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5.16 Properties of Environmental Concern

Since the publication of the Draft Environmental Statement (DEIS), the following substantive changes have been made to this section.

- Right of way lines of the Refined Preferred Alternative (RPA) have been added to the mapping of all site plans.
- Recommendations have been adjusted at multiple locations based on the identification of right of way lines for the RPA in lieu of the multiple right of way options in the DEIS.
- Descriptions have been added for three additional sites located within the RPA study area.

5.16.1 Introduction

Properties which may contain hazardous materials or petroleum contamination were investigated to identify properties with a recognized environmental concern within the scope of American Society of Testing and Materials (ASTM) Standard Practice E 1527-13 Standard Practice for Environmental Site Assessments: Phase I Environmental Site Assessment Process (Phase I ESA). The Phase I ESA practice evaluates the potential for recognized environmental conditions (RECs) on a property. ASTM defines a REC as “the presence or likely presence of hazardous substances or petroleum products in, on or at a property: (1) due to release to the environment; (2) under conditions indicative of a release to the environment; or (3) under conditions that pose a material threat of a future release to the environment.”

Properties with a REC were investigated within and adjacent to the Refined Preferred Alternative (RPA) field survey study area. The RPA field survey study area is composed of the existing State Road (SR) 37 right of way and proposed I-69 and local access road right of way for all alternatives. The properties with potential to contain a recognized environmental concern adjacent to the RPA field survey study area are also included in this evaluation. See **Section 4.1** for a definition of the RPA field survey study area and the property reconnaissance methodology.

The data used to identify the properties of environmental concern within the right of way came from a combination of geographic information system (GIS) layers, state and/or federal government databases, and site reconnaissance. The methodology and databases reviewed are described in **Section 4.5.1** and in the *Phase I Environmental Site Assessment of Interstate 69, Section 6, Martinsville to Indianapolis* (Phase I ESA) (see **Appendix G**). Site-specific inspection details are discussed further in **Section 5.16.3**.

Properties with a REC were identified during the Phase I ESA as properties that have the potential for or a known release(s) of hazardous and/or petroleum substances to the RPA field survey study area. Once the elements of the Phase I ESA investigation process were completed, properties were categorized using a subjective environmental risk ranking system. Properties were classified as low risk, moderate risk, or high risk depending upon their potential for release of hazardous and/or



petroleum materials to or within the RPA field survey study area. Further discussion of the definition and methodology of each category is provided in **Section 4.5.2**. The potential for release of hazardous and/or petroleum material issues were ranked according to the likelihood of on-site or off-site releases. On-site releases were noted within the RPA field survey study area inclusive of the project right of way for all alternatives, including the RPA. Properties ranked as moderate or high risk were considered for further investigation through a Phase I ESA or Phase II ESA.

As described in **Section 4.7**, this study identified 31 properties that present a moderate or high risk for environmental concerns. Of these, 21 are within the project limits of the RPA and are thus warranted for further investigation. If the RPA results in the acquisition of a portion of or all of one of these properties and construction activities would occur within their property boundaries, further investigation (i.e. Phase I ESA and/or Phase II ESA) is recommended. Furthermore, if contamination is discovered during construction activities within the existing right of way or on a previously unidentified parcel, a Phase II ESA is recommended to delineate the contaminated media within the construction zone.

Eleven low risk properties were identified, as discussed in **Section 4.5**. No further investigation of these properties is warranted based on information gathered from the regulatory database, site conditions, and/or distance from the project right of way.

Detailed descriptions of all properties are provided in **Section 5.16.2**. **Figure 5.16-1** through **Figure 5.16-33** show the locations of properties of environmental concern relative to the alternatives. The Phase I ESA in **Appendix G** contains additional information on the properties of environmental concern.

5.16.2 Analysis

Documentation¹ including review of records of previous investigations, violations, and remediation activities for soil and/or groundwater contamination on properties within and adjacent to the proposed right of way was reviewed for each of the Alternatives C1 through C4 and the RPA. Further property-specific investigation recommendations have been made based on these reviews, including Phase I ESA or Phase II ESA. Findings and recommendations are discussed further below.

Note that discussions of property acquisition are in reference to the property required to construct I-69 Section 6 and may include partial property acquisitions. During final design and property acquisition, properties that are evaluated here as partial acquisitions may be identified for total property acquisitions based on actual impacts and potential damages to property. As such, recommendations for further study will be re-evaluated based on actual property acquisition during final design.

¹ Files were reviewed on the Indiana Department of Environmental Management Virtual File Cabinet website



5.16.2.1 Underground Storage Tank (UST) and Leaking UST (LUST) Properties

Twenty-seven UST and/or LUST properties were identified in the I-69 Section 6 RPA field survey study area. Anticipated impacts and remediation recommendations are presented below for each property. Of the 27 UST properties, one UST property listing, Hanson Aggregates (Site 2) at 4350 Harding Street, is also listed in federal regulatory databases and is therefore discussed in **Section 5.16.2.3**.

Stoops / Overland Express (Site 4) – 1631 and 1851 West Thompson Road

Type of Site: RCRA SQG, LUST, UST, AUL

Status: NFA

Risk: Moderate

Stoops/Overland Express is located along the west side of SR 37 and on the south side of West Thompson Road. The facility is listed as a Resource Conservation and Recovery Act (RCRA) small quantity generator (SQG), LUST, UST, and as having an institutional control². An institutional control or activity and use limitation (AUL) is typically in the form of an environmental restrictive covenant (ERC). According to the Indiana Department of Environmental Management (IDEM) Virtual File Cabinet (VFC), the property has a no further action (NFA) status conditional upon an ERC that restricts groundwater use or residential use, and requires a pavement cap over the affected area. The ERC was filed with the Marion County Recorder's office in July 2007. The ERC affected area is located at 1631 Thompson Road near the southwest corner of the intersection of the two buildings. The property currently has two active USTs and six USTs that have been permanently closed. The UST system passed the most recent IDEM UST inspection of June 9, 2015.

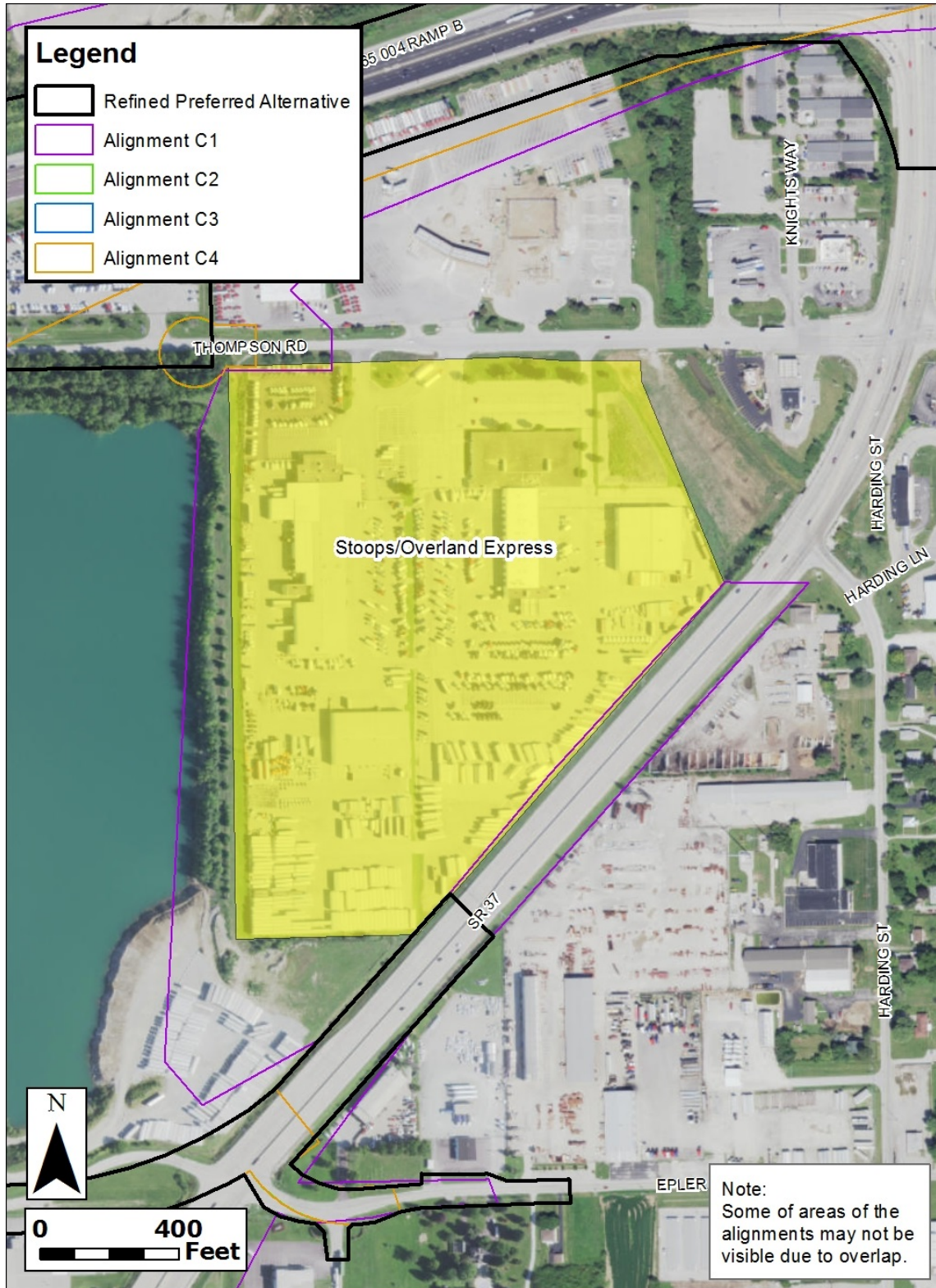
A 30-gallon diesel spill was reported in the Environmental Data Resources Inc. (EDR) report. The spill was reported on April 28, 1995, and was contained. During the site reconnaissance performed by the project team on April 25, 2016, the property was operating as a trucking sales and maintenance center. The on-site building was noted to have numerous service bays in two separate buildings. At least five diesel engines and 55-gallon drums containing automobile fluids were noted along northwest property boundary. Several areas of dark staining were noted on the asphalt in the area of the drums and engines. A grass-covered area was noted adjacent to the stained asphalt.

Alternatives C1, C2, C3, and C4 would require acquisition of less than 0.5 acre of the northwest corner of the property. Alternative C1 would also require acquisition of less than 1.0 acre of strip right of way along the southeast property boundary along SR 37.

Because the property is not in the boundaries of the RPA, no further investigation is warranted.

² An institutional control is a restriction or obligation placed on a real property, which limits activities that can occur on the property – typically in the form of an Environmental Restrictive Covenant (ERC) that is recorded on property deed

Figure 5.16-1: Property of Concern No. 4 – Stoops / Overland Express





Marathon Bulk 2734 (Site 5) – 1541 West Thompson Road

Type of Site: LUST, UST, Spills, EDR Historical Auto Station, Finds, ECHO (Environment and Compliance History Online)

Status: Active, medium priority LUST site

Risk: High

Marathon Bulk 2734 is located on the southwest portion of the intersection of Thompson Road and SR 37. This facility is listed as an active, medium priority LUST site with two active USTs and four permanently out-of-service USTs. The EDR report indicates that four USTs were installed in 1973 and closed in 1993. No additional information concerning the tank closure was noted in the VFC. The most recent quarterly monitoring report available on the IDEM VFC, dated April 15, 2016, indicates that volatile organic compounds (VOCs) were detected in the soil above IDEM remediation closure guide (RCG) commercial/industrial and excavation worker direct contact levels. At least ten different VOCs were also detected in the groundwater above IDEM RCG residential screening levels. The impacted areas of this property are primarily on the north central and western portions of the property. The groundwater flow direction is reported to trend to the northwest across the property.

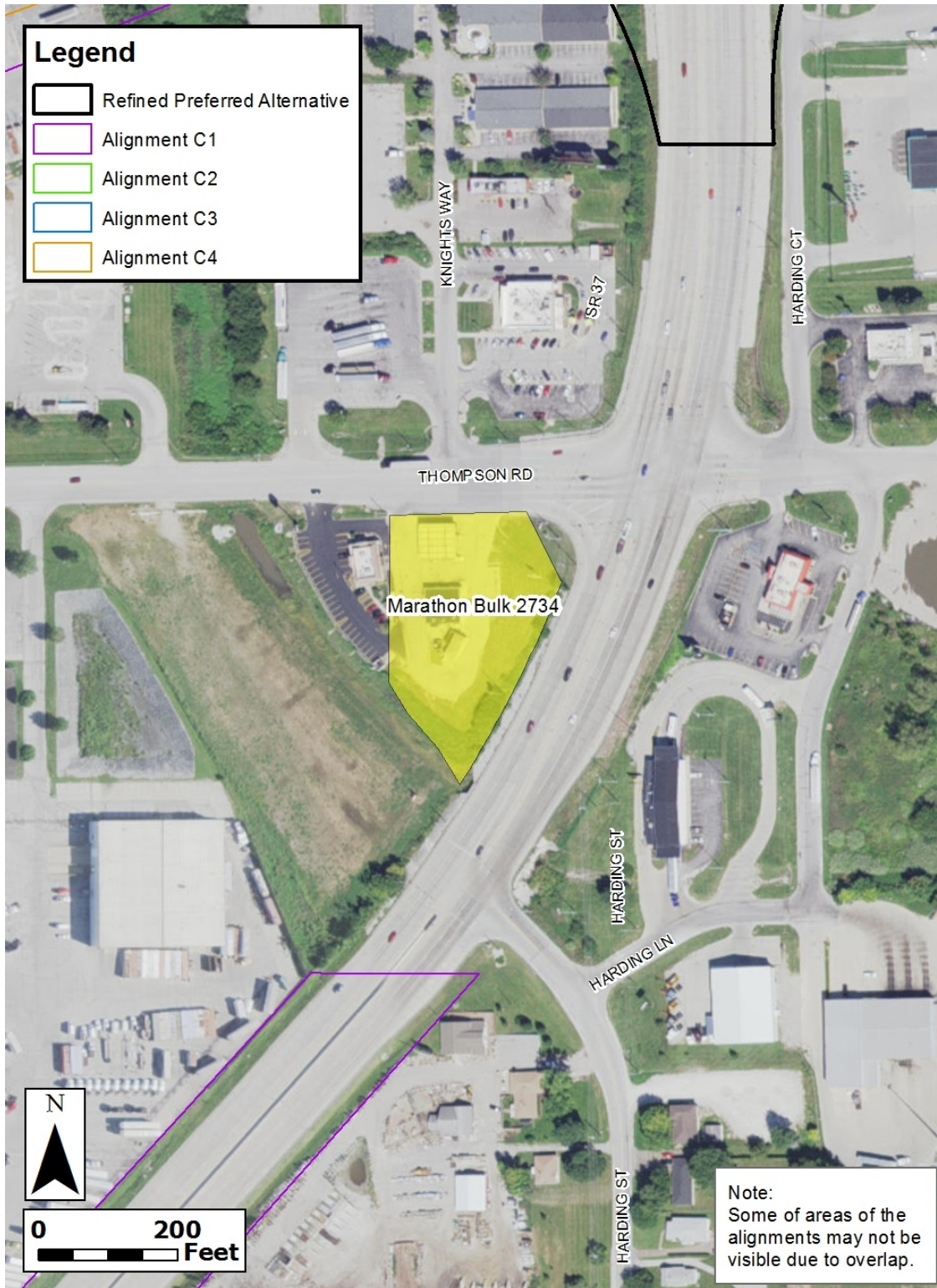
The property was in operation as a retail petroleum station during the site reconnaissance. Multiple groundwater monitoring wells were observed on the property, and two fill ports and vents associated with the on-site USTs were observed and photo documented. The UST cavity was noted to be on the north central portion of the property, just south of the fueling dispenser canopy.

Alternative C1 terminates approximately 300 feet south of the property. Given the location of the documented contamination plume to the north central and western portions of the property, and groundwater flow trending to the northwest, this alternative has a low potential to be impacted by existing contamination.

Because the property is not in the boundaries of the RPA, no further investigation is warranted.



Figure 5.16-2: Property of Concern No. 5 – Marathon Bulk #2734



**Flying J Travel Plaza / Boss Shop (Site 6) – 1720 West Thompson Road**

Type of Site: LUST, UST, Spills, Tier 2, Finds, ECHO, Hazardous Materials Information Reporting System (HMIRS), Emergency Response Notification System (ERNS)

Status: Active, medium priority LUST site

Risk: High

The Flying J Travel Plaza is located west of SR 37 and south of I-465. This facility is listed as having two low-priority LUST incidents. Both LUST incidents have achieved a NFA unconditional closure status as of May 16, 2016. An additional incident is listed as an active spill from 2010.

The facility is reported to have seven active USTs. During the site reconnaissance, the facility store/restaurant was noted to have been damaged by fire, and the facility was not in operation. The UST cavity was noted to be west of the on-site truck stop store and restaurant. Fuel dispensers were noted to the southwest and south of the truck stop store and restaurant. A truck service center was noted on the western portion of the property during the site reconnaissance. No USTs were noted at the truck service center, but a service pit and drums containing motor oil were observed. This portion of the property was not listed on the regulatory report or the IDEM VFC.

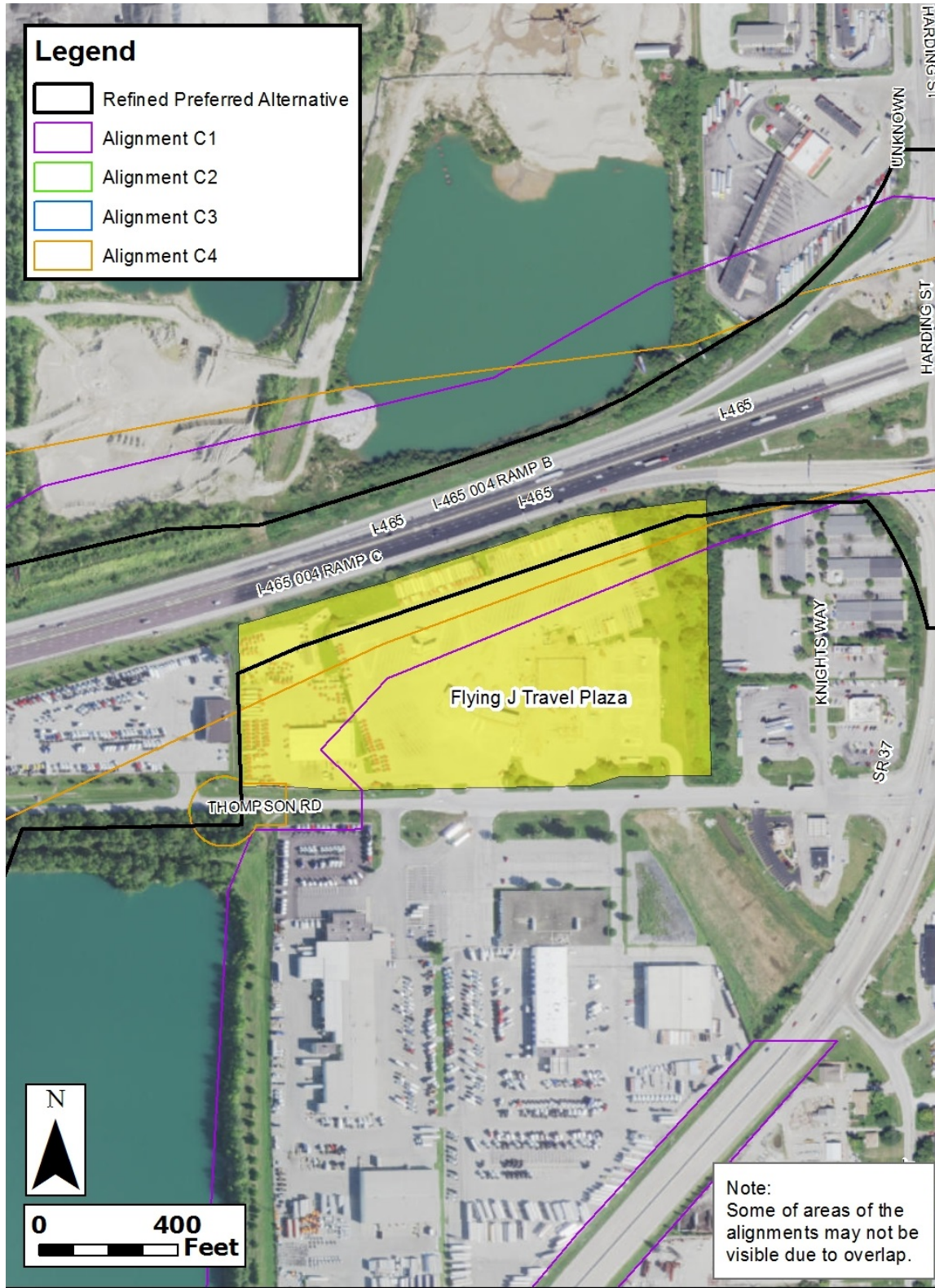
According to files reviewed on the IDEM VFC, current groundwater monitoring continues near the diesel fuel island southwest of the store. The most recent Quarterly Monitoring Report (QMR), dated July 13, 2017, reported that non-aqueous phase liquid (NAPL) was not detected in the groundwater collected from the monitoring well network during the April 2017 sampling event. Concentrations of 1-methylnaphthalene, 2-methylnaphthalene, and naphthalene were detected above the IDEM RCG residential screening levels in Monitoring Well 1. Monitoring Well 1 is located south of the diesel fuel island located west of the on-site building. Active fueling operations were noted at the property, and the truck service and tire center on the western portion of the property was actively operating.

All alternatives, including the RPA, extend across the northwest and northern 300 to 400 feet of the property, and include the truck service center (located on the western portion of the property). Alternative C1 would acquire approximately 9.5 acres of property, Alternatives C2, C3, and C4 would acquire approximately 6.0 acres of property, and the RPA would acquire approximately 3.1 acres. The proposed alignment right of way would be located within approximately 100 to 150 feet of the known groundwater contamination. Groundwater at the property is reported to flow to the northwest, in the direction of the proposed alignments.

Due to the current and past operation of the property as a truck stop, service and fueling station, field observations at the property, groundwater flow direction trending to the northwest, and the location of the property within the proposed right of way, a Phase II ESA limited to the proposed construction areas will occur prior to property acquisition by INDOT.



Figure 5.16-3: Property of Concern No. 6 – Flying J Travel Plaza





Bud’s Service / Mr. Fuel (Site 7) – 4640 Harding Street

Type of Site: UST, LUST, Spills

Status: Active, high priority LUST site; NFA lust incident (1999)

Risk: Moderate

Bud’s Service/Mr. Fuel is located on the northwest corner of I-465 and Harding Street along the northwest ramp to I-465. The property is listed as 4610 Harding Street on all documentation reviewed on the IDEM VFC. The property was observed during the site reconnaissance as an active Mr. Fuel gasoline station with five automobile fuel dispensers and at least seven truck fuel dispensers. Two UST cavities were noted during the site reconnaissance. One contained a kerosene UST and the other UST cavity contained at least 10 gasoline and diesel USTs.

