

"Driveway" means a defined paved or unpaved surface providing vehicular access to a street. A driveway is not a road, street, boulevard, highway, or parkway.

"Drop Manhole" means an inspection chamber used at changes in horizontal and/or vertical directions for underground utility conduits where the incoming conduit is two feet or more above the elevation of the discharge conduit.

"Drop Pipe" means a vertical pipe used to convey sewage from a higher to a lower elevation.

"Dry Lines" (see "capped system".)

"Easement" means a right to use the land of another for a specific purpose.

"Edge Definition" means as it pertains to streets, a way of identifying the traveled way from the nontraveled way, such as by the use of railings, bollards, wheel stops, or edge plantings.

"Emergency Spillway" means a supplemental spillway whose function is to pass the design storm flows in the event the principal spillway fails to operate as designed or is blocked.

"Erosion" means the detachment and movement of soil or rock fragments by water, wind, ice, and gravity. (MLUL).

"Escrow" means a deed, bond, money, or piece of property delivered to a third person, to be delivered by him to the grantee only upon fulfillment of a condition.

"Exempt Subdivision" (see "subdivision".)

"Fence" means an artificially-constructed barrier of wood, masonry, stone, wire, metal, or any other manufactured material or combination of materials.

"Final Approval" means the official action of the planning board taken on a preliminary approved major subdivision or site plan after all conditions, engineering plans, and other requirements have been completed or fulfilled and the required improvements have been installed, or guarantees properly posted for their completion, or approval conditioned upon the posting of such guarantees. (MLUL).

"Final Plat" means the final map of all, or a portion, of a subdivision which is presented for final approval.

"Flushing" means the cleaning out of debris and sediment from pipes by force of moving liquid, usually water.

"Governing Body" means the chief legislative body of the municipality. In municipalities having a board of public works, "governing body" means such a board. (MLUL).

"Grade" means the inclination of a sloping surface, usually expressed in percentage terms.

"Graded Area" means as it pertains to streets, land adjacent and parallel to the cartway within the right-of-way, which must be flattened or leveled to the same width and cross-slope as a sidewalk, if a sidewalk had been required at that location.

"Granite Block Curb" (also known as "Belgian block curb") means a curb constructed of rectangular-shaped stone or granite blocks, usually placed vertically in a concrete foundation.

"Gutter" means a shallow channel, usually set along a curb or the pavement edge of a road, for purposes of catching and carrying off runoff water.

"Historic District" means one or more historic sites and intervening or surrounding property significantly affecting, or affected by, the quality and character of the historic site or sites. (MLUL).

"Historic Site" means any real property, man-made structure, natural object, or configuration, or any portion or group of the foregoing of historical, archaeological, cultural, scenic, or architectural significance. (MLUL).

"Hydrologic Response" means the properties, distribution, and circulation of water.

"IES" means Illuminating Engineering Society of North America.

"Impervious Surface" means a surface that has been compacted or covered with a layer of material so that it is highly resistant to infiltration by water.

"Impoundment" means a body of water, such as a pond, confined by a dam, dike, floodgate, or other barrier.

"Improved Public Street" means for subdivision purposes or site plan, any street which complies in width and construction with municipal standards.

"Improvement" means any constructed element which becomes part of, is placed upon, or is affixed to real estate.

"Individual Sewage Disposal System" means a septic tank, seepage tile sewage disposal system, or any other approved sewage treatment device serving a single unit.

"Individual Subsurface Sewage Disposal System" means a system for disposal of sanitary sewage into the ground which is designed and constructed to treat sanitary sewage in a manner that will retain most of the settleable solids in a septic tank, and to discharge the liquid effluent to a disposal field. The term "system" is equivalent in meaning.

“Island” means in street design, a raised area, usually curbed, placed to guide traffic and separate lanes, or used for landscaping, signing, or lighting.

“ISO” means Insurance Services Office, Inc.

“ITE” means Institute of Transportation Engineers.

“Land” means real property including improvements and fixtures on, above, or below the surface.

“Laterals, (plumbing/sewer)” means pipes conducting sewage from individual buildings to larger pipes called trunk, or interceptor, sewers that usually are located in street rights-of-way.

“Limestone” means a carbonate sedimentary rock consisting chiefly of calcium carbonate. Limestone is commonly used as a general term for the class of rocks that consist of at least 80 percent calcium or magnesium carbonate.

