PROJECT REPORT - Final

PROJECT ROUTE:	**Lincoln Prairie Grass Trail (Pedestrian/Bike Trail)**
LIMITS:	**1718 Broadway Ave, Mattoon - 600 Lincoln Ave, Charleston**
MUNICIPALITY/COUNTY:	**City of Mattoon & City of Charleston/Coles**
SECTION NUMBER:	**16-00277-00-BT (City of Mattoon)** **16-00112-00-BT (City of Charleston)**

PREPARED BY: **The Upchurch Group, Inc.**
123 North 15th Street
Mattoon, IL 61938

PREPARED FOR: **The City of Mattoon**

DATE: **May 30, 2019**

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Illinois Department of Transportation

Local Project Development Report for Group II Categorical Exclusions and Design Approval

County: Coles
Local Public Agency: City of Mattoon & City of Charleston
Section Number: 16-00277-00-BT (Mattoon), 16-00112-00-BT (Charleston)
Route: N/A

Project Number: G3E4(469) Project Length: 11.75 miles

Street/Road Name: Lincoln Prairie Grass Trail (Pedestrian/Bike Trail)

Termini: West Terminus - Amtrak Train Depot, 1718 Broadway Avenue, Mattoon
East Terminus - Eastern Illinois University, 600 Lincoln Avenue, Charleston

☐ For Township or Road District bridge projects: The County Engineer certifies that the project design speed exceeds the minimum design speed recommended for this classification of roadway as provided in the BLRS Manual in order to prevent a deficient NBIS rating for approach roadway alignment appraisal. All elements have been designed to the chosen design speed unless noted otherwise in Section 2(e) and/or the attached BLR 22120.

County Engineer Date

☒ Categorical Exclusion and Design Approval Recommended

Local Agency 5/30/19
Date

Regional Engineer Date

This project will not have any significant impacts on the human environment; therefore, the FHWA approves the project as a Categorical Exclusion on _____.
Date

☐ Design Approval

Bureau of Local Roads & Streets Date

1. LOCATION AND EXISTING CONDITIONS

a. **Location** (attach location map to supplement narrative description)

The Lincoln Prairie Grass Trail connects the communities of Mattoon and Charleston in Coles County, Illinois.

See Attachment 1 for Location Map.

b. **Description of Existing Facility** - Give narrative description, including such items as width of travel, parking and turn lanes, sidewalks, alignment, traffic control devices, utilities, jurisdiction, maintenance responsibility, drainage, terrain and current land use (including major public facilities and local landmarks). Attach existing typical sections showing roadway widths, bridge widths, ROW widths, sidewalk widths, guardrail, curb and gutter and surface types.

The existing facility is a 13 mile recreation trail from 10th Street in Mattoon to approximately 0.5 miles east of Charleston. The portions of the trail located "in-town" are paved. The portion of the trail between the two communities has an aggregate surface.
The existing facility is a 10'-0" wide, shared use path for bicycles and pedestrians. Limited signage is provided. Stop Signs and Motorized Vehicle Prohibitions are posted. There is no signage for Way-Finding.
There are several parking areas/access points along the trail. There is limited access to facilities such as restrooms, hvac, and drinking water along the trail. The City of Mattoon maintains the portion of the trail west of Loxa Road. The City of Charleston maintains the portion of the trail east of Loxa Road.

The pedestrian/bicycle trail was originally constructed in 1998. It was funded with Federal ISTEA Funds, and local matching funds from the City's of Mattoon and Charleston. No significant changes to the trail have occurred since the original construction in 1998.

The trail was constructed on a former railroad alignment that was initially built and operated by the Terre Haute & Alton Railroad Company circa 1856. Train usage ended in 1981. The last railroad operator was Consolidated Rail Corporation.

Consolidated Rail Corporation sold the right-of-way to Central Illinois Public Service Company (CIPS) in 1984 for the construction of electrical transmission lines. CIPS transferred the property to the City of Mattoon and the City of Charleston in 1988. CIPS, now Ameren, continues to maintain electrical transmission lines along the bikeway via permanent easements.

See Attachment 2 for Existing Typical Sections.

c. **Traffic Data**

Current ADT: _____ % trucks: 0%

Anticipated usage < 100 users per peak hour.

Will 80,000 trucks be legally permitted on this route? ☐ Yes ☒ No

Design Year: 0 ADT: _____ DHV: _____ % trucks: _____

d. **Structures** - Identify location within the proposed improvement of all structures on attached location map. Attach a copy of the Structure Master Report for all structures within the project limits. Attach a copy of the Bridge Condition Report or the Bridge Deck Resurfacing approval letter for structures to be replaced, rehabilitated, or resurfaced.

N/A

e. **Railroads** - Identify location of all railroad crossings on attached location map and complete the following:

Railroad Name	No. and Type of Tracks (Main or Switching)	Type of Warning Devices*	No. of Trains Per Day	Railroad Width of Crossing at Rt. Angles
Eastern Illinois RR	Main	None on Bike Trail, Flashers on adjacent roadway,		9'-0"

See Attachment 6 for Intersection Details at each railroad crossing.

*Include a sketch showing location of railroad protective devices from the edge of roadway and to the nearest track.

f. **Contiguous Sections** - Describe the existing typical sections at each end of the proposed improvement including number of travel lanes, turning lanes and parking lanes, lane widths and roadway width (f-f of curbs or e-e of shoulders), and sidewalk width.

The West end of the trail is being extended to a new terminus. There are no existing conditions at the new terminus. The existing trail at the east end of the project is a 10' wide, asphalt surfaced, shared use path.

2. **Proposed Improvement**

a. Discuss the purpose and need of the project:

The primary goal of this project is to upgrade the existing recreation-only-trail to a facility that also serves alternative transportation. This goal is being accomplished by:
1. Paving the aggregate portion of the trail between the two communities to decrease travel times and effort for trail users.
2. Constructing connections to the Amtrak Depot in Mattoon and Eastern Illinois University in Charleston.
3. Way-finding signage is included in this PDR and is part of a separate construction project.

b. What design guidelines will be used for the proposed improvement? (Check One)

☐ Rural (BLRS Manual Chapter 32)
☐ Urban (BLRS Manual Chapter 32)
☐ Suburban (BLRS Manual Chapter 32)
☐ 3R Guidelines (BLRS Manual Chapter 33)
☒ Bicycle Guidelines (BLRS Manual Chapter 42)
☐ Pedestrian Guidelines
☐ Other:

The trail crosses the following roadways:

City of Mattoon - all 30 mph

16th Street - Local Street - 800 ADT
15th Street - Local Street - 2250 ADT
14th Street - Minor Arterial - 3300 ADT
12th Street - Local Street - 1400 ADT
11th Street - Local Street - 650 ADT
Richmond Avenue - Major Collector - 2150 ADT
10th Street - Major Collector - 1600 ADT
6th Street - Major Collector - 3050 ADT
Logan Street - Minor Arterial - 4600 ADT

IDOT
Lerna Road/Old Rte 316 - 55 mph - Minor Arterial - 3150 ADT
W. State Street/Old Rte 316 - 40 mph - Minor Arterial - 5000 ADT
5th Street/IL 130 - 35 mph (SB), 30 mph (NB) - Minor Arterial - 3500 ADT

Coles County
CR800N - 55 mph - Major Collector - 1450 ADT
Loxa Road - 40 mph - Major Collector - 1500 ADT
Country Club Road - 55 mph - Local Road - 400 ADT
Old State Road - 55 mph - Local Road - 650 ADT

City of Charleston - all 30 mph
Decker Springs Road - Major Collector - 1050 ADT
'E' Street - Major Collector - 900 ADT
Division Street - Local Street - 900 ADT
7th Street - Local Street - 500 ADT
9th Street - Local Street - 1100 ADT
10th Street - Local Street - 325 ADT
11th Street - Local Street - 325 ADT
12th Street - Local Street - 250 ADT
13th Street - Local Street - 75 ADT
14th Street - Major Collector - 300 ADT

Functional Classification: ☐ Arterial ☐ Collector ☐ Local Road ☒ Other

Bike Trail

Terrain: ☒ Level ☐ Rolling

Regulatory or Posted Speed Limit: 0 Design Speed: 20mph

c. Describe type of work to be accomplished by the improvement. Discussion should include width of proposed travel, parking, bicycle and turning lanes, sidewalks, shared-use paths, guardrail, traffic control devices, drainage items (including storm sewer outfalls), alignment changes, railroad work, utility adjustments, intersection improvements, side slopes and clear zones. Specify the emax for horizontal curves. Attach typical sections, plan and profile sheets, and intersection design studies when applicable.

This project includes improvements to the existing bike trail between the City of Mattoon and the City of Charleston. The trail is known as the Lincoln Prairie Grass Trail. No work will be completed on railroad right-of-way. The proposed improvement includes 5 distinct segments:

Segment 1 - The west end of the existing trail in Mattoon is being extended from it's current terminus at 10th Street to the Amtrak Depot at 1718 Broadway Avenue. This portion of the work is referred to as the YMCA/Depot Connection.

New trail construction is proposed from 10th Street to 16th Street. The approximate length is 0.48 miles (2,545 feet). The pavement will consist of 2" of HMA surface course on 6" of aggregate base course. In general, the profile will match the intersection street elevations, and will be 2" above the existing ground line between the intersecting streets. The trail width will be 10 feet with earth shoulders.

The natural drainage from 16th Street to 14th Street is from south to north. Storm drainage is included on the south side of the trail in this area. The north side of the trail will be shaped to sheet-flow to the north. The proposed trail will be the high point from 14th Street to 10th Street. The work will be shaped to sheet flow water away from the trail in both directions. Additional storm drains have been added between 11th Street and 10th Street.

Shared-use lanes will be used on 16th Street, and the adjacent municipal parking lots, to connect trail users from the new terminus at 16th Street to the YMCA and the Amtrak Depot.

Segment 2 - The existing pavement markings and signage will be upgraded on the paved portion of the existing trail in Mattoon from 10th Street to Logan Street. The approximate length is 0.80 miles (4,230 feet). The existing trail width is 10 feet with earth shoulders.

Segment 3 - The gravel portion of the existing trail from Logan Street in Mattoon to 'E' Street in Charleston will be resurfaced wtih 2" of HMA surface course. This portion of the work is 8.82 miles (46,549 feet) in length. The existing and proposed trail widths are 10 feet. 2 foot earth shoulder transitions will be included to eliminate the drop-off at the edge of the resurfacing.

The existing aggregate surface will be regraded, wetted, and compacted before resurfacing. A post-emergent herbicide will be applied to prevent weed growth through the asphalt surface.

6" HMA returns are to be constructed at each roadway crossing. The length of the returns is 25 feet and variable. 15 foot radii will be used to improve access for maintenance vehicles and police patrols.

Segment 4 - The existing pavement markings and signage will be upgraded on the paved portion of the existing trail in Charleston from 'E' Street to 14th Street. The approximate length is 1.01 miles (5,333 feet). The existing trail width is 10 feet with earth shoulders.

Segment 5 - Eastern Illinois University in Charleston will be connected to the existing trail by a combination of dedicated bike lanes and shared-use lanes on 6th and 7th Streets. The approximate length is 1.01 miles (5,345 feet). Dedicated bike lanes will be 5 feet in width.

Roadway Crossings - Continental style cross-walk markings have been selected for use where the trail crosses existing roadways. This style of markings is being adopted by the two cities to help distinguish bike trail crossings from other pedestrian crossings. See Attachment 7 for Pavement Marking & Signage Details.

12" Stop Bars, Stop signs, and No Motor Vehicle signs will be included at each road crossing. Wayfinding signage will be completed as part of a separate construction project.

Trail-Xing warning signs will be included at each road crossing. One set of W11-1 Bike Symbols Signs with W16-17P Arrow Placards will be installed in each direction on the intersecting side roads. These signs are intended to be installed within 40 feet of the crossing. One set of advance warning sigs, W11-1 Bike Symbol with W16-9P Ahead Placards will be installed in each direction on roadway with a speed limit of 45 mph or greater. These signs are intended to be installed within 250 feet to 325 feet of the crossing.

See Attachment 2 for Proposed Typical Sections.

See Attachment 7 for Plan and Profile Sheets for the new trail construction from 10th Street to 16th Street in Mattoon. Plan Sheets and Intersection Details are attached for the HMA resurfacing of the existing trail from Logan Street in Mattoon to 'E' Street in Charleston. No profile sheets were prepared for the HMA resurfacing. The profile will match the existing sideroad elevations at the sideroad crossings and will be 2" above the existing profile in between the sideroads. The typical transition length will be 25 feet.

See Attachment18 for coordination with IDOT, Coles County, and the City of Charleston.

d. Discuss items affecting improvement such as hazardous mailbox supports, parking and truck restrictions, mail delivery from traffic lanes, justification (including warrants) for multi-way stop signs, traffic signals and other traffic control and railroad protective devices, stage construction, nearby airports, and additional lighting:

No known conflict

See Attachment 18 for airport coordination.

e. Identify each aspect to be constructed at less than the design guidelines and provide a clear description of required design variances and appropriate justification. (BLRS Manual Section 27-7). If a design variance is required, include a copy of the approved BLR 22120 form as an attachment.

<u>Horizontal Alignment</u>
Minimum Radius (20mph design speed) = 100', BLRS Manual Figure 42-3D
Provided = 15'

There are 15' radius horizontal curves on both sides of the 15th Street crossing, and both sides of the Richmond Avenue crossing. All 4 curves are located at the stop signs and were utilized to establish a right angle crossing for the trail users. Because of the close proximity to the stop signs, bicycle users will be well below the 20mph

design speed which requires a minimum of 100' radius.

Bicycle Path Widths and Clearance
Provide a minimum of 2 ft wide graded turf or gravel area to both sides of the pavement. BLRS Manual Figure 42-3A, note 2.

There are several transmission poles to remain that are within the 2' clearance from the edge of pavement. The cost of removing and relocating the transmission poles exceeds the benefit of a 2' clearance.

See Attachment 16 for the approved BLR 22120.

f. Current estimated cost of proposed improvement? $ 1,000,000

g. Analyze the need for accommodating pedestrians, bicyclists and the handicapped. When applicable, describe the facilities to be provided for pedestrians and bicyclists. Discuss the ADA accessibility and maximum longitudinal grade of these facilities. (BLRS Manual Chapter 41)

The proposed improvement is being designed for bicycles and pedestrians. The max longitudinal slope on the concrete ADA ramps in the urban areas will be 8%. The max longitudinal slope will be less than 3% in most areas. Isolated areas with longitudinal slopes exceeding 3% will be designed in accordance with Section 42-3.02(g) of the BLRS Manual.

Sidewalks/Shared-Use Paths:

Maximum 2% crosslope: ☒ Yes ☐ No ☐ Not Applicable Design X-slope is 1.56% (3/16"/ft)

ADA ramps with detectable warnings at street intersections: * ☒ Yes * ☒ No ☐ Not Applicable

If no, provide justification.

*Concrete ADA ramps with detectable warnings will be constructed at all street crossings in the urban areas. Asphalt returns without detectable warnings will be constructed in the rural areas. The longitudinal slopes in the rural areas will remain ADA compliant. This is consistent with the existing trail construction.

h. Discuss any proposed improvements being considered in adjacent segments including the anticipated construction startup date of these improvements.

The City of Mattoon has a Bikeway Plan which is in Attachment 7. This plan includes future connections from the existing trail to lodging, residential areas, schools, and parks. There are not specific dates for these improvements. The City of Charleston has partially completed a connection from Eastern Illinois University to Lake Charleston. They have also recently completed a series of trails around the lake. A private group is currently developing a trail from Lake Charleston to Fox Ridge State Park located 6 miles south of Charleston. This group is currently in the process of land acquisition and design. No tentative date has been set for construction. Exhibits showing these adjacent improvements are included at the end of Attachment 7.

3. **Crash Analysis (BLRS Manual Section 22-2.11(b)(9))**

a. Summarize crash data for the past five years, including a spot map or a location map showing crash locations when possible. Detail the types of crashes and include collision diagrams, if possible, especially at cluster sites. Give the source of this data.

Crash data for the past five years (2013-2017) was obtained from the City of Mattoon Police Department, the City of Charleston Police Department, and the Coles County Sheriff's Department. The City of Mattoon Police Department had 1 crash, the City of Charleston Police Department had 1 crash, and the Coles County Sheriff's Department had 0 crashes.

Mattoon - 6/18/2015, 2:40PM - B Injury - Bicyclist ejected onto boulevard after struck by southbound vehicle at intersection of bike path and Logan Avenue.

Charleston - 11/27/2017, 6:30PM - 0 Injuries - Bicyclist struck in crosswalk at intersection of Monroe Avenue and 7th Street.

b. Analyze available crash data including results of field check. Discussion should include high crash locations, critical wet weather sites, and other crash patterns. If the data is inconclusive, make a statement to that effect.

No high crash locations and weather was not a cause of either crash. No patterns.

c. Describe how the proposed project will address any crash issues.

The proposed design will provide a paved path where gravel is existing and continue to areas with no existing bike path. This continuous path will attract bicyclists and provide a safer alternate to riding on the side of the road or on sidewalks. The crossings of the bike path and streets will be clearly marked and will be ADA compliant. The markings will be different from pedestrian crossings so drivers will be able to differentiate between the two.

4. **Right-of-Way**

a. Describe the right-of-way taking, including the total acreage required for each of the following categories: ROW, permanent easements, temporary easements and temporary land use permits. Include the width of taking, number of property owners, acreage of right-of-way and/or easements, character of land; i.e., farm, residential, commercial or publicly owned properties, anticipated impacts to properties that remain, and location of any improvements with respect to required right-of-way. Discuss any impacts on setbacks required by zoning.

No right-of-way acquisition is required.

b. Are any residents, businesses or farms to be displaced?

☐ Yes ☒ No

If yes, describe the number and type of displacements anticipated and mitigation that will be taken to provide relief for this impact on an attached sheet.

5. **Prime Farmland (BLRS Manual Section 20-10)**

a. If the project requires more than 3 acres/mile (0.75 hectares/kilometers), 10 acres (4 hectares) for a non-linear improvement, or the project ROW is not contiguous to the existing ROW, contact the Illinois Department of Agriculture and attach results of the coordination and summarize the results below.

N/A

b. ☐ The project requires consultation with the Natural Resource Conservation Service., Form AD-1006 has been completed and submitted to the local office of NRCS. The completed AD-1006 form is attached.

☐ The impact of this project on farmland conversion has been evaluated in accordance with the requirements of the US Natural Resources (NRCS). The project will cover 3 acres or less of farmland per mile (0.75 hectares or less of farmland per kilometer) and the conversion will not result in more than minor impacts. Accordingly, the project conforms to the general form AD-1006 prepared by NRCS. Therefore, further coordination with NRCS on this project will not be necessary.

6. **Floodplain Encroachment (BLRS Manual Section 20-7)**

Does the proposed work cross or encroach upon a 100-year floodplain, including a regulatory floodway?

☐ Yes ☒ No

If yes, summarize the location hydraulics study, regulatory floodway restrictions, the effect of any encroachment (including a comparison between existing and proposed conditions) and the effect of over-the-road flow on the proposed transportation facility. Attach any available floodplain maps.

7. **Phase I & II NPDES Storm Water Permit Requirements (BLRS Manual Section 7-4.01)**

Will the project involve soil disturbance of 1 acre (0.4 hectares) or more?

☒ Yes ☐ No

If yes, the project must comply with the Phase II NPDES Storm Water Permit Requirements.

8. **"404" Permit (BLRS Manual Section 7-4.02)**

Does this project involve waters regulated by Section 404?

☐ Yes ☒ No

If yes, what type of 404 permit is required? ☐ Nationwide ☐ Individual ☐ Regional ☐ None

Attach a copy of any 404 permit authorization and/or coordination letters with the Corps of Engineers.

If an individual Section 404 permit is required, please notify the Illinois Department of Transportation district office before submitting the application.

9. **Special Waste (BLRS Manual Section 20-12)**

a. Following the special waste assessment screening criteria shown on Figure 20-12A of the BLRS Manual, is Preliminary Environmental Site Assessment (PESA) required?

☒ Yes ☐ No

See Attachment 12 for an executive summary of the PESA (dated 9/21/2018) completed by Huff & Huff. The full PESA can be found at this link:

http://mattoon.illinois.gov/business/bids/bike_trail_expansion_project_preliminary_environmental_site_assessment

Also see Attachment 12 for the PESA Review Memo (dated 9/28/2018), PESA Memo from Springfield (dated 10/1/2018), and PESA Response from the City of Mattoon (dated 10/4/2018).

b. Is work being done on property in the name of the state or are contract plans being prepared by the state?

☒ Yes ☐ No

c. If a PESA is required for either state or local ROW, did the PESA results determine that the project has Recognized Environmental Conditions (REC's) for special waste?

☒ Yes ☐ No

If the PESA results determine that the project contains REC's, describe how the special waste is proposed to be handled (including if a Preliminary Site Investigation (PSI) is required).

IDOT is in the process of completing the PSI for the work on State Right-of-Ways. All excavation on IDOT right-of-ways has been eliminated from the contract.

See Attachment 12 for an abbreviated version of the locally prepared PSI (dated 2/18/2019) completed by Huff & Huff. The full PSI can be found at this link:

http://mattoon.illinois.gov/sites/default/files/page_attachments/PSIHuff%26Huff.pdf

See Attachment 12 for the PSI Response from the City of Mattoon (dated 3/21/2019). Details of the letter are included below:

The PSI was completed by Huff & Huff, Incorporated. 47 soil samples were collected along the trail alignment from Mattoon to Charleston. All 47 samples had test results above the Maximum Allowable Concentration limits. The primary contaminants were SVOC's and Arsenic. The source of the contamination is presumed to be former railroad operation due to the presence of contaminants thru-out the entire length of the project.

The project includes 3 basic types of construction improvements:

New Bike Trail Construction – From 16th Street to 10th Street in Mattoon.
Resurfacing of the Aggregate Portions of the Existing Trail – From Logan Street in Mattoon to 'E' Street in Charleston.
Striping and Signage Only – This occurs on the paved portion of the existing trail, and on 6th & 7th Streets in Charleston.

We have altered the design to reduce the impacts of the contaminated soil to the extent possible, and to properly manage the material where it can not be avoided.

New Trail Construction

19 of the 33 soil samples in the area of new trail construction require the disposal of excavated material as Non-Special Waste. The remaining sample results indicate material that could be managed as fill on-site, and/or disposal as Clean Construction Debris (under varying conditions). However, there is no clear pattern for the boundaries between those areas. It is presumed that there are pockets of soil within all areas that are likely to require disposal as Non-Special Waste during construction.

We have elected to dispose of all excavated soil as Non-Special Waste. We have incorporated the appropriate pay items from Specification Section 669, and the current BDE Special Provision for Removal and Disposal of Regulated Substances.

The pay items and quantities are:

66900200 Non-Special Waste Disposal 1,068 cuyd.
66900530 Soil Disposal Analysis 7 each
66901001 Regulated Substances Pre-Construction Plan 1 Lump Sum
66901002 On-Site Monitoring of Regulated Substances 65 Cal Days
66901003 Regulated Substances Final Construction Report 1 Lump Sum

Revised Plan Sheets for the New Trail Construction are in Attachment 7.

Resurfacing of the Aggregate Portions of the Existing Trail (Rural Resurfacing)

The only excavation associated with this portion of the work occurred at the reconstruction of the bike trail radii/returns at the sideroad crossings. Each intersection has been redesigned to eliminate all excavation, and the need for Disposal of Regulated Substances.

The Special Provisions have been revised to indicate that all excavation in these areas would require Non-Special Waste Disposal should any excavation be added during construction.

Revised Intersection Details for the Rural Resurfacing are in Attachment 6.

Striping and Signage
There is no excavation proposed in these areas. The Special Provisions have been revised to require that all sign posts be installed by driving in lieu of direct burial.

The Special Provisions also indicate that all excavation in these areas would require Non-Special Waste Disposal should any excavation be added during construction.

10. **Environmental Survey (BLRS Manual Section 20-2)**

Whenever a project involves land acquisition (including easements), any in-stream work (including drainage structure run-around), is located within or adjacent to historic properties listed in (or eligible for) the National Register of Historic Places, a bridge on the historic list, is near wetlands, or known locations of threatened or endangered species, the Environmental Survey Request Form should be submitted early in the project development phase.

The City of Mattoon submitted the Environmental Survey Request on 06/20/2018. Cultural Resources Clearance was received on 2/11/2019. Biological and Wetlands Clearance was received on 4/17/2019. See Attachment 12 for Environmental signoffs and Review documents. See Section 20 for Commitments.

a. Wild and Scenic Rivers - If this project crosses or affects a river on the National Wild and Scenic Rivers System or a river listed in the Nationwide Inventory of Rivers with potential for inclusion on the system, include coordination between the National Park Service and the Bureau of Design and Environment (BDE).

☐ Involvement ☒ No Involvement

b. Wetlands - Does the proposed work impact the use of regulatory wetlands?

☐ Yes ☒ No

If yes, indicate how the wetlands will be migrated. ☐ Banking ☐ Accumulation ☐ On-site ☐ Other

c. Archaeological and Historical Preservation Include results of coordination. Does the project impact an archaeological or historic preservation site?

☐ Yes ☒ No

If yes, describe any required documents.

d. Threatened or Endangered Species – Does the project impact any endangered species or plants?

☐ Involvement ☒ No Involvement

Include copy of biological resources memorandum or signoff by BDE and/or IDNR.

e. Stream Modification and Wildlife Impacts - Include copies of any correspondence between BDE and IDNR or U.S. Fish and Wildlife Service. Attach copies of any additional coordination between local agency and IDNR or U.S. Fish and Wildlife Service whenever required as a result of biological review by BDE. Address any proposed mitigation measures.

☐ Involvement ☒ No Involvement

11. **Section 4(f) Lands (BLRS Manual Section 20-3)**

a. Does this project require any right-of-way, including temporary construction easements, from a publicly owned park, recreational area, wildlife and waterfowl, or any historic site in or eligible for the National Register of Historic Places?

☐ Yes ☒ No

b. If yes, what type of of the Section 4(f) involvement has been completed?

☐ Section 4(f) deminimis ☐ Standard Section 4(f) ☐ Temporary Occupancy ☐ None

12. **Air Quality (BLRS Manual Section 20-11)** Check One:

a. ☒ This project is in an attainment area.

☐ Projects within a portion of a nonattainment area for which the Chicago Metropolitan Agency for Planning (CMAP) is the MPO.

This project is included in the _____ (transportation plan) and in the Transportation Improvement Program (TIP), endorsed by the _____ , the region's Metropolitan Planning Organization. The _____ (transportation plan) was found to conform by the Federal Highway Administration (FHWA) and the Federal Transit Administration (FTA) on _____.

The TIP was found to conform by FHWA on _____ and by FTA on _____.

☐ Projects within a nonattainment area served by a Metropolitan Planning Organization other than CMAP.

This project is included in the Long-Range Transportation Plan and in the _____ Transportation Improvement Program (TIP) endorsed by _____ , the Metropolitan Planning Organization (MPO) for the region in which the project is located.

On _____ the Federal Highway Administration (FHWA) and the Federal Transit Administration (FTA) determined that the Long-Range Transportation Plan conforms with the transportation-related provisions of the Clean Air Act Amendments of 1990. The FHWA and the FTA determined on _____ that the TIP conforms with the Clean Air Act Amendments. These finding were in accordance with 40 CFR Part 93, "Criteria and Procedures for Determining Conformity to State or Federal Implementation Plans of Transportation Plans, Programs, and projects Funded or Approved Under Title 23 USC or the Federal Transit Act."

The project's design concept and scope are consistent with the project information used for the TIP conformity analysis. Therefore, this project conforms to the existing State Implementation Plan and the transportation-related requirements of the 1990 Clean Air Act Amendments.

b. **Mobile Source Air Toxics (See BDE PM 52-06)**

This project will not result in any meaningful changes in traffic volumes, vehicle mix, location of the exiting facility, or any other factor that would cause an increase in emissions relative to the no-build alternative. As such, FHWA has determined that this project will generate minimal air quality impacts for Clean Air Act criteria pollutants and has not been linked with any special Mobile Source Air Toxic concerns. Consequently, this effort is exempt from analysis for MSATs.

Moreover, EPA regulations for vehicle engines and fuels will cause overall MSATs to decline significantly over the next 20 years. Even after accounting for a 64 percent increase in VMT, FHWA predicts MSATs will decline in the range of 57 to 87 percent, from 2000 to 2020, based on regulations now in effect, even with a projected 64 percent increase in VMT. This will both reduce the background level of MSATs as well as the possibility of even minor MSAT emissions from this project.

c. **Construction-related Particulate Matter**

Demolition and construction activities can result in short-term increases in fugitive dust and equipment-related particulate emissions in and around the project area. (Equipment-related particulate emissions are usually insignificant when equipment is well maintained.) The potential air quality impacts will be short-term, occurring only when demolition and construction work is in progress and local conditions are appropriate.

The potential for fugitive dust emissions typically is associated with building demolition, ground clearing, site preparation, grading, stockpiling of materials, on-site movement of equipment, and transportation of materials. The potential is greatest during dry periods, periods of intense construction activity, and during high wind conditions.

The Department's *Standard Specifications for Road and Bridge Construction* include provisions on dust control. Under these provisions, dust and airborne dirt generated by construction activities will be controlled through dust control procedures or a specific dust control plan, when warranted. The contractor and the Department will meet to review the nature and extent of dust-generating activities and will cooperatively develop specific types of control techniques appropriate to the specific situation. Techniques that may warrant consideration include measures such as minimizing track-out of soil onto nearby publicly-traveled roads, reducing speed on unpaved roads, covering haul vehicles, and applying chemical dust suppressants or water to exposed surfaces, particularly those on which construction vehicles travel. With the application of appropriate measures to limit dust emissions during construction, this project will not cause any significant, short-term particulate matter air quality impacts.

d. **Project-level Hot Spot Analysis. Check One:**

☒ This project is in an attainment area and does not require a hot spot analysis.

☐ This project does not meet the definition of a project of air quality concern as defined in 40 CFR 93.123(b)(1). Due to

_____

it has been determined that the project will not cause or contribute to any new localized $PM_{2.5}$ or PM_{10} violations or increase the frequency or severity of any $PM_{2.5}$ or PM_{10} violations. USEPA has determined that such projects meet the Clean Air Act's requirements without any further Hot-Spot analysis.

☐ This project is in a non-attainment or maintenance area and is a project of air quality concern. Therefore, a qualitative hot spot analysis is required. See Attachment _____ .

e. **COSIM**

Are through lanes or auxiliary turn lanes being added with this project?

☐ Yes ☒ No

If yes, has a COSIM pre-screen analysis been completed?

☐ Yes ☐ No

If yes, pre-screen analysis is attached as Attachment _____ .

If no, explain why an analysis has not been performed. _____

_____

_____

If yes, did the COSIM pre-screen analysis pass or fail? ☐ Pass ☐ Fail

If the COSIM pre-screen analysis failed, a full COSIM analysis would be required.

13. **Noise (BLRS Manual Section 20-6)**

☒ The referenced project meets the criteria for a Type III project established in 23 CFR Part 772. Therefore, the proposed project requires no traffic noise analysis or abatement evaluation. Type III projects do not involve added capacity, construction of new through lanes, changes in the horizontal or vertical alignment of the roadway, or exposure of noise sensitive land uses to a new or existing highway noise source.

☐ Based on the traffic noise analysis and noise abatement evaluation conducted, highway traffic noise abatement measures are likely to be implemented based on preliminary design. The noise barriers determined to meet the feasible and reasonable criteria are identified on the attachment. If it subsequently develops during final design that constraints not foreseen in the preliminary design or public input substantially change, the abatement measures may need to be modified or removed from the project plans. A final decision of the installation of the abatement measure(s) will be made upon completion of the project's final design and the public involvement process.

If this project involves a new alignment, additional lanes, or involves a significant alignment change, attach a traffic noise analysis.

14. Work Zone Transportation Management Plans

Does the project intersect or follow a state route?

☐ Yes ☒ No

Is the state or local route considered a significant route?

If yes, describe how the Work Zone Transportation Management Plan is being implemented.

15. Complete Streets (BLRS Manual Chapter 10)

Does the project include the addition of a travel, turning, or bi-directional turn lane on a state highway?

☐ Yes ☒ No

If yes, describe how the Complete Streets Law requiring accommodating bicyclists on a state route apply.

16. Maintenance of Traffic (BLRS Manual Section 22-2.11(b)(9))

Discuss how vehicle traffic and pedestrians will be accommodated during construction, including the impacts of any road and/or sidewalk closure. If the road will be closed, include information concerning location of alternate routes, their ability to handle the additional traffic (street width, number of traffic lanes, structural adequacy, etc.), and the amount of adverse travel. When a marked detour route will be provided, include coordination with appropriate agencies, a description of the adverse travel, and include a map showing the alternate routes or marked detour in the report.

All existing paths will be closed during construction, but all cross streets will remain open.

17. **Public Involvement (BLRS Manual Chapter 21**)

a. Summarize public informational meetings, formal public hearings, property owner signoffs, council or board meetings, media coverage, and personal contact with public. Include copies of newspaper advertisements, letter to property owners, public comments, and documents showing all public comments have been addressed.

The City of Mattoon held a Public Works Advisory Board Meeting on April 26, 2016. The City of Charleston held a Public Hearing on May 17, 2016.

The City of Mattoon has spoken with two property owners within the project area that could have changes in access to their property. All owners are excited about the project and have plenty of room to rearrange parking or eliminate access as needed.

See Attachment 14 for newspaper advertisements, sign in sheets, meeting minutes, and property owner coordination.

b. Has any opposition been expressed toward the improvement?

☐ Yes ☒ No

If yes, briefly discuss the type and extent of opposition.

c. If yes, discuss how the opposition has been addressed with the property owners?

18. **Coordination: LA-IDOT-FHWA (BLRS Manual Section 22-1.02)**

Have there been any coordination meetings for this project? ☐ Yes ☒No

If yes, list the date(s) of the coordination meeting(s) below and attach coordination meeting minutes in the report.

A coordination meeting will not be required.

See Attachment 18 for coordination with IDOT, Coles County, the City of Charleston, and the Coles County Memorial Airport.

19. **Other Coordination**

Attach results.

20. **Summary of Commitments**

A locally prepared PSI was completed by Huff & Huff (dated 2/18/2019) and is included in Attachment 12. IDOT is in the process of completing the PSI for the work on State Right-of-Ways. All excavation on IDOT right-of-ways has been eliminated from the contract.

There will be no adverse impact to Riley Creek, however, perimeter erosion barrier shall be placed from Station 433+00 to Station 440+00 in order to keep any sediment and pollutants from entering Riley Creek.

The IDOT Roadside Prairie Inventory shows that remnant prairie exists from Station 180+00 to Station 265+00. Adverse impacts to the prairie shall be avoided through implementation of the following commitments:
- There shall be no stockpiling or equipment staging, trampling, etc. and herbicide drift shall be avoided.
- Any disturbed areas along the entire length of the project shall be re-seeded with IDOT's Class 4 and 5 A mixes as they contain native grass and forb mixtures.

Summary of Attachments (when required):

1. Location Map ~~and Functional Classification Map~~

2. Existing and Proposed Typical Sections

~~3. Structure Master Report~~

~~4. Bridge Condition Report Approval Cover Letter~~

~~5. Preliminary Bridge Design and Hydraulic Report Approval Cover Letter~~

6. Railroad Crossing Drawing

7. Plan and Profile Sheet (for Rural Projects with additional ROW, Urban Projects, bike trail or sidewalk projects, and Bridge Projects) - Pavement Marking & Signage Details, Adjacent Improvements

~~8. Intersection Design Studies~~

~~9. Spot Map and/or Collision Diagram~~

~~10. Soil Conservation Service and Illinois Department of Agriculture Coordination~~

~~11. “404” Permit correspondence~~

12. Environmental Clearances and Correspondence

~~13. Property Owner Signoffs and/or Correspondence with Property Owners Regarding Public Comments~~

14. Public Information Meeting Newspaper Advertisement and a Copy of Property Owner Letter

~~15. Bimonthly Coordination Meeting Minutes~~

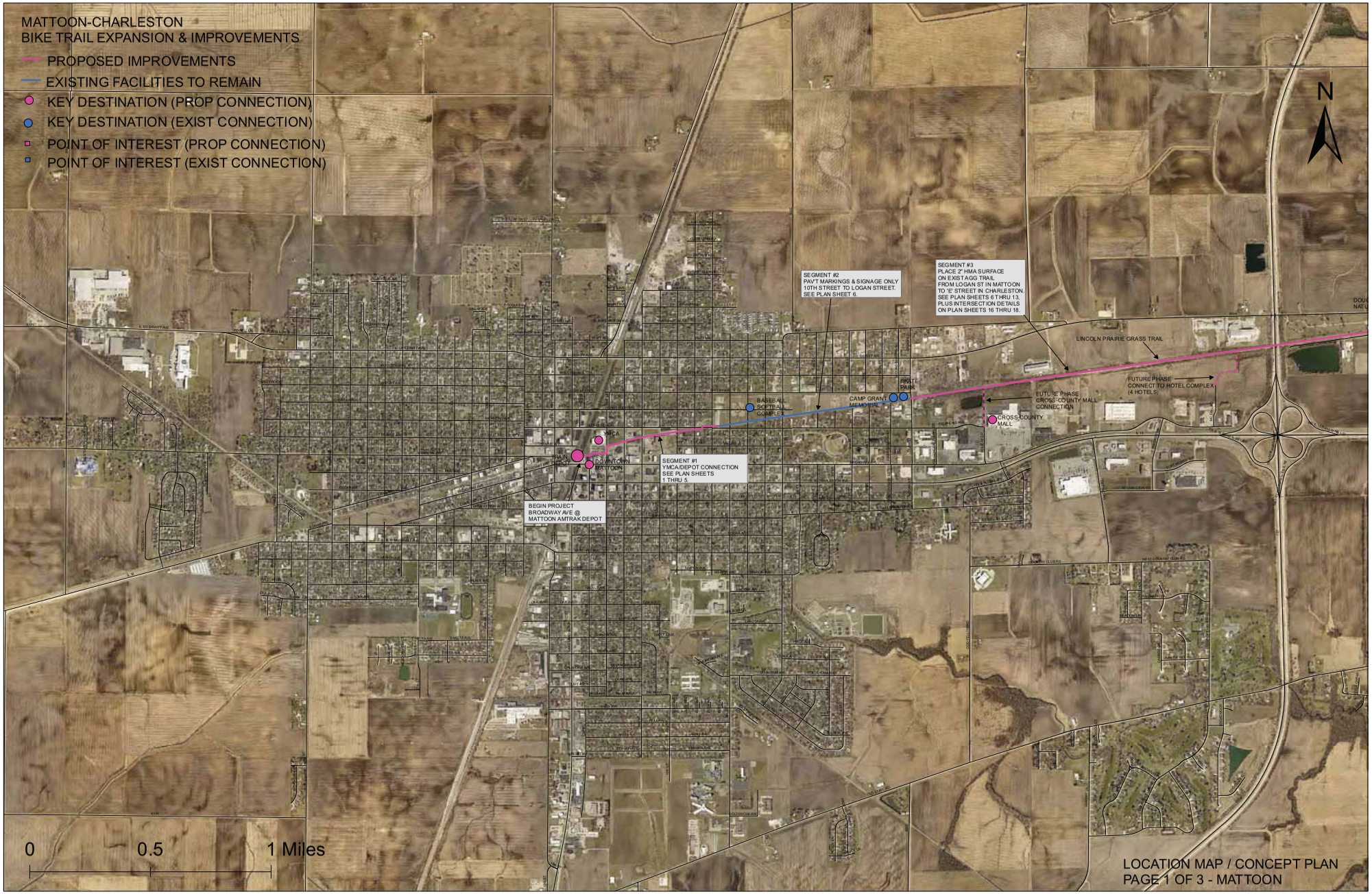
16. BLR 22120 Design Variance Form

~~17. Detour or Alternate Route Map~~

18. Other Coordination

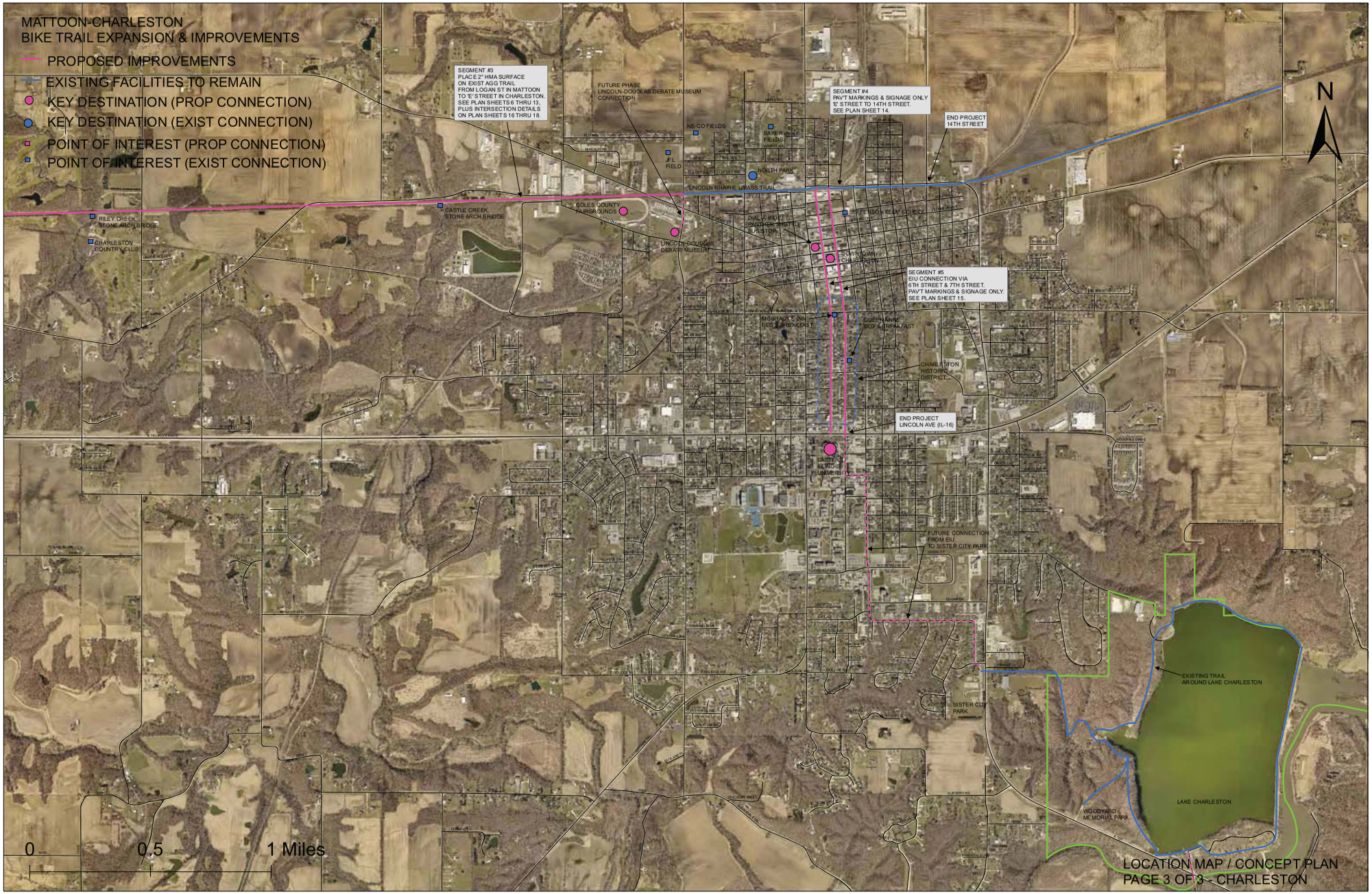
Attachment 1

Location Map



Attachment 1

Attachment 1



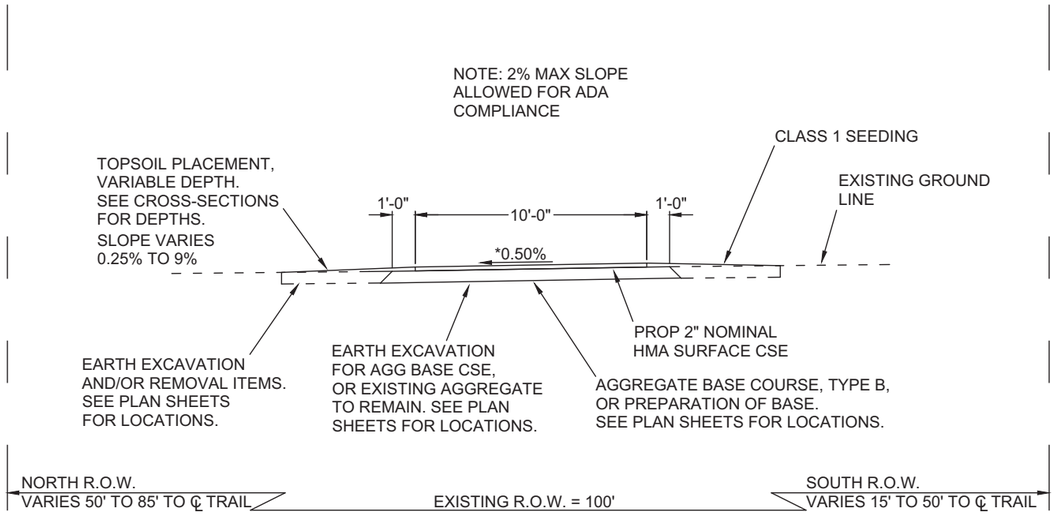
LOCATION MAP / CONCEPT PLAN
PAGE 3 OF 3 - CHARLESTON

Attachment 1

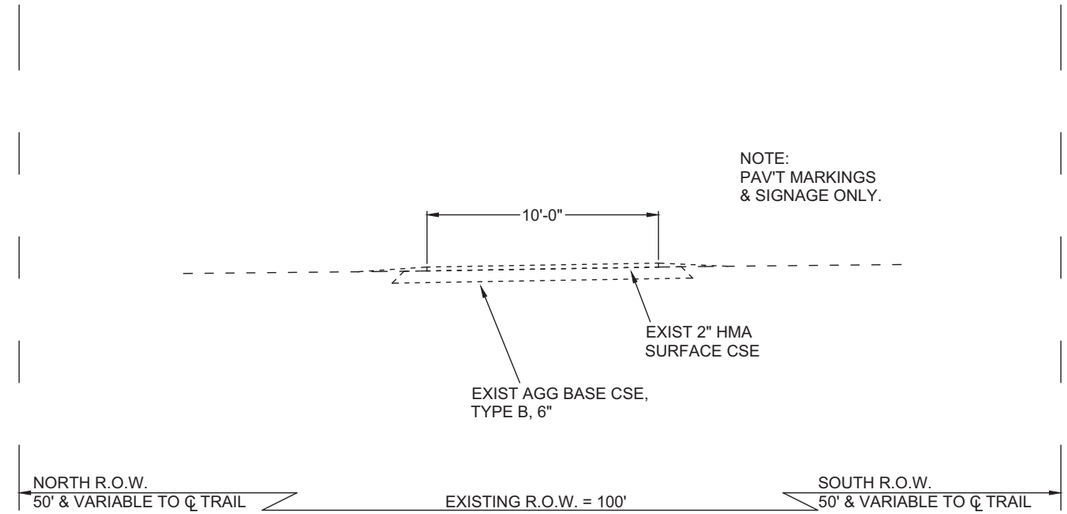
Attachment 2

Existing and Proposed Typical Sections

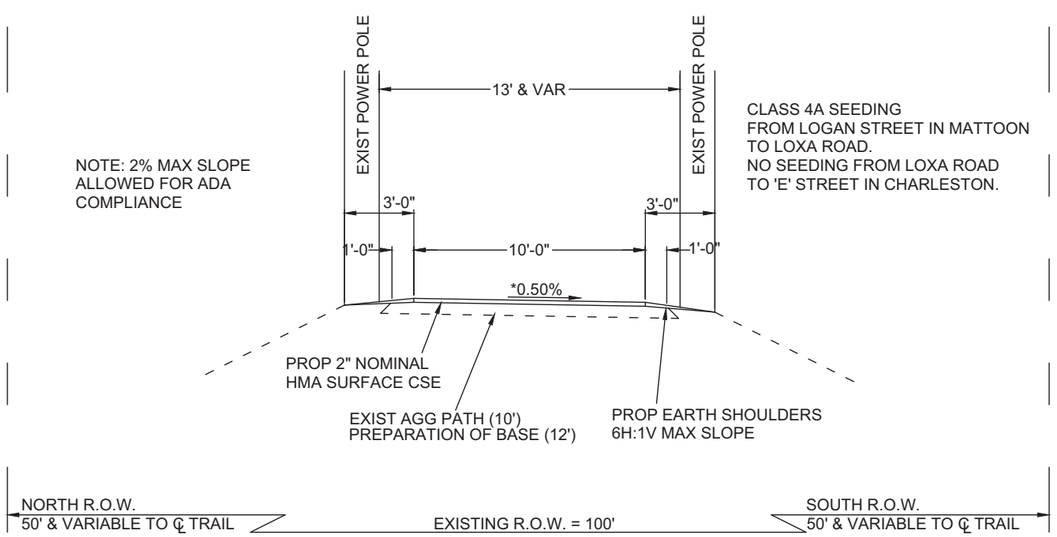
TYPICAL CROSS-SECTIONS
BIKE TRAIL EXPANSION



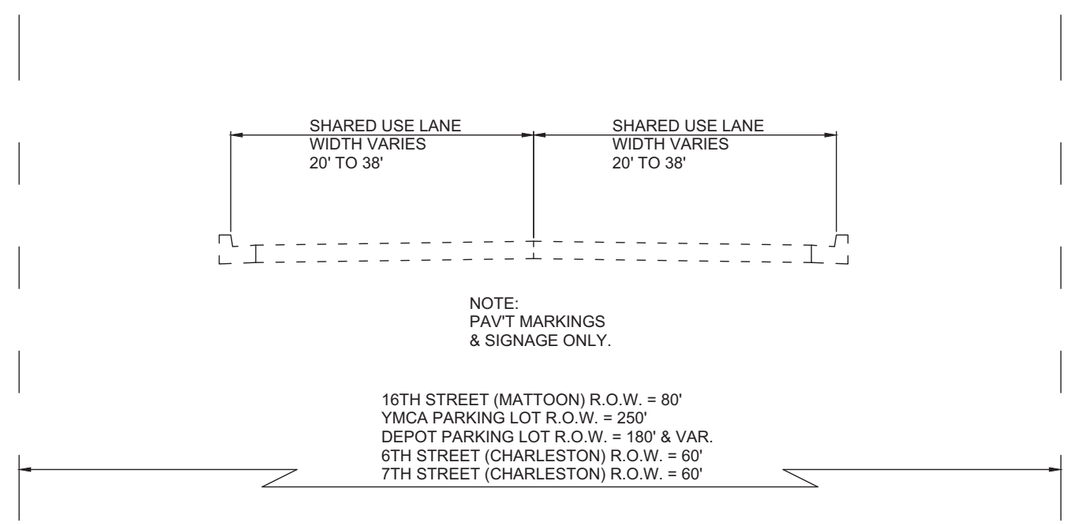
TYPICAL X-SECTION
16TH STREET TO 10TH STREET IN MATTOON



TYPICAL X-SECTION
10TH STREET TO LOGAN STREET IN MATTOON
'E' STREET TO 14TH STREET IN CHARLESTON

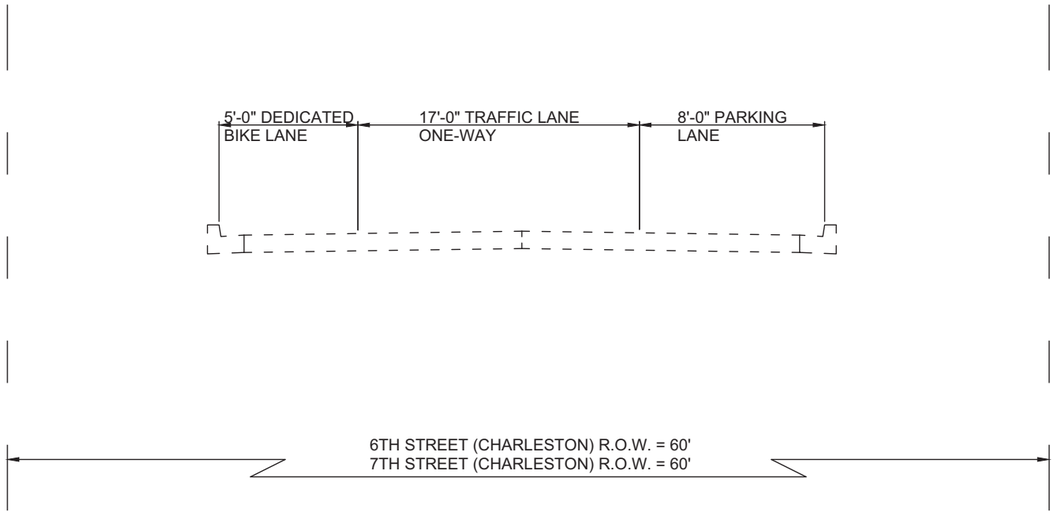


TYPICAL X-SECTION
LOGAN STREET IN MATTOON TO 'E' STREET IN CHARLESTON

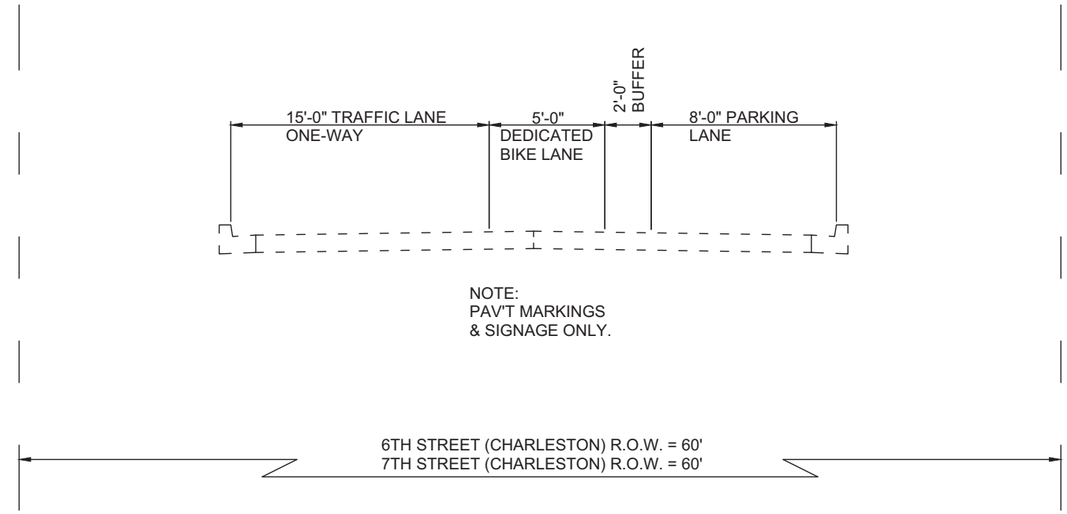


TYPICAL X-SECTION
AMTRAK DEPOT TO 16TH STREET IN MATTOON
6TH STREET FROM EXIST TRAIL TO JACKSON AVE IN CHARLESTON
7TH STREET FROM EXIST TRAIL TO JACKSON AVE IN CHARLESTON

TYPICAL CROSS-SECTIONS
BIKE TRAIL EXPANSION



EXISTING TYPICAL X-SECTION
6TH STREET FROM JACKSON AVE TO LINCOLN AVE IN CHARLESTON
7TH STREET FROM JACKSON AVE TO LINCOLN AVE IN CHARLESTON



PROPOSED TYPICAL X-SECTION
6TH STREET FROM JACKSON AVE TO LINCOLN AVE IN CHARLESTON
7TH STREET FROM JACKSON AVE TO LINCOLN AVE IN CHARLESTON

Attachment 6

Railroad Crossing Drawing

BIKE TRAIL EXPANSION PROJECT
INTERSECTION DETAILS
MATTOON TO CHARLESTON

RAILROAD CROSSING

Attachment 6

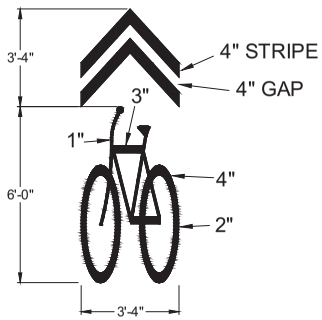
Attachment 7

Pavement Marking & Signage Details

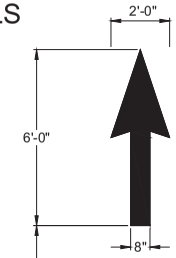
Plan and Profile Sheets

BIKE TRAIL EXPANSION PROJECT

PAVEMENT MARKING & SIGNAGE DETAILS

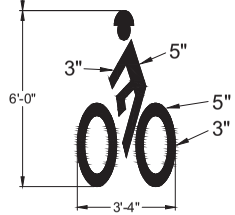


SHARED-USE LANE SYMBOL
PER MUTCD FIGURE 9C-9
& STANDARD 7800001
8.0 SQFT



ARROW SYMBOL
5.0 SQFT

DEDICATED BIKE LANE SYMBOL
"HELMETED BICYCLIST"
PER MUTCD FIGURE 9C-3(B)



HELMETED CYCLIST
5.5 SQFT

SIGNAGE

MUTCD SIGN DESIGNATION
R1-1
18" x 18"
WHITE LETTERS & BORDER
ON RED BACKGROUND

MUTCD SIGN DESIGNATION
W11-1
24" x 24"

MUTCD SIGN DESIGNATION
W16-7P
24" x 18"

BLACK LETTERS, SYMBOLS, AND
BORDERS ON FLUORESCENT
YELLOW-GREEN BACKGROUND

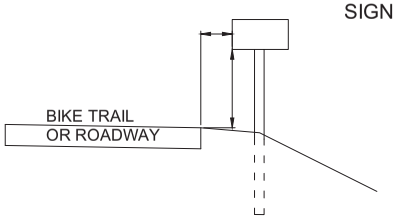
MUTCD SIGN DESIGNATION
R5-3
24" x 24"
BLACK LETTERS & BORDER
ON WHITE BACKGROUND

MUTCD SIGN DESIGNATION
W11-1
24" x 24"

MUTCD SIGN DESIGNATION
W16-9P
24" x 18"

BLACK LETTERS, SYMBOLS, AND
BORDERS ON FLUORESCENT
YELLOW-GREEN BACKGROUND

SIGN MOUNTING DETAILS



SIGN POST MATERIALS, MOUNTING HEIGHTS, AND CLEARANCES

1. SIGNAGE ALONG BIKE TRAIL (STOP SIGNS & NO MOTOR VEHICLE SIGNS).
MOUNTING HEIGHT = 4'-0" TO BOTTOM OF SIGN FROM EDGE OF TRAIL.
HORIZ CLEARANCE = 2'-0" FROM EDGE OF SIGN TO EDGE OF TRAIL.
POST MATERIAL = 4" x 4" TREATED LUMBER, 3' MIN BURY, CUT TOP @ 45° ANGLE.
2. SIDE-STREET SIGNAGE - URBAN (BIKE TRAIL X-ING SIGNS & PLACARDS).
MOUNTING HEIGHT = 7'-0" TO BOTTOM OF MAIN SIGN FROM EOP OR TOP OF CURB.
HORIZ CLEARANCE = 2'-0" TO EDGE OF SIGN FROM EOP OR FACE OF CURB.
POST MATERIAL = 12'L x 1-3/4" x 1-3/4", 14 GAUGE, GALVANIZED STEEL TELESPAR (SQUARE).
ANCHOR / INSERT = 3'L x 2" x 2", 12 GUAGE, GALVANIZED STEEL TELESPAR (SQUARE).
3. SIDE-ROAD SIGNAGE - RURAL (BIKE TRAIL X-ING SIGNS & PLACARDS).
MOUNTING HEIGHT = 4'-0" TO BOTTOM OF PACARD FROM EOP OR TOP OF CURB.
HORIZ CLEARANCE = 12'-0" TO EDGE OF SIGN FROM EOP OR FACE OF CURB.
POST MATERIAL = 12'L x 1-3/4" x 1-3/4", 14 GAUGE, GALVANIZED STEEL TELESPAR (SQUARE).
ANCHOR / INSERT = 3'L x 2" x 2", 12 GAUGE, GALVANIZED STEEL TELESPAR (SQUARE).