This facility is listed as having six permanently out-of-service USTs that were removed in June 1999. One spill of truck wash water was reported in 1993, but no further information regarding this spill was available for review. The Mr. Fuel facility is listed as an active LUST spill facility having a high priority LUST incident in 1999 with a conditional NFA status. The closure of 10 USTs was reported in the same year (1999) as the LUST incident. According to the most recent groundwater sampling event performed in March of 2016, groundwater flow at the property trends to the northwest and samples collected exhibited concentrations of polynuclear aromatic hydrocarbons (PAHs) above IDEM RCG residential screening levels.

The southern 100 to 400 feet of the property, approximately 50 to 300 feet south of the UST cavities, would be within the boundaries of Alternatives C1 through C4 and the RPA. The project limits for Alternatives C2, C3, C4, and the RPA would acquire less than 0.5 acre of the property and would not impact structures on the property. The project limits of Alternative C1 would acquire approximately 3 acres of the property, including the southern area occupied by truck service bays.

Based on current fueling operations, field observations, current regulatory status, and the location of the property within the proposed right of way, a Phase II subsurface investigation limited to proposed construction areas is warranted prior to property acquisition by INDOT.

Pilot Travel Center (Site 8) – 4607 Harding Street

Type of Site: UST, LUST, Spills, RCRA CESQG, Finds, ECHO, Tier 2, Manifest

Status: Three active, high priority LUST incidents; NFA with ERC (June 10, 2016)

Risk: Moderate

The Pilot Travel Center is located on the northeast corner of I-465 and Harding Street along the northeast ramp. The EDR Report lists this facility as a RCRA Conditionally Exempt Small Quantity Generator (CESQG) of hazardous wastes with three active, high priority LUST incidents reported in 2003, 2009, and 2011. The regulatory report lists this facility with eight active USTs.



Figure 5.16-4: Property of Concern No. 7 – Bud’s Service / Mr. Fuel

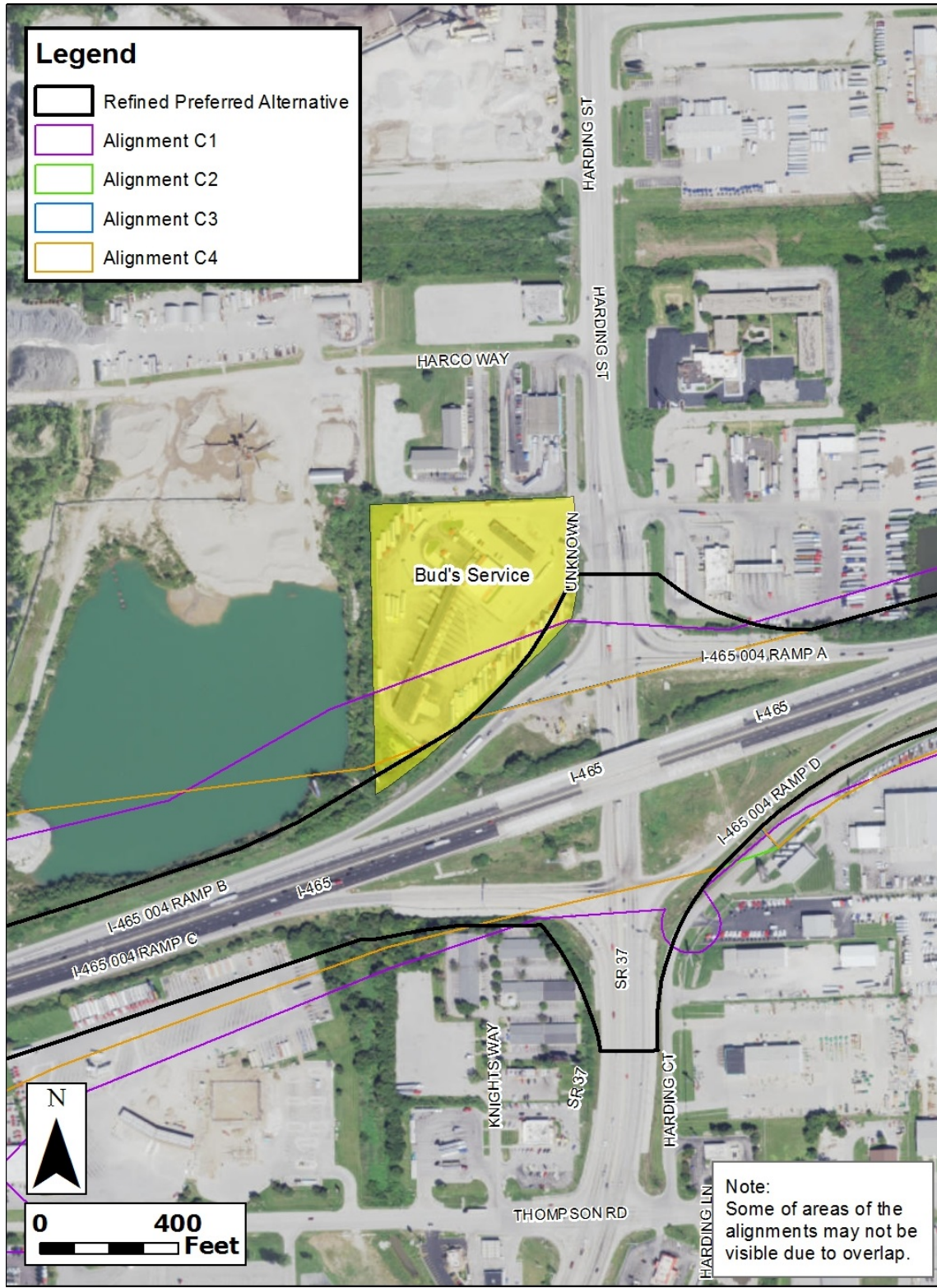
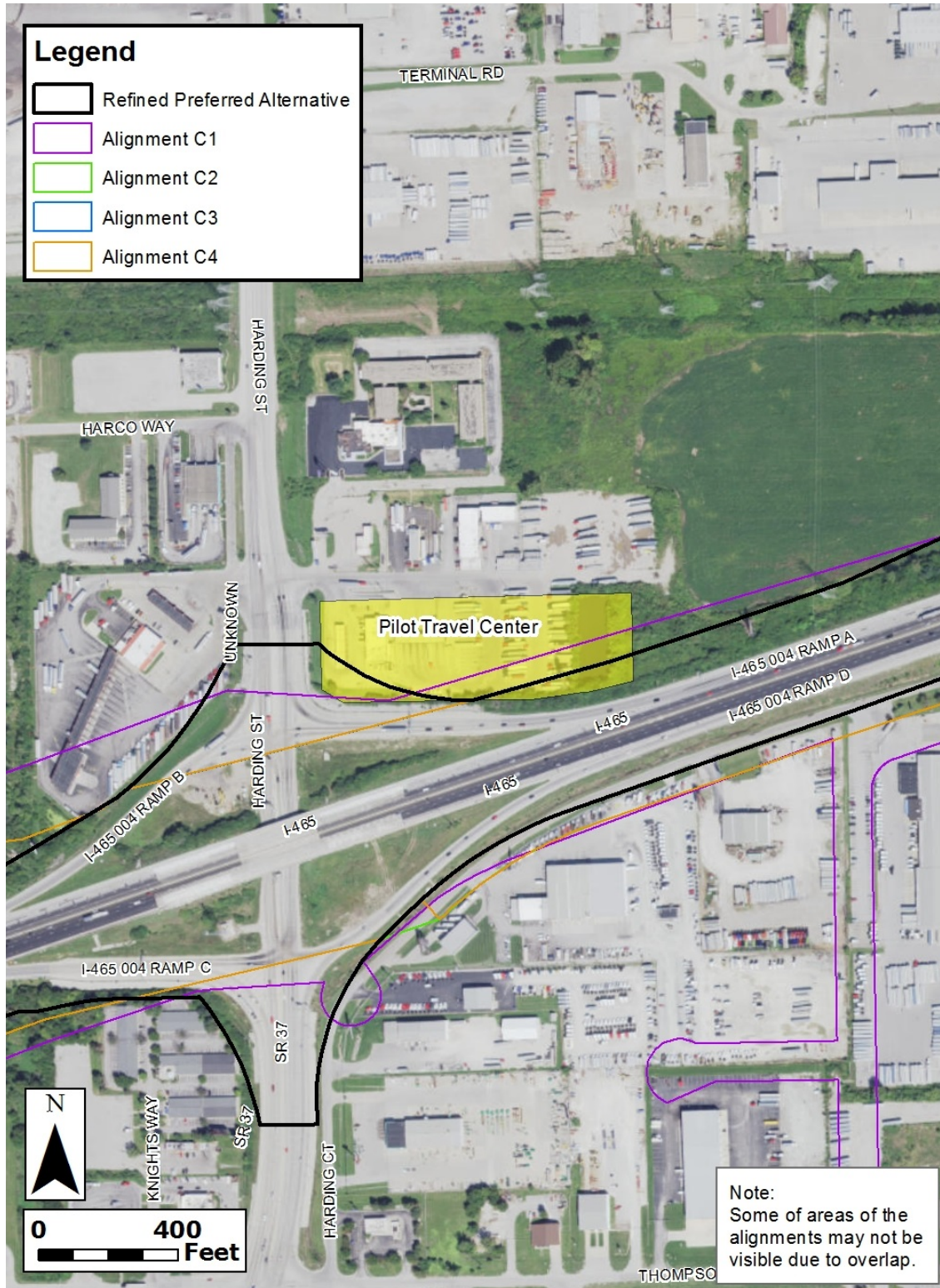


Figure 5.16-5: Property of Concern No. 8 – Pilot Travel Center





According to files reviewed on the IDEM VFC, an NFA request was approved on June 10, 2016, by IDEM with an ERC restricting groundwater use. Furthermore, according to the most recent groundwater sampling event performed at the facility (October 2014), no contaminants of concern (COCs) were detected above IDEM RCG residential screening levels. The UST systems and an oil-water separator are located on the southeast portion of this property. The most recent UST inspection, conducted on November 23, 2015, listed the facility in compliance with no violations reported.

The southeast portion of the property would be within the boundaries of Alternatives C1 through C4. Alternative C1 would require acquisition of approximately 300 feet of the southeast portion including 1.4 acres of property and the remaining alternatives would require acquisition of approximately 200 feet of the southeast portion of the property requiring 0.5 acre of property. The southeastern and southwestern portion of the site would be within the boundaries of the RPA, requiring 1.1 acres of property.

Due to the current fueling station operations, field observations at the property, and the location of the property within the proposed right of way, a Phase II subsurface investigation limited to the proposed construction areas is warranted prior to property acquisition by INDOT.

Dollar Inn / Berns Transportation (Site 9) – 4585 Harding Street

Type of Site: UST, Spills, RCRA NonGen, Finds, ECHO

Status: Unknown

Risk: Moderate

This property is located east of Harding Street and north of I-465. The EDR report lists this facility as having five permanently out of service USTs, reportedly closed in 1995. According to files reviewed on the IDEM VFC, a request for UST closure was submitted to IDEM in September 1995 in which IDEM stated that closure activities may begin on October 22, 1995 (the closure date listed on the EDR report). No additional closure documentation or confirmatory sample information was available for review. The status of the former USTs is unknown. The property was operating as an America's Best motel at the time of the site reconnaissance.

Because the property is not in the boundaries of the RPA, no further investigation is warranted.

Venture Logistics / Oliver Trucking / ANR Freight System Inc. (Site 14) – 1101 Harding Court

Type of Site: LUST, UST, RCRA NonGen, Manifest, Tier 2

Status: NFA Unconditional Closure

Risk: Moderate

The property is located south of I-465 and east of Harding Street/SR 37. This facility is listed as multiple freight leasing, sales, and service facilities and as having one LUST incident associated with former USTs located at the property. The facility is also listed as a former Small Quantity RCRA generator of ignitable wastes and halogenated and non-halogenated solvents with no reported violations.

Figure 5.16-6: Property of Concern No. 9 – Dollar Inn / Berns Transportation

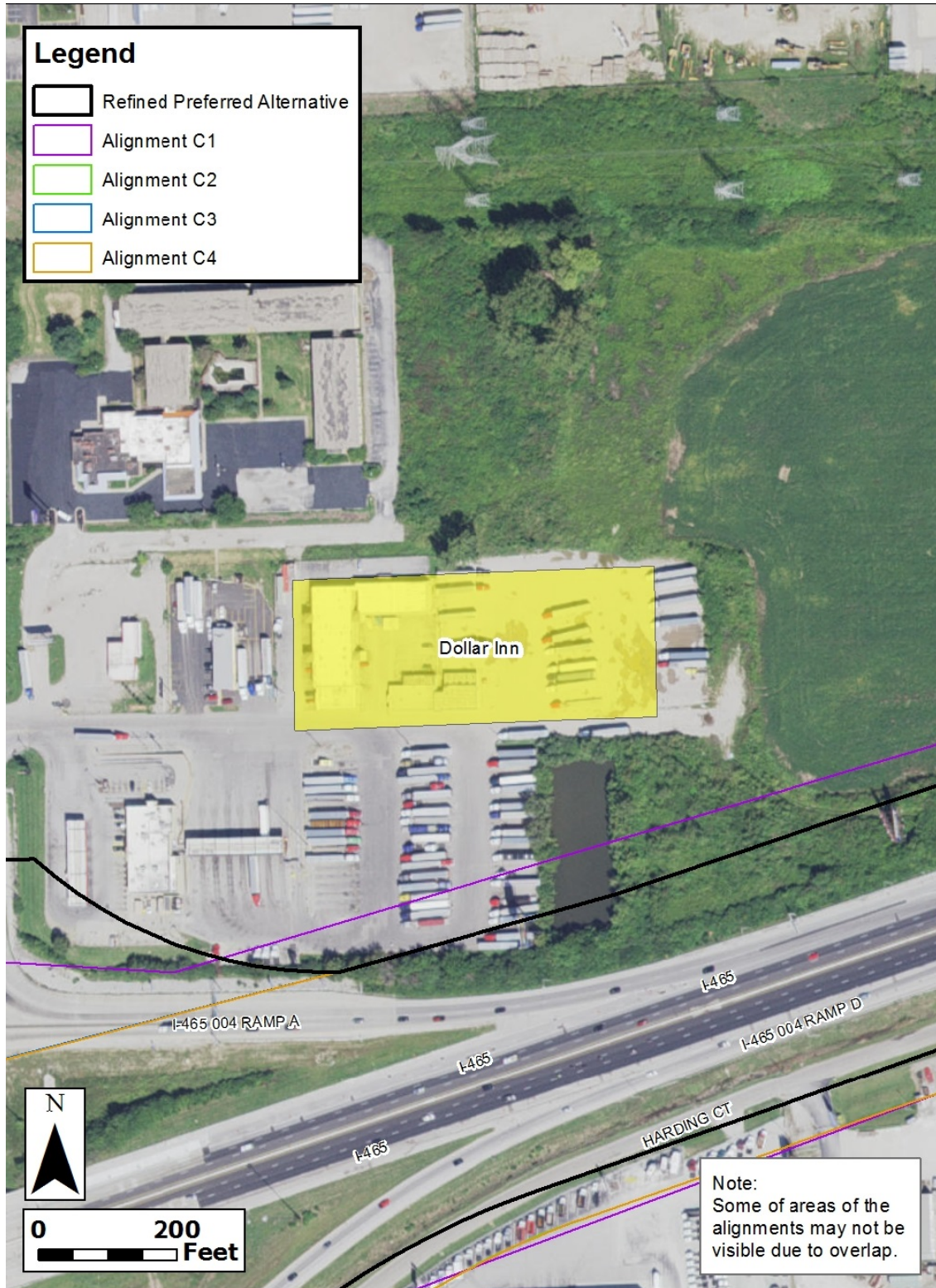
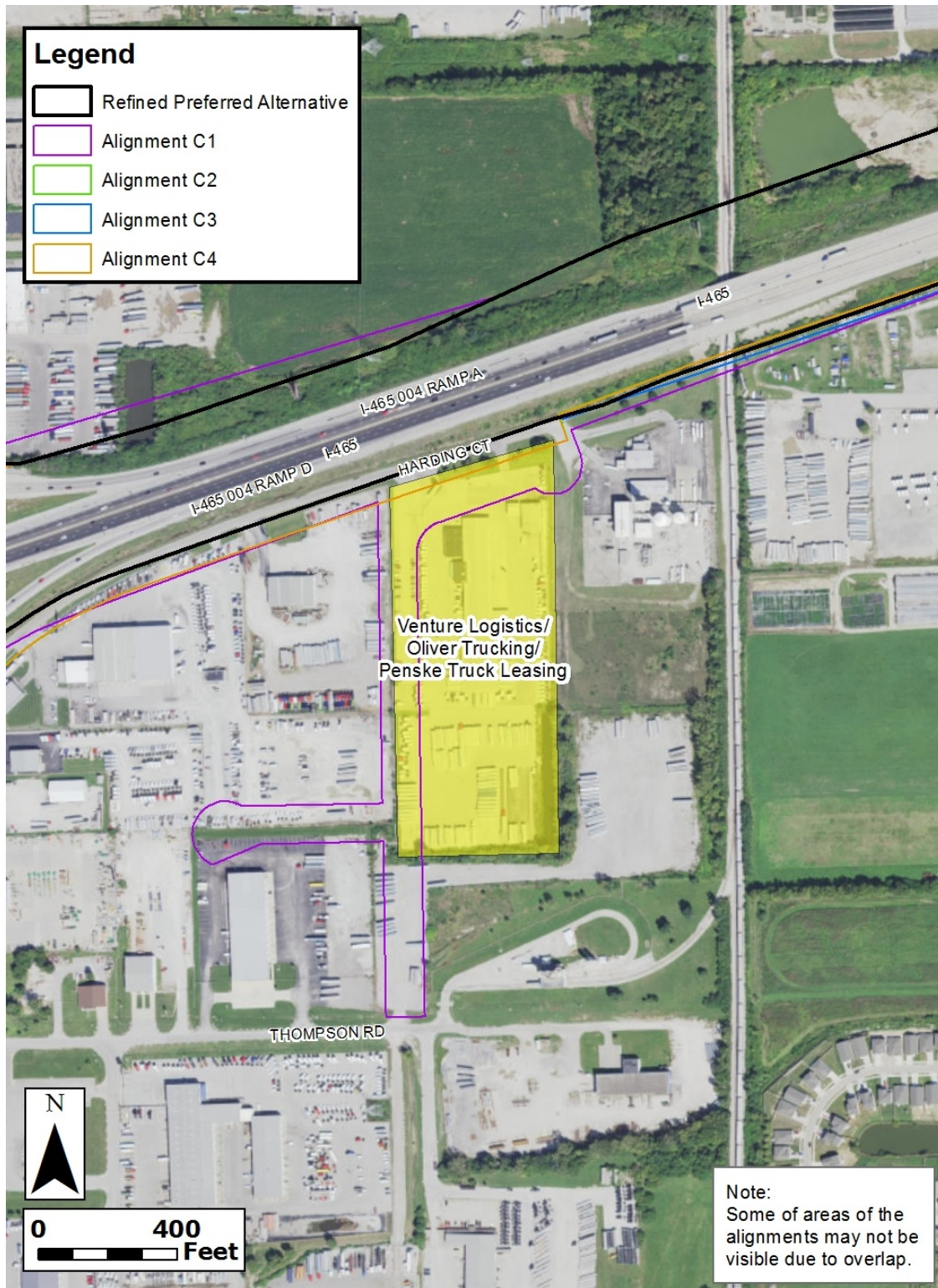




Figure 5.16-7: Property of Concern No. 14 – Venture Logistics / Oliver Trucking / Penske Truck Leasing





The regulatory report provided by EDR lists 1101 South Harding Street (Penske Trucking) at this same location. Further review of documents available on the IDEM VFC indicated that the Penske Trucking facility is located 3.3 miles north of the north terminus of the RPA field survey study area.

According to documents reviewed on the IDEM VFC, IDEM approved an NFA request in a letter dated March 15, 2002. IDEM performed the most recent inspection of the UST system in January 2016. According to the UST Inspection Report, one 15,000-gallon capacity diesel UST is active at the facility. The inspection did not identify any violations. During the site reconnaissance, the property was noted to be operating as a freight hub with a diesel dispenser island and multiple service bays. The diesel dispenser island appears to be within proposed Alternative C1.

Alternatives C2, C3, and C4 are located approximately 50 feet north of the property and would acquire approximately 0.5 acre of property. Approximately 100 feet on the northern and western portions of this property would be within the boundaries of Alternative C1, requiring approximately 3.5 acres of property.

Because the property is not in the boundaries of the RPA, no further investigation is warranted.

