

Marquette Greenway: Cline Avenue
to Bridge Street
Lake County
Des. No. 2400062

Abbreviated Engineer's Assessment Report

September 23, 2024

Prepared for

Northwestern Indiana Regional Planning Commission



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1. Purpose of Engineer's Assessment Report

Through extensive review of existing conditions and coordination with local and regional agencies, the Northwestern Indiana Regional Planning Commission (NIRPC) has investigated a preferred route for the next section of the Marquette Greenway in Lake County, Indiana. The purpose of this report is to document the inventory and analysis of the investigation and present the conceptual alignment and scope for the development of Preliminary Engineering for the multi-use trail. This report includes relevant background data consisting of the project location, study criteria, and various alternatives, as well as providing conclusions and recommendations regarding the conceptual route.

2. Project History

Residents of the South Shore region of Lake Michigan have long desired to have an uninterrupted non-motorized trail connecting the three states of Illinois, Indiana and Michigan that would provide access to a wide variety of destinations along the lakefront. NIRPC is committed to finishing the Greenway that will ultimately span 60 miles from Calumet Park in Chicago to downtown New Buffalo, Michigan. Since 2005, the Marquette Greenway has been the focal point in numerous NIRPC planning, strategy and action plans. Thirty-four (34) miles of the multi-use Marquette Greenway have been built or have previously received funding. In 2019, NIRPC was awarded a Rebuilding America Infrastructure with Sustainability & Equity (RAISE) grant from the USDOT to develop this section, and other remaining sections, of the Marquette Greenway.

3. Project Purpose and Need

The Marquette Greenway is needed to provide connections between both residents and visitors and the destinations they desire, or need, to visit, such as recreational facilities, scenic landscapes, economic opportunities, and multi-modal transportation access points. These non-motorized connections will greatly enhance the quality of life through this geographically and socio-economically diverse landscape.

The purpose of this project is to provide a secure, safe, sustainable, and accessible paved pathway that will fill in a gap in existing sections of the Marquette Greenway.

4. Project Location

The City of Hammond is currently in the Preliminary Engineering stage of a separate project for development of the Marquette Greenway on The Nature Conservancy property along the southern edge of the Grand Calumet River, east of Kennedy Avenue. That trail's eastern terminus will be approximately 300 feet west of Cline Avenue/US 12. This project's trail will begin at that point, and continue the Marquette Greenway eastward under Cline Avenue into Gary, IN, and southward over the transportation corridor that contains I-90 and the South Shore Railroad (also known as Northern Indiana Commuter Transportation District (NICTD)). The trail will continue eastward along the southern edge of the NICTD corridor, cross over Canadian National Railroad tracks, then continue eastward to Industrial Highway and follow the roadway southward to 4th Avenue. It is intended that the lanes and railing on the 4th Avenue bridge over CSX and Norfolk Southern tracks will be modified as a part of this project to accommodate the trail, allowing it to continue eastward along 4th Avenue to Bridge Street. The trail will then turn northward along Bridge Street to its eastern terminus where it will tie into

Gary's existing Green Link Trail. The overall length of this section of the Marquette Greenway is approximately 3.7 miles.

See the Conceptual Route Maps in **Appendix A**.

5. Design Criteria

A. Shared-Use Path

Shared-Use path design shall comply with the Indiana Department of Transportation (INDOT) Design Manual Chapter 51-7.0; Non-Motorized Vehicle Use Facility, the 2011 Indiana MUTCD with Revisions 1, 2, & 3, and the Public Right-of-Way Access Guidelines (PROWAG), Current Edition.

All drainage, roadway improvements, and other incidental work shall be designed in accordance with the relevant chapters of the INDOT Design Manual.

Design variances, if applicable, shall be justified and documented in accordance with INDOT Design Manual Chapter 40-8.0.

B. Bridges

Any rehabilitated structure shall be repaired utilizing design criteria from the 9th edition of the AASHTO LRFD Design Guide and specifications.

All pedestrian bridge structures shall be designed and/or analyzed to meet the pedestrian and vehicular loading criteria of the AASHTO Pedestrian Bridge Design Guide, 2nd edition with 2015 interim revisions.

Whichever load, vehicle or pedestrian, generates the largest force effect shall be used for the final design/analysis.

6. Environmental Issues

Based on preliminary review of the project location the following environmental issues were identified that may impact project development or construction. See **Appendix B** for the Red Flag Investigation letter and preliminary mapping of environmental issues.

A. Infrastructure

Airports: One (1) airport is located within the 0.5-mile search radius. The public-use airport, Gary/Chicago Int'l, is located 0.15 mile north of the project area. Coordination with INDOT Aviation will occur.

Recreational Facilities: Twelve (12) recreational facilities are located within the 0.5-mile search radius. Two (2) recreational facilities are located adjacent to the project area.

Pipelines: Seventeen (17) pipeline segments are located within the 0.5-mile search radius. Five (5) pipeline segments cross (or are adjacent to) the project area.

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Railroads: Fifteen (15) railroad segments are located within the 0.5-mile search radius. Seven (7) railroad segments cross the project area.

Trails: Five (5) trail segments are located within the 0.5-mile search radius. One (1) Planned trail segment, Clark Street to Cline Avenue, crosses the project area south of the railroad corridor east and west of US 12. Coordination will occur with Gary Planning Department.

Managed Lands: Three (3) managed lands polygons are located within the 0.5-mile search radius. Two managed lands polygons are located adjacent to the project area.

B. Water Resources

Three (3) wetlands polygons are located within the project area west of US 12 south of I-90.

One (1) floodplain polygon is located adjacent to the north of the project area near the east project terminus at Bridge Street.

C. Mining/Mineral Exploration

No mining and mineral exploration resources were identified within the 0.5-mile search radius.

D. Hazardous Materials Concerns

Superfund: Three (3) unmapped superfund sites are located within the 0.5-mile search radius. Ninth Avenue Dump, 7357 W. Ninth Avenue, Agency Interest (AI) ID # 16510, is not mapped and is located adjacent to the north of the western terminus of the project area.

Leaking Underground Storage Tank (LUST) Sites: Twenty-three (23) LUST sites are located within the 0.5-mile search radius. Five (5) LUST sites are located adjacent to the project area.

Waste Transfer Stations: Two (2) waste transfer stations are located within the 0.5-mile search radius. Blaine Street Partners LLC Transfer Station, 100 Blaine Street, AI ID # 25263, is located adjacent to the south of the project area east of US 12 and west of Webster Street.

Solid Waste Landfill: Eight (8) solid waste landfill polygons are located within the 0.5-mile search radius. Industrial Disposal Landfill – Site No. 10, Cline Avenue & I-90, AI ID # 25892, is located approximately 0.04 mile east of the project area near the western terminus.

Institutional Controls: Fourteen (14) institutional controls are located within the 0.5-mile search radius. The nearest institutional control, Watkins Shell, 2725 W. 5th Avenue, AI ID # 19138, is located adjacent to the east of the project area north of US 12 and east of Bridge Street.

NPDES Facilities: Eighteen (18) NPDES Facilities are located within the 0.5-mile search radius. Three (3) NPDES facilities are located adjacent to the project area.

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NPDES Pipe Locations: Forty-seven (47) NPDES pipe locations are located within the 0.5-mile search radius. Two (2) pipe locations are located equidistance from the project area.

E. Historic Properties

Historic property investigations revealed 16 properties of potential historic significance along the alignment. There are approximately 13 contributing properties, two notable and one outstanding property. The outstanding property is Engine Company No 8, located on the corner of US 12 and Bridge Street.

F. Ecological Information

The range-wide programmatic consultation for the Indiana Bat and Northern Long-eared Bat must be completed according to the most recent "Using the USFWS's IPaC System for Listed Bat Consultation INDOT Projects.

7. Right of Way Impacts

Right-of-Way Acquisition will be required for this project. Initial route planning shows reliance on lands currently owned by the Northern Indiana Commuter Transportation District for substantial length of the project. Railroads that adjoin the project and may be impacted include EJ&E West Railroad, Chicago South Shore and South Bend, and Norfolk & Western. Among adjacent private owners are the Nature Conservancy, Gary Redevelopment Commission, and various individuals within the residential subdivided area approaching and including Bridge Street on the project's east terminus. The intent is to maintain the trail within platted rights-of-way where available. A summary of potential acquisition parcels as discerned from Lake County GIS information is included below. The final designed route and construction limits will determine the ultimate impacts.

Owner	Tracts	Length (Ft)
NICTD	20	8500
Conservancy	2	650
Toll Road Comm.	1	300
EJ&E RR	1	100
Owner Unknown	1	650
Chicago South Shore	1	1000
City of Gary Sanitary District	2	700
Jaswinder Sahi	1	120
City of Gary - Dept. of Parks	1	150
City of Gary	1	160
Jamar Willis	1	130
Natasha Beasley	1	30
Existing Right-of-Way	0	7610
Totals	33	20100

8. Railroad Impacts

There are railroad facilities located within the project area which are expected to have an impact on the project.

NICTD/Chicago South Shore

Contact: Paul Chojenski,
paul.chojenski@nictd.com
219-221-7542

The Lake County portion of the project will utilize the NICTD corridor from Cline Ave to Industrial Highway. NICTD has given preliminary verbal approval of the proposed path. A Preliminary Engineering Agreement will need to be executed followed by a construction agreement after approval of final plans. Anticipated PE costs: \$20,000. Anticipated Construction Agreement costs: ~\$200,000 depending on final design and improvements required to permit a pedestrian path. Please refer to AREMA regarding pedestrian paths parallel to active railroads.

Canadian National

Contact: Thomas Brasseur
thomas.brasseur@cn.ca

The project path proposes to cross over Canadian National R/W on the NICTD bridge over Canadian National just west of Gary Rd, crossing # 260824R. . A Preliminary Engineering Agreement will need to be executed followed by a construction agreement after approval of final plans. Anticipated PE costs: \$10,000. Anticipated Construction Agreement costs: ~\$25,000 depending on whether or not flaggers will be required during construction

CSX

Contacts: Brad Armstrong
Brad_Armstrong@csx.com
513-853-1221

Larry Shaw
lshaw@benesch.com
317-610-3241

The project path proposes to cross over CSX R/W on 4th Ave using the existing 4th Ave bridge over CSX and Norfolk Southern, crossing 522913J. A Preliminary Engineering Agreement will need to be executed followed by a construction agreement after approval of final plans. Anticipated PE costs: \$10,000. Based on the current scope, we do not anticipate any construction costs for CSX unless structural work is proposed at this bridge.

Norfolk Southern

Contacts: E.W. Chambers
eldridge.chambers@nscorp.com
470-463-6307

Derek Sublette
derek.sublette@nscorp.com
317-472-2844

Daniel Fuhrman
Daniel.fuhrman@aecom.com
412-316-3539

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The project path proposes to cross over Norfolk Southern R/W on 4th Ave using the existing 4th Ave bridge over CSX and Norfolk Southern, crossing 522913J. A Preliminary Engineering Agreement will need to be executed followed by a construction agreement after approval of final plans. Anticipated PE costs: \$10,000. Based on the current scope, we do not anticipate any construction costs for Norfolk Southern unless structural work is proposed at this bridge.

9. Utility Impacts

Initial notifications were sent to the following utility contacts based on 811 information for the project route:

- AT&T Distribution – g09871@att.com
- BP Pipeline – bppipelinesrow@bp.com
- Buckeye Pipeline – encroachmentreviews@buckeye.com
- Comcast – Rhonda.Dalton@comcast.com
- Frontier Communications – utilitycordreq@ftr.com
- Hammond Sanitary District – mwielgos@hammondsd.com
- Hammond Water Works – longb@gohammond.com
- Indiana American Water – albert.turner@amwater.com
- Linde Pipeline – chris.kopieschke@linde.com
- Marathon Pipeline – Responded not in area
- MCI/Verizon – dennis.craig@verizon.com
- NIPSCO – utilitycoordination@nisource.com
- Wolverine Pipeline – Responded not in area
- Zayo – Waylon.higgins@zayo.com
- Windstream – Donald.built@windstream.com

The following utilities were identified as being in the area:

ATT Distribution

Owns overhead facilities attached to NIPSCO Electric poles and underground facilities throughout the project path. see GIS maps provided in the appendix

BP Pipeline

Owns a petroleum pipeline which crosses under the path near the west end of the Gary portion of the project in an easement, see map provided by the utility in the appendix. No conflict is anticipated, however a License agreement with the pipeline will need to be executed prior to letting.

Buckeye Pipeline

Owns a petroleum pipeline which crosses under the path near the west end of the Gary portion of the project in an easement, see map provided by the utility in the appendix. No conflict is anticipated, however a License agreement with the pipeline will need to be executed prior to letting.

Comcast

Owns overhead facilities attached to NIPSCO Electric poles throughout the project path.

