignments and vertical grade lines which intersect.
Average Annual Daily Traffic (AADT)¹	The total volume of traffic on a highway segment for one year, divided by the number of days in the year.
Average Annual Daily Truck Traffic (AADTT)¹	The total volume of truck traffic on a highway segment for one year, divided by the number of days in the year.
Capacity¹	A transportation facility's ability to accommodate a moving stream of people or vehicles in a given time period.
Categorical Exclusion (CE)²	A category of actions which do not individually or cumulatively have a significant effect on the human environment and which have been found to have no such effect in procedures adopted by a Federal agency in implementation of these regulations (Sec. 1507.3) and for which, therefore, neither an environmental assessment nor an environmental impact statement is required. An agency may decide in its procedures or otherwise, to prepare environmental assessments for the reasons stated in Sec. 1508.9 even though it is not required to do so. Any procedures under this section shall provide for extraordinary circumstances in which a normally excluded action may have a significant environmental effect.
Community Work Group (CWG)¹⁴	A representative group of stakeholders that meet regularly to discuss issues of common concern, such as transportation, and to advise sponsoring agency officials. These groups effectively act as liaisons between their communities and their government.
Commute¹	Regular travel between home and a fixed location (e.g., work, school).
Commuter¹	A person who travels regularly between home and work or school.
Commuter Rail¹	Long-haul passenger service operating between metropolitan and suburban areas, whether within or across the geographical boundaries of a state, usually characterized by reduced fares for multiple rides, and commutation tickets for regular, recurring riders.
Constraints¹⁴	A constraint is more commonly described as an environmental feature. Constraints can be significant resources, facilities, or other features of a study area that can serve to restrain, restrict, or prevent the implementation of a proposed transportation improvement in a given area. Constraints may include natural or physical resources, important structures, communities' facilities, or topographic features.

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Contributing Zone (Edwards Aquifer)¹²	The Edwards Aquifer is divided into three main zones: the contributing zone, the recharge zone, and the artesian zone. The contributing zone occurs on the Edwards Plateau, also called the Texas Hill Country. It is about 5,400 square miles, and elevations range between 1,000 and 2,300 feet above sea level. The rugged, rolling topography is covered with thick woodlands of oak and cedar. Today, the Edwards Plateau bears little resemblance to the prairies the pioneers to the area saw, but it is home to several endangered species and is itself the subject of increasing environmental concerns. The contributing zone is also called the drainage area or the catchment area. Here the land surface "catches" water from rainfall that averages about 30" per year, and water runs off into streams or infiltrates into the water table aquifer of the plateau. Runoff from the land surface and water table springs then both feed streams that flow over relatively impermeable limestones until they reach the recharge zone.
Control of Access¹⁰	<p>1. Refers to conditions on certain sections of highways where the right to access the highway by abutting property owners or occupants is fully or partially controlled by a public authority. The Texas Department of Transportation (TxDOT) may acquire property for a designated control of access facility or impose a control of access location for safety and design considerations. Control of access is a purchased property interest.</p> <p>2. Full control of access means that the authority to control access is exercised to give preference to through traffic by providing access connections with selected public roads only and by prohibiting crossings at-grade or direct private driveway connections. Partial control of access means that the authority to control access is exercised to give preference to through traffic to a degree that, in addition to access connections with selected public roads, there may be some crossings at grade and some private driveway connections.</p>
Corridor¹	A broad geographical band that follows a general directional flow connecting major sources of trips that may contain a number of streets, highways and transit route alignments.
Crash (Highway)¹	An event that produces injury and/or property damage, involves a motor vehicle in transport, and occurs on a trafficway or while the vehicle is still in motion after running off the trafficway.
Criteria¹⁴	A means by which the study team uses to evaluate alternatives.
Cumulative Impacts²	The impact on the environment which results from the incremental impact of the action when added to other past, present, and reasonably foreseeable future actions regardless of what agency (Federal or non-Federal) or person undertakes such other actions. Cumulative impacts can result from individually minor but collectively significant actions taking place over a period of time.
Developer Driven¹⁴	This type of development takes place when a person, group or company invests in and develops a site for residential or commercial use causing and guiding the implementation of homes, retail areas and the infrastructure needs that accompany the development. Funds used for this type of development come from the investing party and not from the city or county. The developer works with the city and/or county to implement the project and follow the development process of the city/county.
Edwards Aquifer¹²	The Edwards Aquifer is an underground layer of porous, honeycombed, water-bearing rock that is between 300-700 feet thick. It includes the Edwards and some associated limestones. The San Antonio segment of the Aquifer extends in a 160 mile arch-shaped curve from Brackettville in the west to near Kyle in the northeast, and is between five and 40 miles wide at the surface. At these two locations, groundwater divides separate the San Antonio segment of the Aquifer from other Edwards limestones, so their waters do not mix. The Barton Springs segment extends from Kyle to south Austin. The San Antonio segment is where most of the major natural springs occur, where much of the use by humans takes place, and where the issues are most hotly-debated.
Enhancement Activities¹	Refers to activities related to a particular transportation project that 'enhance' or contribute to the existing or proposed project. Examples of such activities include provision of facilities for pedestrians or cyclists, landscaping or other scenic beautification projects, historic preservation, control and removal of outdoor advertising, archaeological planning and research, and mitigation of water pollution due to highway runoff.