Linde / BOC Gases (Site 15) – 1045 Harding Court

Type of Site: LUST, UST, Spills, Tier 2, RCRA NonGen, Finds, ECHO, Manifest

Status: NFA Unconditional Closure

Risk: Moderate

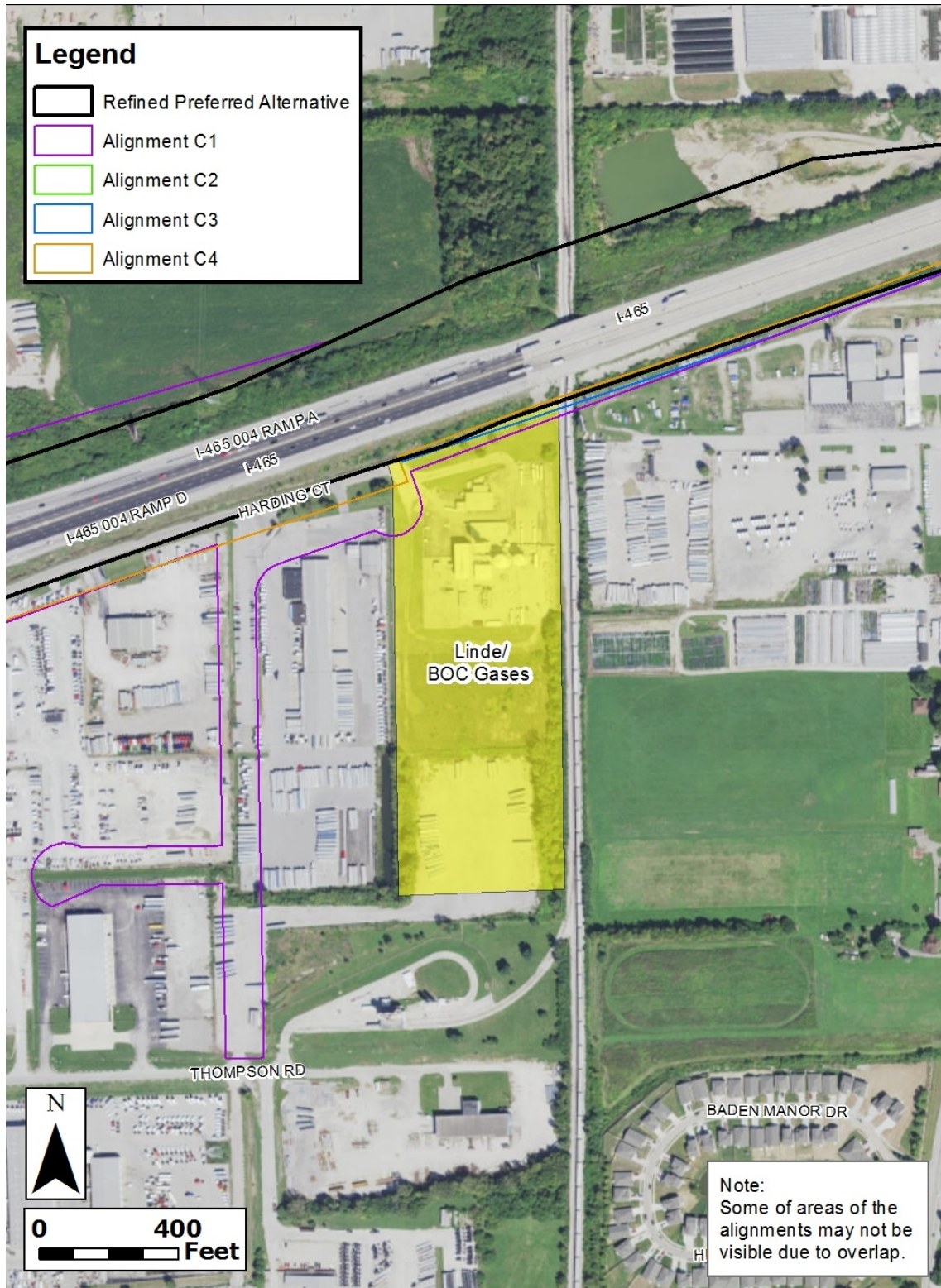
This property is located south of I-465 at the termination of Harding Court. The regulatory report lists this facility as having five fuel oil number 2 USTs, 20 gas and liquid ASTs, and one 10,000-gallon capacity registered UST associated with the diesel dispenser island located on the northern portion of the property. A medium priority LUST incident reported in 1994 is listed on the regulatory report as an NFA unconditional closure status. The most recent UST inspection performed by IDEM in March 2016 reported several unsuccessful attempts to access the property; therefore, the status of the UST system is not known. A 250-gallon hydraulic oil spill was reported in January 2009. No other information was reported regarding this spill. An additional spill was reported in November 1993. Approximately 12 gallons of diesel fuel was spilled and reportedly affected a 40-square foot area. The spill was contained.

The northern 50 feet of the property would be within the boundaries of Alternatives C1 through C4, requiring less than 0.1 acre of property. Alternative C1 would also extend onto the northern approximately 50 to 100 feet of the property and acquire less than 1.0 acre of property.

Because the property is not in the boundaries of the RPA, no further investigation is warranted.



Figure 5.16-8: Property of Concern No. 15 – Linde / BOC Gases





RH Marlin (Site 18) – 2202 West Thompson Road

Type of Site: LUST, UST, Spills, Finds, ECHO

Status: NFA Unconditional Closure

Risk: Moderate

This property is located south of I-465 and north of West Thompson Road, approximately 0.5-mile from SR 37. According to the EDR report, this property is listed as having five permanently out of service USTs and one low priority LUST incident affecting the subsurface soil in 1998. The LUST incident was given a NFA status with IDEM in a letter dated January 8, 2010. During the site reconnaissance, the property was noted to be actively operating as RH Marlin and predominantly used for the storage of heavy equipment. At least two ASTs were noted and some areas of surface staining were noted at the property. No other indications of a release were identified during this investigation. RH Marlin operates as a demolition and excavation contractor and offers heavy equipment rental.

Alternatives C1 through C4 and the RPA would require acquisition of the entire parcel.

Based on the proposed alignments, site observations, and lack of regulatory information, a Phase I ESA is warranted prior to property acquisition by INDOT. The Phase I ESA may include a recommendation for a subsequent Phase II ESA.

Kopetsky's / Martin Marietta / IMI / Tri-Ax Inc. (Site 19) – 5320 South Belmont Avenue

Type of Site: LUST, UST, Spills, Tier 2, ERNS, RCRA NonGen, Finds, ECHO, Manifest

Status: Active low priority LUST incident

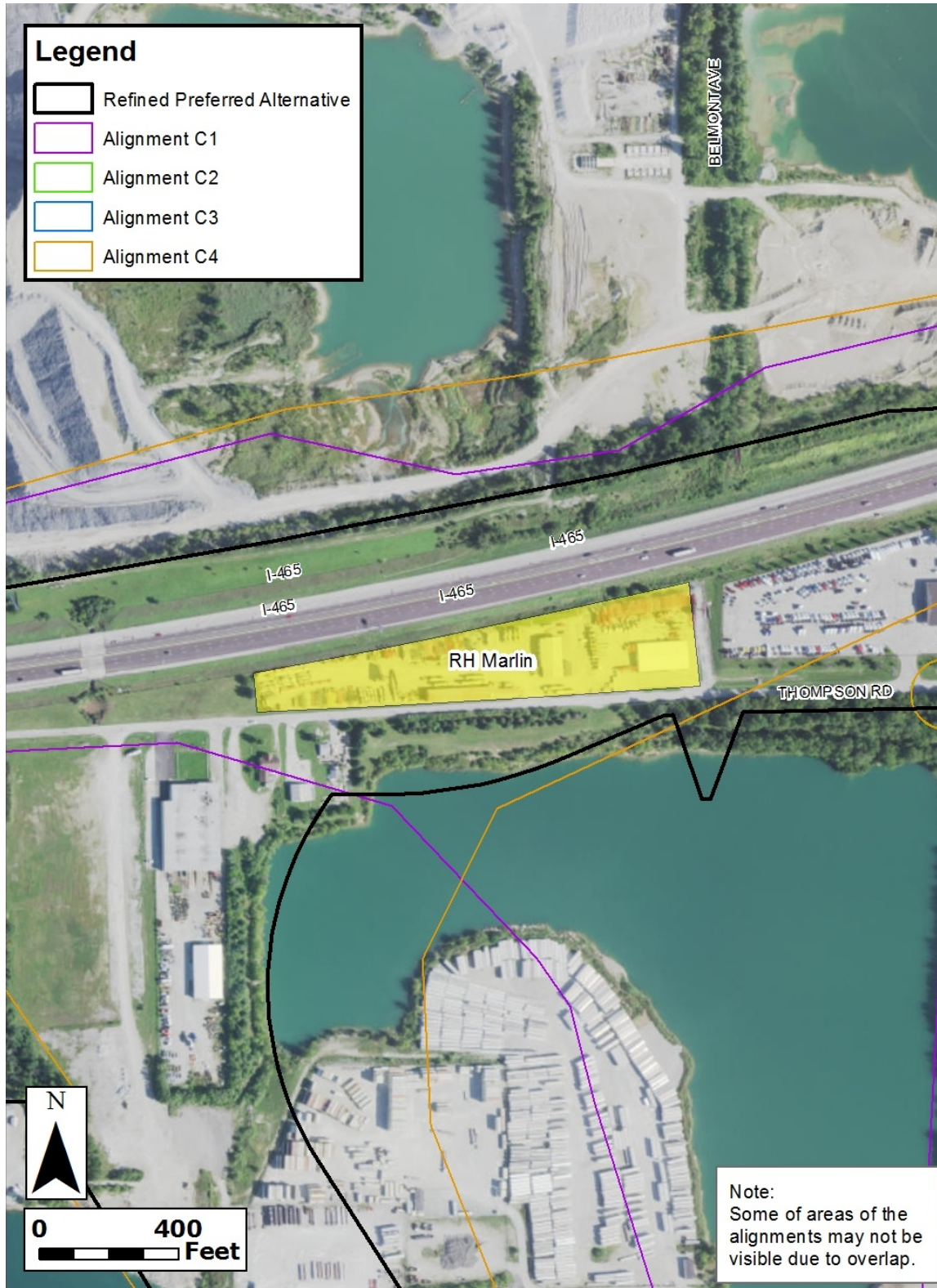
Risk: High

This site is located on the west side of Belmont Avenue, between West Epler Avenue and Thompson Road. According to the EDR report, the property is listed as having an active, low priority LUST incident reported in 2000. One permanently out of service UST was also reported. According to files reviewed on the IDEM VFC, total petroleum hydrocarbon (TPH) concentrations exist in the soil at the site near the maintenance building. Numerous petroleum product spills (i.e. hydraulic oil, waste oil, transmission fluid) were reported at this facility, but subsequent investigations have not been conducted.

During the site reconnaissance, multiple tri-axle dump trucks were observed to be unloading soil, gravel, concrete and other debris into the on-site stone quarry pit lake. No information regarding the dumping of unknown materials was available for review. The site was noted to be in operation as Kopetsky's trucking during the site reconnaissance.

Alternatives C1 and C4 would extend into the northeast and eastern portions of the property along the quarry, impacting approximately 60 acres. Alternative C2 would impact most of the western portion of the property, extending into the northeast and southeast portions totaling approximately 40 acres. Alternative C3 would extend approximately 20 feet into the southern property boundary. The RPA would impact portions of the western portion of the property, extending into the northeast and southeast portions totaling approximately 24.1 acres.

Figure 5.16-9: Property of Concern No. 18 – RH Marlin





Based on the proposed alignments, site observations and lack of regulatory information, a Phase I ESA is warranted prior to a Phase II subsurface investigation limited to the proposed construction areas.

Ricker's 876 / Amoco (Site 21) – 2025 West Southport Road

Type of Site: LUST, UST, Spills, Tier 2, RCRA NonGen, Finds, ECHO, Manifest

Status: NFA Unconditional Closure

Risk: Moderate

This site is located on the southeast corner of Southport Road and SR 37. The facility is listed on the EDR report as having a medium priority LUST incident reported in 1991. The LUST incident was given a NFA status by IDEM in a letter dated July 13, 1999. Currently, four active USTs are listed at this facility (one is unregulated) and four USTs are listed as permanently out of service. According to the files reviewed on the IDEM VFC, the most recent UST system inspection was performed in September 2015. According to the UST Inspection Report, the facility was not in compliance due to the lack of operator training certificates on file and the lack of release detection records for the UST system. No further information was available on the IDEM VFC regarding the UST system compliance status. A Quarterly Monitoring Report, dated June 2, 2017, stated that a suspected release was reported to IDEM on January 27, 2017, based on laboratory analytical reports collected during a semi-annual groundwater sampling event. Five additional borings / monitoring wells were installed in February 2017 and COCs were detected above the 2017 IDEM screening levels. The site is currently still under investigation to determine the extent of the groundwater contamination. Contamination appeared to be on the southwest portion of the site, near SR 37. Groundwater at the site flows to the west towards SR 37. The site was noted to be in operation as an active retail petroleum station during the site reconnaissance.

The western 50 feet and northern 200 feet of the property would be within the boundaries of Alternatives C1 and C3. The entire property would be within the boundaries of Alternatives C2, C4, and the RPA. Alternatives C1, C2, C4, and the RPA would require acquisition of the entire property, and Alternative C3 would require acquisition of the approximately 0.25 acre of the facility.

Based on the proposed alignments, site observations, and current regulatory status, a Phase II subsurface investigation limited to the proposed construction areas is warranted prior to property acquisition by INDOT.

Tuchman Cleaners / Marathon (Site 22) – 378 Western Avenue, Suites A & B

Type of Site: LUST, UST, Drycleaners, RCRA NonGen/NLR, Finds, Manifest, ECHO, SCP, Spills

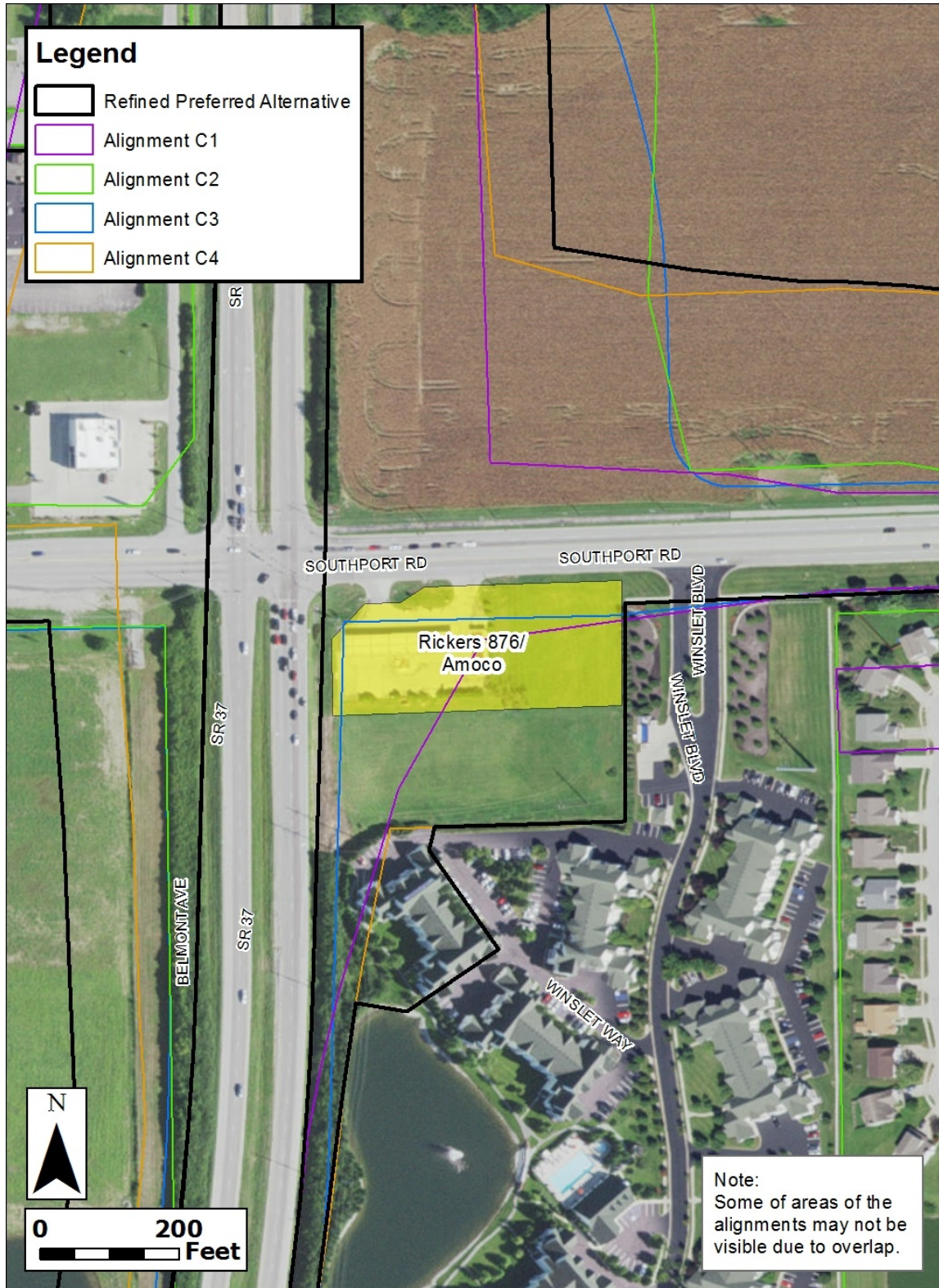
Status: Tuchman – active violations from IDEM; Marathon – unconditional NFA status

Risk: High

These properties share a commercial building located on the southeast corner of Fairview Road and SR 37. The site is an active Tuchman Cleaners and inactive retail petroleum station.



Figure 5.16-10: Property of Concern No. 21 – Ricker’s 876 / Amoco





Tuchman Cleaners operates in the western portion of the building and the former petroleum station store occupied the eastern portion of the building. An inactive car wash, presumably associated with the former gasoline station, is located on the eastern property boundary. Although the gasoline station is not currently active, the UST system consisting of two USTs still remains on the property.

The site is listed as having a high priority LUST incident and, according to the regulatory report, the site has achieved an unconditional NFA status. The site is also listed as an active drycleaner, and subsurface investigations performed at the property have revealed concentrations of chlorinated solvents above IDEM RCG residential screening levels in the soil and groundwater. According to documents reviewed on the VFC, IDEM has repeatedly requested that the owner of the dry cleaner property complete a full delineation of the contaminants at the property and develop a conceptual site model. No such investigations are reported to have occurred. According to the Indiana Department of Natural Resources (IDNR) water well viewer website, this site is located within 800 feet of a municipal public supply groundwater well and is within the one-year capture zone of the well field. Groundwater is documented to flow to the southwest, towards SR 37 and the wellfield. The files reviewed on the IDEM VFC indicate that the dry cleaner no longer generates or uses hazardous materials. The site was noted to be operational during the site reconnaissance. The former gasoline station was vacant and inactive during the site reconnaissance.

The entire property would be within the boundaries of Alternatives C1, C3, and C4. Alternative C2 would require approximately 100 feet of the western property area requiring approximately 0.5 acres of property acquisition.

The property is not in the boundaries of the RPA; however, based on the proposed alignments, site observations, and current regulatory status, it is likely that contamination has entered the existing right of way. A Phase II subsurface investigation of the nearby INDOT right of way is warranted during final design to ensure appropriate design considerations are implemented if contamination is noted in the existing right of way.

Speedway (Site 23) – 6100 West Smith Valley Road

Type of Site: LUST, UST

Status: Active, high priority LUST

Risk: High

This site is located on the northeast corner of Smith Valley Road and SR 37. The property is listed in the UST database under facility ID 6664, with four permanently out of service USTs (three gasoline, one diesel) and seven USTs currently in service (four gasoline, one diesel, one kerosene, and one racing fuel). The site is listed with three LUST incidents, two of which are listed as no further action/unconditional closure. The first incident was reported in 1990 and a second incident occurred in 2006. Both incidents were given a NFA status by IDEM in 2002. The third LUST incident was reported in 2011 and is listed as an active, high priority incident. According to documents reviewed on the VFC, the site has impacted soil and groundwater with an active remediation system and ongoing quarterly groundwater monitoring. The site was noted to be an active gasoline station during the site reconnaissance.

Figure 5.16-11: Property of Concern No. 22 – Tuchman Cleaners / Marathon

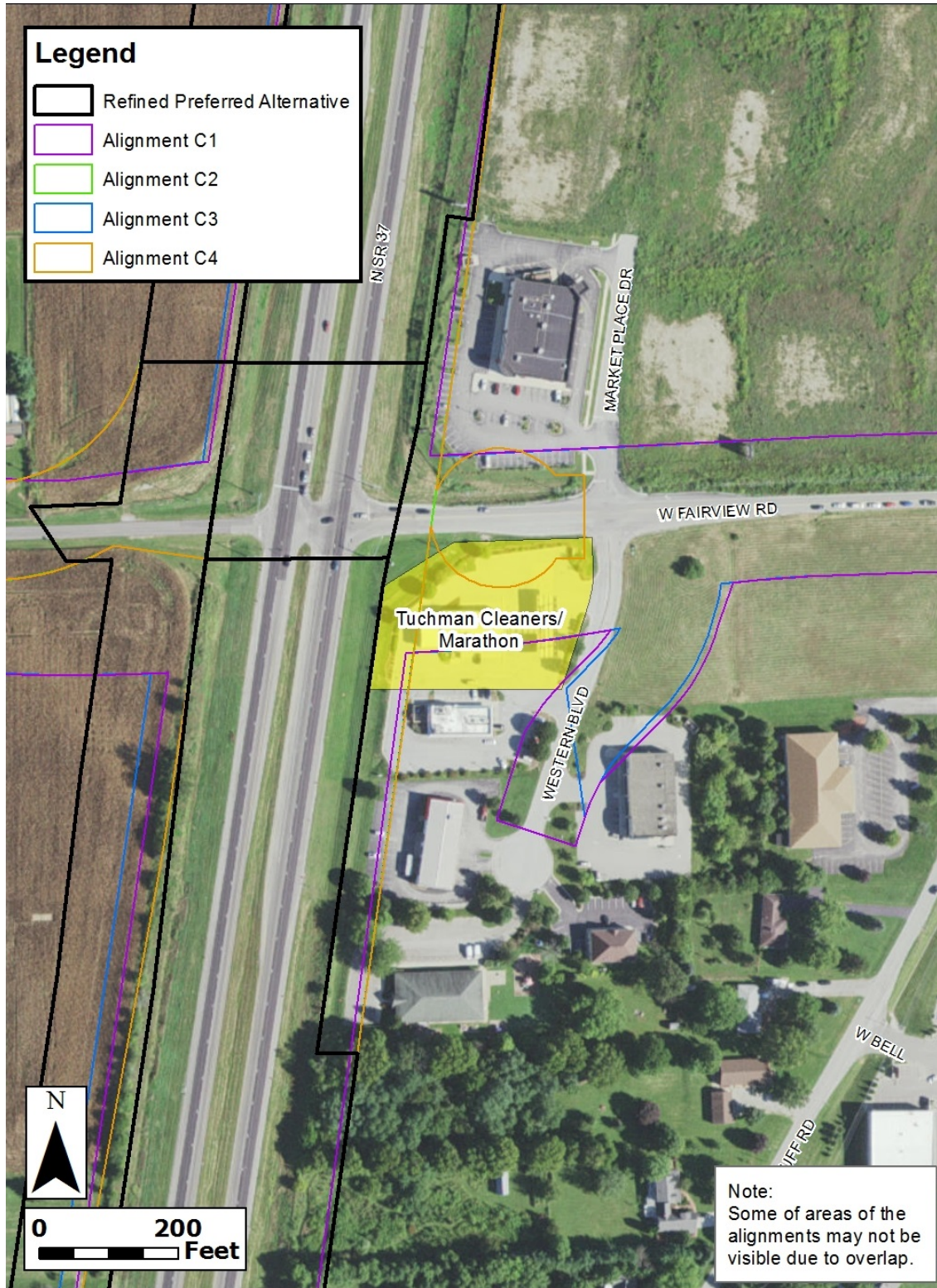
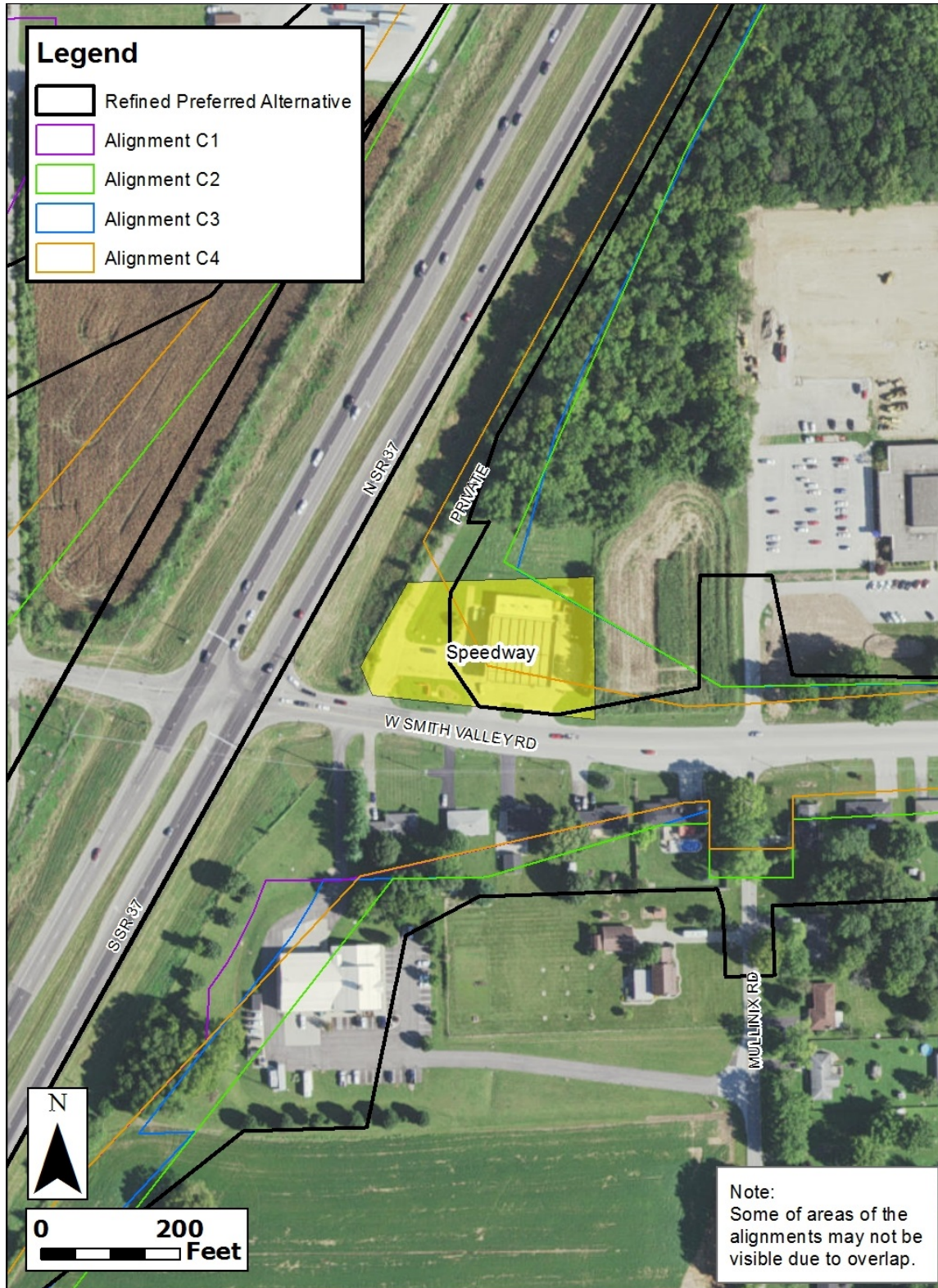


