



# Chapter 13 - Glossary, Acronyms, and Index

## 13.1 Glossary of Terms

**Accessibility** – The ability of people to reach desired destinations (such as employment, shopping, recreational facilities, medical facilities, cultural centers, airports, etc.). Accessible regions allow residents to reach many such destinations in a shorter period of time. Inaccessible regions allow residents to reach fewer destinations, and require longer periods of time.

**Alternatives** – Possible routes for I-69 to connect Evansville to Indianapolis, plus a No Build Alternative.

**Archaeological Site** – An instance of past human behavior or activity, where humans conducted some activity and left evidence of it behind, including artifacts and features.

**Best Management Practice (BMP)** – The methods or practices determined by a particular industry to be the most effective, practical means of accomplishing the tasks of that industry. For example, BMPs for treating water pollution may include requirements for treatment, operating procedures, and practices to control runoff leaks, sludge, waste, or drainage.

**CERCLA Site** – A site contaminated with a hazardous substance and being remediated as part of the Comprehensive Environmental Response, Compensation, and Liability Act (CERCLA).

**CERCLIS** – Comprehensive Environmental Response, Compensation, and Liability Information System is a database that includes all sites currently on the National Priorities List, or being considered for it.

**Commerce Corridor** – That part of a recognized system of highways that (1) directly facilitates intrastate, interstate, or international commerce and travel; (2) enhances economic vitality and international competitiveness; or (3) provides service to all parts of Indiana and the United States.

**Committed Project** – A project that is expected to occur regardless of the proposed I-69 project. Improvements to I-70 from Indianapolis to Terre Haute, and the construction of SR 641, the Terre Haute bypass, are examples of committed projects.

**Congestion** – A condition in which the number of vehicles using a road approaches the capacity of that road. It is characterized by reduced travel speeds and (at high levels of congestion) stop-and-go conditions.

**Corridor** – Approximately 2000-foot wide in most areas, for each alternative. The decision will be made on a corridor, rather than an alignment. The corridor has been narrowed in some instances around committed projects and to avoid sensitive areas, and widened in some areas to provide ample room for future alignments.

**Cumulative Impacts** – Are defined by the Council on Environmental Quality (CEQ) Regulations as “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.” (CEQ Regulations). Cumulative impacts include the direct and indirect impacts of a project together with the reasonably foreseeable future actions of others.



**Direct Impacts** – Are defined by the CEQ Regulations as “effects which are caused by the action and occur at the same time and place.” (CEQ Regulations). For this project, an example of a direct impact would be the taking of a wetland for right-of-way for an interchange.

**Economic Model** – A computerized representation of the economy of a region. It models the interaction of components such as labor, capital, markets, and government policy. The model used in this study (the Regional Economic Model Inc. – REMI Model) analyzes the interaction of 53 industry categories with available markets, labor, and capital resources. It is used to forecast the economic effects of a significant change in policies which affect the economy, such as the construction of a new Interstate highway between Evansville and Indianapolis.

**EIS** – Environmental Impact Statement. A detailed document prepared as part of the NEPA process. A draft EIS (DEIS) is published to seek agency and public input. A final EIS (FEIS) adds (1) the comments and responses to the DEIS and (2) selects a preferred alternative.

**Forecast Year** – A year that is 20-25 years into the future for which traffic forecasts are made. The design of any transportation facility must accommodate travel which would occur in the forecast year. For this study, the Forecast Year is 2025.

**Geographic Information System (GIS)** – A computer representation of data which is geographically distributed. These data can be generated and displayed to show their physical location. Each data set with a certain type of information (e.g., the location of wetlands) constitutes a “layer” in the GIS. GIS layers can be superimposed to show the relationship between the location of different items.

**Grade Separation** – Overpass or underpass.

**High Quality Natural Community** – Any one of a number of unique habitats tracked by the IDNR Division of Nature Preserves and ranked by their relative scarcity in the state.

**Historic Properties** – Buildings, structures, sites, objects, or districts, which are an important part of the historical and cultural heritage of the United States.

**Horizontal Alignment** – Location of the road as it can be moved from side to side, usually done by using curves.

**Impact Length** – Length of an alternative that does not include the length of committed projects within the alternative. It represents the length of the alternative that will be new right-of-way for the proposed I-69 project.

**Impaired Stream** – A stream listed in the IDEM 1998 303(d) List of Impaired Waterbodies. These streams do not meet Indiana’s water quality standards. Streams may be impaired due to chemical or biological contaminants.

**Indirect Impacts** – Are defined by the CEQ Regulations as “effects which are 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...” (CEQ Regulations). For this project, an example of an indirect impact would be farmland bought by a developer to build a service station at an interchange.