“Lot” means a designated parcel, tract, or area of land established by a plat, or otherwise as permitted by law, and to be used, developed, or built upon as a unit. (MLUL).

“Main” means in any system of continuous piping, the principal artery of the system to which branches may be connected.

“Maintenance Guarantee” means any security which may be accepted by a municipality for the maintenance of any improvements required by the Municipal Land Use Law, including, but not limited to, surety bonds, letters of credit under the circumstances specified in N.J.S.A. 40:55D-53.3, and cash. (MLUL).

“Manhole” means an inspection chamber located at changes in horizontal and vertical directions for underground utility conduits whose dimensions allow entry, exit, and working room.

“Marble” means a metamorphic rock consisting chiefly of crystallized limestone or dolomite.

“Marginal Access Street” means a service street that runs parallel to a higher-order street which provides access to abutting properties and separation from through traffic. It may be designed as a residential access street or minor collector as anticipated daily traffic dictates.

“Master Plan” means a composite of one or more written or graphic proposals for the development of the municipality, as set forth and adopted by the planning board pursuant to N.J.S.A. 40:55D-28. (MLUL).

“Median” means that portion of a divided highway separating the traveled ways of traffic proceeding in opposite directions.

“Mixed Use” means two or more different uses, one of which is residential.

“MLUL” means Municipal Land Use Law, N.J.S.A. 40:55D-1 et seq.

“Mountable curb” means a low curb with a slope designed to be crossed easily.

“Moving Lane” means any traffic lane where traffic movement is the primary, if not sole, function.

“Mulch” means a layer of wood chips, dry leaves, straw, hay, plastic, or other materials placed on the surface of the soil around plants to retain moisture, prevent weeds from growing, hold the soil in place, and aid plant growth.

“Multifamily development” means a development other than one-or two-family detached dwellings where the dwellings are arranged so that there are more than two units attached, regardless of the presence of lot lines.

“Municipality” means any city, borough, town, township, or village. (MLUL).

“NFPA” means National Fire Protection Association.

“Nonstructural Management Practices” means those controls of stormwater runoff and nonpoint source pollution that are not structural in nature, such as landscaping techniques, source controls, zoning, setbacks, buffers, or clustering.

“Offsite” means located outside the lot lines of the lot in question but within the property (of which the lot is a part) which is the subject of a development application or contiguous portion of a street or right-of-way. (MLUL).

“Off-Street Parking Space” means a storage area for a motor vehicle that is directly accessible to an access aisle and that is not located within a dedicated street right-of-way.

“Offtract” means not located on the property which is the subject of a development application, nor on a contiguous portion of a street or right-of-way. (MLUL).

“Onsite” means located on the lot in question. (MLUL).

“On-Street Parking Space” means a storage area for a motor vehicle that is located within a dedicated street right-of-way.

“Ontract” means located on the property which is the subject of a development application, or on a contiguous portion of a street or right-of-way. (MLUL).

“Open Space” means any parcel or area of land or water essentially unimproved and set aside, dedicated, designated, or reserved for public or private use or enjoyment, or for the use and enjoyment of owners and occupants of land adjoining or neighboring such open space, provided that such areas may be improved with only those buildings, structures, streets, and off-street parking and other improvements that are designed to be incidental to the natural openness of the land. (MLUL).

“Parking Lane” means a lane usually set on the sides of streets, designed to provide on-street parking.

“Parking lot” means a ground-level, generally open area that provides storage for motor vehicles that may provide access to dwelling units and which has aisles that carry traffic with destination or origin in the lot itself.

“Parking Space” means a storage area provided for the parking of a motor vehicle.

“Pavement” means a surface created to facilitate passage of people and/or vehicles, usually constructed of brick, stone, concrete, or asphalt.

“Pedestrian Generator” means a development which will realize high facility usage by persons arriving on foot.

“Percolation Test (Perc Test)” means a test designed to determine the ability of ground to absorb water and used in determining the suitability of a soil for drainage or for the use of a septic system.

“Performance Guarantee” means any security which may be accepted by a municipality including but not limited to surety bonds, letters of credit under the circumstances specified in N.J.S.A. 40:55D-53.5, and cash. (MLUL).

“Pervious Surface” means any surface that permits a significant portion of surface water to be absorbed.