Figure 5.16-12: Property of Concern No. 23 - Speedway





Alternatives C2 and C3 would acquire approximately 150 to 200 feet of the southwest and south portions of the property, including the existing USTs and fuel pumps, likely requiring full acquisition of the entire property. Alternatives C1 and C4 would acquire approximately 50 feet of the southwest portion of the property resulting in acquisition of approximately 0.5 acres. The RPA would acquire the southwestern corner of the property, resulting in acquisition of approximately 0.15 acres.

Based on the proposed alignments, site observations, and current regulatory status, a Phase II subsurface investigation of the entire property is warranted prior to property acquisition by INDOT.

Amoco (Site 24) – 9614 SR 144**Type of Site:** LUST, UST**Status:** Unconditional NFA**Risk:** Moderate

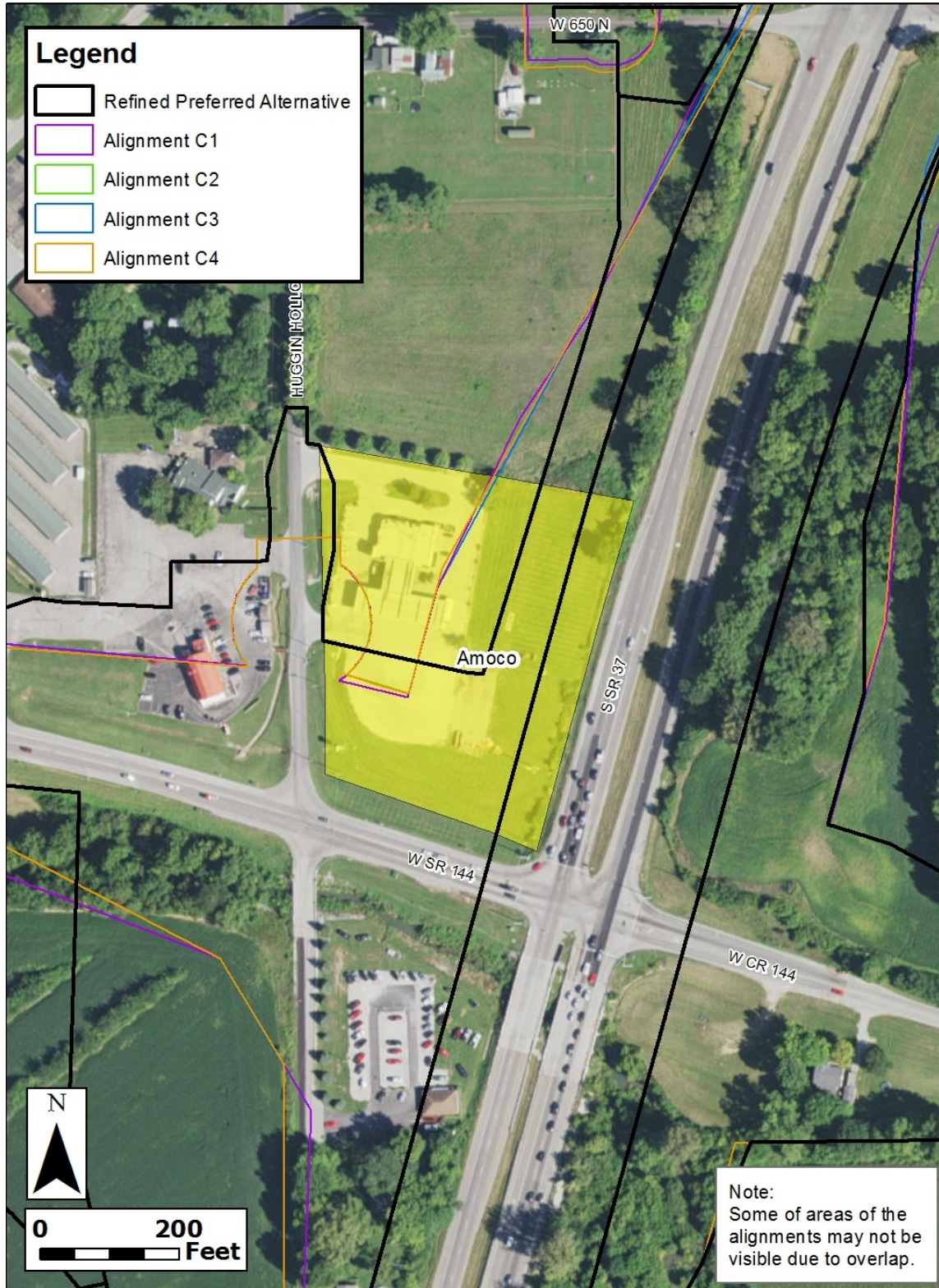
The site is located on the northwest corner of SR 144 and SR 37 at 9614 SR 144. The property is listed in the EDR Historical Auto Stations database from approximately 2004 through 2010. The property is also listed in the UST database (facility ID 14644) with five permanently out of service USTs (four gasoline and one diesel) and three active USTs (two gasoline and one diesel).

The facility is listed in the LUST database with one incident that was reported in 1998 and was identified as medium priority. The property was granted an NFA unconditional closure in a letter from IDEM dated January 30, 2007. The most recent UST Inspection Report on the IDEM VFC, dated May 28, 2014, did not report any violations and the system passed leak detection testing; however, no recent inspections were provided on the IDEM VFC and the current regulatory status of the UST system is not known. The site was noted to be operating as a retail petroleum station during the site reconnaissance.

All alternatives, including the RPA, would require acquisition of the eastern and southern halves of the property, including a portion of the UST system. Approximately 1.5 acres would be acquired from this property with the RPA.

Due to the type of operations, field observations at the site, and the location of the property within the proposed right of way, a Phase II subsurface investigation limited to the proposed construction areas is warranted prior to property acquisition by INDOT.

Figure 5.16-13: Property of Concern No. 24 - Amoco



**Johnson Oil Bigfoot / Shell / Circle K (Site 25) – 9400 SR 144****Type of Site:** LUST, UST**Status:** NFA**Risk:** Moderate

This site is located at 9400 SR 144, approximately 0.3-mile west of SR 37. The property was listed in the recovered government archive LUST database from approximately 2000 through 2007. Information was compiled from records formerly available from IDEM, including a list of LUST incidents derived from historical databases. According to documents reviewed on the VFC, the property operates five USTs (three gasoline, one diesel, and one kerosene). IDEM issued a NFA letter, dated January 3, 2006, for the LUST incident; however, IDEM did note that contamination remained above the screening levels. According to a Product Piping Closure Report, dated March 23, 1995, available on the IDEM VFC, total petroleum hydrocarbons were detected in the soil near the dispenser islands above the screening level of 100 mg/kg. The property received a violation letter from IDEM dated November 30, 2015, concerning documentation of tank testing results. The site was noted to be operating as a retail petroleum station during the site reconnaissance.

Approximately 50 feet of the southern portion of the property would be acquired with Alternatives C1, C2, C3, and C4. The proposed right of way for these alternatives would be located approximately 50 to 100 feet from the dispenser islands and UST system, requiring the acquisition of approximately 0.4 acre of property. The RPA would acquire approximately 0.1 acre from the southeastern corner of the property at the drive entrance.

Due to the operation of this site as an active retail petroleum station, the location of the property within the proposed alignments, and the current regulatory status, a Phase II subsurface investigation limited to the proposed construction areas is warranted prior to property acquisition by INDOT.

Marathon Gas (Site 27) – 3400 Old SR 37**Type of Site:** UST**Status:** Unknown**Risk:** Moderate

This site is located along the west side of SR 37 just south of Egbert Road. The property was listed in the UST database with two permanently out of service USTs (one gasoline and one diesel). According to the most recent UST inspection report dated July 14, 2016, the UST system at the property consists of two 8,000-gallon capacity gasoline tanks and one 8,000-gallon capacity diesel tank. The site was noted to be operating as a retail petroleum station during the site reconnaissance with the USTs located to the west of the dispenser island canopy and retail store.

Alternatives C1, C2, C3, and C4 would require acquisition of the southern 50 to 100 feet of the site. A portion of the UST system is located within all alternatives, including the RPA. Alternatives C1 and C4 would include the entire UST system and 2.0 acres of property. Alternatives C2 and C3 would acquire 0.4 acre of property, and the RPA would require acquisition of the entire property.

Figure 5.16-14: Property of Concern No. 25 – Johnson Oil Bigfoot / Shell / Circle K

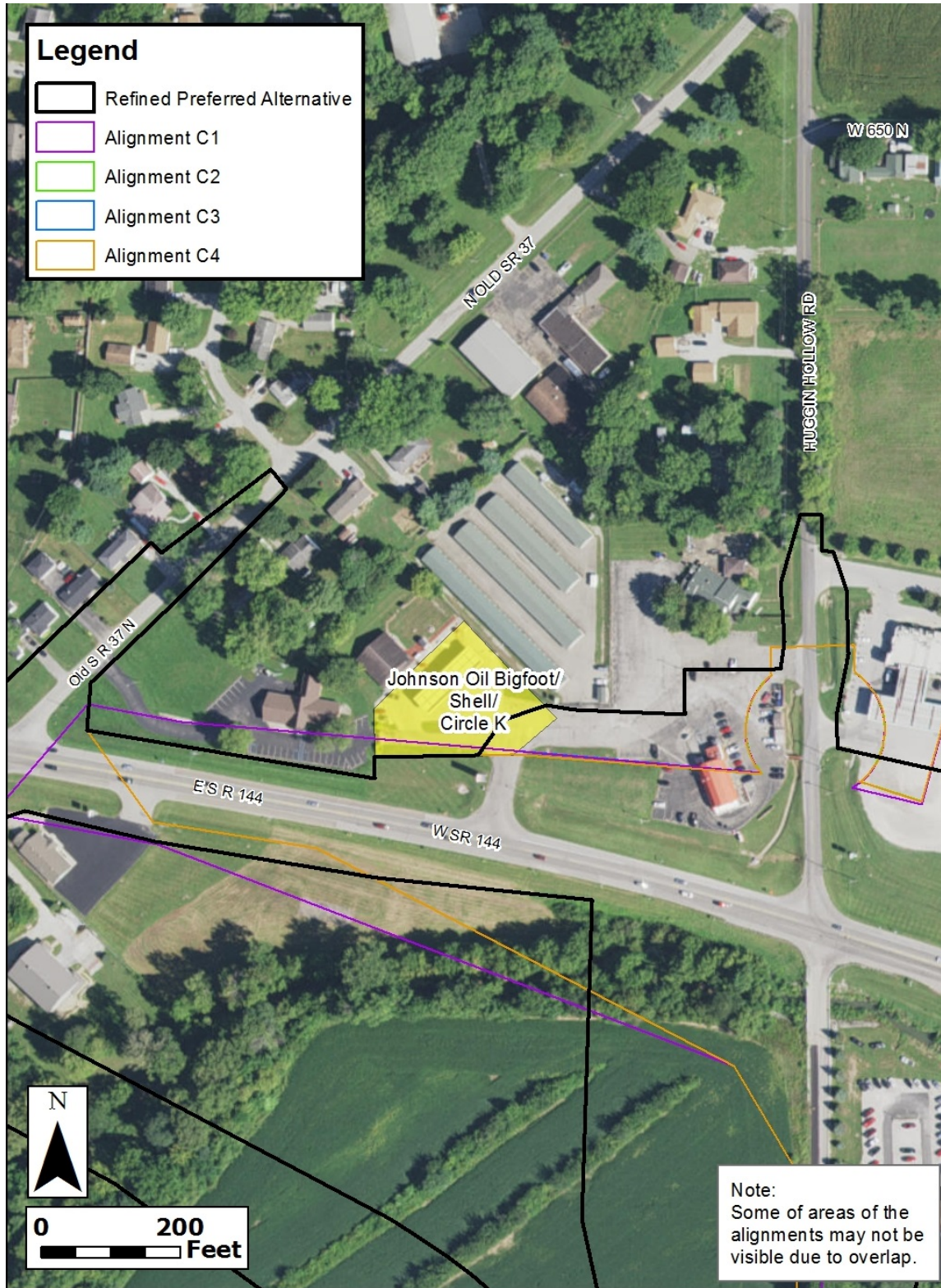
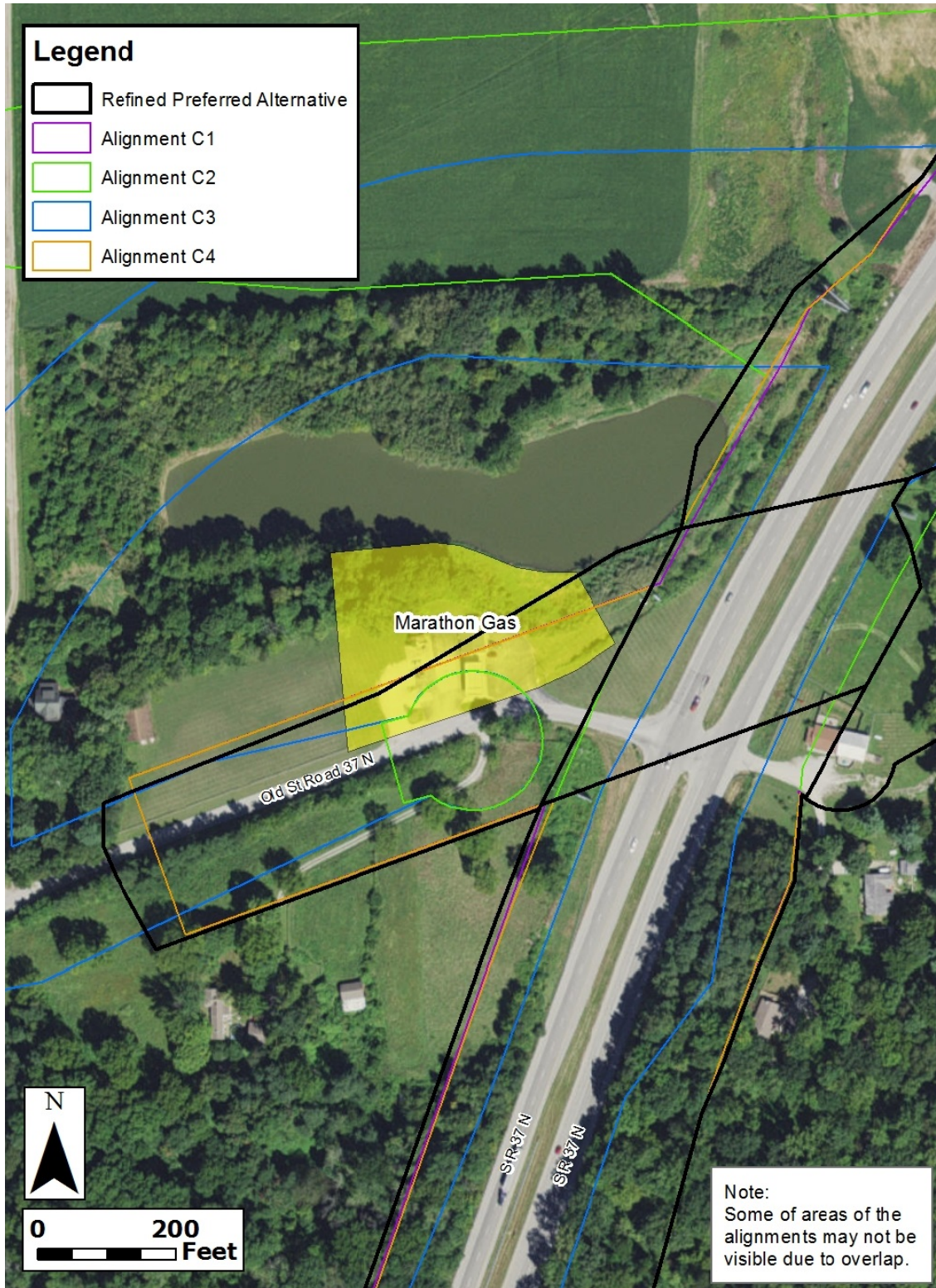




Figure 5.16-15: Property of Concern No. 27 – Marathon Gas





Due to the type of operations, field observations at the site, and the location of the property within the proposed right of way, a Phase II subsurface investigation limited to the proposed construction areas is warranted prior to property acquisition by INDOT.

Tim Wilson Chevrolet Buick (Site 28) – 7005 SR 37 North

Type of Site: UST

Status: Unknown

Risk: Moderate

This site is located along the east side of SR 37 just northeast of Big Bend Road. The property is listed in the UST database under Facility ID 22088 for four permanently out-of-service gasoline USTs. The USTs were all closed in June of 1996. ATC reviewed available files on the IDEM VFC. According to a UST Closure Report dated October of 1996, no contamination was encountered in the natural soils or in the tank pit soils. The site was noted to be a golf cart dealership at the time of the site reconnaissance.

All alternatives, including the RPA, would require acquisition of the western 100 feet of the site, and a portion of the former UST system is located within the proposed right of way.

Due to the type of former operations and the location of the property within the proposed right of way, a Phase I ESA is warranted for this property. The Phase I ESA may include a recommendation for a subsequent Phase II ESA.

Bigfoot 16 (Site 32) – 1229 North Bluff Road

Type of Site: LUST, UST

Status: NFA; outstanding UST system violations

Risk: Moderate

This site is located east of SR 37 on the southeast corner of Bluff Road and County Line Road. The property is listed in the UST and LUST databases as Facility ID 14622 with incident number 199601547. This site is reported to have had a medium priority LUST incident in 1996 that affected soil and groundwater. The incident achieved a NFA status by IDEM in a letter dated September 7, 2011. According to the EDR report, four USTs (installed in 1998) are currently in use at the property. The most recent UST system inspection, conducted by IDEM on August 25, 2014, noted numerous violations regarding lack of release detection monitoring, financial responsibility records, failure to notify and no documentation of certified operating training. A follow up inspection at the property on December 18, 2014, indicated that the violations had been rectified and the facility was in compliance. The property was noted as an active Shell retail petroleum station during the site reconnaissance.

Alternatives C2 and C3 would impact the northern and western third of the property, including the UST system requiring the acquisition of approximately 0.3 acre of property. Alternatives C1, C4, and the RPA would not require acquisition of property from this parcel.

Because the property is not in the boundaries of the RPA, no further investigation is warranted.