**Interchange** – A grade-separated crossing with entrance and exit ramps to allow access to and from the route crossed.



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**Intersection** – The place where two or more roads meet or cross. Unlike an interchange, crossing is at-grade without any separation by use of a bridge. Traffic control is by use of signage and or signalization.

**Jurisdictional Wetland** – A wetland regulated by the Army Corps of Engineers as a “water of the United States” under the Clean Water Act. Impacts to jurisdictional wetlands must be mitigated (e.g., recreated, restored, or enhanced).

**Karst** – Landscapes characterized by caves, sinkholes, underground streams, and other features formed by slowly dissolving, rather than mechanically eroding, bedrock. Karst areas can be especially sensitive to groundwater pollution.

**Layer** – Individual digital GIS data file. Many layers (aerial photo, roads, churches) are used in a project to create one map.

**Level of Service (LOS) Ratings** – A scale that measures the level of congestion on a road. It goes from A (free flowing traffic) to F (the highest level of congestion).

**Major University** – An institution of higher education with an enrollment of at least 5,000.

**Managed Lands** – Lands that are actively managed by federal, state, and local agencies and private land trusts. Lands include natural areas, city parks, nature and wildlife preserves, refuges, forests, fish and wildlife areas, river access sites, and historic sites.

**Map Sheet** – A single atlas sheet within the series of sheets that makes up an atlas of an entire alternative.

**Memorandum of Agreement (MOA)** – An agreement executed between two or more entities.

**Metropolitan Planning Organization (MPO)** – The forum for cooperative transportation decision-making for a metropolitan area. Title 23 USC Section 134 requires that (1) a MPO be designated for each Urbanized Area (UZA) containing 50,000 or more persons based on the latest US Census, and (2) the metropolitan area has a continuing, cooperative and comprehensive transportation planning process.

**Mobility Corridors** – These corridors are the top-end of the highway system and are meant to provide mobility across the state. They provide safe, free-flowing, high-speed connections between metropolitan areas of the state and surrounding states. They serve as the freight arteries of the state and are vital for economic development.

**National Environmental Policy Act (NEPA)** – Legislation passed by the Congress in 1969 that requires preparation of an environmental impact statement (EIS) for Federal actions that may significantly impact the environment.

**National Highway System (NHS)** – A national system of highways, consisting of all Interstate highways and other principal arterial highways. Federal policy is to focus federal highway investments on these roads. The NHS includes 5% of the national roadway network but serves approximately 4% of the Nation’s highway travel.

**National Natural Landmark** – A site that is one of the best examples of a type of biotic community or geologic features in its physiographic province.

**National Wetland Inventory (NWI)** – A portion of the U.S. Fish and Wildlife Service that produces information on the characteristics of the nation’s wetlands and deepwater habitats.



**Natural Environmentally Sensitive Area** – An ecologically attractive area with a number of unique habitats that harbor federal and state listed plant and animal species.

**Natural Region** – A major, generalized unit of the landscape where a distinctive assemblage of natural features is present. The natural region classification system includes several natural features, such as: climate, soils, glacial history, topography, exposed bedrock, pre-settlement vegetation, species composition, physiography, and plant and animal distribution.

**No Build Scenario** – The scenario in which a proposed project is not built. All benefits and impacts are forecasted with reference to the No Build scenario (also called the No Action Alternative). The No Build scenario must remain under consideration throughout the study process.

**Notable Sites/Structures** – Property that did not quite merit an “Outstanding” rating, but still is above average in its importance. Further research or investigation may reveal that the property could be eligible for National Register listing. The property may be eligible for the Indiana Register of Historic Sites and Structures. Most surveys were done by the Indiana Historic Landmark Foundation as part of the Indiana Historic Sites and Structures Inventory.

**Options** – Various ways a single alternative may approach Indianapolis. For example, Alternative 2 has three options: 2A, 2B, and 2C.

**Outstanding Sites/Structures** – Property that has enough historic or architectural significance that it is already listed, or should be considered for individual listing, in the National Register of Historic Places. Most surveys were done by the Indiana Historic Landmark Foundation as part of the Indiana Historic Sites and Structures Inventory.

**Performance Measure** – A rating (typically numerical) which assesses the degree to which an alternative satisfies a project goal.

**Physiographic Region** – An area characterized by consistency in soil and geology.

**Populated Area** – General boundary where there is some density of residential development, similar to city limits.

**Poverty** – The status of any person living in a household with a total household income less than the poverty threshold. The poverty thresholds are based on the household size and are updated annually by the Census Bureau.

**Prime Farmland** – Land that has the best combination of physical and chemical characteristics for producing food, feed, forage, fiber, and oilseed crops.

**Purpose and Need** – The section of an environmental project that discusses the needs and defines the goals (purposes) of the project.

**RCRA Site** – A site that is regulated by the Resource Conservation and Recovery Act to either generate, transport, store, or dispose of hazardous waste.