Attachment 7

BIKE TRAIL EXPANSION PROJECT
DEPOT YMCA CONNECTION
MATTOON

PROPOSED CONSTRUCTION SCHEDULE

16TH STREET TO 15TH STREET
TRENCH BACKFILL = 114 CUYD
TOPSOIL FURN & PLACE, VAR DEPTH = 740 SQYD
SEEDING, CLASS 1 = 0.15 ACRES
SUBBASE GRAN MAT'L, TY B, 4" = 57 SQYD
AGG BASE CSE, TY B = 125 TON
PREPARATION OF BASE = 0 SQYD
HMA SURF CSE, MIX 'C', N70 = 39 TON
PCC PAV'T, 6" (SPL) = 35 SQYD
PCC SIDEWALK, 5" = 624 SQFT
DETECTABLE WARNINGS = 40 SQFT
GRADING & SHAPING SHOULDERS = 0 UNITS
STORM SEWER, CL B, TY 1, 10" = 342 FEET
STORM SEWER, CL B, TY 1, 12" = 0 FEET
INLET, TY A, TY 1 FR, CLOSED LID = 1 EACH
INLET, TY A, TY 8 GRATE = 2 EACH
MH TO BE ADJ W/ NEW TY 1 FR, CL LID = 0 EACH
COMB CONC CURB & GUTTER, TY B-6.12 = 130 FEET
PAV'T PATCHING, TYPE II, 9" = 5 SQYD

PAVEMENT MARKING & SIGNAGE SCHEDULE

16TH STREET X-ING
THERMOPLASTIC PAV'T MRK LETTERS & SYMBOLS = 32 SQFT
THERMOPLASTIC PAV'T MRK LINE 12" = 5 FEET
THERMOPLASTIC PAV'T MRK LINE 18" = 120 FEET
MOD URETHANE PAV'T MRK LETTERS & SYMBOLS = 0 SQFT
MOD URETHANE PAV'T MRK LINE 12" = 0 FEET
MOD URETHANE PAV'T MRK LINE 18" = 0 FEET
PAV'T MARKING REM = 0 SQFT
REM SIGN PANEL - TYPE 1 = 0 SQFT
REM EXIST SIGN POST = 0 EACH
SIGN PANEL - TYPE 1 = 20 SQFT
METAL POST - TYPE A = 48 FEET

PROPOSED CONSTRUCTION SCHEDULE

15TH STREET X-ING
TRENCH BACKFILL = 33 CUYD
STORM SEWER, CL B, TY 1, 10" = 100 FEET
PAV'T PATCHING, TYPE IV, 9" = 33 SQ YD

PAVEMENT MARKING & SIGNAGE SCHEDULE

15TH STREET X-ING
THERMOPLASTIC PAV'T MRK LETTERS & SYMBOLS = 0 SQFT
THERMOPLASTIC PAV'T MRK LINE 12" = 10 FEET
THERMOPLASTIC PAV'T MRK LINE 18" = 160 FEET
MOD URETHANE PAV'T MRK LETTERS & SYMBOLS = 0 SQFT
MOD URETHANE PAV'T MRK LINE 12" = 0 FEET
MOD URETHANE PAV'T MRK LINE 18" = 0 FEET
PAV'T MARKING REM = 0 SQFT
REM SIGN PANEL - TYPE 1 = 0 SQFT
REM EXIST SIGN POST = 0 EACH
SIGN PANEL - TYPE 1 = 27 SQFT
METAL POST - TYPE A = 68 FEET

PROPOSED CONSTRUCTION SCHEDULE

15TH STREET TO 14TH STREET
TRENCH BACKFILL = 31 CUYD
TOPSOIL FURN & PLACE, VAR DEPTH = 1,170 SQYD
SEEDING, CLASS 1 = 0.24 ACRES
SUBBASE GRAN MAT'L, TY B, 4" = 67 SQYD
AGG BASE CSE, TY B = 0 TON
PREPARATION OF BASE = 418 SQYD
HMA SURF CSE, MIX 'C', N70 = 39 TON
PCC PAV'T, 6" (SPL) = 44 SQYD
PCC SIDEWALK, 5" = 866 SQFT
DETECTABLE WARNINGS = 40 SQFT
GRADING & SHAPING SHOULDERS = 0 UNITS
STORM SEWER, CL B, TY 1, 10" = 93 FEET
STORM SEWER, CL B, TY 1, 12" = 0 FEET
INLET, TY A, TY 1 FR, CLOSED LID = 1 EACH
INLET, TY A, TY 8 GRATE = 2 EACH
MH TO BE ADJ W/ NEW TY 1 FR, CL LID = 0 EACH
COMB CONC CURB & GUTTER, TY B-6.12 = 136 FEET
PAV'T PATCHING = 0 SQYD

PROPOSED CONSTRUCTION 12

Attachment 7

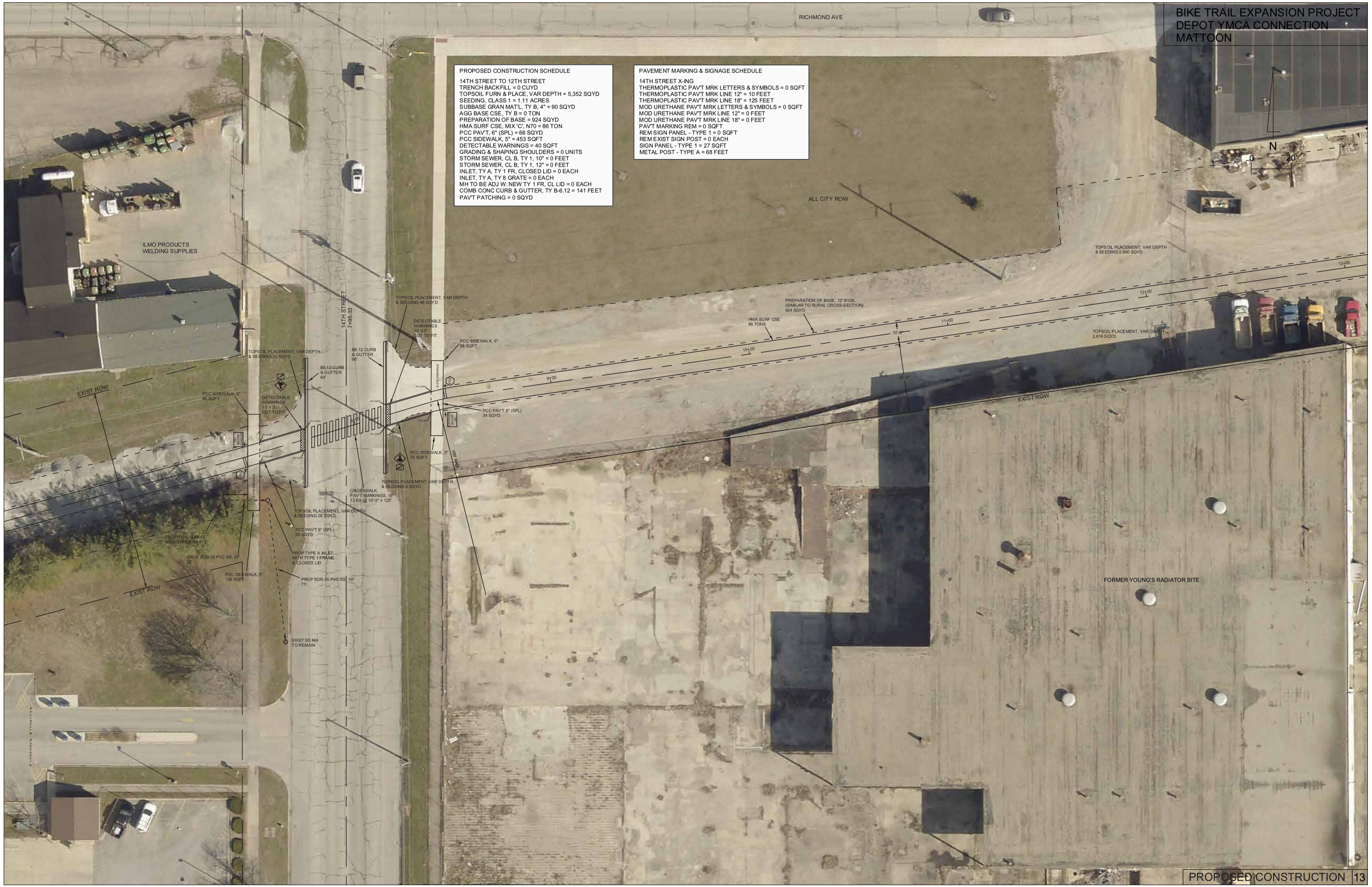
BIKE TRAIL EXPANSION PROJECT
DEPOT YMCA CONNECTION
MATTOON

PROPOSED CONSTRUCTION SCHEDULE

14TH STREET TO 12TH STREET
TRENCH BACKFILL = 0 CUYD
TOPSOIL FURN & PLACE, VAR DEPTH = 5,352 SQYD
SEEDING, CLASS 1 = 1.11 ACRES
SUBBASE GRAN MAT'L, TY B, 4" = 90 SQYD
AGG BASE CSE, TY B = 0 TON
PREPARATION OF BASE = 924 SQYD
HMA SURF CSE, MIX 'C', N70 = 86 TON
PCC PAV'T, 6" (SPL) = 66 SQYD
PCC SIDEWALK, 5" = 453 SQFT
DETECTABLE WARNINGS = 40 SQFT
GRADING & SHAPING SHOULDERS = 0 UNITS
STORM SEWER, CL B, TY 1, 10" = 0 FEET
STORM SEWER, CL B, TY 1, 12" = 0 FEET
INLET, TY A, TY 1 FR, CLOSED LID = 0 EACH
INLET, TY A, TY 8 GRATE = 0 EACH
MH TO BE ADJ W/NEW TY 1 FR, CL LID = 0 EACH
COMB CONC CURB & GUTTER, TY B-6.12 = 141 FEET
PAV'T PATCHING = 0 SQYD

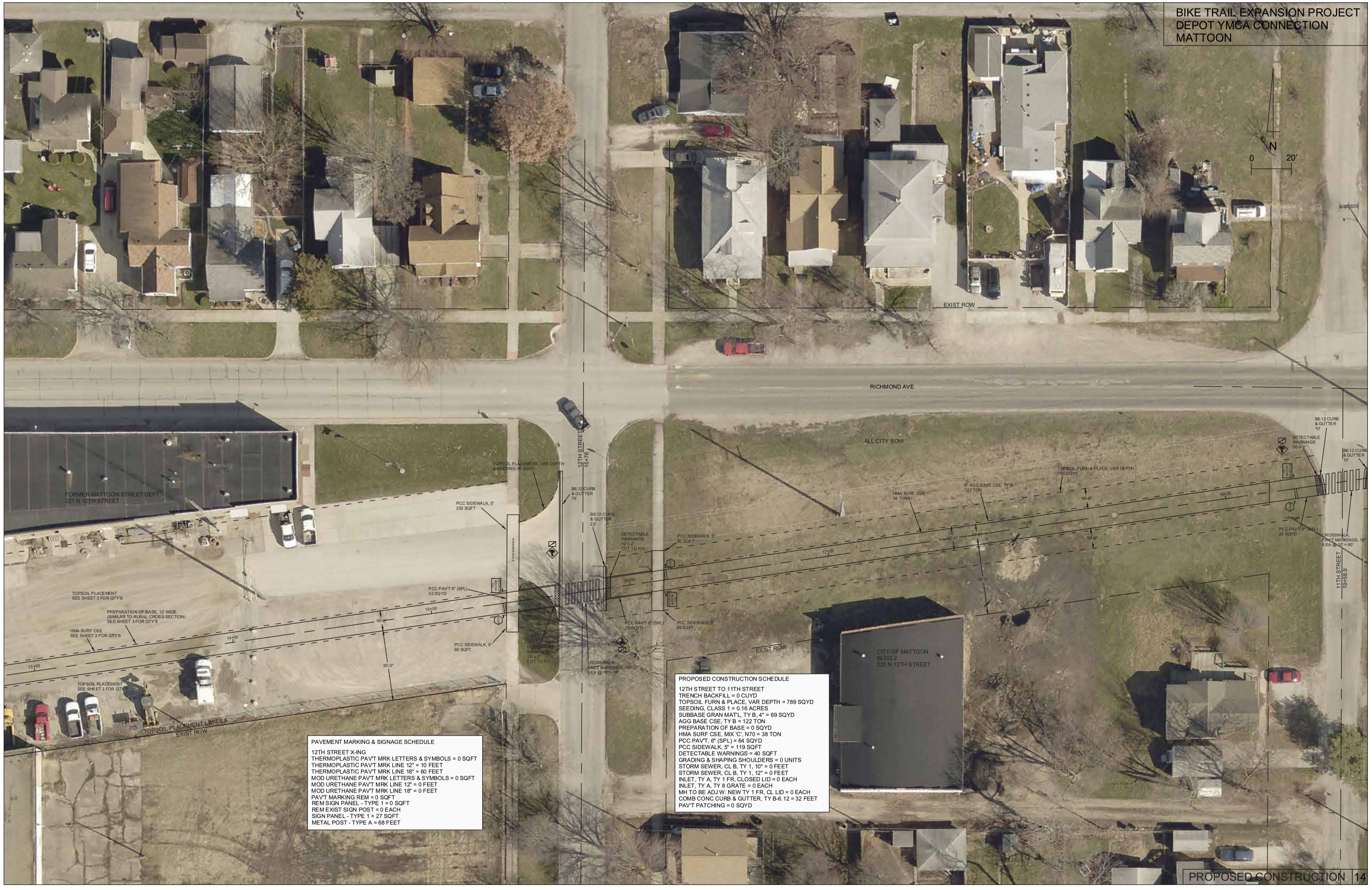
PAVEMENT MARKING & SIGNAGE SCHEDULE

14TH STREET X-ING
THERMOPLASTIC PAV'T MRK LETTERS & SYMBOLS = 0 SQFT
THERMOPLASTIC PAV'T MRK LINE 12" = 10 FEET
THERMOPLASTIC PAV'T MRK LINE 18" = 125 FEET
MOD URETHANE PAV'T MRK LETTERS & SYMBOLS = 0 SQFT
MOD URETHANE PAV'T MRK LINE 12" = 0 FEET
MOD URETHANE PAV'T MRK LINE 18" = 0 FEET
PAV'T MARKING REM = 0 SQFT
REM SIGN PANEL - TYPE 1 = 0 SQFT
REM EXIST SIGN POST = 0 EACH
SIGN PANEL - TYPE 1 = 27 SQFT
METAL POST - TYPE A = 68 FEET



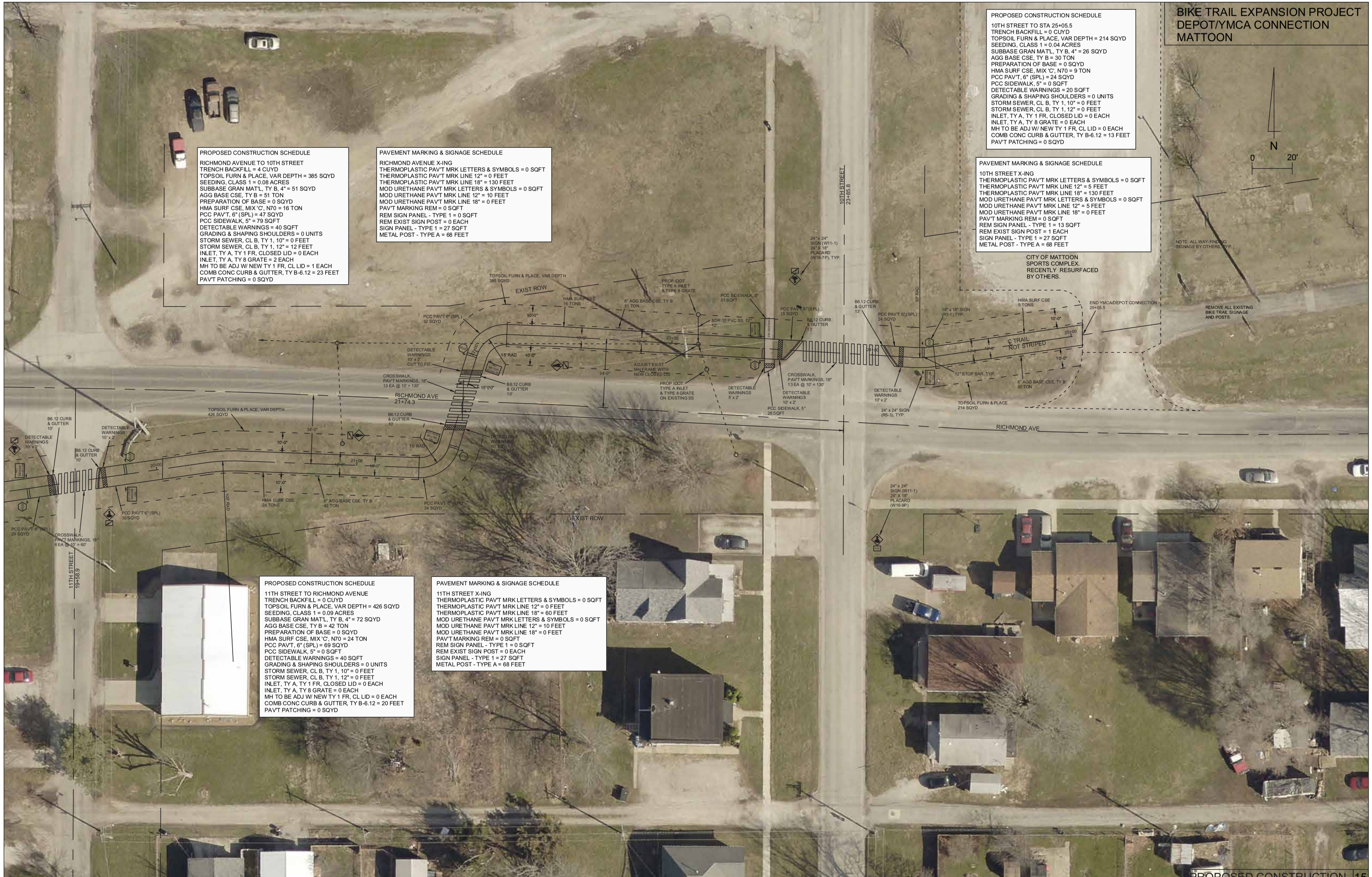
PROPOSED CONSTRUCTION 13

Attachment 7



Attachment 7

BIKE TRAIL EXPANSION PROJECT
DEPOT/YMCA CONNECTION
MATTOON



PROPOSED CONSTRUCTION SCHEDULE

RICHMOND AVENUE TO 10TH STREET
TRENCH BACKFILL = 4 CUYD
TOPSOIL FURN & PLACE, VAR DEPTH = 385 SQYD
SEEDING, CLASS 1 = 0.08 ACRES
SUBBASE GRAN MAT'L, TY B, 4" = 51 SQYD
AGG BASE CSE, TY B = 51 TON
PREPARATION OF BASE = 0 SQYD
HMA SURF CSE, MIX 'C', N70 = 16 TON
PCC PAV'T, 6" (SPL) = 47 SQYD
PCC SIDEWALK, 5" = 79 SQFT
DETECTABLE WARNINGS = 40 SQFT
GRADING & SHAPING SHOULDERS = 0 UNITS
STORM SEWER, CL B, TY 1, 10" = 0 FEET
STORM SEWER, CL B, TY 1, 12" = 12 FEET
INLET, TY A, TY 1 FR, CLOSED LID = 0 EACH
INLET, TY A, TY 8 GRATE = 2 EACH
MH TO BE ADJ W/ NEW TY 1 FR, CL LID = 1 EACH
COMB CONC CURB & GUTTER, TY B-6.12 = 23 FEET
PAV'T PATCHING = 0 SQYD

PAVEMENT MARKING & SIGNAGE SCHEDULE

RICHMOND AVENUE X-ING
THERMOPLASTIC PAV'T MRK LETTERS & SYMBOLS = 0 SQFT
THERMOPLASTIC PAV'T MRK LINE 12" = 0 FEET
THERMOPLASTIC PAV'T MRK LINE 18" = 130 FEET
MOD URETHANE PAV'T MRK LETTERS & SYMBOLS = 0 SQFT
MOD URETHANE PAV'T MRK LINE 12" = 10 FEET
MOD URETHANE PAV'T MRK LINE 18" = 0 FEET
PAV'T MARKING REM = 0 SQFT
REM SIGN PANEL - TYPE 1 = 0 SQFT
REM EXIST SIGN POST = 0 EACH
SIGN PANEL - TYPE 1 = 27 SQFT
METAL POST - TYPE A = 68 FEET

PROPOSED CONSTRUCTION SCHEDULE

10TH STREET TO STA 25+05.5
TRENCH BACKFILL = 0 CUYD
TOPSOIL FURN & PLACE, VAR DEPTH = 214 SQYD
SEEDING, CLASS 1 = 0.04 ACRES
SUBBASE GRAN MAT'L, TY B, 4" = 26 SQYD
AGG BASE CSE, TY B = 30 TON
PREPARATION OF BASE = 0 SQYD
HMA SURF CSE, MIX 'C', N70 = 9 TON
PCC PAV'T, 6" (SPL) = 24 SQYD
PCC SIDEWALK, 5" = 0 SQFT
DETECTABLE WARNINGS = 20 SQFT
GRADING & SHAPING SHOULDERS = 0 UNITS
STORM SEWER, CL B, TY 1, 10" = 0 FEET
STORM SEWER, CL B, TY 1, 12" = 0 FEET
INLET, TY A, TY 1 FR, CLOSED LID = 0 EACH
INLET, TY A, TY 8 GRATE = 0 EACH
MH TO BE ADJ W/ NEW TY 1 FR, CL LID = 0 EACH
COMB CONC CURB & GUTTER, TY B-6.12 = 13 FEET
PAV'T PATCHING = 0 SQYD

PAVEMENT MARKING & SIGNAGE SCHEDULE

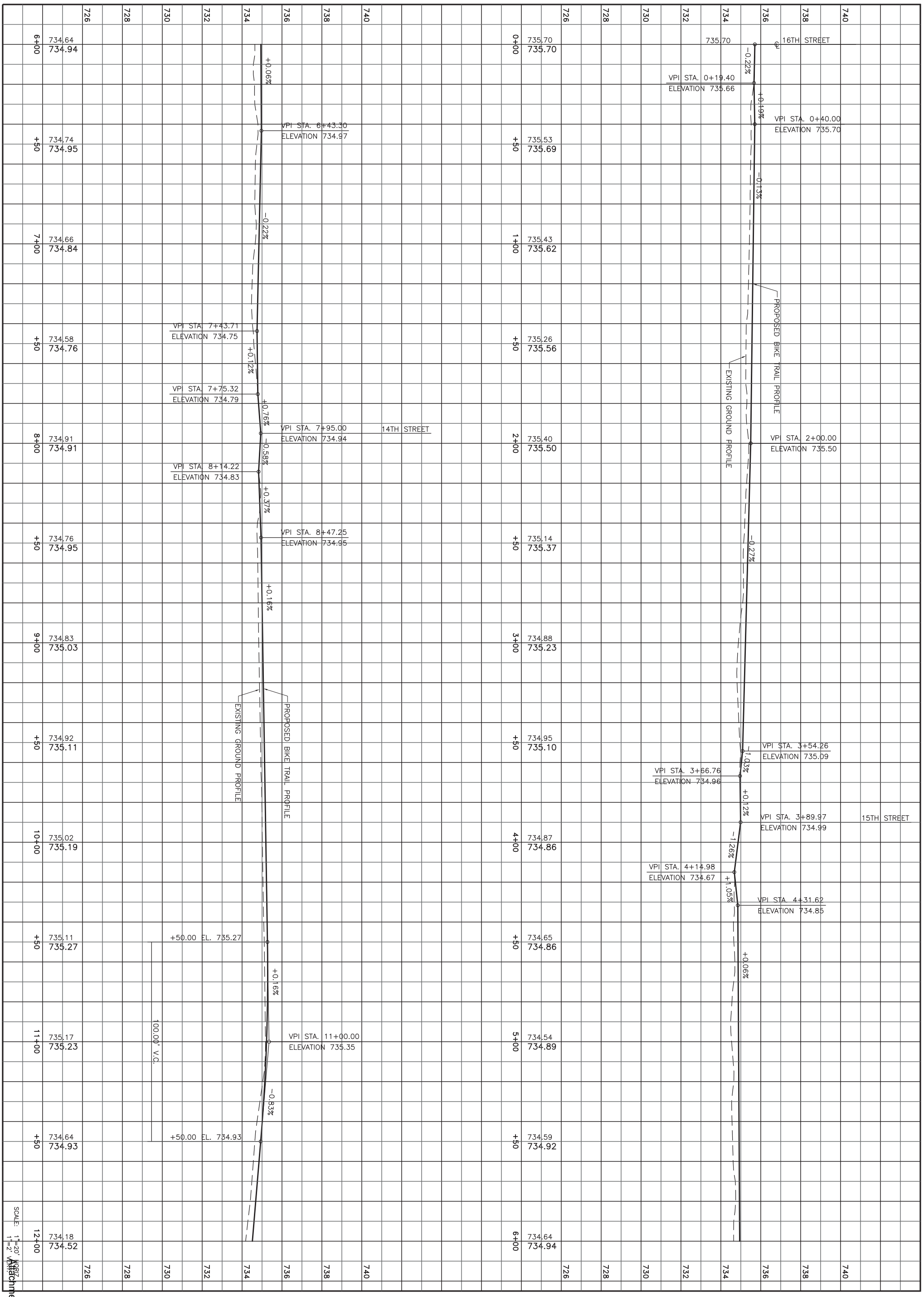
10TH STREET X-ING
THERMOPLASTIC PAV'T MRK LETTERS & SYMBOLS = 0 SQFT
THERMOPLASTIC PAV'T MRK LINE 12" = 5 FEET
THERMOPLASTIC PAV'T MRK LINE 18" = 130 FEET
MOD URETHANE PAV'T MRK LETTERS & SYMBOLS = 0 SQFT
MOD URETHANE PAV'T MRK LINE 12" = 5 FEET
MOD URETHANE PAV'T MRK LINE 18" = 0 FEET
PAV'T MARKING REM = 0 SQFT
REM SIGN PANEL - TYPE 1 = 13 SQFT
REM EXIST SIGN POST = 1 EACH
SIGN PANEL - TYPE 1 = 27 SQFT
METAL POST - TYPE A = 68 FEET

PROPOSED CONSTRUCTION SCHEDULE

11TH STREET TO RICHMOND AVENUE
TRENCH BACKFILL = 0 CUYD
TOPSOIL FURN & PLACE, VAR DEPTH = 426 SQYD
SEEDING, CLASS 1 = 0.09 ACRES
SUBBASE GRAN MAT'L, TY B, 4" = 72 SQYD
AGG BASE CSE, TY B = 42 TON
PREPARATION OF BASE = 0 SQYD
HMA SURF CSE, MIX 'C', N70 = 24 TON
PCC PAV'T, 6" (SPL) = 69 SQYD
PCC SIDEWALK, 5" = 0 SQFT
DETECTABLE WARNINGS = 40 SQFT
GRADING & SHAPING SHOULDERS = 0 UNITS
STORM SEWER, CL B, TY 1, 10" = 0 FEET
STORM SEWER, CL B, TY 1, 12" = 0 FEET
INLET, TY A, TY 1 FR, CLOSED LID = 0 EACH
INLET, TY A, TY 8 GRATE = 0 EACH
MH TO BE ADJ W/ NEW TY 1 FR, CL LID = 0 EACH
COMB CONC CURB & GUTTER, TY B-6.12 = 20 FEET
PAV'T PATCHING = 0 SQYD

PAVEMENT MARKING & SIGNAGE SCHEDULE

11TH STREET X-ING
THERMOPLASTIC PAV'T MRK LETTERS & SYMBOLS = 0 SQFT
THERMOPLASTIC PAV'T MRK LINE 12" = 0 FEET
THERMOPLASTIC PAV'T MRK LINE 18" = 60 FEET
MOD URETHANE PAV'T MRK LETTERS & SYMBOLS = 0 SQFT
MOD URETHANE PAV'T MRK LINE 12" = 10 FEET
MOD URETHANE PAV'T MRK LINE 18" = 0 FEET
PAV'T MARKING REM = 0 SQFT
REM SIGN PANEL - TYPE 1 = 0 SQFT
REM EXIST SIGN POST = 0 EACH
SIGN PANEL - TYPE 1 = 27 SQFT
METAL POST - TYPE A = 68 FEET



SCALE: 1"=20' HORIZ. 1"=2' VERT.

Attachment 7

16

sheet no.

NORTH

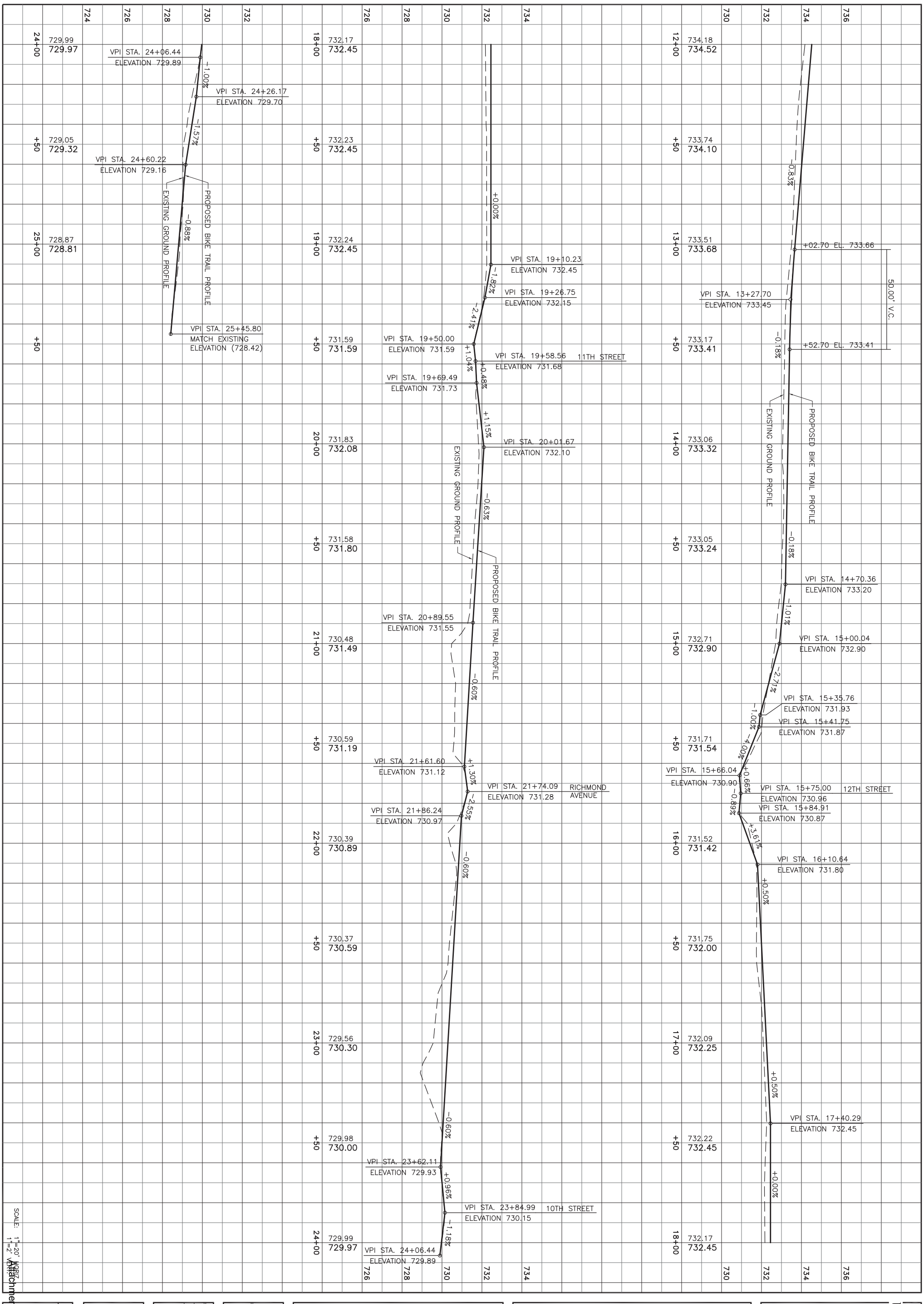
Revisions

Drawn EWING
Date Aug. 20, 2018
Project No. 3118052

YMCA BIKE TRAIL CONNECTION
City of Mattoon
Mattoon, Illinois 61938

BIKE TRAIL PROFILE

The Upchurch Group
architects
engineers
surveyors
123 North 15th Street
Mattoon, IL 61938
Phone: 217.235.3177
upchurchgroup@upchurchgroup.com
Professional Design
Firm Corporation
License No. 184-003401



Attachment 7

17

sheet no.

NORTH

Revisions

Drawn EWING

Date Aug. 14, 2018

Project No. 3118052

YMCA BIKE TRAIL CONNECTION

City of Mattoon

Mattoon, Illinois 61938

BIKE TRAIL PROFILE

The Upchurch Group
architects
engineers
surveyors

123 North 13th Street
Mattoon, IL 61938
Phone: 217.235.3177
upchurchgroup@upchurchgroup.com

Professional Design
Firm Corporation
License No. 184-003401

Attachment 7

Attachment 7

Attachment 7

Attachment 7

Attachment 7

Attachment 7

BIKE TRAIL EXPANSION PROJECT
RURAL RESURFACING
MATTOON TO CHARLESTON

N
0 200'

REMOVAL & PROPOSED CONSTRUCTION SCHEDULE
OLD STATE ROAD TO DECKER SPRINGS RD
GROSS LENGTH = 5,624' = 1.07 MILES.
PREPARATION OF BASE = 7,369 SQYD
HMA SURF CSE, MIX 'C', N70 = 710 TONS
GRADING AND SHAPING SHOULDERS = 112 UNITS
SEEDING BY OTHERS
SEE SHEET 32 FOR INTERSECTION DETAILS.

SILT FENCE REQ'D
STA 433+00 TO 440+00
SEE PLAN SHEET 48

RILEY CREEK

433+00 435+00 440+00 445+00 450+00 455+00 460+00 465+00 470+00 475+00 480+00 485+00 490+00 495+00 499+00

EXIST ROW

24" x 24" SIGN (W11-1)
24" x 18" PLACARD (W16-7P)
W IN 40' OF TRAIL, TYP.

24" x 24" SIGN (W11-1)
24" x 18" PLACARD (W16-9P)
250' TO 325' FROM TRAIL, TYP.

REMOVE EXIST BIKE X-ING
SIGNS & POSTS.

REMOVAL & PROPOSED CONSTRUCTION SCHEDULE
COUNTRY CLUB ROAD TO OLD STATE ROAD
GROSS LENGTH = 3,578' = 0.68 MILES.
PREPARATION OF BASE = 4,650 SQYD
HMA SURF CSE, MIX 'C', N70 = 456 TONS
GRADING AND SHAPING SHOULDERS = 71 UNITS
SEEDING BY OTHERS.
SEE SHEET 32 FOR INTERSECTION DETAILS.

REMOVAL & DISPOSAL OF REGULATED SUBSTANCES

THERE IS NO EXCAVATION, OR REMOVAL AND DISPOSAL OF REGULATED SUBSTANCES, BETWEEN THE SIDEROADS.

REMOVAL & DISPOSAL OF REGULATED SUBSTANCES

THERE IS NO EXCAVATION, OR REMOVAL AND DISPOSAL OF REGULATED SUBSTANCES, BETWEEN THE SIDEROADS.

℄ COUNTRY CLUB RD = 446+68.9

℄ OLD STATE RD = 482+46

CHARLESTON COUNTRY CLUB

CR 400E

28

Attachment 7

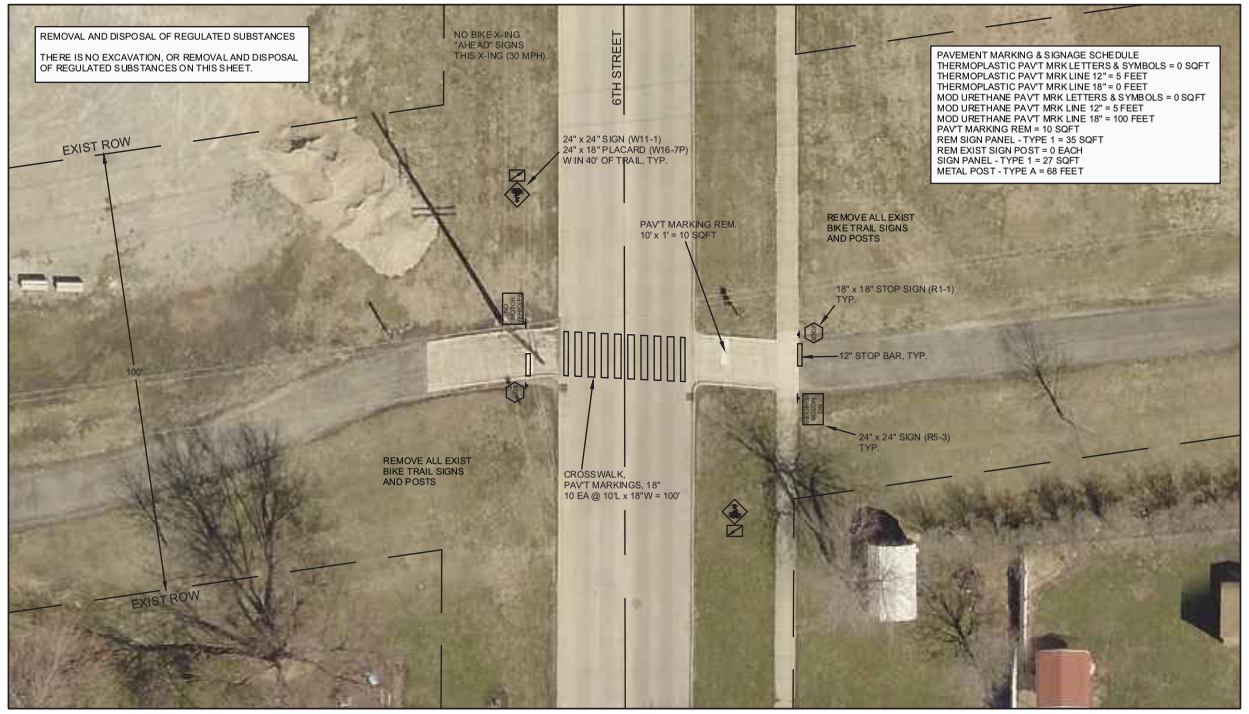
Attachment 7

Attachment 7

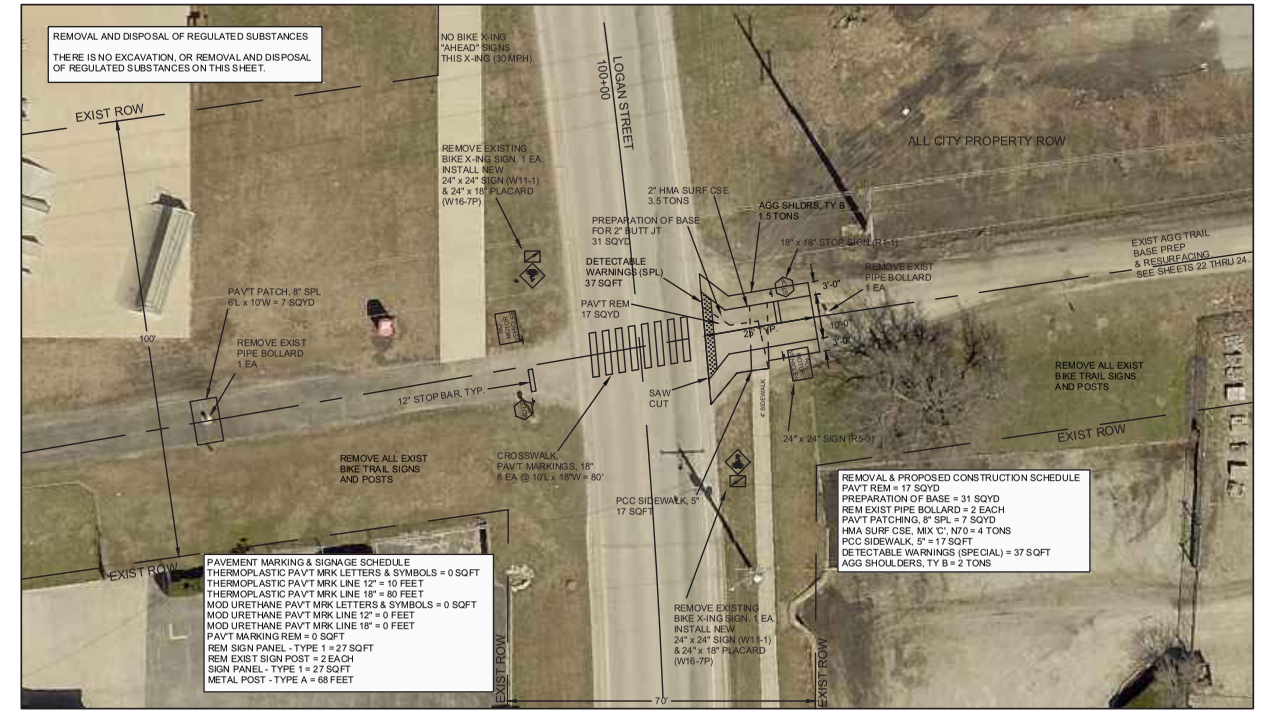
BIKE TRAIL EXPANSION PROJECT
INTERSECTION DETAILS
MATTOON TO CHARLESTON

INTERSECTION DETAILS

6TH STREET X-ING (MATTOON)

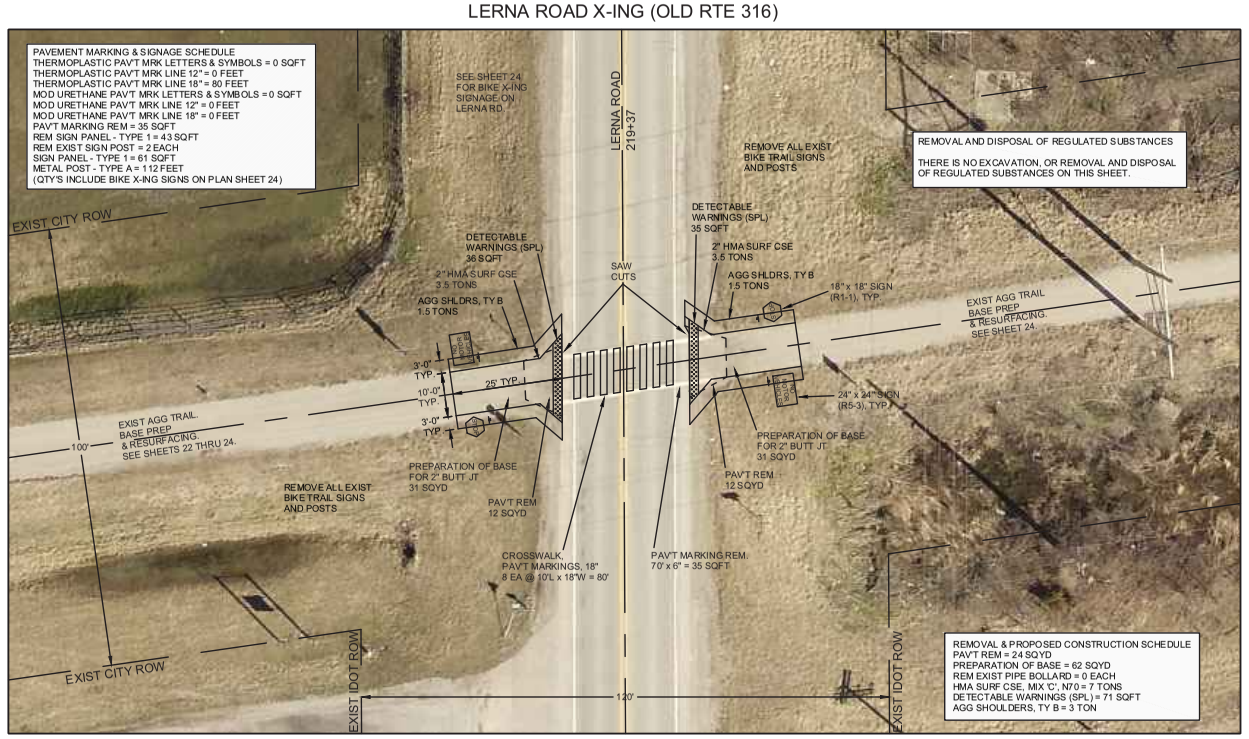


LOGAN STREET X-ING (MATTOON)

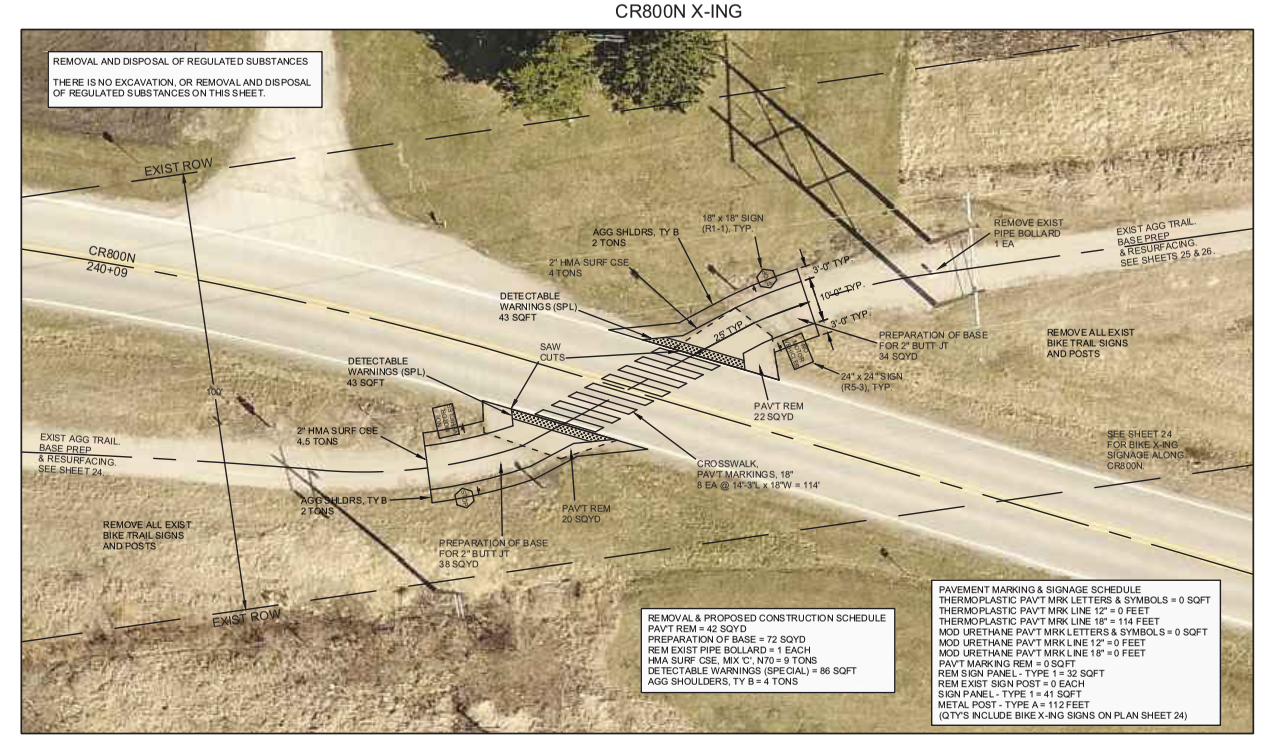


N
0 20'