Figure 5.16-16: Property of Concern No. 28 – Tim Wilson Chevrolet Buick

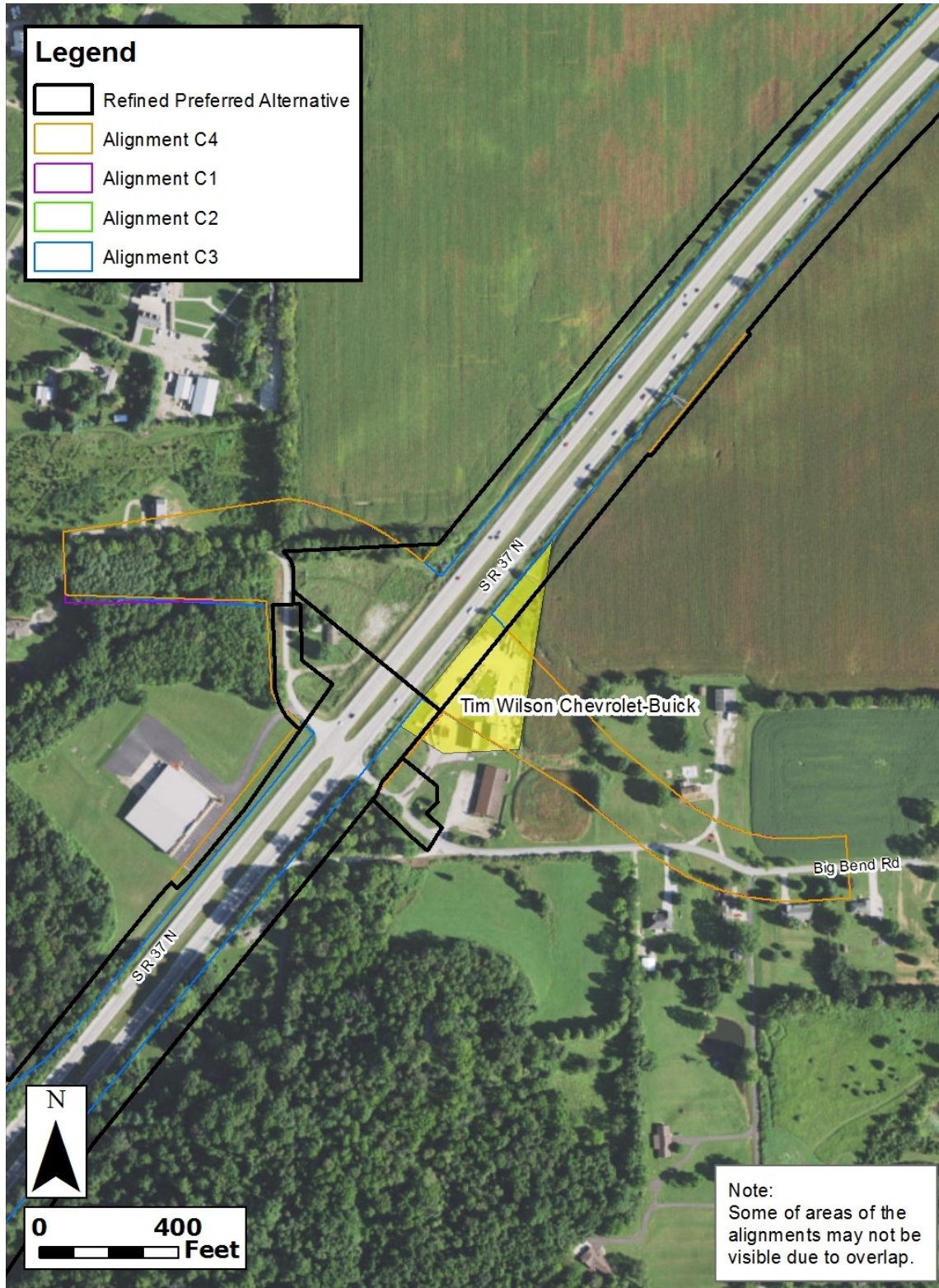
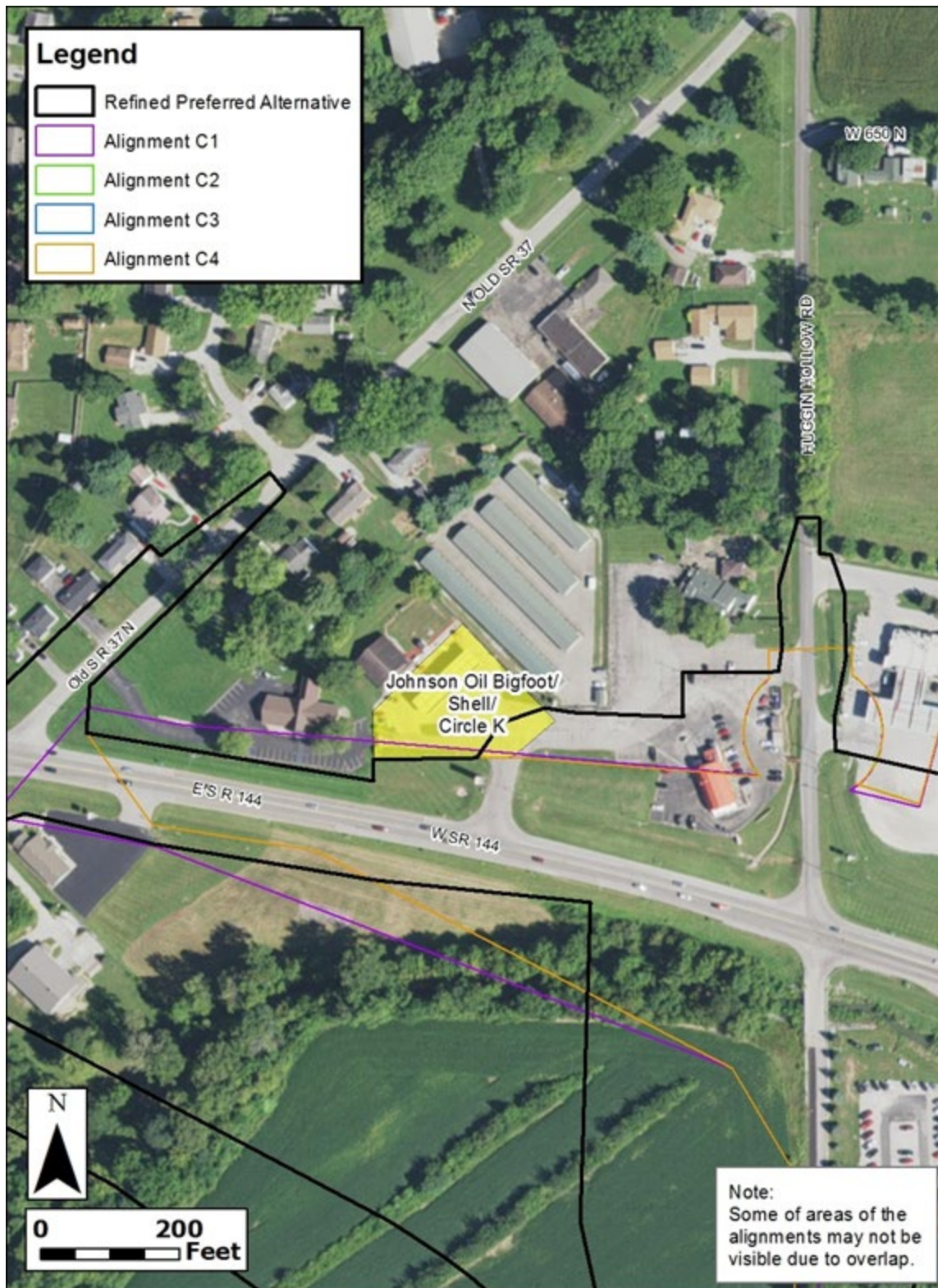


Figure 5.16-17: Property of Concern No. 32 – Bigfoot 16



**Village Pantry #404 (Site 33) – 109 Janay Drive****Type of Site:** UST**Status:** UST system in compliance as of September 16, 2016; current status is not known.**Risk:** Moderate

This site is located at on the north side of the intersection at SR 37 and SR 252 at 109 Janay Drive. The property is listed in the UST database as Facility ID 24371. The property is currently listed as having four USTs, all of which were reported to be installed in April 2000. The UST system at the facility consists of one 2,000-gallon capacity kerosene tank, one 8,000-gallon capacity diesel tank, and 10,000-gallon capacity and 12,000-gallon capacity gasoline tanks. According to a UST inspection report available on the IDEM VFC, dated September 16, 2016, the USTs and associated system were in compliance. The site was noted to be operating as a retail petroleum station during the site reconnaissance.

This entire site except the north corner (approximately 50 feet) would be acquired by all alternatives, including the RPA. The UST system would be impacted by all alternatives, including the RPA.

Based on the current site usage as a gasoline station and the location within the RPA, a Phase II subsurface investigation of the property and the proper closure of the UST system is warranted prior to property acquisition by INDOT.

Martinsville Citgo (Site 35) – 229 Grand Valley Boulevard**Type of Site:** UST**Status:** UST system in compliance prior to January 2016**Risk:** Moderate

The site is located at the southwest corner of Birk Road and Grand Valley Boulevard, east of SR 37. The property is listed in the UST database under Facility ID 24849. The property currently has three active USTs, two tanks containing gasoline and one tank containing diesel fuel that were reportedly installed in July of 2001. The property was also listed in the EDR Historical Auto Stations in 2004. According to the most recent UST Inspection Report available on the IDEM VFC, dated January 28, 2016, the UST system was in compliance and no violations were reported. The site was noted to be an active retail petroleum station during the site reconnaissance. It should be noted that since the original investigation, the site is no longer an active retail petroleum station and is currently operating as a Los Tres Caminos, a Mexican restaurant.

Alternative C1 and the RPA would acquire approximately 50 feet (less than 0.1 acre) of property from the northern side of the parcel. Alternatives C2, C3 and C4 would acquire approximately 80 feet (less than 0.2 acre) of property from the northern side of the parcel. Construction activities for Alternatives C2, C3, and C4 would extend into the UST system area, including the UST cavity.

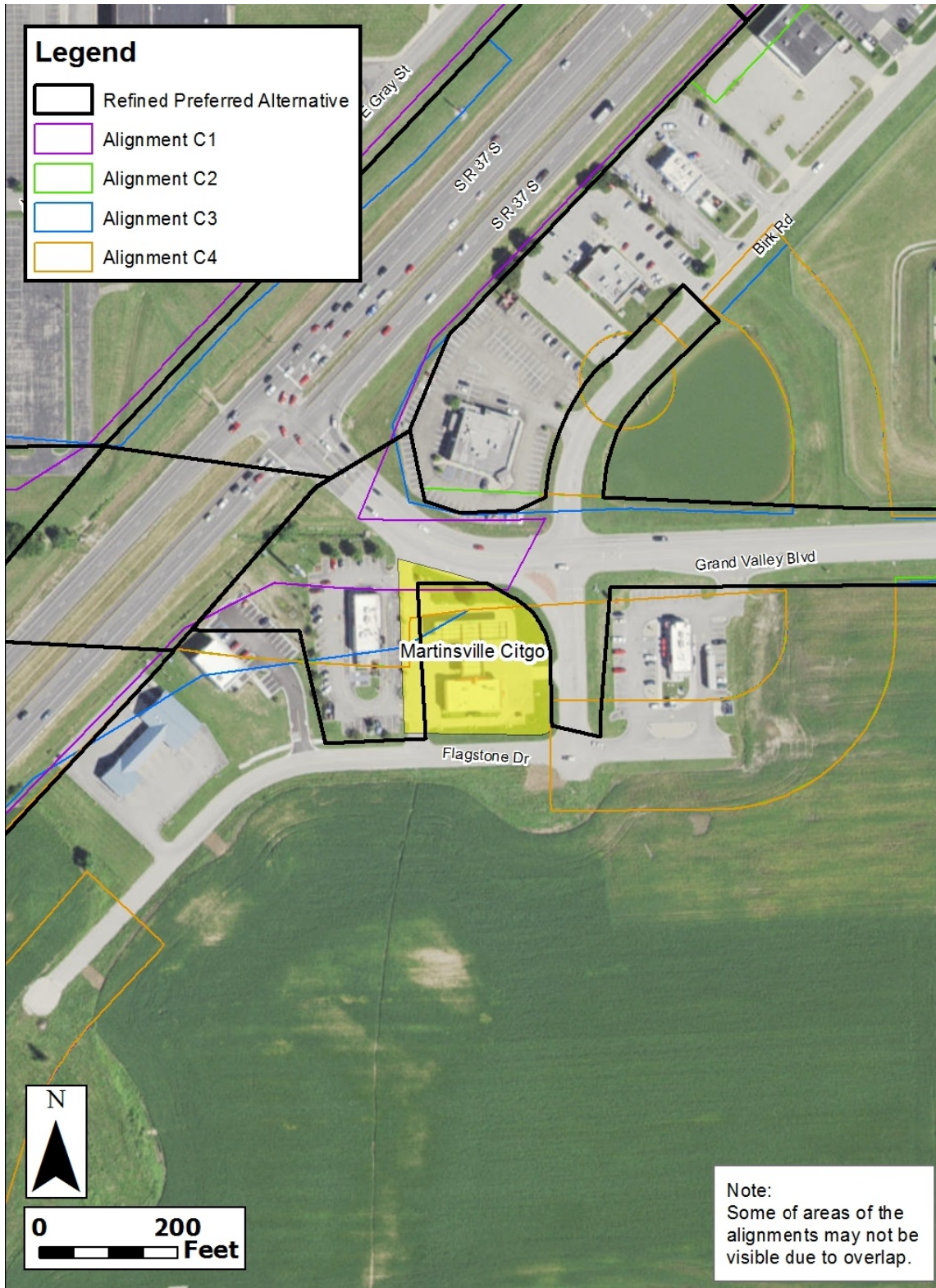
Due to the type of operations, field observations at the site, and the location of the UST system within the proposed alignments, a Phase II subsurface investigation is warranted in the proposed construction areas.

Figure 5.16-18: Property of Concern No. 33 – Village Pantry #404





Figure 5.16-19: Property of Concern No. 35 – Martinsville Citgo





Murphy USA (Site 36) – 629 Birk Road

Type of Site: UST, Spills

Status: UST system in compliance prior to January 2016 (date of last inspection)

Risk: Moderate

This site is located east of SR 37 and north of Grand Valley Boulevard. The site is located at 298 Grand Valley Boulevard. The site is listed in the spills database for an incident that occurred in January of 2005. Twenty gallons of gasoline were reportedly spilled by a commercial source. No other information was provided. The property is listed in the UST database for three active USTs that were installed in May of 2004. The UST system consists of one 12,000-gallon capacity diesel tank and a 20,000-gallon capacity and 8,000-gallon capacity gasoline tanks. The most recent UST inspection completed by IDEM on April 25, 2016, did not identify any violations at the site and the UST system was reported to be in compliance. The site was operating as a retail petroleum station at the time of the site reconnaissance.

Alternative C1 and the RPA would not affect this site. Alternatives C2, C3, and C4 would extend 75 feet west and 100 feet south of the property and would not require property acquisition.

Because the property is not in the boundaries of the RPA, no further investigation is warranted.

Turkey Hill #600 (Site 38) – 1860 South Ohio Street

Type of Site: UST, LUST, Spills

Status: Unconditional NFA; UST system in compliance prior to December 2015 (date of last inspection)

Risk: Moderate

This site is located north of SR 37 and west of Ohio Street. The property is listed in the spills database for an incident that occurred in July 2013. According to the IDEM VFC, a motorcycle collided with a fuel dispenser, causing a release of petroleum product. Soil samples collected from the area beneath the spill (concrete surface) did not indicate the presence of impacted soils above IDEM screening levels. The property was assigned LUST Facility ID 25055. Based on the laboratory results, the facility was issued a NFA unconditional closure status in a letter from IDEM dated September 19, 2013. The UST database lists the property with three active USTs consisting of one 8,000-gallon capacity diesel tank, one 8,000-gallon capacity gasoline tank, and one 15,000-gallon capacity gasoline tank. According to the IDEM VFC, the facility was in compliance during the most recent inspection on December 23, 2015. The site is listed in the EDR Historical Auto Stations database for the years 2001 and 2002. During the site reconnaissance, the site was operating as a retail petroleum station.

Alternatives C1, C2, C3, and C4 would require acquisition of less than 0.1 acre. Each of these alternatives would require acquisition of up to 20 feet of the western property boundary. Alternatives C3 and C4 would require acquisition of 15 feet from the eastern property boundary along Ohio Street. The RPA would not require property acquisition.

Because the property is not in the boundaries of the RPA, no further investigation is warranted.



Figure 5.16-20: Property of Concern No. 36 – Murphy USA

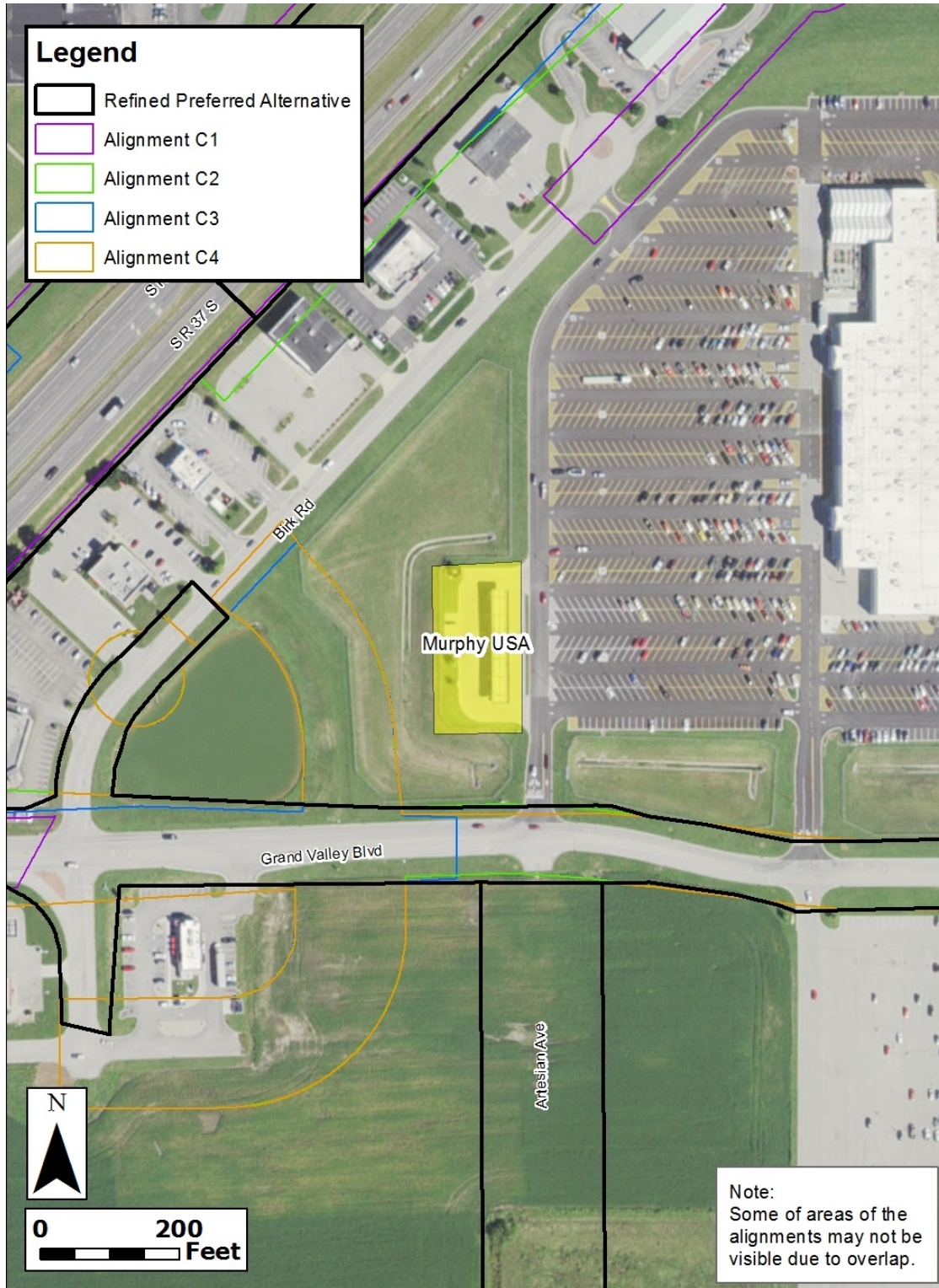
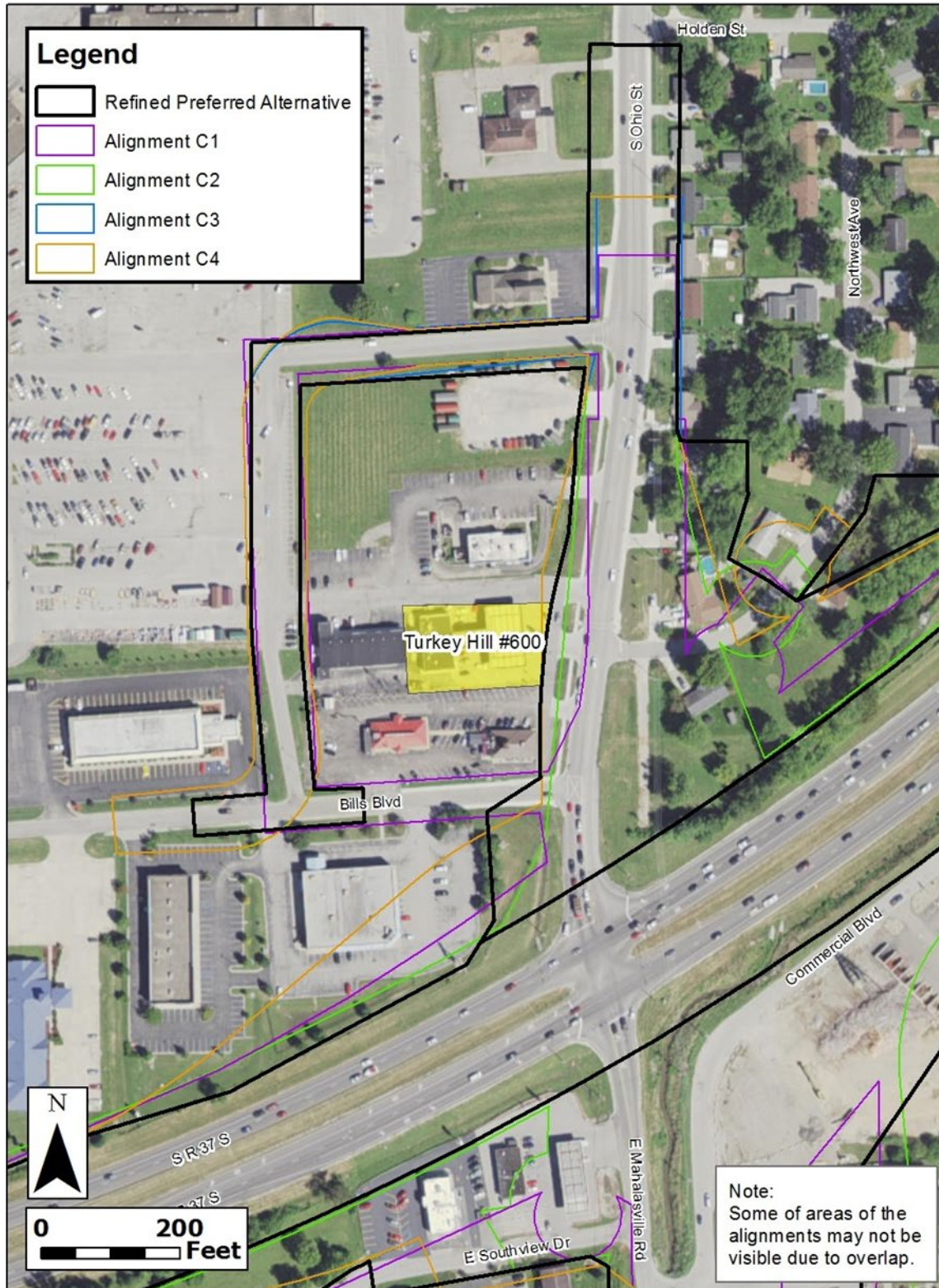


