DRAFT LETTER REPORT GARY/CHICAGO INTERNATIONAL AIRPORT STORM AND SANITARY SEWER IMPROVEMENT PROJECT, GARY, LAKE COUNTY, INDIANA

AUTHORIZATION

The study is authorized under Section 219(f)(12) of the Water Resources Development Act (WRDA) of 1992, Public Law (P.L.) 102-580; as amended by Section 502(b) of the WRDA of 1999, Public Law 106-53; Section 145 of the Energy and Water Appropriations Act of 2004, Public Law 108-137; Section 5057 of the WRDA of 2007, Public Law 110-114; Section 1157 of the Water Infrastructure Improvements for the Nation Act (WIIN Act) of 2016, Public Law 114-322. These amended authorities allow USACE to provide planning, design, and construction assistance for water-related environmental infrastructure projects.

PROJECT NAME

Gary/Chicago International Airport Storm and Sanitary Sewer Improvement Project, Gary, Lake County, Indiana

NON-FEDERAL SPONSOR

The project's non-federal sponsor (hereinafter referred to as the sponsor) is the Gary/Chicago International Airport (GCIA), Lake County, Indiana.

CONGRESSIONAL INTERESTS

1st Congressional District in Indiana represented by Frank J. Mrvan United States Senator from Indiana, James E. Banks United States Senator from Indiana, Todd Young

PROJECT LOCATION

The proposed improvements would be constructed at the GCIA, Lake County, Indiana. The entirety of the proposed improvements would occur on GCIA property (Figure 1).



Figure 1: Location of the Gary/Chicago International Airport Storm and Sanitary Sewer Improvement Project

PROJECT PURPOSE

USACE is evaluating its decision to support the GCIA's improvements to the storm and sanitary sewer system by providing planning and construction assistance for the proposed project.

The proposed project would address multiple deficiencies in the storm and sanitary sewer infrastructure discovered during recent field inspections at the GCIA. These deficiencies include:

Boeing Lift Station

- Lift station control panel failures resulting in continual pump operation in low wet well level conditions
- Damaged lift station hatch cover that prevents complete closure
- Non-existent backup level control system.
- Non-function aeration system for odor control

Storm Sewer System

- Encrustations, settled deposits, offset joints, cracks/fractures, root intrusion, and groundwater infiltration in storm sewer pipe
- Storm sewer structures with broken or corroded frames and lids, broken end sections, debris accumulation at inlets and outlets

Sanitary Sewer System

- Offset joints, cracks/fractures, roots, and pipe breaks in sanitary sewer pipe
- Cracked manhole structures with groundwater infiltration

If left unaddressed, these deficiencies leave the GCIA at risk of storm and sanitary sewer backups and overflows and costly emergency repairs and replacements which could impact airport operations, adjacent properties, and environmental resources.

PROJECT DESCRIPTION

Recent field investigations have identified deficiencies in the storm and sanitary sewer systems at the GCIA, Lake County, Indiana. The proposed project would rehabilitate or replace storm and sanitary sewer infrastructure at the GCIA to avoid backups, overflows, and emergency repairs.

ALTERNATIVES CONSIDERED

There are three alternatives under consideration to address the storm and sanitary sewer deficiencies at the GCIA. The alternatives include:

• **No Action Alternative** – Under this alternative, storm sewer and sanitary sewer replacement or rehabilitation would not occur. The existing infrastructure would

continue to degrade for the service area resulting in storm and sanitary backups and overflows and costly emergency repairs and replacement projects.