LERNA ROAD X-ING (OLD RTE 316)



CR800N X-ING

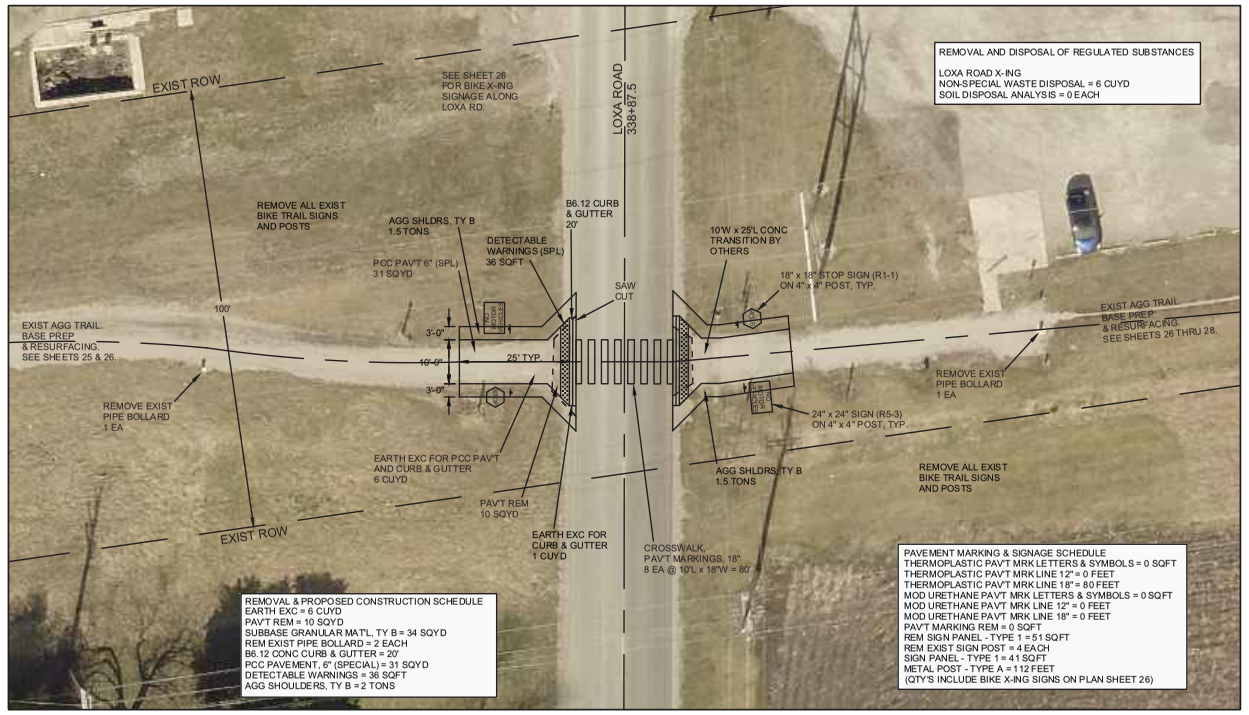


Attachment 7

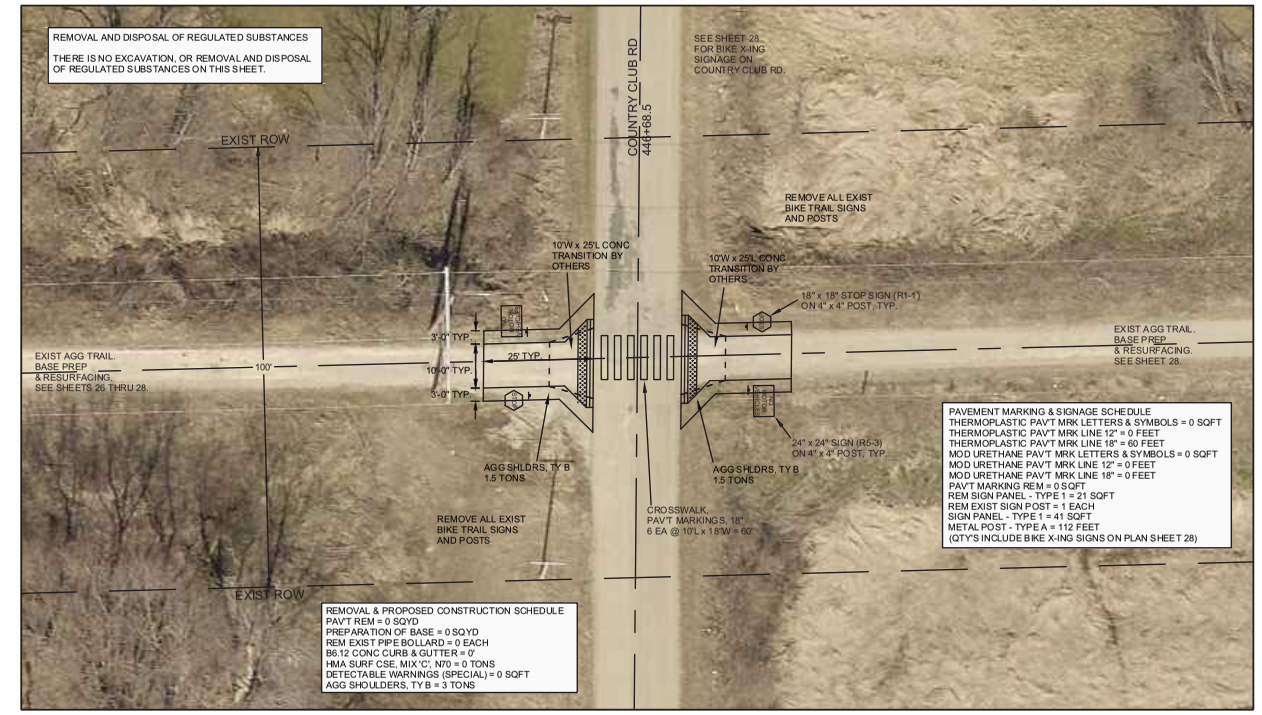
BIKE TRAIL EXPANSION PROJECT
INTERSECTION DETAILS
MATTOON TO CHARLESTON

INTERSECTION DETAILS

LOXA ROAD X-ING

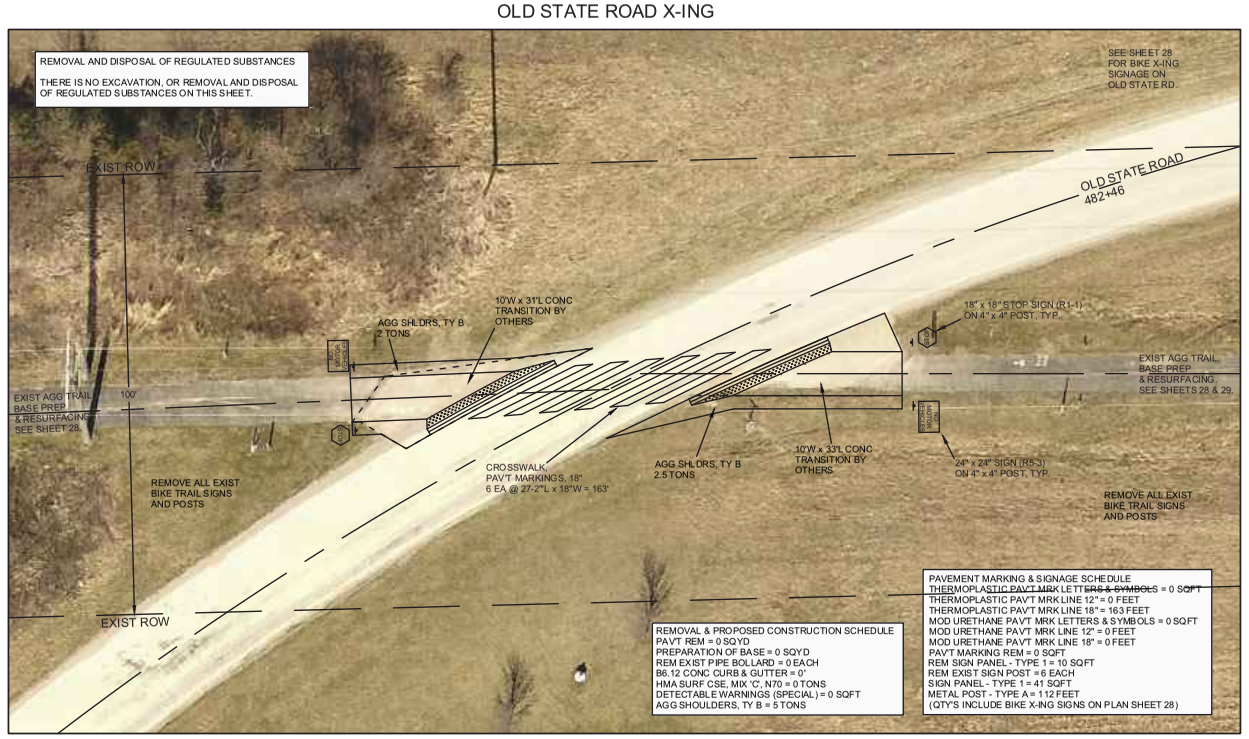


COUNTRY CLUB ROAD X-ING

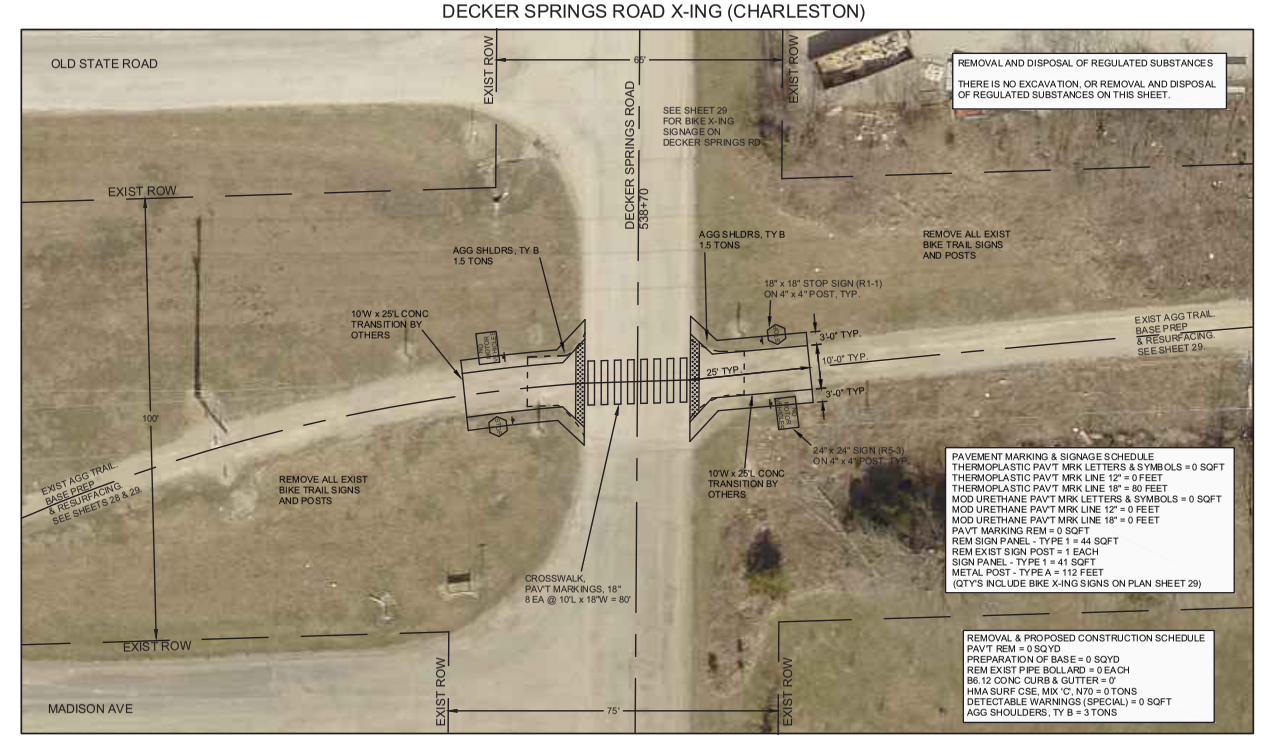


N
0 20'

OLD STATE ROAD X-ING



DECKER SPRINGS ROAD X-ING (CHARLESTON)

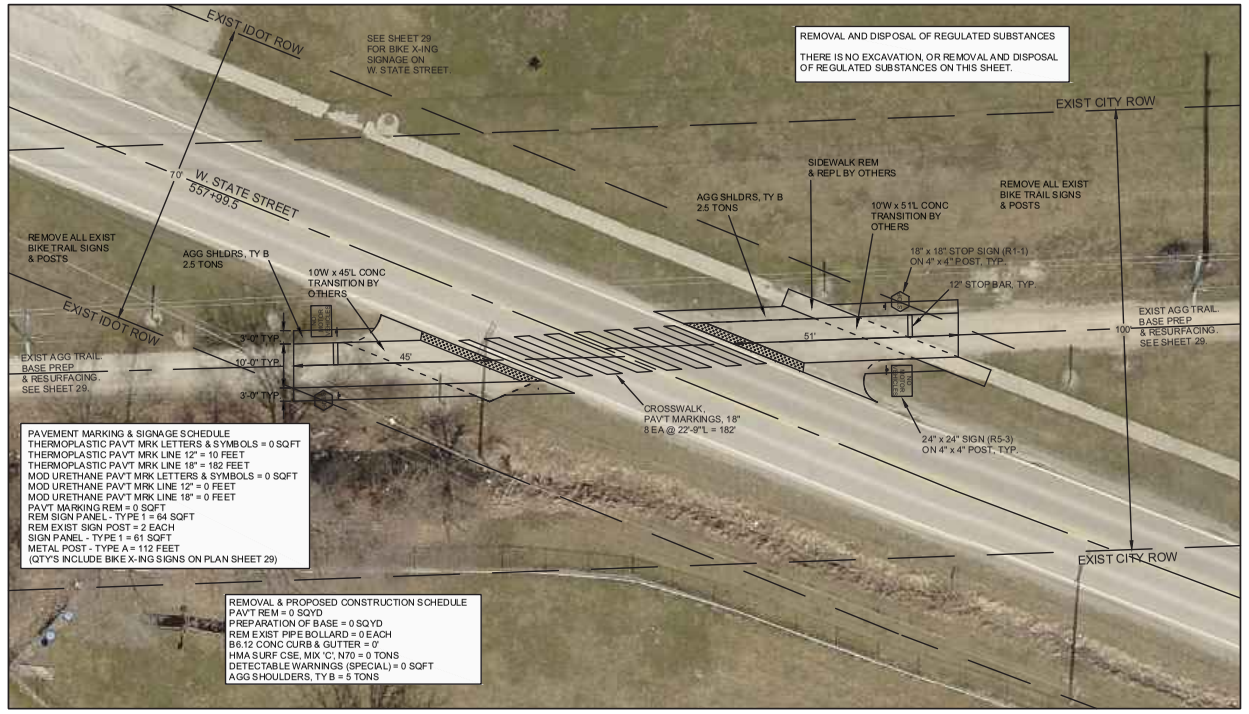


Attachment 7

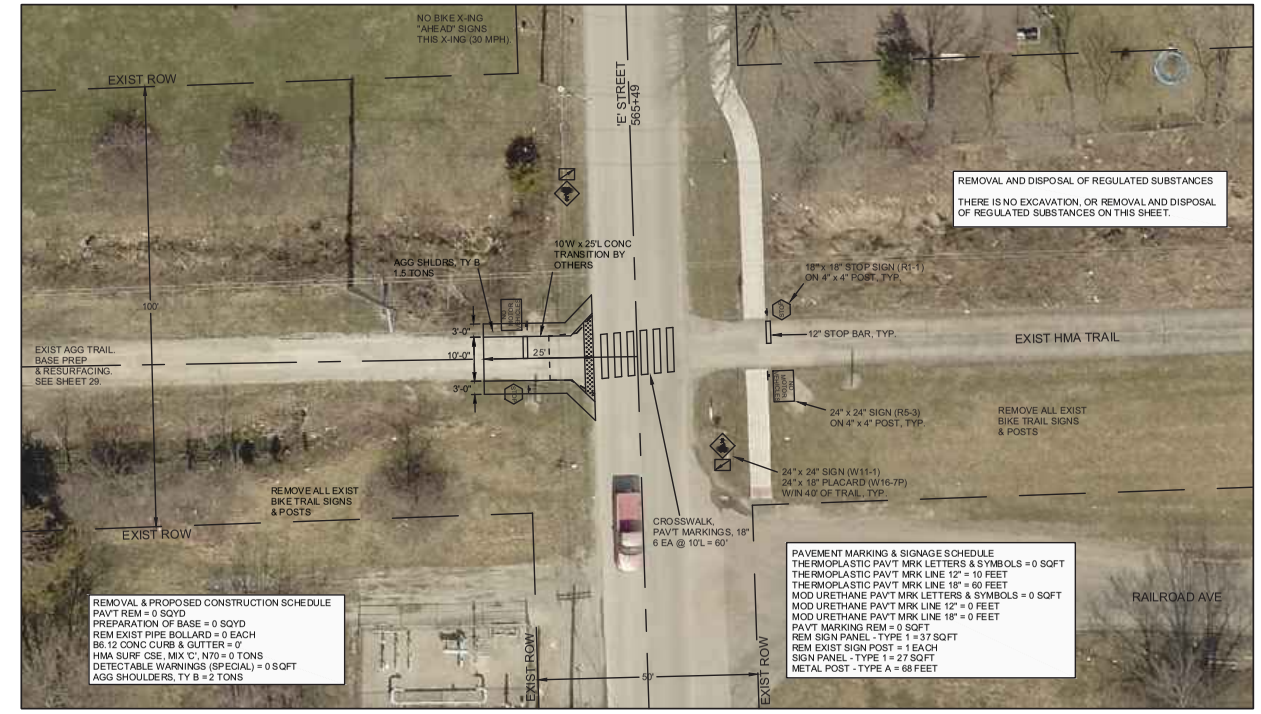
BIKE TRAIL EXPANSION PROJECT
INTERSECTION DETAILS
MATTOON TO CHARLESTON

INTERSECTION DETAILS

W. STATE STREET X-ING (OLD RTE 316) (CHARLESTON)



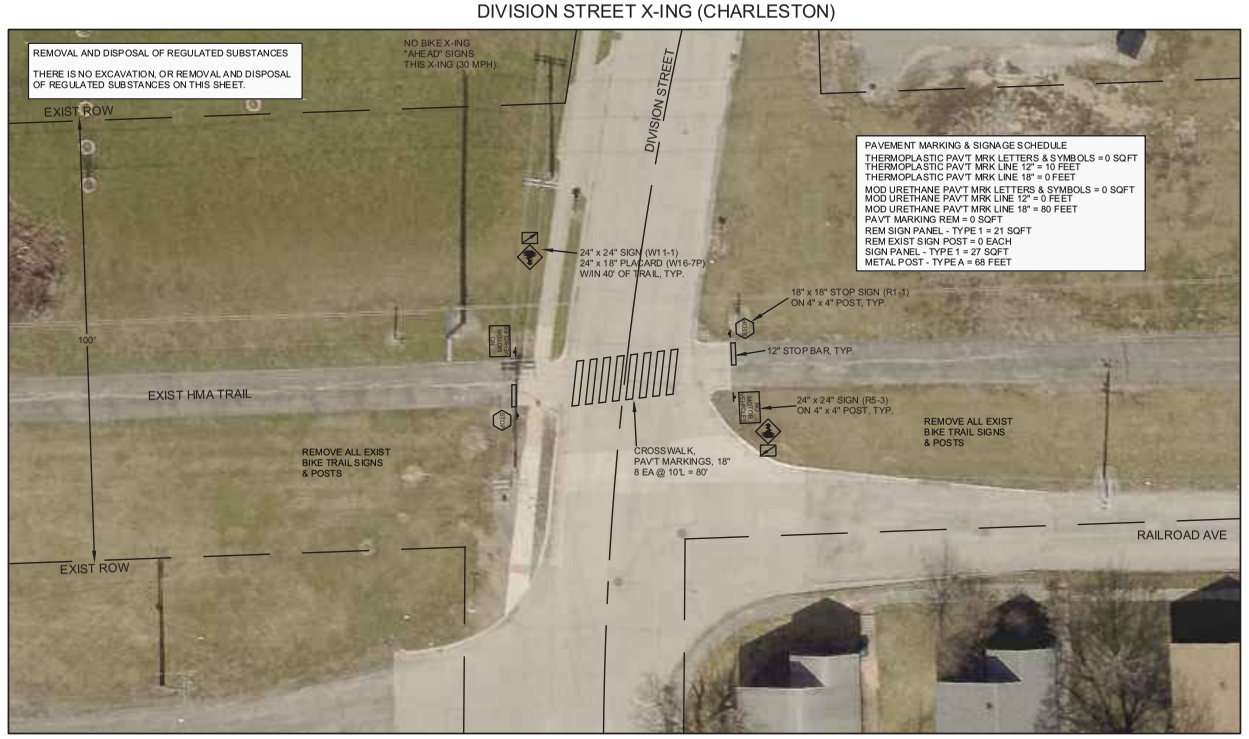
'E' STREET X-ING (CHARLESTON)



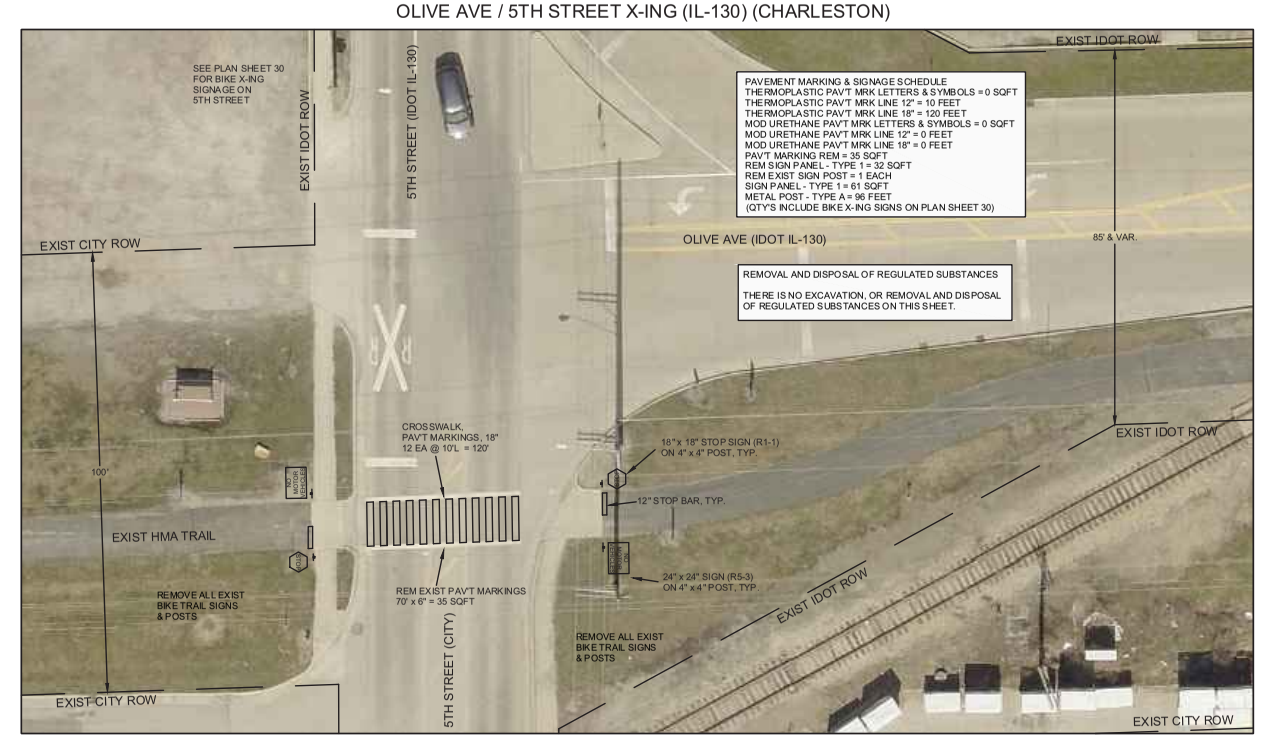
N

0 20'

DIVISION STREET X-ING (CHARLESTON)



OLIVE AVE / 5TH STREET X-ING (IL-130) (CHARLESTON)

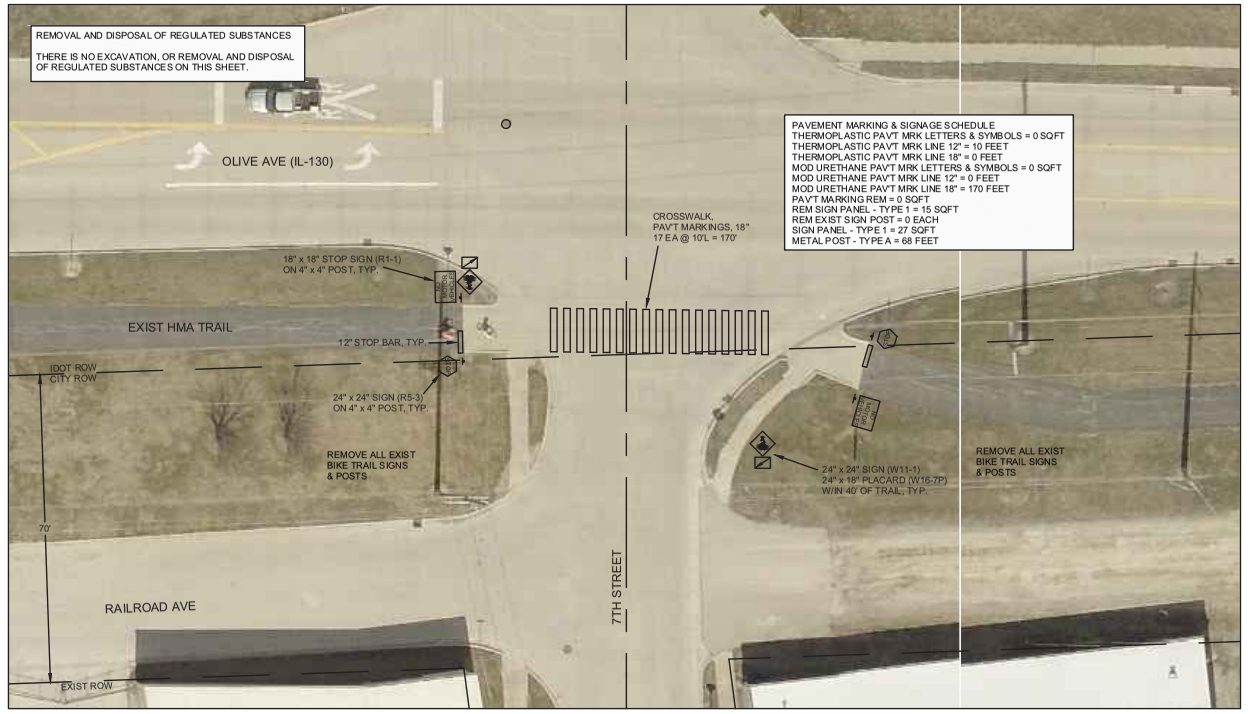


Attachment 7

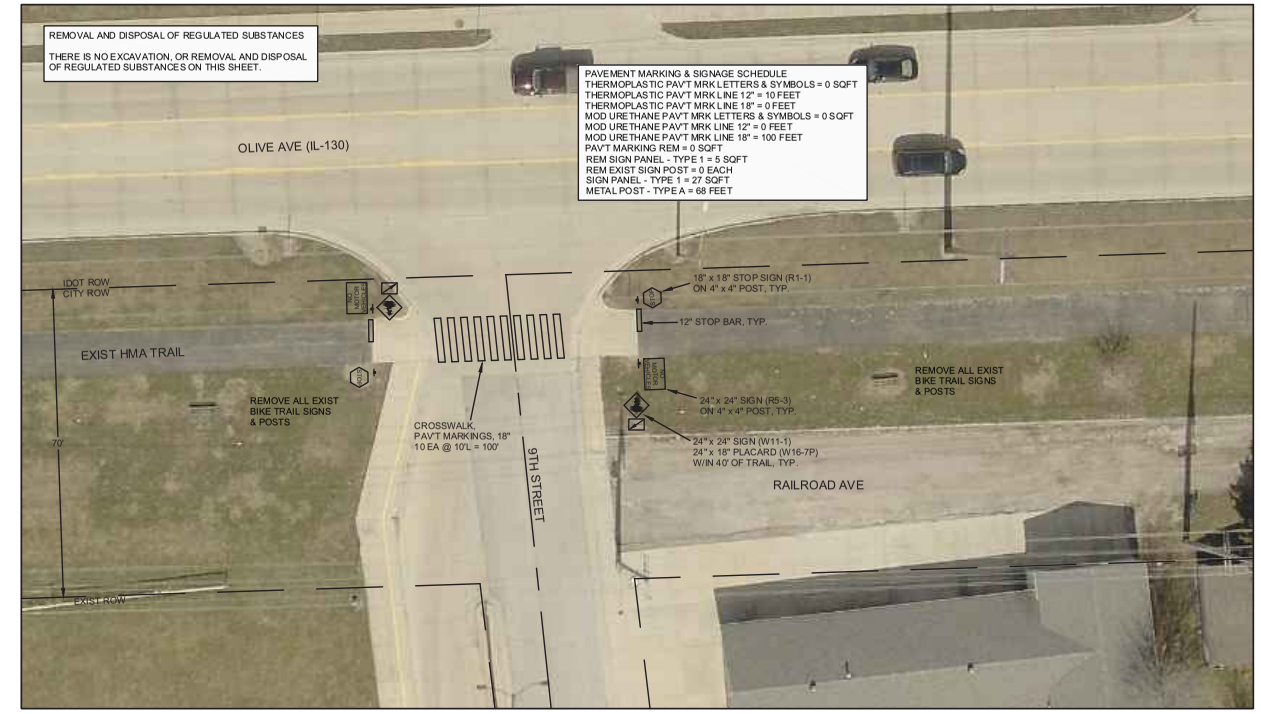
BIKE TRAIL EXPANSION PROJECT
INTERSECTION DETAILS
MATTOON TO CHARLESTON

INTERSECTION DETAILS

7TH STREET X-ING (CHARLESTON)

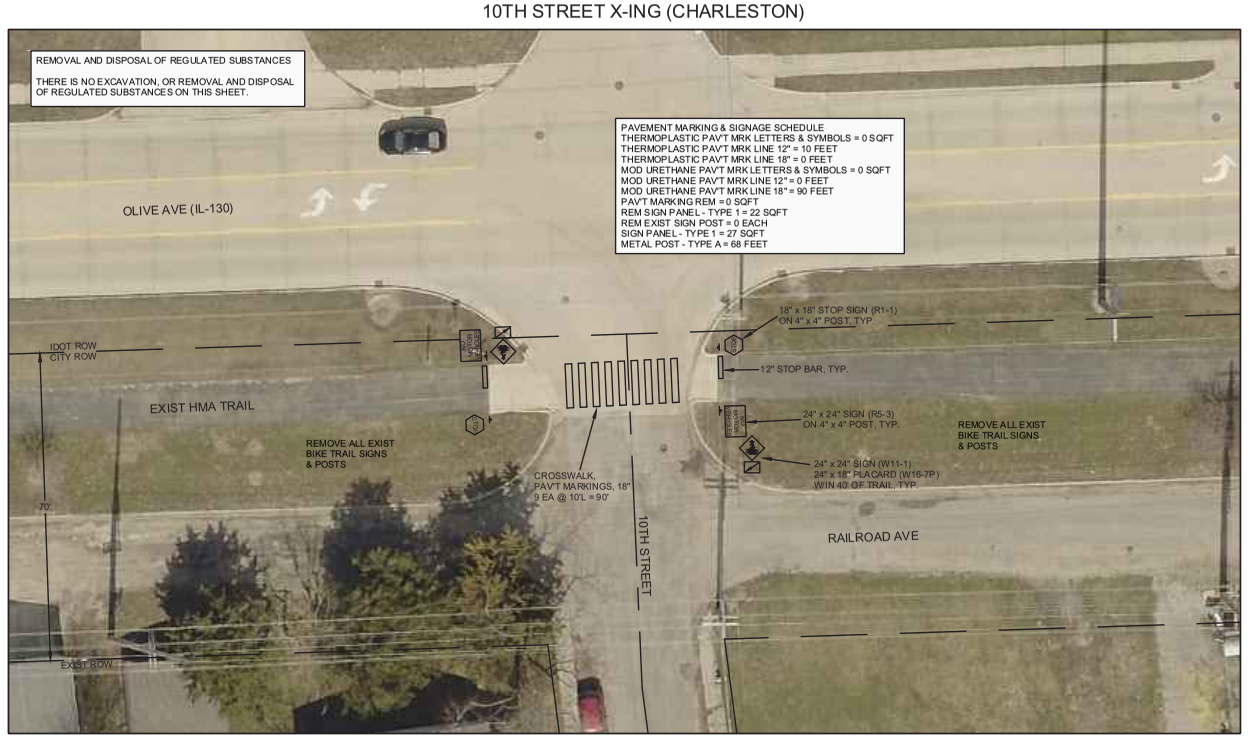


9TH STREET X-ING (CHARLESTON)

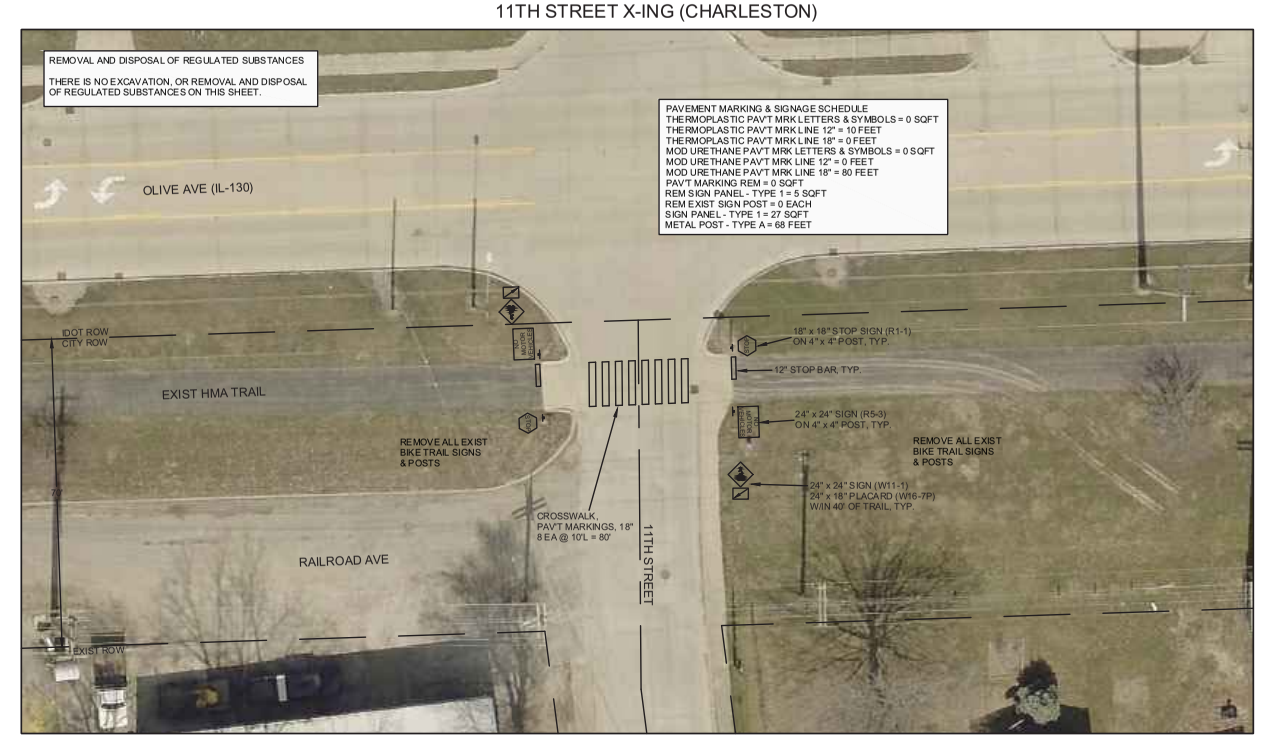


N
0 20'

10TH STREET X-ING (CHARLESTON)



11TH STREET X-ING (CHARLESTON)



Attachment 7

BIKE TRAIL EXPANSION PROJECT
RURAL RESURFACING
MATTOON TO CHARLESTON

INTERSECTION DETAILS

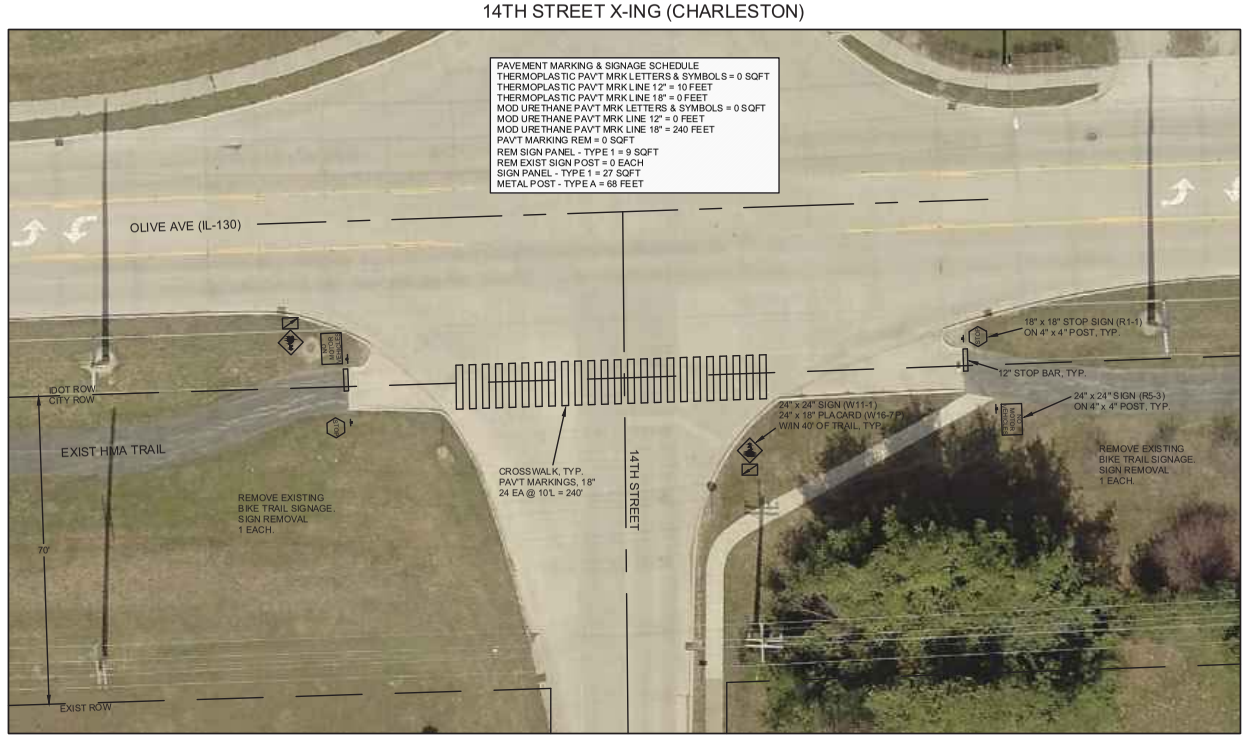
12TH STREET X-ING (CHARLESTON)

13TH STREET X-ING (CHARLESTON)

N

0 20'

14TH STREET X-ING (CHARLESTON)



Attachment 7

BIKE TRAIL EXPANSION PROJECT
EIU CONNECTION
CHARLESTON

PAVEMENT MARKING & SIGNAGE SCHEDULE

6TH STREET

PAV'T MRK REM = 816 SF
THERMOPLASTIC PAV'T MRK LETTERS & SYMBOLS = 211 SF
THERMOPLASTIC PAV'T MRK, LINE 4" = 9,391 LF
MODIFIED URETHANE PAV'T MRK, LETTERS & SYMBOLS = 8 SF

7TH STREET

PAV'T MRK REM = 984 SF
THERMOPLASTIC PAV'T MRK LETTERS & SYMBOLS = 195 SF
THERMOPLASTIC PAV'T MRK, LINE 4" = 9,833 LF

Attachment 12

Environmental Clearances and Correspondence

ESR was submitted on 6/20/2018

Preliminary Environmental Site Assessment (PESA) - Executive Summary,
by Huff & Huff, 9/21/2018

Link to full PESA:

http://mattoon.illinois.gov/business/bids/bike_trail_expansion_project_preliminary_environmental_site_assessment

PESA Review Memo, 9/28/2018

PESA Memo from Springfield, 10/1/2018

PESA Response from City of Mattoon, 10/4/2018

Cultural Resources Clearance, 2/11/2019

Preliminary Site Investigation (PSI) - Abbreviated, by Huff & Huff, 2/18/19

Link to full PSI:

http://mattoon.illinois.gov/sites/default/files/page_attachments/PSIHuff%26Huff.pdf

PSI Response from City of Mattoon, 3/21/2019

Biological and Wetlands Clearance, 4/17/2019

(Mapped Roadside Prairie Area, Transportation Review for Ecological Compliance,
U.S. Fish and Wildlife, 3/1/19, U.S. Fish and Wildlife, 3/5/19)

A Subsidiary of GZA

Proactive by Design.
Our Company Commitment.

Preliminary Environmental Site Assessment

BIKE TRAIL EXTENSION AND IMPROVEMENTS MATTOON TO CHARLESTON, COLES COUNTY, ILLINOIS

September 21, 2018
File No. 81.0220535.02

PREPARED FOR:
City of Mattoon
208 N. 19th Street
Mattoon, IL 61938

Huff & Huff, A Subsidiary of GZA
915 Harger Road Suite 330 | Oak Brook, IL 60523
630-684-9100

GZA has 32 Offices Nationwide
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Huff & Huff incorporated
A Subsidiary of GZA

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WATER
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Suite 330
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T: 630.684.9100
F: 630.684.9120
www.huffnhuff.com
www.gza.com

September 21, 2018
File No. 81.0220535.02

Mr. Dean Barber
Public Works Director
City of Mattoon
208 N. 19th Street
Mattoon, IL 61938

Re: Preliminary Environmental Site Assessment Report
Bike Trail Extension and Improvements from Mattoon to Charleston
Mattoon to Charleston, Coles County, IL
81.0220535.02

Dear Mr. Barber,

Huff & Huff Inc., a subsidiary of GZA GeoEnvironmental, Inc. (GZA), is pleased to present the attached Preliminary Environmental Site Assessment Report ("Report") for the proposed Bike Trail Extension and Improvements from Mattoon to Charleston in Coles County, IL. The report provides findings, conclusions, and recommendations that Huff & Huff derived from our evaluation and are based on our current understanding of the project.

As potential impacts to groundwater and soils exist, a series of soil borings through a Preliminary Site Investigation (PSI) is recommended along the Project Corridor to specifically address the forty-one (41) potentially impacted properties (PIPs) and to document the soil conditions from an environmental perspective. The information obtained from soil sampling will also aid in developing potential pay items for soil management within areas of anticipated excavation.

We appreciate the opportunity to provide services for this project. Please feel free to contact us with any questions.

Very truly yours,

Huff & Huff, Inc.

Adam H. Kittler
Geologist

Shane Cuplin
Senior Project Manager, P.G.

Jeremy J. Reynolds, P.G.
Associate Principal

Attachments: Lively Boulevard Improvements PESA Report

An Equal Opportunity Employer M/F/V/H

TABLE OF CONTENTS

GLOSSARY OF ACRONYMS ..... **VIII**

EXECUTIVE SUMMARY ..... **IX**

1.0 INTRODUCTION **1**

1.1 SCOPE OF ASSESSMENT 1

1.2 DATA GAPS, LIMITATIONS, AND EXCEPTIONS 2

1.2.1 Data Gaps 2

1.2.2 Limitations/Exceptions 2

1.3 PROPOSED IMPROVEMENTS 3

1.4 SURROUNDING LAND USE 3

2.0 SITE GEOLOGY/HYDROGEOLOGY **6**

3.0 NATURAL FEATURES AND HAZARDS **7**

4.0 HISTORICAL LAND USE **8**

4.1 AERIAL PHOTOGRAPHS 8

4.2 FIRE INSURANCE MAPS 9

4.3 SOLID WASTE DISPOSAL SITES 9

4.4 PLAT MAPS 9

4.5 TOPOGRAPHIC MAPS 9

4.6 ILLINOIS MANUFACTURERS DIRECTORIES 10

4.7 CITY DIRECTORIES 10

5.0 PROJECT SITES **10**

5.1 LOCAL, STATE, AND FEDERAL DATABASE SEARCH 10

5.2 SITE DETERMINATION 12

5.3 DESCRIPTION OF SITES DETERMINED TO BE PIPS 12

5.3.1 Niebrugge Oil Company / Platolene 500 (Site ID 5) 14

5.3.2 CIPS Town Gas / Central Illinois Public Service (Site ID 6) 15

TABLE OF CONTENTS

5.3.3 Former Young Radiator / Ballinger, Dennis / Unknown (Site ID 7) 15
5.3.4 City of Mattoon Street Department (Site ID 8) 15
5.3.5 Mattoon Softball Complex / Former Railyard (Site ID 13) 16
5.3.6 Verizon Wireless (Site ID 17) 16
5.3.7 Storage Yard and Water tower (Site ID 18) 16
5.3.8 Monitor Signs Inc (Site ID 19) 16
5.3.9 General Steel & Metal/Mervis Industry, Inc. (Site ID 20) 16
5.3.10 NCI Group, Inc dba Insulated Panel Systems (Site ID 25) 17
5.3.11 Resthaven Memorial Gardens Cemetery (Site ID 26) 17
5.3.12 JG Scholes Trucking, Inc (Site ID 28) 17
5.3.13 Charleston Country Club (Site ID 30) 17
5.3.14 Lester Building Systems (Site ID 37) 18
5.3.15 Treasure Island Furniture (Site ID 39) 18
5.3.16 Maintenance and Storage Facility (Site ID 42) 18
5.3.17 CJS Auto & Towing (Site ID 28) 18
5.3.18 AT&T Mobility / Total Grain Marketing LLC (Site ID 49) 18
5.3.19 Gano Welding Supplies Inc. (Site ID 50) 19
5.3.20 Huckaba & Sons Construction Co / Wright Trucking Dennis (Site ID 53) 19
5.3.21 Midstate Foundry Co (Site ID 54) 19
5.3.22 Kirchner Building Center (Site ID 59) 19
5.3.23 Dutts, Gayna / Winnett & Deremiah (Site ID 64) 20
5.3.24 Quality Auto Construction (Site ID 65) 20
5.3.25 Darrell Eaton Property (Site ID 66) 20
5.3.26 Carlos Cleaners (Site ID 74) 21
5.3.27 Coles County Sherriff Department (Site ID 76) 21

TABLE OF CONTENTS

5.3.28 IL Consolidated Telephone Co (Site ID 80) 21
5.3.29 Inyart Tire & Auto (Site ID 84) 21
5.3.30 Marathon Oil #1819 (Site ID 85) 22
5.3.31 Eastern Illinois University / Eastern Illinois University - Art Park (Site ID 86) 22
5.3.32 Pierce Francis & Diller W L (SIA) (Site ID E) 22
5.3.33 Sherwin-Williams Co (Site ID I) 22
5.3.34 Meadow Gold Dairy / Borden, Inc (Site ID O) 23
5.3.35 CIPS Town Gas (Site ID AE) 23
5.3.36 No Facility Name Provided / Hucks #250 (Site ID AJ) 23
5.3.37 Jim Hutton, Boatman / Illinois Dept. of Transportation (Site ID AK) 24
5.3.38 Johnsons Automotive SVC Inc (Site ID AM) 24
5.4 DESCRIPTION OF SITES ADJACENT TO PROJECT CORRIDOR WITHOUT PIPS 36
5.4.1 De Minimis Sites 36
5.4.2 Amtrak Mattoon Station (Site ID 1) 37
5.4.3 Mattoon Area Family YMCA (Site ID 2) 38
5.4.4 Commercial Storefronts (Site ID 3) 38
5.4.5 Single Commercial and Municipal Properties (Site ID 4) 38
5.4.6 City of Mattoon / Mattoon City of Street Department (Site ID 9) 38
5.4.7 Single Self-Storage Garage Properties (Site ID 11) 39
5.4.8 Nukabe Automotive Parts Sales (Site ID 9) 39
5.4.9 Precision Automotive / Wave Graphics Inc (Site ID 16) 39
5.4.10 Transformer Stations (Site ID 21) 39
5.4.11 Furry Sons Warehouse (Site ID 22) 40
5.4.12 Mattoon Ready Mix (Site ID 24) 40
5.4.13 Coles County Dragway USA (Site ID 29) 40

TABLE OF CONTENTS

5.4.14 Clandestine Drug Lab Listings (Site ID 34) 40
5.4.15 Charleston WWTP (Site ID 36) 41
5.4.16 Lester Building Systems (Site ID 38) 41
5.4.17 Coles County Fairground (Site ID 40) 41
5.4.18 Spence Monument Company (Site ID 41) 41
5.4.19 Single Storage Garage Properties (Site ID 44) 42
5.4.20 Winnett Consultant Plumbing (Site ID 46) 42
5.4.21 Seaton Youth Complex (Site ID 48) 42
5.4.22 Charleston Train Station (Site ID 51) 42
5.4.23 Samuels Shoe Co (Site ID 52) 43
5.4.24 92 Olive Ave (Site ID 55) 43
5.4.25 Embarass Water District (Site ID 56) 43
5.4.26 Single and Multi-Tenant Commercial Buildings (Site ID 60) 43
5.4.27 Jefferson Elementary School (Site ID 62) 44
5.4.28 Religious Properties (Site ID 67) 44
5.4.29 Single and Multi-Tenant Commercial Buildings (Site ID 68) 44
5.4.30 Unknown (Site ID 69) 44
5.4.31 Coles County Circuit Clerk / Charleston City Hall (Site ID 70) 45
5.4.32 513 7th St (Site ID 71) 45
5.4.33 Hong Kong House & China Café (Site ID 72) 45
5.4.34 Donnas Cleaners (Site ID 73) 45
5.4.35 Charleston Public Library (Site ID 75) 46
5.4.36 Single and Multi-Tenant Commercial Buildings (Site ID 77) 46
5.4.37 740 6th (Site ID 78) 46
5.4.38 McGrady Inn Hotel (Site ID 79) 46

TABLE OF CONTENTS

5.4.39 Single-Tenant Commercial Buildings (Site ID 82) 47

5.4.40 Apartment Complex Buildings (Site ID 83) 47

5.4.41 City of Mattoon (Site ID B) 47

5.4.42 Clandestine Drug Lab Listings (Site ID J) 47

5.4.43 Unknown (Site ID M) 48

5.4.44 J.O. Eubanks & Sons (Site ID AH) 48

5.4.45 Clodfelders Goodyear (Site ID AL) 48

5.4.46 Keller Oil Co. / Panther Super K Shell (Site ID AO) 48

5.4.47 No Status Sites 49

5.5 DESCRIPTION OF SITES OFF PROJECT CORRIDOR WITHOUT PIPS 50

5.6 ORPHAN SITES 52

6.0 FINDINGS AND SAMPLING RECOMMENDATIONS 52

6.1 FINDINGS 52

6.2 RECOMMENDATIONS 65

7.0 ENDORSEMENTS 66

8.0 INFORMATION SOURCES 67

TABLES

TABLE ES-1 SUMMARY OF SITES DETERMINED TO BE POTENTIALLY IMPACTED PROPERTIES IX

TABLE ES-2 SUMMARY OF SITES IDENTIFIED ADJACENT TO THE PROJECT CORRIDOR WITH DE MINIMIS CONDITIONS XI

TABLE ES-3 SUMMARY OF SITES IDENTIFIED ADJACENT TO THE PROJECT CORRIDOR WITH NO STATUS XIII

TABLE ES-4 SUMMARY OF SITES IDENTIFIED OFF THE PROJECT CORRIDOR WITH NO STATUS XIII

TABLE 5-1 SUMMARY OF SITES DETERMINED TO BE POTENTIALLY IMPACTED PROPERTIES 13

TABLE 5-2 SUMMARY OF SITES IDENTIFIED ADJACENT TO THE PROJECT CORRIDOR WITH DE MINIMIS CONDITIONS 36

TABLE OF CONTENTS

TABLE 5-3 SUMMARY OF SITES IDENTIFIED ADJACENT TO THE PROJECT CORRIDOR WITH NO STATUS 49

TABLE 5-4 SUMMARY OF SITES IDENTIFIED OFF THE PROJECT CORRIDOR WITH NO STATUS[1] 50

TABLE 6-1 SUMMARY OF SITES DETERMINED TO BE POTENTIALLY IMPACTED PROPERTIES 52

FIGURES

FIGURE 1-1 SITE LOCATION MAP 4

FIGURE 1-2 SITE LAYOUT MAP 5

FIGURE 5-1 IDENTIFIED SITES MAP 25

FIGURE 6-1 POTENTIALLY IMPACTED PROPERTIES MAP 54

TABLE OF CONTENTS

APPENDICES

APPENDIX A PHOTOGRAPH LOG
APPENDIX B INITIAL FIELD SURVEY CHECKLIST
ISGS PESA CHECKLIST
APPENDIX C SOIL SURVEY MAP
BERG MAP (POTENTIAL FOR AQUIFER CONTAMINATION MAP)
STACK UNIT MAP
GLACIAL DRIFT MAP
BEDROCK GEOLOGY MAP
ZONING MAP
NIPC SOLID WASTE MAP
FLOOD INSURANCE RATE MAP
WETLANDS MAP
LANDSLIDE AND SEISMIC HAZARD MAPS
KARST AREA MAP
COAL MINE MAP
CLEAN WATER ACT SECTION 303(d) LIST
NPMS MAP
HISTORICAL AERIAL PHOTOGRAPHS
HISTORICAL TOPOGRAPHIC MAPS
APPENDIX D ERIS REPORT

GLOSSARY OF ACRONYMS

ACM	Asbestos-Containing Material	**NIPC**	Northeastern Illinois Planning Commission
ASTM	ASTM International	**NFR**	No Further Remediation
bgs	below ground surface	**NPMS**	National Pipeline Mapping System
BDE	Bureau of Design and Environment	**OSFM**	Office of the Illinois State Fire Marshal
BLRS	Bureau of Local Roads and Streets	**PESA**	Preliminary Environmental Site Assessment
BTEX	Benzene, Toluene, Ethylbenzene, and total Xylenes	**PGA**	Peak Ground Acceleration
CCDD	Clean Construction or Demolition Debris	**PID**	Photoionization Detector
CERCLIS	Comprehensive Environmental Response, Compensation, and Liability Information System	**PIP**	Potentially Impacted Property
COC	Contaminant of Concern	**PNA**	Polynuclear Aromatic Hydrocarbons
CWA	Clean Water Act	**PSI**	Preliminary Site Investigation
ERIS	Environmental Risk Information Services	**RCRA**	Resource Conservation and Recovery Act
FEMA	Federal Emergency Management Agency	**REC**	Recognized Environmental Condition
FOIA	Freedom of Information Act	**RO**	Remedial Objective
IAC	Illinois Administration Code	**ROW**	Right-of-Way
IDOT	Illinois Department of Transportation	**SPILLS**	Spills and Incidences
IEMA	Illinois Emergency Management Agency	**SQG**	Small Quantity Generator
IEPA	Illinois Environmental Protection Agency	**USEPA**	United States Environmental Protection Agency
ISGS	Illinois State Geological Survey	**USGS**	United States Geological Survey
LUST	Leaking Underground Storage Tank	**UST**	Underground Storage Tank
MAC	Maximum Allowable Concentration	**WWTP**	Wastewater Treatment Plant

EXECUTIVE SUMMARY

This Preliminary Environmental Site Assessment (PESA) identifies man-made hazards that may be encountered within the proposed Bike Trail Extension and Improvements Project. The proposed improvements are along the Lincoln Prairie Grass Trail from 16th Street in the City of Mattoon to 14th Street in the City of Charleston in addition to improvements along 6th and 7th street from Olive Avenue to Lincoln Avenue. The Project Corridor study area is approximately 11.2 miles in length from 16th Street in the City of Mattoon to 14th Street in the City of Charleston and approximately 1 mile in length along 6th street and 7th street from Olive Avenue to Lincoln Avenue.