“Planning Board” means the municipal planning board established pursuant to the Municipal Land Use Law. (MLUL).

“Plat” means a map or maps of a subdivision or site plan. (MLUL).

“Potable Water Supply” means water suitable for drinking or cooking purposes.

“Preliminary Approval” means the conferral of certain rights pursuant to N.J.S.A. 40:55D-46, 48, and 49 prior to final approval after specific elements of a development plan have been agreed upon by the planning board and the applicant. (MLUL).

“Preliminary Floor Plans and Elevations” means architectural drawings prepared during early and introductory stages of the design of a project illustrating in a schematic form its

scope, scale, and relationship to its site and immediate environs. (MLUL).

“Preliminary Subdivision Plat” means a map indicating the proposed layout of a development and related information that is submitted for preliminary approval.

“Principal Basin” means a detention or retention basin whose function is controlling or managing the runoff from a particular area or property that is to be developed.

“Public Open Space” means an open space area conveyed or otherwise dedicated to a municipality, municipal agency, board of education, State or county agency, or other public body for recreational or conservation uses. (MLUL).

“PUD” (see “planned unit development”).

“PVC” means Polyvinyl chloride.

“Residential Access Street” means the lowest order, other than rural street type, of residential street (see “street hierarchy”). Provides frontage for access to private lots and carries traffic having destination or origin on the street itself. Designed to carry traffic at slowest speed.

“Residential Cluster” means an area to be developed as a single entity according to a plan containing residential housing units which have a common or public open space area as an appurtenance. (MLUL).

“Residential Density” means the number of dwelling units per gross acre of residential land area including streets, easements, and open space portions of a development. (MLUL).

“Residential Major Collector” means the highest order of residential street (see “street hierarchy”). Conducts and distributes traffic between lower-order residential streets and higher-order streets (arterials and expressways).

“Residential Minor Collector” means middle order of residential streets (see Street Hierarchy). Provides frontage for access to lots, and carries traffic to and from adjoining residential access streets.

“Residential Neighborhood Street” means a type of residential access street conforming to traditional subdivision street design, which provides access to building lots fronting on a street and provides parking on both sides of street. (See “street hierarchy”).

“Resubdivision” means:

1. The further division or relocation of lot lines of any lot or lots within a subdivision previously made and approved or recorded according to law; or
2. The alteration of any streets or the establishment of any new streets within any subdivision previously made and approved or recorded according to law, but does not

include conveyances so as to combine existing lots by deed or other instrument. (MLUL).

“Retaining Wall” means a structure that is designed and constructed to stabilize two generally horizontal surfaces which are vertically displaced.

“Retention Basin” means a stormwater management basin designed to retain some water on a permanent basis.

“Right-Of-Way” means a strip of land occupied or intended to be occupied by a street, crosswalk, railroad, road, electric transmission line, gas pipeline, water main, sanitary or storm sewer main, shade tree, or for another special use.

“Rural” means as it pertains to streets, when density is one dwelling unit per acre or lower, a road primarily serving as access to abutting building lots, which has no on-street parking, and lot-to-street access is designed so vehicles do not back out of lots onto the street. (See “street hierarchy”).

“SCS” means Soil Conservation Service.

“SDR” means Standard Dimensional Ratio.

“Sedimentation” means the deposition of soil that has been transported from its site of origin by water, ice, wind, gravity, or other natural means as a product of erosion. (MLUL).

“Septic System” means an underground system with a septic tank used for the decomposition of domestic wastes.

“Septic Tank” means a watertight receptacle which receives the discharge of sanitary sewage from a building sewer or part thereof, and is designed and constructed so as to permit settling of settleable solids from the liquid, partial digestion of the organic matter, and discharge of the liquid portion into a disposal field or seepage pit.

“Sewer” means any pipe conduit used to collect and carry away sewage or stormwater runoff from the generating source to treatment plants or receiving streams.

“Shoulder” means the portion of the roadway contiguous with the traveled way for accommodation of stopped vehicles, for emergency use, and for lateral support of base and surface courses.

“Sidewalk” means an improved path for pedestrian use outside the cartway.

“Sight Triangle” means a triangular-shaped portion of land established at street intersections in which nothing is erected, placed, planted, or allowed to grow in such a manner as to limit or obstruct the sight distance of motorists entering or leaving the intersection.