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Frontier Communications

Owns overhead facilities attached to NIPSCO Electric poles throughout the project path. We do not anticipate a conflict with the overhead facilities based on the project scope.

Hammond Sanitary District

Owns the sanitary sewer within Hammond city limits, we do not expect a conflict with these facilities.

Hammond Water Works

Owns the water facilities within Hammond city limits, we do not expect a conflict with these facilities.

Hammond Water Works

Owns the water facilities within Hammond city limits, we do not expect a conflict with these facilities.

Indiana American Water

Owns water facilities throughout the project path, besides Hammond. See maps provided by the utility in the appendix. There is potential conflict with water facilities under 4th Ave. Valves and casting will need to be adjusted to finished grade.

Linde Pipeline

Owns a petroleum pipeline which crosses under the path near the west end of the Gary portion of the project in an easement, see map provided by the utility in the appendix. No conflict is anticipated, however a License agreement with the pipeline will need to be executed prior to letting.

MCI/Verizon

Owns overhead facilities attached to NIPSCO Electric poles throughout the project path. We do not anticipate a conflict with the overhead facilities based on the project scope.

NIPSCO Gas & Electric

Owns overhead electric poles and underground gas and electric facilities throughout the project path. See maps of these facilities provided by the utility in the appendix. There is potential conflict with underground gas facilities which parallel the NICTD corridor near I80, and on Beechwood Ave. Casings will need to be adjusted to finished grade.

Windstream

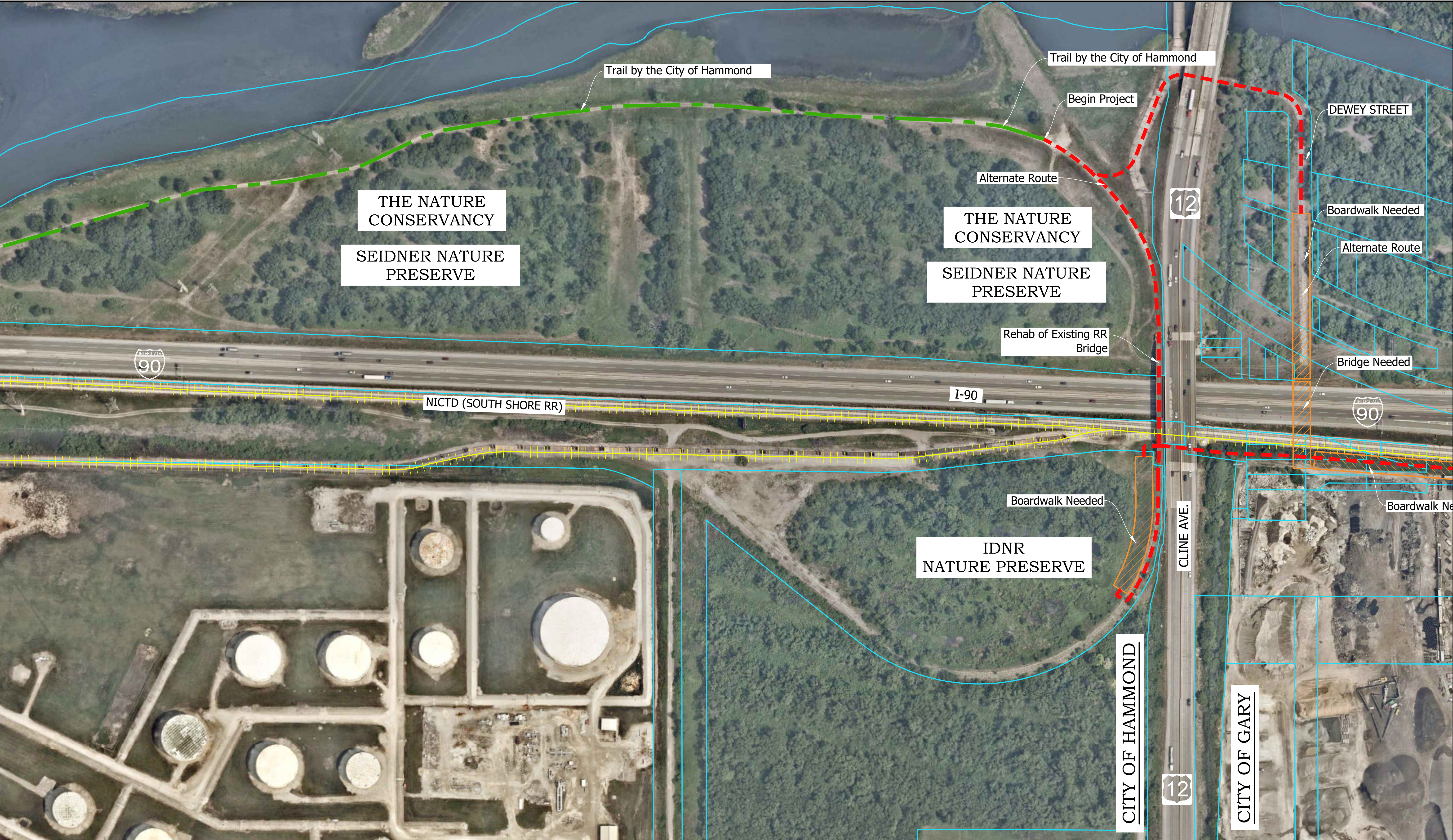
Owns underground facilities crossing under Hillcrest Rd parallel to Norfolk Southern in Portage. We do not anticipate a conflict with these facilities. See maps of these facilities provided by the utility in the appendix

Zayo

Owns overhead facilities attached to NIPSCO Electric poles throughout the project path, we do not expect a conflict with these facilities.

APPENDIX A

Conceptual Route Maps



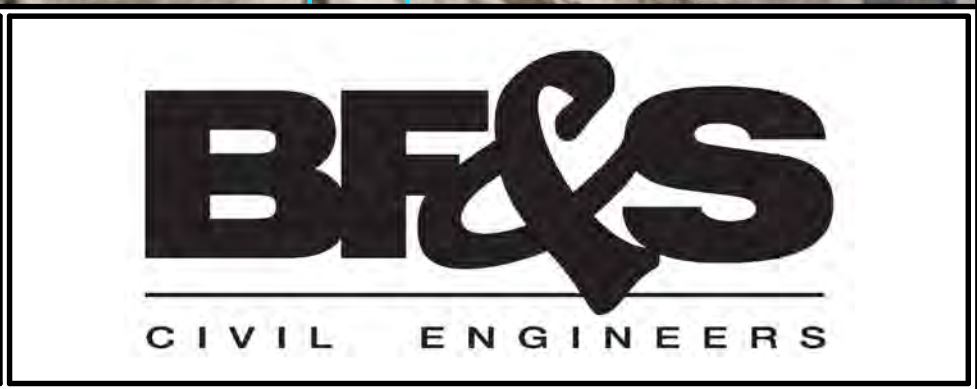
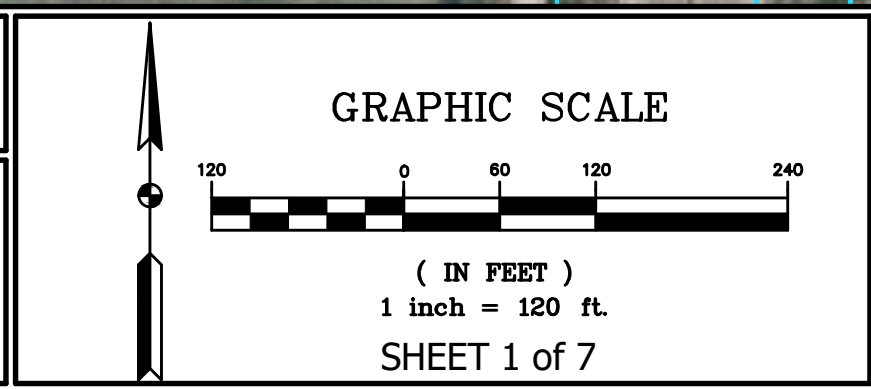
LEGEND
Proposed Marquette Greenway
Proposed Bridge/Boardwalk
Proposed Marquette Greenway

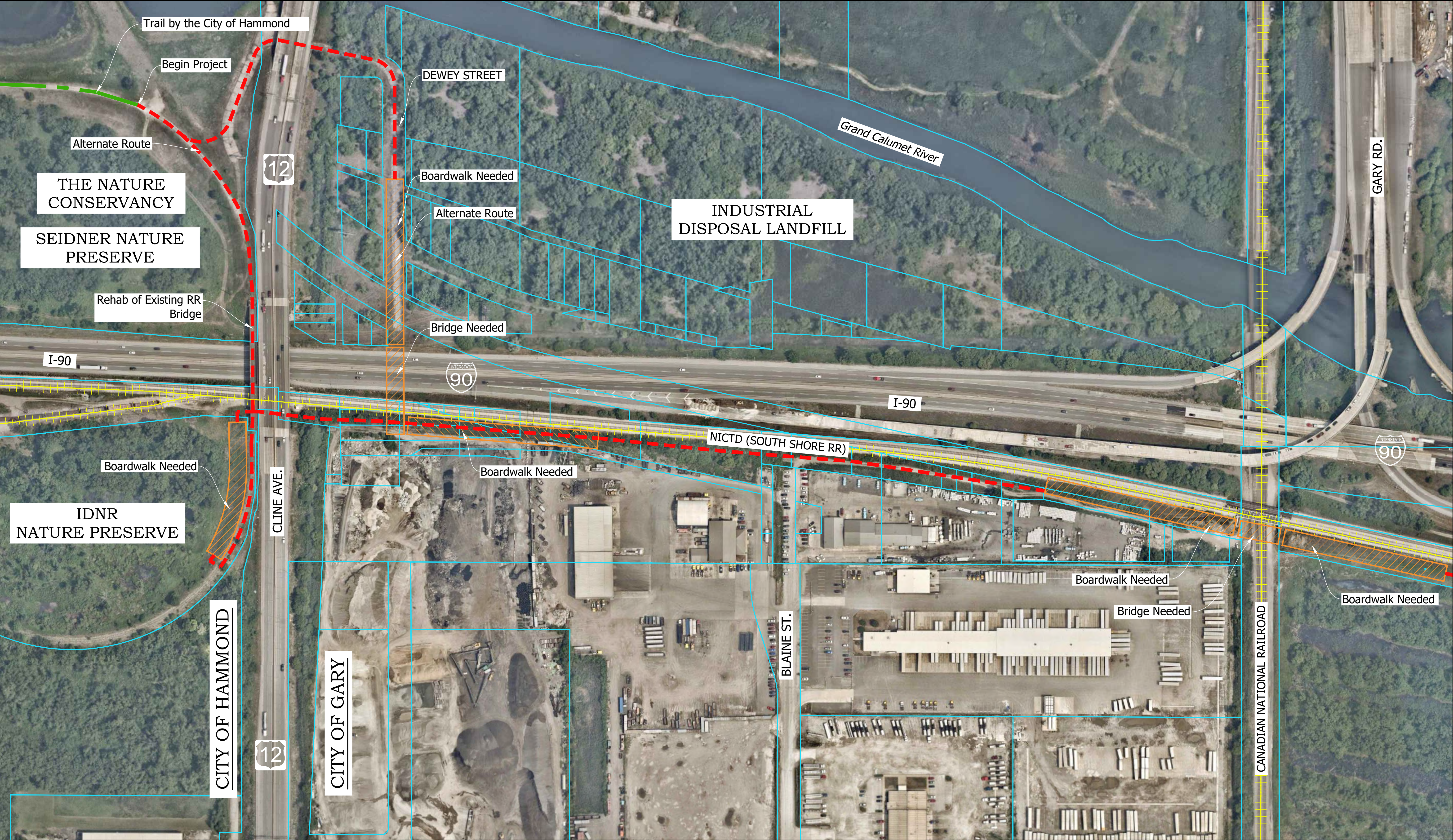
Trail Network
Existing Trail
Parcel Boundary