The screening process, used to identify sites that may pose a hazard to the Project Corridor, included a historical review, database search, review of other applicable information, and site reconnaissance. Historical resources reviewed included historical aerial photos and historical topographic maps of the Project Corridor. Both were reviewed for evidence of former sites that may pose a hazard to the Project Corridor. The database search provided information (on a local, state, or federal level) on properties that may pose a hazard to the Project Corridor. Information not provided in the database search, such as water quality data, and the national pipeline mapping system was also reviewed with regards to the Project Corridor. Site reconnaissance was conducted on July 19, 2018 to inspect the sites identified through the screening process, and to also identify additional sites adjacent to the Project Corridor with storage areas, spills, staining, or other indications of potential environmental concern.

Sites identified through the screening process were then further reviewed to determine their status as a potentially impacted property (PIP) in connection to the Project Corridor. The following tables (Tables ES-1 through ES-4) summarize these sites. Based on the information presented in this PESA and data collected during the screening process, this assessment has revealed evidence of forty-one (41) PIPs in connection to the Project Corridor.

Table ES-1 Summary of Sites Determined to be Potentially Impacted Properties

Site ID	Site Name	Address	Reason(s)
RR-1	New York Central Railroad	Project Corridor (Excluding Roadway Areas Within Charleston)	Historic Rail Use
5	Niebrugge Oil Company / Platolene 500	212 N. 15th Street, Mattoon, IL	LUST, SPILLS, UST Listings
6	CIPS Town Gas / Central Illinois Public Service	SE Corner 14th Street and Richmond Ave, Mattoon, IL	ENG, INST, SRP, LUST Listings
7	Young Radiator / Ballinger, Dennis / Unknown / Former Young Radiator	120 N. 14th Street, Mattoon, IL	CERCLIS, ENG, FINDS/FRS, INST, LUST, RCRA NON GEN, SEMS, SPILLS, SRP, UST, LUST TRUST
8	City of Mattoon Street Department	1201 Richmond Avenue, Mattoon, IL	UST Listing
13	Mattoon Softball Complex / Former Railyard	Shelby Avenue from 10th Street to N. Logan Street, Mattoon, IL	Former rail use based off of historical aerials
17	Verizon Wireless	324 N. 1st Street, Mattoon, IL	AST Listing
18	Storage Yard and Water-tower	379 N. Division Street, Mattoon, IL	Potential storage of hazardous materials based off historical aerials and site reconnaissance
19	Monitor Signs Inc	316 N. Division, Mattoon, IL	RCRA CESQG Listings, Site Reconnaissance
20	General Steel & Metal/Mervis Industry, Inc.	612 N. Logan Street, Mattoon, IL	LUST, RCRA CESQG, UST Listings

Site ID	Site Name	Address	Reason(s)
25	NCI Group, Inc dba Insulated Panel Systems	1509 Dewitt Avenue East, Mattoon, IL	AST Listing
26	Resthaven Memorial Gardens Cemetery	1701 Dewitt Avenue, Mattoon, IL	Potential for storage or release of hazardous material
28	JG Scholes Trucking, Inc	6125 Stockton Road, Mattoon, IL	AST Listing
30	Charleston Country Club	8355 Country Club Road, Charleston, IL	Historic use of golf course, potential for storage of hazardous materials
37	Lester Building Systems	890 W. State Street, Charleston, IL	INST, SRP Listings
39	Treasure Island Furniture	620 W. State Street, Charleston, IL	UST listings, Proximity to Corridor
42	Maintenance and Storage Facility	110 N. E Street, Charleston, IL	Potential storage of hazardous materials based off historical aerials and site reconnaissance
43	CJS Auto & Towing	22 C Street, Charleston, IL	RCRA NON GEN Listing, Site Reconnaissance
49	AT&T Mobility / Total Grain Marketing LLC	100 N. 5th Street, Charleston, IL	AST, FINDS/FRS, ICIS Listings
50	Gano Welding Supplies Inc.	320 Railroad Street, Charleston, IL	FINDS/FRS Listings
53	Huckaba & Sons Construction Co / Wright Trucking Dennis	823 Olive Street, Charleston, IL	UST Listings
54	Midstate Foundry Co	10th and Olive Street, Charleston, IL	FINDS/FRS, ICIS, and UST Listings
59	Kirchner Building Center	1 6th Street, Charleston, IL	UST Listings
64	Dutts, Gayna / Winnett & Deremiah	603 Madison Avenue, Charleston, IL	LUST, UST Listings
65	Quality Auto Construction	611 Madison Street, Charleston, IL	RCRA SQG Listings
66	Darrell Eaton Property	617 Madison Street, Charleston, IL	LUST, UST Listings
74	Carols Cleaners	616 S. 6th Street, Charleston, IL	FINDS/FRS, RCRA NON GEN Listings
76	Coles County Sherriff Dept.	701 7th Street, Charleston, IL	AST, LUST, SPILLS, UST Listings
80	IL Consolidated Telephone Co	805 7th Street, Charleston, IL	Minimal FINDS/FRS, UST listings, good housekeeping noted
84	Inyart Tire & Auto	515 Lincoln Avenue, Charleston, IL	FINDS/FRS Listings, Site Reconnaissance
85	Marathon Oil #1819	Lincoln Avenue & 6th Street, Charleston, IL	UST Listing
86	Eastern Illinois University / Eastern Illinois University - Art Park	600-12 Lincoln Avenue, Charleston, IL	FINDS/FRS, RCRA SQG, ICIS, SPILLS
E	Pierce Francis & Diller W L (SIA)	1709 Broadway P.O. Box 320, Mattoon, IL	CERCLIS and SEMS ARCHIVE listings
I	Sherwin-Williams Co	1522 Broadway, Mattoon, IL	RCRA NON GEN Listings
O	Meadow Gold Dairy / Borden, Inc	1308-1312 Broadway, Mattoon, IL	LUST, SPILLS, SRP, UST Listings
AE	CIPS Town Gas	339 Washington Avenue, Charleston, IL	ENG, INST, SRP Listings
AJ	No Facility Name Provided / Hucks #250	501-503 Madison Street, Charleston, IL	UST, SPILLS Listings
AK	Jim Hutton, Boatman / Illinois Dept. of Transportation / Public Right of Way	5th & Madison, Charleston, IL	LUST, SPILLS, UST Listings
AM	Johnsons Automotive SVC Inc	407 8th Street, Charleston, IL	RCRA SQG Listing
RR-2	Illinois Central Railroad	1718 Broadway Avenue, Mattoon, IL	Historic Rail Use
RR-3	New York Chicago and St. Louis Railroad	5th Street and Olive Avenue, Charleston, IL	Historic Rail Use

Table ES-2 Summary of Sites Identified Adjacent to the Project Corridor with De Minimis Conditions[1]

Site ID	Site Name	Address	Reason(s)
1	Amtrak Mattoon Station	1718 Broadway Avenue, Mattoon, IL	No listings, good housekeeping noted
2	Mattoon Area Family YMCA	3076 N. 16th Street, Mattoon, IL	No listings, good housekeeping noted
3	Commercial Storefronts	1600-1700 Broadway Avenue, Mattoon, IL	No listings, good housekeeping noted
4	Single Commercial and Municipal Properties	Various Addresses	No listings, good housekeeping noted
9	City of Mattoon / Mattoon City of Street Dept	221 N. 12th Street, Mattoon, IL	Minimal FINDS/FRS and RCRA listings, good housekeeping noted
11	Single Storage Garage Properties	Various Addresses	No listings, good housekeeping noted
14	Nukabe Automotive Parts Sales	416 Richmond Avenue, Mattoon, IL	Minimal RCRA NON GEN listing, good housekeeping noted
16	Precision Automotive / Wave Graphics Inc	312-20 N 2nd Street, Mattoon, IL	No listings, good housekeeping noted
21	Transformer Stations	Various Addresses	No listings, good housekeeping noted
22	Furry Sons Warehouse	705 Dewitt Avenue, Mattoon, IL	No listings, good housekeeping noted
24	Mattoon Ready Mix	1413 Dewitt Avenue, Mattoon, IL	No listings, good housekeeping noted
29	Coles County Dragway USA	4700 W. State Street, Charleston, IL	No listings, good housekeeping noted
34	Clandestine Drug Lab Listings	Various Addresses	Minimal CDL listings, good housekeeping noted
36	Charleston WWTP	1200 W Madison, Charleston, IL	Minimal RCRA CESQG listings, good housekeeping noted
38	Lester Building Systems	750 W. State Street, Charleston, IL	AST listings, good housekeeping noted
40	Coles County Fairground	603 W. Madison Avenue, Charleston, IL	No listings, good housekeeping noted
41	Spence Monument Company	525 W. State Street, Charleston, IL	No listings, good housekeeping noted
44	Single Storage Garage Properties	Various Addresses	No listings, good housekeeping noted
46	Winnett Consultant Plumbing	10 Division Street, Charleston, IL	No listings, good housekeeping noted
48	Seaton Youth Complex	115 N. Division Street, Charleston, IL	No listings, good housekeeping noted
51	Charleston Train Station	SW. Corner of Railroad Avenue and 5th Street, Charleston, IL	No listings, good housekeeping noted
52	Samuels Shoe Co	55 N. 5th Street, Charleston, IL	Minimal FINDS/FRS Listing, good housekeeping noted
55	92 Olive Ave	92 Olive Avenue, Charleston, IL	Minimal FINDS/FRS Listing, good housekeeping noted
56	Embarras Water District	1021 Vine Avenue, Charleston, IL	No listings, good housekeeping noted
60	Single and Multi-Tenant Commercial Buildings	Various Addresses	No listings, good housekeeping noted
62	Jefferson Elementary School	801 Jefferson Avenue, Charleston, IL	No listings, good housekeeping noted
67	Religious Properties	Various Addresses	No listings, good housekeeping noted
68	Single and Multi-Tenant Commercial Buildings	Various Addresses	No listings, good housekeeping noted
69	Unknown	705 Monroe, Charleston, IL	Minimal SPILLS Listing, good housekeeping noted

Site ID	Site Name	Address	Reason(s)
70	Coles County Circuit Clerk / Charleston City Hall	520 and 651 Jackson Avenue, Charleston, IL	No listings, good housekeeping noted
71	513 7th St	513 7th Street, Charleston, IL	Minimal FINDS/FRS Listing, good housekeeping noted
72	Hong Kong House & China Café	716 Jackson Avenue, Charleston, IL	Minimal FINDS/FRS Listing, good housekeeping noted
73	Donnas Cleaners	704 Jackson Street, Charleston, IL	Minimal FINDS/FRS Listing, good housekeeping noted
75	Charleston Public Library	712 6th Street, Charleston, IL	Minimal FINDS/FRS Listing, good housekeeping noted
77	Single and Multi-Tenant Commercial Buildings	Various Addresses	Minimal FINDS/FRS Listing, good housekeeping noted
78	740 6th	740 6th Street, Charleston, IL	Minimal FINDS/FRS Listing, good housekeeping noted
79	McGrady Inn Hotel	803 6th Street, Charleston, IL	No listings, good housekeeping noted
82	Single and Multi-Tenant Commercial Buildings	605 Lincoln Avenue, Charleston, IL	No listings, good housekeeping noted
83	Apartment Complex Buildings	Various Addresses	No listings, good housekeeping noted
AH	J.O. Eubanks & Sons	201 N. 7th P.O. Box 16, Charleston, IL	Minimal UST Listing, good housekeeping noted
AL	Clodfelders Goodyear	422 Madison, Charleston, IL	Minimal RCRA SQG and UST listings, good housekeeping noted
AO	Keller Oil Co. / Panther Super K Shell	850 Lincoln Avenue, Charleston, IL	Minimal LUST, SPILLS, UST listings, good housekeeping noted
B	City of Mattoon	208 N. 19th Street, Mattoon, IL	Minimal LUST, SPILLS, UST listings, good housekeeping noted
J	Clandestine Drug Lab Listings	Various Addresses	Minimal CDL Listing, good housekeeping noted
M	Unknown	108 N. 15th Street, Mattoon, IL	Minimal SPILLS Listing, good housekeeping noted

[1] De minimis based on definition included in ASTM Standard E 1527-13

For the purposes of this report, the following are considered to be de minimis conditions:

- Transformers in normal use, unless the transformers were observed to be leaking, appear on an environmental regulatory list, or were otherwise determined to pose a hazard not related to normal use
- Lead-based paint
- Asbestos-Containing Material (ACM)
- Pesticides/herbicides used on farmland
- Soil Piles
- Radon and Biological Hazards

The conditions listed above were considered while developing the report. However, as sites with these conditions are seen often, each site was not specifically referenced as de minimis based on these conditions alone.

Table ES-3 Summary of Sites Identified Adjacent to the Project Corridor with No Status

Site ID	Site Name	Address	Reason(s)
10	Residential	1120-1216 Richmond Avenue, Mattoon, IL	No listings, good housekeeping noted
12	Residential	620-913 Richmond Avenue to 213-16 N. 10th Street, Mattoon, IL	No listings, good housekeeping noted
15	Residential	220-512 Richmond Avenue, Mattoon, IL	No listings, good housekeeping noted
23	Agricultural Land	Various Addresses	No listings, good housekeeping noted
27	Residential	1919-2301 Dewitt Avenue E., Mattoon, IL	No listings, good housekeeping noted
31	Residential	8475-8479 Country Club Road, Charleston, IL	No listings, good housekeeping noted
32	Old State Road Christian Church	13825 Old State Road, Charleston, IL	No listings, good housekeeping noted
33	Residential	8524-36 1420E Road, Charleston, IL	No listings, good housekeeping noted
35	Residential	14712-36 Old State Road, Charleston, IL	No listings, good housekeeping noted
45	Residential	3-319 W. Locust Avenue, Charleston, IL	No listings, good housekeeping noted
47	Residential	4-116 Railroad Avenue, Charleston, IL	No listings, good housekeeping noted
57	Residential	103 N. 11th Street to 1403 Olive Avenue, Charleston, IL	No listings, good housekeeping noted
58	Residential	102 10th Street to 109 14th Street, Charleston, IL	No listings, good housekeeping noted
61	Residential	102-208 7th Street, Charleston, IL	No listings, good housekeeping noted
63	Residential	303 N. 6th Street-308 N.7th Street, Charleston, IL	No listings, good housekeeping noted
81	Residential	724-1148 N. 6th Street to 760-1441 N. 7th Street, Charleston, IL	No listings, good housekeeping noted

Table ES-4 Summary of Sites Identified Off the Project Corridor with No Status[1]

Site ID	Site Name	Address	Database	Reason
A	Shell Gas Station	209 N.19th Street, Mattoon, IL	UST	Separation Distance
C	City of Mattoon	1620 Richmond Avenue, Mattoon, IL	UST	Separation Distance
D	Bradley's Upholstery / Wayne Moffit	312 N. 16th Street, Mattoon, IL	LUST, RCRA SQG, SPILLS, UST	Separation Distance
F	Illinois Consolidated Telephone Company	117 S. 17th Street, Mattoon, IL	SRP	Separation Distance
G	Consolidated Communications	121 S. 17th Street, Mattoon, IL	SPILLS	Separation Distance
H	Guffeys Quality Cleaners	114 S. 17th Street, Mattoon, IL	RCRA NON GEN	Separation Distance

Site ID	Site Name	Address	Database	Reason
K	Consolidated Communications / Illinois Consolidated Telephone Company	1501 Charleston Avenue, Mattoon, IL	AST, LUST, UST	Separation Distance
L	TGC Gays M and R Station	1494 State Highway 16, Mattoon, IL	RCRA CESQG	Separation Distance
N	Unknown	14th and Broadway, Mattoon, IL	SPILLS	Separation Distance
P	CVS Pharmacy 8661	1316 Charleston Avenue, Mattoon, IL	RCRA LQG	Separation Distance
Q	Marathon Oil #1882	1320 Charleston Ave. and S. 14th St., Mattoon, IL	LUST, RCRA SQG, UST	Separation Distance
R	Alton Delivery Service / City of Mattoon	1300 Broadway, Mattoon, IL	SPILLS, SPILLS2, UST	Separation Distance
S	Harolds Cleaners	1109 Broadway, Mattoon, IL	DRYCLEANERS	Separation Distance
T	Tipsword Transmission and Automotive	400 N. 9th Street, Mattoon, IL	RCRA NON GEN	Separation Distance
U	One Hour Custom Care	820 Broadway, Mattoon, IL	RCRA CESQG	Separation Distance
V	Young Auto Body	608 Shelby Avenue, Mattoon, IL	RCRA CESQG	Separation Distance
W	Grant Park School / Mattoon Community School Dist. / Osborne Property	100-120 Moultrie Avenue, Mattoon, IL	LUST, UST, SPILLS	Separation Distance
X	Classic Auto Body	67 Richmond Avenue, Mattoon, IL	RCRA CESQG	Separation Distance
Y	Coles Moultrie Electric Coop / Mervis Industries	Logan & DeWitt, Mattoon, IL	LUST, CERCLIS, CERCLIS NFRAP, SEMS ARCHIVE	Separation Distance
Z	Coles-Moultrie Electric Cooperative / Shank Road Oil and Culvert Co	104 Dewitt Avenue East, Mattoon, IL	PCB, LUST, RCRA CESQG, UST	Separation Distance
AA	Birkeys	208 Dewitt Avenue East, Mattoon, IL	RCRA SQG	Separation Distance
AB	IL Arng FMS 5 / FMS 5 Mattoon / Illinois Dept. of Military Affairs	220 N. Logan, Mattoon, IL	RCRA CESQG, UST, LUST, SPILLS	Separation Distance
AC	World Class Collision	634 Castle Drive, Charleston, IL	RCRA SQG	Separation Distance
AD	City of Charleston Waste Water Treatment Plant	750 W. Madison, Charleston, IL	SPILLS	Separation Distance
AF	Charleston Microwave Station	3rd & Washington Street, Charleston, IL	UST	Separation Distance
AG	Tom Eich	101 3rd Street, Charleston, IL	UST	Separation Distance
AI	Diagnostic and Development CTR	311 7th Street, Charleston, IL	FINDS/FRS	Separation Distance
AN	Environmental Reclamation Co.	732 10th Street, Charleston, IL	SWF/LF SPECIAL	Separation Distance
AP	Prospect Holding, LLC / Charleston Citgo, Inc. / Willaredt Oil Co.	900 Lincoln Avenue, Charleston, IL	LUST, SPILLS, UST, LUST TRUST	Separation Distance
AQ	McArthur G A	1001-09 Lincoln Street, Charleston, IL	UST, LUST, RCRA SQG	Separation Distance
AR	Brock Oil Company / University Fuel Pump	1002 E. Lincoln Avenue, Charleston, IL	LUST, UST	Separation Distance
AS	EIU Steam Plant	1670 S. 7th Street, Charleston, IL	LUST, UST	Separation Distance

[1]Only sites identified off the Project Corridor, via the screening process, are included

Table 5-1 Summary of Sites Determined to be Potentially Impacted Properties

Site ID	Site Name	Address	Reason(s)
RR-1	New York Central Railroad	Project Corridor (Excluding Roadway Areas Within Charleston)	Historic Rail Use
5	Niebrugge Oil Company / Platolene 500	212 N. 15th Street, Mattoon, IL	LUST, SPILLS, UST Listings
6	CIPS Town Gas / Central Illinois Public Service	SE Corner 14th Street and Richmond Ave, Mattoon, IL	ENG, INST, SRP, LUST Listings
7	Young Radiator / Ballinger, Dennis / Unknown / Former Young Radiator	120 N. 14th Street, Mattoon, IL	CERCLIS, ENG, FINDS/FRS, INST, LUST, RCRA NON GEN, SEMS, SPILLS, SRP, UST, LUST TRUST
8	City of Mattoon Street Department	1201 Richmond Avenue, Mattoon, IL	UST Listing
13	Mattoon Softball Complex / Former Railyard	Shelby Avenue from 10th Street to N. Logan Street, Mattoon, IL	Former rail use based off of historical aerials
17	Verizon Wireless	324 N. 1st Street, Mattoon, IL	AST Listing
18	Storage Yard and Water-tower	379 N. Division Street, Mattoon, IL	Potential storage of hazardous materials based off historical aerials and site reconnaissance
19	Monitor Signs Inc	316 N. Division, Mattoon, IL	RCRA CESQG Listings, Site Reconnaissance
20	General Steel & Metal/Mervis Industry, Inc.	612 N. Logan Street, Mattoon, IL	LUST, RCRA CESQG, UST Listings
25	NCI Group, Inc dba Insulated Panel Systems	1509 Dewitt Avenue East, Mattoon, IL	AST Listing
26	Resthaven Memorial Gardens Cemetery	1701 Dewitt Avenue, Mattoon, IL	Potential for storage or release of hazardous material
28	JG Scholes Trucking, Inc	6125 Stockton Road, Mattoon, IL	AST Listing
30	Charleston Country Club	8355 Country Club Road, Charleston, IL	Historic use of golf course, potential for storage of hazardous materials
37	Lester Building Systems	890 W. State Street, Charleston, IL	INST, SRP Listings
39	Treasure Island Furniture	620 W. State Street, Charleston, IL	UST listings, Proximity to Corridor
42	Maintenance and Storage Facility	110 N. E Street, Charleston, IL	Potential storage of hazardous materials based off historical aerials and site reconnaissance
43	CJS Auto & Towing	22 C Street, Charleston, IL	RCRA NON GEN Listing, Site Reconnaissance
49	AT&T Mobility / Total Grain Marketing LLC	100 N. 5th Street, Charleston, IL	AST, FINDS/FRS, ICIS Listings
50	Gano Welding Supplies Inc.	320 Railroad Street, Charleston, IL	FINDS/FRS Listings
53	Huckaba & Sons Construction Co / Wright Trucking Dennis	823 Olive Street, Charleston, IL	UST Listings
54	Midstate Foundry Co	10th and Olive Street, Charleston, IL	FINDS/FRS, ICIS, and UST Listings
59	Kirchner Building Center	1 6th Street, Charleston, IL	UST Listings
64	Dutts, Gayna / Winnett & Deremiah	603 Madison Avenue, Charleston, IL	LUST, UST Listings
65	Quality Auto Construction	611 Madison Street, Charleston, IL	RCRA SQG Listings
66	Darrell Eaton Property	617 Madison Street, Charleston, IL	LUST, UST Listings

Site ID	Site Name	Address	Reason(s)
74	Carols Cleaners	616 S. 6th Street, Charleston, IL	FINDS/FRS, RCRA NON GEN Listings
76	Coles County Sherriff Dept.	701 7th Street, Charleston, IL	AST, LUST, SPILLS, UST Listings
80	IL Consolidated Telephone Co	805 7th Street, Charleston, IL	Minimal FINDS/FRS, UST listings, good housekeeping noted
84	Inyart Tire & Auto	515 Lincoln Avenue, Charleston, IL	FINDS/FRS Listings, Site Reconnaissance
85	Marathon Oil #1819	Lincoln Avenue & 6th Street, Charleston, IL	UST Listing
86	Eastern Illinois University / Eastern Illinois University - Art Park	600-12 Lincoln Avenue, Charleston, IL	FINDS/FRS, RCRA SQG, ICIS, SPILLS
E	Pierce Francis & Diller W L (SIA)	1709 Broadway P.O. Box 320, Mattoon, IL	CERCLIS and SEMS ARCHIVE listings
I	Sherwin-Williams Co	1522 Broadway, Mattoon, IL	RCRA NON GEN Listings
O	Meadow Gold Dairy / Borden, Inc	1308-1312 Broadway, Mattoon, IL	LUST, SPILLS, SRP, UST Listings
AE	CIPS Town Gas	339 Washington Avenue, Charleston, IL	ENG, INST, SRP Listings
AJ	No Facility Name Provided / Hucks #250	501-503 Madison Street, Charleston, IL	UST, SPILLS Listings
AK	Jim Hutton, Boatman / Illinois Dept. of Transportation / Public Right of Way	5th & Madison, Charleston, IL	LUST, SPILLS, UST Listings
AM	Johnsons Automotive SVC Inc	407 8th Street, Charleston, IL	RCRA SQG Listing
RR-2	Illinois Central Railroad	1718 Broadway Avenue, Mattoon, IL	Historic Rail Use
RR-3	New York Chicago and St. Louis Railroad	5th Street and Olive Avenue, Charleston, IL	Historic Rail Use

5.3.1 Niebrugge Oil Company / Platolene 500 (Site ID 5)

This site is listed under the operator names of "Niebrugge Oil Company" and "Platolene 500" and is located at 212 N. 15th Street, Mattoon, adjacent to the north of the Project Corridor. The site is listed in LUST, SPILLS, and UST databases. The LUST database associates a release of Gasoline and Diesel from an underground storage tank on November 12, 2003 and lists the site as not receiving an NFR for the incident. The SPILLS database lists the release of gasoline and diesel fuel from several underground storage tanks reported on November 12, 2003. The UST database associates the following tanks with the property:

- One 10,000-gallon gasoline tank, removed on December 17, 2003.
- One 2,000-gallon diesel tank, abandoned in place on April 11, 1988.
- One 6,000-gallon gasoline tank, removed on December 17, 2003.
- One 6,000-gallon gasoline tank, removed on December 30, 2003.

Based on the database listings, the site not receiving a NFR for the incidents, and the close proximity to the Project Corridor, **this site is considered a PIP.**

5.3.2 CIPS Town Gas / Central Illinois Public Service (Site ID 6)

This site is listed under the operator names of "CIPS Town Gas" and "Central Illinois Public Service" and is located at the southeast corner of 14th Street and Richmond Ave, Mattoon, adjacent to the north of the Project Corridor. The site is listed in the ENG, INST, SRP, and LUST databases. The ENG and INST databases list the requirement of asphalt and concrete for the site in addition to an ordinance and worker caution. The SRP database lists an IEPA ID of 0290255023 for the property and lists the site as having received a Focused NFR on July 19, 2013. The LUST database associates a release of "Other Petroleum" product from an underground storage tank reported on December 28, 1987 but doesn't list any additional information or NFR associated with the release.

Based on the database listings, the engineered barriers and institutional controls required, and the close proximity to the Project Corridor, **this site is considered a PIP.**

5.3.3 Former Young Radiator / Ballinger, Dennis / Unknown (Site ID 7)

This site is listed under the operator names of "Former Young Radiator", and "Ballinger, Dennis" and "Unknown" and is located at 120 N. 14th Street, Mattoon, adjacent to the South of the Project Corridor. The site is listed in the CERCLIS, ENG, FINDS/FRS, INST, LUST, RCRA NON GEN, SEMS, SPILLS, SRP, UST, and LUST TRUST databases. The CERCLIS and SEMS databases list the site as having a site ID of 0505865 and EPA ID of ILD005078571 but do not list additional information. THE FINDS/FRS database lists the site has having a registry ID of 110005812781. The ENG and INST databases list the site as industrial/commercial requiring concrete for portions of the site and the implementation of a groundwater restriction in addition to a worker caution. The LUST database associates a release of other petroleum product occurring on September 13, 2013 and an NFR recorded on May 24, 2017. The RCRA NON GEN database lists the site as being a generator for spent halogenated solvents. The SPILLS database associates a release of an unknown amount of suspected heating oil from and underground storage tank on September 13, 2013. The SRP database lists the site as receiving a focused NFR recorded on September 24, 2008 requiring the use of concrete and a groundwater restriction. The LUST TRUST database lists the site as having a claim number 20131007-66131 and the status of the property as being no longer on the list. The UST database associates the following tank with the property:

- One 1,500-gallon heating oil tank, removed on October 17, 2013.

Based on the numerous database listings, the prior release and use of hazardous materials associated with the site, and the close proximity to the site, **this site is considered a PIP.**

5.3.4 City of Mattoon Street Department (Site ID 8)

This site is listed under the operator name of "City of Mattoon Street Department" and is located at 1201 Richmond Avenue, Mattoon, within and adjacent to the north of the Project Corridor. The site is listed in the UST database. The UST database associates the following tank with the property:

- One 500-gallon diesel fuel tank, removed on July 30, 1999.

In addition to the database listing, the storage and use of maintenance vehicles is noted in several of the historical aerial photos. The storage

Based on the database listings, the storage of equipment and vehicles that could release hazardous materials, and the close proximity to the Project Corridor, **this site is considered a PIP.**

5.3.5 Mattoon Softball Complex / Former Railyard (Site ID 13)

This site is currently occupied by the Mattoon Softball Complex and is located adjacent to the north of the Project Corridor. The site is not listed in any of the reviewed databases however it was identified in the earlies available photograph as being occupied by a railyard with several large buildings on the premises associated with rail use. The site appeared to be occupied through the 1982 aerial photograph and was still partially occupied in the 1988 aerial photograph. The aerial was depicted as being occupied by vacant land and a portion of the softball complex in the 1999 aerial photograph and resembles present conditions in the 2005 aerial photograph.

Although the site is not listed in the reviewed databases, historical aerial photographs indicate at least 50 years of the site being occupied by a railyard and associated maintenance operations. Therefore, **this site is considered a PIP.**

5.3.6 Verizon Wireless (Site ID 17)

This site is listed under the operator name of "Verizon Wireless" and is located at 324 N. 1st Street, Mattoon, adjacent to the south of the Project Corridor. The site is currently occupied by a cellphone tower and is listed in the AST database that associates a 210 gallon above ground storage tanks for the back-up generator.

Based on the database listing, the potential for a release of hazardous material, and the close proximity to the Project Corridor, **this site is considered a PIP.**

5.3.7 Storage Yard and Water tower (Site ID 18)

This site is not listed in the reviewed databases and is located at 379 N. Division Street, Mattoon. Although the site is not listed in any reviewed databases, the storage of scrap material was noted through historical aerials and site reconnaissance. Storage of material on the site is noted as early as the 1988 aerial photograph and was noted in the site reconnaissance.

Based on the close proximity to the site and the unknown material stored in the, **this site is considered a PIP.**

5.3.8 Monitor Signs Inc (Site ID 19)

This site is listed under the operator name of "Monitor Signs Inc" and is located at 316 N. Division, Mattoon, adjacent to the south of the Project Corridor. The site is listed in the RCRA database for the potential storage and use of spent nonhalogenated solvents. The storage of equipment and scrap material was also noted in the historical aerials and site reconnaissance.

Based on the database listing, the potential for a release of hazardous material, and the close proximity to the Project Corridor, **this site is considered a PIP.**

5.3.9 General Steel & Metal/Mervis Industry, Inc. (Site ID 20)

This site is listed under the operator names of "General Steel & Metal" and "Mervis Industry, Inc." and is located at 612 N. Logan Street, Mattoon, adjacent to the north of the Project Corridor. The site is listed in LUST, RCRA, and UST databases. The LUST database associates the release of gasoline from an underground storage tank on April 9, 1999 and is listed as having an NFR on December 28, 1999. The RCRA database lists the site for the storage or use of ignitable waste and associates violations with the site. The UST database associates the following tank with the property.

- One 500-gallon gasoline tank, removed on April 9, 1999.

The site is also depicted in the historical aerials as early as 1975 as being occupied by a metal scrap yard.

Based on the database listings, the RCRA violations associated with the property, the long operation of a scrap yard, and the close proximity to the Project Corridor, **this site is considered a PIP.**

5.3.10 NCI Group, Inc dba Insulated Panel Systems (Site ID 25)

The sites are identified under the operator name of "NCI Group, Inc dba Insulated Panel Systems" and is located at 1509 Dewitt Avenue East, Mattoon, adjacent to and north of the Project Corridor. The site is identified in the AST database for a 500-gallon diesel dispensing above ground storage tank.

Based on the available information and the AST listing, **this site is considered a PIP**.

5.3.11 Resthaven Memorial Gardens Cemetery (Site ID 26)

This site is occupied by "Resthaven Memorial Gardens Cemetery" and is located at 1701 Dewitt Avenue, Mattoon, adjacent to the north of the Project Corridor. According to historical aerial photographs, the site has been a cemetery since at least 1938. Historically, cemeteries are associated with the use of various chemicals and metals in the making/preservation of coffins. Due to the potential storage and release of hazardous materials, **this site is considered a PIP**.

5.3.12 JG Scholes Trucking, Inc (Site ID 28)

This site is listed under the operator name of "JG Scholes Trucking, Inc" and is located at 6125 Stockton Road, Mattoon, adjacent to the north of the Project Corridor. The site is listed in the AST database for having the following ASTs:

- One 2,500-gallon diesel tank.
- One 2,000-gallon diesel tank.

The site operates as a trucking facility and the ASTs where noted adjacent to the Project Corridor during site reconnaissance.

Based on the database listings, the potential for a release of hazardous material, and the close proximity to the Project Corridor, **this site is considered a PIP.**

5.3.13 Charleston Country Club (Site ID 30)

This site is occupied by "Charleston Country Club" and is located at 8355 Country Club Road, Charleston, adjacent to the north and south of the Project Corridor. According to historical aerials, the clubhouse was depicted in the 1938 aerial photograph with the golf course visible in the 1956 aerial photograph. Subsequent aerial photograph showed further expansion and development of the course. Historically, golf courses are associated with the use of arsenate pesticides and herbicides to maintain and upkeep course appearance. Based on the current and past use as a golf course and close proximity to the site, **this site is considered a PIP.**

5.3.14 Lester Building Systems (Site ID 37)

This site is listed under the operator name of "Lester Building Systems" and is located at 890 W. State Street, Charleston, adjacent to the north of the Project Corridor. The site is listed in the SRP and INST databases. The SRP and INST databases associate the site as having an IEPA ID of 0290105108 and requiring a groundwater usage restriction.

Based on the database listings, the close proximity of the property, and the institutional controls, **this site is considered a PIP.**

5.3.15 Treasure Island Furniture (Site ID 39)

The site is identified under the operator name of "Treasure Island Furniture" and is located at 620 W. State Street, Charleston, adjacent to and north of the Project Corridor. The site is identified in the UST database and associates the following tank with the property:

- One 1,000-gallon gasoline tank, removed, January 19, 1993.

Based on the available information and the close proximity to the Project Corridor, **this site is considered a PIP**.

5.3.16 Maintenance and Storage Facility (Site ID 42)

This site is occupied by a maintenance and storage facility and is located at 110 N. E Street, Charleston, adjacent to the north of the Project Corridor. According to historical aerials, the was used as maintenance and storage since at least 1999. The site was noted in historical aerials and field recon as having numerous AST, vehicles, and miscellaneous equipment on site. The aerials also depict the western portion of the property as being used for the storage of stockpiled material and two retention ponds. Although the site is not identified in reviewed databases, due to the storage of equipment and numerous ASTs that may release hazardous material, **this site is considered a PIP.**

5.3.17 CJS Auto & Towing (Site ID 28)

This site is listed under the operator name of "CJS Auto & Towing" and is located at 22 C Street, Charleston, adjacent to the south of the Project Corridor. The site is listed in the RCRA database for the storage or use of ignitable waste and spent nonhalogenated solvents since 1998. In addition to the database listing the storage of numerous vehicles was noted on the property through historical aerials and site reconnaissance.

Based on the database listings, the potential for a release of hazardous materials from stored vehicles and equipment, and the close proximity to the Project Corridor, **this site is considered a PIP.**

5.3.18 AT&T Mobility / Total Grain Marketing LLC (Site ID 49)

This site is listed under the operator names of "AT&T Mobility" and "Total Grain marketing LLC" and is located at 100 N. 5th Street, Charleston, adjacent to the north of the Project Corridor. The site is occupied by a grain elevator facility and cell phone tower and is listed in the AST, FINDS/FRS, and ICIS databases. The AST database lists the cell phone tower as having a 173-gallon AST on the property for the use of a back-up generator. THE FINDS/FRS and ICIS databases list the grain facility as having the registry ID of 110001332148 but did not list any other information.

Based on the AST listing and the potential for leaking in close proximity with the Project Corridor, **this site is considered a PIP.**

5.3.19 Gano Welding Supplies Inc. (Site ID 50)

This site is listed under the operator name of "Gano Welding Supplies Inc." and is located at 320 Railroad Street, Charleston, adjacent to the south of the Project Corridor. The site is listed in the FINDS/FRS database which lists the site as having a registry ID of 110001386606. Although the site had minimal database listings, numerous ASTs were noted on the site during site reconnaissance which pose a risk of leaking hazardous material.

Based on the observed ASTs at the time of reconnaissance and the close proximity to the Project Corridor, **this site is considered a PIP.**

5.3.20 Huckaba & Sons Construction Co / Wright Trucking Dennis (Site ID 53)

The site is identified under the operator names "Huckaba & Sons Construction Co" and "Wright Trucking Dennis" and is located at 823 Olive Street, Charleston, adjacent to and north of the Project Corridor. The site is occupied by commercial building and open walled covered storage area. The site was identified in the FINDS/FRS and UST databases. The site was identified in the FINDS/FRS database and listed as having the registry ID of 110001364586 and 110010013038 and lists the site description as ready-mixed concrete. The UST database associates the following tanks with the property:

- Two 6,000-gallon gasoline tank exempt from registration.
- One 1,000-gallon gasoline tank removed October 30, 1987
- One 6,000-gallon gasoline tank removed January 1, 1988
- One 1,000-gallon diesel tank removed October 30, 1987
- One 500-gallon used oil tank, removed January 1, 1988

Based on the available information and close proximity to the site, **this site is considered a PIP**.

5.3.21 Midstate Foundry Co (Site ID 54)

The site is identified under the operator name "Midstate Foundry Co" and is located at 10th and Olive Street, Charleston, adjacent to and north of the Project Corridor. The site is occupied by a vacant lot. The site was identified in the FINDS/FRS, ICIS, and UST databases. The site was identified in the FINDS/FRS database and listed as having the registry ID of 110007264762 but does not list any additional information. The ICIS database lists the Program System ID as IL000029010. The UST database associates the following tank with the property:

- One 1,500-gallon gasoline tank, with a status listed as "does not exist".

Based on the available information, the minimal nature of the listings, and the good housekeeping noted during site reconnaissance, **this site is considered a PIP**.

5.3.22 Kirchner Building Center (Site ID 59)

This site is listed under the operator name of "Kirchner Building Center" and is located at 1 6th Street, Charleston, adjacent to the south of the Project Corridor. The site is listed in the UST database for having the following USTs:

- One 500-gallon gasoline tank, removed on January 12, 2001.

During site reconnaissance, the site had several warehouses and has the storage and large pieces of construction equipment which have the potential to release hazardous material.

Based on the database listings, the site reconnaissance, and the close proximity to the Project Corridor, **this site is considered a PIP.**

5.3.23 Dutts, Gayna / Winnett & Deremiah (Site ID 64)

This site is listed under the operator names of "Dutts, Gayna" and "Winnett & Deremiah" and is located at 603 Madison Avenue, Charleston, adjacent to the east of the Project Corridor. The site is listed in the LUST and UST databases. The LUST database associates the release of an unknown amount of Gasoline from an underground storage reported on July 13, 1990. The UST database lists the property for having the following USTs:

- One 500-gallon tank of unlisted contents, listed as being exempt from registration and listed as abandoned with inert material
- Two 1,000-gallon tanks of unlisted contents, listed as being exempt from registration and listed as abandoned with inert material

During site reconnaissance, the site the storage and use of equipment and small ASTs were noted which have the potential to release hazardous material.

Based on the database listings, the site reconnaissance, and the close proximity to the Project Corridor, **this site is considered a PIP.**

5.3.24 Quality Auto Construction (Site ID 65)

This site is listed under the operator name of "Quality Auto Construction" and is located at 611 Madison Avenue, Charleston, adjacent to the east of the Project Corridor. The site is listed in the RCRA database for the storage or use of spent nonhalogenated and ignitable waste materials. The database also associates RCRA violations with the property from 2016.

Based on the database listings, the recent violations, and the close proximity to the Project Corridor, **this site is considered a PIP.**

5.3.25 Darrell Eaton Property (Site ID 66)

This site is listed under the operator name of "Darrell Eaton Property" and is located at 617 Madison Avenue, Charleston, adjacent to the west of the Project Corridor. The site is listed in the LUST and UST databases. The LUST database associates the release of an unknown amount of Gasoline from an underground storage reported on May 18, 1992 and having received an NFR NFA on February 5, 2010. The UST database lists the property for having the following USTs:

- Three 1,000-gallon gasoline tanks, removed on May 19, 1992.
- One 1,000-gallon gasoline tank, removed on May 18, 1992.
- One 1,000-gallon gasoline tank, removed on June 11, 1992.

Based on the database listings, and the close proximity to the Project Corridor, **this site is considered a PIP.**

5.3.26 Carlos Cleaners (Site ID 74)

This site is listed under the operator name of "Carlos Cleaners" and is located at 616 S. 6th Street, Charleston, adjacent to the west of the Project Corridor. The site is listed in the FINDS/FRS and RCRA databases. The FINDS/FRS database lists the site as having a registry ID of 110018101882. The RCRA database lists the site for the storage or use of spent halogenated solvents as early as 1987.

Based on the database listings, the listing of halogenated solvents, and the close proximity to the Project Corridor, **this site is considered a PIP.**

5.3.27 Coles County Sherriff Department (Site ID 76)

This site is listed under the operator name of "Coles County Sherriff Department" and is located at 701 7th Street, Charleston, adjacent to the west of the Project Corridor. The site is listed in the AST, LUST, SPILLS, and UST databases. The AST database associates a 500-gallon above ground storage tank for dispensing and a 1,000-gallon LPG tank with the property. The LUST database associates the release of an unknown amount of Gasoline from an underground storage reported on March 26, 2012 and having received an NFR NFA on July 18, 2012. The SPILLS database lists the release of an unknown amount of gasoline from an underground storage tank on March 26, 2012. The UST database lists the property for having the following USTs:

- One 4,000-gallon gasoline tank, removed on January 9, 1991.
- One 4,000-gallon gasoline tank, removed on April 17, 2012.

Based on the database listings, and the close proximity to the Project Corridor, **this site is considered a PIP.**

5.3.28 IL Consolidated Telephone Co (Site ID 80)

The site is identified under name "IL Consolidated Telephone Co" and is located at 805 7th Street, Charleston, adjacent to and east of the Project Corridor. The site is currently occupied by a two-story municipal and office building. The site was identified in the FINDS/FRS and UST databases. The site was identified in the FINDS/FRS database and listed as having the registry ID of 110018277826 but does not list any additional information. The UST database associates the following tank with the property:

- One 1,000-gallon diesel fuel tank removed July 9, 1991.

Based on the available information and close proximity to the Project Corridor, **this site is considered a PIP**.

5.3.29 Inyart Tire & Auto (Site ID 84)

This site is listed under the operator name of "Inyart Tire & Auto" and is located at 515 Lincoln Avenue, Charleston, adjacent to the west of the Project Corridor. The site is listed in FINDS/FRS database and lists the site as having a registry ID of 110018278013. During site reconnaissance, the property was noted as operating as a CARx Tire and Auto maintenance facility which has the potential for the storage and use of hazardous materials onsite.

Based on the current operation as an oil change and tire repair facility, and the close proximity to the Project Corridor, **this site is considered a PIP.**

5.3.30 Marathon Oil #1819 (Site ID 85)

This site is listed under the operator name of "Marathon Oil #1819" and is located at Lincoln Avenue & 6th Street, Charleston, adjacent to the Project Corridor. The site is listed in the UST database which associates the following USTs with the property:

- Four 4,000-gallon gasoline tank, removed on August 1, 1988.
- One 550-gallon used oil tank, removed on August 1, 1988.

Due to the lack of an associated address, it is difficult to discern the exact location of the database. Based on the historical aerials there have not been visible changes to the surrounding buildings footprints since as early as 1982. Based on the former USTs, **this site is considered a PIP.**

5.3.31 Eastern Illinois University / Eastern Illinois University - Art Park (Site ID 86)

This site is listed under the operator names of "Eastern Illinois University" and "Eastern Illinois University - Art Park" and is located at 600-12 Lincoln Avenue, Charleston, adjacent to the south of the Project Corridor. The site is listed in FINDS/FRS, RCRA SQG, ICIS, and SPILLS databases. The FINDS/FRS and ICIS databases lists the site as having a registry ID of 110015837040. The RCRA database list the site for the use or storage on spent nonhalogenated solvents in addition to several RCRA violations. The SPILLS database lists a spill of diesel fuel from a 500-gallon and a 30-gallon above ground storage tank reported on September 22, 2003.

Based on the database listings, and the close proximity to the Project Corridor, **this site is considered a PIP.**

5.3.32 Pierce Francis & Diller W L (SIA) (Site ID E)

The site is identified under name "Pierce Francis & Diller W L (SIA)" and is located at 1709 Broadway P.O. Box 320, Mattoon, located approximately 400 feet south of the Project Corridor. The site was identified in the CERCLIS and SEMS ARCHIVE databases. The CERCLIS and SEMS archive databases list the site as having a Site ID of 0500337 and EPA ID of ILD047917711. The site was listed as being entered into the database on October 1, 1983 and listed as being archived on February 7, 1990.

Based on the available information, the separation distance, the archive status, and the good housekeeping noted during site reconnaissance, **this site is not considered a PIP**.

5.3.33 Sherwin-Williams Co (Site ID I)

This site is listed under the operator name of "Sherwin-Williams Co" and is located at 1522 Broadway, Mattoon, approximately 200 feet south of the Project Corridor. The site is listed in the RCRA database for the storage and use of corrosive waste, ignitable waste, spent halogenated solvents, spent non-halogenated solvents, reactive waste, benzene, methanol, L-Phenylalanine, acetic acid, 2-Butanone, 1-Butanol, and 2-Propanone.

Based on the database listing, the use of halogenated solvents and numerous other hazardous materials, and the close proximity to the Project Corridor, **this site is considered a PIP.**

5.3.34 Meadow Gold Dairy / Borden, Inc (Site ID O)

This site is listed under the operator names of "Meadow Gold Dairy" and "Borden, Inc" and is located at 1308-1312 Broadway, Mattoon, approximately 350 feet to the south of the Project Corridor. The site is listed in the LUST, SPILLS, SRP, and UST databases. The LUST database associates a release of fuel oil from an underground storage tank on November 13, 1989 with an NFR recorded on November 26, 2003 in addition to a release of gasoline from an underground storage tank on April 25, 1996 with no NFR listed. The SPILLS database lists a release of boiler oil from an underground storage tank on November 13, 1989 due to a leak in addition to a spill of gasoline from an underground storage tank on April 25, 1996. The SRP database lists the property as having an IEPA ID of 0290255035 but doesn't list any additional information. The UST database associates the following tanks with the property:

- Two 2,000-gallon gasoline tanks, removed on April 25, 1996
- One 1,000-gallon gasoline tank, removed on April 25, 1996,
- One 10,000-gallon tank of an unlisted substance, removed on November 1, 1989

Based on the database listings, no NFR listed for one of the LUST incidents, and the proximity to the Project Corridor, **this site is considered a PIP.**

5.3.35 CIPS Town Gas (Site ID AE)

This site is listed under the operator names of "CIPS Town Gas" and is located at 339 Washington Avenue, Charleston, approximately 275 feet to the west of the Project Corridor. The site is listed in the ENG, INST, and SRP databases. The ENG, INST, and SRP databases list the site as having an IEPA ID of 0290100009 and a focused NFR recorded on November 5, 2010. The ENG and INST databases list the use of asphalt and concrete in addition to a groundwater use ordinance and worker caution.

Based on the database listings and the proximity to the Project Corridor, **this site is considered a PIP.**

5.3.36 No Facility Name Provided / Hucks #250 (Site ID AJ)

This site is listed under the operator names of "No Facility Name Provided" and "Hucks #250" and is located at 501-503 Madison Street, Charleston, approximately 100 feet to the west of the Project Corridor. The site is listed in the UST and SPILLS databases. The SPILLS database associates the release of liquid motor oil sludge from a corrosion leak in an underground storage tank reported on September 8, 1988. The UST database associates the following tanks with the property:

- Three-10,000-gallon diesel fuel tank, currently in use.
- One 500-gallon used oil tank, removed on September 7, 1988.
- One 500-gallon kerosene tank, removed September 7, 1988.
- One 500-gallon gasoline tank, removed September 7, 1988.
- One 500-gallon diesel fuel tank, removed September 7, 1988.

Based on the database listings, the number of USTs associated with the property, and the proximity to the Project Corridor, **this site is considered a PIP.**

5.3.37 Jim Hutton, Boatman / Illinois Dept. of Transportation (Site ID AK)

This site is listed under the operator names of "Jim Hutton, Boatman" and "Illinois Dept. of Transportation" and is located at 5th & Madison, Charleston, approximately 100 feet to the west of the Project Corridor. The site is listed in the LUST, SPILLs, and UST databases. The LUST database associates the release of a petroleum product on July 24, 1991 and the release of an unspecified material on July 10, 1991. The SPILLS database lists the release of an unknown amount of petroleum from an underground storage tank on July 10, 1991 in addition to an unknown amount of an unknown liquid being released from an underground storage tank on July 24, 1991. The UST database associates the following tanks with the property:

- Two 550-gallon gasoline tanks removed on July 26, 1991
- One 4,000-gallon tank of an unspecified liquid removed on July 10, 1991

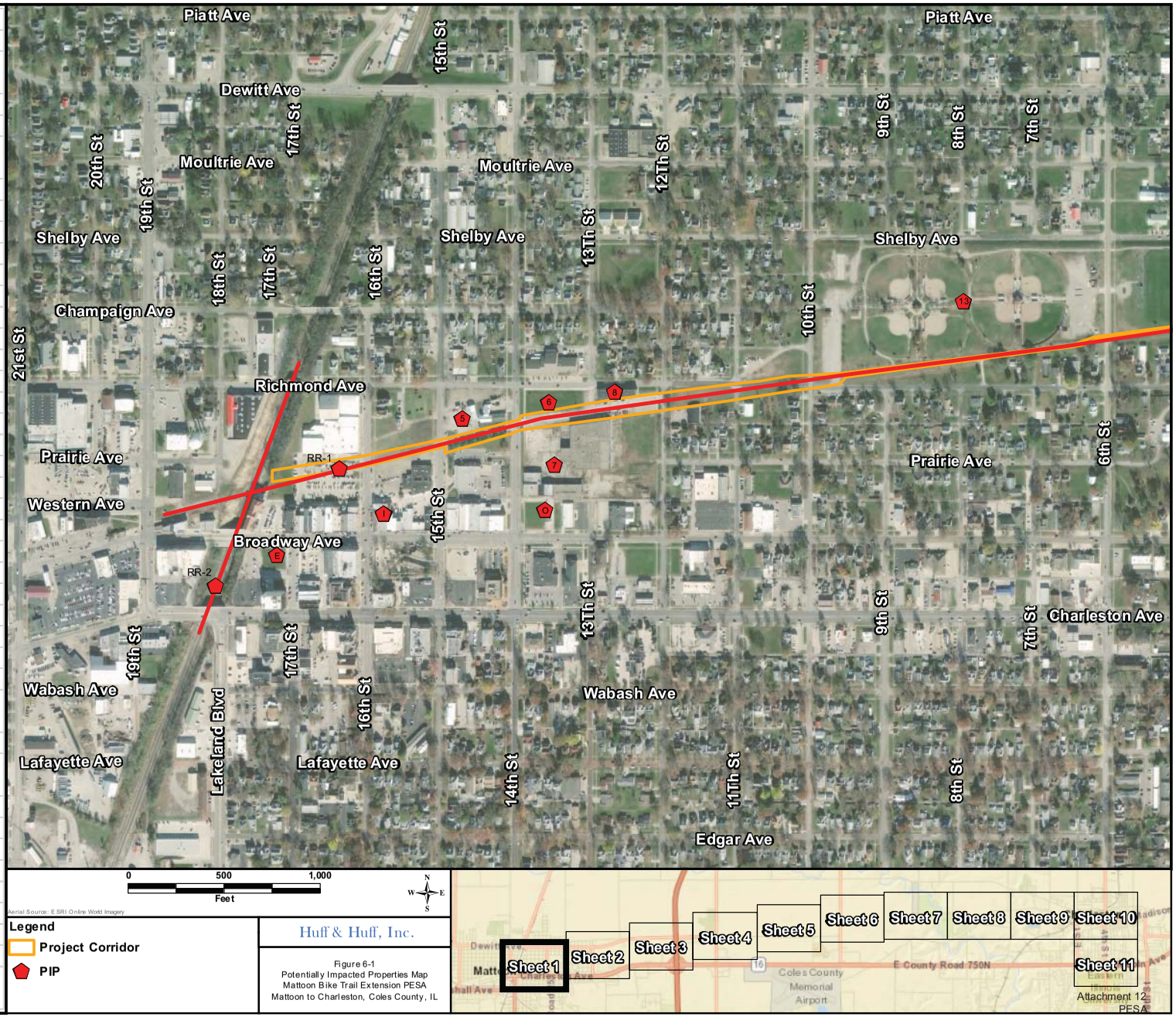
Based on the database listings, the number of LUST and SPILL incidents associated with the property, and the proximity to the Project Corridor, **this site is considered a PIP.**

5.3.38 Johnsons Automotive SVC Inc (Site ID AM)

This site is listed under the operator name of "Johnsons Automotive SVC Inc" and is located at 407 8th Street, Charleston, approximately 275 feet to the east of the Project Corridor. The site is listed in the RCRA database for the use or storage of tetrachloroethylene, lead, and benzene. The RCRA database also specifies RCRA violations for the property.