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Environmental Assessment (EA) ²	(a) Means a concise public document for which a Federal agency is responsible that serves to: 1. Briefly provide sufficient evidence and analysis for determining whether to prepare an environmental impact statement or a finding of no significant impact. 2. Aid an agency's compliance with the Act when no environmental impact statement is necessary. 3. Facilitate preparation of a statement when one is necessary. (b) Shall include brief discussions of the need for the proposal, of alternatives as required by section 102(2)(E), of the environmental impacts of the proposed action and alternatives, and a listing of agencies and persons consulted.
Environmental Impact Statement (EIS) ¹	Report developed as part of the National Environmental Policy Act requirements, which details any adverse economic, social, and environmental effects of a proposed transportation project for which Federal funding is being sought. Adverse effects could include air, water, or noise pollution; destruction or disruption of natural resources; adverse employment effects; injurious displacement of people or businesses; or disruption of desirable community or regional growth.
Environmental Justice (EJ) ¹⁴	Environmental justice assures that services and benefits allow for meaningful participation and are fairly distributed to avoid discrimination and disproportionate impacts to minority and low income populations.
Environmental Protection Agency (EPA) ¹	The federal regulatory agency responsible for administering and enforcing federal environmental laws, including the Clean Air Act, the Clean Water Act, the Endangered Species Act, and others.
Environmentally Sensitive Area ¹	An area of environmental importance having natural resources which if degraded may lead to significant adverse, social, economic or ecological consequences. These could be areas in or adjacent to aquatic ecosystems, drinking water sources, unique or declining species habitat, and other similar sites.
Environmental Studies ³	The investigations of potential environmental impacts to determine the environmental process to be followed and to assist in the preparation of the environmental document.
Evaluation of Alternatives ¹	A synthesis of the information generated by an analysis in which judgments are made on the relative merits of alternative actions.
Expressway 1 ¹⁴	A controlled access, divided arterial highway for through traffic, the intersections of which are grade separated from other roadways. Includes frontage roads.
Expressway 2 ¹⁴	A controlled access, divided arterial highway for through traffic, the intersections of which are grade separated from other roadways. Does not include frontage roads.
Facility Types ¹⁴	Indicate the differences in roadway/streets by identifying the components/features specific to a certain roadway type (See Expressway 1, Expressway 2, Parkway, Major Arterial, Minor Arterial)
Feasibility Study ⁹	A feasibility study addresses possible alternatives when the solution is unknown. The study may show that the project is not economically justifiable - or that it has so many environmental impacts that it is not viable. Early determination of such a finding will avoid unnecessary expenditure of funds on preliminary engineering and related costs. A feasibility study may include studying potential transportation corridors and/or routes within a corridor.
Federal Highway Administration (FHWA) ¹	A branch of the US 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. The FHWA also administers the Federal Lands Highway Program, including survey, design, and construction of forest highway system roads, parkways and park roads, Indian reservation roads, defense access roads, and other Federal lands roads. The Federal agency within the U.S. Department of Transportation responsible for administering the Federal-Aid Highway Program. Became a component of the Department of Transportation in 1967 pursuant to the Department of Transportation Act (49 U.S.C. app. 1651 note). It administers the highway transportation programs of the Department of Transportation under pertinent legislation.
Federal Register ¹	Daily publication which provides a uniform system for making regulations and legal notices issued by the Executive Branch and various departments of the Federal government available to the public.
Financial Planning ¹	The process of defining and evaluating funding sources, sharing the information, and deciding how to allocate the funds.