“Site Improvements” means any construction work on, or improvement in connection with, residential development limited to streets, roads, parking facilities, sidewalks, drainage structures, and utilities.

“Site Plan” means a development plan of one or more lots on which is shown:

1. The existing and proposed conditions of the lot including, but not necessarily limited to, topography, vegetation, drainage, flood plains, marshes, and waterways;
2. The location of all existing and proposed buildings, drives, parking spaces, walkways, means of ingress and egress, drainage facilities, utility services, landscaping, structures, signs, lighting, and screening devices; and
3. Any other information that may be reasonably required in order to make an informed determination pursuant to an ordinance requiring review and approval of site plans by the planning board adopted pursuant to N.J.S.A. 40:55D-37 et seq. (MLUL).

“Site Plan, Major” means any site plan not classified as a minor site plan.

“Site Plan, Minor” means a development plan of one or more lots which:

1. Proposes new development within the scope of development specifically permitted by ordinance as a minor site plan;
2. Does not involve planned development, any new street, or extension of any off-tract improvement which is to be prorated pursuant to N.J.S.A. 40:55D-42; and
3. Contains the information reasonably required in order to make an informed determination as to whether the requirements established by ordinance for approval of a minor site plan have been met. (MLUL).

“Sketch Plat” (see “concept plan”).

“Soil” means the arable layers of unmodified sediments beneath the surface material and above bedrock.

“Soil Cement” means a mixture of portland cement and soil.

“Soil Erosion” means the gradual alteration of soil by crustal movement or by processes of weathering, transportation, and sedimentation.

“Stabilization” means, as it pertains to streets, the ability of a surface to resist deformation from imposed loads. Stabilization can be accomplished by adequate thicknesses of asphalt base and surface course, dense graded aggregates, cement treated soil aggregates, or concrete or precast masonry units set on a base course.

Proposed Code Change:

Supporting Statement (Reason for change should include an “authoritative source” and cost analysis where appropriate.):

Changes to the technical requirements in the standards must be based on recommended site improvement standards that are published by an academic or professional institution or organization, similar to those used in the original Rutgers Model Subdivision and Site Plan Ordinance.

New Rule, R.2001 d.352, effective October 1, 2001.
See: 33 N.J.R. 1237(a), 33 N.J.R. 3427(a).

TABLE 4.1

AVERAGE DAILY MOTOR VEHICLE
TRAFFIC TRIP GENERATION
PER DWELLING UNIT¹

SUBCHAPTER 4. STREETS AND PARKING

Subchapter Historical Note

Administrative change.

See: 35 N.J.R. 609(b).

5:21-4.1 Street hierarchy

(a) Streets shall be classified in a hierarchy with design tailored to function. The street hierarchy definitions contained within this section are applicable only to local residential streets and are not to be considered related to the U.S. Department of Transportation, Federal Highway Administration's Functional Classification of Highways.

(b) The street hierarchy system shall be defined by road function and average daily traffic (ADT), calculated by trip generation rates from the current edition of "Trip Generation" by the Institute of Transportation Engineers, as indicated in Table 4.1 below. Trip generation rates from other sources may be used if the applicant demonstrates to the appropriate approving authority that these sources better reflect local conditions. In addition, the applicant shall investigate the opportunities for, and availability of, transit facilities and, if appropriate, consider their impact(s) on motor vehicle traffic trip generation rates per dwelling unit.

(c) Each residential street shall be classified and designed to meet the standards for one of the street types defined in Table 4.2 below. The entire length of the street need not be designed based on the highest ADT where the ADT varies along the street's length. However, each street segment between intersections shall be designed based on the highest ADT served in that segment.

(d) The municipality and the developer shall determine the highest order street required to be used in a given residential development, considering all of the following:

1. The size of the development (number and type of units). For example, using size to determine the highest order of street required, a development of up to 150 single-family detached units would not require any minor collectors or streets of a higher order;

2. The actual or potential development of adjacent sites (whether there is likely to be traffic passing through from neighboring developments). A "potential" development means a development having approvals granted, applications pending, or undergoing preliminary review; and

3. The streets proposed for that area, if any, as contained in the municipal master plan.

Land use ²	Peak rate
Single-family detached housing	10.1
Townhouse	5.9
Low-rise apartment	7.2
Mid-rise apartment	5.5
High-rise apartment	5.0
Mobile home park	5.0
Retirement community	2.8
Recreational homes (owner occupied)	3.2

Notes:

¹ The trip generation rates listed are guidelines only. The actual use of trip generation rates is derived by the use of regression analysis and should be computed only by professionals proficient in the use of the ITE Trip Generation manual. The "Land Use" definitions are based on the ITE manual with slight modifications to address inconsistencies contained within the ITE manual.