Based on the database listings, the RCRA violations, and the proximity to the Project Corridor, **this site is considered a PIP.**

Site ID	Address	Status
5	212 N. 15th Street, Mattoon, IL	PIP
6	SE Corner 14th Street and Richmond Ave, Mattoon, IL	PIP
7	120 N. 14th Street, Mattoon, IL	PIP
8	1201 Richmond Avenue, Mattoon, IL	PIP
13	Shelby Avenue from 10th Street to N. Logan Street, Mattoon, IL	PIP
17	324 N. 1st Street, Mattoon, IL	PIP
18	379 N. Division Street, Mattoon, IL	PIP
19	316 N. Division, Mattoon, IL	PIP
20	612 N. Logan Street, Mattoon, IL	PIP
25	1509 Dewitt Avenue East, Mattoon, IL	PIP
26	1701 Dewitt Avenue, Mattoon, IL	PIP
28	6125 Stockton Road, Mattoon, IL	PIP
30	8355 Country Club Road, Charleston, IL	PIP
37	890 W. State Street, Charleston, IL	PIP
39	620 W. State Street, Charleston, IL	PIP
42	110 N. E Street, Charleston, IL	PIP
43	22 C Street, Charleston, IL	PIP
49	100 N. 5th Street, Charleston, IL	PIP
50	320 Railroad Street, Charleston, IL	PIP
53	823 Olive Street, Charleston, IL	PIP
54	10th and Olive Street, Charleston, IL	PIP
59	1 6th Street, Charleston, IL	PIP
64	603 Madison Avenue, Charleston, IL	PIP
65	611 Madison Street, Charleston, IL	PIP
66	617 Madison Street, Charleston, IL	PIP
74	616 S. 6th Street, Charleston, IL	PIP
76	701 7th Street, Charleston, IL	PIP
80	805 7th Street, Charleston, IL	PIP
84	515 Lincoln Avenue, Charleston, IL	PIP
85	Lincoln Avenue & 6th Street, Charleston, IL	PIP
86	600-12 Lincoln Avenue, Charleston, IL	PIP
E	1709 Broadway P.O. Box 320, Mattoon, IL	PIP
I	1522 Broadway, Mattoon, IL	PIP
O	1308-1312 Broadway, Mattoon, IL	PIP
AE	339 Washingon Avenue, Charleston, IL	PIP
AJ	501-503 Madison Street, Charleston, IL	PIP
AK	5th & Madison, Charleston, IL	PIP
AM	407 8th Street, Charleston, IL	PIP
RR-1	Length of Project Corridor	PIP
RR-2	1718 Broadway Avenue, Mattoon, IL	PIP
RR-3	5th Street and Olive Avenue, Charleston, IL	PIP



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Site ID	Address	Status
5	212 N. 15th Street, Mattoon, IL	PIP
6	SE Corner 14th Street and Richmond Ave, Mattoon, IL	PIP
7	120 N. 14th Street, Mattoon, IL	PIP
8	1201 Richmond Avenue, Mattoon, IL	PIP
13	Shelby Avenue from 10th Street to N. Logan Street, Mattoon, IL	PIP
17	324 N. 1st Street, Mattoon, IL	PIP
18	379 N. Division Street, Mattoon, IL	PIP
19	316 N. Division, Mattoon, IL	PIP
20	612 N. Logan Street, Mattoon, IL	PIP
25	1509 Dewitt Avenue East, Mattoon, IL	PIP
26	1701 Dewitt Avenue, Mattoon, IL	PIP
28	6125 Stockton Road, Mattoon, IL	PIP
30	8355 Country Club Road, Charleston, IL	PIP
37	890 W. State Street, Charleston, IL	PIP
39	620 W. State Street, Charleston, IL	PIP
42	110 N. E Street, Charleston, IL	PIP
43	22 C Street, Charleston, IL	PIP
49	100 N. 5th Street, Charleston, IL	PIP
50	320 Railroad Street, Charleston, IL	PIP
53	823 Olive Street, Charleston, IL	PIP
54	10th and Olive Street, Charleston, IL	PIP
59	1 6th Street, Charleston, IL	PIP
64	603 Madison Avenue, Charleston, IL	PIP
65	611 Madison Street, Charleston, IL	PIP
66	617 Madison Street, Charleston, IL	PIP
74	616 S. 6th Street, Charleston, IL	PIP
76	701 7th Street, Charleston, IL	PIP
80	805 7th Street, Charleston, IL	PIP
84	515 Lincoln Avenue, Charleston, IL	PIP
85	Lincoln Avenue & 6th Street, Charleston, IL	PIP
86	600-12 Lincoln Avenue, Charleston, IL	PIP
E	1709 Broadway P.O. Box 320, Mattoon, IL	PIP
I	1522 Broadway, Mattoon, IL	PIP
O	1308-1312 Broadway, Mattoon, IL	PIP
AE	339 Washingon Avenue, Charleston, IL	PIP
AJ	501-503 Madison Street, Charleston, IL	PIP
AK	5th & Madison, Charleston, IL	PIP
AM	407 8th Street, Charleston, IL	PIP
RR-1	Length of Project Corridor	PIP
RR-2	1718 Broadway Avenue, Mattoon, IL	PIP
RR-3	5th Street and Olive Avenue, Charleston, IL	PIP

0 500 1,000
Feet

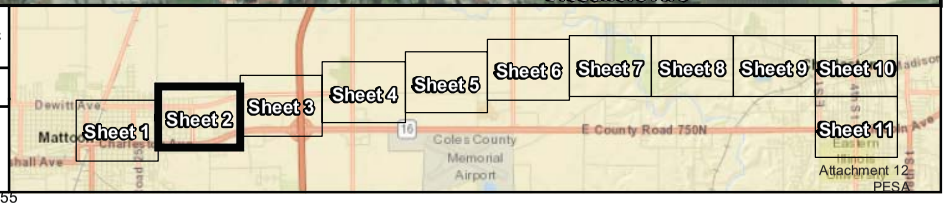
Aerial Source: ESRI Online World Imagery

Legend

- Project Corridor
- PIP

Huff & Huff, Inc.

Figure 6-1
Potentially Impacted Properties Map
Mattoon Bike Trail Extension PESA
Mattoon to Charleston, Coles County, IL



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Attachment 12
PESA

Site ID	Address	Status
5	212 N. 15th Street, Mattoon, IL	PIP
6	SE Corner 14th Street and Richmond Ave, Mattoon, IL	PIP
7	120 N. 14th Street, Mattoon, IL	PIP
8	1201 Richmond Avenue, Mattoon, IL	PIP
13	Shelby Avenue from 10th Street to N. Logan Street, Mattoon, IL	PIP
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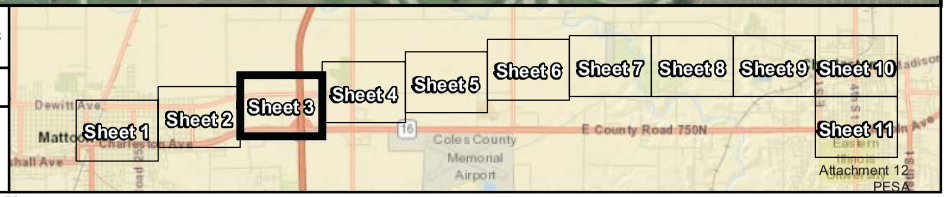
Aerial Source: ESRI Online World Imagery

Legend

- Project Corridor
- PIP

Huff & Huff, Inc.

Figure 6-1
Potentially Impacted Properties Map
Mattoon Bike Trail Extension PESA
Mattoon to Charleston, Coles County, IL



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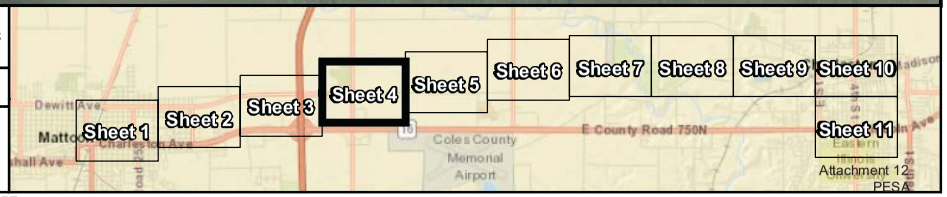
0 500 1,000
Feet

Aerial Source: ESRI Online World Imagery

Legend
Project Corridor
PIP

Huff & Huff, Inc.

Figure 6-1
Potentially Impacted Properties Map
Mattoon Bike Trail Extension PESA
Mattoon to Charleston, Coles County, IL



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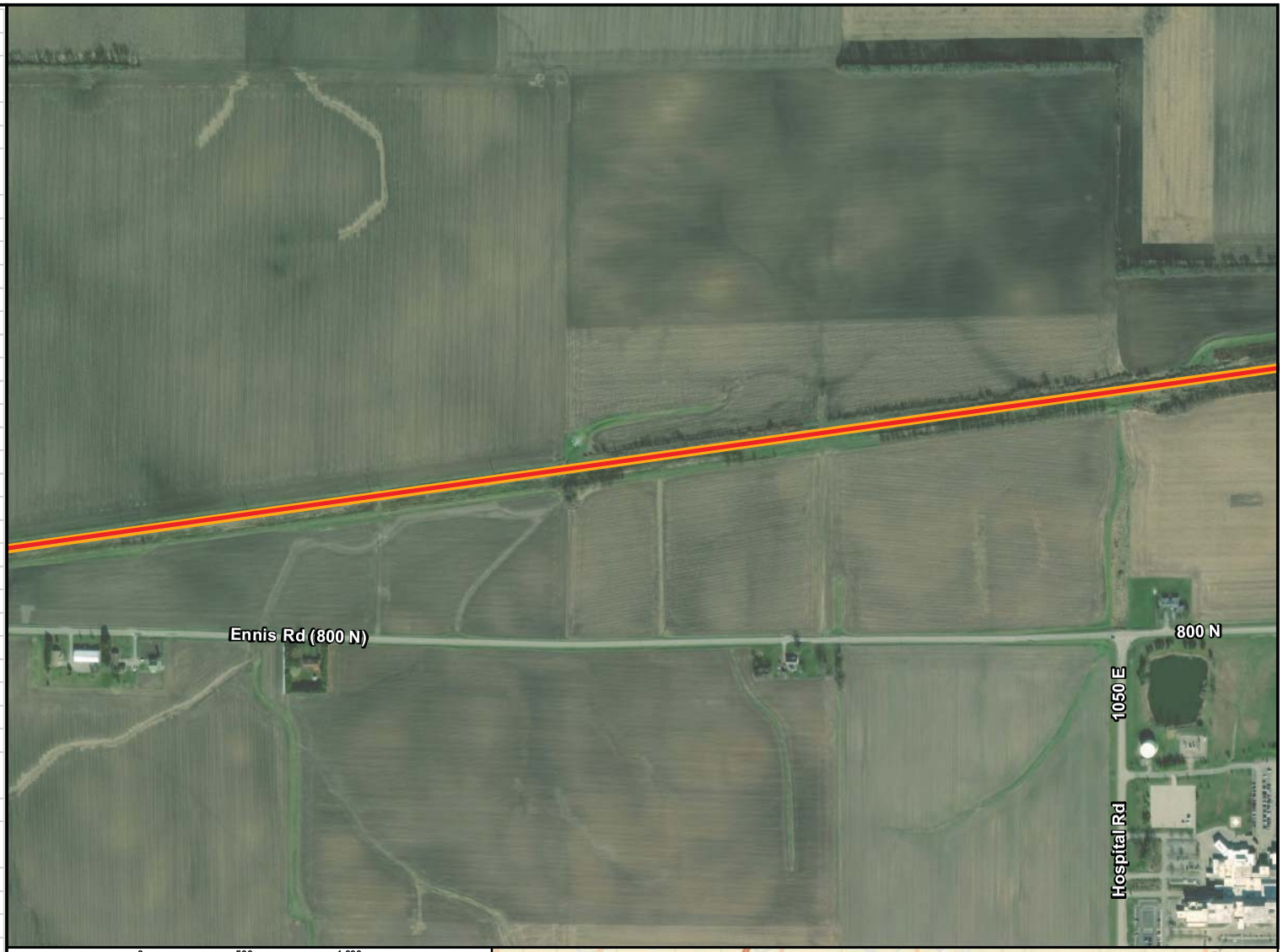

0 500 1,000
Feet

Aerial Source: ESRI Online World Imagery

Legend

- Project Corridor
- PIP

Huff & Huff, Inc.

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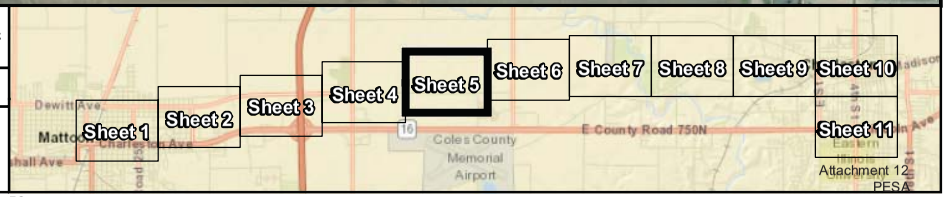
Potentially Impacted Properties Map
Mattoon Bike Trail Extension PESA
Mattoon to Charleston, Coles County, IL



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0 500 1,000
Feet

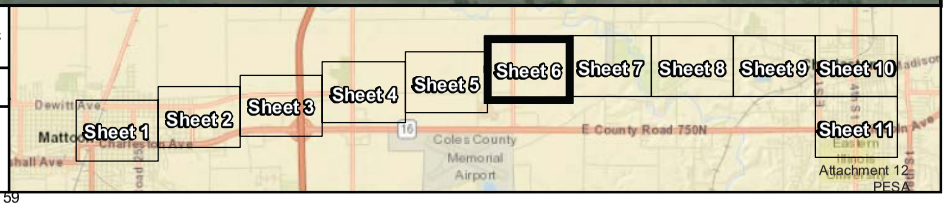
Aerial Source: ESRI Online World Imagery

Legend

- Project Corridor
- PIP

Huff & Huff, Inc.

Figure 6-1
Potentially Impacted Properties Map
Mattoon Bike Trail Extension PESA
Mattoon to Charleston, Coles County, IL



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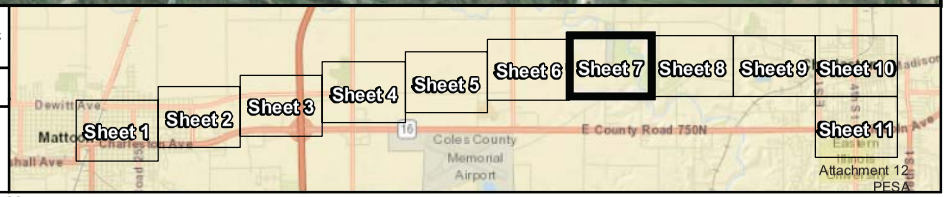
0 500 1,000
Feet

Aerial Source: ESRI Online World Imagery

Legend
Project Corridor
PIP

Huff & Huff, Inc.

Figure 6-1
Potentially Impacted Properties Map
Mattoon Bike Trail Extension PESA
Mattoon to Charleston, Coles County, IL



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Legend

- Project Corridor
- PIP

Huff & Huff, Inc.

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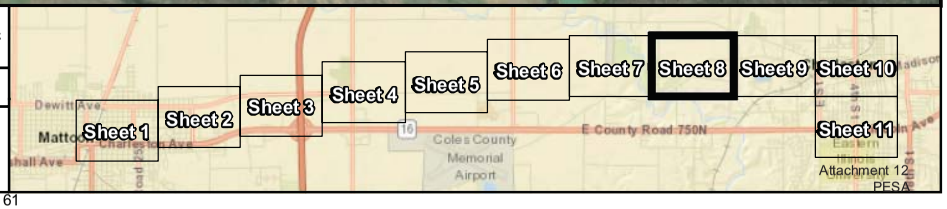
Potentially Impacted Properties Map
Mattoon Bike Trail Extension PESA
Mattoon to Charleston, Coles County, IL



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0 500 1,000
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Aerial Source: ESRI Online World Imagery

Legend

- Project Corridor
- PIP

Huff & Huff, Inc.

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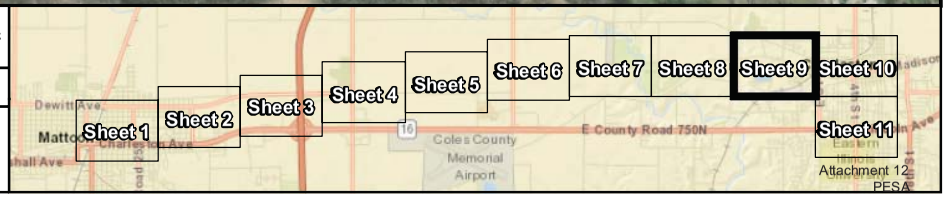
Potentially Impacted Properties Map
Mattoon Bike Trail Extension PESA
Mattoon to Charleston, Coles County, IL



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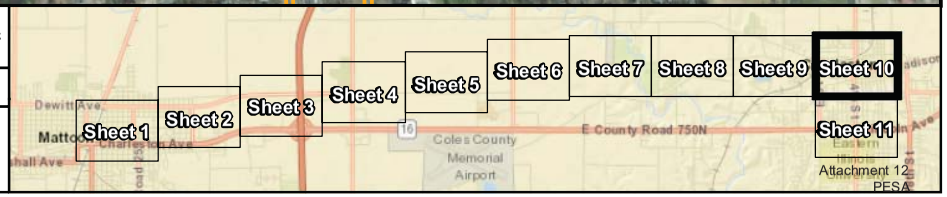
Aerial Source: ESRI Online World Imagery

Legend

- Project Corridor
- PIP

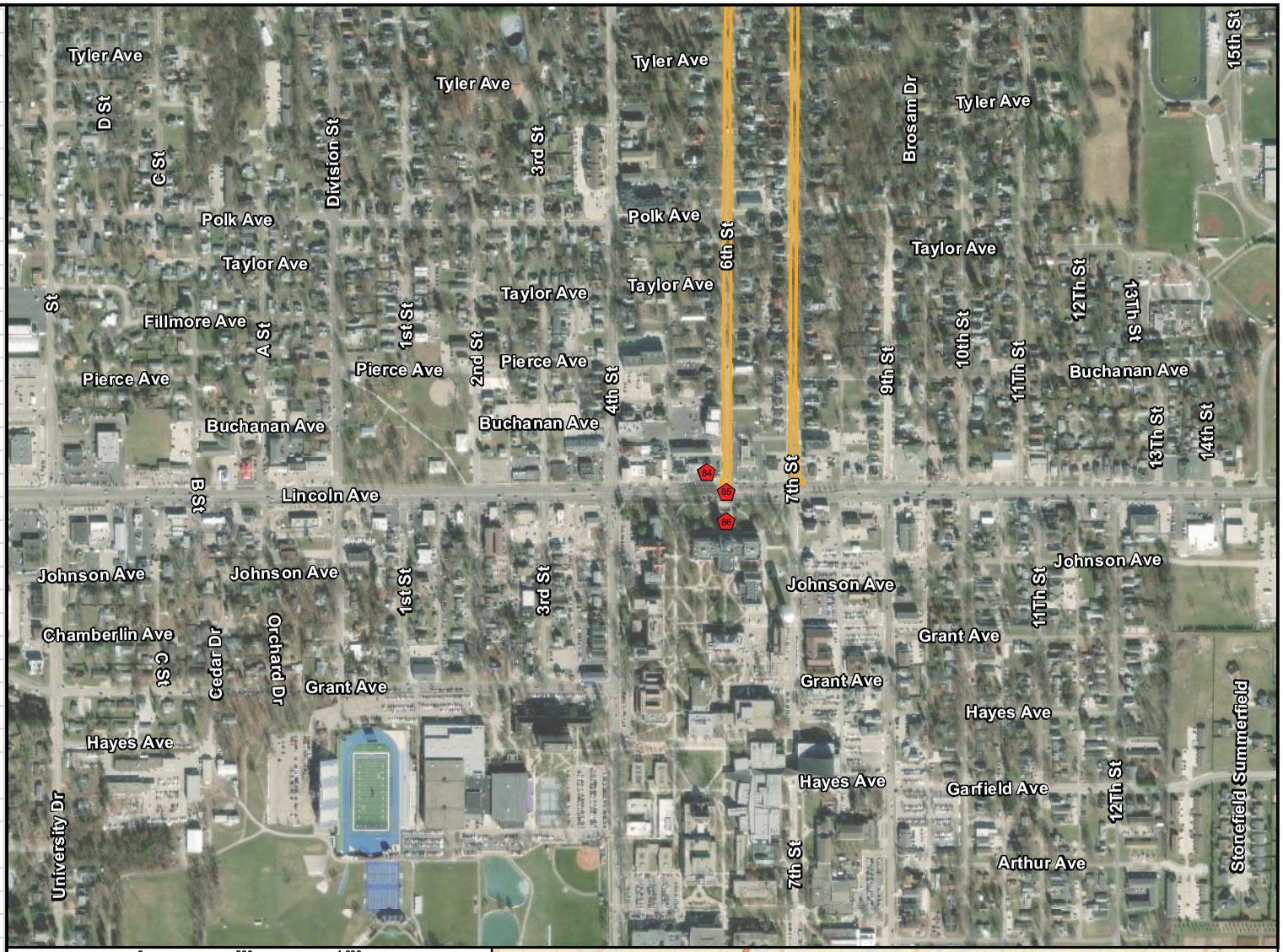
Huff & Huff, Inc.

Figure 6-1
Potentially Impacted Properties Map
Mattoon Bike Trail Extension PESA
Mattoon to Charleston, Coles County, IL



J:\81022053\02 Mattoon Bike Trail Extension\Figures\Mattoon_Bike_Tr_PIP.mxd

Site ID	Address	Status
5	212 N. 15th Street, Mattoon, IL	PIP
6	SE Corner 14th Street and Richmond Ave, Mattoon, IL	PIP
7	120 N. 14th Street, Mattoon, IL	PIP
8	1201 Richmond Avenue, Mattoon, IL	PIP
13	Shelby Avenue from 10th Street to N. Logan Street, Mattoon, IL	PIP
17	324 N. 1st Street, Mattoon, IL	PIP
18	379 N. Division Street, Mattoon, IL	PIP
19	316 N. Division, Mattoon, IL	PIP
20	612 N. Logan Street, Mattoon, IL	PIP
25	1509 Dewitt Avenue East, Mattoon, IL	PIP
26	1701 Dewitt Avenue, Mattoon, IL	PIP
28	6125 Stockton Road, Mattoon, IL	PIP
30	8355 Country Club Road, Charleston, IL	PIP
37	890 W. State Street, Charleston, IL	PIP
39	620 W. State Street, Charleston, IL	PIP
42	110 N. E Street, Charleston, IL	PIP
43	22 C Street, Charleston, IL	PIP
49	100 N. 5th Street, Charleston, IL	PIP
50	320 Railroad Street, Charleston, IL	PIP
53	823 Olive Street, Charleston, IL	PIP
54	10th and Olive Street, Charleston, IL	PIP
59	1 6th Street, Charleston, IL	PIP
64	603 Madison Avenue, Charleston, IL	PIP
65	611 Madison Street, Charleston, IL	PIP
66	617 Madison Street, Charleston, IL	PIP
74	616 S. 6th Street, Charleston, IL	PIP
76	701 7th Street, Charleston, IL	PIP
80	805 7th Street, Charleston, IL	PIP
84	515 Lincoln Avenue, Charleston, IL	PIP
85	Lincoln Avenue & 6th Street, Charleston, IL	PIP
86	600-12 Lincoln Avenue, Charleston, IL	PIP
E	1709 Broadway P.O. Box 320, Mattoon, IL	PIP
I	1522 Broadway, Mattoon, IL	PIP
O	1308-1312 Broadway, Mattoon, IL	PIP
AE	339 Washingon Avenue, Charleston, IL	PIP
AJ	501-503 Madison Street, Charleston, IL	PIP
AK	5th & Madison, Charleston, IL	PIP
AM	407 8th Street, Charleston, IL	PIP
RR-1	Length of Project Corridor	PIP
RR-2	1718 Broadway Avenue, Mattoon, IL	PIP
RR-3	5th Street and Olive Avenue, Charleston, IL	PIP



J:\810220535.02 Mattoon Bike Trail Extension\Figures\Mattoon_Bike_Tr_PIP.mxd

Attachment 12
PESA

6.2 RECOMMENDATIONS

According to language in the IDOT BLRS Manual 20-12.04(a)(2), "If the PESA results in a determination that the project has a REC(s), further investigation is required. For special waste or other sites potentially impacted with regulated substances, determine conditions for reducing the risk to an acceptable level through means of avoidance." If it is determined that the project cannot avoid the site containing the REC(s), prepare a Preliminary Site Investigation (PSI) with a consultant or LPA personnel. The PSI will determine the nature and extent of contamination (i.e., above or below the clean-up objectives)."

Based on the information presented in this PESA and data collected during the screening process, a series of soil borings through a PSI is recommended along the Project Corridor to address the PIPs identified and to document the soil conditions from an environmental perspective in areas where PIPs cannot be avoided by design considerations. The information obtained from a proposed PSI will also aid in developing potential pay items for soil management within areas of anticipated excavation.

In the areas with identified PIPs, testing will be necessary for the earth excavation and off-site disposal of soil spoils to be considered acceptable for CCDD or soil-only facilities. This PESA can be used in support of a LPC Form 663 for CCDD acceptance. The remaining soil along the Project Corridor is expected to be acceptable for a CCDD or soil-only facility without further analytical testing, except for soil pH testing to satisfy the acceptance criteria at CCDD-regulated facilities.

7.0 ENDORSEMENTS

The scope and depth of this study are consistent with those proposed and accepted by the City of Mattoon. The field observations and results reported herein are considered sufficient in detail and scope to form an informed and professional opinion as to the obvious potential environmental hazards along the Project Corridor. This assessment is complete and is believed to be accurate. Huff & Huff, Inc. cannot guarantee or warrant that the information provided is fully representative of all conditions across the entire Project Corridor.

Author: _____ Date September 21, 2018
Adam H. Kittler, Geologist

Consultant Reviewer: _____ Date September 21, 2018
Shane Cuplin P.G., Senior Project Manager
License # 196-001279

Principal: _____ Date September 21, 2018
Jeremy J. Reynolds, P.G., State of Illinois
License # 196-001170

Illinois Department of Transportation

Memorandum

To:	Maureen Kastl	Attn:	Mark Reitz
From:	Jack A. Elston	By:	Scott E. Stitt
Subject:	PESA Review		*Scott E. Stitt*
Date:	September 28, 2018		

Project:	Bike Trail (along abandoned railroad): Mattoon to Charleston		
District 7:	Coles County	Job #:	Not provided
Requesting Agency:	City of Charleston	Contract #:	Not provided
Survey Target Date:	12/27/2018	Anticipated DA:	12/27/2018
Anticipated Letting:	Not provided	Section:	16-00112-00-BT & 16-00277-00-BT
BDE Sequence #:	21733	ISGS PESA #:	3611

Attached is a copy of the Preliminary Environmental Site Assessment (PESA) report prepared by the Illinois State Geological Survey (ISGS) for the subject project as described in your Special Waste Environmental Survey Request (ESR). Table 1 identifies sites along the project route that were determined to contain recognized environmental conditions (RECs). It is the opinion of this office, in consultation with the Chief Counsel's Office, that a preliminary site investigation (PSI) is required if any site identified in Table 1 of the PESA report involves any of the following situations:

- New right of way or easement (temporary or permanent);
- Railroad right-of-way, other than single rail rural with no maintenance facilities; or
- Building demolition / modification.

Additionally, a PSI is required if the project will have excavation or subsurface utility relocation on existing right-of-way adjoining a site identified in Table 1 of the PESA report.

If the district determines that they can avoid all the sites containing RECs, then a PSI is not required and the project will be in compliance with Departmental Policy D&E-11. If the district determines the project will involve a site containing a REC(s), then a PSI is required and the statewide special waste consultant should be requested to perform the PSI. Please notify this office of any actions you may decide to take concerning these sites (avoidance or further investigation). The PESA Response and Work Order form can be found on PMA.

The district should determine if any new right-of-way or easement will involve: any site identified in Table 1 of the PESA report, or any site adjoining a site listed in Table 4. For those identified situations, the District Bureau of Land Acquisition (DBLA) shall coordinate the acquisition with this office, Central Bureau of Land Acquisition, and the Chief Counsel's Office to determine if an "All Appropriate Inquiries" (AAI) assessment is required prior to the acquisition process for additional liability protection under CERCLA.

Other findings and recommendations of the report should be carefully considered. If you have any questions regarding this report or the tasking of the statewide consultant, please contact Duffy Dessalines at 217/785-0202 or James R. Curtis at 217/558-4653.

Attachments

cc: Office of Chief Counsel – Rm. 313 Central Bureau of Land Acquisition – Rm. 210

Illinois Department of Transportation

RECEIVED
OCT - 2 2018
I.D.O.T DISTRICT 7

TO: Jeff South, District 7 Attn: Sherry Phillips

FROM: Maureen Kastl

DATE: October 1, 2018

RE: Pesa Review
Bike Trail (Along abandoned RR): Mattoon to Charleston
City of Charleston
Coles County
Section 16-00112-00-BT & 16-00277-00-BT

- [x] Take Appropriate Action
- [ ] For Your Approval
- [ ] Approved
- [ ] Investigate and Report
- [ ] Please Report on Current Status
- [ ] For Your Comments
- [ ] For Your Information
- [ ] Please See/Call Me
- [ ] Reply For My/Your Signature
- [ ] Per Your Request
- [ ] Return
- [ ] File
- [ ] See Reverse Side for Additional Comments

Remarks:
Attached is a copy of the PESA review for the referenced project. Please forward to the City as appropriate. The City should review the information in Table 1 to determine if the known REC sites can be avoided and submit a PESA response. The PESA response is to be included in the PDR.

Per BDE 27-3.08, unless the PDR can be approved within 6 months of the PESA review transmittal memo, the District SWC must validate the results of the PESA and include the PESA validation in the PDR.

If you have any questions, please contact Mark Reitz at (217)785-2798.

Engineer of Local Roads and Streets

Gregory S. Lupton, MSR

By: Gregory S. Lupton, P.E.
Local Project Implementation Engineer

Attachment

Note about the department letting schedule and special waste investigation

Today's Date: 09/28/18 Sequence #: 21733 ISGS PESA #: 3611 District: 7

According to the enclosed Preliminary Environmental Site Assessment (PESA) Review Memo, the Phase I PESA document is now complete. If a Phase II Preliminary Site investigation (PSI) is required, the project developer should prepare the PESA Response/Work Order (PR/WO) request as soon as possible so that the Phase II special waste investigation can be initiated and the special provision prepared in ample time for inclusion into the PS&E documents.

In general, the PSI and special provision and pay items can be completed within approximately 5-months after the PR/WO forms are prepared and submitted. The project developer needs to take into consideration the advance notice required by the department's standard letting schedule.

For this project, for example, if the PR/WO is prepared *within a month* from today:

- The PSI and related special provision and pay items will be scheduled for completion by approximately 03/27/19.
- Thus, assuming the department's standard letting schedule is followed, the project developer should assign a letting date no sooner than 06/25/19.

This estimated schedule assumes the special waste investigation incurs no delay due to inclement weather, site access problems, permit delays or other unforeseen issues.

Please contact Jim Curtis (217/558-4653, James.R.Curtis@illinois.gov) or Scott Stitt (217/785-4245, Scott Stitt@illinois.gov) with any questions regarding the Phase I PESA and Phase II PSI process.

MATTOON

MATTOON, ILLINOIS: *Working Together to Build the Future*

October 04, 2018

IDOT - District 7
Attn: Tom Kreke - Local Roads
400 West Wabash
Effingham, IL 62401-2699

RE: PESA Response
Mattoon-Charleston Bike Trail Expansion Project
City of Charleston Section 16-00112-00-BT
City of Mattoon Section 16-00277-00-BK

We have reviewed the PESA prepared by Huff & Huff. The PESA identifies 41 Potentially Impacted Properties including the abandoned railroad right-of-way on which the bike trail is constructed.

We do not anticipate any significant issues with contaminated soil. The maximum excavation depth for most of the work is 6". We intend to proceed with a Preliminary Site Investigation.

The total project length is 12.1 miles. There is 0.5 miles of new trail construction. The remaining work is resurfacing, pavement markings, and signage improvements along the existing trail.

The abandoned railroad right-of-way that is being used for the new trail construction is identified as a Potentially Impacted Property. There are former industrial sites along the railroad that constitute the other Potentially Impacted Properties. Therefore, relocating the work to the adjacent properties does not alleviate the potential. The railroad property was donated to the City of Mattoon in the 1980's. New right-of-way acquisition would not be more cost effective given the limit depth of excavation required for the work.

Please contact me at 549-0939, or barberd@mattoonillinois.org, if you have any questions.

Sincerely,

Dean Barber
Public Works Director

CITY OF MATTOON CORPORATE SEAL COLES CO. ILLINOIS

Mayor
Tim Gover

Mattoon City Hall
208 N. 19th Street
Mattoon, Illinois 61938
Mayor: 217-234-4633
City Clerk: 217-235-5654
Fax: 217-258-6435

Commissioners
Dave Cox
Sandy Graven
Rick Hall
Preston Owen

Illinois Department of Transportation

Memorandum

To:	Maureen Kastl	Attn:	Mark Reitz
From:	Jack Elston	By:	Brad Koldehoff
Subject:	Cultural Resources Clearance – No Historic Properties Affected		
Date:	February 11, 2019		

Coles County
Charleston and Mattoon
Bike Trail along former railroad, Mattoon to Charleston
Section # 16-00112-00-BT & 16-00277-00-BT
Seq. 21733

For the above referenced undertaking, IDOT's qualified Cultural Resources staff hereby make a **"No Historic Properties Affected"** finding pursuant to Section 106 of the National Historic Preservation Act.

This finding concludes the Section 106 process in accordance with the stipulations of the Programmatic Agreement Regarding Section 106 Implementation for Federal-Aid Transportation Projects in the State of Illinois, executed March 6, 2018 by FHWA, Illinois SHPO, IDOT and the Advisory Council on Historic Preservation.

No further cultural resources coordination is required for this undertaking.

Brad H. Koldehoff
Cultural Resources Unit Chief
Bureau of Design & Environment

BK:br

A Subsidiary of GZA

Proactive by Design.
Our Company Commitment.

Preliminary Site Investigation

BIKE TRAIL EXTENSION AND IMPROVEMENTS MATTOON TO CHARLESTON, COLES COUNTY, ILLINOIS

February 18, 2019
File No. 81.0220535.03

PREPARED FOR:
City of Mattoon
208 N. 19th Street
Mattoon, IL 61938

Huff & Huff, A Subsidiary of GZA
915 Harger Road Suite 330 | Oak Brook, IL 60523
630-684-9100

GZA has 32 Offices Nationwide
www.huffnhuff.com www.gza.com

February 18, 2019
File No. 81.0220535.02

Mr. Dean Barber
Public Works Director
City of Mattoon
208 N. 19th Street
Mattoon, IL 61938

Re: Preliminary Site Investigation
Bike Trail Extension and Improvements from Mattoon to Charleston
Mattoon to Charleston, Coles County, IL
81.0220535.02

Dear Mr. Barber,

Huff & Huff, Inc., a subsidiary of GZA GeoEnvironmental, Inc. (H&H) is pleased to submit this *Preliminary Site Investigation* (PSI) for proposed Bike Trail Extension and Improvements from Mattoon to Charleston in Coles County, IL.

The scope and depth of this study are consistent with those proposed and accepted by the City of Mattoon. The field observations and results reported herein are considered sufficient in detail and scope to form an informed and professional opinion as to the obvious potential environmental hazards along the Project Corridor. This assessment has further investigated the forty-one (41) potentially impacted properties (PIPs) identified in the *Preliminary Environmental Site Assessment* (PESA).

Soil samples were collected along the Project Corridor and, specifically, relative to the identified PIPs. The laboratory analytical assessment for contaminants of concern associated with the various PIPs includes VOCs, BTEX, PNAs, total Target Analyte List (TAL) metals, and soil pH.

Based on detections of SVOCs that exceeded the Maximum Allowable Concentration (MACs) values at various locations throughout the Project Corridor in addition to the detections of arsenic that exceeded the MAC values at twenty-four locations, exclusion zones have been established around these locations. The soil generated from these borings is **NOT** certified for CCDD disposal but must be managed as a non-special waste with final disposition at a Subtitle D Sanitary Landfill. The CCDD exclusion zones along Broadway Street, are depicted on Figure 4-1.

Soils within the areas characterized by SB-4 (0-3), SB-6 (0-3), SB-7 (0-3), SB-8 (0-3), SB-9 (0-3), SB-10 (0-3), SB-11 (0-1), SB-12 (0-1), SB-16 (0-1), SB-18 (0-1), SB-19/SB-19A (0-1), SB-22 (0-1), SB-23 (0-1), SB-24 (0-1), SB-26 (0-1), SB-29 (0-5), SB-30 (0-3), SB-32 (0-1), SB-33 (0-1), SB-38 (0-1), SB-40 (0-1), SB-42 (0-1), SB-43 (0-1), SB-44 (0-1), SB-45 (0-1), SB-46 (0-1), and SB-47 (0-1) are considered to be a(5) soils per Article 669.05 of IDOT Standard Specifications for Road and Bridge Construction, which must be managed and disposed of off-site as non-special waste, special waste, or hazardous waste as applicable.

Soils within the area characterized by SB-5 (1-3), SB-8 (3-5), SB-9 (3-5), SB-25 (0-1), and SB-31 (1-3) are considered to be 669.05 a(4) soils, which can be utilized within the construction limits as fill, when suitable, or managed and disposed of off-site as "uncontaminated soil" at a CCDD facility or an USFO within an MSA County excluding Chicago provided the pH of the soil is within the range of 6.25-9.0, inclusive.

Soils within the area characterized by SB-1 (0-5), SB-2 (0-5), SB-3 (0-5), SB-6 (3-5), SB-7 (3-5), SB-10 (3-5), SB-13 (0-1), SB-14 (0-1), SB-15 (0-1), SB-17 (0-1), SB-20 (0-1), SB-21 (0-1), SB-28 (0-1), SB-34 (0-1), SB-35 (0-1), SB-36 (0-1), SB-37 (0-1), SB-39 (0-1), SB-41 (0-1) are considered to be 669.05 a(3) soils, which may be utilized within the construction limits as fill, when suitable, or managed and disposed of off-site as "uncontaminated soil" at a CCDD facility or an USFO within an MSA County excluding Chicago or within the Chicago corporate limits provided the pH of the soil is within the range of 6.25-9.0, inclusive.

Soils within the area characterized SB-27 (0-1) are considered to be 669.05 a(1) soils. Soil in the vicinity of these soil borings may be utilized within the construction limits as fill, when suitable. If the soils cannot be utilized within the construction limits, they shall be managed and disposed of off-site as a non-special waste, special waste, or hazardous waste as applicable.

Soils within the area characterized by SB-4 (3-5), SB-5 (3-5), SB-30 (3-5), and SB-31 (3-5) achieves the MACs, are considered unrestricted, and may be managed on site or off site, including disposal at a CCDD/USFO facility using the attached LPC-663 form in Appendix D.

ıce of the inhalation exposure pathway, a construction
4th Street extending 75 feet west and from the northern
et).

onsite or disposed of at a CCDD facility. As PIPs were
re completion of Uncontaminated Soil Certification by
ement of soils at either a CCDD or soil-only USFO facility.

ontact us at 630-684-9100.

DORSEMENTS

nd depth of this study are consistent with those proposed and accepted by Gewalt Hamilton Associates, Inc.
servations and results reported herein are considered sufficient in detail and scope to form an informed and
l opinion as to the obvious potential environmental hazards along the Project Corridor. This assessment is
nd is believed to be accurate. Huff & Huff, Inc. cannot guarantee or warrant that the information provided is
entative of all conditions across the entire Project Corridor.

Date 8/18/17
Adam H. Kittler, Geologist

/ Consultant Reviewer

Reviewer: Date 8/18/17
Linda Hutchins, Senior Project Manager, CFM

Date 8/18/17
Jeremy J. Reynolds, P.G., State of Illinois
License # 196-001170

GLOSSARY OF ACRONYMS ..... **IV**

EXECUTIVE SUMMARY **1**

1.0 INTRODUCTION **10**

1.1 SCOPE OF ASSESSMENT 10

1.2 SCOPE OF IMPROVEMENTS 11

1.3 SUMMARY OF PREVIOUS ASSESSMENTS 11

2.0 SUBSURFACE INVESTIGATION **26**

2.1 SAMPLING METHODOLOGY 26

2.2 PARAMETERS OF CONCERN 26

2.3 PHOTOIONIZATION DETECTOR (PID) SCREENING RESULTS 41

2.4 SOIL SAMPLE HANDLING 42

2.5 GEOLOGICAL CHARACTERIZATION 42

3.0 TIER I AND MAC ASSESSMENT OF SOIL SAMPLE ANALYTICAL RESULTS **43**

3.1 ASSESSMENT PROCEDURES 43

3.2 COMPARISON OF RESULTS TO MACS AND TIER I OBJECTIVES 45

3.2.1 VOCs (and subset BTEX) 45

3.2.2 SVOCs (and subset PNAs) 45

3.2.3 Total TAL Metals 46

3.3 SOIL PH RESULTS 65

4.0 CONCLUSIONS AND SOIL MANAGEMENT RECOMMENDATIONS **66**

4.1 CONCLUSIONS 66

4.2 SOIL MANAGEMENT RECOMMENDATIONS 68

5.0 ENDORSEMENTS **87**

6.0 INFORMATION SOURCES **88**

TABLE OF CONTENTS

TABLES

TABLE ES-1 SUMMARY OF SITES DETERMINED TO BE PIPS 1

TABLE 1-1 SEPTEMBER 2018 PESA SITES DETERMINED TO BE PIPS 11

TABLE 2-1 PID SCREENING SUMMARY 41

TABLE 3-1 ANALYTICAL SUMMARY 44

TABLE 3-2 SOIL SAMPLE VOC ANALYTICAL RESULTS COMPARED TO THE TIER 1 REMEDIAL OBJECTIVES 48

TABLE 3-3 SOIL SAMPLE VOC ANALYTICAL RESULTS COMPARED TO THE MAXIMUM ALLOWABLE CONCENTRATIONS FOR CCDD DISPOSAL 50

TABLE 3-4 SOIL SAMPLE PNA ANALYTICAL RESULTS COMPARED TO THE TIER 1 REMEDIAL OBJECTIVES 52

TABLE 3-5 SOIL SAMPLE PNA ANALYTICAL RESULTS COMPARED TO THE MAXIMUM ALLOWABLE CONCENTRATIONS FOR CCDD DISPOSAL 54

TABLE 3-6 SOIL SAMPLE SVOC ANALYTICAL RESULTS COMPARED TO THE TIER 1 REMEDIAL OBJECTIVES 56

TABLE 3-7 SOIL SAMPLE SVOC ANALYTICAL RESULTS COMPARED TO THE MAXIMUM ALLOWABLE CONCENTRATIONS FOR CCDD DISPOSAL 57

TABLE 3-8 SOIL SAMPLE RCRA ANALYTICAL RESULTS COMPARED TO THE REMEDIAL OBJECTIVES 58

TABLE 3-9 SOIL SAMPLE RCRA ANALYTICAL RESULTS COMPARED TO THE MAXIMUM ALLOWABLE CONCENTRATIONS FOR CCDD DISPOSAL 61

TABLE 3-10 TCLP/SPLP METAL SOIL RESULTS COMPARED TO THE MAXIMUM ALLOWABLE CONCENTRATIONS FOR CCDD DISPOSAL 64

TABLE 3--11 SOIL PH RESULTS COMPARED TO THE SOIL PH REQUIREMENT FOR CCDD DISPOSAL 65

FIGURES

FIGURE 1-1 PROJECT LOCATION MAP 13

FIGURE 1-2 PROJECT LAYOUT MAP 14

FIGURE 1-3 POTENTIALLY IMPACTED PROPERTIES MAP 15

FIGURE 2-1 SOIL BORING LOCATION MAP 27

FIGURE 4-1 CCDD SOIL CLASSIFICATION MAP 74

FIGURE 4-2 CONSTRUCTION WORKER CAUTION AREA MAP 86

APPENDICES

APPENDIX A PHOTOGRAPH LOG

APPENDIX B 2018 PESA

APPENDIX C BORING LOGS

APPENDIX D LABORATORY ANALYTICAL REPORT

APPENDIX E LPC-663 CCDD DOCUMENTS

GLOSSARY OF ACRONYMS

ACM	Asbestos-Containing Material	**NIPC**	Northeast Illinois Planning Commission
ASTM	ASTM International	**NFR**	No Further Remediation
bgs	below ground surface	**NPMS**	National Pipeline Mapping System
BDE	Bureau of Design and Environment	**PESA**	Preliminary Environmental Site Assessment
BLRS	Bureau of Local Roads and Streets	**PGA**	Peak Ground Acceleration
BTEX	Benzene, Toluene, Ethylbenzene, and total Xylenes	**PID**	Photoionization Detector
CCDD	Clean Construction or Demolition Debris	**PIP**	Potentially Impacted Property
CERCLIS	Comprehensive Environmental Response, Compensation, and Liability Information System	**PNA**	Polynuclear Aromatic Hydrocarbons
COC	Contaminant of Concern	**PSI**	Preliminary Site Investigation
CWA	Clean Water Act	**RCRA**	Resource Conservation and Recovery Act
ERIS	Environmental Risk Information Services	**REC**	Recognized Environmental Condition
FEMA	Federal Emergency Management Agency	**RO**	Remedial Objective
FOIA	Freedom of Information Act	**ROW**	Right-of-Way
IAC	Illinois Administrative Code	**SPILLS**	Spills and Incidences
IDOT	Illinois Department of Transportation	**SQG**	Small Quantity Generator
IEMA	Illinois Emergency Management Agency	**USEPA**	United States Environmental Protection Agency
IEPA	Illinois Environmental Protection Agency	**USFO**	Uncontaminated Soil Fill Operation
ISGS	Illinois State Geological Survey	**USGS**	United States Geological Survey
LUST	Leaking Underground Storage Tank	**UST**	Underground Storage Tank
MAC	Maximum Allowable Concentration	**WWTP**	Wastewater Treatment Plant

EXECUTIVE SUMMARY

This *Preliminary Site Investigation* (PSI) pertains to the proposed improvements that are along the Lincoln Prairie Grass Trail from 16th Street in the City of Mattoon to 14th Street in the City of Charleston (Project Corridor). The planned improvements include trail resurfacing, street signage, and new trail pavement construction. At this time, the maximum depth of excavation for the proposed improvements is anticipated to be approximately 1 to 5 ft bgs.

A *Preliminary Environmental Site Assessment* (PESA) was conducted by Huff & Huff, Inc. in September 2018. The PESA concluded that forty-one (41) potentially impacted properties (PIPs) existed adjacent to the Project Corridor. Soil borings were advanced at forty-seven (47) locations within the existing right-of-way (ROW) on December 12, 2018, to address the PIPs, which are summarized in the following table.

Table ES-1 Summary of Sites Determined to be PIPs

Site ID	Site Name	Address	Reason(s)
RR-1	New York Central Railroad	Project Corridor (Excluding Roadway Areas Within Charleston)	Historic Rail Use
5	Niebrugge Oil Company / Platolene 500	212 N. 15th Street, Mattoon, IL	LUST, SPILLS, UST Listings
6	CIPS Town Gas / Central Illinois Public Service	SE Corner 14th Street and Richmond Ave, Mattoon, IL	ENG, INST, SRP, LUST Listings
7	Young Radiator / Ballinger, Dennis / Unknown / Former Young Radiator	120 N. 14th Street, Mattoon, IL	CERCLIS, ENG, FINDS/FRS, INST, LUST, RCRA NON GEN, SEMS, SPILLS, SRP, UST, LUST TRUST
8	City of Mattoon Street Department	1201 Richmond Avenue, Mattoon, IL	UST Listing
13	Mattoon Softball Complex / Former Railyard	Shelby Avenue from 10th Street to N. Logan Street, Mattoon, IL	Former rail use based off of historical aerials
17	Verizon Wireless	324 N. 1st Street, Mattoon, IL	AST Listing
18	Storage Yard and Water-tower	379 N. Division Street, Mattoon, IL	Potential storage of hazardous materials based off historical aerials and site reconnaissance
19	Monitor Signs Inc	316 N. Division, Mattoon, IL	RCRA CESQG Listings, Site Reconnaissance
20	General Steel & Metal/Mervis Industry, Inc.	612 N. Logan Street, Mattoon, IL	LUST, RCRA CESQG, UST Listings
25	NCI Group, Inc dba Insulated Panel Systems	1509 Dewitt Avenue East, Mattoon, IL	AST Listing
26	Resthaven Memorial Gardens Cemetery	1701 Dewitt Avenue, Mattoon, IL	Potential for storage or release of hazardous material
28	JG Scholes Trucking, Inc	6125 Stockton Road, Mattoon, IL	AST Listing
30	Charleston Country Club	8355 Country Club Road, Charleston, IL	Historic use of golf course, potential for storage of hazardous materials
37	Lester Building Systems	890 W. State Street, Charleston, IL	INST, SRP Listings
39	Treasure Island Furniture	620 W. State Street, Charleston, IL	UST listings, Proximity to Corridor
42	Maintenance and Storage Facility	110 N. E Street, Charleston, IL	Potential storage of hazardous materials based off historical aerials and site reconnaissance

Site ID	Site Name	Address	Reason(s)
43	CJS Auto & Towing	22 C Street, Charleston, IL	RCRA NON GEN Listing, Site Reconnaissance
49	AT&T Mobility / Total Grain Marketing LLC	100 N. 5th Street, Charleston, IL	AST, FINDS/FRS, ICIS Listings
50	Gano Welding Supplies Inc.	320 Railroad Street, Charleston, IL	FINDS/FRS Listings
53	Huckaba & Sons Construction Co / Wright Trucking Dennis	823 Olive Street, Charleston, IL	UST Listings
54	Midstate Foundry Co	10th and Olive Street, Charleston, IL	FINDS/FRS, ICIS, and UST Listings
59	Kirchner Building Center	1 6th Street, Charleston, IL	UST Listings
64	Dutts, Gayna / Winnett & Deremiah	603 Madison Avenue, Charleston, IL	LUST, UST Listings
65	Quality Auto Construction	611 Madison Street, Charleston, IL	RCRA SQG Listings
66	Darrell Eaton Property	617 Madison Street, Charleston, IL	LUST, UST Listings
74	Carols Cleaners	616 S. 6th Street, Charleston, IL	FINDS/FRS, RCRA NON GEN Listings
76	Coles County Sherriff Dept.	701 7th Street, Charleston, IL	AST, LUST, SPILLS, UST Listings
80	IL Consolidated Telephone Co	805 7th Street, Charleston, IL	Minimal FINDS/FRS, UST listings, good housekeeping noted
84	Inyart Tire & Auto	515 Lincoln Avenue, Charleston, IL	FINDS/FRS Listings, Site Reconnaissance
85	Marathon Oil #1819	Lincoln Avenue & 6th Street, Charleston, IL	UST Listing
86	Eastern Illinois University / Eastern Illinois University - Art Park	600-12 Lincoln Avenue, Charleston, IL	FINDS/FRS, RCRA SQG, ICIS, SPILLS
E	Pierce Francis & Diller W L (SIA)	1709 Broadway P.O. Box 320, Mattoon, IL	CERCLIS and SEMS ARCHIVE listings
I	Sherwin-Williams Co	1522 Broadway, Mattoon, IL	RCRA NON GEN Listings
O	Meadow Gold Dairy / Borden, Inc	1308-1312 Broadway, Mattoon, IL	LUST, SPILLS, SRP, UST Listings
AE	CIPS Town Gas	339 Washington Avenue, Charleston, IL	ENG, INST, SRP Listings
AJ	No Facility Name Provided / Hucks #250	501-503 Madison Street, Charleston, IL	UST, SPILLS Listings
AK	Jim Hutton, Boatman / Illinois Dept. of Transportation / Public Right of Way	5th & Madison, Charleston, IL	LUST, SPILLS, UST Listings
AM	Johnsons Automotive SVC Inc	407 8th Street, Charleston, IL	RCRA SQG Listing
RR-2	Illinois Central Railroad	1718 Broadway Avenue, Mattoon, IL	Historic Rail Use
RR-3	New York Chicago and St. Louis Railroad	5th Street and Olive Avenue, Charleston, IL	Historic Rail Use

Forty-seven (47) soil borings were advanced to depths of approximately five (5) feet bgs, corresponding to the maximum anticipated depth of the planned and/or potential improvements. The current guidance for determining the ability to dispose of materials as clean construction or demolition debris (CCDD) at a CCDD facility of uncontaminated soil fill operation (USFO) is through comparison of soil sample analytical results to the Maximum Allowable Concentrations (MACs) of chemical constituents in uncontaminated soil used as fill material. There is also a soil pH requirement (between 6.25 and 9.0).

