

U.S. ENVIRONMENTAL PROTECTION AGENCY
POLLUTION/SITUATION REPORT
PI&I Trucking - Removal Polrep



UNITED STATES ENVIRONMENTAL PROTECTION AGENCY
Region V

Subject: POLREP #2
Progress
PI&I Trucking

Gary, IN
Latitude: 41.6292315 Longitude: -87.4232886

To:
From: Mike Beslow, OSC
Date: 10/10/2014
Reporting Period:

1. Introduction

1.1 Background

Site Number:	Contract Number:
D.O. Number:	Action Memo Date:
Response Authority:	Response Type:
Response Lead:	Incident Category:
NPL Status: Non NPL	Operable Unit:
Mobilization Date:	Start Date:
Demob Date:	Completion Date:
CERCLIS ID:	RCRIS ID:
ERNS No.:	State Notification:
FPN#: E14543	Reimbursable Account #:

1.1.1 Incident Category

1.1.2 Site Description

The Site consists of two parcels (45-03-26-326-009 and 45-03-26-326-010) totaling approximately 5.2 acres, and is owned by the Gary Airport Authority (GAA). The site is bisected by a railroad line that runs east-to-west, which will be utilized for track switching. This railroad line has been constructed as part of the Gary Airport's runway expansion project. A gravel access road is located along the south side of the railroad line.

Two drainage ditches also run through the site from east-to-west, one ditch is to the north of the railroad line, and the second is to the south of the line. The ditches are a tributary to the Grand Calumet River. The southern portion of the site consists of a cleared and leveled gravel area utilized as a parking lot and staging area by surrounding businesses.

1.1.2.1 Location

The site is located to the north of Chicago Avenue and west of Airport Road / Industrial Highway in Gary, Lake County, Indiana. The site is located in an industrial area, and is bordered by a CSX railroad line to the north, vacant land and Airport Road to the east, Chicago Avenue with Gary Airport beyond to the south, and an industrial facility to the west.

1.1.2.2 Description of Threat

As part of the Gary Airport runway expansion property, GAA needed to relocate a railroad spur used for switching tracks. The Site was acquired as part of the property on which the new switching line would be constructed. The Site had historical issues with contamination, most notable as a leaking underground storage tank (LUST) site. Prior to the construction of the new railroad spur, the LUSTs were removed and contaminated soil was excavated. The railroad spur was then constructed. After the construction of the railroad line, observations of potential contamination (notable sheen in the drainage ditches and staining of soil) were reported. As a result, an attempt was made by PRP contractors to determine the nature and extent of remaining contamination through the installation of groundwater monitoring wells.

On August 27, 2014, GAA began its assessment of contamination by installing monitoring wells. The high incidence of contamination observed in the soil borings associated with the installation of these monitoring wells made it impossible to determine the geographical extent of contamination on the Site. In response, a second effort was made beginning September 24, 2014 extent of contamination on the Site through the installation of additional groundwater monitoring wells. Additional soil borings were advanced, and surface

soil and surface water/sheen samples were also collected to better understand the nature, extent, and source of contamination on the site. Analytical results from this secondary effort have not yet been received.

The petroleum-related contamination present at the Site currently appears to be seeping into the drainage ditches located on the Site. The material in these ditches runs from east-to-west, and eventually exits the Site. Once leaving the Site, the drainage ditches appear to be connected to a drainage ditch which runs from north-to-south along the east side of Cline Avenue. This drainage ditch is known to enter a culvert and eventually discharge directly into the Grand Calumet River.

1.1.3 Preliminary Removal Assessment/Removal Site Inspection Results

On August 27 and 28, 2014, U.S. EPA and START performed oversight of the installation of twelve groundwater monitoring wells on the Site. The wells were installed in an effort to determine the nature and extent of contamination remaining on the Site. During the installation of these monitoring wells, visual and PID evidence of contamination (dark staining, elevated VOC readings) was observed in 10 of 12 soil borings. The high incidence of contamination made it impossible to determine the geographical extent of contamination on the Site.

