



Appendix A Glossary

1 The following terms and acronyms may be
2 encountered in technical reports, plans, data,
3 informational materials, or conversations about the
4 US 6 and Wadsworth Environmental Assessment.

5 **Access** – Driveways, median openings, and
6 intersections on a road. Entrance and exit ramps on a
7 freeway.

8 **Acceleration Lane** – An auxiliary lane that allows
9 vehicles to accelerate when entering the through-travel
10 lane of the road or freeway.

11 **Area of Potential Effect (APE)** – the geographic area
12 or areas within which an undertaking may directly or
13 indirectly cause alterations in the character or use of
14 historic properties, if any such properties exist.

15 **Arterial** – A major road in a city or urban area that
16 collects traffic and may be connected to the freeway
17 system. Wadsworth Boulevard is an arterial.

18 **Auxiliary Lanes** – Lanes to the right or left of through-
19 travel lanes that allow vehicles to accelerate or
20 decelerate when entering or exiting the road or
21 freeway. Auxiliary lanes help reduce slowdowns on the
22 road or freeway and improve safety.

23 **Average Daily Traffic (ADT)** – The average number of
24 vehicles two-way passing a specified point during a 24-
25 hour period.

26 **Best Management Practices (BMP)** – Common
27 sense actions, activities, prohibitions, and practices
28 that protect or maintain the quality of a variety of
29 resources during and after a construction project.

30 **Capacity** – The maximum flow rate at which vehicles
31 can be expected to move on a given road segment,
32 measured in vehicles per hour or passenger cars per
33 hour.

34 **Centerline** – A line that is equidistant from the sides of
35 a road. The centerline typically shows the horizontal
36 alignment of a road.

37 **Cloverleaf Interchange** – An interchange design that
38 provides free-flowing movements between a road and
39 a freeway by using loop ramps to handle left turns onto
40 or off of the freeway. A cloverleaf interchange typically
41 contains four loop ramps. The existing US
42 6/Wadsworth Boulevard interchange is a cloverleaf
43 interchange.

44 **Collector-Distributor (CD) Road** – Freeway travel
45 lanes on the far right that are physically separated from
46 through-travel lanes to provide access to and from the
47 freeway. Collector-distributor roads provide better flow
48 for the through traffic by separating it from the merging
49 and weaving vehicles at entrance ramps and exit
50 ramps.

51 **CDOT** – The Colorado Department of Transportation,
52 which manages the network of highways within the
53 state.

54 **Conflict Point** – Any point where the paths of two
55 through or turning vehicles diverge, merge, or cross.

56 **Curb and Gutter** – A curb is the raised edge built
57 along the edge of a road. It connects with a gutter,
58 which is the low area that carries water to the storm
59 sewer.

60 **dBA** – The abbreviation for A-weighted decibel, the
61 unit used to measure “weighted” sound levels. Noise
62 levels are generally weighted to reflect the fact that the
63 human ear responds differently to sounds of various
64 levels and frequencies.

65 **Deceleration Lane** – An auxiliary lane that allows
66 vehicles to decelerate when leaving the through-travel
67 lane of the road or freeway.

68 **Design Speed** – The maximum speed at which a
69 vehicle can be operated safely on a road in perfect
70 conditions.

71 **Diamond Interchange** – The most common
72 interchange design, usually consisting of four ramps
73 (two entrance ramps and two exit ramps). Diamond
74 interchanges have a diamond shape when viewed from

1 the air. Examples near the project area include US 6
2 and Indiana Street, and US 6 and Sheridan Boulevard.

3 **Eastbound (EB)** – Traveling or heading east.

4 **Entrance Ramp** – Also called an on-ramp, this is a
5 road segment of one or two lanes used by traffic to
6 move from the surface streets to connect to the
7 freeway.

8 **Environmental Assessment (EA)** – A public
9 document produced as part of the federal National
10 Environmental Policy Act (NEPA) process that
11 evaluates potential impacts of transportation projects in
12 order to determine whether an Environmental Impact
13 Statement (EIS) is necessary.

14 **Environmental Impact Statement (EIS)** – A public
15 document produced as part of the NEPA process
16 required for “major Federal actions that significantly
17 affect the quality of the human environment” (NEPA
18 Section 102[c]) to inform decision makers and the
19 public of the proposed action, reasonable alternatives,
20 and their environmental impacts.

21 **Exit Ramp** – Also called an off-ramp, this is a road
22 segment of one or two lanes used by traffic to move off
23 of the freeway to connect to the surface streets.