Samples were selected from each boring for analysis of the contaminants of concern (COCs) associated with the PIPs identified in the PESA, and include one or more the following: volatile organic compounds (VOCs); benzene, toluene, ethyl benzene, total xylenes (BTEX), a sub-set of the volatile organic list; semi-volatile organic compounds (SVOCs); polynuclear aromatic compounds (PNAs), a sub-set of the semi-volatile organic list; total Target Analyte List (TAL) metals. Samples were also analyzed for soil pH using laboratory analysis to assess CCDD suitability of Project Corridor soils.

Fifteen samples were analyzed for soil pH using laboratory analysis. The results range from 6.43 to 8.91, within the required range for CCDD disposal (6.25 to 9.0).

Sample SB-8 (1-3) had a detection of benzene above the most stringent Tier 1 ROs and the MACs. The remaining VOC (and subset BTEX) results are below detection limits for the samples analyzed, achieving the Tier 1 ROs and the MACs.

Fifty-six (56) samples contained detectable levels of SVOCs. Fifty-two (52) samples contained detections of SVOCs that exceeded the most stringent MAC values. Exceeding constituents consisted of one or more of the following: benzo(a)anthracene, benzo(a)pyrene, benzo(b)fluoranthene, dibenzo(a,h)anthracene, indeno (1,2,3-cd)pyrene, and naphthalene.

Sample SB-10 (1-3) contained naphthalene and benzo(a)anthracene at a concentration that exceeded the MAC limits for disposal within a populated area in a MSA county excluding Chicago, within Chicago corporate limits, within a populated area in a non-MSA county, and outside of a populated area. In addition, the naphthalene concentration also exceeded the Tier 1 RO for construction worker inhalation. SB-10 (1-3) also contained benzo(a)pyrene, benzo(b)fluoranthene, dibenzo(a,h)anthracene, and indeno (1,2,3-cd)pyrene at concentrations that exceeded the most stringent MAC values.

Twenty-three (23) soil samples SB-4 (1-3), SB-6 (1-3), SB-7 (1-3), SB-8 (1-3), SB-9 (1-3), SB-11 (0-1), SB-12 (0-1), SB-18 (0-1), SB-9 (0-1), SB-20 (0-1), SB-22 (0-1), SB-23 (0-1), SB-24 (0-1), SB-26 (0-1), SB-27 (0-1), SB-29 (1-3), SB-29 (3-5), SB-30 (1-3), SB-33 (0-1), SB-38 (0-1), SB-40 (0-1), SB-43 (0-1), and SB-44 (0-1) contained arsenic at a concentration that exceeded the MAC value (13.0 mg/kg) for soils within a MSA county. Exceedances of the RO and MAC values for arsenic at these locations will preclude these areas from being eligible for CCDD disposal with a MSA county. In addition, one sample, SB-32 (0-1), exceeded the MAC value (11.3 mg/kg) for soils in a non-MSA county. Exceedances of the RO and MAC values for arsenic at this location will preclude this area from being eligible for CCDD disposal with a non-MSA county.

Twenty-six (26) soil samples contained total mercury at concentrations that exceeded the MAC value (0.1 mg/kg) and the construction worker inhalation objective (0.1 mg/kg) but achieved the Residential and Industrial/Commercial ROs. The construction worker caution for mercury is based on elemental mercury, and mercury detected in this location is likely attributed to inorganic mercury salt compounds (association with coal, specifically). Due to the nature of the Project Corridor as a former railroad with potential historic use of coal and coal noted in several of the boring locations, elevated total mercury levels are anticipated to be associated with the coal and are not anticipated to be of the elemental speciation of mercury.

Twelve (12) soil samples had detections of total chromium that exceeded the MAC value (21 mg/kg). Five select soil samples [SB-15 (0-1), SB-21 (0-1), SB-37 (0-1), SB-39 (0-1), and SB-41 (0-1)] with total chromium exceedances were subsequently analyzed for TCLP chromium which had results below the lab detection limit, achieving the MAC. Based on the subsequent TCLP chromium results, chromium is considered to achieve the MAC in the five samples analyzed for TCLP chromium. Table 3-10 presents the soil TCLP chromium results compared to the MAC. The remaining seven (7) soil samples with total chromium exceedances also had exceedances of other constituents, precluding them from being eligible for CCDD disposal.

Sixteen (16) soil samples had detections of total lead that exceeded the MAC value (107 mg/kg). Total lead was detected at SB-19 (0-1) with a concentration of 5770 mg/kg. TCLP laboratory analysis was unable to be completed on the sample due to matrix issues. An additional sample, SB-19A (0-1) was obtained from the same interval and boring location. Total lead was detected at a concentration of 117 mg/kg. Six select soil samples [SB-3 (1-3), SB-18 (0-1), SB-19A (0-1), SB-20 (0-1), SB-27 (0-1), and 31 (1-3)] with total lead exceedances were subsequently analyzed for TCLP lead. Soil samples SB-18 (0-1) and SB-27 (0-1) had detections (0.0161 mg/L and 0.0182 mg/L, respectively) of TCLP lead that exceeded the MAC

Value (0.0075 mg/L). The remaining samples had results below the lab detection limit, achieving the MACs. The remaining ten (10) soil samples with total lead exceedances also had exceedances of other constituents, precluding them from being eligible for CCDD disposal.

Forty (40) soil samples had detections of total iron that exceeded the MAC value (15,000 mg/kg). Fourteen select soil samples [SB-1 (1-3), SB-2 (1-3), SB-3 (1-3), SB-4 (3-5), SB-6 (3-5), SB-10 (3-5), SB-21 (0-1), SB-28 (0-1), SB-30 (3-5), SB-31 (1-3), SB-31 (3-5), SB-36 (0-1), SB-37 (0-1), and SB-41 (0-1)] with total iron exceedances were subsequently analyzed for TCLP iron. One sample, SB-10 (3-5), had a detection of TCLP iron, 4.74 mg/L, below the MAC value of 5mg/L. The remaining TCLP lead results were below the lab detection limit, achieving the MAC. Based on the subsequent TCLP iron results, iron is considered to achieve the MAC in the fourteen samples analyzed for TCLP iron. Table 3-10 presents the soil TCLP iron results compared to the MAC. The remaining twenty-six (26) soil samples with total iron exceedances also had exceedances of other constituents, precluding them from being eligible for CCDD disposal.

Twenty-three (23) soil samples had detections of total silver that exceeded the MAC value (4.4 mg/kg). Six select soil samples [SB-15 (0-1), SB-21 (0-1), SB-31 (1-3), SB-37 (0-1), SB-39 (0-1), and SB-41 (0-1)] with total sliver exceedances were subsequently analyzed for TCLP silver which had results below the lab detection limit, achieving the MAC. Based on the subsequent TCLP silver results, silver is considered to achieve the MAC in the six samples analyzed for TCLP silver. Table 3-10 presents the soil TCLP silver results compared to the MAC. The remaining seventeen (17) soil samples with total silver exceedances also had exceedances of other constituents, precluding them from being eligible for CCDD disposal.

Nineteen (19) soil samples had detections of total thallium that exceeded the MAC value (2.6 mg/kg). Eight select soil samples [SB-1 (1-3), SB-3 (1-3), SB-21 (0-1), SB-31 (1-3), SB-35 (0-1), SB-36 (0-1), SB-39 (0-1), and SB-41 (0-1)] with total sliver exceedances were subsequently analyzed for TCLP silver which had results below the lab detection limit, achieving the MAC. Based on the subsequent TCLP silver results, silver is considered to achieve the MAC in the six samples analyzed for TCLP silver. Table 3-10 presents the soil TCLP thallium results compared to the MAC. The remaining three (3) soil samples with total thallium exceedances also had exceedances of other constituents, precluding them from being eligible for CCDD disposal.

Seven (7) soil samples had detections of total manganese that exceeded the MAC value (630 mg/kg). Four select soil samples [SB-15 (0-1), SB-35 (0-1), SB-36 (0-1), and SB-39 (0-1)] with total manganese exceedances were subsequently analyzed for TCLP or SPLP manganese. Two samples, SB-35 (0-1) and SB-36 (0-1), had a detection of SPLP manganese, 0.0378 mg/L and 0.0291 mg/L, below the MAC value of 0.15 mg/L. The remaining SPLP and TCLP manganese results were below the lab detection limit, achieving the MAC. Based on the subsequent SPLP and TCLP manganese results, manganese is considered to achieve the MAC in the four samples analyzed for SPLP and TCLP manganese. Table 3-10 presents the soil SPLP and TCLP manganese results compared to the MAC.

Based on detections of SVOCs that exceeded the Maximum Allowable Concentration (MACs) values at various locations throughout the Project Corridor in addition to the detections of arsenic that exceeded the MAC values at twenty-four locations, exclusion zones have been established around these locations. The soil generated from these borings is **NOT** certified for CCDD disposal but must be managed as a non-special waste with final disposition at a Subtitle D Sanitary Landfill. The CCDD exclusion zones along Broadway Street, are depicted on Figure 4-1.

Soils within the areas characterized by SB-4 (0-3), SB-6 (0-3), SB-7 (0-3), SB-8 (0-3), SB-9 (0-3), SB-10 (0-3), SB-11 (0-1), SB-12 (0-1), SB-16 (0-1), SB-18 (0-1), SB-19/SB-19A (0-1), SB-22 (0-1), SB-23 (0-1), SB-24 (0-1), SB-26 (0-1), SB-29 (0-5), SB-30 (0-3), SB-32 (0-1), SB-33 (0-1), SB-38 (0-1), SB-40 (0-1), SB-42 (0-1), SB-43 (0-1), SB-44 (0-1), SB-45 (0-1), SB-46 (0-1), and SB-47 (0-1) are considered to be a(5) soils per Article 669.05 of IDOT Standard Specifications for Road and Bridge

Construction, which must be managed and disposed of off-site as non-special waste, special waste, or hazardous waste as applicable.

Soils within the area characterized by SB-5 (1-3), SB-8 (3-5), SB-9 (3-5), SB-25 (0-1), and SB-31 (1-3) are considered to be 669.05 a(4) soils, which can be utilized within the construction limits as fill, when suitable, or managed and disposed of off-site as "uncontaminated soil" at a CCDD facility or an USFO within an MSA County excluding Chicago provided the pH of the soil is within the range of 6.25-9.0, inclusive.

Soils within the area characterized by SB-1 (0-5), SB-2 (0-5), SB-3 (0-5), SB-6 (3-5), SB-7 (3-5), SB-10 (3-5), SB-13 (0-1), SB-14 (0-1), SB-15 (0-1), SB-17 (0-1), SB-20 (0-1), SB-21 (0-1), SB-28 (0-1), SB-34 (0-1), SB-35 (0-1), SB-36 (0-1), SB-37 (0-1), SB-39 (0-1), SB-41 (0-1) are considered to be 669.05 a(3) soils, which may be utilized within the construction limits as fill, when suitable, or managed and disposed of off-site as "uncontaminated soil" at a CCDD facility or an USFO within an MSA County excluding Chicago or within the Chicago corporate limits provided the pH of the soil is within the range of 6.25-9.0, inclusive.

Soils within the area characterized SB-27 (0-1) are considered to be 669.05 a(1) soils. Soil in the vicinity of these soil borings may be utilized within the construction limits as fill, when suitable. If the soils cannot be utilized within the construction limits, they shall be managed and disposed of off-site as a non-special waste, special waste, or hazardous waste as applicable.

Soils within the area characterized by SB-4 (3-5), SB-5 (3-5), SB-30 (3-5), and SB-31 (3-5) achieves the MACs, are considered unrestricted, and may be managed on site or off site, including disposal at a CCDD/USFO facility using the attached LPC-663 form in Appendix D.

Should soils be encountered within the areas identified as CCDD acceptable that are not representative of the soils encountered during the PSI boring activities (odors, staining, or debris), those soils would need to be reassessed prior to disposal at a "clean fill" facility.

CCDD Soil Classification Summary:

Boring ID	Sample Depth (ft)	Class Depth (ft)	IDOT Soil Classification
SB-1	1-3	0-5	a(3): detections of benzo(a)pyrene above most stringent Tier 1 ROs and MAC Value; total iron, mercury, and thallium exceed most stringent Tier 1 ROs and MAC Value; TCLP iron and thallium below detection limits, achieving respective MAC Values
SB-2	1-3	0-5	a(3): detections of benzo(a)pyrene above most stringent Tier 1 ROs and MAC Value; total iron and mercury exceed most stringent Tier 1 ROs and MAC Value, TCLP iron below detection limits, achieving respective MAC Values
SB-3	1-3	0-5	a(3): detections of benzo(a)pyrene above most stringent Tier 1 ROs and MAC Value; total iron, mercury, thallium, and lead exceed most stringent Tier 1 ROs and MAC Value; TCLP iron, thallium, and lead below detection limits, achieving respective MAC Values
SB-4	1-3	0-3	a(5): detections of benzo(a)pyrene above most stringent Tier 1 ROs and MAC Value; total arsenic, iron, and mercury exceed most stringent Tier 1 ROs and MAC Value. a(5) due to arsenic exceedance.
	3-5	3-5	Unrestricted: total iron exceeds most stringent Tier 1 ROs and MAC Value; TCLP iron below detection limits, achieving respective MAC Values. Soil achieves the MACs and may be managed on site or off site, including disposal at a CCDD/USFO facility.

Boring ID	Sample Depth (ft)	Class Depth (ft)	IDOT Soil Classification
SB-5	1-3*	0-3	a(4): detections of indeno(1,2,3-c,d)pyrene above most stringent Tier 1 ROs and MAC Value for within Chicago corporate limits/within a populated area in a non-MSA county *total iron exceeds most stringent Tier 1 ROs and MAC Value. TCLP analysis was not analyzed. The TCLP results of 14 other samples were analyzed and achieved the MAC values. It is the professional opinion of Huff & Huff that total iron is not a contaminate of concern in this sample.
	3-5	3-5	Unrestricted: Soil achieves the MACs and may be managed on site or off site, including disposal at a CCDD/USFO facility.
SB-6	1-3	0-3	a(5): detections of PNAs above most stringent Tier 1 ROs and MAC Value; total arsenic, iron, lead, mercury, and silver exceed most stringent Tier 1 ROs and MAC Value. a(5) due to arsenic exceedance.
	3-5	3-5	a(3): detections of benzo(a)pyrene above most stringent Tier 1 ROs and MAC Value; total iron and mercury exceed most stringent Tier 1 ROs and MAC Value; TCLP iron below detection limits, achieving respective MAC Values
SB-7	1-3	0-3	a(5): detections of PNAs above most stringent Tier 1 ROs and MAC Value; total arsenic, iron, mercury, and thallium exceed most stringent Tier 1 ROs and MAC Value. a(5) due to arsenic exceedance.
	3-5	3-5	a(3): detections of benzo(a)pyrene above most stringent Tier 1 ROs and MAC Value; total mercury exceed most stringent Tier 1 ROs and MAC Value
SB-8	1-3	0-3	a(5): detections of PNAs above most stringent Tier 1 ROs and MAC Value; total arsenic, iron, mercury, and thallium exceed most stringent Tier 1 ROs and MAC Value. a(5) due to arsenic exceedance.
	3-5	3-5	a(4): detections of indeno(1,2,3-c,d)pyrene above most stringent Tier 1 ROs and MAC Value for within Chicago corporate limits/within a populated area in a non-MSA county
SB-9	1-3	0-3	a(5): detections of PNAs above most stringent Tier 1 ROs and MAC Value; total arsenic, iron, lead, mercury, silver, and thallium exceed most stringent Tier 1 ROs and MAC Value. a(5) due to arsenic exceedance.
	3-5	3-5	a(4): detections of indeno(1,2,3-c,d)pyrene above most stringent Tier 1 ROs and MAC Value for within Chicago corporate limits/within a populated area in a non-MSA county
SB-10	1-3	0-3	a(5): detections of PNAs above most stringent Tier 1 ROs and MAC Value; total iron, mercury, and thallium exceed most stringent Tier 1 ROs and MAC Value. a(5) due to PNA exceedances. Naphthalene exceedances above construction worker inhalation.
	3-5	3-5	a(3): detections of benzo(a)pyrene above most stringent Tier 1 ROs and MAC Value; total iron and mercury exceed most stringent Tier 1 ROs and MAC Value; TCLP iron below detection limits, achieving respective MAC Values
SB-11	0-1	0-1	a(5): detections of PNAs above most stringent Tier 1 ROs and MAC Value; total arsenic and iron exceed most stringent Tier 1 ROs and MAC Value. a(5) due to PNA and arsenic exceedances.
SB-12	0-1	0-1	a(5): detections of PNAs above most stringent Tier 1 ROs and MAC Value; total arsenic and iron exceed most stringent Tier 1 ROs and MAC Value. a(5) due to PNA and arsenic exceedances.
SB-13	0-1	0-1	a(3): detections of benzo(a)pyrene above most stringent Tier 1 ROs and MAC Value
SB-14	0-1	0-1	a(3): detections of benzo(a)pyrene above most stringent Tier 1 ROs and MAC Value

Boring ID	Sample Depth (ft)	Class Depth (ft)	IDOT Soil Classification
SB-15	0-1	0-1	a(3): detections of benzo(a)pyrene above most stringent Tier 1 ROs and MAC Value; total chromium, manganese, and silver exceed most stringent Tier 1 ROs and MAC Value; SPLP manganese, TCLP chromium and silver below detection limits, achieving respective MAC Values
SB-16	0-1	0-1	a(5): detections of PNAs above most stringent Tier 1 ROs and MAC Value; total mercury exceeds most stringent Tier 1 ROs and MAC Value. a(5) due to PNA exceedances.
SB-17	0-1	0-1	a(3): detections of benzo(a)pyrene above most stringent Tier 1 ROs and MAC Value
SB-18	0-1	0-1	a(5): detections of PNAs above most stringent Tier 1 ROs and MAC Value; total arsenic, iron, lead, manganese, mercury, silver, and thallium exceed most stringent Tier 1 ROs and MAC Value. a(5) due to arsenic exceedance.
SB-19 / SB-19A	0-1	0-1	a(5): detections of PNA above most stringent Tier 1 ROs and MAC Value; total arsenic, iron, lead, mercury, silver, and thallium exceed most stringent Tier 1 ROs and MAC Value. a(5) due to arsenic exceedance. **Total lead result was 5,770 mg/kg, TCLP lead was unable to be run for lead due to matrix issues within the lab. An additional sample was later collected from the same interval within the boring location, total lead result was 117mg/kg with TCLP lead below detection limits.**
SB-20	0-1	0-1	a(2)/a(3): detections of benzo(a)pyrene above most stringent Tier 1 ROs and MAC Value; total arsenic, iron, lead, silver, and thallium exceed most stringent Tier 1 ROs and MAC Value; a(2) due to arsenic value between 11.3 and 13.0, a(3) due to PNA exceedance above most stringent RO.
SB-21	0-1	0-1	a(3): detections of benzo(a)pyrene above most stringent Tier 1 ROs and MAC Value; total chromium, iron, silver, and thallium exceed most stringent Tier 1 ROs and MAC Value; TCLP chromium, iron, silver, and thallium below detection limits, achieving respective MAC Values
SB-22	0-1	0-1	a(5): detections of PNAs above most stringent Tier 1 ROs and MAC Value; total arsenic, iron, and mercury exceed most stringent Tier 1 ROs and MAC Value. a(5) due to arsenic and PNA exceedances.
SB-23	0-1	0-1	a(5): detections of PNAs above most stringent Tier 1 ROs and MAC Value; total arsenic, iron, lead, mercury, and thallium exceed most stringent Tier 1 ROs and MAC Value. a(5) due to arsenic and PNA exceedances.
SB-24	0-1	0-1	a(5): detections of PNAs above most stringent Tier 1 ROs and MAC Value; total arsenic and iron exceed most stringent Tier 1 ROs and MAC Value. a(5) due to arsenic and PNA exceedances.
SB-25	0-1	0-1	a(4): detections of indeno(1,2,3-c,d)pyrene above most stringent Tier 1 ROs and MAC Value for within Chicago corporate limits/within a populated area in a non-MSA county
SB-26	0-1	0-1	a(5): detections of PNAs above most stringent Tier 1 ROs and MAC Value; total arsenic, iron, lead, and mercury exceed most stringent Tier 1 ROs and MAC Value. a(5) due to arsenic and PNA exceedances.

Boring ID	Sample Depth (ft)	Class Depth (ft)	IDOT Soil Classification
SB-27	0-1	0-1	a(1): detections of PNAs above most stringent Tier 1 ROs and MAC Value; total arsenic, iron, lead, and thallium above most stringent Tier 1 ROs and MAC Value; TCLP lead exceeds MAC Value.
SB-28	0-1	0-1	a(3): detections of benzo(a)pyrene above most stringent Tier 1 ROs and MAC Value; total iron exceeds most stringent Tier 1 ROs and MAC Value; TCLP iron below detection limits, achieving respective MAC Values
SB-29	1-3	0-3	a(5): detections of PNAs above most stringent Tier 1 ROs and MAC Value; total arsenic, chromium, iron, lead, silver, and thallium exceed most stringent Tier 1 ROs and MAC Value. a(5) due to arsenic and PNA exceedances.
	3-5	3-5	a(5): total arsenic and iron exceed most stringent Tier 1 ROs and MAC Value. a(5) due to arsenic exceedance.
SB-30	1-3	0-3	a(5): detections of PNAs above most stringent Tier 1 ROs and MAC Value; total arsenic, iron, lead, mercury, silver, and thallium exceed most stringent Tier 1 ROs and MAC Value. a(5) due to arsenic and PNA exceedances.
	3-5	3-5	Unrestricted: total iron exceeds most stringent Tier 1 ROs and MAC Value; TCLP iron below detection limits, achieving respective MAC Values. Soil achieves the MACs and may be managed on site or off site, including disposal at a CCDD/USFO facility.
SB-31	1-3	0-3	a(4): detections of indeno(1,2,3-c,d)pyrene above most stringent Tier 1 ROs and MAC Value for within Chicago corporate limits/within a populated area in a non-MSA county
	3-5	3-5	Unrestricted: total iron exceeds most stringent Tier 1 ROs and MAC Value; TCLP iron below detection limits, achieving respective MAC Values. Soil achieves the MACs and may be managed on site or off site, including disposal at a CCDD/USFO facility.
SB-32	0-1	0-1	a(5): detections of PNAs above most stringent Tier 1 ROs and MAC Value; total arsenic, iron, lead, and silver exceed most stringent Tier 1 ROs and MAC Value. a(5) due to PNA exceedances.
SB-33	0-1	0-1	a(5): detections of PNAs above most stringent Tier 1 ROs and MAC Value; total arsenic, iron, and lead exceed most stringent Tier 1 ROs and MAC Value. a(5) due to arsenic and PNA exceedances.
SB-34	0-1	0-1	a(3): detections of PNAs above most stringent Tier 1 ROs and MAC Value; total manganese and silver exceed most stringent Tier 1 ROs and MAC Value; SPLP manganese and TCLP silver results are below detection limits, achieving respective MAC Values
SB-35	0-1	0-1	a(3): detections of PNAs above most stringent Tier 1 ROs and MAC Value; total manganese and silver exceed most stringent Tier 1 ROs and MAC Value; SPLP manganese and TCLP silver results are below detection limits, achieving respective MAC Values
SB-36	0-1	0-1	a(3): detections of PNAs above most stringent Tier 1 ROs and MAC Value; total iron, manganese and thallium exceed most stringent Tier 1 ROs and MAC Value; SPLP manganese and TCLP iron and thallium results are below detection limits, achieving respective MAC Values
SB-37	0-1	0-1	a(3): detections of PNAs above most stringent Tier 1 ROs and MAC Value; total chromium, iron, and silver exceed most stringent Tier 1 ROs and MAC Value; TCLP chromium, iron, and silver results are below detection limits, achieving respective MAC Values

Boring ID	Sample Depth (ft)	Class Depth (ft)	IDOT Soil Classification
SB-38	0-1	0-1	a(5): detections of PNAs above most stringent Tier 1 ROs and MAC Value; total arsenic, and manganese exceed most stringent Tier 1 ROs and MAC Value. a(5) due to arsenic exceedance.
SB-39	0-1	0-1	a(3): detections of PNAs above most stringent Tier 1 ROs and MAC Value; total chromium, manganese, mercury, silver, and thallium exceed most stringent Tier 1 ROs and MAC Value; TCLP chromium, manganese, silver, and thallium results are below detection limits, achieving respective MAC Values
SB-40	0-1	0-1	a(5): detections of PNAs above most stringent Tier 1 ROs and MAC Value; total arsenic exceeds most stringent Tier 1 ROs and MAC Value. a(5) due to arsenic and PNA exceedances.
SB-41	0-1	0-1	a(3): detections of benzo(a)pyrene above most stringent Tier 1 ROs and MAC Value; total chromium, iron, silver, and thallium exceed most stringent Tier 1 ROs and MAC Value; TCLP chromium, iron, silver, and thallium results are below detection limits, achieving respective MAC Values
SB-42	0-1	0-1	a(5): detections of PNAs above most stringent Tier 1 ROs and MAC Value; total chromium, iron, and silver exceed most stringent Tier 1 ROs and MAC Value. a(5) due to PNA exceedances.
SB-43	0-1	0-1	a(5): detections of PNAs above most stringent Tier 1 ROs and MAC Value; total arsenic, chromium, iron, and silver exceed most stringent Tier 1 ROs and MAC Value. a(5) due to arsenic and PNA exceedances.
SB-44	0-1	0-1	a(5): detections of PNAs above most stringent Tier 1 ROs and MAC Value; total arsenic, chromium, iron, and silver exceed most stringent Tier 1 ROs and MAC Value. a(5) due to arsenic exceedances.
SB-45	0-1	0-1	a(5): detections of PNAs above most stringent Tier 1 ROs and MAC Value; total chromium, iron, and silver exceed most stringent Tier 1 ROs and MAC Value. a(5) due to PNA exceedances.
SB-46	0-1	0-1	a(5): detections of PNAs above most stringent Tier 1 ROs and MAC Value; total chromium, lead, mercury, and silver exceed most stringent Tier 1 ROs and MAC Value. a(5) due to PNA exceedances.
SB-47	0-1	0-1	a(5): detections of PNAs above most stringent Tier 1 ROs and MAC Value; total chromium, iron, and silver exceed most stringent Tier 1 ROs and MAC Value. a(5) due to PNA exceedances.

The CCDD regulations require completion of Uncontaminated Soil Certification by Licensed Professional Engineer or Geologist (LPC-663) prior to placement of soils at either a CCDD or soil-only USFO facility, in cases where PIPs have been identified. PIPs have been identified along the entire Project Corridor, making an LPC-663 necessary for this project. The completed LPC-663 Forms are included in Appendix E.

1.0 INTRODUCTION

1.1 SCOPE OF ASSESSMENT

Huff & Huff, Inc., a subsidiary of GZA GeoEnvironmental, Inc. (H&H) completed this *Preliminary Site Investigation* (PSI) for the City of Mattoon to identify man-made hazards that may be encountered within the proposed Project Corridor along the Lincoln Prairie Grass Trail from 16th Street in the City of Mattoon to 14th Street in the City of Charleston (Project Corridor).

Based on the findings of the September 2018 *Preliminary Environmental Site Assessment* (PESA), forty-seven (47) soil borings were advanced for this *Preliminary Site Investigation Report* (PSI) to assess Project Corridor soils for construction worker safety and disposal considerations. The results were also used as to compare the constituent concentrations to the Tier 1 ingestion and inhalation exposure pathways for the residential and industrial/commercial population as well as the soil component of groundwater ingestion.

The specific methods used to prepare the assessment are contained in the following:

- A Manual for Conducting Preliminary Environmental Site Assessments for Illinois Department of Transportation Highway Projects (Erdmann et al., 2012)
- ASTM International Standard E 1527-13
- The IDOT BDE Manual, Chapter 27, Section 27-3 - *Special Waste Procedures*, and any subsequent revisions.
- IDOT's Bureau of Local Roads and Streets (BLRS) Manual, Chapter 20-12, Special Waste, July 2013.
- Public Act 96-1416
- Clean Construction or Demolition Debris Fill Operations and Uncontaminated Soil Fill
- Operations: Amendments to 35 Illinois Administrative Code 1100. Effective on August 27, 2012.
- IDOT Standard Specifications for Road and Bridge Construction, Article 669.05.

ASTM Standard E 1527-13 uses the term Recognized Environmental Condition (REC) to assess risk. ASTM specifically defines REC as "the presence or likely presence of any *hazardous substances* or *petroleum products* in, on, or at a property: (1) due to any *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*. *De minimis conditions* are not *recognized environmental conditions*."

Part 1100, 35 Illinois Administrative Code (IAC) has adopted the term Potentially Impacted Property (PIP) when assigning risk to sites. The PIP sites are essentially the same as REC sites as defined by ASTM Standard E 1527-13. Based on the establishment of PIP as the industry standard for describing sites at which special waste management issues may be associated, this report uses the term "PIP" to describe sites presenting environmental concern to the Project Corridor.

Since the proposed scope of this project includes soil excavation activities, soil disposal is anticipated to be a concern as the project progresses. The assessment included collection of soil samples along the Project Corridor to assess soil quality with respect to construction worker safety and soil disposal requirements. Soil sample analytical results are compared to

Illinois Environmental Protection Agency (IEPA) Tiered Approach to Corrective Action Objectives (TACO) standards for soil and groundwater exposure, as well as Maximum Allowable Concentrations (MACs) of chemical constituents and pH in uncontaminated soil for Clean Construction or Demolition Debris (CCDD) disposal.

1.2 SCOPE OF IMPROVEMENTS

The proposed improvements are along the Lincoln Prairie Grass Trail from 16th Street in the City of Mattoon to 14th Street in the City of Charleston in addition to improvements along 6th and 7th street from Olive Avenue to Lincoln Avenue. The Project Corridor study area is approximately 11.2 miles in length from 16th Street in the City of Mattoon to 14th Street in the City of Charleston and approximately 1 mile in length along 6th street and 7th street from Olive Avenue to Lincoln Avenue. The planned improvements include trail resurfacing, street signage, and new trail pavement construction. At this time, the maximum depth of excavation for the proposed improvements is anticipated to be approximately 5 ft bgs.

Refer to Figure 1-1 for the Project Location Map and to Figure 1-2 for a depiction of the Project Corridor.

1.3 SUMMARY OF PREVIOUS ASSESSMENTS

A PESA for the Project Corridor was conducted by Huff & Huff, Inc., (September 2018) which identified forty-one (41) PIPs.

Table 1-1 September 2018 PESA Sites Determined to be PIPs

Site ID	Site Name	Address	Reason(s)
RR-1	New York Central Railroad	Project Corridor (Excluding Roadway Areas Within Charleston)	Historic Rail Use
5	Niebrugge Oil Company / Platolene 500	212 N. 15th Street, Mattoon, IL	LUST, SPILLS, UST Listings
6	CIPS Town Gas / Central Illinois Public Service	SE Corner 14th Street and Richmond Ave, Mattoon, IL	ENG, INST, SRP, LUST Listings
7	Young Radiator / Ballinger, Dennis / Unknown / Former Young Radiator	120 N. 14th Street, Mattoon, IL	CERCLIS, ENG, FINDS/FRS, INST, LUST, RCRA NON GEN, SEMS, SPILLS, SRP, UST, LUST TRUST
8	City of Mattoon Street Department	1201 Richmond Avenue, Mattoon, IL	UST Listing
13	Mattoon Softball Complex / Former Railyard	Shelby Avenue from 10th Street to N. Logan Street, Mattoon, IL	Former rail use based off of historical aerials
17	Verizon Wireless	324 N. 1st Street, Mattoon, IL	AST Listing
18	Storage Yard and Water-tower	379 N. Division Street, Mattoon, IL	Potential storage of hazardous materials based off historical aerials and site reconnaissance
19	Monitor Signs Inc	316 N. Division, Mattoon, IL	RCRA CESQG Listings, Site Reconnaissance
20	General Steel & Metal/Mervis Industry, Inc.	612 N. Logan Street, Mattoon, IL	LUST, RCRA CESQG, UST Listings
25	NCI Group, Inc dba Insulated Panel Systems	1509 Dewitt Avenue East, Mattoon, IL	AST Listing
26	Resthaven Memorial Gardens Cemetery	1701 Dewitt Avenue, Mattoon, IL	Potential for storage or release of hazardous material
28	JG Scholes Trucking, Inc	6125 Stockton Road, Mattoon, IL	AST Listing

Site ID	Site Name	Address	Reason(s)
30	Charleston Country Club	8355 Country Club Road, Charleston, IL	Historic use of golf course, potential for storage of hazardous materials
37	Lester Building Systems	890 W. State Street, Charleston, IL	INST, SRP Listings
39	Treasure Island Furniture	620 W. State Street, Charleston, IL	UST listings, Proximity to Corridor
42	Maintenance and Storage Facility	110 N. E Street, Charleston, IL	Potential storage of hazardous materials based off historical aerials and site reconnaissance
43	CJS Auto & Towing	22 C Street, Charleston, IL	RCRA NON GEN Listing, Site Reconnaissance
49	AT&T Mobility / Total Grain Marketing LLC	100 N. 5th Street, Charleston, IL	AST, FINDS/FRS, ICIS Listings
50	Gano Welding Supplies Inc.	320 Railroad Street, Charleston, IL	FINDS/FRS Listings
53	Huckaba & Sons Construction Co / Wright Trucking Dennis	823 Olive Street, Charleston, IL	UST Listings
54	Midstate Foundry Co	10th and Olive Street, Charleston, IL	FINDS/FRS, ICIS, and UST Listings
59	Kirchner Building Center	1 6th Street, Charleston, IL	UST Listings
64	Dutts, Gayna / Winnett & Deremiah	603 Madison Avenue, Charleston, IL	LUST, UST Listings
65	Quality Auto Construction	611 Madison Street, Charleston, IL	RCRA SQG Listings
66	Darrell Eaton Property	617 Madison Street, Charleston, IL	LUST, UST Listings
74	Carols Cleaners	616 S. 6th Street, Charleston, IL	FINDS/FRS, RCRA NON GEN Listings
76	Coles County Sherriff Dept.	701 7th Street, Charleston, IL	AST, LUST, SPILLS, UST Listings
80	IL Consolidated Telephone Co	805 7th Street, Charleston, IL	Minimal FINDS/FRS, UST listings, good housekeeping noted
84	Inyart Tire & Auto	515 Lincoln Avenue, Charleston, IL	FINDS/FRS Listings, Site Reconnaissance
85	Marathon Oil #1819	Lincoln Avenue & 6th Street, Charleston, IL	UST Listing
86	Eastern Illinois University / Eastern Illinois University - Art Park	600-12 Lincoln Avenue, Charleston, IL	FINDS/FRS, RCRA SQG, ICIS, SPILLS
E	Pierce Francis & Diller W L (SIA)	1709 Broadway P.O. Box 320, Mattoon, IL	CERCLIS and SEMS ARCHIVE listings
I	Sherwin-Williams Co	1522 Broadway, Mattoon, IL	RCRA NON GEN Listings
O	Meadow Gold Dairy / Borden, Inc	1308-1312 Broadway, Mattoon, IL	LUST, SPILLS, SRP, UST Listings
AE	CIPS Town Gas	339 Washington Avenue, Charleston, IL	ENG, INST, SRP Listings
AJ	No Facility Name Provided / Hucks #250	501-503 Madison Street, Charleston, IL	UST, SPILLS Listings
AK	Jim Hutton, Boatman / Illinois Dept. of Transportation / Public Right of Way	5th & Madison, Charleston, IL	LUST, SPILLS, UST Listings
AM	Johnsons Automotive SVC Inc	407 8th Street, Charleston, IL	RCRA SQG Listing
RR-2	Illinois Central Railroad	1718 Broadway Avenue, Mattoon, IL	Historic Rail Use
RR-3	New York Chicago and St. Louis Railroad	5th Street and Olive Avenue, Charleston, IL	Historic Rail Use

Refer to Figure 1-3 for the Potentially Impacted Properties Map.

2.0 SUBSURFACE INVESTIGATION

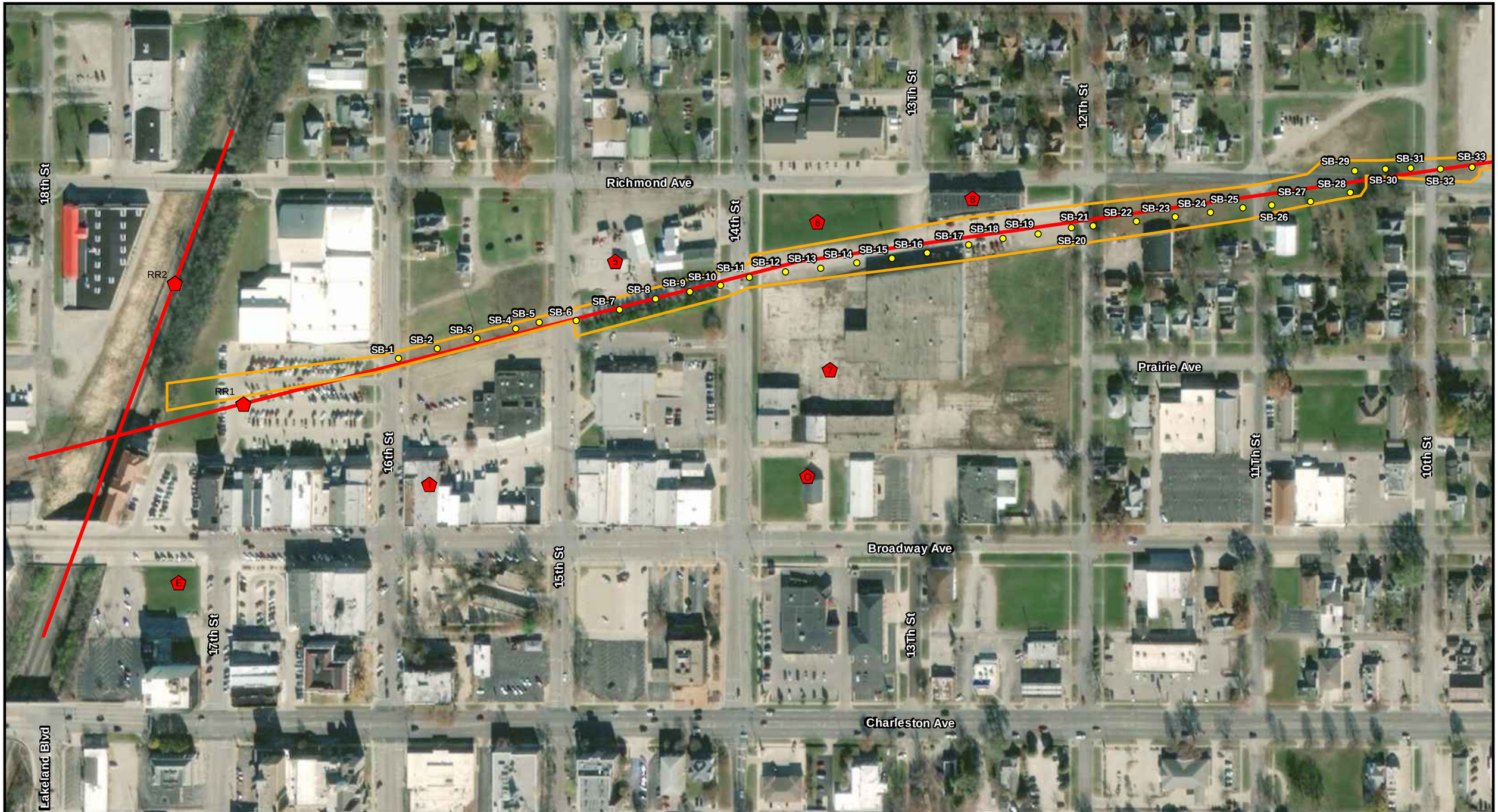
Soil sampling was performed at forty-seven (47) locations on December 12th, 2018 as depicted on Figure 2-1. The subsurface investigation was designed to characterize potential impacts associated with the PIPs, as well as to characterize the soils for future management. Soil boring locations were determined based on the PIP locations and to best represent the Project Corridor from a soil management perspective. The following sections present the procedures and findings for the soil sampling activities performed along the Project Corridor.

2.1 SAMPLING METHODOLOGY

On December 12th, 2018, Environmental Soil Probing (ESP) and H&H, completed soil borings and collected soil samples along the Project Corridor at forty-seven (47) locations. The soil borings were completed with a truck-mounted GeoProbe or hand-auger. Borings were advanced to a depth of approximately one (1) to five (5) feet below ground surface (bgs) to reflect the anticipated depth of excavation for the proposed bike-trail project. Samples were collected continuously to terminal depth. Samples were screened both visually and with a photo-ionization detector (PID) for possible signs of soil contamination.

2.2 PARAMETERS OF CONCERN

The PIPs were identified as being associated with numerous USTs (gasoline, heating oil, used oil), ASTs, and RCRA sites with a variety of listings. A former railroad was identified throughout the length of the Project Corridor. In addition, two railroads were also identified intersecting the Project Corridor. Parameters of concern were selected based on this information and include one or more of the following: volatile organic compounds (VOCs); benzene, toluene, ethyl benzene, total xylenes (BTEX), a sub-set of the volatile organic list; semi-volatile organics (SVOCs); polynuclear aromatic compounds (PNAs), a sub-set of the semi-volatile organic list; and total analytical list (TAL) metals. Samples were also analyzed for soil pH using laboratory analysis to assess CCDD suitability of Project Corridor soils.



0 200 400
Feet

Aerial Source: ESRI Online World Imagery

Legend

- Project Corridor
- Proposed Soil Boring
- PIP

Huff & Huff, Inc.

Figure 2-1
Soil Boring Location Map
Mattoon Bike Trail PSI
Mattoon, Coles County, IL
Sheet 1 of 14

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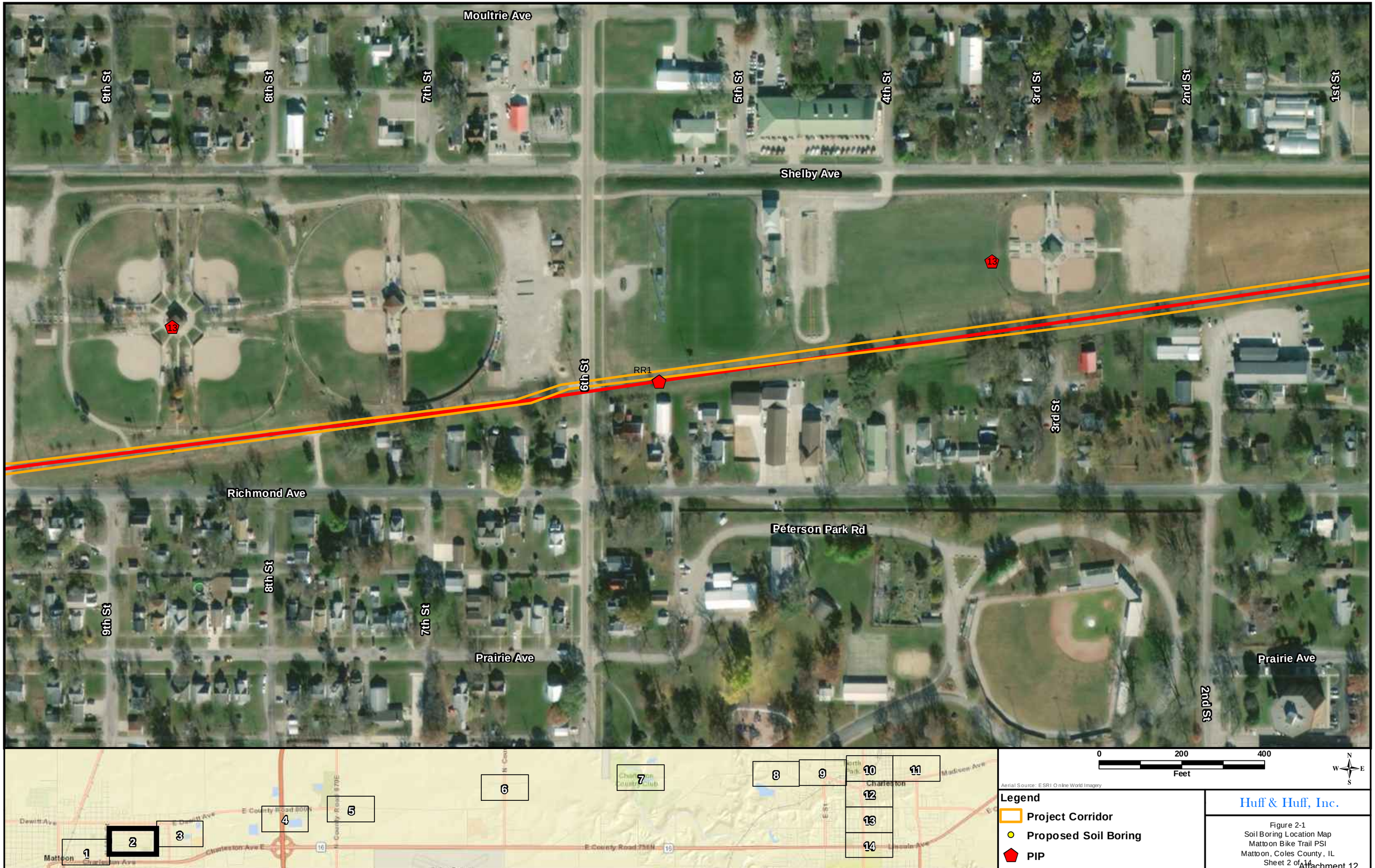
Attachment 12
PSI



Huff & Huff, Inc.

Figure 2-1
Soil Boring Location Map
Mattoon Bike Trail PSI
Mattoon, Coles County, IL
Sheet 2 of 14

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0 200 400
Feet

Aerial Source: ESRI Online World Imagery

Legend

- Project Corridor
- Proposed Soil Boring
- PIP

Huff & Huff, Inc.

Figure 2-1
Soil Boring Location Map
Mattoon Bike Trail PSI
Mattoon, Coles County, IL
Sheet 3 of 14

J:\81\0220535.03 Mattoon Bike Trail Extension PSI\Figures\Mattoon_Bike_Trail_PSBLM.mxd

Attachment 12
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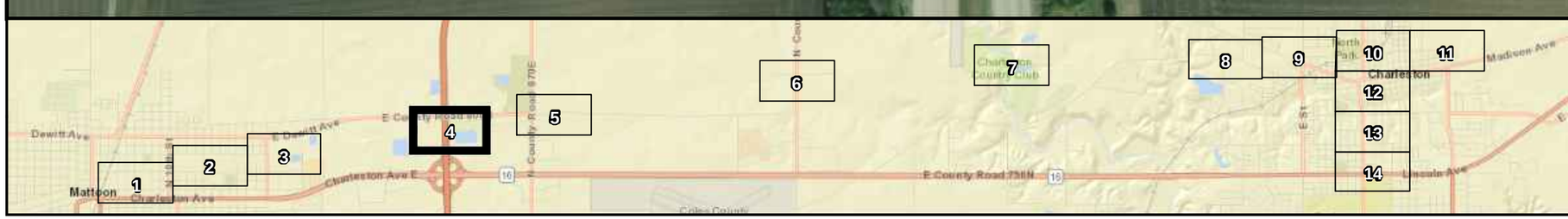

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Aerial Source: ESRI Online World Imagery

Legend

- Project Corridor
- Proposed Soil Boring
- PIP

Huff & Huff, Inc.

Figure 2-1
Soil Boring Location Map
Mattoon Bike Trail PSI
Mattoon, Coles County, IL
Sheet 4 of 14

J:\810220535.03 Mattoon Bike Trail Extension PSI\Figures\Mattoon_Bike_Trail_PSBLM.mxd

875 E

Dewitt Ave

Ennis Rd (800 N)

RR1

SB-37

SB-38

SB-36

SB-35

Louis Ln

Lerna Rd (875 E)

0 200 400

Feet

Aerial Source: ESRI Online World Imagery

N W E S

Legend

- Project Corridor
- Proposed Soil Boring
- PIP

Huff & Huff, Inc.

Figure 2-1
Soil Boring Location Map
Mattoon Bike Trail PSI
Mattoon, Coles County, IL
Sheet 5 of 14

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0 200 400
Feet

Aerial Source: ESRI Online World Imagery

Legend

- Project Corridor
- Proposed Soil Boring
- PIP

Huff & Huff, Inc.

Figure 2-1
Soil Boring Location Map
Mattoon Bike Trail PSI
Mattoon, Coles County, IL
Sheet 6 of 14

J:\810220535.03 Mattoon Bike Trail Extension PSI\Figures\Mattoon_Bike_Trail_PSBLM.mxd

0 200 400
Feet

Aerial Source: ESRI Online World Imagery

Legend

- Project Corridor
- Proposed Soil Boring
- PIP

Huff & Huff, Inc.

Figure 2-1
Soil Boring Location Map
Mattoon Bike Trail PSI
Mattoon, Coles County, IL
Sheet 7 of 14

J:\81.0220535.03 Mattoon Bike Trail Extension PSI\Figures\Mattoon_Bike_Trail_PSBLM.mxd

Old State Rd

RR1

37

SB-43

SB-44

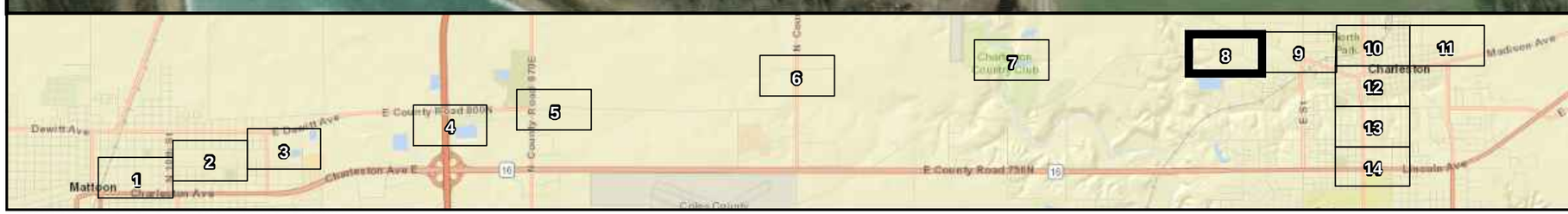
Madison

Decker Springs Rd

State St

Granite Dr

Madison Ave



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Feet

Aerial Source: ESRI Online World Imagery

Legend

- Project Corridor
- Proposed Soil Boring
- PIP

Huff & Huff, Inc.

Figure 2-1
Soil Boring Location Map
Mattoon Bike Trail PSI
Mattoon, Coles County, IL
Sheet 8 of 14

J:\810220535.03 Mattoon Bike Trail Extension PSI\Figures\Mattoon_Bike_Trail_PSBLM.mxd

Castle Dr
Windsor Rd
Vine Ave
Vine Ave
B St
Locust Ave
39
39
42
State St
SB-45
SB-46
SB-47
RR1
Railroad Ave
43
D St
C St
Lytle Ave
Division St
Washington Ave
A St
Madison Ave
Reynolds Dr
G St
B St

0 200 400
Feet

Aerial Source: ESRI Online World Imagery

N W E S

Legend

- Project Corridor
- Proposed Soil Boring
- PIP

Huff & Huff, Inc.

Figure 2-1
Soil Boring Location Map
Mattoon Bike Trail PSI
Mattoon, Coles County, IL
Sheet 9 of 14

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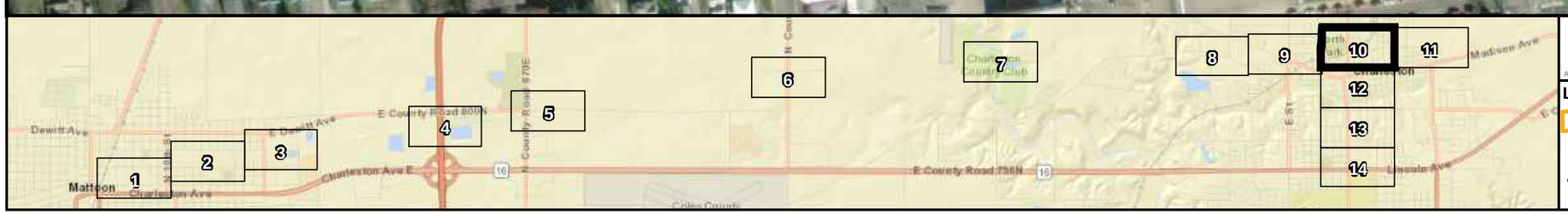

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Aerial Source: ESRI Online World Imagery

Legend

- Project Corridor
- Proposed Soil Boring
- PIP

Huff & Huff, Inc.

Figure 2-1
Soil Boring Location Map
Mattoon Bike Trail PSI
Mattoon, Coles County, IL
Sheet 10 of 14

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Feet

Aerial Source: ESRI Online World Imagery

Legend

- Project Corridor
- Proposed Soil Boring
- PIP

Huff & Huff, Inc.