Figure 5.16-21: Property of Concern No. 38 – Turkey Hill #600



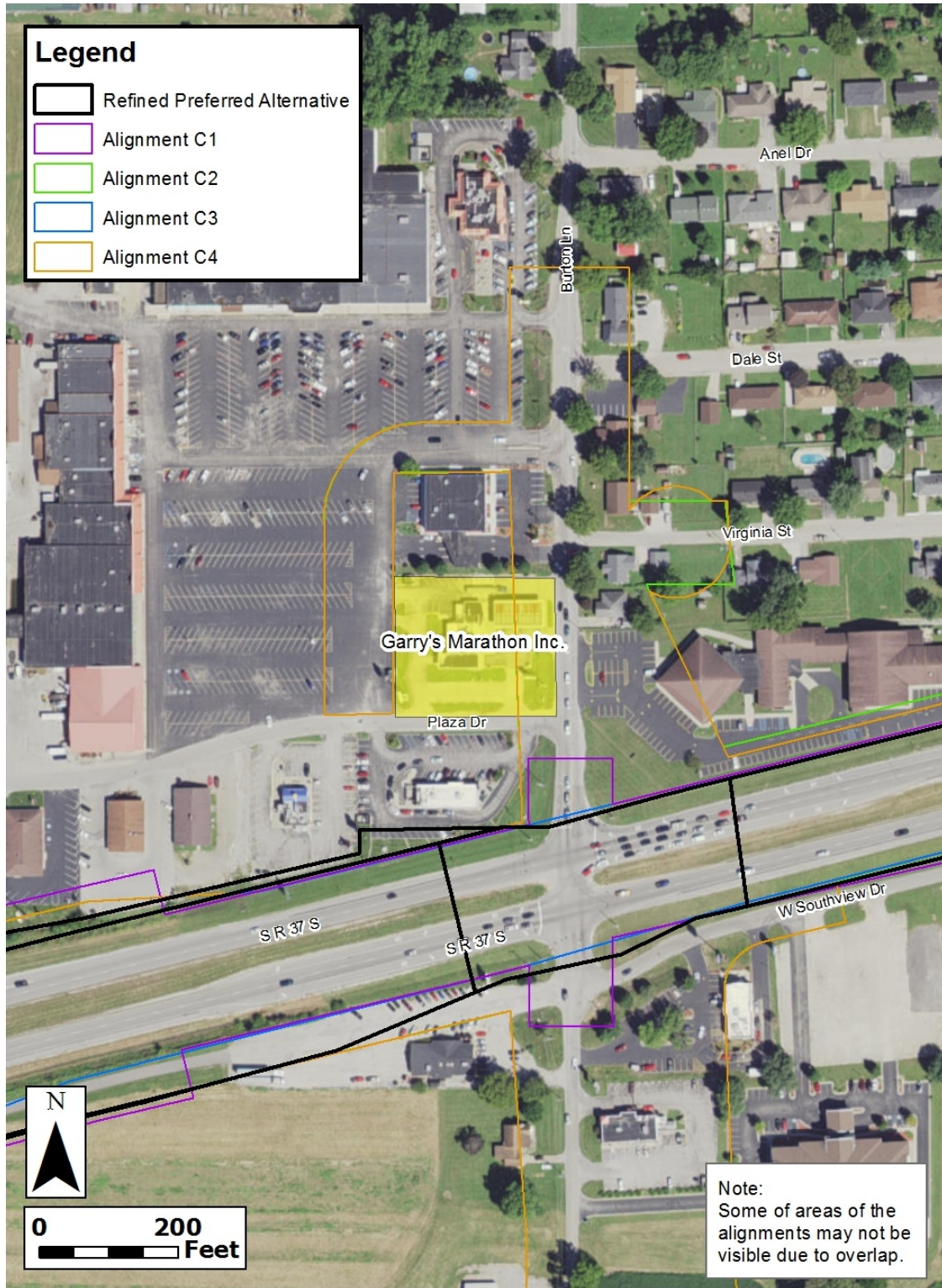
**Garry's Marathon (Site 39) – 2180 Burton Lane****Type of Site:** UST, LUST, RCRA CESQG**Status:** Unconditional NFA**Risk:** Moderate

This site is located approximately 200 feet north of SR 37 and west of Burton Lane. The property is listed in the EDR Historical Auto Stations database for the years 1999 through 2003. The property is listed in the RGA LUST database from 2000 to 2012. The property is also listed in the LUST database as Facility ID 5462 with an incident reported during UST removal activities performed October 27-29, 1992. The incident was given a NFA unconditional closure status in a letter from IDEM dated July 13, 1999. The UST database lists the property with four permanently out-of-service and four active USTs. The active UST system consists of two 10,000-gallon capacity gasoline tanks, one 10,000-gallon capacity diesel tank, and one 1,000-gallon capacity waste oil tank. According to the most recent UST Inspection Report dated August 24, 2016, the facility was in compliance. The report also stated that the 1,000-gallon waste oil tank was permanently closed and the closure report has been submitted to IDEM. No additional information regarding the closure of the waste oil tank was available for review on the VFC. The property was formerly a RCRA CESQG of hazardous waste in 1991. The facility historically disposed of waste oil, but is no longer an active handler of waste oil. The site was noted to be operating as a retail petroleum station during the site reconnaissance.

Approximately 75 feet of the eastern and northern portions of the property, for a total of approximately 0.3 acre, would be acquired for Alternatives C2 and C4. The remaining alternatives are located approximately 100 to 200 feet south of the property boundary and would not require property acquisition.

Because the property is not in the boundaries of the RPA, no further investigation is warranted.

Figure 5.16-22: Property of Concern No. 39 – Garry’s Marathon



**K-Mart #3790 (Site 41) – 2020 Burton Lane****Type of Site:** UST**Status:** NFA**Risk:** Moderate

This site is located approximately 800 feet north of SR 37 and west of Burton Lane. The property is listed in the UST database as Facility ID 5063. According to the database, there was a 1,000-gallon used oil UST removed from the site in June 1990. No other information was provided concerning the removal or the location of the UST. An UST Notification Form was available on the IDEM VFC indicating that the UST was removed, but no other closure documentation was provided. The site was noted to be a retail commercial flea market store during the site reconnaissance.

Alternatives C1, C2, C3, and C4 would require acquisition of approximately 100 feet of the south and east portions of the property totaling approximately 1.0 acre and consisting of parking lot which is currently functioning as an access drive. The potential acquired area does not include the existing building on the property, but only the paved parking lot located on the southern portion of the property.

Because the property is not in the boundaries of the RPA, no further investigation is warranted.

Tim Wilson Chevrolet Buick (Site 46) – 555 Commercial Boulevard**Type of Site:** RCRA NonGen, LUST, UST, Spills, Finds, Manifest, Echo**Status:** NFA Unconditional Closure**Risk:** Moderate

The property is listed in the SPILLS database for an incident that occurred in March of 2008. An unreported amount of gasoline leaked from the UST and affected soil. The facility is also listed in the LUST database under Facility ID 12735; however, the site has achieved an NFA-Unconditional Closure status. One permanently out-of-service 500-gallon used oil tank was reported at the site. During the site reconnaissance, the property was noted to be a vacant used car dealership.

Alternatives C1 through C4 would require the acquisition of the northern third of the property. The RPA would acquire approximately 75 feet of the western portion of the property.

Due to the type of former operations and the location of the property within the proposed right of way, a Phase I ESA is warranted for this property. The Phase I ESA may include a recommendation for a subsequent Phase II ESA.

Figure 5.16-23: Property of Concern No. 41 – K-Mart #3790

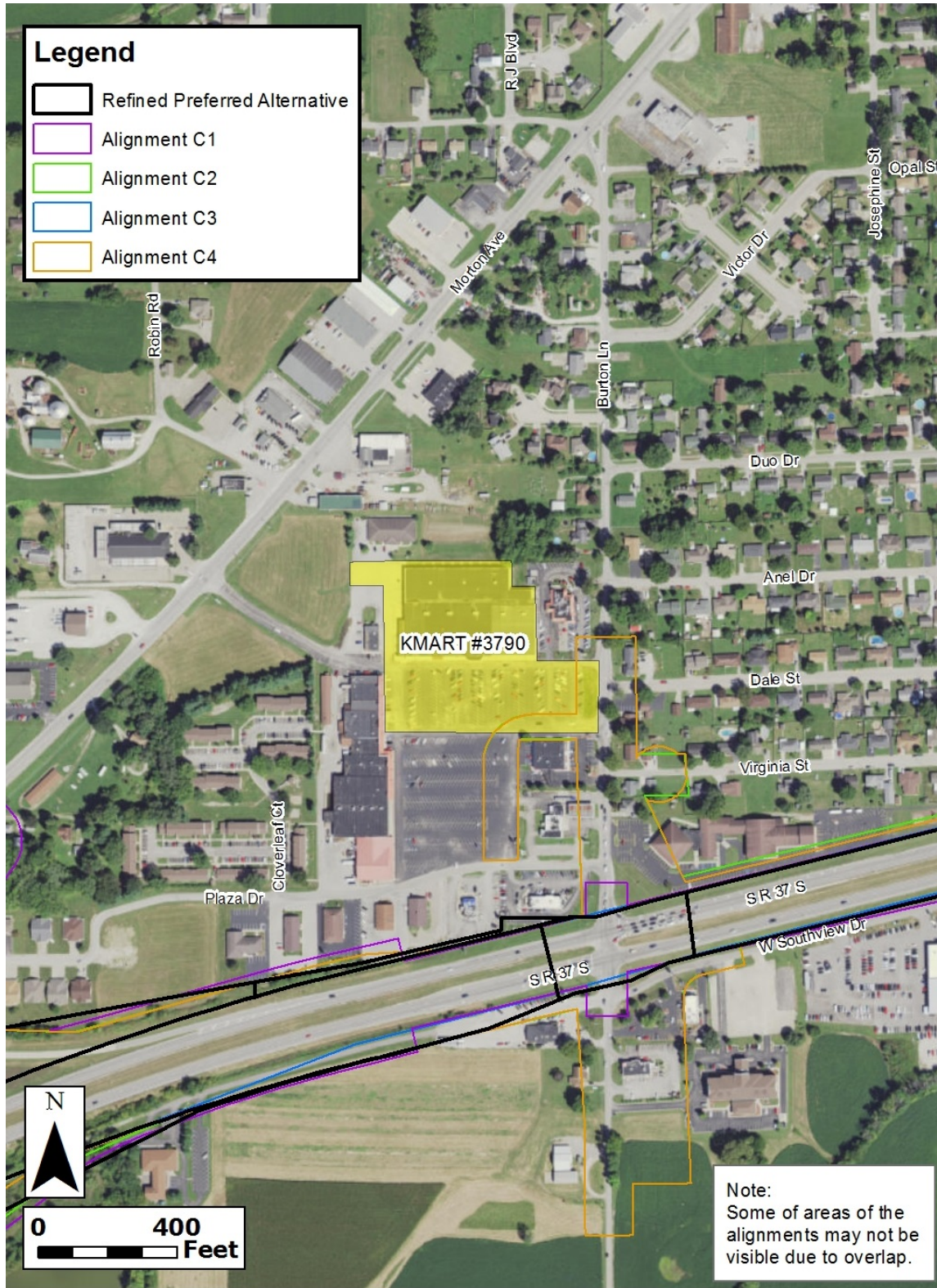
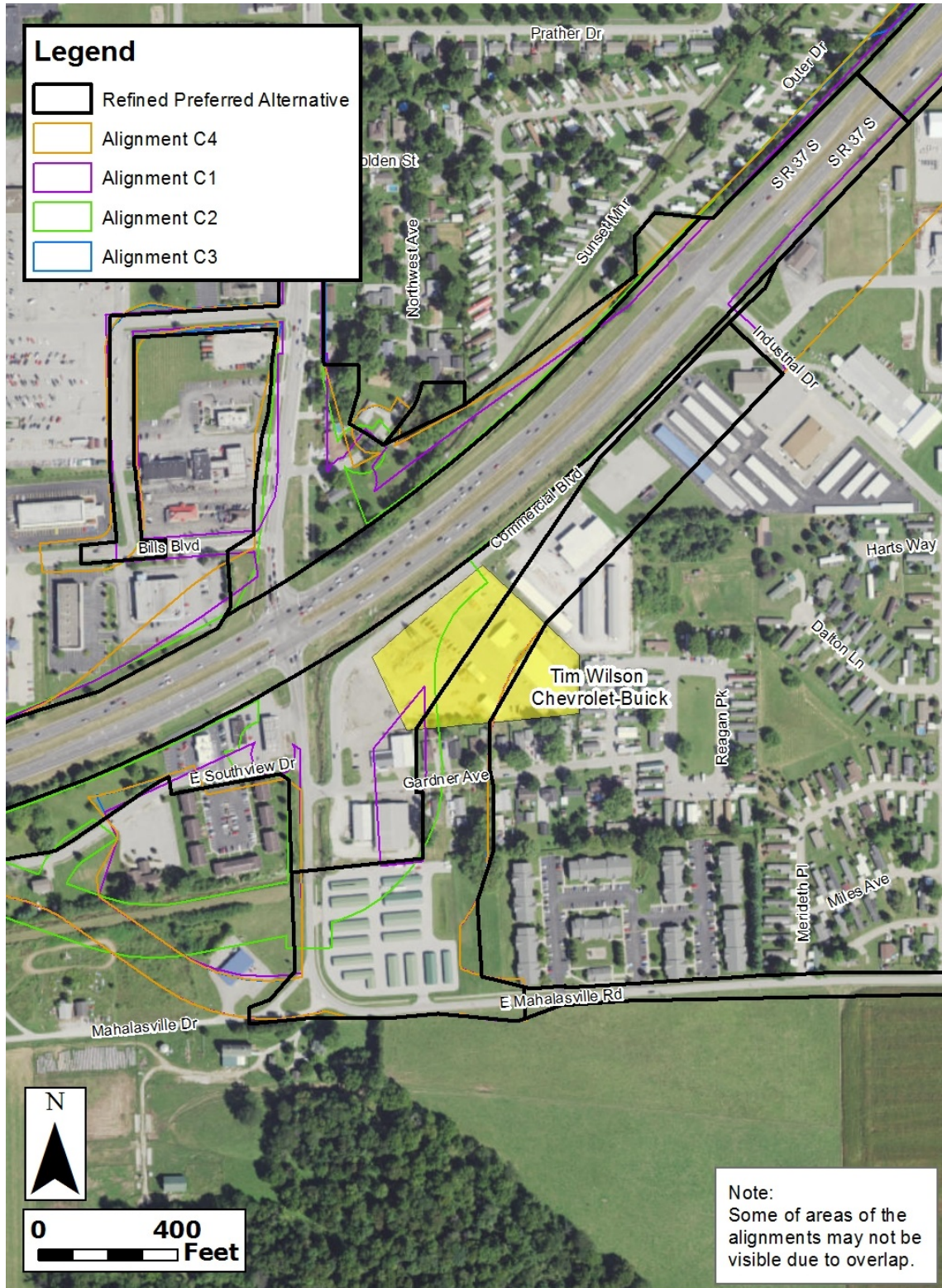




Figure 5.16-24: Property of Concern No. 46 – Tim Wilson Chevrolet Buick





Circle K #54 (Site 48) – 320 Southview Drive

Type of Site: LUST, UST, Spills

Status: Active, high priority LUST

Risk: High

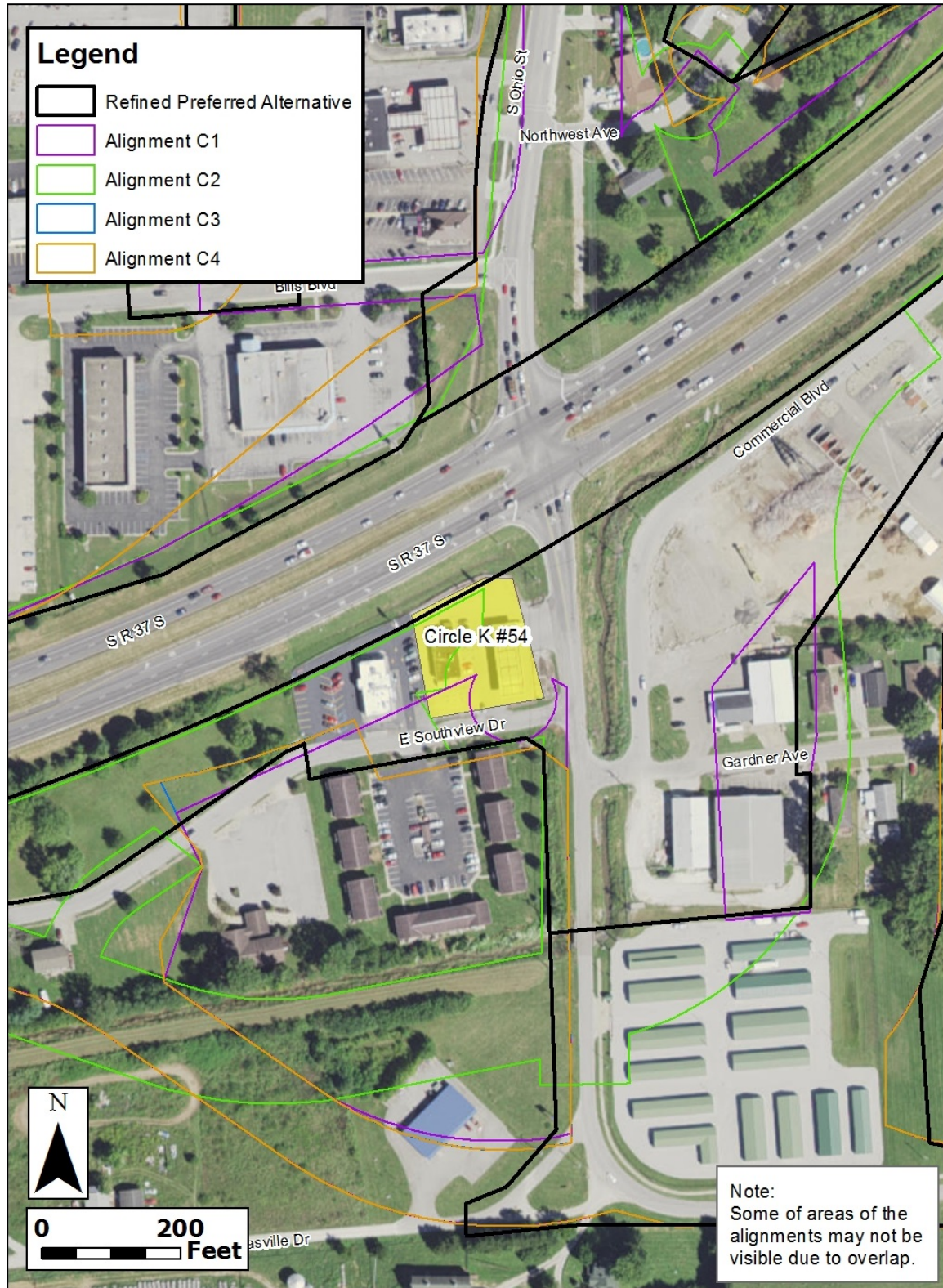
This site is located on the southwest corner of Ohio Street and SR 37. The facility is listed in the LUST database under Facility ID 17101. The site is listed as having an active, high priority LUST incident reported in December 1999. The site is listed in the UST database for four permanently out-of-service gasoline and kerosene tanks closed in 2000. There were four active 10,000-gallon capacity and one 6,000-gallon capacity kerosene USTs installed in April of 2000. The site is listed in the spills database for an incident that occurred in December 1993. An unreported amount of unleaded gasoline spilled onto the property. No additional information is provided. According to the most recent Quarterly Monitoring Report, dated April 30, 2016, groundwater contamination has been delineated to the southwest portion of the property along Southview Drive. The site was noted to be an active gasoline station during the site reconnaissance.

All alternatives, including the RPA, would require acquisition of the entire property. This includes the existing USTs, fuel pumps and convenience store.

Based on known contamination at the site and the total acquisition of this property, a Phase II subsurface investigation is warranted prior to property acquisition by INDOT.



Figure 5.16-25: Property of Concern No. 48 – Circle K #54





5.16.2.2 Superfund Properties

No Superfund properties were identified in or near the proposed alternatives.

5.16.2.3 RCRIS Sites

Four hazardous waste sites (including one additional UST site) are listed in the USEPA RCRIS GEN³ database. These properties are described in detail below.

Hanson Aggregates/Milestone/E&B Paving (Site 2) – 4350 Harding Street

Type of Site: RCRA

Status: NA

Risk: Moderate

This site is located north of I-465 and west of Harding Street and Terminal Road. The property is listed as an active mine (stone quarry); a RCRA transport, storage, or disposal facility (TSD); a corrective action (CORRACTS) facility (ID INR000022756); and as having permanently closed USTs. The UST system formerly consisted of gasoline, diesel, waste oil, and virgin oil tanks with various capacities. Nine USTs were reportedly removed on October 27, 28, and 31, 1988. According to documents reviewed on the IDEM VFC, the property reported as a RCRA large and small quantity generator of hazardous waste. No information regarding the RCRA TSD listing was available on the VFC. According to an agreed order issued by IDEM, the site operated as E&B Paving was cited for operating a hazardous waste facility without proper IDEM permitting and discharging hazardous waste onto the ground on the northern portion of the site, approximately 0.5-mile north of the four alternatives. Additionally, according to a Notice of Violation and Agreed Order available on the IDEM VFC, dated February 12, 2002, this facility was cited in 2000 and 2001 for not properly labeling hazardous waste containers and for failure to conduct weekly inspections of the hazardous material storage containers on the northern portion of the property. The site was listed as a non-handler of hazardous wastes in 2003. The site is currently operating as a limestone quarry. Due to access limitations (fencing, gates, etc.) the site was only observed from the SR 37 right of way.