Active Railroad

Lake County - City of Hammond

Marquette Greenway



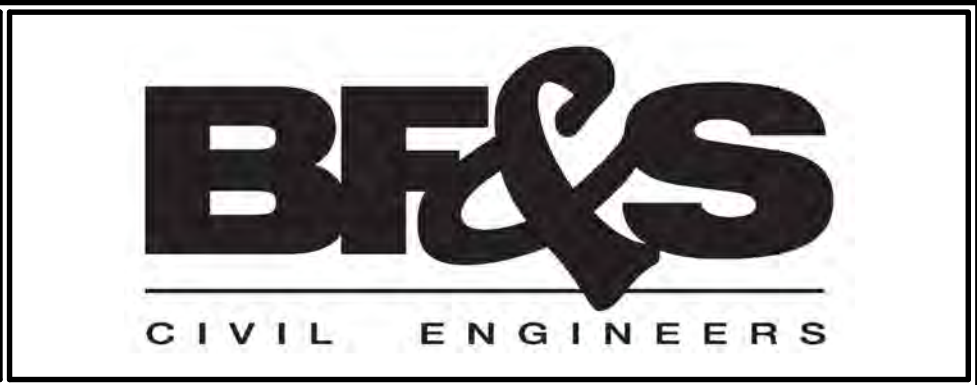
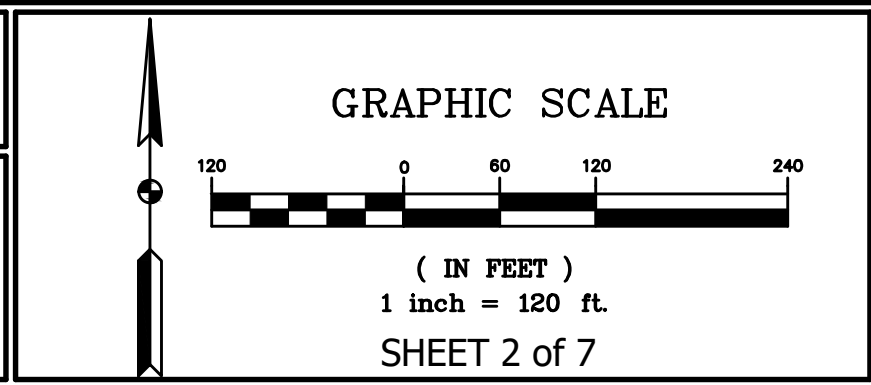


LEGEND

Proposed Marquette Greenway	Trail Network
Proposed Bridge/Boardwalk	Existing Trail
Proposed Marquette Greenway	Active Railroad
	Parcel Boundary

Lake County - City of Gary

Marquette Greenway



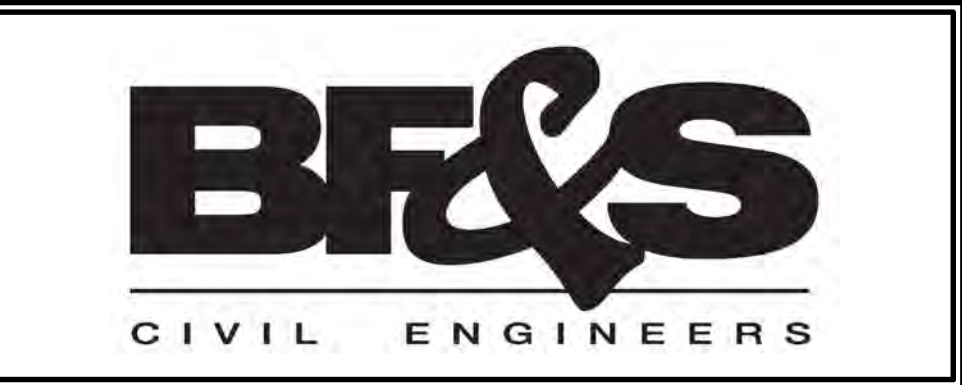
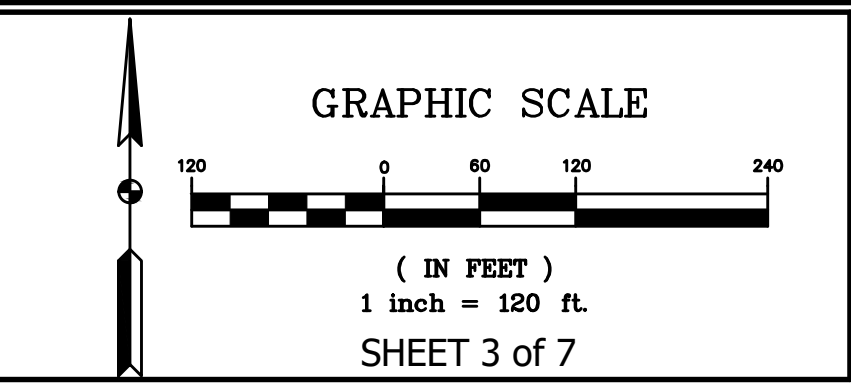


LEGEND

 Proposed Bridge/Boardwalk	 Existing Trail	 Active Railroad
 Proposed Marquette Greenway	 Parcel Boundary	

Lake County - City of Gary

Marquette Greenway





LEGEND

Proposed Marquette Greenway

Trail Network

Proposed Bridge/Boardwalk

Existing Trail

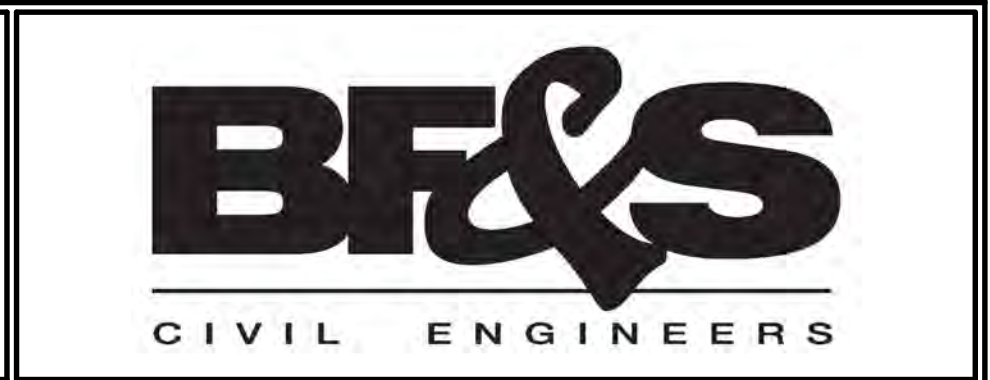
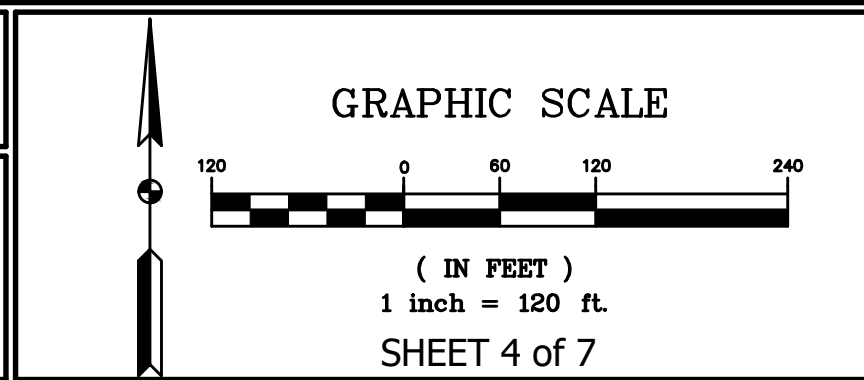
Proposed Marquette Greenway

Active Railroad

Parcel Boundary

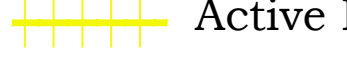
Lake County - City of Gary

Marquette Greenway



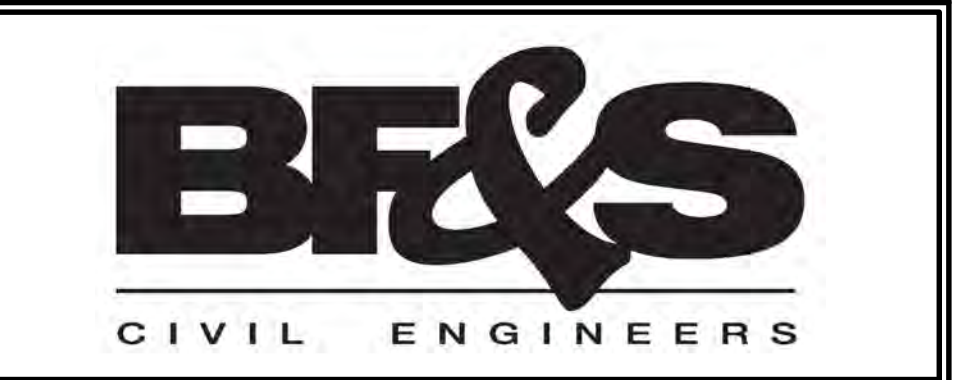
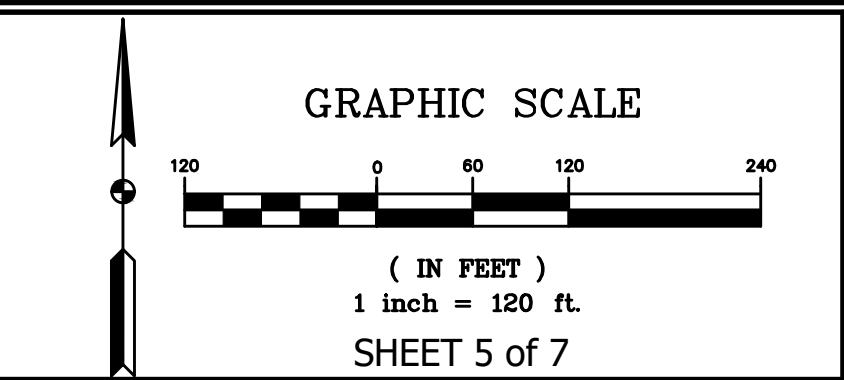


LEGEND

 Proposed Bridge/Boardwalk	 Existing Trail	 Active Railroad
 Proposed Marquette Greenway	 Parcel Boundary	

Lake County - City of Gary

Marquette Greenway





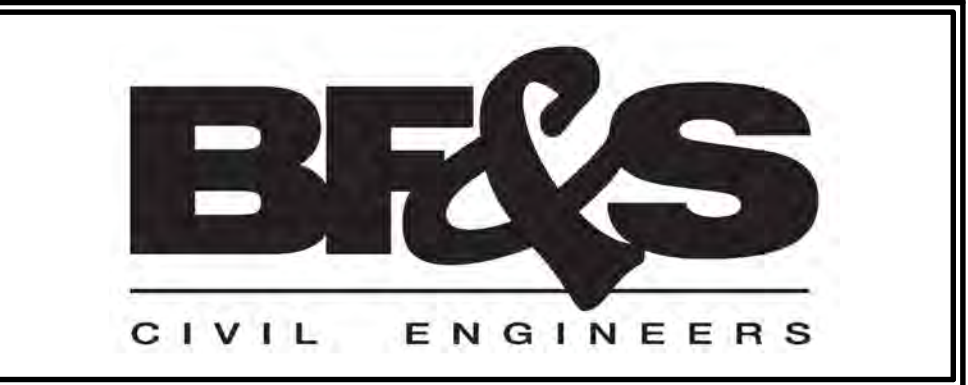
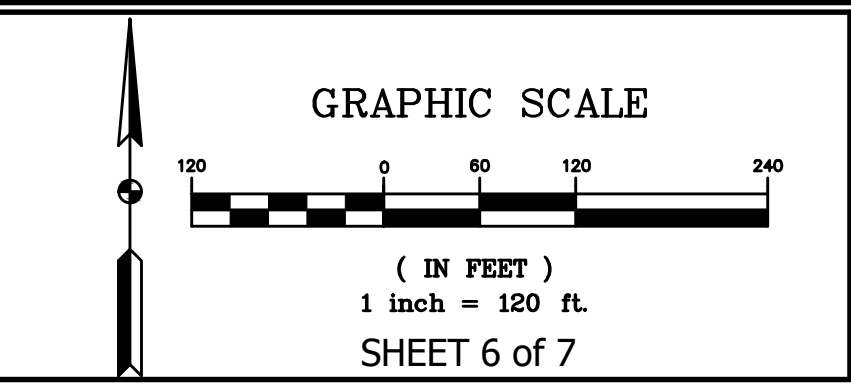
LEGEND
Proposed Marquette Greenway
 Proposed Bridge/Boardwalk
 Proposed Marquette Greenway