- Alternative 1: Replacement Under this alternative, storm and sanitary sewer deficiencies would be addressed by full replacement of deficient infrastructure. This includes:
 - Construction of a full duplex lift station including wet well structure, pumps, piping (35 linear feet [LF] of 8-inch PVC gravity sewer and 82 LF of 2-inch PVC force main), valves, aerations systems, controls, and flow meter structure at the Boeing facility.
 - 4,660 LF of storm sewer pipe removal and replacement through open-cut methods
 - o 38 storm sewer structure replacements through open-cut methods
 - 661 LF of sanitary sewer pipe removal and replacement through open-cut methods
 - Two sanitary sewer manhole structure replacements
- Alternative 2: Rehabilitation Under this alternative, storm and sanitary sewer deficiencies would be addressed by repair and rehabilitation of deficient infrastructure. This includes:
 - Removal and replacement of both pumps, controls and control panel, automatic aeration system and controls, and damaged equipment access hatch cover as well as addition of a new flow meter structure on the existing 2-inch PVC force main and float-type backup level controls at the Boeing lift station
 - Approximately 2,769 LF of cured-in-place-pipe (CIPP) lining, 1,552 LF of heavy cleaning, 733 LF of root cutting of storm sewer pipe
 - Cleaning, lid replacement, lid elevation to grade, filter bag installation, trash rack installation, or end section replacement at 95 storm sewer structures
 - Approximately 350 LF of CIPP lining of sanitary sewer pipe and one point repair of sanitary sewer pipe
 - Cleaning interior walls and spraying cementitious lining in two sanitary sewer manholes

RECOMMENDED PLAN

The recommended plan is Alternative 2. Alternative 2 would include rehabilitation to the Boeing lift station; storm sewer CIPP lining, cleaning, and root cutting; storm sewer structure cleaning and repair; and sanitary sewer CIPP lining, point repair, and manhole lining. Alternative 2 would address the deficiencies to the GCIA storm and sanitary sewer systems. The proposed work would begin in fall 2025 with completion anticipated by fall 2026.

The No Action Alternative would not repair or rehabilitate the defects and deficiencies identified in the storm and sanitary sewer infrastructure at the GCIA. If left unaddressed,

these deficiencies leave the GCIA at risk of storm and sanitary sewer backups and overflows and costly emergency repairs and replacements which could have impacts to airport operations, adjacent properties, and environmental resources.

Alternative 1 would require higher construction costs which could limit the number of storm and sanitary sewer defects that could be addressed. As discussed, leaving deficiencies unaddressed could impact airport operations, adjacent properties, and environmental resources.

FINANCIAL CAPABILITY OF SPONSOR

The 25% financial match will be provided by the GCIA. The sponsor demonstrated financial capability by providing:

- Letter of Intent (LOI) to participate in this cost-sharing project
- Self-certification of Financial Capability

Section 219 Project Cost Share Breakdown Federal and Non-Federal Cost. Gary Airport Sewer Improvement Phase III Project	Estimated Cost
Initiate Letter Report and PPA Negotiations (USACE)	\$10,000
Initiate NEPA (USACE)	\$7,500
Project Management (USACE)	\$7,500
Subtotal*	\$25,000
Develop Plans & Specs (Non-Federal Sponsor)	\$0
Project Management (PM)/Plans & Specs Review (USACE)	\$90,000
Develop Cost Estimate (USACE)	\$25,000
Subtotal	\$115,000
Total USACE Initiation and Design Activities	\$140,000
Construction Contract	\$925,000
Contingency	\$100,000
Total Construction Contract	\$1,025,000
Supervision and Administrative	\$120,000
PM/Engineering and Design During Construction	\$20,000
Contract Award Admin	\$20,000
Total USACE Construction Activities	\$160,000
Total Construction	\$1,185,000

PROJECT COST INFORMATION

Total Federal Cost (100%)**	\$25,000
Total Federal Cost (75%)**	\$975,000
Total Non-Federal Cost (25%)	\$325,000
Total Project cost	\$1,325,000

* This amount is not cost-shared (100% Federal).

** Total federal expenditure is fixed at \$1,000,000 for this project. The scope of the project will be modified to meet this budget constraint, if necessary.

TECHNICAL ISSUES

The project would rehabilitate existing water supply infrastructure with new water supply infrastructure. All work for the project would take place on property owned by the GCIA. No issues are expected with the implementation of this project.

STATUS OF ENVIRONMENTAL COMPLIANCE

The Project Delivery Team, in coordination with the sponsor, developed the Environmental Assessment (EA). A scoping letter was sent out on June 4, 2024 and the Draft EA and Finding of No Significant Impact (FONSI) was released for public review from April 17, 2025 through May 17, 2025. Any necessary permits will be obtained.