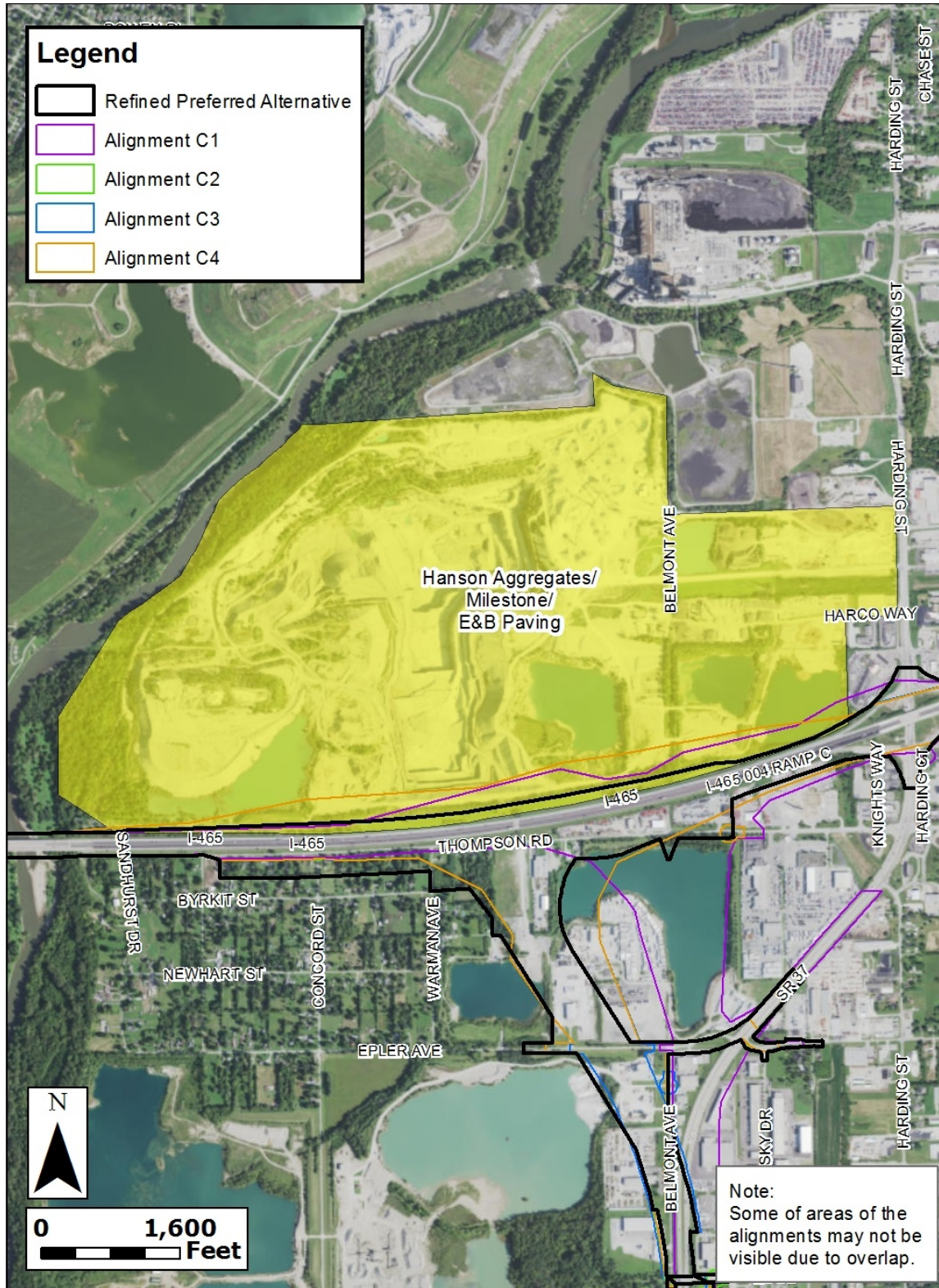
All alternatives, including the RPA, would require acquisition of right of way along the southern portion of this property.

Due to the type of operations, lack of field observations at the site, and the documented hazardous and petroleum substance storage, a Phase I ESA is warranted for this property. The Phase I ESA may include a recommendation for a subsequent Phase II ESA.

³ *United States Environmental Protection Agency Resource Conservation and Recovery Information System Large and Small Quantity Generators. See Section 4.5.1 and the “Hazardous Materials Report” of Appendix G.*



Figure 5.16-26: Property of Concern No. 2 – Hanson Aggregates / Milestone / E&B Paving



**Circle City Tank Wash / Smith Tank Cleaning (Site 16) – 1930 Banta Road (Suite B)****Type of Site:** RCRA**Status:** NA**Risk:** Moderate

This site is located approximately 660 feet north of East Banta Road and 30 feet east of SR 37. The EDR report lists the site as a RCRA CESQG and as having a 200-gallon lube oil spill in March 2006. During the site reconnaissance, employees at this facility were noted to be actively cleaning the interiors of freight tanker trailers and the wastewater was apparently flowing from the inside of the facility to the gravel covered ground surface. Staining was observed in the area and a chemical odor was noted at and near the facility.

Alternative C1 would require acquisition of approximately 230 feet of property from the western property boundary for a total of approximately 1.3 acres. Alternatives C2, C4, and the RPA would require acquisition of the western 100 feet of the property for a total of approximately 0.5 acre. Alternative C3 would require acquisition of approximately 180 feet of property from the western property boundary for a total of approximately 1.1 acres.

Due to the type of operations, field observations at the site, and the location of the property within the proposed right of way, a Phase I ESA is warranted prior to property acquisition by INDOT. The Phase I ESA may include a recommendation for a subsequent Phase II ESA.

L and E Engineering (Site 20) – 6450 South Belmont Avenue**Type of Site:** RCRA**Status:** NA**Risk:** High

This site is located north of Banta Road and west of SR 37. According to the EDR report, the site is listed as an active Voluntary Remediation Program (VRP) site (IDs 6950701 and 6980301). Files reviewed on the IDEM VFC indicated that a trichloroethene (TCE) plume in the groundwater is located at the site and in the residential neighborhood to the west. Groundwater samples indicated that TCE is present above IDEM RCG industrial screening levels. A soil vapor extraction system is currently in use at the site and off site. The site was noted to be operating as Midwest Food Bank at the time of the site reconnaissance.

The proposed alternatives are located approximately 500 feet east of the property and no property will be acquired from this parcel.

Because the property is not in the boundaries of the RPA, no further investigation is warranted.



Figure 5.16-27: Property of Concern No. 16 – Circle City Tank Wash / Smith Tank Cleaning

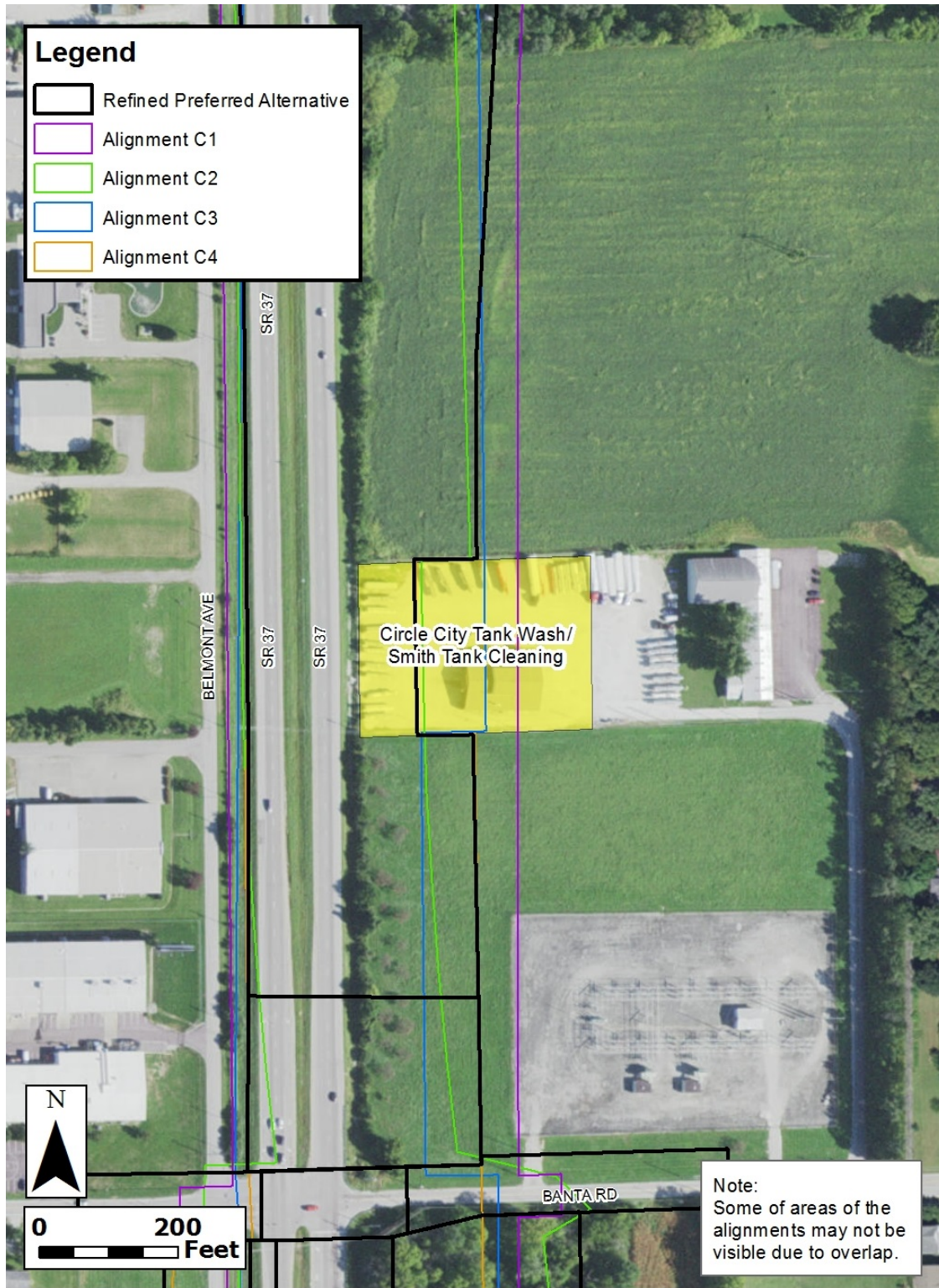
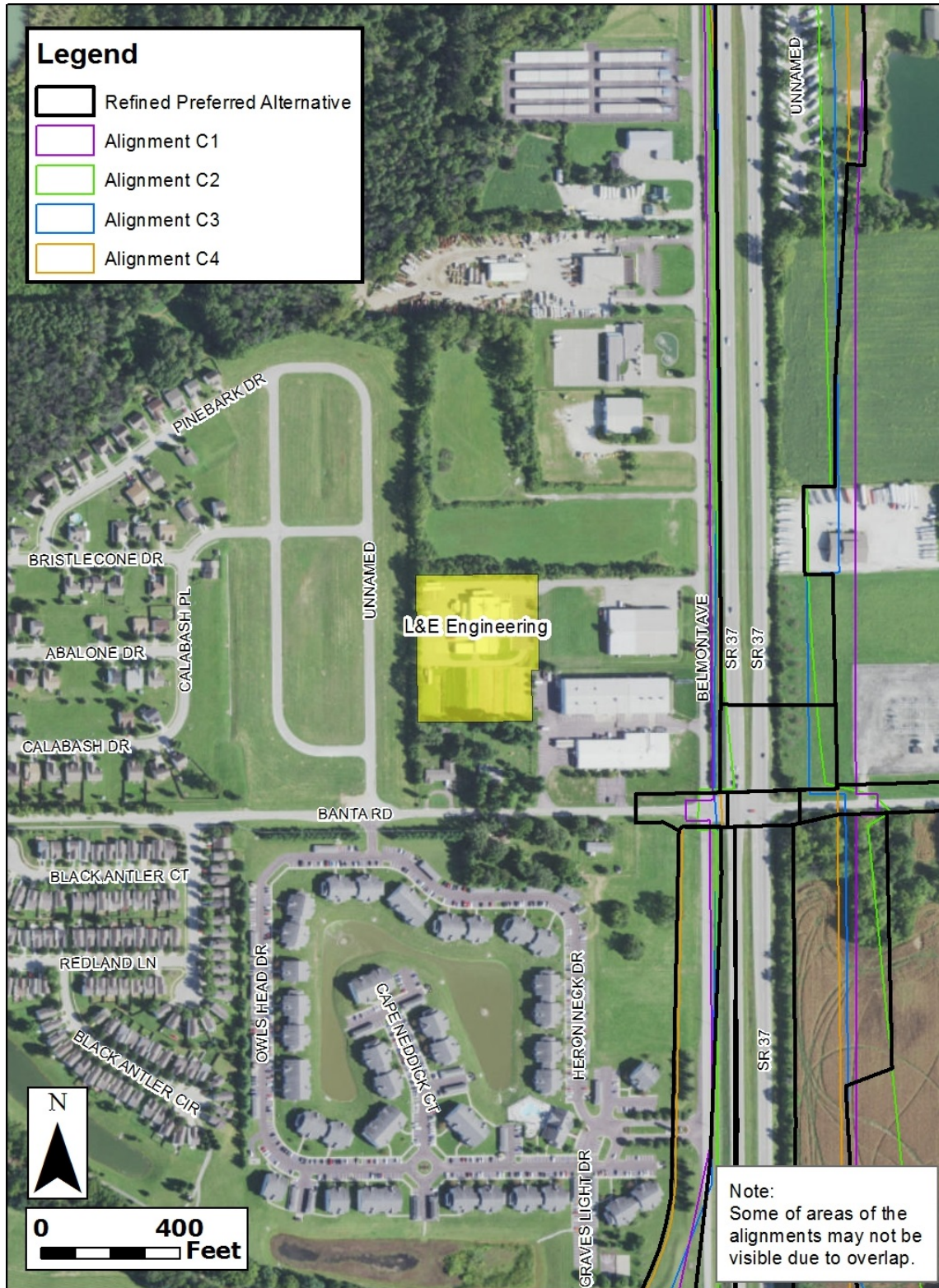


Figure 5.16-28: Property of Concern No. 20 – L & E Engineering





The Indiana University Health Morgan County Hospital (Site 31) – 2209 John R. Wooden Drive

Type of Site: UST, RCRA

Status: NA

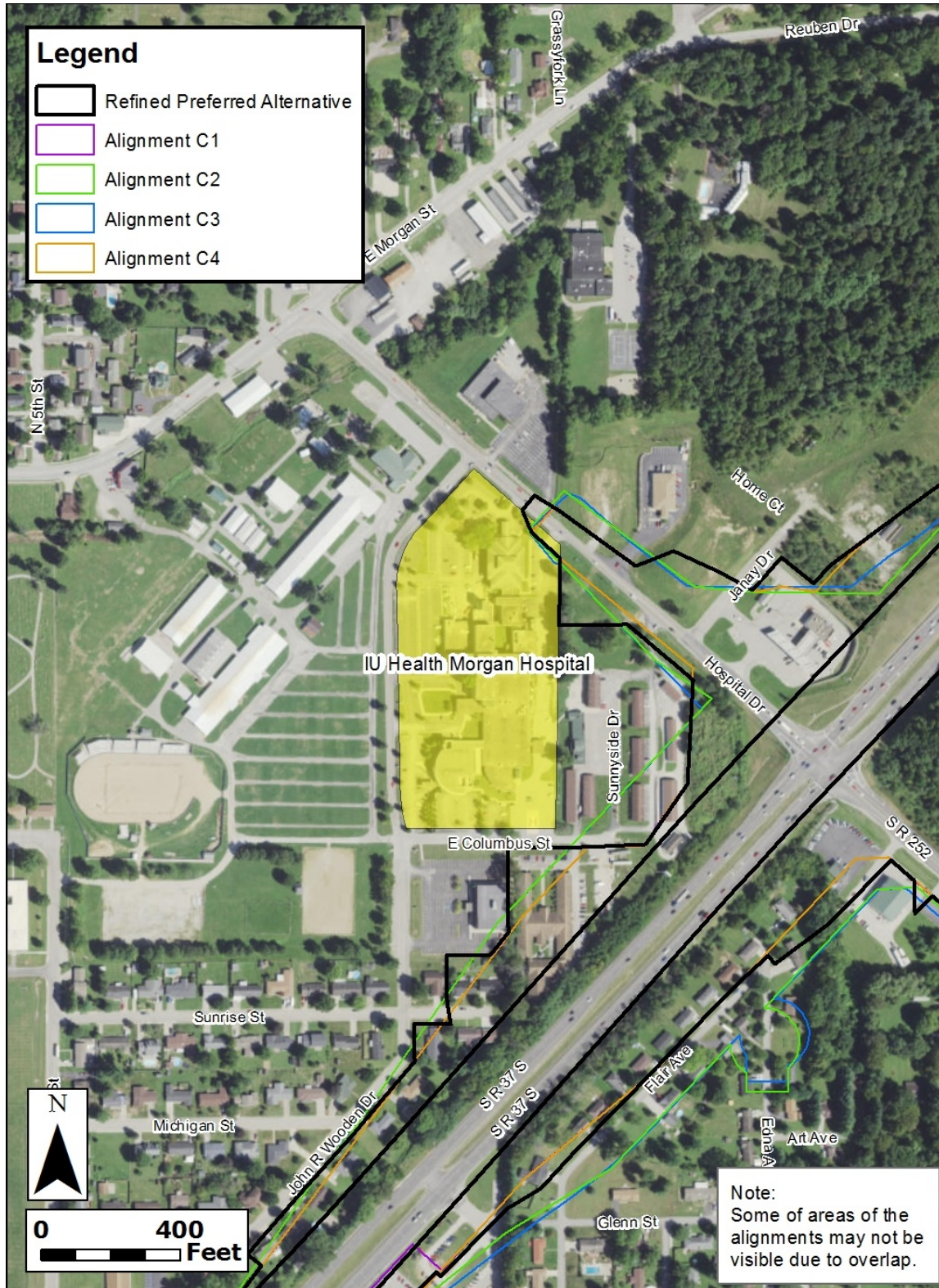
Risk: Moderate

This site is located north of SR 37 and west of SR 252. As of January 2015, the property was listed in the RCRA database as an SQG of hazardous waste. The property has received several violations but it appears to be in compliance with all inspections. The property is listed in the AIRS database with a permit issued in January of 2000. No other information was provided. According to a UST Inspection Compliance Summary dated November 25, 2013, an active 16,000-gallon diesel fuel tank installed in 1995 is located at the property. The facility appears to be in compliance with all state regulations for USTs. The site was operating as a hospital during the site reconnaissance.

All alternatives, including the RPA, would require acquisition of approximately 50 feet of the northeast portion of the property or approximately 0.1 acre.

A Phase II subsurface investigation is warranted prior to property acquisition by INDOT if excavation outside of existing Hospital Drive right of way would occur.

Figure 5.16-29: Property Concern No. 31 – IU Health Morgan County Hospital





5.16.2.4 Other Properties of Environmental Concern

Three additional properties of environmental concern were identified during the review of the state and federal regulatory databases, historical research, and/or site reconnaissance. See **Section 4.5.1** for a full listing of the databases reviewed. Anticipated impacts and remediation recommendations are presented below for each site.

WR Beach / Affordable Auto & Towing (Site 1) – 4402 Bluff Road

Type of Site: Historical Auto Station

Status: Unknown

Risk: Moderate

This site is located north of I-465 and west of Bluff Road. According to files reviewed on the IDEM VFC, the Marion County Health Department is pursuing enforcement for the cleanup of solid waste materials such as leaking vehicles, contaminated fill, and waste tires. This site is listed on the EDR report as a historical auto station. During the site reconnaissance, the property was noted as having one vacant commercial building on the eastern portion, and construction debris and fill dirt piles were noted west of the building.

Up to 4.2 acres of property will be acquired from this parcel by all alternatives, including the RPA. Anticipated property acquisition extends up to 160 feet north from the southern property boundary.

Due to the type of operations, field observations at the site, and the location of the property within the proposed right of way, a Phase I ESA is warranted prior to property acquisition by INDOT. The Phase I ESA may include a recommendation for a subsequent Phase II ESA.

Swift Auto Service / Motsinger Auto (Site 3) – 4300 South Meridian Street

Type of Site: Historical Auto Station

Status: Unknown

Risk: Moderate

The site is located north of I-465 and west of the intersection of Meridian Street and Southern Plaza Drive. The property is listed as an Historical Auto Station on the EDR report. The site was noted to be in operation as an automotive repair facility during the site reconnaissance. No evidence of an UST was noted during the site reconnaissance.

This facility is located approximately 250 feet north of the RPA and no property will be acquired. Therefore, no further investigation is warranted.

Figure 5.16-30: Property of Concern No. 1 – WR Beach / Affordable Auto & Towing

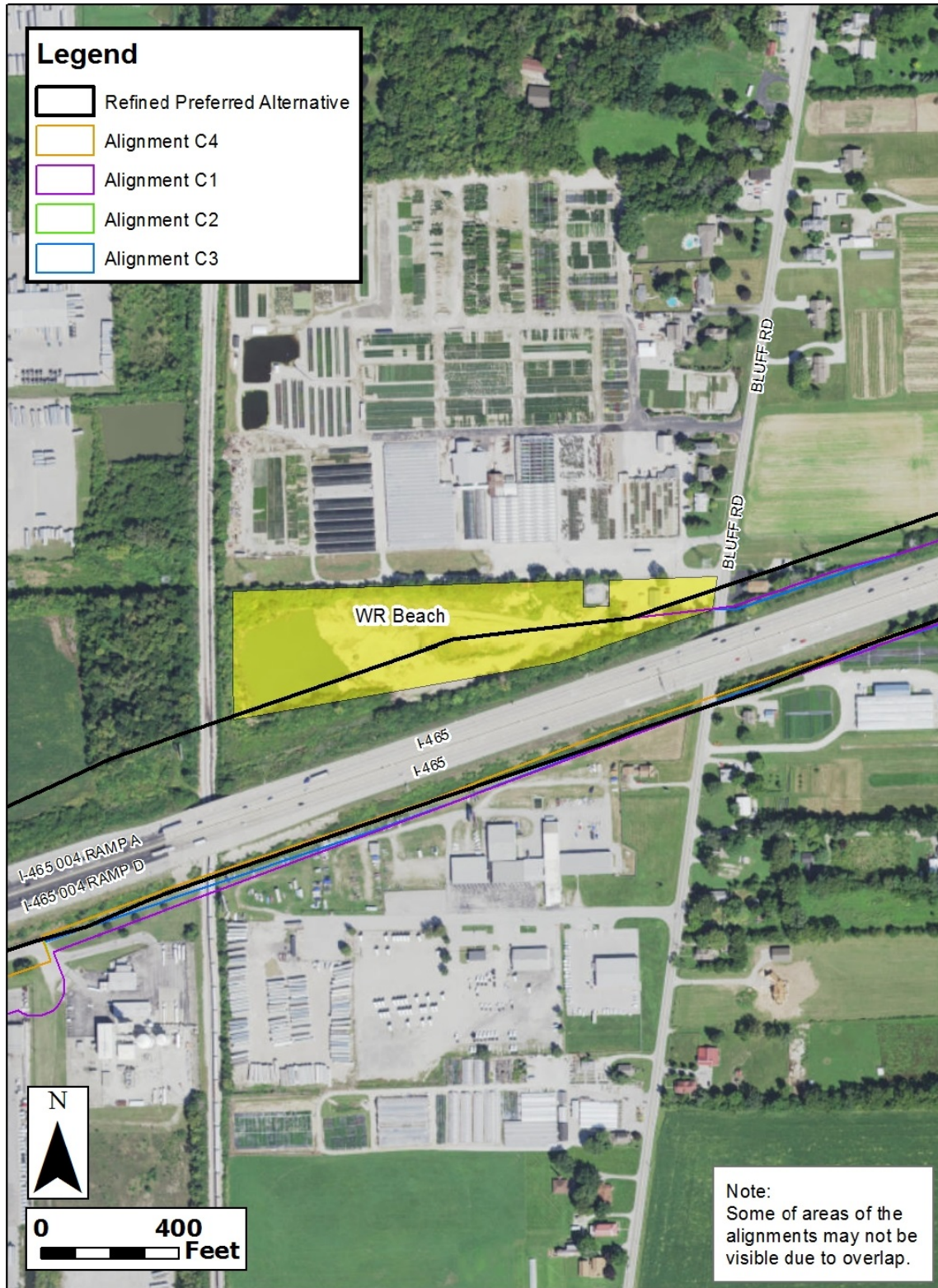




Figure 5.16-31: Property of Concern No. 3 – Swift Auto Service / Motsinger Auto





Thompson Road Dump (Site 17) – 2635 West Thompson Road

Type of Site: Historical Auto Salvage / Dump Site

Status: Unknown

Risk: Moderate

This site is located south of I-465 and West Thompson Road, approximately one mile west of SR 37. According to files reviewed on the IDEM VFC, the site has a history of automobile scrapping with reports of automobile fluid disposal at the property. A pre-CERCLIS screening report was prepared by IDEM in January 2009 because of complaints filed with the City of Indianapolis. During the screening, the site was mostly inaccessible due to fencing and adjacent residential properties. No soil or groundwater samples were collected during this investigation; however, based on the site observations and the migration and pathway scores reported, IDEM recommended that the site be transferred to the solid waste compliance section for oversight and regulation. No other information was available on the IDEM VFC. This site was noted to be a residential and/or commercial property with multiple structures during the site reconnaissance. Observations of the southern portion of the site were limited due to overgrown vegetation and fencing.