² For two-family dwellings (duplexes), apply the values for single-family dwellings to each unit.

Source: Institute of Transportation Engineers, Trip Generation (Washington, D.C.: ITE, 1982), 3rd Edition. The table was updated with data from the 6th Edition of the manual published by ITE in 1997. The peak ADT rates take into consideration Saturday and Sunday rates, as well as weekday rates.

DEFINITIONS

Land use	Definition
Single-family detached housing	Any single-family detached home on an individual lot.
Townhouse	Attached multiple-family dwelling units where the only separation between units is vertical.
Apartment	A dwelling unit located within the same building with at least three other dwelling units.
Low-rise apartment	Apartments in buildings that have one or two levels (floors).
Mid-rise apartment	Apartments in buildings that have more than two levels (floors) and less than ten levels.
High-rise apartment	Apartments in buildings with ten or more levels (floors).
Mobile home park	Generally trailers shipped, sited and installed on permanent foundations and in areas that typically have community facilities, such as recreation rooms, swimming pools, and laundry facilities.

<u>Land use</u>	<u>Definition</u>	<u>Land use</u>	<u>Definition</u>
Retirement community	Residential units similar to apartments and condominiums usually restricted to adults or senior citizens, and located in self-contained villages. Special services such as medical, dining, and retail facilities may be available.	Recreational home	Dwellings usually located in a resort containing local services and complete recreational facilities. These are often second homes used by the owner or rented on a seasonal basis.

TABLE 4.2
RESIDENTIAL STREET HIERARCHY DEFINITIONS

<u>Street type</u>	<u>Description</u>	<u>Average daily traffic (maximum)</u>
Residential Access [†]	Lowest order, other than rural street type, of residential streets Provides frontage for access to lots and carries traffic with destination or origin on the street itself. Designed to carry the least amount of traffic at the lowest speed. All, or the maximum number of housing units, shall front on this class of street. [†] Residential access streets of “loop” configuration, that is, two ways out, should be designed so no section conveys an ADT greater than 1500. Each half of a loop street may be classified as a single residential access street, but the total traffic volume generated on the loop street should not exceed 1500 ADT, nor should it exceed 750 ADT at any point of traffic concentration.	1,500 [†]
Residential Neighborhood [‡]	A type of residential access street conforming to traditional subdivision street design, and providing access to building lots fronting on a street and parking on both sides of street. [‡] Applicant may choose either the RESIDENTIAL ACCESS or the RESIDENTIAL NEIGHBORHOOD street type for new streets. See section 4.8(b) for specific right-of-way and cartway width requirements for new streets that are a continuation of an existing street.	
Minor Collector	Middle order of residential street. Provides frontage for access to lots and carries traffic of adjoining residential access streets. Designed to carry somewhat higher traffic volumes than lower-order streets such as rural and residential access streets, with traffic limited to motorists having origin or destination within the immediate neighborhood. Is not intended to carry regional traffic. Each half of a loop-configured minor collector may be classified as a single minor collector street, but the total traffic volume conveyed on the loop should not exceed 3,500 ADT, nor should it exceed 1750 ADT at any point of traffic concentration.	3,500
Major Collector	Highest order of residential streets. Conducts and distributes traffic between lower-order residential streets and higher-order streets—arterials and expressways. Carries the largest volume of traffic at higher speeds. Function is to promote free traffic flow; therefore, parking should be prohibited and direct access to homes from this level of street should be avoided. Collectors should be designed so they cannot be used as shortcuts by non-neighborhood traffic.	7,500
Special Purpose Streets		
Rural	A rural street is a street that serves dwellings on lots that are one acre or greater, AND primarily serves as access to abutting building lots, AND has no on-street parking, AND has lot-to-street access designed so vehicles do not back out of lots onto the street. Rural streets shall only connect to rural streets, rural residential lanes, or mixed-use collectors. However, a rural street shall not connect two mixed-use collectors.	500
Rural residential lane	A rural residential lane is a street that serves dwellings on lots that are two acres or greater, AND primarily serves as access to abutting building lots, AND has no on-street parking, AND has lot-to-street access designed so vehicles do not have to back out of lots onto the street. Rural residential lanes shall only connect to rural streets, rural residential lanes, or mixed-use collectors. However, a rural residential lane shall not connect two mixed-use collectors.	200