**Record of Decision (ROD)** – A NEPA requirement for an EIS, which explains the reasons for the project decision and summarizes any mitigation measures that will be incorporated in the project.

**Relocation** – The purchase of private property (land and/or structures) for a public purpose, such as a transportation facility. The purchase price includes the costs of relocating residents or businesses.



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**Route Concept** – A line connecting points on a map, used in the scoping and screening phases of the Tier 1 analysis.

**Route Map** – A single map showing one entire alternative in relation to some specific environmental issue.

**Scoping** – The initial step of an environmental study. It includes the determination of a range of possible alternatives and analysis of Purpose and Need for the project.

**Screening**– The second step of an environmental study. It applies Purpose and Need criteria to all alternatives to arrive at a set of alternatives for detailed study.

**Section 106 Consultation** – Consultation between a federal agency and interested parties, including the State Historic Preservation Officer, regarding potential impacts of a federal action on historic sites and mitigation measures to reduce impacts. This consultation and review process is required by Section 106 of the National Historic Preservation Act of 1968.

**Section 404** – Section 404 of the Clean Water Act, establishes a program to regulate the discharge of dredged and fill material into “waters of the United States”, including wetlands. Activities in “waters of the United States” that are regulated under this program include fills for development, water resource projects (such as dams and levees), infrastructure development (such as highways and airports), and conversion of wetlands to uplands for farming and forestry.

**Section 4(f)** – FHWA will not approve any program or project which requires the use of any publicly owned public park, recreation area, or wildlife or waterfowl refuge, or any land from a historic site of national, state, or local significance unless: (1) there is no feasible and prudent alternative to the use, and (2) all possible planning to minimize harm resulting from such use is included.

**Section 4(f) Resource** – Any site which meets specific criteria for protection under Section 4(f) of the Department of Transportation Act of 1966. These sites include specific publicly owned parks, recreation areas, and wildlife or waterfowl refuges as well as sites listed in or eligible for inclusion in the National Register of Historic Places.

**Section 7 Consultation** – Section 7 of the Endangered Species Act of 1973 requires federal agencies to consult with the USFWS on all federal actions that may affect a federally listed species to ensure that their actions do not jeopardize listed species or destroy or adversely modify critical habitat.

**Segment of Independent Utility (SIU)** – A section of a larger project that would perform a useful purpose if none of the other sections were to be built. These sections must conform to certain regulatory criteria to ensure that each section performs independently. These criteria, specified in 23 CFR § 771.111(f), require that the project: connect logical termini and be of sufficient length to address environmental matters on a broad scope; have independent utility or independent significance; and not restrict consideration of alternatives for other reasonably foreseeable transportation improvements. For the National I-69 project, there are 32 SIUs.

**State Historic Preservation Officer (SHPO)** – Administers the National Historic Preservation Program at the state level, reviews National Register of Historic Places nominations, maintains data on historic properties that have been identified but not yet nominated, and consults with Federal agencies during the Section 106 process.

**State Implementation Plan (SIP)** – Under the 1990 Clean Air Act Amendments (CAAA), each state is required to establish a plan for achieving and/or maintaining National Ambient Air Quality Standards (NAAQS) for pollutants that are considered harmful to the public health and environment, such as particulate matter (PM), sulfur dioxide (SO<sub>2</sub>), carbon monoxide (CO), ozone, oxides of nitrogen (NO<sub>x</sub>) and lead. This plan is known as the State Imple-



mentation Plan (SIP). The SIP establishes emission budgets (not to be exceeded) for “nonattainment” areas (i.e., an area that does not meet the NAAQS for one or more pollutants) and “maintenance” areas (i.e., an area that was formerly in nonattainment and now meets the NAAQS).

**Study Area** – The special limits within which alternatives are considered.

**Study Band** – Two-mile wide band around the conceptual working alignment.

**Superfund Sites** – Uncontrolled or abandoned places where hazardous waste is located, possibly affecting local ecosystems or people.

**Threatened and Endangered Species** – Species that are recognized by federal and state agencies as being in danger of extinction or being sufficiently compromised that they are at risk of becoming endangered, either nationally or in a state.

**Tiering** – A two-step process applied to NEPA evaluations where the first step (tier) focuses on broad issues such as general location, mode, choice and area-wide air quality and land use implications of the major alternatives. The second step (tier) addresses site-specific details on project impacts, costs, and mitigation measures.

**Tier 1 EIS** – An EIS that may be completed for large studies that require certain major questions to be answered before a more detailed study (Tier 2 EIS) can be done.

**Tier 2 NEPA Studies** – More detailed NEPA studies completed after the Tier 1 EIS has been done.

**Tier 2 Sections** – Shorter sections of the alternative that are selected in the Tier 1 ROD. Each Tier 2 Section is evaluated in a separate NEPA study.