24 **External Intersection** – Intersection that is not part of
25 the interchange. In the US 6/Wadsworth study area,
26 this includes intersections of Wadsworth Boulevard
27 with frontage roads or other cross streets.

28 **Federal Highway Administration (FHWA)** – The
29 branch of the federal Department of Transportation that
30 oversees the national highway system. The FHWA
31 works with CDOT on projects affecting national
32 highways in Colorado (such as US 6).

33 **Floodplain** – An area adjacent to a stream or river that
34 is inundated periodically by high flows.

35 **FONSI** – A Finding of No Significant Impact, or FONSI,
36 is a public decision document by a federal agency
37 under NEPA that briefly presents the reasons why an
38 action will not have a significant effect on the human or
39 natural environment and for which an EIS, therefore,
40 will not be prepared.

41 **Freeway** – A divided highway facility having two or
42 more travel lanes in each direction for the exclusive
43 use of through traffic and full access control. US 6 is a
44 freeway.

45 **Frontage Road** – A road that parallels a major
46 transportation facility such as a freeway. It serves to
47 collect and distribute local traffic adjacent to the major
48 facility without impeding traffic flow on the facility.

49 Frontage roads are also referred to as “access,”
50 “feeder,” and “service” roads.

51 **Gore** – The area needed for cars to recover if they
52 miss their exit.

53 **Gore Nose** – The end of the gore and the point at
54 which the ramp and the mainline split and begin
55 changing grades.

56 **Grade Separation** – Use of different levels. Grade
57 separation of an intersection carries traffic over or
58 under another road. Grade separation of a pedestrian
59 or bicycle path carries pedestrians and bicyclists over
60 or under a road.

61 **Hazardous Materials** – Materials that pose a risk to
62 human health or the environment.

63 **High Volume Movement** – The portion of an
64 interchange that carries the most traffic. High-volume
65 movements at the US 6/Wadsworth Boulevard
66 interchange are northbound Wadsworth Boulevard to
67 eastbound US 6, and westbound US 6 to southbound
68 Wadsworth Boulevard.

69 **Intelligent Transportation Systems (ITS)** – Also
70 referred to as Intelligent Traffic Systems, Travel
71 Demand Management, and Transportation Systems
72 Management, ITS apply communications and
73 information technology to provide solutions to
74 congestion and other traffic control issues. ITS include
75 such techniques as providing real-time information
76 about traffic conditions and coordinating traffic signals.
77 Specific ITS strategies being considered for this project
78 include ramp metering, arterial variable messaging
79 system (VMS), closed-caption television to support
80 corridor surveillance and VMS, and accident
81 monitoring and reporting.

82 **Interchange** – A grade-separated (bridge) junction of a
83 freeway and another road used to provide access
84 connectivity.

85 **Latent Demand** – Travel that is desired but unrealized
86 because of constraints such as congestion. The source
87 of latent demand in the US 6/Wadsworth study area is
88 traffic diverted from other routes, as opposed to new
89 travel that would not otherwise have occurred.

90 **Level of Service (LOS)** – A qualitative term used by
91 transportation engineers to indicate that traffic is
92 moving at ideal, average, or poor efficiency and
93 measured on a grade scale of “A” through “F.”

94 **Loop Ramp** – A one-way entrance or exit ramp that
95 loops 270 degrees to the right and merges onto the
96 intersecting road or freeway