The proposed action is in full compliance with appropriate statutes, executive orders and regulations, including the National Historic Preservation Act of 1966, as amended, Fish and Wildlife Coordination Act, as amended, Endangered Species Act of 1973, as amended, Section 10 of Rivers and Harbors Act of 1899, Clean Air Act of 1963, as amended, National Environmental Policy Act of 1969, as amended, Executive Order 11990 (Protection of Wetlands), Executive Order 11988 (Floodplain Management), and the Clean Water Act of 1972, as amended.

A Phase I Hazardous, Toxic, and Radioactive Waste (HTRW) Environmental Site Assessment (ESA) was completed for the project area in accordance with ASTM Practice E 1527-21 and USACE Engineer Regulation 1165-2-132. The investigation relied on user provided information, site reconnaissance, and a review of reasonably ascertainable environmental records to determine the likelihood that the project area contains a recognized environmental condition (REC), or HTRW. The Phase I ESA was conducted in accordance with ASTM Standard Practice E-1527-21 and constitutes "all appropriate inquiry into the previous ownership and uses of the property consistent with good commercial or customary practice," as defined at 42 USC §9601(35) (B).

The Phase I ESA identified several RECs at the subject property and adjacent offsite properties within a 0.25-mile radius. These RECs include:

- Midco II 5900 Industrial Highway
- Gary Development Co. Inc. 479 N. Cline Avenue
- Industrial Highway Oil Release 6131 W. Industrial Highway
- Gary Lagoons/Vogt Conant Property 5500 Industrial Highway
- Gary Chicago International Airport/Gary Regional Airport 6001 W. Industrial Highway/Airport Road
- Nike C-45 Gary Airport 41.616111, -87.412778
- GYY Gary/Chicago INTL Address not reported
- Gary International Airport Address not reported
- Gary Jet Center Address not reported

The recommended plan would only involve excavation for end section replacement and the sanitary sewer point repair, which would occur in areas without RECs. Pipe and structure lining and cleaning and lift station upgrades would not affect HTRW contaminated areas.

In accordance with ER 1165-2-132, Hazardous Toxic, and Radioactive Waste (HTRW) for USACE Civil Works projects, construction of civil works projects in HTRW contaminated areas will be avoided where practicable. Where HTRW contaminated areas or impacts cannot be avoided, response actions, including excavation and disposal of contaminated soils, would be implemented in accordance with Environmental Protection Agency and applicable state regulatory agency requirements. All HTRW response actions, including off-site disposal of materials containing elevated concentrations of contaminants, is 100% non-federal project sponsor responsibility. Excess soil management and/or waste disposal would be conducted in accordance with federal, state, and local laws and regulations.

DESCRIPTIONS OF KNOWN POTENTIAL ENVIRONMENTAL ISSUES

The Phase I ESA identified several RECs on or adjacent to the GCIA property. The recommended plan would avoid excavation and earth disturbance in these areas. There are no other known potential environmental issues.

REAL ESTATE CONSIDERATIONS

All lands required for this project to include work, staging and storage are within sponsor owned land. The sponsor will certify that it holds the temporary work area easements and permanent utility easements required for the project. No additional real estate acquisition is required. Real Estate costs are reflected as \$0 as the sponsor has waived Lands, Easement, Right of Way, Relocation, and Disposal (LERRD) credit on this project.

SCHEDULE

The Project Delivery Team in coordination with the sponsor, will develop a construction schedule during the design phase. Design work is underway and it is anticipated to be completed to allow for a construction contract award by fall 2025. The project will proceed once the NEPA process is concluded. Construction will likely begin in fall 2025 and continue for about one year.

IMPLEMENTATION RESPONSIBILITIES

Real estate and all necessary permits will be obtained by the sponsor before contract award.

APPROVAL

I approve the Gary/Chicago International Airport Storm and Sanitary Sewer Improvement Project. This approval provides for the construction of the Gary/Chicago International Airport Storm and Sanitary Sewer Improvement Project under the authority of Section 219 of the Water Resources Development Act of 1992, as amended.

Date _____

Kenneth P. Rockwell Colonel, U.S. Army Commanding