Trail Network
 Existing Trail
 Parcel Boundary

 Active Railroad

Lake County - City of Gary

Marquette Greenway





LEGEND

Proposed Marquette Greenway

Proposed Bridge/Boardwalk

Proposed Marquette Greenway

Trail Network

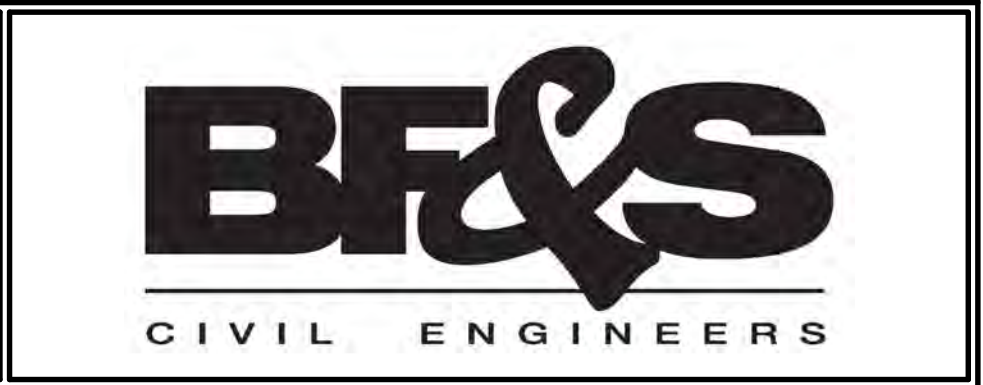
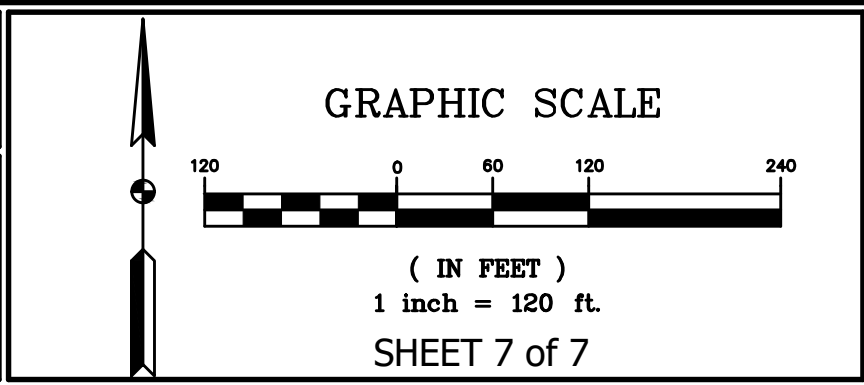
Existing Trail

Parcel Boundary

Active Railroad

Lake County - City of Gary

Marquette Greenway



8450 Westfield Blvd, Suite 300
Indianapolis, IN 46240
317.713.4615
bfsengr.com



APPENDIX B

Environmental Red Flag Investigation



Date: September 19, 2024

Environmental Inventory

DES # 2400062

Marquette Greenway Trail Project - Gary

South of I-90, West to United States Highway (US) 12

City of Gary, Lake County, Indiana

Project Introduction:

The proposed project is part of Completing the Vision the Marquette Greenway Trail Project consisting of 3.9 miles of a new multi-use path in the City of Gary, Indiana. The project will utilize federal funding for completion. The purpose of this document is to identify environmental resources and potential hazards in the area where the trail is proposed to be installed.

INFRASTRUCTURE TABLE AND SUMMARY

Infrastructure Indicate the number of items of concern found within the 0.5 mile search radius. If there are no items, please indicate N/A:			
Religious Facilities	5	Recreational Facilities	12
Airports ¹	1	Pipelines	17
Cemeteries	N/A	Railroads	15
Hospitals	N/A	Trails	5
Schools	1	Managed Lands	3

¹In order to complete the required airport review, a review of public-use airports within 3.8 miles (20,000 feet) is required.

Explanation:

Religious Facilities: Five (5) religious facilities are located within the 0.5 mile search radius. The nearest facility is located approximately 0.04 mile east of the project area. No impact is expected.

Airports: One (1) airport is located within the 0.5 mile search radius. The public-use airport, Gary/Chicago Int'l, is located 0.15 mile north of the project area. Coordination with INDOT Aviation will occur.

Schools: One (1) school is located within the 0.5 mile search radius. M C Bennett Holiness School, 2134 W 5th Street, is located 0.40 mile east of the project area. No impact is expected.

Recreational Facilities: Twelve (12) recreational facilities are located within the 0.5 mile search radius. Two (2) recreational facilities are located adjacent to the project area.

- Edison Park, located at the intersection of 2nd Street and Burr Street, adjacent to the south of the project area. Coordination with Gary Parks Department should occur.
- Cline Avenue Nature Preserve, 5700 W. Cline Avenue, is located adjacent to the project area near the western project terminus. Coordination with the Save the Dunes Conservation Fund should occur.

Pipelines: Seventeen (17) pipeline segments are located within the 0.5 mile search radius. Five (5) pipeline segments cross (or are adjacent to) the project area.

- Three (3) pipeline segments, associated with Northern Indiana Public Service Company, cross the project area: Two (2) pipelines segment intersect the project along its entire length and one (1) pipeline is adjacent to the project area at Clark Road south of the railroad corridor. Coordination with Northern Indiana Public Service Company will occur.
- One (1) pipeline segment, Wabash Pipeline Company, crosses the project area west of US 12 near the west terminus of the project area. Coordination with Wabash Pipeline Company will occur.
- One (1) pipeline segment, Amoco Pipeline Company, crosses the project area east of Fulton Avenue. Coordination with Amoco Pipeline Company will occur.

Railroads: Fifteen (15) railroads segments are located within the 0.5 mile search radius. Seven (7) railroad segments cross the project area.

- Two (2) Norfolk Southern Railroad segments cross the project area along US 12 between Chase Street and Wabash Avenue. Coordination with Norfolk Southern Railroad will occur.
- Conrail Railroad crosses the project area along US 12 between Chase Street and Wabash Avenue. Coordination with Conrail Railroad will occur.
- Two (2) Canadian National Railroad segments cross the project area along Fulton Avenue near the western project terminus.
- Two (2) Chicago SS and SB Railroad segments cross the project area near the western terminus for the project.

Trails: Five (5) trail segments are located within the 0.5 mile search radius. One (1) Planned trail segment, Clark Street to Cline Avenue, crosses the project area south of the railroad corridor east and west of US 12. Coordination will occur with Gary Planning Department.

Managed Lands: Three (3) managed lands polygons are located within the 0.5 mile search radius. Two managed lands polygons are located adjacent to the project area.

- Edison Park is located adjacent to the south of the project area between Gerry Street and Burr Street. Coordination with the Gary Department of Public Parks will occur.
- Ivanhoe Dune and Swale Nature Preserve is located adjacent to the south of the project area east of Fulton Avenue on the east and west side of Hobart Street. Coordination with the Nature Conservancy will occur.

WATER RESOURCES TABLE AND SUMMARY

Water Resources Indicate the number of items of concern found within the 0.5 mile search radius. If there are no items, please indicate N/A:			
NWI - Points	N/A	Canal Routes - Historic	N/A
Karst Springs	N/A	NWI - Wetlands	196
Canal Structures – Historic	N/A	Lakes	107
NPS NRI Listed	N/A	Floodplain - DFIRM	24
NWI-Lines	N/A	Cave Entrance Density	N/A
IDEM 303d Listed Streams and Lakes (Impaired)	9	Sinkhole Areas	N/A
Rivers and Streams	42	Sinking-Stream Basins	N/A

Explanation:

IDEM 303d Listed Streams and Lakes (Impaired): Nine (9) 303d listed streams are located within the 0.5 mile search radius. Calumet River (Gary, IN to Indiana Harbor Canal) is located approximately 0.07 mile north of the project area. Grand Calumet River (Gary, IN to Indiana Harbor Canal) is listed as impaired for *E. coli*, PCBs in Fish Tissue, Impaired Biological Communities (IBC), and Oil and Grease. No impact is expected.

- Concerning (IBC and Oil and Grease), Best Management Practices (BMPs) will be used to avoid further degradation to the stream.
- Grand Calumet River (Gary, IN to Indiana Harbor Canal) is listed for *E. coli*. Workers who are working in or near water with *E. coli* should take care to wear appropriate PPE, observe proper hygiene procedures, including regular hand washing, and limit personal exposure.
- Grand Calumet River (Gary, IN to Indiana Harbor Canal) is impaired for PCBs in fish tissue. Exposure to PCBs in fish tissue is considered low, assuming workers are not eating biota surrounding or associated with the water body. Workers will be informed. If there will be sediment and/or soils disturbed by construction, additional investigation may be necessary. Coordination with INDOT SAM will occur.

Rivers and Streams: Forty-two (42) rivers and streams segments are located within the 0.5 mile search radius. Two (2) Grand Calumet River segments are located approximately 0.07 mile north of the project area. No impact is expected.

NWI – Wetlands: One-hundred-ninety-six (196) wetlands polygons are located within the 0.5 mile search radius. Three (3) wetlands polygons are located within the project area west of US 12 south of I-90. A Waters of the US Report is recommended based on mapped features, and coordination with the appropriate agency, if applicable, will occur.

Lakes: One-hundred-seven (107) lakes polygons are located within the 0.5 mile search radius. The nearest lakes polygon is located 0.04 mile south of the project area. No impact is expected.

Floodplains – DFIRM: Twenty-four (24) floodplains polygons are located within the 0.5 mile search radius. One (1) floodplain polygon is located adjacent to the north of the project area near the east project terminus at Bridge Street. Coordination with the appropriate agency will occur.

MINING AND MINERAL EXPLORATION TABLE AND SUMMARY

Mining/Mineral Exploration Indicate the number of items of concern found within the 0.5 mile search radius. If there are no items, please indicate N/A:			
Petroleum Wells	N/A	Mineral Resources	N/A
Mines – Surface	N/A	Mines – Underground	N/A

Explanation: No mining/mineral resources were identified within the 0.5 mile search radius. No impact is expected.

HAZARDOUS MATERIAL CONCERNS TABLE AND SUMMARY

Hazardous Material Concerns Indicate the number of items of concern found within the 0.5 mile search radius. If there are no items, please indicate N/A:			
Superfund	3*	Manufactured Gas Plant Sites	N/A
RCRA Generator/ TSD	1*	Open Dump Waste Sites	N/A
RCRA Corrective Action Sites	N/A	Restricted Waste Sites	1
State Cleanup Sites	N/A	Waste Transfer Stations	2
Septage Waste Sites	N/A	Tire Waste Sites	N/A
Underground Storage Tank (UST) Sites	23	Confined Feeding Operations (CFO)	N/A
Voluntary Remediation Program	N/A	Brownfields	3
Construction Demolition Waste	1	Institutional Controls	15*
Solid Waste Landfill	9	NPDES Facilities	18
Infectious/Medical Waste Sites	N/A	NPDES Pipe Locations	47
Leaking Underground Storage (LUST) Sites	23	Notice of Contamination Sites	N/A

Unless otherwise noted, site specific details presented in this section were obtained from documents reviewed on the Indiana Department of Environmental Management (IDEM) Virtual File Cabinet (VFC).

Explanation:

Superfund*: Three (3) unmapped superfund sites are located within the 0.5 mile search radius. Ninth Avenue Dump, 7357 W. Ninth Avenue, Agency Interest (AI) ID # 16510, is not mapped and is actually located adjacent to the north of the western terminus of the project area. According to the Stormwater Permit Review Meeting Document received by IDEM on October 29, 2018, the Ninth Avenue Dump Site is a former chemical and industrial waste disposal site that operated from 1970 to 1980. Solvents and waste oil were both disposed at this location. Contaminants migrate to the northeast through soil and groundwater. In 1994, a slurry wall was constructed to prevent further migration of contaminants offsite. An RCRA-compliant Cap was installed in 1995 along with a Soil Vapor Extraction System. The Soil Vapor Extraction system was used from 1995 to mid-2002 and then converted to a passive vent system in 2004. The site has no industrial or remediation activity, no chemicals are stored on site, and there are no operations other than routine maintenance, inspections, and monitoring. In 2017 IDEM sampling revealed 1,4-Dioxane inside and outside of the

containment area. An Environmental Restrictive Covenant (ERC) was recorded on June 19, 2018. The ERC specifically restricts, use of the restricted area that may interfere with remedial actions including but not limited to monitoring, maintenance of soil cover or measures necessary to assure effectiveness or integrity of any remedial action, activities on the restricted area that cause any existing contamination to migrate beyond the boundaries of the restricted area. The ERC also restricts the use of the area for residential purposes, including but not limited to daily care facilities or educational facilities, the use of the site for agricultural purposes, the use of the site for commercial or industrial purposes, prohibits excavation or any activity moving soil within the restricted area, and prohibits the installation of groundwater wells or the use or extraction of groundwater for any purpose. If excavation occurs in this area, it is possible that contamination will be encountered. Proper handling, removal, and disposal of soil and/or groundwater may be necessary. Coordination will be conducted with the IDEM Institutional Controls section (institutionalcontrols@idem.IN.gov) before RFC. Refer to Appendix G of the SAM Manual for the recommended procedure to manage and report contamination.

RCRA Generator / TSD*: One (1) unmapped RCRA generator site is located within the 0.5 mile search radius. XPO Logistics Freight Incorporated XGH, 201 Blaine Street, Active Permit # INRM01237, is located adjacent to the south of the project area east of US 12 and south of I-90. The facility is a small quantity generator (RCRA ID: IND984994830) of mercury solids, alcohol, waste resin, waste acetone, waste adhesives, waste isopropanol, waste paint, waste corrosive liquids (nonylphenol), waste ethanalamine, waste organic peroxide, and waste aerosols. According to the Inspections Summary Letter issued by IDEM September 21, 2017, no violations were discovered. No impact is expected.