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Finding of No Significant Impact (FONSI)²	A document by a Federal agency briefly presenting the reasons why an action, not otherwise excluded (Sec. 1508.4), will not have a significant effect on the human environment and for which an environmental impact statement therefore will not be prepared. It shall include the environmental assessment or a summary of it and shall note any other environmental documents related to it (Sec. 1501.7(a)(5)). If the assessment is included, the finding need not repeat any of the discussion in the assessment but may incorporate it by reference.
Fiscal Year (FY)¹	The yearly accounting period beginning October 1 and ending September 30 of the subsequent calendar year. Fiscal years are denoted by the calendar year in which they end (e.g. FY 1991 began October 1, 1990, and ended September 30, 1991).
Frontage Road¹⁰	A frontage road is a local street or road along an arterial highway allowing control of access and service to adjacent areas and property. A frontage road may also be referred to as a service road.
Future Needs¹	Represents the gap between the vision and the current or projected performance of the system.
Geographic Information System (GIS)¹	1) Computerized data management system designed to capture, store, retrieve, analyze, and display geographically referenced information. 2) A system of hardware, software, and data for collecting, storing, analyzing, and disseminating information about areas of the Earth. For Highway Performance Monitoring System (HPMS) purposes, Geographical Information System (GIS) is defined as a highway network (spatial data which graphically represents the geometry of the highways, an electronic map) and its geographically referenced component attributes (HPMS section data, bridge data, and other data including socioeconomic data) that are integrated through GIS technology to perform analyses. From this, GIS can display attributes and analyze results electronically in map form.
Goals¹	Generalized statements which broadly relate the physical environment to values.
Grade Separation¹⁰	A grade separation is the crossing of two highways or a highway and a railroad at different levels.
Hazardous Materials¹	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 Preservation⁷	Standards for four distinct but interrelated approaches to the treatment of historic properties are preservation, rehabilitation, restoration and reconstruction. The standards are intended to assist users in making sound historic preservation decisions. Choosing an appropriate treatment for a historic property, whether preservation, rehabilitation, restoration or reconstruction is critical. This choice always depends on a variety of factors, including the property's historic significance, physical condition, proposed use and intended interpretation.
Human Environment²	Interpreted comprehensively to include the natural and physical environment and the relationship of people with that environment. This means that economic or social effects are not intended by themselves to require preparation of an environmental impact statement. When an environmental impact statement is prepared and economic or social and natural or physical environmental effects are interrelated, then the environmental impact statement will discuss all of these effects on the human environment.
Indirect Impacts⁴	Caused by the action and are later in time or farther removed in distance, but are still reasonably foreseeable. Indirect effects may include growth inducing effects and other effects related to induced changes in the pattern of land use, population density or growth rate, and related effects on air and water and other natural systems, including ecosystems. Indirect effects and secondary effects are used interchangeably by FHWA.
Infrastructure¹	1) In transit systems, all the fixed components of the transit system, such as rights-of-way, tracks, signal equipment, stations, park-and-ride lots, but stops, maintenance facilities. 2) In transportation planning, all the relevant elements of the environment in which a transportation system operates. 3) A term connoting the physical underpinnings of society at large, including, but not limited to, roads, bridges, transit, waste systems, public housing, sidewalks, utility installations, parks, public buildings, and communications networks.
Intelligent Transportation Systems (ITS)¹	The application of advanced technologies to improve the efficiency and safety of transportation systems.