**Total Length** – Length of an alternative from Evansville to Indianapolis, including committed projects.

**Travel Demand Model** – A computerized representation of the population, employment, socioeconomic characteristics, and transportation network of a region. Travel on the transportation network is forecasted as a function of population, employment, and socioeconomic characteristics. If proposed projects (such as an alternative of I-69) can be added to the transportation network, the model can forecast the effects of that proposed project.

**Typical Section** – A section cut through a roadway that shows the typical configuration and design features. This will usually include lane and shoulder widths, profile grade and construction centerline location, roadway cross slopes, side slopes, ditches and clear zones. Right-of-way width estimations were developed from typical sections.

**Variations** – Various ways a single alternative may bypass or traverse a city/town. For example, there are four variations for Alternatives 3 and 4 near Washington.

**Vertical Alignment** – Location of the road as it can be moved up or down through hills and valleys.

**Volume-to-Capacity (V/C) Ratio** – The ratio of volume of traffic on a roadway to the capacity of that roadway. As the volume approaches the capacity, the roadway becomes congested.

**Wellhead Protection Area** – The surface and subsurface area which contributes water to a public water supply well and through which contaminants are likely to move through, and reach, the well over a specified period of time. A



wellhead protection area may be delineated by a fixed radius, hydrogeologic/geomorphic mapping, analytical, semi-analytical, or numerical flow/solute transport methods.

**Wetland** – A type of land use protected by various state and federal laws. Wetlands are characterized by plants adapted to a wet environment, soils which are characterized by anaerobic conditions, and which are inundated or saturated to the surface for at least 5% of the growing season in most years.

**Working Alignment** – A conceptual footprint of the right-of-way within a corridor used solely to estimate and compare the environmental impacts of the various alternatives. This is not a final alignment, which would be determined in the design phase.

## 13.2 Acronyms

### 13.2.1 Terms

AML.....	Abandoned Mine Lands
APE.....	Area of Potential Effect
BMP.....	Best Management Practice
CERCLA.....	Comprehensive Environmental Response, Compensation, and Liability Act (Hazardous Waste Sites)
CERCLIS.....	Comprehensive Environmental Response, Compensation, and Liability Information System (Hazardous Waste Sites)
CWNS.....	Clean Water Needs Survey (wastewater collection/treatment)
DOQQ.....	Digital Orthographic Quarter-Quadrangle (registered aerial photograph)
DRG.....	Digital Raster Graphic (often refers to digital USGS 7.5' quadrangles)
EIS.....	Environmental Impact Statement
ESPI.....	Efficient System Performance Index
GIS.....	Geographic Information System
LUST.....	Leaking Underground Storage Tanks
MOA.....	Memorandum of Agreement
MOU.....	Memorandum of Understanding
NEPA.....	National Environmental Policy Act
NRI.....	National Rivers Inventory
NPL.....	National Priorities List (Hazardous Waste Sites)
NR.....	National Register of Historic Places
PAMP.....	Preferred Alternative Mitigation Package
RCRA.....	Resource Conservation and Recovery Act
RCRIS.....	Resource Conservation and Recovery Information System
ROD.....	Record of Decision
SIP.....	State Implementation Plan



SIU .....	Section of Independent Utility
TES.....	Threatened and Endangered Species
UST .....	Underground Storage Tank
V/C .....	Volume to Capacity ratio
VHT .....	Vehicle Hours of Travel
VMT.....	Vehicle Miles of Travel

### 13.2.2 Agencies

ACHP .....	Advisory Council on Historic Preservation
CILTI.....	Central Indiana Land Trust, Inc.
DHPA .....	Indiana Department of Natural Resources, Division of Historic Preservation & Archaeology
ESRI .....	Environmental Systems Research Institute, Inc.
FAA .....	Federal Aviation Administration
FCC .....	Federal Communications Commission
FEMA.....	Federal Emergency Management Agency
FGDC .....	Federal Geographic Data Committee
FHWA .....	Federal Highway Administration
FTA .....	Federal Transit Administration
IDEM.....	Indiana Department of Environmental Management
IDNR.....	Indiana Department of Natural Resources
IDOR.....	Indiana Division of Reclamation
IGS .....	Indiana Geological Survey
INDOT .....	Indiana Department of Transportation
IU .....	Indiana University
MPO .....	Metropolitan Planning Organization
NPS .....	National Park Service
NRCS .....	Natural Resource Conservation Service
SHPO.....	State Historic Preservation Officer
USACE .....	US Army Corps of Engineers
USDA .....	US Department of Agriculture
USEPA.....	US Environmental Protection Agency
USFWS.....	US Fish and Wildlife Service
USGS.....	US Geological Service



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