Underground Storage Tank (UST) Sites: Twenty-three (23) UST Sites are located within the 0.5 mile search radius. Five (5) UST Sites are located adjacent to the project area.

- Amoco SS 18788, 377 Bridge Street, AI ID # 18873, is incorrectly mapped and is actually located adjacent to the project area on the northeast corner of US 12 / 5th Avenue and Bridge Street. See LUST section for more information.
- Gary Citgo (currently Steel City Cheese Steaks), 3101 E. 5th Avenue, AI ID # 21602, is located adjacent to the project area on the southwest corner of US 12 / 5th Avenue and Chase Street. See LUST section for more information.
- Former Wabash Marathon (currently Walgreens), 2801 W. 5th Avenue, AI ID # 23186, is located adjacent to the project area on the southwest corner of the intersection of US 12 / 5th Avenue and Wabash Avenue. See LUST section for more information.
- 0644 Clark Service Station, 2810 W. 5th Avenue, AI ID # 17834, is incorrectly mapped and is actually located adjacent to the north of the project area on the northeast corner of US 12 / 5th Avenue and Wabash Avenue. See LUST section for more information.
- Fire Station # 8, 2800 W. 5th Avenue, AI ID# 21248, is located adjacent to the project area on the northwest corner of the intersection of US 12/5th Avenue and Bridge Street. See LUST section for more information.

Construction Demolition Waste: One (1) construction demolition waste site is located within the 0.5 mile search radius. Enterprise.TRK, 900 Madison Street, AI ID # 22394, is incorrectly mapped and is actually located 1.64 miles southeast of the project area. No impact is expected.

Leaking Underground Storage Tank (LUST) Sites: Twenty-three (23) LUST sites are located within the 0.5 mile search radius. Five (5) LUST sites are located adjacent to the project area.

- Fire Station # 8, 2800 W. 5th Avenue, AI ID # 21248, is located adjacent to the project area on the northwest corner of the intersection of US 12/5th Avenue and Bridge Street. According to the No Further Action (NFA) Determination Pursuant to 1994 UST Branch Guidance letter issued by IDEM October 14, 2009, groundwater underlying the property flows to the north. The detectable concentration of all Contaminants of Concern (COCs) for both soil and groundwater are below all IDEM closure levels for the 1994 UST Branch Guidance Manual. According to the Additional LUST Site Characterization Investigation dated November 5, 2003, one (1) 1,000-gallon steel diesel UST was removed, but specific information about the date of removal or disposal location was not available. Soil in the excavated tank pit was contaminated with petroleum. Soil was excavated and removed, but the volume of soil removed, and the backfilled material is unclear due to lack of documentation records. If excavation occurs in this area, it is possible that petroleum contamination will be encountered. Refer to Appendix G of the SAM Manual for the recommended procedure to manage and report contamination.
- Amoco Ss 18788, 377 Bridge Street, AI ID # 18873, is incorrectly mapped and is actually located adjacent to the project area on the northeast corner of US 12 / 5th Avenue and Bridge Street. According to the Further Site Investigation Report received by IDEM on August 1, 2005, the site was an active gas station prior to 1976 until 1996 when the location closed and was left unoccupied. According to the UST Closure form received by IDEM on November 17, 1995, two (2) 10,000-gallon steel gasoline USTs, and one (1) 6,000-gallon steel gasoline UST were removed from the property in 1996. During the UST closures approximately 360 cubic yards (CYS) of contaminated soils were removed for disposal at construction and demolition debris (CID) landfill in Calumet City, Illinois. Groundwater flows to the northeast on the west side of the property and to the northwest on the east side of the property. COCs in soil include total petroleum hydrocarbons (TPH), gasoline range organics, petroleum range organics, benzene, toluene, ethylbenzene, total xylenes, and methyl-tertiary-butyl-ether (BTEX and MTBE). COCs in groundwater include BTEX and MTBE. According to the NFA Approval letter issued by IDEM on October 7, 2015, contamination remains present in soil and groundwater. If excavation occurs in this area, it is possible that petroleum contamination will be encountered. Before proper removal and disposal of soil and/or groundwater, analysis for lead will be necessary. Refer to Appendix G of the SAM Manual for the recommended procedure to manage and report contamination.
- Gary Citgo (currently Steel City Cheese Steaks), 3101 E. 5th Avenue, AI ID # 21602, is located adjacent to the project area on the southwest corner of US 12 / 5th Avenue and Chase Street. According to the UST closure form received by IDEM February 18, 1994, three (3) 6,000-gallon steel gasoline USTs and one (1) 550-gallon steel used oil UST were closed on May 28, 1993. Details on tank removal and disposal or soil excavation and disposal is not available in IDEM's records. According to the UST inspection conducted by IDEM on December 14, 2022, three (3) 6,000-gallon fiberglass gasoline USTs and one (1) 6,000-gallon fiberglass diesel UST were installed February 1, 2002. The facility was found to be out of compliance with equipment, operating, and maintenance requirements set forth in Indiana's UST Rule 329 IAC 9; however, documentation reviewed does not indicate that a release occurred. According to the Site Characterization and Closure Application Report received by IDEM on March 7, 2005, the site has operated as a gas station since at least 1948. The site was likely listed as a LUST site when USTs were removed in 1993, and residual petroleum was identified in the tank pit. Soil and groundwater analysis for petroleum related COCs indicated COC levels were below regulatory limits. According to the NFA Approval issued by IDEM on November 10, 2005, levels of contamination at the site were below the detection limits. If excavation occurs in this area, it is possible that petroleum contamination may be encountered. Before proper removal and disposal of soil and/or groundwater analysis for lead will be necessary. Refer to Appendix G of the SAM Manual for the recommended procedure to manage and report contamination.
- Former Wabash Marathon (currently Walgreens), 2801 W. 5th Avenue, AI ID # 23186, is located adjacent to the project area on the southwest corner of the intersection of US 12 / 5th Avenue and Wabash Avenue. According to the UST System Closure Report received by IDEM on April 21, 2009, three (3) 6,000-gallon gasoline USTs, two (2) 1,000-gallon gasoline/diesel USTs, one (1) 550-gallon gasoline UST, one (1) 550-gallon used oil UST, and one (1) 1,000-gallon gasoline UST were removed from the site between August 1 and 8, 2008. In addition, one (1)

1,000-gallon gasoline UST was also removed on October 30, 2008. Soil sample analysis from the bottom of the tank pits indicated petroleum hydrocarbon contamination. A total of 786 tons of impacted soil was excavated and disposed of at the Waste Management Facility in Calumet City, Illinois. Following removal of the tanks and the soil over-excavation activities, approximately 450 pounds of ORC (an in situ chemical oxidation (ISCO) reagent) was placed and mixed into the saturated bottom of one of the excavation sites. Two (2) lateral screens were also placed along the bottom of the excavation pit and piped to the surface to allow for future addition of ISCO reagent. According to the NFA Approval Letter issued by IDEM on November 17, 2015, subsurface soil sample results indicate benzene concentrations below the Risk Integrated System of Closure (RISC) Residential Default Closure Levels (RDCLs) remain on site. Groundwater concentrations of naphthalene contamination above RDCL levels but below Industrial Default Closure Levels (IDCLs) remain on site. If excavation occurs in this area, it is possible that petroleum contamination will be encountered. Proper handling, removal, and disposal of soil and/or groundwater may be necessary. Refer to Appendix G of the SAM Manual for the recommended procedure to manage and report contamination.

- 0644 Clark Service Station, 2810 W. 5th Avenue, AI ID # 17834, is incorrectly mapped and is actually located adjacent to the north of the project area on the northeast corner of US 12 / 5th Avenue and Wabash Avenue. According to the Site Characterization Report completed by AECOM on October 21, 2020, the site had three (3) 6,000-gallon steel gasoline USTs, and one (1) 6,000-gallon steel fuel oil UST installed in 1959, and removed in May 1992 by SITE Environmental Services. Approximately 1,000 CYS of affected material were excavated to 9.0 feet below ground surface (ft-bgs), which coincided with the approximate depth of groundwater. Soil in the vicinity of the USTs was excavated to 11.0 ft-bgs to aid in removal of the tanks. The groundwater flows north towards the Calumet River. The results of the soil samples indicated that COCs were below their respective 2020 Remediation Closure Guide (RCG) Direct Contact Screening Levels (SLs). The results of the groundwater tests indicate the presence of naphthalene minimally greater than the RCG Residential Tap Groundwater (RTG) SLs near the northwest portion of the Site. All other dissolved phase COCs remained below their respective RTG SLs. According to the NFA Determination Pursuant to RISC letter issued by IDEM on December 29, 2020, soil sample results tested below Residential Direct Contact (RDC) SLs. Groundwater sample results indicated the presence of Naphthalene above RTG SLs. Sample results were below residential vapor intrusion screening levels. In addition to petroleum contamination, it is likely that lead would be in the soil/groundwater. If excavation occurs in this area, it is possible that petroleum contamination may be encountered. Before proper removal, and disposal of soil and/or groundwater analysis for lead will be necessary. Refer to Appendix G of the SAM Manual for the recommended procedure to manage and report contamination.

Waste Transfer Stations: Two (2) waste transfer stations are located within the 0.5 mile search radius. Blaine Street Partners LLC Transfer Station, 100 Blaine Street, AI ID # 25263, is located adjacent to the south of the project area east of US 12 and west of Webster Street. According to the Permit Renewal letter issued by IDEM on August 30, 2022, the facility operates as a transfer station that receives municipal solid waste (MSW) and construction and demolition (C/D) waste, and processes MSW and C/D waste to remove recyclables and consolidate residual waste into semitrailers for transport to a landfill. According to the IDEM Inspection Report dated August 8, 2024, no violations were found. Coordination with Blaine Street Partners LLC Transfer Station will occur.

Restricted Waste Site: One (1) restricted waste site is located within the 0.5 mile search radius. US Steel Corporation Gary Works, 1 N. Broadway, AI ID # 11591, is incorrectly mapped and is actually located approximately 1.74 miles northeast of the project area. No impact is expected.

Solid Waste Landfill: Eight (8) solid waste landfill polygons area located within the 0.5 mile search radius. Industrial Disposal Landfill – Site No. 10, Cline Avenue & I-90, AI ID # 25892, is located approximately 0.04 mile east of the project area near the western terminus. According to the site inspection performed by IDEM on August 21, 1994, the site was originally a borrow sand pit for the interstate road construction. The pit was eventually filled in with foundry sand and solid fill with minor amounts of trash and debris. Some illegal dumping of trash may have also occurred at the site. Landfill

activities began on site during March 23, 1976, when Industrial Disposal Corporation (IDC) deposited Blaw Knox's Foundry sand into a borrow pit on site which was approved by the Indiana State Board of Health. IDC also began disposing of plasterboard, 55-gallon drums, rinsed battery cases, wood, and various other refuse on site. During a site inspection on June 11, 1984, Field Investigation Team (FIT) observed leachate migrating from the base of the fill area into the Grand Calumet River. On-site soil/sediment samples collected during this inspection revealed the presence of many aromatic hydrocarbons, chlorinated aromatics, PCBs, and heavy metals. Migration of hazardous substances from on-site soils to ground-water is likely because of the composition of the soils in this zone and a depth to the groundwater of approximately 2.0 feet. Hazardous substances on-site may migrate to Grand Calumet River via groundwater, or through a drainage ditch located on-site. Wetlands located on-site and adjacent to the Grand Calumet River are suspected of being contaminated. According to the site visit by IDEM on April 25, 2024, IDEM visited the site along Dewey Street and noted remnants of old structures and debris mounds. Open dumping from recent and ancient deposits was also seen. North of Dewey Road, an outfall discharging into a ditch showed some sheen from a possible iron film near the outfall. If excavation occurs in this area, it is possible contamination may be encountered. Proper handling, removal, and disposal of soil and/or groundwater may be necessary. Refer to Appendix G of the SAM Manual for the recommended procedure to manage and report contamination.

Brownfields: Three (3) brownfields are located within the 0.5 mile search radius. The nearest brownfields, Amoco Ss 18788, 377 Bridge Street, Al ID # 18873, is incorrectly mapped and is actually located adjacent to the project area on the northeast corner of US 12 / 5th Avenue and Bridge Street. See LUST section for more information.

