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

UNITED STATES ENVIRONMENTAL PROTECTION AGENCY
Region V

Subject: **POLREP #3**
Final
PI&I Trucking

Gary, IN
Latitude: 41.6292315 Longitude: -87.4232886

To:
From: Mike Beslow, OSC
Date: 11/16/2014
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 to determine the 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.

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 disel-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.

Beginning October 8, PRP contractors began a removal effort focused on the excavation of heavily contaminated material on the site. The removal effort focused on the central area of the site, just south of the southern drainage ditch that borders the railroad line. The excavation focused on first removing overburden material. Once overburden had been removed and heavily contaminated material was encountered (contamination determined through visual observation and PID screening), contaminated material was excavated and stockpiled for transportation off site. The excavation area was determined through visual observation of pure product in the excavation. Once the PRP contractors determined that product was no longer seeping into the excavation, this point was declared the extent of the excavation. Visual evidence of contamination remained once the removal had been completed, including sheen and dark staining of soil. Once the full extent of excavation had been reached, START collected verification samples (soil and water) to determine the levels of contamination remaining on the site. START also collected a verification sample from stockpiled overburden material which was used to cover the excavation. Once excavation activities were complete, the excavation was filled with limestone gravel which was transported to the site for the purpose of filling the excavation. During removal activities, PRP contractors also installed a culvert system in an effort to prevent future migration of contamination to surface water and off of the site. The culvert system consisted of high-density polyurethane pipes installed in both the north and south drainage ditches bordering the railroad line on the site. The pipes were installed in gravel beds, with two vertical collection points designed to trap contamination. Bentonite check-dams were also installed along the length of the culvert system to prevent the gravel beds from acting as a preferential pathway for contaminant migration. START activities on the site ceased on October 24th with the completion of excavation and removal activities.

2. Current Activities

2.1 Operations Section

2.1.1 Narrative

A removal action was initiated on October 8, 2014. PRP contractors removed materials contaminated with visible product. The excavation was 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 was being used to remove material with visible product-seeps to the north and south of the natural gas line. Excavated material was 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 extended approximately 50 feet to the south of the natural gas line. Visible sheen was observed seeping from the eastern extent of the excavation. Petroleum mousse and product observed seeping from the expected southern and western extents of the excavation, with the largest amounts of pure product seeping from the western walls of the excavation. The excavation was expanded to the west and southwest in an attempt to reach the extent of pure product. The full extent of excavation was reached on October 24th. At this extent, no visible product was observed seeping into the excavation, although sheen was observed seeping from the southern extent of the excavation. The

excavation was filled with clean limestone gravel, and covered with overburden material excavated during removal activities.

In addition to removal activities, a culvert system was installed in the northern and southern drainage ditches bordering the railroad line that bisects the site from west to east. These ditches were excavated, backfilled with gravel, and a high density polyurethane pipe was installed. This culvert system was designed to prevent water on the site from being exposed to contamination, and to prevent contamination from reaching surface water and migrating from the site. Bentonite check-dams were installed along the length of the culvert system in an attempt to prevent the gravel beds from acting as preferential pathways for contaminant migration.

START operations ceased on October 24 with the completion of removal and excavation activities.

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

Waste Stream	*Medium*	*Quantity*	*Manifest #*	*Treatment*	*Disposal*

2.2 Planning Section

2.2.1 Anticipated Activities

All on-site activities have been completed.

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: 0
START: 0
IDEM: 0

GAA:
AECOM: 0
IES: 0

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.