The entire parcel would be acquired for Alternatives C2 and C4. Alternatives C1 and C3 would require acquisition of 50 feet of the northern property boundary or less than 0.1 acre. The RPA would acquire the entire parcel.

Due to the type of operations, field observations at the site, and the location of the property within the proposed right of way, a Phase I ESA is warranted prior to property acquisition by INDOT. The Phase I ESA may include a recommendation for a subsequent Phase II ESA.

Laundry Basket and Tanning Center (Site 44) – 459 Commercial Boulevard

Type of Site: Historical Drycleaner

Status: Unknown

Risk: Moderate

This site is located near the southeast corner of the proposed Ohio Street interchange. The facility is listed in the EDR Historical Cleaners database for the years 1999 and 2000. No reported releases were identified during the regulatory review. The site was noted to be operating as Mud Motorsports during the site reconnaissance.

The entire parcel would be acquired for Alternatives C1, C2, C4, and the RPA.

Due to the type of operations, field observations at the site, and the location of the property within the proposed right of way, a Phase I ESA is warranted prior to property acquisition by INDOT. The Phase I ESA may include a recommendation for a subsequent Phase II ESA.

Figure 5.16-32: Property of Concern No. 17 – Thompson Road Dump

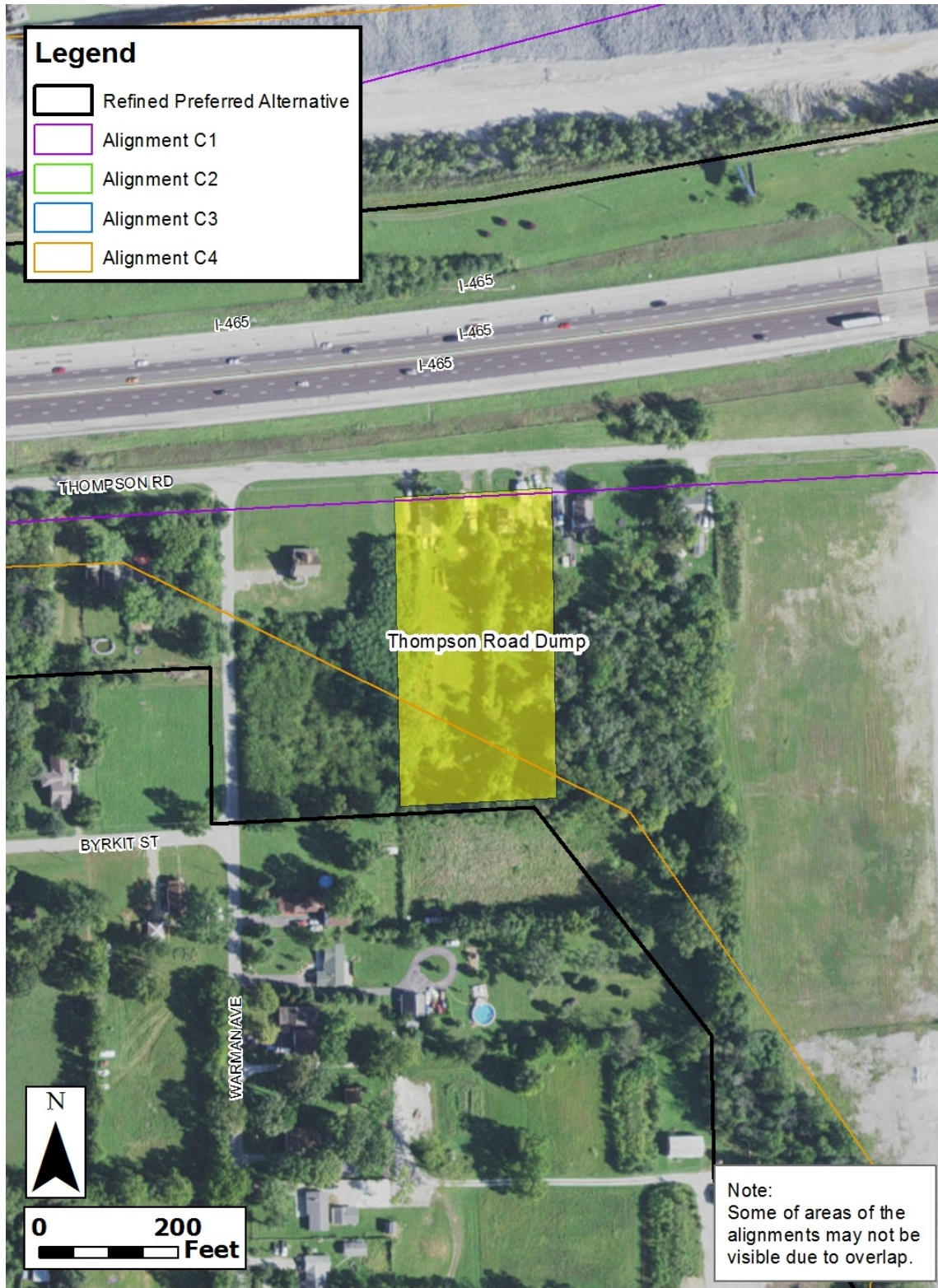
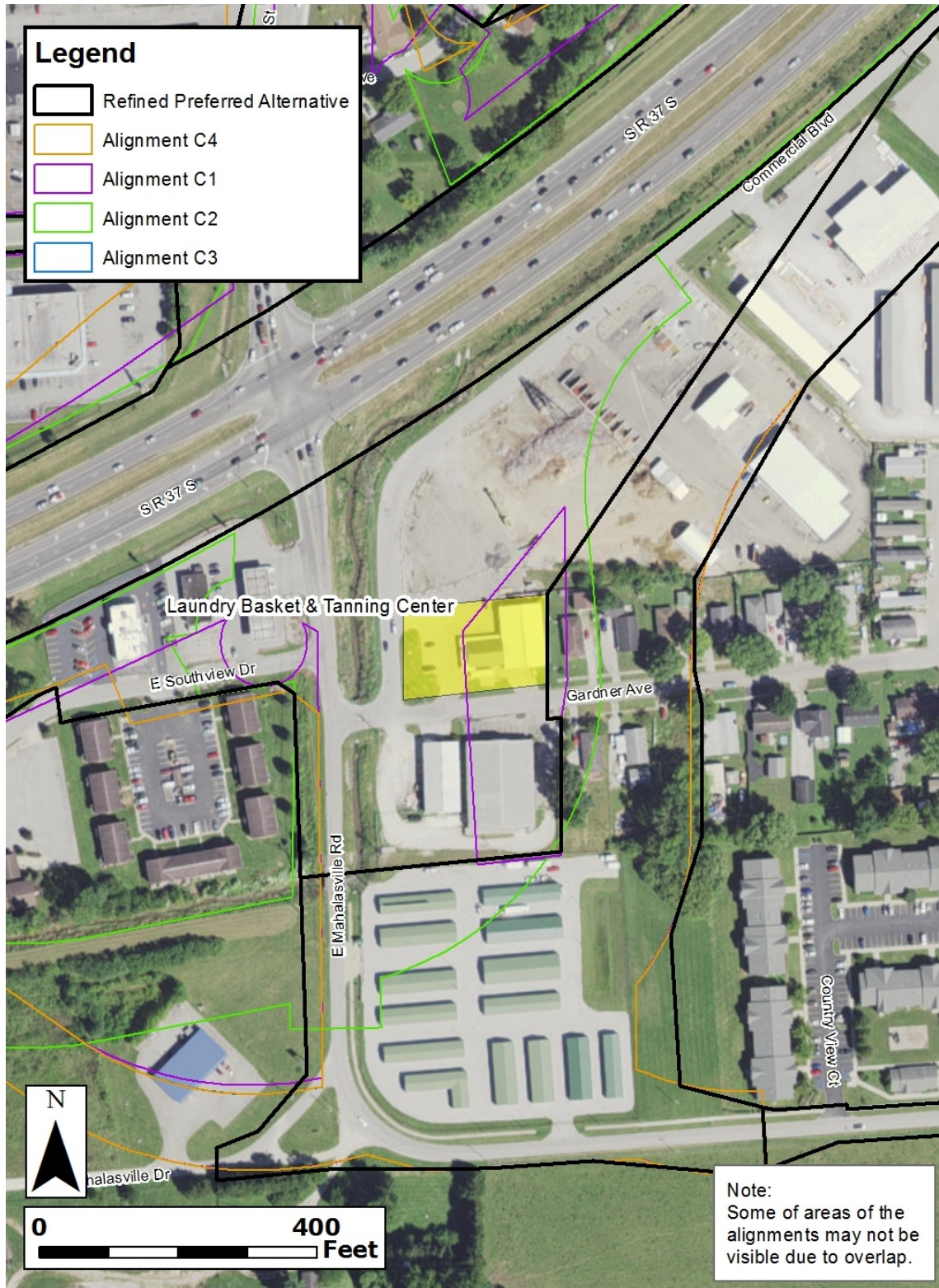


Figure 5.16-33: Property of Concern No. 44 – Laundry Basket and Tanning Center





Additional Sites

Rural residences and farms, with the potential for ASTs and USTs to be present, were identified within the I-69 Section 6 RPA field survey study area. These tanks are typically used for heating, on-site storage of chemicals associated with pesticides and herbicides, and fuel for equipment. While no specific properties were identified, the potential exists for USTs or ASTs to be discovered during construction activities. If any ASTs and/or USTs are encountered, they should be removed in accordance with applicable state and federal laws and regulations. Regulated and/or unregulated USTs would be removed according to current IDEM regulations and guidance pertaining to regulated USTs.

During the field inspection, utility-owned pole-mounted, slab-mounted, and substation electrical transformers were observed along public right of way. Visible indicators of oil leakage (i.e. staining or odors) were not observed during the site reconnaissance, but due to the number, variety of age/condition, and placement of these transformers, any of the four alternatives could impact some of these transformers. Transformers are part of standard utility provision and would be addressed in coordination with utility companies and private property owners following INDOT utility relocation coordination and property acquisition protocols.

5.16.3 Recommendations

Phase I ESAs are warranted for nine properties of environmental concern due to anticipated right of way property acquisitions for the RPA, and additional study (i.e. site reconnaissance) beyond that conducted as part of the I-69 Section 6 DEIS is warranted. A Phase II ESA consisting of soil and/or groundwater testing is warranted for 12 properties located within the RPA and within the existing right of way adjacent to one identified property.

The RPA would avoid property acquisition for 13 of the 34 identified properties discussed in this chapter. Further investigation is warranted prior to property acquisition by INDOT if excavation outside of existing right of way would occur at these 13 properties.

Multiple USTs were reported and/or identified within the potential right of way of the Alternatives C1, C2, C3, C4, and the RPA. All USTs encountered must be properly removed and soils and groundwater evaluation completed. In the event that an unknown UST is encountered, it would be removed in accordance with 329 IAC 9, which includes an assessment of soil and groundwater.

The Phase I and II ESAs would be performed prior to or as part of the right of way acquisition process. Prior to any field work, a site-specific Health and Safety Plan would be completed that would address workplace safety, proper protective equipment, and standards of operation. The recommendations listed below have been developed for the properties of environmental concern impacted by the RPA for I-69 Section 6.



5.16.3.1 Final Design Confirmations

The RPA does not require property acquisition from 12 properties identified in the RPA field survey study area. If the RPA changes during final design, an Additional Information document will be prepared in order to evaluate changes to the RPA and environmental document. At that time, if any of the sites noted below are involved, additional review is warranted.

- Site 3 – Swift Auto Service/Motsinger Auto
- Site 4 – Stoops/Overland Express
- Site 5 – Marathon Bulk
- Site 9 – Dollar Inn/Berns Transportation
- Site 14 – Venture Logistics/Oliver Trucking/Penske Truck Leasing
- Site 15 – Linde/BOC Gases
- Site 20 – L and E Engineering
- Site 32 – Bigfoot 16
- Site 36 – Murphy USA
- Site 38 - Turkey Hill #600
- Site 39 – Garry’s Marathon
- Site 41 – K-Mart

Additional review would consist, at a minimum, of verifying that the final design construction limits are either within existing INDOT (or other applicable road, access drive, etc.) right of way and/or are within the chosen alternative construction limits. In the event that avoidance of property acquisition cannot be confirmed during final design, a Phase I and/or Phase II ESA may be warranted.

5.16.3.2 Phase I ESAs

After the alternative is selected and prior to property acquisition by INDOT, a Phase I ESA is warranted for properties of environmental concern where acquisition of a portion or the entire site may occur and additional information beyond that evaluated as part of the I-69 Section 6 DEIS is required. Additional information may include property owner interviews and on-site building and property access. These include nine properties of environmental concern as listed below.

- Site 1 – WR Beach/Affordable Auto & Towing
- Site 2 – Hanson Aggregates/Milestone/E & B Paving
- Site 16 – Circle City Tank Wash/Smith Tank Cleaning
- Site 17 – Thompson Road Dump



- Site 18 – RH Marlin
- Site 19 – Kopetsky’s/Martin Marietta/IMI/Tri-Ax Inc.
- Site 28 – Tim Wilson Chevrolet-Buick (north)
- Site 44 – Laundry Basket and Tanning
- Site 46 – Tim Wilson Chevrolet-Buick (south)

The Phase I ESA may include a recommendation for a subsequent Phase II ESA.

5.16.3.3 Phase II ESAs

Based upon the potential to encounter soil and/or groundwater contamination, Phase II ESAs are warranted at 13 properties as part of the alternatives under consideration. These properties are listed below.

- Site 6 – Flying J Travel Plaza/Boss Shop
- Site 7 – Bud’s Service/Mr. Fuel
- Site 8 – Pilot Travel Center
- Site 21 – Ricker’s 876/Amoco
- Site 22 – Tuchman Cleaners/Marathon
- Site 23 – Speedway
- Site 24 – Amoco
- Site 25 – Johnson Oil Bigfoot/Shell/Circle K
- Site 27 – Marathon Gas
- Site 31 – Indiana University Health Morgan County Hospital
- Site 33 – Village Pantry
- Site 35 – Martinsville Citgo
- Site 48 – Circle K

Phase II subsurface investigations would consist of soil and/or groundwater sampling. The Phase II ESAs would determine if the soil and/or groundwater at the properties of environmental concern located within or adjacent to the proposed alternatives limits have been impacted by current or past site use. The Phase II ESAs would be performed prior to, or as part of, right of way acquisition.



5.16.5 Summary

Table 5.16-1 summarizes the identified properties of environmental concern within I-69 Section 6 and identifies additional investigations and possible resulting environmental commitments for each impacted site.

Table 5.16-1: Summary of Properties of Environmental Concern

ID	Site Name	Site Description	Affected Alternatives	Recommendation
1	WR Beach / Affordable Auto & Towing	EDR Historical Auto Station, Health Department pursuing enforcement for cleanup of solid waste materials such as leaking vehicles and contaminated fill	C1, C2, C3, C4, RPA	Phase I ESA due to potential acquisition of the southern portion of the property; if recommended, a subsequent Phase II ESA.
2	Hanson Aggregates / Milestone / E&B Paving	Active limestone quarry with permanently closed USTs, listed in the TSD and CORRACTS databases	C1, C2, C3, C4, RPA	Phase I ESA due to potential acquisition of a portion of the property; if recommended, a subsequent Phase II ESA.
3	Swift Auto Service / Motsinger Auto	EDR Historical Auto Station, currently operating as an auto repair facility	None	No further investigation is warranted.
4	Stoops / Overland Express	Trucking sales and maintenance center listed in as a SQG in the RCRA database, LUST, UST, and as having an institutional control	C1, C2, C3, C4	No further investigation is warranted.
5	Marathon Bulk 2734	Active gas station listed in the LUST and UST databases	None	No further investigation is warranted.
6	Flying J Travel Plaza / Boss Shop	Truck service center and travel plaza listed in LUST and UST databases, free product has been noted in the groundwater during sampling events	C1, C2, C3, C4, RPA	Phase II for the areas of the property to be acquired.
7	Bud's Service / Mr. Fuel	Active gas station listed in the LUST and UST databases	C1, C2, C3, C4, RPA	Phase II for the areas of the property to be acquired.
8	Pilot Travel Center	Active gas station and truck stop listed in the LUST and UST databases with an ERC	C1, C2, C3, C4, RPA	Phase II for the areas of the property to be acquired.
9	Dollar Inn / Berns Transportation	Active America's Best motel, former USTs without closure documentation or confirmatory sample information	None	No further investigation is warranted.
14	Venture Logistics / Oliver Trucking / Penske Truck Leasing	Freight hub listed in the LUST and UST databases with an institutional control, also listed as a Brownfields site	C1, C2, C3, C4	No further investigation is warranted.



ID	Site Name	Site Description	Affected Alternatives	Recommendation
15	Linde / BOC Gases	Listed in the LUST and UST databases, several ASTs labeled liquid nitrogen were observed	C1, C2, C3, C4	No further investigation is warranted.
16	Circle City Tank Wash / Smith Tank Cleaning	RCRA CESQG oil spill March of 2006, site actively cleaning interiors of freight tanker trailers, staining and chemical odors noted in gravel area	C1, C2, C3, C4, RPA	Phase I ESA due to potential acquisition of a portion of the property; if recommended, a subsequent Phase II ESA.
17	Thompson Road Dump	Residential/commercial property listed in CERCLIS databases with history of automobile scrapping and reports of automobile fluid disposal at the property	C1, C2, C3, C4, RPA	Phase I ESA due to potential acquisition of a portion of the property; if recommended, a subsequent Phase II ESA.
18	RH Marlin	Operating as a demolition and excavation contractor offering heavy equipment rental. Listed LUST, UST, Spills databases having a NFA status. Multiple ASTs and some surface staining in equipment yard.	C1, C2, C3, C4, RPA	Phase I ESA due to potential acquisition of a portion of the property; if recommended, a subsequent Phase II ESA.
19	Kopetsky's / Martin Marietta / IMI / Tri-Ax Inc.	Active stone quarry operating as Kopetsky's trucking, listed in LUST and UST databases, trucks noted dumping unknown fill materials in quarry pond	C1, C2, C3, C4, RPA	Phase I ESA due to potential acquisition of a portion of the property; if recommended, a subsequent Phase II ESA.
20	L&E Engineering	Operating as Midwest Food Bank, listed as an active VCP site with a TCE plume identified in the groundwater	None	No further investigation is warranted.
21	Ricker's 876 / Amoco	Active gas station listed in the LUST and UST databases	C1, C2, C3, C4, RPA	Phase II for the areas of the property to be acquired. If encountered, excavate any contaminated materials and remove any USTs.
22	Tuchman Cleaners / Marathon	Historical drycleaners and gas station listed in the LUST and UST databases, known contamination at the site	C1, C2, C3, C4	Phase II ESA for the existing right of way adjacent to this property.
23	Speedway	Active gas station listed in the LUST and UST databases, known contamination at the site	C1, C2, C3, C4, RPA	Phase II for the areas of the property to be acquired.
24	Amoco	Active gas station listed in the LUST and UST databases, EDR Historical Auto Station	C1, C2, C3, C4, RPA	Phase II for the areas of the property to be acquired.
25	Johnson Oil Bigfoot / Shell / Circle K	Active gas station listed in the LUST and UST databases	C1, C2, C3, C4, RPA	Phase II ESA for the areas of the property to be acquired
27	Marathon Gas	Active gas station listed in the UST database	C1, C2, C3, C4, RPA	Phase II ESA for the areas of the property to be acquired.



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ID	Site Name	Site Description	Affected Alternatives	Recommendation
28	Tim Wilson Chevrolet-Buick (north)	UST	C1, C2, C3, C4, RPA	Phase I ESA due to potential acquisition of a portion of the property; if recommended, a subsequent Phase II ESA.
31	Indiana University Health Morgan County Hospital	Listed in the RCRA database as a SQG, AIRS database, active USTs on site	C1, C2, C3, C4, RPA	If construction limits include this property in areas within or near known contamination, a Phase II ESA, limited to the proposed construction areas, is warranted prior to property acquisition by INDOT.
32	Bigfoot 16	Active Shell gas station listed in the LUST and UST databases with several UST inspection violations	C1, C2, C3, C4	No further investigation is warranted.
33	Village Pantry #404	Active gas station listed in the UST database	C1, C2, C3, C4, RPA	Phase II ESA for the areas of the property to be acquired.
35	Martinsville Citgo	Active gas station listed in the UST database, EDR Historical Auto Station	C1, C2, C3, C4, RPA	Phase II ESA for the areas of the property to be acquired.
36	Murphy USA	Active gas station listed in the UST and Spills databases	None	No further investigation is warranted.
38	Turkey Hill #600	Active gas station listed in the LUST and UST databases, EDR Historical Auto Station	C1, C2, C3, C4	No further investigation is warranted.
39	Garry's Marathon	Active gas station listed in the LUST and UST databases, former RCRA CESQG site, UST inspection violations	C2 and C4	No further investigation is warranted.
41	K-Mart #3790	Retail flea market store listed in the UST database with a closed used oil tank, no closure documentation was provided	C2 and C4	No further investigation is warranted.
44	Laundry Basket and Tanning	UST	C2, C4, RPA	Phase I ESA due to potential acquisition of a portion of the property; if recommended, a subsequent Phase II ESA.
46	Tim Wilson Chevrolet-Buick (north)	UST	C2, C4, RPA	Phase I ESA due to potential acquisition of a portion of the property; if recommended, a subsequent Phase II ESA.
48	Circle K #54	Active gas station listed in the LUST and UST databases, groundwater contamination has been delineated to the southwest portion of the property	C1, C2, C3, C4, RPA	Phase II ESA for the areas of the property to be acquired.