On September 24 and 25, U.S. EPA and START performed oversight and sampling while an additional eight monitoring wells were installed on the Site. In addition, three soil borings were completed in expected areas of contamination in an to determine the nature, extent, and source of contamination on the Site. Surface soil and surface water/sheen samples were also collected from the banks of the drainage ditch and within the drainage ditch, and a groundwater/petroleum product sample was collected from an existing monitoring well to better understand the nature and source of contamination on the Site. Samples collected during this effort will be analyzed by STAT Analysis Corporation (STAT) for volatile organic compounds (VOCs), semi-volatile organic compounds (SVOCs), and total petroleum hydrocarbons (TPH), including diesel-range organics (DRO), gasoline-range organics (GRO), and extended-range organics (ERO). Select samples will also be analyzed by the U.S. Coast Guard Marine Safety Laboratory for oil fingerprinting in an attempt to determine the source of contamination being released to surface soil and drainage ditches.

2. Current Activities

2.1 Operations Section

2.1.1 Narrative

A removal action was initiated on October 8, 2014. PRP contractors are removing materials contaminated with visible product. The excavation is limited to the north by a railroad access road, to the east by a culvert, and to the west by natural gas infrastructure. A natural gas pipeline (2" high-pressure supply line) bisects the excavation from east-to-west. A hydroexcavator was used to uncover the natural gas line, and remove soil in its immediate vicinity. An excavator is being used to remove material with visible product-seeps to the north and south of the natural gas line. Excavated material is being staged in a drying/dewatering area, and then loaded into trucks for disposal at the Newton County Landfill.

To the north of the gas line, material was removed up to the northern banks of the drainage ditch that runs along the south side of the railroad access road on site. During the excavation, visible product was observed seeping into the excavation. Visible seeps were observed at the northern and western extents of the excavation north of the gas line. The excavation was not expanded to address this contamination due to the presence of the railroad access road to the north, and natural gas infrastructure to the west. All parties present (USEPA, IDEM, PRP contractor) agree that product remains to the north and west of the excavation that was not addressed by this removal.

To the south of the gas line, excavation activities are ongoing. Visible sheen has been observed seeping from the current eastern extent of the excavation. Petroleum mousse and product have been observed seeping from the current southern and western extents of the excavation, with the largest amounts of pure product seeping from the western walls of the excavation. The excavation is continuing to expand to the west and southwest in an attempt to reach the extent of pure product.

2.1.2 Response Actions to Date

2.1.3 Enforcement Activities, Identity of Potentially Responsible Parties (PRPs)

As property-owner, Gary Airport is the primary identified potentially responsible party.

2.1.4 Progress Metrics

<i>Waste Stream</i>	<i>Medium</i>	<i>Quantity</i>	<i>Manifest #</i>	<i>Treatment</i>	<i>Disposal</i>

2.2 Planning Section

2.2.1 Anticipated Activities

PRP-contractors will continue the excavation of materials contaminated with visible product. This

excavation is expected to continue into the week of October 13-17. Once excavation is complete, verification samples will be taken from each wall and the bottom of the excavation. Samples will be analyzed for VOCs, SVOCs, and TPH. The excavation will eventually be filled with clean limestone fill gravel. A culvert will also be installed in each of the two drainage ditches on the site in an attempt to prevent contamination from reaching surface waters.

2.2.1.1 Planned Response Activities

2.2.1.2 Next Steps

2.2.2 Issues

2.3 Logistics Section

No information available at this time.

2.4 Finance Section

No information available at this time.

2.5 Other Command Staff

No information available at this time.

3. Participating Entities

No information available at this time.

4. Personnel On Site

U.S. EPA: 1

START: 1

IDEM: 1

GAA:

AECOM: 2

IES: 2

5. Definition of Terms

No information available at this time.

6. Additional sources of information

No information available at this time.

7. Situational Reference Materials

No information available at this time.