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Intersection¹	1) A point defined by any combination of courses, radials, or bearings of two or more navigational aids. 2). Used to describe the point where two runways, a runway and a taxiway, or two taxiways cross or meet.
Interstate Highway¹	Limited access, divided highway of at least four lanes designated by the Federal Highway Administration as part of the Interstate System.
Interstate Highway System (IHS)¹	The system of highways that connects the principal metropolitan areas, cities, and industrial centers of the United States. Also connects the US to internationally significant routes in Canada and Mexico.
Intrastate¹	Travel within the same state.
Land Use¹	Refers to the manner in which portions of land or the structures on them are used, i.e. commercial, residential, retail, industrial, etc.
Land Use Plan¹	A plan which establishes strategies for the use of land to meet identified community needs.
Level of Service (LOS)¹	1) A qualitative assessment of a road's operating conditions. For local government comprehensive planning purposes, level of service means an indicator of the extent or degree of service provided by, or proposed to be provided by, a facility based on and related to the operational characteristics of the facility. Level of service indicates the capacity per unit of demand for each public facility. 2) This term refers to a standard measurement used by transportation officials which reflects the relative ease of traffic flow on a scale of A to F, with free-flow being rated LOS-A and congested conditions rated as LOS-F.
Local Street¹	A street intended solely for access to adjacent properties.
Long Term¹	In transportation planning, refers to a time span of, generally, 20 years. The transportation plan for metropolitan areas and for States should include projections for land use, population, and employment for the 20-year period.
Major Arterial¹⁴	This facility type includes raised medians and signalized intersections. Left-turns are typically restricted to key points where breaks in the median are provided for turning purposes.
Median¹⁰	The median is the portion of a divided highway separating the opposing traffic flows. A median may be traversable or non-traversable.
Metropolitan Planning Organization (MPO)¹	1) Regional policy body, required in urbanized areas with populations over 50,000, and designated by local officials and the governor of the state. Responsible in cooperation with the state and other transportation providers for carrying out the metropolitan transportation planning requirements of federal highway and transit legislation. 2) Formed in cooperation with the state, develops transportation plans and programs for the metropolitan area. For each urbanized area, a Metropolitan Planning Organization (MPO) must be designated by agreement between the Governor and local units of government representing 75% of the affected population (in the metropolitan area), including the central cities or cities as defined by the Bureau of the Census, or in accordance with procedures established by applicable State or local law.
Minor Arterials (Highway)¹	Roads linking cities and larger towns in rural areas. In urban areas, roads that link but do not penetrate neighborhoods within a community.
Mitigation²	"Mitigation" includes: (a) Avoiding the impact altogether by not taking a certain action or parts of an action. (b) Minimizing impacts by limiting the degree or magnitude of the action and its implementation. (c) Rectifying the impact by repairing, rehabilitating, or restoring the affected environment. (d) Reducing or eliminating the impact over time by preservation and maintenance operations during the life of the action. (e) Compensating for the impact by replacing or providing substitute resources or environments.
Mobility¹	The ability to move or be moved from place to place.
Mode¹	A specific form of transportation, such as automobile, subway, bus, rail, or air.
Multimodal¹	The availability of transportation options using different modes within a system or corridor.

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National Environmental Policy Act of 1969 (NEPA)¹	Established a national environmental policy requiring 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.
National Register of Historic Places⁵	The National Register of Historic Places is the Nation's official list of cultural resources worthy of preservation. Authorized under the National Historic Preservation Act of 1966, the National Register is part of a national program to coordinate and support public and private efforts to identify, evaluate, and protect our historic and archeological resources. Properties listed in the Register include districts, sites, buildings, structures, and objects that are significant in American history, architecture, archeology, engineering, and culture. The National Register is administered by the National Park Service, which is part of the U.S. Department of the Interior.
No Build Alternative⁷	The "no-build" alternative is always included as a benchmark against which the impacts of other alternatives can be compared. As part of the no-build alternative, short-term minor reconstruction, such as safety upgrading and maintenance, can be considered. In addition, Transportation System Management must also be included as an alternative and can include high-occupancy vehicle lanes, ridesharing, signal synchronization, and other actions. Where appropriate, mass transit options should also be considered.
Objectives¹	Specific, measurable statements related to the attainment of goals.
Occupant¹	Any person who is in or upon a motor vehicle in transport. Includes the driver, passengers, and persons riding on the exterior of a motor vehicle (e.g., a skateboard rider who is set in motion by holding onto a vehicle).
Park¹	A place or area set aside for recreation or preservation of a cultural or natural resource.
Parkway¹	A highway that has full or partial access control, is usually located within a park or a ribbon of park-like developments, and prohibits commercial vehicles. Buses are not considered commercial vehicles in this case.
Pedestrian¹	Any person not in or on a motor vehicle or other vehicle. Excludes people in buildings or sitting at a sidewalk cafe. The National Highway Traffic Safety Administration also uses another pedestrian category to refer to pedestrians using conveyances and people in buildings. Examples of pedestrian conveyances include skateboards, nonmotorized wheelchairs, roller skates, sleds, and transport devices used as equipment.
Prime Farmland¹¹	Prime farmland is land that has the best combination of physical and chemical characteristics for producing food, feed, forage, fiber, and oilseed crops and that is available for these uses. It has the combination of soil properties, growing season, and moisture supply needed to produce sustained high yields of crops in an economic manner if it is treated and managed according to acceptable farming methods. In general, prime farmland has an adequate and dependable water supply from precipitation or irrigation, a favorable temperature and growing season, an acceptable level of acidity or alkalinity, an acceptable content of salt or sodium, and few or no rocks. Its soils are permeable to water and air. Prime farmland is not excessively eroded or saturated with water for long periods of time, and it either does not flood frequently during the growing season or is protected from flooding. Users of the lists of prime farmland map units should recognize that soil properties are only one of several criteria that are necessary.
Problem Identification¹	An element in the planning process which represents the gap between the desired vision, goals and objectives and the current or projected performance of the system.
Programming¹	Prioritizing proposed projects and matching those projects with available funds to accomplish agreed upon, stated needs.
Public Meeting or Hearing¹	A public gathering for the express purpose of informing and soliciting input from interested individuals regarding transportation issues.
Public Participation¹	The active and meaningful involvement of the public in the development of transportation plans and programs.
Public Transportation¹	Transportation by bus, rail, or other conveyance, either publicly or privately owned, which provides to the public general or special service on a regular and continuing basis. Also known as "mass transportation", "mass transit" and "transit."
Public Road¹	Any road under the jurisdiction of and maintained by a public authority (federal, state, county, town or township, local government, or instrumentality thereof) and open to public travel.