- 1 **Mainline** – The primary through road or freeway, as
2 distinct from ramps, auxiliary lanes, and collector-
3 distributor roads.
- 4 **Median** – A painted or raised area in the center of a
5 road that separates opposing travel lanes and
6 consolidates left turns.
- 7 **Merge** – A traffic movement in which two separate
8 lanes of traffic combine to form a single lane.
- 9 **Mobility** – The ability of traffic or other travel modes to
10 move unimpeded through a highway or other
11 transportation facility.
- 12 **MS4** – The abbreviation for Municipal Separate Storm
13 Sewer System, a system used for collecting or
14 conveying stormwater that is not a combined sewer or
15 part of a publicly owned treatment works.
- 16 **NEPA** – The National Environmental Policy Act,
17 established by Congress in 1969, requires a federal
18 agency to document the environmental impact of its
19 actions, including an evaluation of alternatives.
- 20 **Noise Barrier** – A barrier, usually a wall or earthen
21 berm, separating the highway from adjacent areas to
22 reduce road noise.
- 23 **Partial Property Acquisition** – A property acquisition
24 that occurs when only a portion of a property would be
25 affected by proposed construction but the remaining
26 portion of the parcel would still be functional.
- 27 **Partial Cloverleaf Interchange** – An interchange
28 design that uses loop ramps for two of the left-turn
29 movements onto or off of the freeway, and straight
30 ramps to handle the other two left-turn movements
31 onto or off of the freeway. An example in the Denver
32 area is the US 36 and Federal Boulevard interchange.
- 33 **Peak-Hour Traffic** – The hour in which the maximum
34 traffic demand occurs on a facility. On most roads,
35 higher traffic volumes occur in the evening and in the
36 morning because of work-related trips.
- 37 **Permanent Easement** – A non-possessory permanent
38 interest to use property in possession of another
39 person for a stated purpose. Permanent easements
40 are required for CDOT to conduct ongoing
41 maintenance after construction.
- 42 **Ramp Meter** – A traffic signal located on an entrance
43 ramp that controls the flow rate of vehicles onto a
44 freeway. Ramp meters control the frequency and
45 spacing of merging vehicles, which helps to improve
46 the traffic flow on the mainline.
- 47 **Ramp Terminal** – The intersection of entrance and
48 exit ramps with a connecting surface street.
- 49 **Retaining Wall** – A wall used to retain soil. Retaining
50 walls can be used to minimize the footprint of a slope.
- 51 **Right-of-Way (ROW)** – The land owned by CDOT for
52 the purpose of operating and maintaining a highway.
- 53 **Scoping** – A process initiated at the beginning of a
54 study to solicit public and agency input on the scope of
55 the study.
- 56 **Shoulder** – A portion of the road at the outside or
57 inside of the travel lanes that accommodates stopped
58 vehicles and emergency use.
- 59 **Signal Timing** – The coordinated timing of a sequence
60 of traffic signals that allows vehicles to progress along
61 an arterial or cross an arterial. The goal of signal timing
62 is to minimize delay (the time a vehicle must wait at a
63 signal) at intersections.
- 64 **Single Point Urban Interchange (SPUI)** – An
65 interchange design similar to the diamond interchange,
66 but with all ramps controlled by a single set of traffic
67 signals. An example in the Denver area is the I-25 and
68 University Boulevard interchange.
- 69 **Stopping Sight Distance** – The distance that allows a
70 driver traveling at the design speed to stop before
71 hitting an observed object.
- 72 **Temporary Easement** – A non-possessory temporary
73 interest to use property in possession of another
74 person for a stated purpose. Temporary easements
75 are required for CDOT to access properties during
76 construction.
- 77 **Tight Diamond Interchange** – An interchange design
78 that shifts the entrance and exit ramps closer to the
79 freeway than in a traditional diamond interchange. This
80 interchange type requires less land than a traditional
81 diamond interchange.
- 82 **Tight Diamond Interchange with Loop** – The tight
83 diamond with loop is similar to the tight diamond
84 except that a loop ramp would be maintained in the
85 northwest quadrant of the interchange and there would
86 be no traffic signal at the intersection of the loop ramp
87 with Wadsworth.
- 88 **Total Property Acquisition** – A property acquisition
89 that occurs when the proposed construction limits
90 would directly impact the principal building on the
91 property, such as a home or business, and the
92 property would no longer be economically viable after
93 the building is removed.
- 94 **Transportation Demand Management (TDM)** – A
95 general term for actions that encourage a decrease in
96 the demand for the existing transportation system.

1 **Typical Section** – A cross section that is
2 representative of the roadway design throughout the
3 project area.

4 **Variable Messaging System (VMS)** – An electronic
5 traffic sign used on roads to give travelers information
6 about traffic congestion, accidents, incidents, work
7 zones, or other events.

8 **Vehicle Storage** – Length of travel lanes (such as left-
9 turn lanes or through lanes) where vehicles can queue
10 while waiting to proceed through a traffic signal.

11 **Volume-to-Capacity (V/C) ratio** – The ratio of flow
12 rate to capacity. The V/C ratio is a measure of capacity
13 sufficiency, that is, whether or not the physical
14 geometry of a road provides sufficient capacity for the
15 subject movement. Low V/C ratios depict relatively
16 free-flow conditions. High V/C ratios depict more
17 congested conditions. A V/C ratio of 1.0 indicates that
18 the road is at its capacity.

19 **Weaving** – The crossing of two or more traffic streams
20 traveling in the same direction. For example, weaving
21 occurs when an interchange entrance ramp is followed
22 by an exit ramp.

23 **Wetland** – An area sufficiently inundated by surface or
24 groundwater to support a predominance of vegetation
25 adapted for life in saturated soil conditions.

26 **Westbound (WB)** – Traveling or heading west.