Institutional Controls: Fourteen (14) institutional controls are located within the 0.5 mile search radius. The nearest institutional control, Watkins Shell, 2725 W. 5th Avenue, Al ID # 19138, is located adjacent to the east of the project area north of US 12 and east of Bridge Street. According to the Further Site Investigation Report provided to IDEM by URS on April 22, 2009, the site operated as a gas station from at least 1945 until 2001. The former on-site UST system consisted of two (2) 10,000-gallon gasoline USTs installed in 1978, and one (1) 8,000-gallon gasoline UST installed in 1971. Four (4) USTs were removed in 1978, but no information regarding the specifics of the removal is available. Groundwater flows to the north/northwest. According to the initial site characterization received by IDEM from QEPI on June 22, 1999, the initial LUST Report was provided to IDEM on February 9, 1999, and no other spill reports or LUST reports were available in IDEM's records. According to the NFA Determination Approval Letter issued by IDEM on May 27, 2016, TPH for gasoline related chemicals are below IDCLs with the exception of gasoline range organics and benzene that were present in soil samples on site. Ground water monitoring and sampling results indicate the residual soil contamination is not leaching to the groundwater. Groundwater exhibits benzene, toluene, ethyl benzene, and MTBE concentration below RISC IDCLs, and benzene concentrations above the RISC RDCLs in offsite monitoring wells. IDEM required that an ERC be recorded on the property as part of the NFA approval. An ERC was recorded on March 29, 2016. The ERC specifically restricts the use of the site for residential purposes, including but not limited to daily childcare facilities or educational facilities for children. The ERC also restricts the use or extraction of groundwater for any purpose. If excavation occurs in this area, it is possible that contamination will be encountered. Proper handling, removal, and disposal of soil and/or groundwater may be necessary. Coordination will be conducted with the IDEM Institutional Controls section (institutionalcontrols@idem.IN.gov) before RFC. Refer to Appendix G of the SAM Manual for the recommended procedure to manage and report contamination.

NPDES Facilities: Eighteen (18) NPDES Facilities are located within the 0.5 mile search radius. Three (3) NPDES facilities are located adjacent to the project area.

- Ninth Avenue Dump, 7357 W. Ninth Avenue, Inactive Permit #IN0056367, is located adjacent to the north of the west terminus of the project area. See Superfund section for more information.
- Carmeuse Lime & Stone Incorporated Buffington Station, 1 N. Carmeuse Drive, Active Permit # IN0062979, is incorrectly mapped and is actually located approximately 1.99 miles north of the project area. No impact is expected.

- XPO Logistics Freight Incorporated XGH, 201 Blaine Street, Active Permit # INRM01237, is located adjacent to the south of the project area. According to the UST Closure Report dated October 31, 2022, one (1) 10,000-gallon Diesel UST was removed September 27, 2022. According to the Initial Site Characterization Alternative Procedure issued by IDEM on October 25, 2022, some potential petroleum contaminants were above detection levels during closure activities on October 12, 2022. According to the NFA Approval Letter issued by IDEM February 20, 2023, no release-related chemicals exceed the unconditional objectives, no release-related chemicals were detected in groundwater, and vapor intrusion is not a concern because no release-related chemicals were detected in groundwater. According to the Inspections Summary Letter issued by IDEM on September 21, 2017, no violations were discovered. Coordination with XPO Logistics Freight Incorporated XGH will occur.

NPDES Pipe Locations: Forty-seven (47) NPDES pipe locations are located within the 0.5 mile search radius. Two (2) pipe locations are located equidistance from the project area.

- GARY SANITARY DISTRICT WWTP, Effective Permit # IN0022977003C, is located approximately 0.02 mile north of the project area. Coordination with Gary Sanitary District WWTP will occur.
- XPO Logistics Freight Incorporated XGH, effective permit INRM01237 is located approximately 0.02 mile south of the project area. Coordination with XPO Logistics Freight Incorporated XGH will occur.

ECOLOGICAL INFORMATION SUMMARY

The Lake County listing of the Indiana Natural Heritage Data Center information on endangered, threatened, or rare (ETR) species and high quality natural communities is provided at (https://www.in.gov/dnr/nature-preserves/files/np_lake.pdf). A preliminary review of the Indiana Natural Heritage Database by INDOT ESD did / did not indicate the presence of ETR species within the 0.5 mile search radius. Coordination with USFWS and IDNR will occur.

RECOMMENDATIONS SECTION

Include recommendations from each section. If there are no recommendations, please indicate N/A:

INFRASTRUCTURE:

Airports: One (1) airport is located within the 0.5 mile search radius. The public-use airport, Gary/Chicago Int'l, is located 0.15 mile north of the project area. Coordination with INDOT Aviation will occur.

Recreational Facilities: Twelve (12) recreational facilities are located within the 0.5 mile search radius. Two (2) recreational facilities are located adjacent to the project area.

- Edison Park, located at the intersection of 2nd Street and Burr Street, adjacent to the south of the project area between Gerry Street and Burr Street. Coordination with Gary Parks Department should occur.
- Cline Avenue Nature Preserve, 5700 W. Cline Avenue, is located adjacent to the project area near the western project terminus. Coordination with the Save the Dunes Conservation Fund should occur.

Pipelines: Seventeen (17) pipeline segments are located within the 0.5 mile search radius. Five (5) pipeline segments cross (or are adjacent to) the project area.

- Three (3) pipeline segments, associated with Northern Indiana Public Service Company, cross the project area: Two (2) pipelines segment intersect the project along its entire length and one (1) pipeline is adjacent to the

project area at Clark Road south of the railroad corridor. Coordination with Northern Indiana Public Service Company will occur.

- One (1) pipeline segment, Wabash Pipeline Company, crosses the project area west of US 12 near the western terminus of the project area. Coordination with Wabash Pipeline Company will occur.
- One (1) pipeline segment, Amoco Pipeline company, crosses the project area east of Fulton Avenue. Coordination with Amoco Pipeline Company will occur.

Railroads: Fifteen (15) railroads segments are located within the 0.5 mile search radius. Seven (7) railroad segments cross the project area.

- Two (2) Norfolk Southern Railroad segments cross the project area along US 12 between Chase Street and Wabash Avenue. Coordination with Norfolk Southern Railroad will occur.
- Conrail Railroad crosses the project area along US 12 between Chase Street and Wabash Avenue. Coordination with Conrail Railroad will occur.
- Two (2) Canadian National Railroad segments cross the project area along Fulton Avenue near the western project terminus.
- Two (2) Chicago SS and SB Railroad segment crosses the project area near the western terminus for the project.

Trails: Five (5) trail segments are located within the 0.5 mile search radius. One (1) Planned trail segment, Clark Street to Cline Avenue, crosses the project area south of the railroad corridor east and west of US 12. Coordination will occur with Gary Planning Department.

Managed Lands: Three (3) managed lands polygons are located within the 0.5 mile search radius. Two managed lands polygons are located adjacent to the project area.

- Edison Park, is located at the intersection of 2nd Street and Burr Street, adjacent to the south of the project area. Coordination with the Gary Department of Public Parks will occur.
- Ivanhoe Dune and Swale Nature Preserve is located adjacent to the south of the project area east of Fulton Avenue on the east and west side of Hobart Street. Coordination with the Nature Conservancy will occur.

WATER RESOURCES:

A Water's of the US Report is recommended based on the following mapped features:

- Three (3) wetlands polygons are located within the project area west of US 12 south of I-90.
- One (1) floodplain polygon is located adjacent to the north of the project area near the east project terminus at Bridge Street.

MINING/MINERAL EXPLORATION: N/A

HAZARDOUS MATERIAL CONCERNS:

Superfund*: Three (3) unmapped superfund sites are located within the 0.5 mile search radius. Ninth Avenue Dump, 7357 W. Ninth Avenue, Agency Interest (AI) ID # 16510, is not mapped and is actually located adjacent to the north of the western terminus of the project area. According to the Stormwater Permit Review Meeting Document received by IDEM on October 29, 2018, the Ninth Avenue Dump Site is a former chemical and industrial waste disposal site that operated from 1970 to 1980. Solvents and waste oil were both disposed at this location. Contaminants migrate to the northeast through soil and groundwater. In 1994, a slurry wall was constructed to prevent further migration of contaminants offsite. An RCRA-compliant Cap was installed in 1995 along with a Soil Vapor Extraction System. The Soil Vapor Extraction system was used from 1995 to mid-2002 and then converted to a passive vent system in 2004. The site has no industrial or remediation activity, no chemicals are stored on site, and there are no operations other than routine maintenance, inspections, and monitoring. In 2017 IDEM sampling revealed 1,4-Dioxane inside and outside of the containment area. An Environmental Restrictive Covenant (ERC) was recorded on June 19, 2018. The ERC specifically restricts, use of the restricted area that may interfere with remedial actions including but not limited to monitoring, maintenance of soil cover or measures necessary to assure effectiveness or integrity of any remedial action, activities on the restricted area that cause any existing contamination to migrate beyond the boundaries of the restricted area. The ERC also restricts the use of the area for residential purposes, including but not limited to daily care facilities or educational facilities, the use of the site for agricultural purposes, the use of the site for commercial or industrial purposes, prohibits excavation or any activity moving soil within the restricted area, and prohibits the installation of groundwater wells or the use or extraction of groundwater for any purpose. If excavation occurs in this area, it is possible that contamination will be encountered. Proper handling, removal, and disposal of soil and/or groundwater may be necessary. Coordination will be conducted with the IDEM Institutional Controls section (institutionalcontrols@idem.IN.gov) before RFC. Refer to Appendix G of the SAM Manual for the recommended procedure to manage and report contamination.

Leaking Underground Storage Tank (LUST) Sites: Twenty-three (23) LUST sites are located within the 0.5 mile search radius. Five (5) LUST sites are located adjacent to the project area.

- Fire Station # 8, 2800 W. 5th Avenue, AI ID # 21248, is located adjacent to the project area on the northwest corner of the intersection of US 12/5th Avenue and Bridge Street. According to the No Further Action (NFA) Determination Pursuant to 1994 UST Branch Guidance letter issued by IDEM October 14, 2009, groundwater underlying the property flows to the north. The detectable concentration of all Contaminants of Concern (COCs) for both soil and groundwater are below all IDEM closure levels for the 1994 UST Branch Guidance Manual. According to the Additional LUST Site Characterization Investigation dated November 5, 2003, one (1) 1,000-gallon steel diesel UST was removed, but specific information about the date of removal or disposal location was not available. Soil in the excavated tank pit was contaminated with petroleum. Soil was excavated and removed, but the volume of soil removed, and the backfilled material is unclear due to lack of documentation records. If excavation occurs in this area, it is possible that petroleum contamination will be encountered. Refer to Appendix G of the SAM Manual for the recommended procedure to manage and report contamination.
- Amoco Ss 18788, 377 Bridge Street, AI ID # 18873, is incorrectly mapped and is actually located adjacent to the project area on the northeast corner of US 12 / 5th Avenue and Bridge Street. According to the Further Site Investigation Report received by IDEM on August 1, 2005, the site was an active gas station prior to 1976 until 1996 when the location closed and was left unoccupied. According to the UST Closure form received by IDEM on November 17, 1995, two (2) 10,000-gallon steel gasoline USTs, and one (1) 6,000-gallon steel gasoline UST were removed from the property in 1996. During the UST closures approximately 360 cubic yards (CYS) of contaminated soils were removed for disposal at construction and demolition debris (CID) landfill in Calumet City, Illinois. Groundwater flows to the northeast on the west side of the property and to the northwest on the east side of the property. COCs in soil include total petroleum hydrocarbons (TPH), gasoline range organics, petroleum range organics, benzene, toluene, ethylbenzene, total xylenes, and methyl-tertiary-butyl-ether (BTEX and MTBE). COCs in groundwater include BTEX and MTBE. According to the NFA Approval letter issued by IDEM on October 7, 2015, contamination remains present in soil and groundwater. If excavation occurs in this area, it

is possible that petroleum contamination will be encountered. Before proper removal and disposal of soil and/or groundwater, analysis for lead will be necessary. Refer to Appendix G of the SAM Manual for the recommended procedure to manage and report contamination.