Figure 2-1
Soil Boring Location Map
Mattoon Bike Trail PSI
Mattoon, Coles County, IL
Sheet 11 of 14

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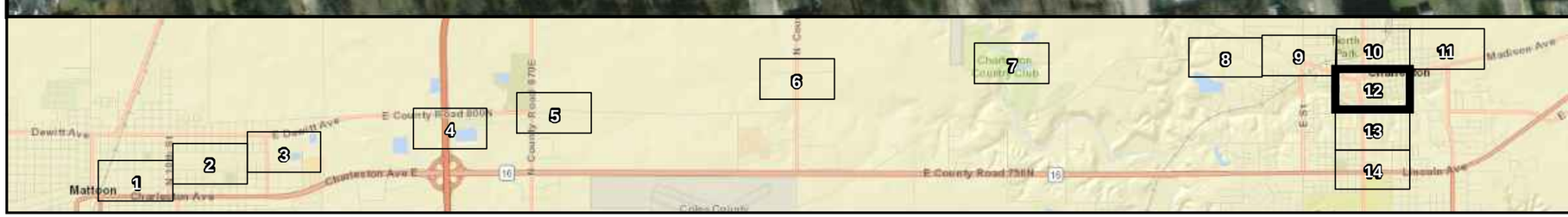

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Feet

Aerial Source: ESRI Online World Imagery

Legend

- Project Corridor
- Proposed Soil Boring
- PIP

Huff & Huff, Inc.

Figure 2-1
Soil Boring Location Map
Mattoon Bike Trail PSI
Mattoon, Coles County, IL
Sheet 12 of 14

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Attachment 12
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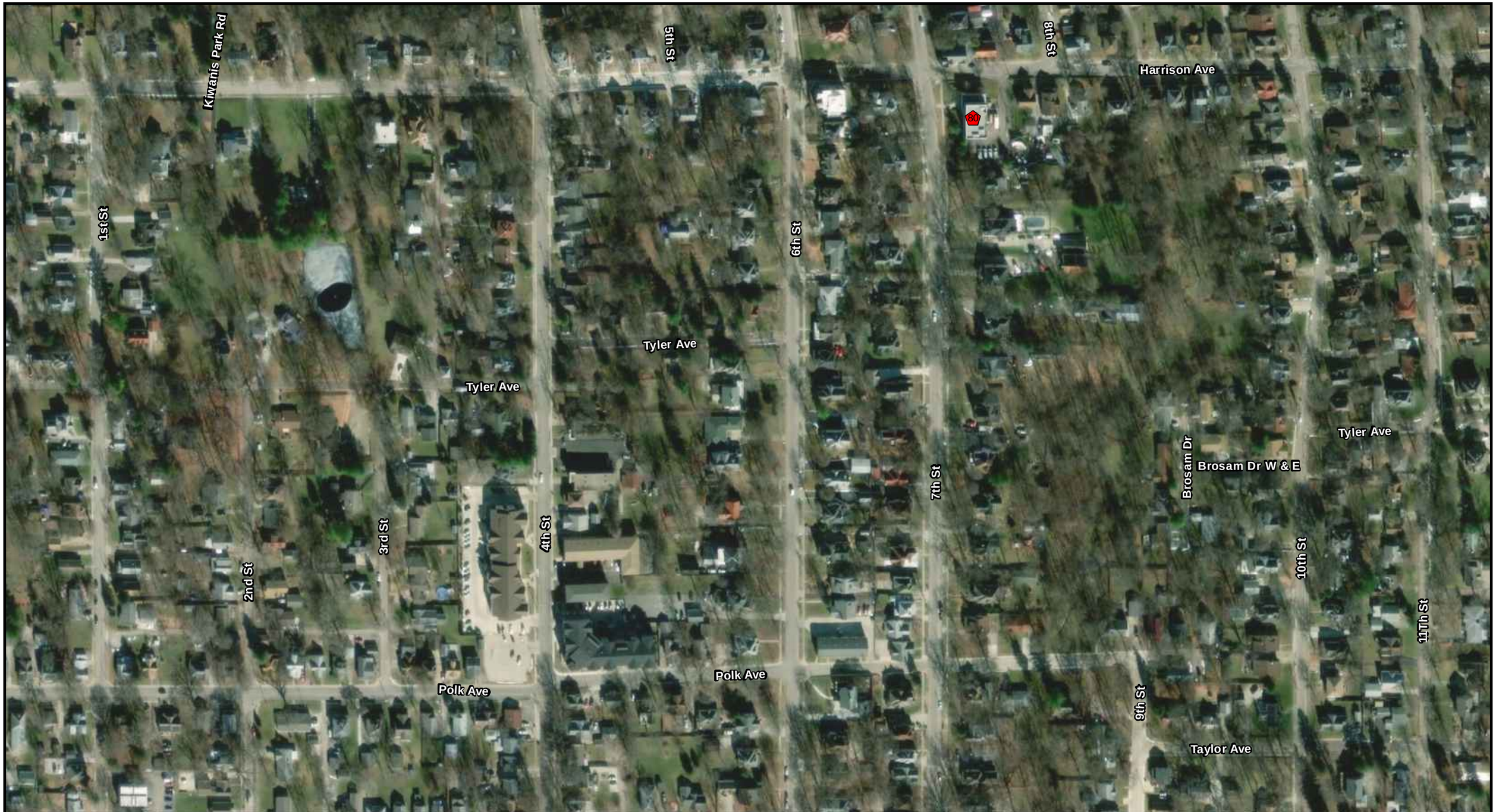

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Feet

Aerial Source: ESRI Online World Imagery

Legend

- Project Corridor
- Proposed Soil Boring
- PIP

Huff & Huff, Inc.

Figure 2-1
Soil Boring Location Map
Mattoon Bike Trail PSI
Mattoon, Coles County, IL
Sheet 13 of 14

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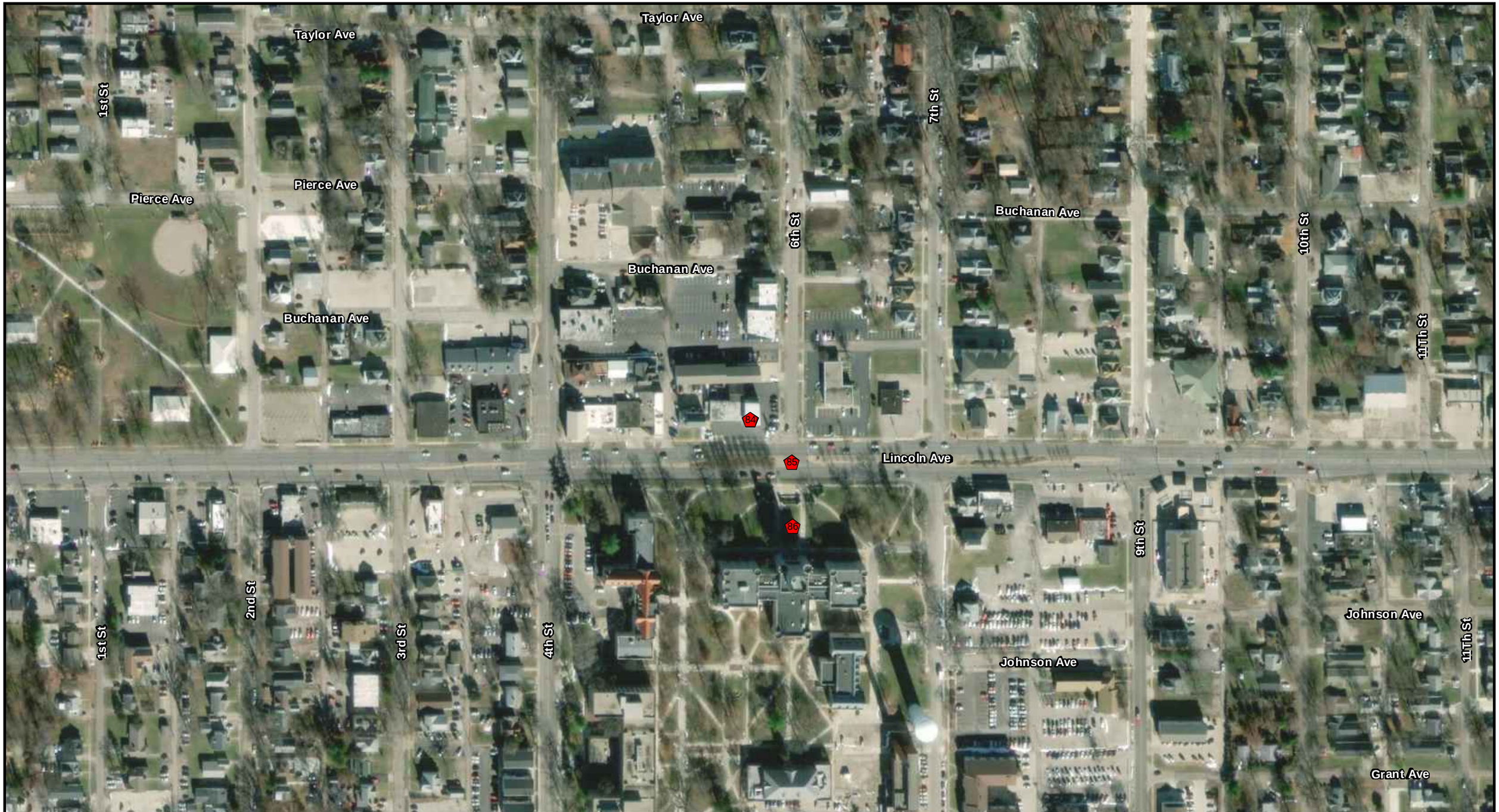


0 200 400
Feet

Aerial Source: ESRI Online World Imagery

Legend

- Project Corridor
- Proposed Soil Boring
- PIP

Huff & Huff, Inc.

Figure 2-1
Soil Boring Location Map
Mattoon Bike Trail PSI
Mattoon, Coles County, IL
Sheet 14 of 14

J:\81\0220535.03 Mattoon Bike Trail Extension PSI\Figures\Mattoon_Bike_Trail_PSBLM.mxd

2.3 PHOTOIONIZATION DETECTOR (PID) SCREENING RESULTS

Field screening with a PID (10.6 eV) provided information regarding the potential presence of VOC-based contamination in the soil and was utilized when determining which samples to submit for laboratory analyses. Field PID screening values are provided in Table 2-1. Appendix C contains the PID screening methodology and boring logs.

Table 2-1 PID Screening Summary

Soil Boring	Depth, ft	PID Reading, ppm	Soil Boring	Depth, ft	PID Reading, ppm	Soil Boring	Depth, ft	PID Reading, ppm
	0-1'	0.0		0-1'	0.0		0-1'	0.0
SB-1	**1-3'**	**0.0**	**SB-9**	**1-3'**	**0.0**	**SB-29**	**1-3'**	**0.0**
	3-5'	0.0		**3-5'**	**0.0**		**3-5'**	**0.0**
	0-1'	0.0		0-1'	0.0		0-1'	0.0
SB-2	**1-3'**	**0.0**	**SB-10**	**1-3'**	**0.0**	**SB-30**	**1-3'**	**0.0**
	3-5'	0.0		**3-5'**	**0.0**		**3-5'**	**0.0**
	0-1'	0.0	**SB-11**	**0-1'**	**0.0**		0-1'	0.0
SB-3	**1-3'**	**0.0**	**SB-12**	**0-1'**	**0.0**	**SB-31**	**1-3'**	**0.0**
	3-5'	0.0	**SB-13**	**0-1'**	**0.0**		**3-5'**	**0.0**
	0-1'	0.0	**SB-14**	**0-1'**	**0.0**	**SB-32**	**0-1'**	**0.0**
SB-4	**1-3'**	**0.0**	**SB-15**	**0-1'**	**0.0**	**SB-33**	**0-1'**	**0.0**
	3-5'	**0.0**	**SB-16**	**0-1'**	**0.0**	**SB-34**	**0-1'**	**0.0**
	0-1'	0.0	**SB-17**	**0-1'**	**0.0**	**SB-35**	**0-1'**	**0.0**
SB-5	**1-3'**	**0.0**	**SB-18**	**0-1'**	**0.0**	**SB-36**	**0-1'**	**0.0**
	3-5'	**0.0**	**SB-19/19A**	**0-1'**	**0.0**	**SB-37**	**0-1'**	**0.0**
	0-1'	0.0	**SB-20**	**0-1'**	**0.0**	**SB-38**	**0-1'**	**0.0**
SB-6	**1-3'**	**0.0**	**SB-21**	**0-1'**	**0.0**	**SB-39**	**0-1'**	**0.0**
	3-5'	**0.0**	**SB-22**	**0-1'**	**0.0**	**SB-40**	**0-1'**	**0.0**
	0-1'	0.0	**SB-23**	**0-1'**	**0.0**	**SB-41**	**0-1'**	**0.0**
SB-7	**1-3'**	**0.0**	**SB-24**	**0-1'**	**0.0**	**SB-42**	**0-1'**	**0.0**
	3-5'	**0.0**	**SB-25**	**0-1'**	**0.0**	**SB-43**	**0-1'**	**0.0**
	0-1'	0.0	**SB-26**	**0-1'**	**0.0**	**SB-44**	**0-1'**	**0.0**
SB-8	**1-3'**	**0.0**	**SB-27**	**0-1'**	**0.0**	**SB-45**	**0-1'**	**0.0**
	3-5'	**0.0**	**SB-28**	**0-1'**	**0.0**	**SB-46**	**0-1'**	**0.0**
			SB-29	**0-1'**	**0.0**	**SB-47**	**0-1'**	**0.0**

Bold indicates sample submitted for analytical testing.
"NR" indicates no recovery

2.4 SOIL SAMPLE HANDLING

The Geoprobe unit uses disposable plastic sleeves inside of a metal macrocore sampler, which is driven into the ground with hydraulic percussion. Samples pass through the end of the macrocore sampler though a metal sampling shoe. The Geoprobe macrocore sampling shoe was cleaned per the following procedure to prevent cross-contamination between sampling intervals and locations:

- Alconox wash
- Tap water rinse
- Air dry

Soil samples were collected in glass jars and preserved in the field inside of a cooler ice bath and refrigerated upon reaching the H&H office. Samples were picked up by laboratory courier and transported to the laboratory. The following information was provided on the sample containers and the Chain-of-Custody form:

- Sampler's name
- Date and time of collection
- Sample name
- Sample analyses

2.5 GEOLOGICAL CHARACTERIZATION

Soil boring logs are included in Appendix C. The surficial geologic materials were described in the September 2018 PESA as silt loams and silty clay loams. The PSI soil borings encountered materials consisting predominantly of silty clay, from 0 to 5 feet with several locations having brick and coal fill from 1 to 5 feet. The Soil Survey Map, Potential for Aquifer Contamination Map, and Stack Unit (geology) Map were included in the 2018 PESA Report, which is included in Appendix A (on CD) for reference.

3.0 TIER I AND MAC ASSESSMENT OF SOIL SAMPLE ANALYTICAL RESULTS

Soil samples were preserved, placed in an ice filled cooler, and transmitted to Environmental Monitoring Technologies, Inc (EMT). under Chain of Custody for analysis. The laboratory analytical reports are provided in Appendix D. Table 3-1 presents a summary of the soil samples analyzed and the analyses conducted for this PSI. A summary of analytical results is presented in Tables 3-2 through 3-12. Laboratory analyses and interpretation of results are described below. Table 3-13 presents the soil pH results.

3.1 ASSESSMENT PROCEDURES

TACO is Illinois' risk-based approach to determining site-specific cleanup objectives for the protection of human health and the environment. TACO addresses four exposure pathways (inhalation, soil ingestion, soil component of groundwater ingestion, and groundwater ingestion) and three types of potential receptors (residential, industrial/commercial [I/C], and construction worker [CW]). Numerical concentration standards for chemical compounds for each of the receptor groups are referred to as Remedial Objectives (ROs).

The TACO Tier I CW ingestion and inhalation routes are ROs for construction worker safety. If a constituent is detected above its respective Tier I CW RO, a construction worker caution should be established, and reuse of the soil within the designated area would not be recommended.

MACs are a set of values used to determine if soil meets the IEPA definition of "uncontaminated soil". The MACs are used strictly to determine if soil can be accepted at CCDD facilities. In general, a MAC value is determined by the most stringent TACO Tier I RO, but there are many exceptions. The MACs are found in Title 35 of the Illinois Administrative Code 1100, Subpart F and were finalized on August 27, 2012. Excavated soil is considered "uncontaminated soil" only if it achieves MAC values of Chemical Constituents in Uncontaminated Soil (35 Ill. ADM. Code 1100.Subpart F) and has a soil pH between 6.25 and 9.00.

Analytical results were compared to TACO Tier 1 ROs for Residential, I/C, and CW receptors (inhalation and ingestion routes) and the soil component of groundwater ingestion pathway for Class I Groundwater, as well as the MACs. For purposes of this investigation, soil results were compared to the MAC values to determine the recommended soil disposition method (CCDD-acceptable vs. non-special or special waste) and Tier I ROs (residential, I/C, CW, and soil component of groundwater ingestion route) to evaluate exposure during construction activities and potential reuse on site.

Table 3-1 Analytical Summary

Boring ID	Depth	Relative to PIP#	PNA	TAL	BTEX	pH	VOC	SVOC	TCLP Iron	TCLP Silver	TCLP Thallium	TCLP Chromium	TCLP Lead	SPLP or TCLP Manganese	Total Lead
SB-1	1-3	RR-1, I	X	X	X	X			X		X				
SB-2	1-3	RR-1, I	X	X	X				X						
SB-3	1-3	RR-1	X	X	X				X		X		X		
SB-4	1-3	RR-1	X	X	X	X									
SB-4	3-5	RR-1	X	X					X						
SB-5	1-3	RR-1	X	X	X										
SB-5	3-5	RR-1	X	X											
SB-6	1-3	RR-1, 5	X	X	X										
SB-6	3-5	RR-1, 5	X	X					X						
SB-7	1-3	RR-1, 5	X	X	X										
SB-7	3-5	RR-1, 5	X	X											
SB-8	1-3	RR-1, 5	X	X	X										
SB-8	3-5	RR-1, 5	X	X											
SB-9	1-3	RR-1, 5	X	X	X	X									
SB-9	3-5	RR-1, 5	X	X											
SB-10	1-3	RR-1, 5	X	X	X										
SB-10	3-5	RR-1, 5	X	X					X						
SB-11	0-1	RR-1, 6, 7, O	X	X	X										
SB-12	0-1	RR-1, 6, 7, O	X	X	X										
SB-13	0-1	RR-1, 6, 7, O		X			X	X							
SB-14	0-1	RR-1, 6, 7, O	X	X	X										
SB-15	0-1	RR-1, 6, 7, O		X		X	X	X		X		X		X	
SB-16	0-1	RR-1, 6, 7, 8	X	X	X										
SB-17	0-1	RR-1, 6, 7, 8		X			X	X							
SB-18	0-1	RR-1, 8	X	X	X								X		
SB-19	0-1	RR-1, 8		X			X	X							
SB-19A	0-1	RR-1, 8											X		X
SB-20	0-1	RR-1, 8	X	X	X								X		
SB-21	0-1	RR-1	X	X	X	X			X	X	X	X			
SB-22	0-1	RR-1	X	X											
SB-23	0-1	RR-1	X	X	X										
SB-24	0-1	RR-1	X	X		X									
SB-25	0-1	RR-1	X	X	X										
SB-26	0-1	RR-1	X	X											
SB-27	0-1	RR-1	X	X	X								X		
SB-28	0-1	RR-1	X	X					X						
SB-29	1-3	RR-1	X	X	X	X									
SB-29	3-5	RR-1	X	X											
SB-30	1-3	RR-1	X	X											
SB-30	3-5	RR-1	X	X					X						
SB-31	1-3	RR-1	X	X	X				X	X	X		X		
SB-31	3-5	RR-1	X	X					X						
SB-32	0-1	RR-1, 13	X	X	X										
SB-33	0-1	RR-1, 13	X	X	X										
SB-34	0-1	RR-1, 20		X		X	X	X							
SB-35	0-1	RR-1	X	X		X				X				X	
SB-36	0-1	RR-1	X	X					X		X			X	
SB-37	0-1	RR-1	X	X		X			X	X		X			
SB-38	0-1	RR-1	X	X											
SB-39	0-1	RR-1, 28	X	X	X	X				X	X	X		X	
SB-40	0-1	RR-1, 28	X	X	X										
SB-41	0-1	RR-1, 30	X	X		X			X	X	X	X			
SB-42	0-1	RR-1, 30	X	X											
SB-43	0-1	RR-1	X	X		X	X								
SB-44	0-1	RR-1	X	X			X								
SB-45	0-1	RR-1, 39	X	X	X	X									
SB-46	0-1	RR-1, 42	X	X	X										
SB-47	0-1	RR-1, 42	X	X	X	X									

3.2 COMPARISON OF RESULTS TO MACS AND TIER I OBJECTIVES

Analytical results were compared to Tier 1 ROs and MACs, and the results are summarized by contaminants of concern (COC) below. A comparison of the soil results to the Tier 1 ROs and MACs is presented in Tables 3-2 through 3-8.

3.2.1 VOCs (and subset BTEX)

Thirty-six (36) soil samples were analyzed for VOCs or benzene, toluene, ethylbenzene, and xylenes (BTEX), a subset of VOCs. Table 3-2 presents the soil VOC (and subset BTEX) results compared to the selected Tier 1 ROs. Table 3-3 presents the soil VOC (and subset BTEX) results compared to the MACs for assessment of disposal options.

Seven (7) samples [SB-13 (0-1), SB-15 (0-1), SB-17 (0-1), SB-19 (0-1), SB-34 (0-1), SB-43 (0-1), and SB-44 (0-1)] were submitted for VOC analysis. Twenty-nine (29) additional samples [SB-1 (1-3), SB-2 (1-3), SB-3 (1-3), SB-4 (1-3), SB-5 (1-3), SB-6 (1-3), SB-7 (1-3), SB-8 (1-3), SB-9 (1-3), SB-10 (1-3), SB-11 (0-1), SB-12 (0-1), SB-14 (0-1), SB-16 (0-1), SB-18 (0-1), SB-20 (0-1), SB-21 (0-1), SB-23 (0-1), SB-25 (0-1), SB-27 (0-1), SB-29 (1-3), SB-31 (1-3), SB-32 (0-1), SB-33 (0-1), SB-39 (0-1), SB-40 (0-1), SB-45 (0-1), SB-46 (0-1), and SB-47 (0-1)] were analyzed for BTEX.

Sample SB-8 (1-3) had a detection of benzene above the most stringent Tier 1 ROs and the MACs.

The remaining VOC (and subset BTEX) results are below detection limits for the samples analyzed, achieving the Tier 1 ROs and the MACs.

3.2.2 SVOCs (and subset PNAs)

Fifty-seven (57) soil samples were analyzed for SVOCs or PNAs, a subset of SVOCs. Table 3-4 and 3-6 presents the soil sample SVOC and PNA analytical results compared to each of the Tier 1 ROs. Table 3-5 and 3-7 presents the soil sample SVOC and PNA analytical results compared to the MACs.

Five (5) samples [SB-13 (0-1), SB-15 (0-1), SB-17 (0-1), SB-19 (0-1), and SB-34 (0-1)] were submitted for SVOC analysis. Fifty-two (52) additional samples [SB-1 (1-3), SB-2 (1-3), SB-3 (1-3), SB-4 (1-3), SB-4 (3-5), SB-5 (1-3), SB-5 (3-5), SB-6 (1-3), SB-6 (3-5), SB-7 (1-3), SB-7 (3-5), SB-8 (1-3), SB-8 (3-5), SB-9 (1-3), SB-9 (3-5), SB-10 (1-3), SB-10 (3-5), SB-11 (0-1), SB-12 (0-1), SB-14 (0-1), SB-16 (0-1), SB-18 (0-1), SB-20 (0-1), SB-21 (0-1), SB-22 (0-1), SB-23 (0-1), SB-24 (0-1), SB-25 (0-1), SB-26 (0-1), SB-27 (0-1), SB-28 (0-1), SB-29 (1-3), SB-29 (3-5), SB-30 (0-1), SB-30 (3-5), SB-31 (1-3), SB-31 (3-5), SB-32 (0-1), SB-33 (0-1), SB-35 (0-1), SB-36 (0-1), SB-37 (0-1), SB-38 (0-1), SB-39 (0-1), SB-40 (0-1), SB-41 (0-1), SB-42 (0-1), SB-43 (0-1), SB-44 (0-1), SB-45 (0-1), SB-46 (0-1), and SB-47 (0-1)] were analyzed for PNAs.

Fifty-six (56) samples contained detectable levels of SVOCs. Fifty-two (52) samples contained detections of SVOCs that exceeded the most stringent MAC values. Exceeding constituents consisted of one or more of the following: benzo(a)anthracene, benzo(a)pyrene, benzo(b)fluoranthene, dibenzo(a,h)anthracene, indeno (1,2,3-cd)pyrene, and naphthalene.

Sample SB-10 (1-3) contained naphthalene and benzo(a)anthracene at a concentration that exceeded the MAC limits for disposal within a populated area in a MSA county excluding Chicago, within Chicago corporate limits, within a populated area in a non-MSA county, and outside of a populated area. In addition, the naphthalene concentration also exceeded the

Tier 1 RO for construction worker inhalation. SB-10 (1-3) also contained benzo(a)pyrene, benzo(b)fluoranthene, dibenzo(a,h)anthracene, and indeno (1,2,3-cd)pyrene at concentrations that exceeded the most stringent MAC values.

Further discussion regarding SVOC analytical results are detailed in the tables located in section 4.2.

3.2.3 Total TAL Metals

Fifty-seven soil samples were analyzed for total TAL metals and one sample was analyzed for total lead. Table 3-8 presents the soil sample total RCRA metal and lead analytical results compared to each of the Tier 1 ROs. Tables 3-9 presents the soil sample total RCRA metal and lead analytical results compared to the MACs.

The following samples had detectable concentrations of one or more total TAL metals: SB-1 (1-3), SB-2 (1-3), SB-3 (1-3), SB-4 (1-3), SB-4 (3-5), SB-5 (1-3), SB-5 (3-5), SB-6 (1-3), SB-6 (3-5), SB-7 (1-3), SB-7 (3-5), SB-8 (1-3), SB-8 (3-5), SB-9 (1-3), SB-9 (3-5), SB-10 (1-3), SB-10 (3-5), SB-11 (0-1), SB-12 (0-1), SB-13 (0-1), SB-14 (0-1), SB-15 (0-1), SB-16 (0-1), SB-17 (0-1), SB-18 (0-1), SB-19 (0-1), SB-20 (0-1), SB-21 (0-1), SB-22 (0-1), SB-23 (0-1), SB-24 (0-1), SB-25 (0-1), SB-26 (0-1), SB-27 (0-1), SB-28 (0-1), SB-29 (1-3), SB-29 (3-5), SB-30 (0-1), SB-30 (3-5), SB-31 (1-3), SB-31 (3-5), SB-32 (0-1), SB-33 (0-1), SB-34 (0-1), SB-35 (0-1), SB-36 (0-1), SB-37 (0-1), SB-38 (0-1), SB-39 (0-1), SB-40 (0-1), SB-41 (0-1), SB-42 (0-1), SB-43 (0-1), SB-44 (0-1), SB-45 (0-1), SB-46 (0-1), and SB-47 (0-1)

Twenty-three (23) soil samples SB-4 (1-3), SB-6 (1-3), SB-7 (1-3), SB-8 (1-3), SB-9 (1-3), SB-11 (0-1), SB-12 (0-1), SB-18 (0-1), SB-9 (0-1), SB-20 (0-1), SB-22 (0-1), SB-23 (0-1), SB-24 (0-1), SB-26 (0-1), SB-27 (0-1), SB-29 (1-3), SB-29 (3-5), SB-30 (1-3), SB-33 (0-1), SB-38 (0-1), SB-40 (0-1), SB-43 (0-1), and SB-44 (0-1) contained arsenic at a concentration that exceeded the MAC value (13.0 mg/kg) for soils within a MSA county. Exceedances of the RO and MAC values for arsenic at these locations will preclude these areas from being eligible for CCDD disposal with a MSA county. In addition, one sample, SB-32 (0-1), exceeded the MAC value (11.3 mg/kg) for soils in a non-MSA county. Exceedances of the RO and MAC values for arsenic at this location will preclude this area from being eligible for CCDD disposal with a non-MSA county.

Twenty-six (26) soil samples contained total mercury at concentrations that exceeded the MAC value (0.1 mg/kg) and the construction worker inhalation objective (0.1 mg/kg) but achieved the Residential and Industrial/Commercial ROs. The construction worker caution for mercury is based on elemental mercury, and mercury detected in this location is likely attributed to inorganic mercury salt compounds (association with coal, specifically). Due to the nature of the Project Corridor as a former railroad with potential historic use of coal and coal noted in several of the boring locations, elevated total mercury levels are anticipated to be associated with the coal and are not anticipated to be of the elemental speciation of mercury.

Twelve (12) soil samples had detections of total chromium that exceeded the MAC value (21 mg/kg). Five select soil samples [SB-15 (0-1), SB-21 (0-1), SB-37 (0-1), SB-39 (0-1), and SB-41 (0-1)] with total chromium exceedances were subsequently analyzed for TCLP chromium which had results below the lab detection limit, achieving the MAC. Based on the subsequent TCLP chromium results, chromium is considered to achieve the MAC in the five samples analyzed for TCLP chromium. Table 3-10 presents the soil TCLP chromium results compared to the MAC. The remaining seven (7) soil samples with total chromium exceedances also had exceedances of other constituents, precluding them from being eligible for CCDD disposal.

Sixteen (16) soil samples had detections of total lead that exceeded the MAC value (107 mg/kg). Total lead was detected at SB-19 (0-1) with a concentration of 5,770 mg/kg. TCLP laboratory analysis was unable to be completed on the sample

due to matrix issues. An additional sample, SB-19A (0-1) was obtained from the same interval and boring location. Total lead was detected at a concentration of 117 mg/kg. Six select soil samples [SB-3 (1-3), SB-18 (0-1), SB-19A (0-1), SB-20 (0-1), SB-27 (0-1), and 31 (1-3)] with total lead exceedances were subsequently analyzed for TCLP lead. Soil samples SB-18 (0-1) and SB-27 (0-1) had detections (0.0161 mg/L and 0.0182 mg/L, respectively) of TCLP lead that exceeded the MAC Value (0.0075 mg/L). The remaining samples had results below the lab detection limit, achieving the MACs. The remaining ten (10) soil samples with total lead exceedances also had exceedances of other constituents, precluding them from being eligible for CCDD disposal.

Forty (40) soil samples had detections of total iron that exceeded the MAC value (15,000 mg/kg). Fourteen select soil samples [SB-1 (1-3), SB-2 (1-3), SB-3 (1-3), SB-4 (3-5), SB-6 (3-5), SB-10 (3-5), SB-21 (0-1), SB-28 (0-1), SB-30 (3-5), SB-31 (1-3), SB-31 (3-5), SB-36 (0-1), SB-37 (0-1), and SB-41 (0-1)] with total iron exceedances were subsequently analyzed for TCLP iron. One sample, SB-10 (3-5), had a detection of TCLP iron, 4.74 mg/L, below the MAC value of 5mg/L. The remaining TCLP lead results were below the lab detection limit, achieving the MAC. Based on the subsequent TCLP iron results, iron is considered to achieve the MAC in the fourteen samples analyzed for TCLP iron. Table 3-10 presents the soil TCLP iron results compared to the MAC. The remaining twenty-six (26) soil samples with total iron exceedances also had exceedances of other constituents, precluding them from being eligible for CCDD disposal.

Twenty-three (23) soil samples had detections of total silver that exceeded the MAC value (4.4 mg/kg). Six select soil samples [SB-15 (0-1), SB-21 (0-1), SB-31 (1-3), SB-37 (0-1), SB-39 (0-1), and SB-41 (0-1)] with total sliver exceedances were subsequently analyzed for TCLP silver which had results below the lab detection limit, achieving the MAC. Based on the subsequent TCLP silver results, silver is considered to achieve the MAC in the six samples analyzed for TCLP silver. Table 3-10 presents the soil TCLP silver results compared to the MAC. The remaining seventeen (17) soil samples with total silver exceedances also had exceedances of other constituents, precluding them from being eligible for CCDD disposal.

Nineteen (19) soil samples had detections of total thallium that exceeded the MAC value (2.6 mg/kg). Eight select soil samples [SB-1 (1-3), SB-3 (1-3), SB-21 (0-1), SB-31 (1-3), SB-35 (0-1), SB-36 (0-1), SB-39 (0-1), and SB-41 (0-1)] with total sliver exceedances were subsequently analyzed for TCLP silver which had results below the lab detection limit, achieving the MAC. Based on the subsequent TCLP silver results, silver is considered to achieve the MAC in the six samples analyzed for TCLP silver. Table 3-10 presents the soil TCLP thallium results compared to the MAC. The remaining three (3) soil samples with total thallium exceedances also had exceedances of other constituents, precluding them from being eligible for CCDD disposal.

Seven (7) soil samples had detections of total manganese that exceeded the MAC value (630 mg/kg). Four select soil samples [SB-15 (0-1), SB-35 (0-1), SB-36 (0-1), and SB-39 (0-1)] with total manganese exceedances were subsequently analyzed for TCLP or SPLP manganese. Two samples, SB-35 (0-1) and SB-36 (0-1), had a detection of SPLP manganese, 0.0378 mg/L and 0.0291 mg/L, below the MAC value of 0.15 mg/L. The remaining SPLP and TCLP manganese results were below the lab detection limit, achieving the MAC. Based on the subsequent SPLP and TCLP manganese results, manganese is considered to achieve the MAC in the four samples analyzed for SPLP and TCLP manganese. Table 3-10 presents the soil SPLP and TCLP manganese results compared to the MAC.

Further discussion regarding TAL metal, TCLP metal, and SPLP metal analytical results are detailed in the tables located in section 4.2.

TABLE 3-2
VOC (& BTEX) SOIL RESULTS COMPARED TO TIER 1 REMEDIAL OBJECTIVES

Soil Boring	***Ingestion Exposure Route***			***Inhalation Exposure Route***			***Soil Component of Groundwater Ingestion (Class I)***	**SB-1**	**SB-2**	**SB-3**	**SB-4**	**SB-5**	**SB-6**	**SB-7**	**SB-8**	**SB-9**	**SB-10**	**SB-11**	**SB-12**	**SB-13**	**SB-14**	**SB-15**	**SB-16**	**SB-17**	**SB-18**
Depth, ft	*Residential* [a/]	*Industrial / Commerical* [a/]	*Constructon Worker* [a/]	*Residential* [a/]	*Industrial / Commerical* [a/]	*Constructon Worker* [a/]		1-3	1-3	1-3	1-3	1-3	1-3	1-3	1-3	1-3	1-3	0-1	0-1	0-1	0-1	0-1	0-1	0-1	0-1
Constituent	----------	----------	----------	----------	----------	----------	----------	*mg/kg*	----------	----------	----------	----------	----------	----------	----------	----------	----------	----------	----------	----------	----------	----------	----------	----------	----------
Acetone	*70,000*	--	--	*100,000*	*100,000*	*100,000*	*25*	--	--	--	--	--	--	--	--	--	--	--	--	<0.0684	--	<0.0665	--	<0.0744	--
Benzene	*12*	*100*	*2,300*	*0.8*	*1.6*	*2.2*	*0.03*	<0.03	<0.03	<0.03	<0.03	<0.03	<0.03	<0.03	**0.0721**	<0.03	<0.03	<0.03	<0.03	<0.00195	<0.03	<0.0019	<0.03	<0.00213	<0.03
Bromodichloromethane	*10*	*92*	*2,000*	*3,000*	*3,000*	*3,000*	*0.6*	--	--	--	--	--	--	--	--	--	--	--	--	<0.00195	--	<0.0019	--	<0.00213	--
Bromoform	*81*	*720*	*16,000*	*53*	*100*	*140*	*0.8*	--	--	--	--	--	--	--	--	--	--	--	--	<0.00391	--	<0.0038	--	<0.00425	--
Bromomethane	*110*	*2,900*	*1,000*	*10*	*15*	*3.9*	*0.2*	--	--	--	--	--	--	--	--	--	--	--	--	<0.0195	--	<0.019	--	<0.0213	--
2-Butanone (MEK)	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	<0.0274	--	<0.0266	--	<0.0298	--
Carbon disulfide	*7,800*	*200,000*	*20,000*	*720*	*720*	*9*	*32*	--	--	--	--	--	--	--	--	--	--	--	--	<0.00391	--	<0.0038	--	<0.00425	--
Carbon tetrachloride	*5*	*44*	*410*	*0.3*	*0.64*	*0.9*	*0.07*	--	--	--	--	--	--	--	--	--	--	--	--	<0.00195	--	<0.0019	--	<0.00213	--
Chlorobenzene	*1,600*	*41,000*	*4,100*	*130*	*210*	*1.3*	*1*	--	--	--	--	--	--	--	--	--	--	--	--	<0.00195	--	<0.0019	--	<0.00213	--
Chlorodibromomethane	*1,600*	*41,000*	*41,000*	*1,300*	*1,300*	*1,300*	*0.4*	--	--	--	--	--	--	--	--	--	--	--	--	<0.00195	--	<0.0019	--	<0.00213	--
Chloroethane	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	<0.00782	--	<0.0076	--	<0.00851	--
Chloroform	*100*	*940*	*2,000*	*0.3*	*0.54*	*0.76*	*0.6*	--	--	--	--	--	--	--	--	--	--	--	--	<0.00391	--	<0.0038	--	<0.00425	--
Chloromethane	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	<0.00782	--	<0.0076	--	<0.00851	--
1,1-Dichloroethane	*7,800*	*200,000*	*200,000*	*1,300*	*1,700*	*130*	*23*	--	--	--	--	--	--	--	--	--	--	--	--	<0.00391	--	<0.0038	--	<0.00425	--
1,2-Dichloroethane	*7*	*63*	*1,400*	*0.4*	*0.7*	*0.99*	*0.02*	--	--	--	--	--	--	--	--	--	--	--	--	<0.00195	--	<0.0019	--	<0.00213	--
1,1-Dichloroethene	*3,900*	*100,000*	*10,000*	*290*	*470*	*3*	*0.06*	--	--	--	--	--	--	--	--	--	--	--	--	<0.00195	--	<0.0019	--	<0.00213	--
cis-1,2-Dichloroethene	*780*	*20,000*	*20,000*	*1,200*	*1,200*	*1,200*	*0.4*	--	--	--	--	--	--	--	--	--	--	--	--	<0.00391	--	<0.0038	--	<0.00425	--
trans-1,2-Dichloroethene	*1,600*	*41,000*	*41,000*	*3,100*	*3,100*	*3,100*	*0.7*	--	--	--	--	--	--	--	--	--	--	--	--	<0.00391	--	<0.0038	--	<0.00425	--
1,2-Dichloropropane	*9*	*84*	*1,800*	*15*	*23*	*0.5*	*0.03*	--	--	--	--	--	--	--	--	--	--	--	--	<0.00195	--	<0.0019	--	<0.00213	--
cis-1,3-Dichloropropene	*6.4*	*57*	*1,200*	*1.1*	*2.1*	*0.39*	*0.004*	--	--	--	--	--	--	--	--	--	--	--	--	<0.004	--	<0.004	--	<0.004	--
trans-1,3-Dichloropropene	*6.4*	*57*	*1,200*	*1.1*	*2.1*	*0.39*	*0.004*	--	--	--	--	--	--	--	--	--	--	--	--	<0.004	--	<0.004	--	<0.004	--
Ethylbenzene	*7,800*	*200,000*	*20,000*	*400*	*400*	*58*	*13*	<0.225	<0.232	<0.199	<0.226	<0.219	<0.204	<0.246	**0.308**	<0.171	<0.29	<0.232	<0.229	<0.00782	<0.202	<0.0076	<0.191	<0.00851	<0.25
2-Hexanone	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	<0.0274	--	<0.0266	--	<0.0298	--
Methyl-tert-butylether (MTBE)	*780*	*20,000*	*2,000*	*8,800*	*8,800*	*140*	*0.32*	--	--	--	--	--	--	--	--	--	--	--	--	<0.00195	--	<0.0019	--	<0.00213	--
4-Methyl-2-pentanone (MIBK)	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	<0.0274	--	<0.0266	--	<0.0298	--
Methylene chloride	*85*	*760*	*12,000*	*13*	*24*	*34*	*0.02*	--	--	--	--	--	--	--	--	--	--	--	--	<0.00782	--	<0.0076	--	<0.00851	--
Styrene	*16,000*	*410,000*	*41,000*	*1,500*	*1,500*	*430*	*4*	--	--	--	--	--	--	--	--	--	--	--	--	<0.00782	--	<0.0076	--	<0.00851	--
1,1,2,2-Tetrachloroethane	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	<0.00195	--	<0.0019	--	<0.00213	--
Tetrachloroethene	*12*	*110*	*2,400*	*11*	*20*	*28*	*0.06*	--	--	--	--	--	--	--	--	--	--	--	--	<0.00391	--	<0.0038	--	<0.00425	--
Toluene	*16,000*	*410,000*	*410,000*	*650*	*650*	*42*	*12*	<0.112	<0.116	<0.0996	<0.113	<0.109	<0.102	<0.123	**0.459**	<0.0854	<0.145	<0.116	<0.115	<0.00195	<0.101	<0.0019	<0.0957	<0.00213	<0.125
1,1,1-Trichloroethane	--	--	--	*1,200*	*1,200*	*1,200*	*2*	--	--	--	--	--	--	--	--	--	--	--	--	<0.00195	--	<0.0019	--	<0.00213	--
1,1,2-Trichloroethane	*310*	*8,200*	*8,200*	*1,800*	*1,800*	*1,800*	*0.02*	--	--	--	--	--	--	--	--	--	--	--	--	<0.00195	--	<0.0019	--	<0.00213	--
Trichloroethene	*58*	*520*	*1,200*	*5*	*8.9*	*12*	*0.06*	--	--	--	--	--	--	--	--	--	--	--	--	<0.00195	--	<0.0019	--	<0.00213	--
Vinyl acetate	*78,000*	*1,000,000*	*200,000*	*1,000*	*1,600*	*10*	*170*	--	--	--	--	--	--	--	--	--	--	--	--	<0.0195	--	<0.019	--	<0.0213	--
Vinyl chloride	*0.46*	*7.9*	*170*	*0.28*	*1.1*	*1.1*	*0.01*	--	--	--	--	--	--	--	--	--	--	--	--	<0.00391	--	<0.0038	--	<0.00425	--
Xylene, Total	*16,000*	*410,000*	*41,000*	*320*	*320*	*5.6*	*150*	<0.674	<0.696	<0.597	<0.677	<0.656	<0.613	<0.739	**1.32**	<0.512	<0.871	<0.695	<0.687	<0.0117	<0.607	<0.0114	<0.574	<0.0128	<0.751

[a/] Refers to Remediation Objective from Table B, Appendix B, Part 742 - TACO

-- Constituent for which sample was not analyzed, or for which no Remedial Objective exists.

TABLE 3-2
VOC (& BTEX) SOIL RESULTS COMPARED TO TIER 1 REMEDIAL OBJECTIVES

Soil Boring	***Ingestion Exposure Route***			***Inhalation Exposure Route***			***Soil Component of Groundwater Ingestion (Class I)***	**SB-19**	**SB-20**	**SB-21**	**SB-23**	**SB-25**	**SB-27**	**SB-29**	**SB-31**	**SB-32**	**SB-33**	**SB-34**	**SB-39**	**SB-40**	**SB-43**	**SB-44**	**SB-45**	**SB-46**	**SB-47**
Depth, ft	*Residential* [a/]	*Industrial / Commerical* [a/]	*Constructon Worker* [a/]	*Residential* [a/]	*Industrial / Commerical* [a/]	*Constructon Worker* [a/]		0-1	0-1	0-1	0-1	0-1	0-1	1-3	1-3	0-1	0-1	0-1	0-1	0-1	0-1	0-1	0-1	0-1	0-1
Constituent	---mg/kg---																								
Acetone	*70,000*	--	--	*100,000*	*100,000*	*100,000*	*25*	<0.0822	--	--	--	--	--	--	--	--	--	<0.0714	--	--	<0.0717	<0.0825	--	--	--
Benzene	*12*	*100*	*2,300*	*0.8*	*1.6*	*2.2*	*0.03*	<0.00235	<0.03	<0.03	<0.03	<0.03	<0.03	<0.03	<0.03	<0.03	<0.03	<0.00204	<0.03	<0.03	<0.00205	<0.00236	<0.03	<0.03	<0.03
Bromodichloromethane	*10*	*92*	*2,000*	*3,000*	*3,000*	*3,000*	*0.6*	<0.00235	--	--	--	--	--	--	--	--	--	<0.00204	--	--	<0.00205	<0.00236	--	--	--
Bromoform	*81*	*720*	*16,000*	*53*	*100*	*140*	*0.8*	<0.0047	--	--	--	--	--	--	--	--	--	<0.00408	--	--	<0.0041	<0.00471	--	--	--
Bromomethane	*110*	*2,900*	*1,000*	*10*	*15*	*3.9*	*0.2*	<0.0235	--	--	--	--	--	--	--	--	--	<0.0204	--	--	<0.0205	<0.0236	--	--	--
2-Butanone (MEK)	--	--	--	--	--	--	--	<0.0329	--	--	--	--	--	--	--	--	--	<0.0286	--	--	<0.0287	<0.033	--	--	--
Carbon disulfide	*7,800*	*200,000*	*20,000*	*720*	*720*	*9*	*32*	<0.0047	--	--	--	--	--	--	--	--	--	<0.00408	--	--	0.00741	<0.00471	--	--	--
Carbon tetrachloride	*5*	*44*	*410*	*0.3*	*0.64*	*0.9*	*0.07*	<0.00235	--	--	--	--	--	--	--	--	--	<0.00204	--	--	<0.00205	<0.00236	--	--	--
Chlorobenzene	*1,600*	*41,000*	*4,100*	*130*	*210*	*1.3*	*1*	<0.00235	--	--	--	--	--	--	--	--	--	<0.00204	--	--	<0.00205	<0.00236	--	--	--
Chlorodibromomethane	*1,600*	*41,000*	*41,000*	*1,300*	*1,300*	*1,300*	*0.4*	<0.00235	--	--	--	--	--	--	--	--	--	<0.00204	--	--	<0.00205	<0.00236	--	--	--
Chloroethane	--	--	--	--	--	--	--	<0.0094	--	--	--	--	--	--	--	--	--	<0.00816	--	--	<0.00819	<0.00943	--	--	--
Chloroform	*100*	*940*	*2,000*	*0.3*	*0.54*	*0.76*	*0.6*	<0.0047	--	--	--	--	--	--	--	--	--	<0.00408	--	--	<0.0041	<0.00471	--	--	--
Chloromethane	--	--	--	--	--	--	--	<0.0094	--	--	--	--	--	--	--	--	--	<0.00816	--	--	<0.00819	<0.00943	--	--	--
1,1-Dichloroethane	*7,800*	*200,000*	*200,000*	*1,300*	*1,700*	*130*	*23*	<0.0047	--	--	--	--	--	--	--	--	--	<0.00408	--	--	<0.0041	<0.00471	--	--	--
1,2-Dichloroethane	*7*	*63*	*1,400*	*0.4*	*0.7*	*0.99*	*0.02*	<0.00235	--	--	--	--	--	--	--	--	--	<0.00204	--	--	<0.00205	<0.00236	--	--	--
1,1-Dichloroethene	*3,900*	*100,000*	*10,000*	*290*	*470*	*3*	*0.06*	<0.00235	--	--	--	--	--	--	--	--	--	<0.00204	--	--	<0.00205	<0.00236	--	--	--
cis-1,2-Dichloroethene	*780*	*20,000*	*20,000*	*1,200*	*1,200*	*1,200*	*0.4*	<0.0047	--	--	--	--	--	--	--	--	--	<0.00408	--	--	<0.0041	<0.00471	--	--	--
trans-1,2-Dichloroethene	*1,600*	*41,000*	*41,000*	*3,100*	*3,100*	*3,100*	*0.7*	<0.0047	--	--	--	--	--	--	--	--	--	<0.00408	--	--	<0.0041	<0.00471	--	--	--
1,2-Dichloropropane	*9*	*84*	*1,800*	*15*	*23*	*0.5*	*0.03*	<0.00235	--	--	--	--	--	--	--	--	--	<0.00204	--	--	<0.00205	<0.00236	--	--	--
cis-1,3-Dichloropropene	*6.4*	*57*	*1,200*	*1.1*	*2.1*	*0.39*	*0.004*	<0.004	--	--	--	--	--	--	--	--	--	<0.004	--	--	<0.004	<0.004	--	--	--
trans-1,3-Dichloropropene	*6.4*	*57*	*1,200*	*1.1*	*2.1*	*0.39*	*0.004*	<0.004	--	--	--	--	--	--	--	--	--	<0.004	--	--	<0.004	<0.004	--	--	--
Ethylbenzene	*7,800*	*200,000*	*20,000*	*400*	*400*	*58*	*13*	<0.0094	<0.257	<0.221	<0.261	<0.155	<0.221	<0.184	<0.188	<0.199	<0.212	<0.00816	<0.208	<0.196	<0.00819	<0.00943	<0.266	<0.199	<0.234
2-Hexanone	--	--	--	--	--	--	--	<0.0329	--	--	--	--	--	--	--	--	--	<0.0286	--	--	<0.0287	<0.033	--	--	--
Methyl-tert-butylether (MTBE)	*780*	*20,000*	*2,000*	*8,800*	*8,800*	*140*	*0.32*	<0.00235	--	--	--	--	--	--	--	--	--	<0.00204	--	--	<0.00205	<0.00236	--	--	--
4-Methyl-2-pentanone (MIBK)	--	--	--	--	--	--	--	<0.0329	--	--	--	--	--	--	--	--	--	<0.0286	--	--	<0.0287	<0.033	--	--	--
Methylene chloride	*85*	*760*	*12,000*	*13*	*24*	*34*	*0.02*	<0.0094	--	--	--	--	--	--	--	--	--	<0.00816	--	--	<0.00819	<0.00943	--	--	--
Styrene	*16,000*	*410,000*	*41,000*	*1,500*	*1,500*	*430*	*4*	<0.0094	--	--	--	--	--	--	--	--	--	<0.00816	--	--	<0.00819	<0.00943	--	--	--
1,1,2,2-Tetrachloroethane	--	--	--	--	--	--	--	<0.00235	--	--	--	--	--	--	--	--	--	<0.00204	--	--	<0.00205	<0.00236	--	--	--
Tetrachloroethene	*12*	*110*	*2,400*	*11*	*20*	*28*	*0.06*	<0.0047	--	--	--	--	--	--	--	--	--	<0.00408	--	--	<0.0041	<0.00471	--	--	--
Toluene	*16,000*	*410,000*	*410,000*	*650*	*650*	*42*	*12*	<0.00235	<0.128	<0.111	<0.13	<0.0774	<0.111	<0.0922	<0.0941	<0.0993	<0.106	<0.00204	<0.104	<0.0979	<0.00205	<0.00236	<0.133	<0.0993	<0.117
1,1,1-Trichloroethane	--	--	--	*1,200*	*1,200*	*1,200*	*2*	<0.00235	--	--	--	--	--	--	--	--	--	<0.00204	--	--	<0.00205	<0.00236	--	--	--
1,1,2-Trichloroethane	*310*	*8,200*	*8,200*	*1,800*	*1,800*	*1,800*	*0.02*	<0.00235	--	--	--	--	--	--	--	--	--	<0.00204	--	--	<0.00205	<0.00236	--	--	--
Trichloroethene	*58*	*520*	*1,200*	*5*	*8.9*	*12*	*0.06*	<0.00235	--	--	--	--	--	--	--	--	--	<0.00204	--	--	<0.00205	<0.00236	--	--	--
Vinyl acetate	*78,000*	*1,000,000*	*200,000*	*1,000*	*1,600*	*10*	*170*	<0.0235	--	--	--	--	--	--	--	--	--	<0.0204	--	--	<0.0205	<0.0236	--	--	--
Vinyl chloride	*0.46*	*7.9*	*170*	*0.28*	*1.1*	*1.1*	*0.01*	<0.0047	--	--	--	--	--	--	--	--	--	<0.00408	--	--	<0.0041	<0.00471	--	--	--
Xylene, Total	*16,000*	*410,000*	*41,000*	*320*	*320*	*5.6*	*150*	<0.0141	<0.771	<0.664	<0.782	<0.464	<0.664	<0.553	<0.565	<0.596	<0.637	<0.0122	<0.625	<0.587	<0.0123	<0.0141	<0.797	<0.596	<0.702

[a/] Refers to Remediation Objective from Table B, Appendix B, Part 742 - TACO
-- Constituent for which sample was not analyzed, or for which no Remedial Objective exists.