<u>Street type</u>	<u>Description</u>	<u>Average daily traffic (maximum)</u>
Alley	A service road that provides a secondary means of access to lots. On same level as residential access street, but different standards apply. No parking shall be permitted; alleys should be designed to discourage through traffic. ADT level shall not exceed that of a residential access street.	500
Cul-de-sac ¹	A street with a single means of ingress and egress and having a turnaround, the design of which may vary. A divided-type entrance roadway to at least the first cross street, with median of sufficient width to ensure freedom of continued emergency access by lanes on one side, shall not be considered part of a cul-de-sac. Parking lots with a single means of ingress and egress shall not be included within the definition of cul-de-sac.	250
Marginal access street	A service street that runs parallel to a higher-order street and provides access to abutting properties and separation from through traffic. May be designed as residential access street or minor collector, according to anticipated daily traffic.	1,500 (residential access total) 3,500 (minor collector total)
Divided street	Municipalities may require streets to be divided to provide alternate emergency access, protect the environment, or avoid grade changes. Design standards should be applied to the combined dimensions of the two street segments, as required by the street class.	
Multifamily access cul-de-sac	A street with a single means of ingress and egress, which serves multifamily development, that provides a means for vehicles to turn around.	1,000
Multifamily court	A street with a single means of ingress and egress, which serves multifamily development, that does not provide a means for vehicles to turn around. The length of multifamily courts is limited to 300 feet.	Note ²

Notes:

¹ Streets serving multifamily developments with a single means of ingress and egress shall be classified as multifamily access cul-de-sacs.

² There is no ADT limit for multifamily courts specified because the length of the court will effectively limit the ADT to acceptable levels.

Administrative correction.

See: 29 N.J.R. 1296(a).

Amended by R.1999 d.374, effective November 1, 1999 (operative May 1, 2000).

See: 31 N.J.R. 477(a), 31 N.J.R. 3259(a).

In (c), added a second sentence; and in Table 4.2, added a third sentence in the Cul-de-sac Description, and substituted a reference to non-parallel parking for a reference to perpendicular parking in the Parking Loop Description.

Administrative correction.

See: 32 N.J.R. 684(b).

Amended by R.2000 d.480, effective December 4, 2000 (operative June 3, 2001).

See: 32 N.J.R. 2670(b), 32 N.J.R. 4277(a).

Rewrote Table 4.1 and in Table 4.2, rewrote the description of "Rural residential lane".

Amended by R.2002 d.399, effective December 16, 2002.

See: 34 N.J.R. 2615(a), 34 N.J.R. 4412(a).

In Table 4.1, inserted "Trip General" preceding "manual" in the second sentence of footnote 1, and added footnote 2; rewrote Table 4.2. Public Notice: Notice regarding the Publication of two Notices of Adoption in the December 16, 2002 New Jersey Register.

See: 34 N.J.R. 4343(a), 4412(a), 35 N.J.R. 219(b).

5:21-4.2 Cartway width

(a) Cartway width for each street classification shall be determined by parking and curbing requirements that are based on intensity of development.

(b) Intensity of development shall be based on dwelling units per gross acre as follows:

<u>Intensity</u>	<u>Dwelling Units per Gross Acre[†]</u>
Low	Less than or equal to 4
Medium	More than 4 and less than or equal to 8
High	More than 8

Note:

[†]In determining the intensity of development, the gross acreage shall not include dedicated common open space or other such areas restricted from future development.

(c) Cartway widths for each street classification are as shown in Table 4.3 below.

(d) Cartway width also shall consider possible limitations imposed by sight distances, climate, terrain, and maintenance needs.

(e) Municipalities may require additional cartway width for major or minor collectors which are part of a designated bike route as indicated in the bicycle circulation part of the municipal master plan to make them consistent with the AASHTO guidelines for bicycle-compatible streets.