- Gary Citgo (currently Steel City Cheese Steaks), 3101 E. 5th Avenue, AI ID # 21602, is located adjacent to the project area on the southwest corner of US 12 / 5th Avenue and Chase Street. According to the UST closure form received by IDEM February 18, 1994, three (3) 6,000-gallon steel gasoline USTs and one (1) 550-gallon steel used oil UST were closed on May 28, 1993. Details on tank removal and disposal or soil excavation and disposal is not available in IDEM's records. According to the UST inspection conducted by IDEM on December 14, 2022, three (3) 6,000-gallon fiberglass gasoline USTs and one (1) 6,000-gallon fiberglass diesel UST were installed February 1, 2002. The facility was found to be out of compliance with equipment, operating, and maintenance requirements set forth in Indiana's UST Rule 329 IAC 9; however, documentation reviewed does not indicate that a release occurred. According to the Site Characterization and Closure Application Report received by IDEM on March 7, 2005, the site has operated as a gas station since at least 1948. The site was likely listed as a LUST site when USTs were removed in 1993, and residual petroleum was identified in the tank pit. Soil and groundwater analysis for petroleum related COCs indicated COC levels were below regulatory limits. According to the NFA Approval issued by IDEM on November 10, 2005, levels of contamination at the site were below the detection limits. If excavation occurs in this area, it is possible that petroleum contamination may be encountered. Before proper removal and disposal of soil and/or groundwater analysis for lead will be necessary. Refer to Appendix G of the SAM Manual for the recommended procedure to manage and report contamination.
- Former Wabash Marathon (currently Walgreens), 2801 W. 5th Avenue, AI ID # 23186, is located adjacent to the project area on the southwest corner of the intersection of US 12 / 5th Avenue and Wabash Avenue. According to the UST System Closure Report received by IDEM on April 21, 2009, three (3) 6,000-gallon gasoline USTs, two (2) 1,000-gallon gasoline/diesel USTs, one (1) 550-gallon gasoline UST, one (1) 550-gallon used oil UST, and one (1) 1,000-gallon gasoline UST were removed from the site between August 1 and 8, 2008. In addition, one (1) 1,000-gallon gasoline UST was also removed on October 30, 2008. Soil sample analysis from the bottom of the tank pits indicated petroleum hydrocarbon contamination. A total of 786 tons of impacted soil was excavated and disposed of at the Waste Management Facility in Calumet City, Illinois. Following removal of the tanks and the soil over-excavation activities, approximately 450 pounds of ORC (an in situ chemical oxidation (ISCO) reagent) was placed and mixed into the saturated bottom of one of the excavation sites. Two (2) lateral screens were also placed along the bottom of the excavation pit and piped to the surface to allow for future addition of ISCO reagent. According to the NFA Approval Letter issued by IDEM on November 17, 2015, subsurface soil sample results indicate benzene concentrations below the Risk Integrated System of Closure (RISC) Residential Default Closure Levels (RDCLs) remain on site. Groundwater concentrations of naphthalene contamination above RDCL levels but below Industrial Default Closure Levels (IDCLs) remain on site. If excavation occurs in this area, it is possible that petroleum contamination will be encountered. Proper handling, removal, and disposal of soil and/or groundwater may be necessary. Refer to Appendix G of the SAM Manual for the recommended procedure to manage and report contamination.
- 0644 Clark Service Station, 2810 W. 5th Avenue, AI ID # 17834, is incorrectly mapped and is actually located adjacent to the north of the project area on the northeast corner of US 12 / 5th Avenue and Wabash Avenue. According to the Site Characterization Report completed by AECOM on October 21, 2020, the site had three (3) 6,000-gallon steel gasoline USTs, and one (1) 6,000-gallon steel fuel oil UST installed in 1959, and removed in May 1992 by SITE Environmental Services. Approximately 1,000 CYS of affected material were excavated to 9.0 feet below ground surface (ft-bgs), which coincided with the approximate depth of groundwater. Soil in the vicinity of the USTs was excavated to 11.0 ft-bgs to aid in removal of the tanks. The groundwater flows north towards the Calumet River. The results of the soil samples indicated that COCs were below their respective 2020 Remediation Closure Guide (RCG) Direct Contact Screening Levels (SLs). The results of the groundwater tests indicate the presence of naphthalene minimally greater than the RCG Residential Tap Groundwater (RTG) SLs

near the northwest portion of the Site. All other dissolved phase COCs remained below their respective RTG SLs. According to the NFA Determination Pursuant to RISC letter issued by IDEM on December 29, 2020, soil sample results tested below Residential Direct Contact (RDC) SLs. Groundwater sample results indicated the presence of Naphthalene above RTG SLs. Sample results were below residential vapor intrusion screening levels. In addition to petroleum contamination, it is likely that lead would be in the soil/groundwater. If excavation occurs in this area, it is possible that petroleum contamination may be encountered. Before proper removal, and disposal of soil and/or groundwater analysis for lead will be necessary. Refer to Appendix G of the SAM Manual for the recommended procedure to manage and report contamination.

Waste Transfer Stations: Two (2) waste transfer stations are located within the 0.5 mile search radius. Blaine Street Partners LLC Transfer Station, 100 Blaine Street, AI ID # 25263, is located adjacent to the south of the project area east of US 12 and west of Webster Street. According to the Permit Renewal letter issued by IDEM on August 30, 2022, the facility operates as a transfer station that receives municipal solid waste (MSW) and construction and demolition (C/D) waste, and processes MSW and C/D waste to remove recyclables and consolidate residual waste into semitrailers for transport to a landfill. According to the IDEM Inspection Report dated August 8, 2024, no violations were found. Coordination with Blaine Street Partners LLC Transfer Station will occur.

Solid Waste Landfill: Eight (8) solid waste landfill polygons area located within the 0.5 mile search radius. Industrial Disposal Landfill – Site No. 10, Cline Avenue & I-90, AI ID # 25892, is located approximately 0.04 mile east of the project area near the western terminus. According to the site inspection performed by IDEM on August 21, 1994, the site was originally a borrow sand pit for the interstate road construction. The pit was eventually filled in with foundry sand and solid fill with minor amounts of trash and debris. Some illegal dumping of trash may have also occurred at the site. Landfill activities began on site during March 23, 1976, when Industrial Disposal Corporation (IDC) deposited Blaw Knox's Foundry sand into a borrow pit on site which was approved by the Indiana State Board of Health. IDC also began disposing of plasterboard, 55-gallon drums, rinsed battery cases, wood, and various other refuse on site. During a site inspection on June 11, 1984, Field Investigation Team (FIT) observed leachate migrating from the base of the fill area into the Grand Calumet River. On-site soil/sediment samples collected during this inspection revealed the presence of many aromatic hydrocarbons, chlorinated aromatics, PCBs, and heavy metals. Migration of hazardous substances from on-site soils to ground-water is likely because of the composition of the soils in this zone and a depth to the groundwater of approximately 2.0 feet. Hazardous substances on-site may migrate to Grand Calumet River via groundwater, or through a drainage ditch located on-site. Wetlands located on-site and adjacent to the Grand Calumet River are suspected of being contaminated. According to the site visit by IDEM on April 25, 2024, IDEM visited the site along Dewey Street and noted remnants of old structures and debris mounds. Open dumping from recent and ancient deposits was also seen. North of Dewey Road, an outfall discharging into a ditch showed some sheen from a possible iron film near the outfall. If excavation occurs in this area, it is possible contamination may be encountered. Proper handling, removal, and disposal of soil and/or groundwater may be necessary. Refer to Appendix G of the SAM Manual for the recommended procedure to manage and report contamination.

Institutional Controls: Fourteen (14) institutional controls are located within the 0.5 mile search radius. The nearest institutional control, Watkins Shell, 2725 W. 5th Avenue, AI ID # 19138, is located adjacent to the east of the project area north of US 12 and east of Bridge Street. According to the Further Site Investigation Report provided to IDEM by URS on April 22, 2009, the site operated as a gas station from at least 1945 until 2001. The former on-site UST system consisted of two (2) 10,000-gallon gasoline USTs installed in 1978, and one (1) 8,000-gallon gasoline UST installed in 1971. Four (4) USTs were removed in 1978, but no information regarding the specifics of the removal is available. Groundwater flows to the north/northwest. According to the initial site characterization received by IDEM from QEPI on June 22, 1999, the initial LUST Report was provided to IDEM on February 9, 1999, and no other spill reports or LUST reports were available in IDEM's records. According to the NFA Determination Approval Letter issued by IDEM on May 27, 2016, TPH for gasoline related chemicals are below IDCLs with the exception of gasoline range organics and benzene that were present in soil samples on site. Ground water monitoring and sampling results indicate the residual soil contamination is not leaching to the groundwater. Groundwater exhibits benzene, toluene, ethyl benzene, and MTBE concentration below RISC IDCLs,

and benzene concentrations above the RISC RDCLs in offsite monitoring wells. IDEM required that an ERC be recorded on the property as part of the NFA approval. An ERC was recorded on March 29, 2016. The ERC specifically restricts the use of the site for residential purposes, including but not limited to daily childcare facilities or educational facilities for children. The ERC also restricts the use or extraction of groundwater for any purpose. If excavation occurs in this area, it is possible that contamination will be encountered. Proper handling, removal, and disposal of soil and/or groundwater may be necessary. Coordination will be conducted with the IDEM Institutional Controls section (institutionalcontrols@idem.IN.gov) before RFC. Refer to Appendix G of the SAM Manual for the recommended procedure to manage and report contamination.

NPDES Facilities: Eighteen (18) NPDES Facilities are located within the 0.5 mile search radius. Three (3) NPDES facilities are located adjacent to the project area.

- Ninth Avenue Dump, 7357 W Ninth Avenue, Inactive Permit #IN0056367, is located adjacent to the north of the west terminus of the project area. See Superfund section for more information. Coordination with Ninth Avenue Dump will occur.
- XPO Logistics Freight Incorporated XGH, 201 Blaine Street, Active Permit # INRM01237, is located adjacent to the south of the project area. According to the UST Closure Report dated October 31, 2022, one (1) 10,000-gallon Diesel UST was removed September 27, 2022. According to the Initial Site Characterization Alternative Procedure issued by IDEM on October 25, 2022, some potential petroleum contaminants were above detection levels during closure activities on October 12, 2022. According to the NFA Approval Letter issued by IDEM February 20, 2023, no release-related chemicals exceed the unconditional objectives, no release-related chemicals were detected in groundwater, and vapor intrusion is not a concern because no release-related chemicals were detected in groundwater. According to the Inspections Summary Letter issued by IDEM September 21, 2017, no violations were discovered. Coordination with XPO Logistics Freight Incorporated XGH will occur.

NPDES Pipe Locations: Forty-seven (47) NPDES pipe locations are located within the 0.5 mile search radius. Two (2) pipe locations are located equidistance from the project area.

- GARY SANITARY DISTRICT WWTP, Effective Permit # IN0022977003C, is located approximately 0.02 mile north of the project area. Coordination with Gary Sanitary District WWTP will occur.
- XPO Logistics Freight Incorporated XGH, effective permit INRM01237 is located approximately 0.02 mile south of the project area. Coordination with XPO Logistics Freight Incorporated XGH will occur.

ECOLOGICAL INFORMATION: Coordination with USFWS and INDR will occur. The range-wide programmatic consultation for the Indiana Bat and Northern Long-eared Bat will be completed according to the most recent "Using the USFW's IPaC System for Listed Bat Consultation INDOT Projects.

Graphics:

A map for each report section with a 0.5 mile search radius buffer around all project area(s) showing all items identified as possible items of concern is attached. If there is not a section map included, please change the YES to N/A:

SITE LOCATION: YES

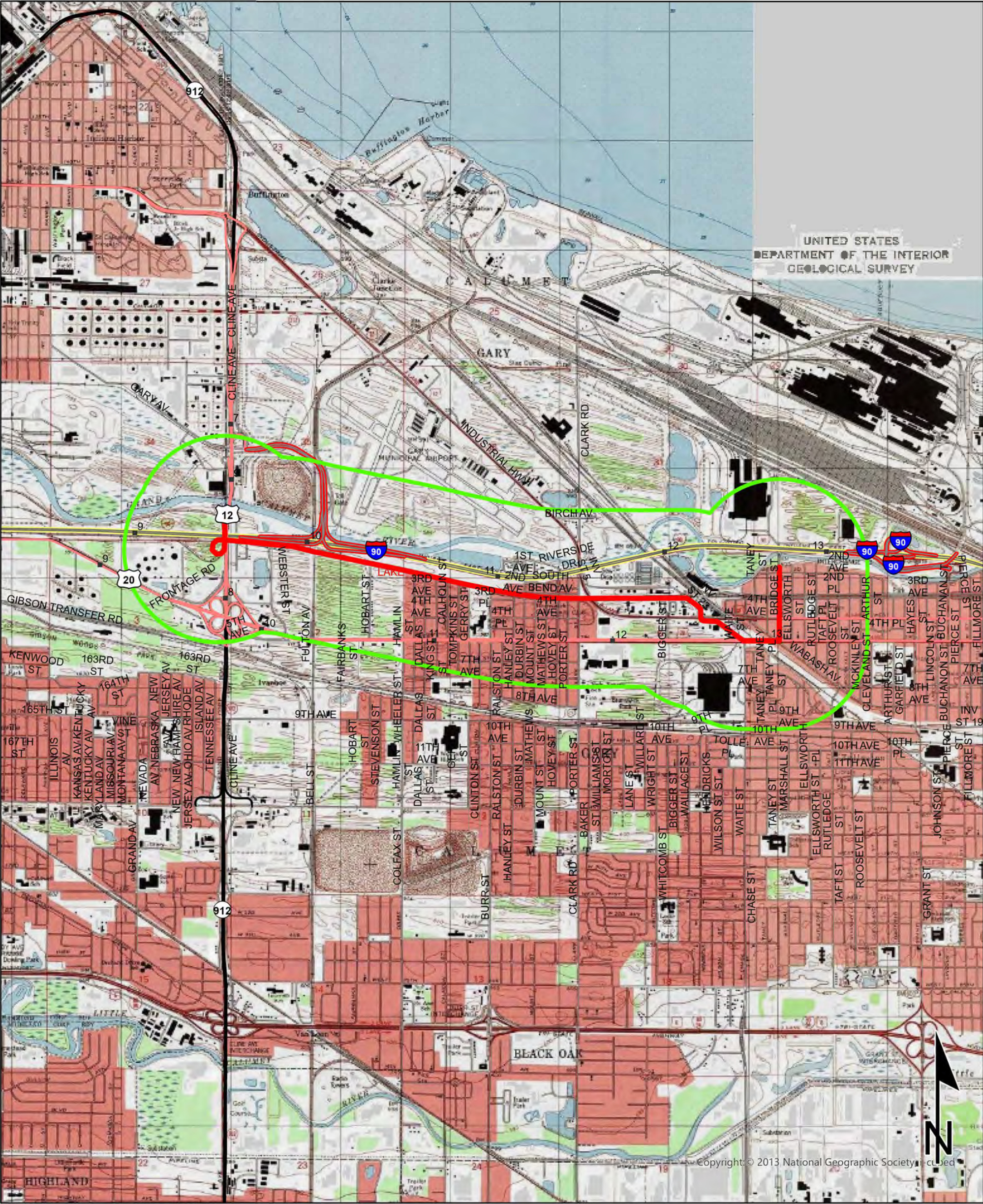
INFRASTRUCTURE: YES

WATER RESOURCES: YES

MINING/MINERAL EXPLORATION: N/A

HAZARDOUS MATERIAL CONCERNS: YES

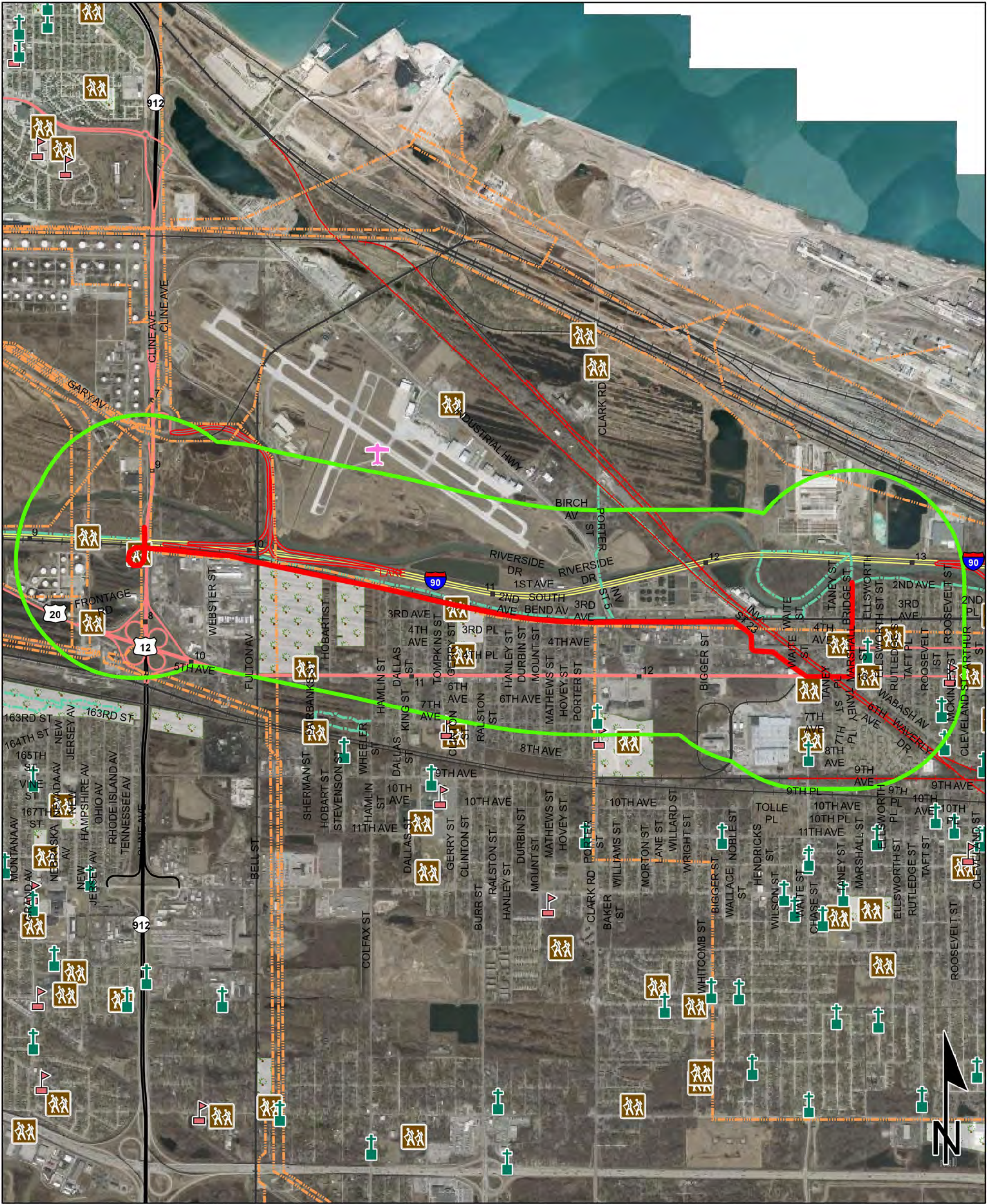
Red Flag Investigation - Site Location
South of I-90 west to US 12
Des. No. 2400062, Trail Project
City of Gary, Lake County, Indiana



Sources: 0.65 0.33 0 0.65 Miles
Non Orthophotography
Data - Obtained from the State of Indiana Geographical Information Office Library
Orthophotography - Obtained from Indiana Map Framework Data (www.indianamap.org)
Map Projection: UTM Zone 16 N Map Datum: NAD83
This map is intended to serve as an aid in graphic representation only. This information is not warranted for accuracy or other purposes.

GARY / HIGHLAND
QUADRANGLES
INDIANA
7.5 MINUTE SERIES

Red Flag Investigation - Infrastructure
South of I-90 west to US 12
Des. No. 2400062, Trail Project
City of Gary, Lake County, Indiana



Sources:
Non Orthophotography
Data - Obtained from the State of Indiana Geographical Information Office Library
Orthophotography - Obtained from Indiana Map Framework Data (www.indianamap.org)
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Religious Facility

Recreation Facility

Pipeline

Railroad

Trails

Managed Lands

County Boundary

Hospital

School

Cemeteries

Airport

Project Area

Half Mile Radius

Toll

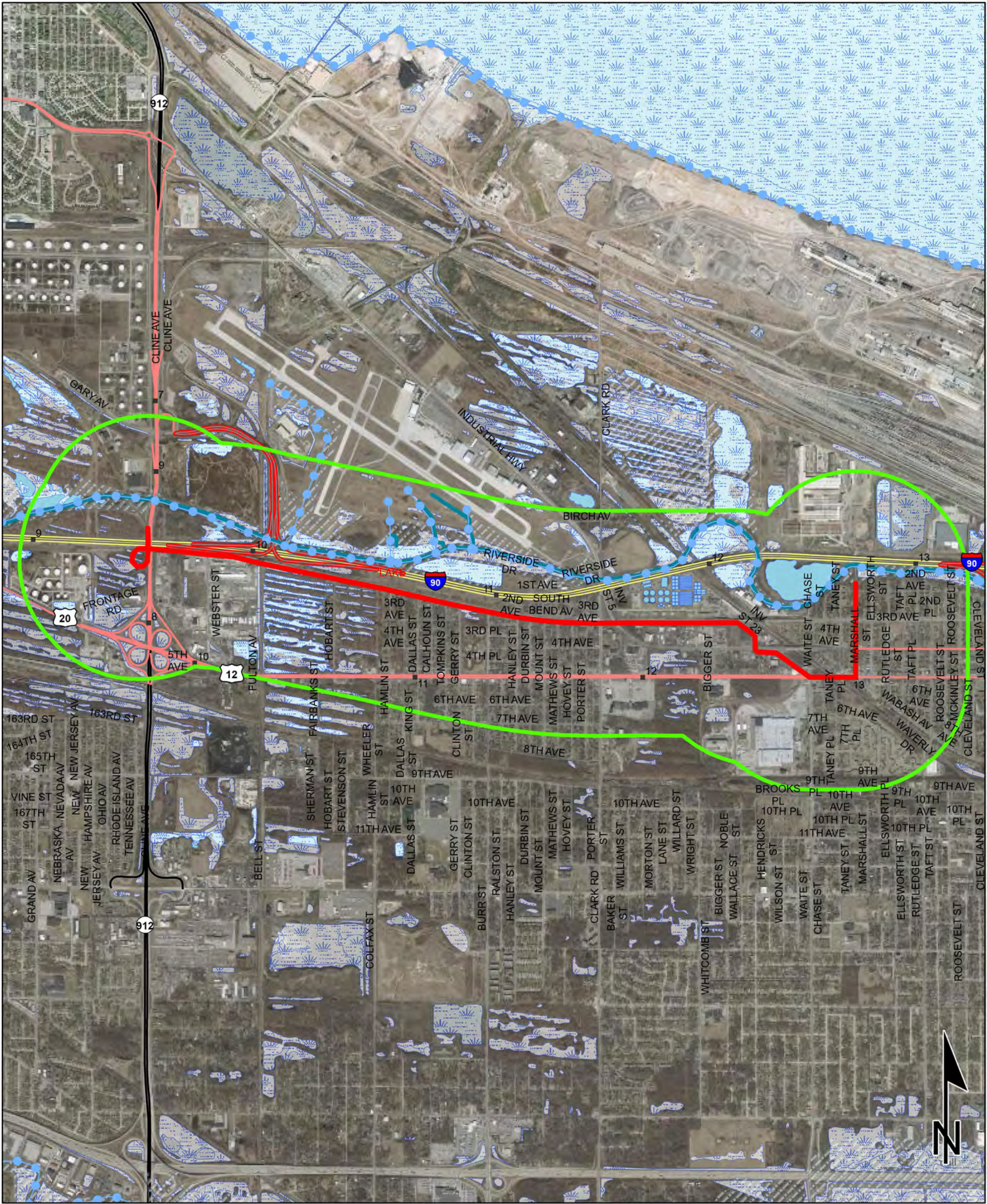
Interstate

State Route

US Route

Local Road

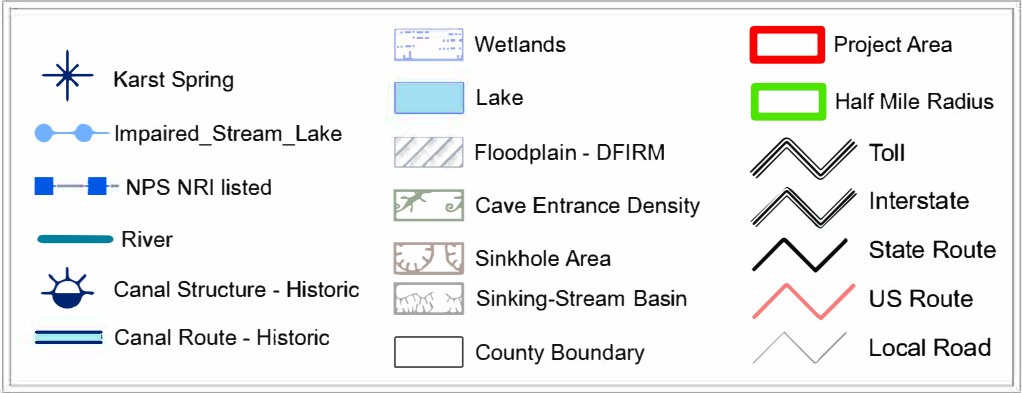
Red Flag Investigation - Water Resources
South of I-90 west to US 12
Des. No. 2400062, Trail Project
City of Gary, Lake County, Indiana



Sources: 0.5 0.25 0 0.5 Miles
Non Orthophotography

Data - Obtained from the State of Indiana Geographical Information Office Library
Orthophotography - Obtained from Indiana Map Framework Data (www.indianamap.org)
Map Projection: UTM Zone 16 N **Map Datum:** NAD83

This map is intended to serve as an aid in graphic representation only. This information is not warranted for accuracy or other purposes.



Red Flag Investigation - Hazardous Materials Concerns
South of I-90 west to US 12
Des. No. 2400062, Trail Project
City of Gary, Lake County, Indiana