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Recharge Zone ¹²	The recharge zone is a 1,250 square mile area where highly faulted and fractured Edwards limestones outcrop at the land surface, allowing large quantities of water to flow into the Aquifer. About 75-80% of recharge occurs when streams and rivers cross the permeable formation and go underground. The remaining percentage occurs when precipitation falls directly on the outcrop.
Regionally Significant Project ¹	A project that is on a facility which serves regional transportation needs.
Right of Way ¹	The land (usually a strip) acquired for or devoted to highway transportation purposes.
Route Study ¹⁰	A route study compares and analyzes alternative route alignments within a transportation corridor with the primary purpose of determining a preferred route alignment. The study may be done after or as part of a feasibility study.
Section 4(f) ⁴	<p>Section 4(f) of the U.S. Department of Transportation Act of 1966 (U.S. DOT Act) was enacted as a means of protecting publicly-owned public parks, recreation areas, and wildlife/waterfowl refuges as well as historic sites of local, state or national significance, from conversion to transportation uses. The provision states that the Secretary of the U.S. DOT may approve a transportation project requiring the use of publicly owned land of a public park, recreation area, or wildlife and waterfowl refuge, or land from an historic site of national, state, or local significance (as determined by the federal, state, or local officials having jurisdiction over the park, recreation area, refuge or site) only if:</p> <ul style="list-style-type: none"> • There is no feasible and prudent alternative to using that land, and • The program or project includes all possible planning to minimize harm to the Section 4(f) property. <p>- OR -</p> <ul style="list-style-type: none"> • The Section 4(f) use is <i>de minimis</i> [minimal].
Section 106 ⁶	The responsible Federal agency first determines whether it has an undertaking that is a type of activity that could affect historic properties. Historic properties are properties that are included in the National Register of Historic Places or that meet the criteria for the National Register. If so, it must identify the appropriate State Historic Preservation Officer/Tribal Historic Preservation Officer (SHPO/THPO) to consult with during the process. It should also plan to involve the public, and identify other potential consulting parties. If it determines that it has no undertaking, or that its undertaking is a type of activity that has no potential to affect historic properties, the agency has no further Section 106 obligations.
Segment of Independent Utility ⁷	Be usable and be a reasonable expenditure even if no additional transportation improvements in the area are made.
Stakeholders ¹	Individuals and organizations involved in or affected by the transportation planning process. Include federal/state/local officials, MPOs, transit operators, freight companies, shippers, and the general public.
State Historic Preservation Office (SHPO) ⁶	State Historic Preservation Officers (SHPOs) administer the national historic preservation program at the State level, review National Register of Historic Places nominations, maintain data on historic properties that have been identified but not yet nominated, and consult with Federal agencies during Section 106 review. SHPOs are designated by the governor of their respective State or territory.
Technical Work Group (TWG) ¹⁴	The New Braunfels Outer Loop Study Technical Work Group (TWG) was formed to provide feedback on public involvement activities, review citizen input, and provide direction for the public involvement efforts when necessary. The TWG also provided feedback to the study team on potential technical problems, as well as provided input and feedback on the assessment of alternatives, and served as an agency coordinating body for projects that may have affected or be affected by the New Braunfels Outer Loop Study. Additional roles of this work group were to ensure that design standards were followed and technical issues resolved. They also ensured the efforts of this study complied with the National Environmental Policy Act (NEPA). The members of the TWG were identified for their technical experience and knowledge of the study area.

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Texas Register ⁸	A weekly publication, the <i>Texas Register</i> serves as the journal of state agency rulemaking for Texas. Information published in the <i>Texas Register</i> includes proposed, adopted, withdrawn and emergency rule actions, notices of state agency review of agency rules, governor's appointments, attorney general opinions, and miscellaneous documents such as requests for proposals. After adoption, these rulemaking actions are codified into the <i>Texas Administrative Code</i> .
Typical Section(s) ¹⁰	Typical section(s) show usual roadway (or bridge) cross sectional features including lane and shoulder widths; limits of surfacing; pavement structure data including subgrade treatment type and depth, base course(s) thickness(es) and type of surfacing material; travel lane and shoulder cross slopes; side slope rates for cut and fill sections; ditch or storm sewer location and depth; typical right-of-way limits; profile grade line location; typical traffic barrier location median width and slopes; and curb location and geometry.
Urbanized Area ¹	Area that contains a city of 50,000 or more population plus incorporated surrounding areas meeting size or density criteria as defined by the U.S. Census.
Visioning ¹	A variety of techniques that can be used to identify goals.
Water Pollution Abatement Plan ¹³	A water pollution abatement plan (WPAP) is required for any regulated activity proposed on the Edwards Aquifer recharge zone. This includes any construction-related activity on the recharge zone, such as, but not limited to: <ul style="list-style-type: none"> ▪ the construction of buildings, utility stations, roads, highways, railroads; ▪ clearing, excavation, or any other activities that alter or disturb the topographic, geologic, or existing recharge characteristics of a site; or ▪ any other activities which may pose a potential for contaminating the Edwards Aquifer and hydrologically connected surface streams.
Watershed ¹⁰	A watershed area is all land and water within the confines of a drainage divide or a water problem area consisting in whole or in part of land needing drainage or irrigation.
Wetland ¹⁰	Wetlands means land that has a predominance of hydric soils. Wetlands means 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. Wetlands means land that under normal circumstances does support a prevalence of hydrophytic vegetation. Examples include swamps, marshes, bogs, and similar areas.

¹ Federal Highway Administration, Planning Glossary. http://www.fhwa.dot.gov/planning/glossary/glossary_listing.cfm

² NEPA Terminology and Index. <http://www.nepa.gov/nepa/regs/ceq/1508.htm>

³ Federal Highway Administration, NEPA and Project Development. <http://www.environment.fhwa.dot.gov/projdev/index.asp>

⁴ Center for Environmental Excellence by AASHTO. <http://environment.transportation.org>

⁵ National Register of Historic Places. www.nationalregisterofhistoricplaces.com

⁶ Advisory Council on Historic Preservation. www.achp.gov

⁷ US DOT Federal Highway Administration – Environment. <http://environment.fhwa.dot.gov/>

⁸ Texas Secretary of State. <http://www.sos.state.tx.us/texreg/>

⁹ TxDOT Project Development Process Manual. <http://onlinemanuals.txdot.gov/txdotmanuals/pdp/index.htm>

¹⁰ TxDOT Glossary. <http://onlinemanuals.txdot.gov/txdotmanuals/glo/index.htm>

¹¹ United States Department of Agriculture. <http://soils.usda.gov/technical/handbook/contents/part622.html>

¹² The Edwards Aquifer Website. <http://www.edwardsaquifer.net/intro.html>

¹³ Texas Commission on Environmental Quality. <http://www.tceq.state.tx.us>

¹⁴ Definition was written specifically for the New Braunfels Outer Loop Study project.