TABLE 3-3
VOC (& BTEX) SOIL RESULTS COMPARED TO THE MACs FOR CCDD DISPOSAL

Soil Boring	*Maximum Allowable*	**SB-1**	**SB-2**	**SB-3**	**SB-4**	**SB-5**	**SB-6**	**SB-7**	**SB-8**	**SB-9**	**SB-10**	**SB-11**	**SB-12**	**SB-13**	**SB-14**	**SB-15**	**SB-16**	**SB-17**	**SB-18**
Depth, ft	*Concentration* [a/]	1-3	1-3	1-3	1-3	1-3	1-3	1-3	1-3	1-3	1-3	0-1	0-1	0-1	0-1	0-1	0-1	0-1	0-1
Constituent		----------	----------	----------	----------	----------	----------	----------	---*mg/kg*---	----------	----------	----------	----------	----------	----------	----------	----------	----------	----------
Acetone	*25*	--	--	--	--	--	--	--	--	--	--	--	--	<0.0684	--	<0.0665	--	<0.0744	--
Benzene	*0.03*	<0.03	<0.03	<0.03	<0.03	<0.03	<0.03	<0.03	**0.0721**	<0.03	<0.03	<0.03	<0.03	<0.00195	<0.03	<0.0019	<0.03	<0.00213	<0.03
Bromodichloromethane	*0.6*	--	--	--	--	--	--	--	--	--	--	--	--	<0.00195	--	<0.0019	--	<0.00213	--
Bromoform	*0.8*	--	--	--	--	--	--	--	--	--	--	--	--	<0.00391	--	<0.0038	--	<0.00425	--
Bromomethane	*0.2*	--	--	--	--	--	--	--	--	--	--	--	--	<0.0195	--	<0.019	--	<0.0213	--
Carbon disulfide	*9*	--	--	--	--	--	--	--	--	--	--	--	--	<0.00391	--	<0.0038	--	<0.00425	--
Carbon tetrachloride	*0.07*	--	--	--	--	--	--	--	--	--	--	--	--	<0.00195	--	<0.0019	--	<0.00213	--
Chlorobenzene	*1*	--	--	--	--	--	--	--	--	--	--	--	--	<0.00195	--	<0.0019	--	<0.00213	--
Chlorodibromomethane	*0.4*	--	--	--	--	--	--	--	--	--	--	--	--	<0.00195	--	<0.0019	--	<0.00213	--
Chloroform	*0.3*	--	--	--	--	--	--	--	--	--	--	--	--	<0.00391	--	<0.0038	--	<0.00425	--
cis-1,3-Dichloropropene	*0.005*	--	--	--	--	--	--	--	--	--	--	--	--	<0.002	--	<0.002	--	<0.002	--
trans-1,3-Dichloropropene	*0.005*	--	--	--	--	--	--	--	--	--	--	--	--	<0.0004	--	<0.0004	--	<0.0004	--
1,1-Dichloroethane	*23*	--	--	--	--	--	--	--	--	--	--	--	--	<0.00391	--	<0.0038	--	<0.00425	--
1,2-Dichloroethane	*0.02*	--	--	--	--	--	--	--	--	--	--	--	--	<0.00195	--	<0.0019	--	<0.00213	--
1,1-Dichloroethene	*0.06*	--	--	--	--	--	--	--	--	--	--	--	--	<0.00195	--	<0.0019	--	<0.00213	--
cis-1,2-Dichloroethene	*0.4*	--	--	--	--	--	--	--	--	--	--	--	--	<0.00391	--	<0.0038	--	<0.00425	--
trans-1,2-Dichloroethene	*0.7*	--	--	--	--	--	--	--	--	--	--	--	--	<0.00391	--	<0.0038	--	<0.00425	--
1,2-Dichloropropane	*0.03*	--	--	--	--	--	--	--	--	--	--	--	--	<0.00195	--	<0.0019	--	<0.00213	--
Ethylbenzene	*13*	<0.225	<0.232	<0.199	<0.226	<0.219	<0.204	<0.246	0.308	<0.171	<0.29	<0.232	<0.229	<0.00782	<0.202	<0.0076	<0.191	<0.00851	<0.25
Methyl-tert-butylether (MTBE)	*0.32*	--	--	--	--	--	--	--	--	--	--	--	--	<0.00195	--	<0.0019	--	<0.00213	--
Methylene chloride	*0.02*	--	--	--	--	--	--	--	--	--	--	--	--	<0.00782	--	<0.0076	--	<0.00851	--
Styrene	*4*	--	--	--	--	--	--	--	--	--	--	--	--	<0.00782	--	<0.0076	--	<0.00851	--
Tetrachloroethene	*0.06*	--	--	--	--	--	--	--	--	--	--	--	--	<0.00391	--	<0.0038	--	<0.00425	--
Toluene	*12*	<0.112	<0.116	<0.0996	<0.113	<0.109	<0.102	<0.123	0.459	<0.0854	<0.145	<0.116	<0.115	<0.00195	<0.101	<0.0019	<0.0957	<0.00213	<0.125
1,1,1-Trichloroethane	*2*	--	--	--	--	--	--	--	--	--	--	--	--	<0.00195	--	<0.0019	--	<0.00213	--
1,1,2-Trichloroethane	*0.02*	--	--	--	--	--	--	--	--	--	--	--	--	<0.00195	--	<0.0019	--	<0.00213	--
Trichloroethene	*0.06*	--	--	--	--	--	--	--	--	--	--	--	--	<0.00195	--	<0.0019	--	<0.00213	--
Vinyl acetate	*10*	--	--	--	--	--	--	--	--	--	--	--	--	<0.0195	--	<0.019	--	<0.0213	--
Vinyl chloride	*0.01*	--	--	--	--	--	--	--	--	--	--	--	--	<0.00391	--	<0.0038	--	<0.00425	--
Xylene, Total	*5.6*	<0.674	<0.696	<0.597	<0.677	<0.656	<0.613	<0.739	1.32	<0.512	<0.871	<0.695	<0.687	<0.0117	<0.607	<0.0114	<0.574	<0.0128	<0.751

[a/] Refers to Maximum Allowable Concentration (MAC) of Chemical Constituents in Uncontaminated Soil Used As Fill Material At Regulated Fill Operations (35 IAC 1100.Subpart F)

-- Constituent for which sample was not analyzed, or for which no Remedial Objective exists.

TABLE 3-3
VOC (& BTEX) SOIL RESULTS COMPARED TO THE MACs FOR CCDD DISPOSAL

Soil Boring	*Maximum Allowable*	**SB-19**	**SB-20**	**SB-21**	**SB-23**	**SB-25**	**SB-27**	**SB-29**	**SB-31**	**SB-32**	**SB-33**	**SB-34**	**SB-39**	**SB-40**	**SB-43**	**SB-44**	**SB-45**	**SB-46**	**SB-47**
Depth, ft	*Concentration* [a/]	0-1	0-1	0-1	0-1	0-1	0-1	1-3	1-3	0-1	0-1	0-1	0-1	0-1	0-1	0-1	0-1	0-1	0-1
Constituent		---*mg/kg*---																	
Acetone	*25*	<0.0822	--	--	--	--	--	--	--	--	--	<0.0714	--	--	<0.0717	<0.0825	--	--	--
Benzene	*0.03*	<0.00235	<0.03	<0.03	<0.03	<0.03	<0.03	<0.03	<0.03	<0.03	<0.03	<0.00204	<0.03	<0.03	<0.00205	<0.00236	<0.03	<0.03	<0.03
Bromodichloromethane	*0.6*	<0.00235	--	--	--	--	--	--	--	--	--	<0.00204	--	--	<0.00205	<0.00236	--	--	--
Bromoform	*0.8*	<0.0047	--	--	--	--	--	--	--	--	--	<0.00408	--	--	<0.0041	<0.00471	--	--	--
Bromomethane	*0.2*	<0.0235	--	--	--	--	--	--	--	--	--	<0.0204	--	--	<0.0205	<0.0236	--	--	--
Carbon disulfide	*9*	<0.0047	--	--	--	--	--	--	--	--	--	<0.00408	--	--	0.00741	<0.00471	--	--	--
Carbon tetrachloride	*0.07*	<0.00235	--	--	--	--	--	--	--	--	--	<0.00204	--	--	<0.00205	<0.00236	--	--	--
Chlorobenzene	*1*	<0.00235	--	--	--	--	--	--	--	--	--	<0.00204	--	--	<0.00205	<0.00236	--	--	--
Chlorodibromomethane	*0.4*	<0.00235	--	--	--	--	--	--	--	--	--	<0.00204	--	--	<0.00205	<0.00236	--	--	--
Chloroform	*0.3*	<0.0047	--	--	--	--	--	--	--	--	--	<0.00408	--	--	<0.0041	<0.00471	--	--	--
cis-1,3-Dichloropropene	*0.005*	<0.002	--	--	--	--	--	--	--	--	--	<0.002	--	--	<0.002	<0.002	--	--	--
trans-1,3-Dichloropropene	*0.005*	<0.0004	--	--	--	--	--	--	--	--	--	<0.0004	--	--	<0.0004	<0.0004	--	--	--
1,1-Dichloroethane	*23*	<0.0047	--	--	--	--	--	--	--	--	--	<0.00408	--	--	<0.0041	<0.00471	--	--	--
1,2-Dichloroethane	*0.02*	<0.00235	--	--	--	--	--	--	--	--	--	<0.00204	--	--	<0.00205	<0.00236	--	--	--
1,1-Dichloroethene	*0.06*	<0.00235	--	--	--	--	--	--	--	--	--	<0.00204	--	--	<0.00205	<0.00236	--	--	--
cis-1,2-Dichloroethene	*0.4*	<0.0047	--	--	--	--	--	--	--	--	--	<0.00408	--	--	<0.0041	<0.00471	--	--	--
trans-1,2-Dichloroethene	*0.7*	<0.0047	--	--	--	--	--	--	--	--	--	<0.00408	--	--	<0.0041	<0.00471	--	--	--
1,2-Dichloropropane	*0.03*	<0.00235	--	--	--	--	--	--	--	--	--	<0.00204	--	--	<0.00205	<0.00236	--	--	--
Ethylbenzene	*13*	<0.0094	<0.257	<0.221	<0.261	<0.155	<0.221	<0.184	<0.188	<0.199	<0.212	<0.00816	<0.208	<0.196	<0.00819	<0.00943	<0.266	<0.199	<0.234
Methyl-tert-butylether (MTBE)	*0.32*	<0.00235	--	--	--	--	--	--	--	--	--	<0.00204	--	--	<0.00205	<0.00236	--	--	--
Methylene chloride	*0.02*	<0.0094	--	--	--	--	--	--	--	--	--	<0.00816	--	--	<0.00819	<0.00943	--	--	--
Styrene	*4*	<0.0094	--	--	--	--	--	--	--	--	--	<0.00816	--	--	<0.00819	<0.00943	--	--	--
Tetrachloroethene	*0.06*	<0.0047	--	--	--	--	--	--	--	--	--	<0.00408	--	--	<0.0041	<0.00471	--	--	--
Toluene	*12*	<0.00235	<0.128	<0.111	<0.13	<0.0774	<0.111	<0.0922	<0.0941	<0.0993	<0.106	<0.00204	<0.104	<0.0979	<0.00205	<0.00236	<0.133	<0.0993	<0.117
1,1,1-Trichloroethane	*2*	<0.00235	--	--	--	--	--	--	--	--	--	<0.00204	--	--	<0.00205	<0.00236	--	--	--
1,1,2-Trichloroethane	*0.02*	<0.00235	--	--	--	--	--	--	--	--	--	<0.00204	--	--	<0.00205	<0.00236	--	--	--
Trichloroethene	*0.06*	<0.00235	--	--	--	--	--	--	--	--	--	<0.00204	--	--	<0.00205	<0.00236	--	--	--
Vinyl acetate	*10*	<0.0235	--	--	--	--	--	--	--	--	--	<0.0204	--	--	<0.0205	<0.0236	--	--	--
Vinyl chloride	*0.01*	<0.0047	--	--	--	--	--	--	--	--	--	<0.00408	--	--	<0.0041	<0.00471	--	--	--
Xylene, Total	*5.6*	<0.0141	<0.771	<0.664	<0.782	<0.464	<0.664	<0.553	<0.565	<0.596	<0.637	<0.0122	<0.625	<0.587	<0.0123	<0.0141	<0.797	<0.596	<0.702

[a/] Refers to Maximum Allowable Concentration (MAC) of Chemical Constituents in Uncontaminated Soil Used As Fill Material At Regulated Fill Operations (35 IAC 1100.Subpart F)

-- Constituent for which sample was not analyzed, or for which no Remedial Objective exists.

TABLE 3-4
PNA SOIL RESULTS COMPARED TO TIER 1 REMEDIAL OBJECTIVES

Sample ID	*Ingestion Exposure Route* [1]			*Inhalation Exposure Route* [1]			*Migration to Class I Groundwater Exposure Route* [1]	**SB-1**	**SB-2**	**SB-3**	**SB-4**	**SB-4**	**SB-5**	**SB-5**	**SB-6**	**SB-6**	**SB-7**	**SB-7**	**SB-8**	**SB-8**	**SB-9**	**SB-9**	**SB-10**	**SB-10**	**SB-11**	**SB-12**	**SB-14**	**SB-16**	**SB-18**	**SB-20**	**SB-21**	**SB-22**	**SB-23**
Sample Depth	*Residential*	*Industrial / Commercial*	*Construction Worker*	*Residential*	*Industrial / Commercial*	*Construction Worker*		1-3	1-3	1-3	1-3	3-5	1-3	3-5	1-3	3-5	1-3	3-5	1-3	3-5	1-3	3-5	1-3	3-5	0-1	0-1	0-1	0-1	0-1	0-1	0-1	0-1	0-1
Constituents	---mg/kg---																																
Acenaphthene	*4,700*	*120,000*	*120,000*	---	---	---	*570*	<0.00829	<0.00925	<0.00908	<0.00877	<0.00862	0.012	<0.00756	0.028	<0.00877	<0.00937	0.0399	0.0127	0.069	0.0195	0.0381	0.117	0.024	0.0571	0.441	<0.0824	<0.0875	0.0166	<0.00979	<0.00965	0.0251	0.0279
Acenaphthylene	*2,300* [3]	*61,000* [3]	*61,000* [3]	---	---	---	*85* [3]	0.0498	0.077	0.127	0.146	<0.00862	0.374	<0.00756	0.229	0.0175	0.04	0.0174	0.082	0.0259	0.0606	0.0183	0.565	0.0324	1.47	1.12	<0.0824	0.486	0.317	0.226	0.054	0.819	1.13
Anthracene	*23,000*	*610,000*	*610,000*	---	---	---	*12,000*	0.0405	0.0399	0.0917	0.0899	<0.00431	0.205	<0.00378	0.236	0.0205	0.0399	0.0874	0.128	0.166	0.0847	0.0635	0.698	0.0669	0.667	2.23	0.0659	0.252	0.156	0.153	0.0686	0.371	0.585
Benzo(a)anthracene	*0.9* [2]	*8*	*170*	---	---	---	*2*	0.0778	0.141	0.216	0.381	<0.00862	0.807	<0.00756	**1.14**	0.123	0.214	0.3	0.82	0.729	0.445	0.517	**2.15**	0.321	**3.49**	**12.4**	0.216	**1.92**	0.72	0.57	0.208	**1.85**	**2.52**
Benzo(a)pyrene	*0.09* [2]	*0.09* [2]	*17*	---	---	---	*8*	**0.123**	**0.172**	**0.255**	**0.483**	<0.0172	**1.08**	<0.0151	**1.13**	**0.162**	**0.22**	**0.347**	**0.736**	**0.987**	**0.437**	**1**	**1.39**	**0.403**	**3.12**	**14**	**0.372**	**3.56**	**0.905**	**0.634**	**0.198**	**2.12**	**3.57**
Benzo(b)fluoranthene	*0.9* [2]	*8*	*170*	---	---	---	*5*	0.119	0.183	0.278	0.514	<0.0172	**1.2**	<0.0151	**1.2**	0.151	0.214	0.318	0.771	0.813	0.448	0.722	**1.77**	0.341	**7.01**	**15**	0.345	**3.76**	**1.14**	0.784	0.195	**3.06**	**4.69**
Benzo(k)fluoranthene	*9*	*78*	*1,700*	---	---	---	*49*	0.0607	0.0704	0.114	0.196	<0.00862	0.422	<0.00756	0.441	0.0565	0.0781	0.113	0.275	0.263	0.173	0.304	0.476	0.13	1.38	3.01	0.131	0.919	0.358	0.228	0.0565	0.854	1.08
Benzo(ghi)perylene	*2,300* [3]	*61,000* [3]	*61,000* [3]	---	---	---	*27,000* [3]	0.101	0.0957	0.179	0.273	<0.0216	0.623	<0.0189	0.527	0.083	0.0955	0.165	0.326	0.44	0.218	0.407	0.607	0.135	1.73	4.92	0.212	1.3	0.833	0.402	0.0994	1.37	2.2
Chrysene	*88*	*780*	*17,000*	---	---	---	*160*	0.0817	0.132	0.21	0.359	<0.00862	0.705	<0.00756	0.953	0.11	0.181	0.221	0.769	0.506	0.377	0.375	1.62	0.223	3.44	9.83	0.158	1.7	0.738	0.523	0.166	1.6	2.2
Dibenzo(a,h)anthracene	*0.092*	*0.8*	*17*	---	---	---	*2*	<0.0414	<0.0463	<0.0454	0.0574	<0.0431	**0.142**	<0.0378	**0.135**	<0.0438	<0.0469	<0.0497	**0.0909**	**0.132**	0.0662	**0.123**	**0.248**	0.045	**0.591**	**1.51**	<0.412	<0.438	**0.165**	**0.107**	<0.0482	**0.386**	**0.62**
Fluoranthene	*3,100*	*82,000*	*82,000*	---	---	---	*4,300*	0.119	0.193	0.275	0.532	<0.00862	0.944	<0.00756	1.64	0.185	0.261	0.334	1.19	0.755	0.615	0.359	2.9	0.37	5.74	20.1	0.275	2.11	1.23	0.653	0.216	2.21	2.56
Fluorene	*3,100*	*82,000*	*82,000*	---	---	---	*560*	<0.00829	<0.00925	0.014	0.0107	<0.00862	0.0165	<0.00756	0.0372	<0.00877	<0.00937	0.0515	0.0327	0.098	0.037	0.0319	0.407	0.0432	0.114	0.596	<0.0824	<0.0875	0.0328	0.0248	0.0221	0.0428	0.0725
Indeno(1,2,3-cd)pyrene	*0.9* [2]	*8*	*170*	---	---	---	*14*	0.123	0.141	0.216	0.41	<0.00862	**0.969**	<0.00756	0.788	0.175	0.158	0.371	0.503	**0.958**	0.337	**0.928**	**1.05**	0.345	**2.57**	**12.3**	0.357	**3.43**	**0.964**	0.58	0.146	**2.11**	**4.17**
Naphthalene	*1,600*	*41,000*	*4,100*	*170*	*270*	*1.8*	*12*	0.0365	0.0276	0.0471	0.0327	<0.0216	0.0948	<0.0189	0.0832	0.0336	0.117	0.05	0.186	0.0604	0.5	<0.0246	**5.82**	<0.0224	1.73	0.725	<0.206	<0.219	0.202	0.36	0.557	0.159	0.394
Phenanthrene	*2,300* [3]	*61,000* [3]	*61,000* [3]	---	---	---	*210* [3]	0.102	0.11	0.191	0.212	<0.00431	0.333	0.0098	0.735	0.166	0.187	0.715	0.699	1.3	0.864	0.342	6.66	0.23	2.92	14.1	0.152	0.565	0.866	0.977	0.742	0.592	1.14
Pyrene	*2,300*	*61,000*	*61,000*	---	---	---	*4,200*	0.108	0.176	0.285	0.518	<0.0172	1.01	<0.0151	1.6	0.194	0.247	0.335	1.16	0.681	0.651	0.341	2.95	0.293	6.06	21.2	0.272	2.35	1.14	0.703	0.255	2.28	3.25

[1] Refers to Remedial Objective (RO) from Tables A and B, Appendix B, Part 742 - TACO

[2] Refers to background concentration from 35 IAC 742, Appendix A, Table H outside of a populated area

[3] Value listed on rescinded non-TACO Table established by Illinois EPA (revision date: 10/30/12) and formerly located at http://www.epa.illinois.gov/topics/cleanup-programs/taco/other-chemicals/index. Value is provided as a tool for comparison and is not a TACO Tier 1 RO.

Bold = Constituent detected above its reporting limit
Bold/Shaded = Constituent detected above its applicable RO
--- Constituent for which RO has not been established

Note: Table only includes samples analyzed for PNAs

Note: Tier 1 ROs have not been established for acenaphthylene, benzo(g,h,i)perylene, or phenanthrene; background concentrations within a populated area in an MSA (excluding Chicago) established as 0.07 mg/kg, 1.7 mg/kg, and 2.5 mg/kg, respectively

TABLE 3-4
PNA SOIL RESULTS COMPARED TO TIER 1 REMEDIAL OBJECTIVES

Sample ID	*Ingestion Exposure Route* [1]			*Inhalation Exposure Route* [1]			*Migration to Class I Groundwater Exposure Route* [1]	**SB-24**	**SB-25**	**SB-26**	**SB-27**	**SB-28**	**SB-29**	**SB-29**	**SB-30**	**SB-30**	**SB-31**	**SB-31**	**SB-32**	**SB-33**	**SB-35**	**SB-36**	**SB-37**	**SB-38**	**SB-39**	**SB-40**	**SB-41**	**SB-42**	**SB-43**	**SB-44**	**SB-45**	**SB-46**	**SB-47**
Sample Depth	*Residential*	*Industrial / Commercial*	*Construction Worker*	*Residential*	*Industrial / Commercial*	*Construction Worker*		0-1	0-1	0-1	0-1	0-1	1-3	3-5	1-3	3-5	1-3	3-5	0-1	0-1	0-1	0-1	0-1	0-1	0-1	0-1	0-1	0-1	0-1	0-1	0-1	0-1	0-1
Constituents	---mg/kg---																																
Acenaphthene	*4,700*	*120,000*	*120,000*	---	---	---	*570*	0.0195	0.0385	0.0306	0.0212	<0.00855	0.0167	<0.00881	0.0285	<0.00978	0.0188	<0.00919	<0.0886	0.0521	<0.0085	<0.00952	<0.00972	<0.0873	0.0145	<0.0853	0.00963	0.13	<0.0898	0.00986	0.0288	<0.0883	<0.0959
Acenaphthylene	*2,300* [3]	*61,000* [3]	*61,000* [3]	---	---	---	*85* [3]	0.643	0.418	0.731	0.452	0.0348	0.262	<0.00881	0.63	<0.00978	0.271	0.0134	1.11	1.64	0.0184	0.0208	0.0412	0.104	0.255	0.632	0.00971	1.05	1.06	0.396	0.925	0.477	1.1
Anthracene	*23,000*	*610,000*	*610,000*	---	---	---	*12,000*	0.305	0.252	0.414	0.241	0.0261	0.181	0.00811	0.381	0.0173	0.159	0.0165	0.572	0.57	0.015	0.0126	0.0283	0.0986	0.157	0.247	0.029	0.519	0.426	0.181	0.508	0.333	0.434
Benzo(a)anthracene	*0.9* [2]	*8*	*170*	---	---	---	*2*	**1.31**	0.839	**1.8**	**1.03**	0.115	**0.947**	0.0504	**2.07**	0.0513	**0.936**	0.0708	**2.62**	**3.73**	0.0749	0.0431	0.12	0.486	0.551	**1.38**	0.165	**1.85**	**2.09**	0.618	**1.62**	**1.47**	**1.82**
Benzo(a)pyrene	*0.09* [2]	*0.09* [2]	*17*	---	---	---	*8*	**1.69**	**1.07**	**2.14**	**1.23**	**0.154**	**1.16**	0.0575	**2.61**	0.0575	**1.24**	0.0727	**5.82**	**4.36**	**0.195**	**0.106**	**0.246**	**0.978**	**0.704**	**2.76**	**0.199**	**3.64**	**3.75**	**0.783**	**1.88**	**2.56**	**4.24**
Benzo(b)fluoranthene	*0.9* [2]	*8*	*170*	---	---	---	*5*	**2.15**	**1.34**	**3.1**	**1.47**	0.161	**1.61**	0.0555	**3.48**	0.0819	**1.46**	0.0902	**6.84**	**5.6**	0.192	0.1	0.262	**0.992**	0.835	**2.77**	0.202	**3.8**	**3.77**	**0.949**	**2.47**	**2.82**	**4.58**
Benzo(k)fluoranthene	*9*	*78*	*1,700*	---	---	---	*49*	0.726	0.459	0.753	0.5	0.0459	0.336	0.0187	0.758	0.0258	0.299	0.024	1.6	1.31	0.0373	0.0239	0.0496	0.299	0.279	0.682	0.0745	1.09	0.89	0.33	0.868	0.664	1.02
Benzo(ghi)perylene	*2,300* [3]	*61,000* [3]	*61,000* [3]	---	---	---	*27,000* [3]	1.05	0.871	1.39	0.69	0.0728	0.508	0.034	0.983	0.0901	0.671	0.0568	2.21	2.41	0.132	0.0754	0.106	0.442	0.423	1.1	0.106	2.03	1.51	0.422	1.21	1.12	2.6
Chrysene	*88*	*780*	*17,000*	---	---	---	*160*	1.12	0.737	1.63	0.936	0.0916	0.923	0.0389	1.94	0.0441	0.899	0.0588	2.38	3.95	0.0756	0.039	0.112	0.47	0.55	1.26	0.154	1.93	1.95	0.583	1.65	1.58	1.87
Dibenzo(a,h)anthracene	*0.092*	*0.8*	*17*	---	---	---	*2*	**0.278**	**0.162**	**0.383**	**0.175**	<0.0427	**0.206**	<0.044	**0.428**	<0.0489	**0.269**	<0.046	**0.647**	**0.907**	<0.0425	<0.0476	<0.0486	<0.436	**0.0999**	<0.426	<0.0455	<0.51	<0.449	**0.122**	**0.297**	<0.442	**0.546**
Fluoranthene	*3,100*	*82,000*	*82,000*	---	---	---	*4,300*	1.57	0.924	2.22	1.26	0.132	1.28	0.0451	2.83	0.0746	0.86	0.0706	3.06	4	0.0892	0.0475	0.145	0.643	0.672	1.55	0.298	2.13	2.72	0.862	2.25	1.99	2.12
Fluorene	*3,100*	*82,000*	*82,000*	---	---	---	*560*	0.0311	0.0319	0.039	0.0287	<0.00855	0.0444	<0.00881	0.127	<0.00978	0.037	<0.00919	0.191	0.157	<0.0085	<0.00952	<0.00972	<0.0873	0.0208	<0.0853	<0.0091	0.163	0.136	0.0204	0.0448	<0.0883	<0.0959
Indeno(1,2,3-cd)pyrene	*0.9* [2]	*8*	*170*	---	---	---	*14*	**1.78**	**1.1**	**2.17**	**1.01**	0.184	**1.22**	0.077	**2.53**	0.165	**1.32**	0.129	**5.83**	**4.8**	0.206	0.115	0.243	**0.931**	0.597	**2.61**	0.148	**3.9**	**3.28**	0.665	**1.7**	**2.28**	**4.78**
Naphthalene	*1,600*	*41,000*	*4,100*	*170*	*270*	*1.8*	*12*	0.0896	0.0436	0.174	0.0697	0.0897	0.763	0.116	1.15	<0.0245	0.185	0.128	0.233	0.584	<0.0213	<0.0238	0.0596	<0.218	0.0887	0.282	<0.0227	0.267	0.523	0.0944	0.115	0.619	<0.24
Phenanthrene	*2,300* [3]	*61,000* [3]	*61,000* [3]	---	---	---	*210* [3]	0.391	0.347	0.913	0.422	0.193	1.78	0.143	3.31	0.115	0.873	0.261	1.59	2.66	0.0244	0.0181	0.14	0.382	0.474	0.789	0.111	0.829	1.45	0.326	0.656	1.74	0.537
Pyrene	*2,300*	*61,000*	*61,000*	---	---	---	*4,200*	1.61	0.96	2.3	1.32	0.141	1.34	0.0481	2.8	0.0664	1.12	0.0866	3.51	5.4	0.0898	0.0522	0.173	0.657	0.712	1.76	0.241	2.46	3.26	0.824	2.47	2.06	2.43

[1] Refers to Remedial Objective (RO) from Tables A and B, Appendix B, Part 742 - TACO

[2] Refers to background concentration from 35 IAC 742, Appendix A, Table H outside of a populated area

[3] Value listed on rescinded non-TACO Table established by Illinois EPA (revision date: 10/30/12) and formerly located at http://www.epa.illinois.gov/topics/cleanup-programs/taco/other-chemicals/index. Value is provided as a tool for comparison and is not a TACO Tier 1 RO.

Bold = Constituent detected above its reporting limit

Bold/Shaded = Constituent detected above its applicable RO

--- Constituent for which RO has not been established

Note: Table only includes samples analyzed for PNAs

Note: Tier 1 ROs have not been established for acenaphthylene, benzo(g,h,i)perylene, or phenanthrene; background concentrations within a populated area in an MSA (excluding Chicago) established as 0.07 mg/kg, 1.7 mg/kg, and 2.5 mg/kg, respectively

TABLE 3-5
PNA SOIL RESULTS COMPARED TO THE MACs FOR CCDD DISPOSAL

Sample ID	*Maximum Allowable Concentration* [1]				**SB-1**	**SB-2**	**SB-3**	**SB-4**	**SB-4**	**SB-5**	**SB-5**	**SB-6**	**SB-6**	**SB-7**	**SB-7**	**SB-8**	**SB-8**	**SB-9**	**SB-9**	**SB-10**	**SB-10**	**SB-11**	**SB-12**	**SB-14**	**SB-16**	**SB-18**	**SB-20**	**SB-21**	**SB-22**	**SB-23**
Sample Depth	*Within Chicago Corporate Limits*	*Within a Populated Area in a MSA Excluding Chicago*	*Within a Populated Area in a non-MSA County*	*Outside a Populated Area*	1-3	1-3	1-3	1-3	3-5	1-3	3-5	1-3	3-5	1-3	3-5	1-3	3-5	1-3	3-5	1-3	3-5	0-1	0-1	0-1	0-1	0-1	0-1	0-1	0-1	0-1
Constiuents	*mg/kg*																													
Acenaphthene	*570*	*570*	*570*	*570*	<0.00829	<0.00925	<0.00908	<0.00877	<0.00862	0.012	<0.00756	0.028	<0.00877	<0.00937	0.0399	0.0127	0.069	0.0195	0.0381	0.117	0.024	0.0571	0.441	<0.0824	<0.0875	0.0166	<0.00979	<0.00965	0.0251	0.0279
Acenaphthylene	*85*	*85*	*85*	*85*	0.0498	0.077	0.127	0.146	<0.00862	0.374	<0.00756	0.229	0.0175	0.04	0.0174	0.082	0.0259	0.0606	0.0183	0.565	0.0324	1.47	1.12	<0.0824	0.486	0.317	0.226	0.054	0.819	1.13
Anthracene	*12,000*	*12,000*	*12,000*	*12,000*	0.0405	0.0399	0.0917	0.0899	<0.00431	0.205	<0.00378	0.236	0.0205	0.0399	0.0874	0.128	0.166	0.0847	0.0635	0.698	0.0669	0.667	2.23	0.0659	0.252	0.156	0.153	0.0686	0.371	0.585
Benzo(a)anthracene	*1.1* [2]	*1.8* [2]	*0.9*	*0.9*	0.0778	0.141	0.216	0.381	<0.00862	0.807	<0.00756	**1.14**	0.123	0.214	0.3	0.82	0.729	0.445	0.517	**2.15**	0.321	**3.49**	**12.4**	0.216	**1.92**	0.72	0.57	0.208	**1.85**	**2.52**
Benzo(a)pyrene	*1.3* [2]	*2.1* [2]	*0.98* [2]	*0.09*	**0.123**	**0.172**	**0.255**	**0.483**	<0.0172	**1.08**	<0.0151	**1.13**	**0.162**	**0.22**	**0.347**	**0.736**	**0.987**	**0.437**	**1**	**1.39**	**0.403**	**3.12**	**14**	**0.372**	**3.56**	**0.905**	**0.634**	**0.198**	**2.12**	**3.57**
Benzo(b)fluoranthene	*1.5* [2]	*2.1* [2]	*0.9*	*0.9*	0.119	0.183	0.278	0.514	<0.0172	**1.2**	<0.0151	**1.2**	0.151	0.214	0.318	0.771	0.813	0.448	0.722	**1.77**	0.341	**7.01**	**15**	0.345	**3.76**	**1.14**	0.784	0.195	**3.06**	**4.69**
Benzo(k)fluoranthene	*9*	*9*	*9*	*9*	0.0607	0.0704	0.114	0.196	<0.00862	0.422	<0.00756	0.441	0.0565	0.0781	0.113	0.275	0.263	0.173	0.304	0.476	0.13	1.38	3.01	0.131	0.919	0.358	0.228	0.0565	0.854	1.08
Benzo(g,h,i)perylene	*2,300*	*2,300*	*2,300*	*2,300*	0.101	0.0957	0.179	0.273	<0.0216	0.623	<0.0189	0.527	0.083	0.0955	0.165	0.326	0.44	0.218	0.407	0.607	0.135	1.73	4.92	0.212	1.3	0.833	0.402	0.0994	1.37	2.2
Chrysene	*88*	*88*	*88*	*88*	0.0817	0.132	0.21	0.359	<0.00862	0.705	<0.00756	0.953	0.11	0.181	0.221	0.769	0.506	0.377	0.375	1.62	0.223	3.44	9.83	0.158	1.7	0.738	0.523	0.166	1.6	2.2
Dibenzo(a,h)anthracene	*0.20* [2]	*0.42* [2]	*0.15* [2]	*0.09*	<0.0414	<0.0463	<0.0454	0.0574	<0.0431	**0.142**	<0.0378	**0.135**	<0.0438	<0.0469	<0.0497	**0.0909**	**0.132**	0.0662	**0.123**	**0.248**	0.045	**0.591**	**1.51**	<0.412	<0.438	**0.165**	**0.107**	<0.0482	**0.386**	**0.62**
Fluoranthene	*3,100*	*3,100*	*3,100*	*3,100*	0.119	0.193	0.275	0.532	<0.00862	0.944	<0.00756	1.64	0.185	0.261	0.334	1.19	0.755	0.615	0.359	2.9	0.37	5.74	20.1	0.275	2.11	1.23	0.653	0.216	2.21	2.56
Fluorene	*560*	*560*	*560*	*560*	<0.00829	<0.00925	0.014	0.0107	<0.00862	0.0165	<0.00756	0.0372	<0.00877	<0.00937	0.0515	0.0327	0.098	0.037	0.0319	0.407	0.0432	0.114	0.596	<0.0824	<0.0875	0.0328	0.0248	0.0221	0.0428	0.0725
Indeno(1,2,3-cd)pyrene	*0.9*	*1.6* [2]	*0.9*	*0.9*	0.123	0.141	0.216	0.41	<0.00862	**0.969**	<0.00756	0.788	0.175	0.158	0.371	0.503	**0.958**	0.337	**0.928**	**1.05**	0.345	**2.57**	**12.3**	0.357	**3.43**	**0.964**	0.58	0.146	**2.11**	**4.17**
Naphthalene	*1.8*	*1.8*	*1.8*	*1.8*	0.0365	0.0276	0.0471	0.0327	<0.0216	0.0948	<0.0189	0.0832	0.0336	0.117	0.05	0.186	0.0604	0.5	<0.0246	**5.82**	<0.0224	1.73	0.725	<0.206	<0.219	0.202	0.36	0.557	0.159	0.394
Phenanthrene	*210*	*210*	*210*	*210*	0.102	0.11	0.191	0.212	<0.00431	0.333	0.0098	0.735	0.166	0.187	0.715	0.699	1.3	0.864	0.342	6.66	0.23	2.92	14.1	0.152	0.565	0.866	0.977	0.742	0.592	1.14
Pyrene	*2,300*	*2,300*	*2,300*	*2,300*	0.108	0.176	0.285	0.518	<0.0172	1.01	<0.0151	1.6	0.194	0.247	0.335	1.16	0.681	0.651	0.341	2.95	0.293	6.06	21.2	0.272	2.35	1.14	0.703	0.255	2.28	3.25

[1] Refers to Maximum Allowable Concentration (MAC) of Chemical Constituents in Uncontaminated Soil Used As Fill Material At Regulated Fill Operations (35 IAC 1100.Subpart F)

[2] Refers to background concentration from 35 IAC 742, Appendix A, Table H

Bold = Constituent detected above its reporting limit

Bold/Shaded = Constituent detected above its applicable MAC

Note: Table only includes samples analyzed for PNAs

TABLE 3-5
PNA SOIL RESULTS COMPARED TO THE MACs FOR CCDD DISPOSAL

Sample ID	*Maximum Allowable Concentration* [1]				**SB-24**	**SB-25**	**SB-26**	**SB-27**	**SB-28**	**SB-29**	**SB-29**	**SB-30**	**SB-30**	**SB-31**	**SB-31**	**SB-32**	**SB-33**	**SB-35**	**SB-36**	**SB-37**	**SB-38**	**SB-39**	**SB-40**	**SB-41**	**SB-42**	**SB-43**	**SB-44**	**SB-45**	**SB-46**	**SB-47**
Sample Depth	*Within Chicago Corporate Limits*	*Within a Populated Area in a MSA Excluding Chicago*	*Within a Populated Area in a non-MSA County*	*Outside a Populated Area*	0-1	0-1	0-1	0-1	0-1	1-3	3-5	1-3	3-5	1-3	3-5	0-1	0-1	0-1	0-1	0-1	0-1	0-1	0-1	0-1	0-1	0-1	0-1	0-1	0-1	0-1
Constituents	*mg/kg*																													
Acenaphthene	*570*	*570*	*570*	*570*	0.0195	0.0385	0.0306	0.0212	<0.00855	0.0167	<0.00881	0.0285	<0.00978	0.0188	<0.00919	<0.0886	0.0521	<0.0085	<0.00952	<0.00972	<0.0873	0.0145	<0.0853	0.00963	0.13	<0.0898	0.00986	0.0288	<0.0883	<0.0959
Acenaphthylene	*85*	*85*	*85*	*85*	0.643	0.418	0.731	0.452	0.0348	0.262	<0.00881	0.63	<0.00978	0.271	0.0134	1.11	1.64	0.0184	0.0208	0.0412	0.104	0.255	0.632	0.00971	1.05	1.06	0.396	0.925	0.477	1.1
Anthracene	*12,000*	*12,000*	*12,000*	*12,000*	0.305	0.252	0.414	0.241	0.0261	0.181	0.00811	0.381	0.0173	0.159	0.0165	0.572	0.57	0.015	0.0126	0.0283	0.0986	0.157	0.247	0.029	0.519	0.426	0.181	0.508	0.333	0.434
Benzo(a)anthracene	*1.1* [2]	*1.8* [2]	*0.9*	*0.9*	**1.31**	0.839	**1.8**	**1.03**	0.115	**0.947**	0.0504	**2.07**	0.0513	**0.936**	0.0708	**2.62**	**3.73**	0.0749	0.0431	0.12	0.486	0.551	**1.38**	0.165	**1.85**	**2.09**	0.618	**1.62**	**1.47**	**1.82**
Benzo(a)pyrene	*1.3* [2]	*2.1* [2]	*0.98* [2]	*0.09*	**1.69**	**1.07**	**2.14**	**1.23**	**0.154**	**1.16**	0.0575	**2.61**	0.0575	**1.24**	0.0727	**5.82**	**4.36**	**0.195**	**0.106**	**0.246**	**0.978**	**0.704**	**2.76**	**0.199**	**3.64**	**3.75**	**0.783**	**1.88**	**2.56**	**4.24**
Benzo(b)fluoranthene	*1.5* [2]	*2.1* [2]	*0.9*	*0.9*	**2.15**	**1.34**	**3.1**	**1.47**	0.161	**1.61**	0.0555	**3.48**	0.0819	**1.46**	0.0902	**6.84**	**5.6**	0.192	0.1	0.262	**0.992**	0.835	**2.77**	0.202	**3.8**	**3.77**	**0.949**	**2.47**	**2.82**	**4.58**
Benzo(k)fluoranthene	*9*	*9*	*9*	*9*	0.726	0.459	0.753	0.5	0.0459	0.336	0.0187	0.758	0.0258	0.299	0.024	1.6	1.31	0.0373	0.0239	0.0496	0.299	0.279	0.682	0.0745	1.09	0.89	0.33	0.868	0.664	1.02
Benzo(g,h,i)perylene	*2,300*	*2,300*	*2,300*	*2,300*	1.05	0.871	1.39	0.69	0.0728	0.508	0.034	0.983	0.0901	0.671	0.0568	2.21	2.41	0.132	0.0754	0.106	0.442	0.423	1.1	0.106	2.03	1.51	0.422	1.21	1.12	2.6
Chrysene	*88*	*88*	*88*	*88*	1.12	0.737	1.63	0.936	0.0916	0.923	0.0389	1.94	0.0441	0.899	0.0588	2.38	3.95	0.0756	0.039	0.112	0.47	0.55	1.26	0.154	1.93	1.95	0.583	1.65	1.58	1.87
Dibenzo(a,h)anthracene	*0.20* [2]	*0.42* [2]	*0.15* [2]	*0.09*	**0.278**	**0.162**	**0.383**	**0.175**	<0.0427	**0.206**	<0.044	**0.428**	<0.0489	**0.269**	<0.046	**0.647**	**0.907**	<0.0425	<0.0476	<0.0486	<0.436	**0.0999**	<0.426	<0.0455	<0.51	<0.449	**0.122**	**0.297**	<0.442	**0.546**
Fluoranthene	*3,100*	*3,100*	*3,100*	*3,100*	1.57	0.924	2.22	1.26	0.132	1.28	0.0451	2.83	0.0746	0.86	0.0706	3.06	4	0.0892	0.0475	0.145	0.643	0.672	1.55	0.298	2.13	2.72	0.862	2.25	1.99	2.12
Fluorene	*560*	*560*	*560*	*560*	0.0311	0.0319	0.039	0.0287	<0.00855	0.0444	<0.00881	0.127	<0.00978	0.037	<0.00919	0.191	0.157	<0.0085	<0.00952	<0.00972	<0.0873	0.0208	<0.0853	<0.0091	0.163	0.136	0.0204	0.0448	<0.0883	<0.0959
Indeno(1,2,3-cd)pyrene	*0.9*	*1.6* [2]	*0.9*	*0.9*	**1.78**	**1.1**	**2.17**	**1.01**	0.184	**1.22**	0.077	**2.53**	0.165	**1.32**	0.129	**5.83**	**4.8**	0.206	0.115	0.243	**0.931**	0.597	**2.61**	0.148	**3.9**	**3.28**	0.665	**1.7**	**2.28**	**4.78**
Naphthalene	*1.8*	*1.8*	*1.8*	*1.8*	0.0896	0.0436	0.174	0.0697	0.0897	0.763	0.116	1.15	<0.0245	0.185	0.128	0.233	0.584	<0.0213	<0.0238	0.0596	<0.218	0.0887	0.282	<0.0227	0.267	0.523	0.0944	0.115	0.619	<0.24
Phenanthrene	*210*	*210*	*210*	*210*	0.391	0.347	0.913	0.422	0.193	1.78	0.143	3.31	0.115	0.873	0.261	1.59	2.66	0.0244	0.0181	0.14	0.382	0.474	0.789	0.111	0.829	1.45	0.326	0.656	1.74	0.537
Pyrene	*2,300*	*2,300*	*2,300*	*2,300*	1.61	0.96	2.3	1.32	0.141	1.34	0.0481	2.8	0.0664	1.12	0.0866	3.51	5.4	0.0898	0.0522	0.173	0.657	0.712	1.76	0.241	2.46	3.26	0.824	2.47	2.06	2.43

[1] Refers to Maximum Allowable Concentration (MAC) of Chemical Constituents in Uncontaminated Soil Used As Fill Material At Regulated Fill Operations (35 IAC 1100.Subpart F)

[2] Refers to background concentration from 35 IAC 742, Appendix A, Table H

Bold = Constituent detected above its reporting limit

Bold/Shaded = Constituent detected above its applicable MAC

Note: Table only includes samples analyzed for PNAs

TABLE 3-6
SVOC SOIL RESULTS COMPARED TO TIER 1 REMEDIAL OBJECTIVES

Soil Boring	***Ingestion Exposure Route*** [1]			***Inhalation Exposure Route*** [1]			***Soil Component of Groundwater Ingestion (Class I)*** [1]	**SB-13**	**SB-15**	**SB-17**	**SB-19**	**SB-34**
Depth, ft	*Residential*	*Industrial / Commerical*	*Constructon Worker*	*Residential*	*Industrial / Commerical*	*Constructon Worker*		0-1	0-1	0-1	0-1	0-1
Constituent	----------	----------	----------	----------	----------	----------	*mg/kg*	----------	----------	----------	----------	----------
Acenaphthene	4700	120000	120000	--	--	--	570	<0.0943	<0.0922	<0.0232	<0.0238	<0.0829
Acenaphthylene	2300	61000	61000	--	--	--	85	<0.0943	<0.0922	0.0641	0.35	0.0954
Anthracene	23000	610000	610000	--	--	--	12000	0.0518	<0.0461	0.0371	0.179	0.0912
Benzo(a)anthracene	0.9	0.9	0.54	--	--	--	2	0.199	0.177	0.146	0.656	0.487
Benzidine	--	--	--	--	--	--	--	<0.195	<0.191	<0.0481	<0.0494	<0.172
Benzo(a)pyrene	0.09	0.8	17	--	--	--	8	**0.254**	**0.154**	**0.196**	**0.944**	**0.597**
Benzo(b)fluoranthene	0.9	8	170	--	--	--	5	0.409	0.389	0.402	**1.72**	**1.17**
Benzo(g,h,i)perylene	2300	61000	61000	--	--	--	27000	<0.189	<0.369	0.133	0.577	<0.664
Benzo(k)fluoranthene	0.9	78	1700	--	--	--	49	<0.189	<0.369	0.0722	0.379	<0.664
bis(2-chloroethyl) ether	0.6	5	75	0.2	0.47	0.66	0.0004	<0.66	<0.66	<0.348	<0.357	<0.66
bis(2-ethylhexyl)phthalate	46	410	4100	31000	31000	31000	3600	<0.283	<0.276	<0.0696	<0.0714	<0.249
4-Bromophenyl-phenylether	--	--	--	--	--	--	--	<0.141	<0.138	<0.0348	<0.0357	<0.124
Butyl benzyl phthalate	16000	16000		930	930		930	<0.283	<0.276	<0.0696	<0.0714	<0.249
Carbazole	32	290	6200	--	--	--	0.6	<0.0943	<0.0922	<0.0232	0.0976	<0.0829
4-Chloroaniline	310	8200	820	--	--	--	0.7	<0.141	<0.138	<0.0348	<0.0357	<0.124
4-chloro-3-methylphenol	--	--	--	--	--	--	--	<0.0943	<0.0922	<0.0232	<0.0238	<0.0829
2-Chloronaphthalene	6300	160000	41000	--	--	--	49	<0.0943	<0.0922	<0.0232	<0.0238	<0.0829
2-Chlorophenol	390	10000	10000	53000	53000	53000	4	<0.0943	<0.0922	<0.0232	<0.0238	<0.0829
4-Chlorophenyl-phenylether	--	--	--	--	--	--	--	<0.141	<0.138	<0.0348	<0.0357	<0.124
Chrysene	88	780	17000	--	--	--	160	0.242	0.195	0.18	0.778	0.6
Dibenz(a,h)anthracene	0.09	0.8	17	--	--	--	2	<0.09	<0.09	<0.09	**0.105**	<0.09
1,2-Dichlorobenzene	7000	180000	18000	560	560	310	17	<0.189	<0.184	<0.0464	<0.0476	<0.166
1,3-Dichlorobenzene	--	--	--	--	--	--	--	<0.0276	<0.027	<0.02	<0.02	<0.0243
1,4-Dichlorobenzene	--	--	--	11000	17000	340	2	<0.189	<0.184	<0.0464	<0.0476	<0.166
2,4-Dichlorophenol	230	6100	610	--	--	--	1	<0.0943	<0.0922	<0.0232	<0.0238	<0.0829
Diethyl phthalate	63000	1000000	1000000	2000	2000	2000	470	<0.0943	<0.0922	<0.0232	<0.0238	<0.0829
2,4-dimethylphenol	1600	41000	41000	--	--	--	9	<0.0943	<0.0922	<0.0232	<0.0238	<0.0829
Dimethyl phthalate	--	--	200000	--	--	--	--	<0.0471	<0.0461	<0.0116	<0.0119	<0.0415
4,6-dinitro-2-methylphenol	6.3	160	160	--	--	--	--	<1.41	<1.38	<0.348	<0.357	<1.24
2,4-Dinitrophenol	160	4100	410	--	--	--	0.2	<0.465	<0.454	<0.2	<0.2	<0.409
2,4-Dinitrotoluene	0.9	8.4	180	--	--	--	0.0008	<0.25	<0.25	<0.139	<0.143	<0.25
2,6-Dinitrotoluene	0.9	8.4	180	--	--	--	0.0007	<0.26	<0.26	<0.0928	<0.0952	<0.26
Di-n-butyl phthalate	7800	200000	200000	2300	2300	2300	2300	<0.0943	<0.0922	<0.0232	<0.0238	<0.0829
Di-n-octyl phthalate	1600	41000	4100	10000	10000	10000	10000	<0.377	<0.737	<0.0928	<0.0952	<1.33
Fluoranthene	3100	82000	82000	--	--	--	4300	0.409	0.349	0.286	1.34	1.21
Fluorene	3100	82000	82000	--	--	--	560	<0.0943	<0.0922	<0.0232	0.0283	<0.0829
Hexachlorobenzene	0.4	4	78	1	1.8	2.6	2	<0.0943	<0.0922	<0.0232	<0.0238	<0.0829
Hexachlorobutadiene	78	2000	200	--	--	--	2.2	<0.189	<0.184	<0.0464	<0.0476	<0.166
Hexachlorocyclopentadiene	550	14000	14000	10	16	1.1	400	<1.89	<1.84	<0.464	<0.476	<1.66
Hexachloroethane	78	2000	2000	--	--	--	0.5	<0.189	<0.184	<0.0464	<0.0476	<0.166
Indeno(1,2,3-cd)Pyrene	0.9	8	170	--	--	--	14	<0.377	<0.737	<0.0928	0.469	<0.9
Isophorone	15600	410000	410000	4600	4600	4600	8	<0.566	<0.553	<0.139	<0.143	<0.498
2-Methylphenol	3900	100000	100000	--	--	--	15	<0.0471	<0.0461	<0.0116	<0.0119	<0.0415
3-Methylphenol	3900	100000	20000	--	--	--	2	<0.189	<0.184	<0.0464	<0.0476	<0.166
4-Methylphenol	7800	200000	4100	100000	170000	3300	3.9	<0.189	<0.184	<0.0464	<0.0476	<0.166
Naphthalene	1600	41000	4100	170	270	1.8	12	<0.189	<0.184	<0.0464	0.0571	<0.166
2-Nitrophenol	--	--	--	--	--	--	--	<0.377	<0.369	<0.0928	<0.0952	<0.332
4-Nitrophenol	--	--	--	--	--	--	--	<1.89	<1.84	<0.464	<0.476	<1.66
Nitrobenzene	39	1000	1000	92	140	9.4	0.1	<0.1	<0.1	<0.0464	<0.0476	<0.1
N-Nitrosodi-n-Propylamine	0.09	0.8	18	--	--	--	0.00005	<0.0442	<0.0432	<0.0109	<0.0112	<0.0389
N-Nitrosodiphenylamine	130	1200	25000	--	--	--	1	<0.0943	<0.0922	<0.0232	<0.0238	<0.0829
2,2'-oxybis(1-Chloropropane)	3100	82000	8200	--	--	--	2.4	<1.89	<1.84	<0.464	<0.476	<1.66
Pentachlorophenol	3	24	520	--	--	--	0.03	<0.254	<0.248	<0.0624	<0.0641	<0.223
Phenanthrene	2300	61000	61000	--	--	--	210	0.166	0.144	0.0928	0.601	0.401
Phenol	23000	610000	61000	--	--	--	100	<0.189	<0.184	<0.0464	<0.0476	<0.166
Pyrene	2300	61000	61000	--	--	--	4200	0.363	0.374	0.278	1.31	1.36
1,2,4-Trichlorobenzene	780	20000	2000	3200	3200	920	5	<0.189	<0.184	<0.0464	<0.0476	<0.166
2,4,5-Trichlorophenol	7800	200000	200000	--	--	--	270	<0.0943	<0.0922	<0.0232	<0.0238	<0.0829
2,4,6-Trichlorophenol	58	520	11000	200	390	540	0.2	<0.0943	<0.0922	<0.0232	<0.0238	<0.0829

[1]Refers to Remedial Objective (RO) from Tables A and B, Appendix B, Part 742 - TACO

[2]Refers to background concentration from 35 IAC 742, Appendix A, Table H within a populated area in an MSA (excluding Chicago)

[3]Value listed on rescinded non-TACO Table established by Illinois EPA (revision date: 10/30/12) and formerly located at http://www.epa.illinois.gov/topics/cleanup-programs/taco/other-chemicals/index. Value is provided as a tool for comparison and is not a TACO Tier 1 RO.

Bold = Constituent detected above its reporting limit

Bold/Shaded = Constituent detected above its applicable RO

--- Constituent for which RO has not been established

Note: Table only includes samples analyzed for PNAs

Note: Tier 1 ROs have not been established for acenaphthylene, benzo(g,h,i)perylene, or phenanthrene; background concentrations within a populated area in an MSA (excluding Chicago) established as 0.07 mg/kg, 1.7 mg/kg, and 2.5 mg/kg, respectively

TABLE 3-7
SVOC SOIL RESULTS COMPARED TO THE MACs FOR CCDD DISPOSAL

Soil Boring	*Maximum Allowable Concentration* [1]				**SB-13**	**SB-15**	**SB-17**	**SB-19**	**SB-34**
Depth, ft	*Within Chicago Corporate Limits*	*Within a Populated Area in a MSA Excluding Chicago*	*Within a Populated Area in a non-MSA County*	*Outside a Populated Area*	0-1	0-1	0-1	0-1	0-1
Constituent	----------*mg/kg*----------								
Acenaphthene	*570*	*570*	*570*	*570*	<0.0943	<0.0922	<0.0232	<0.0238	<0.0829
Anthracene	*12000*	*12000*	*12000*	*12000*	0.0518	<0.0461	0.0371	0.179	0.0912
Benzo(a)anthracene	*1.1* [2]	*1.8* [2]	*0.9*	*0.9*	0.199	0.177	0.146	0.656	0.487
Benzo(a)pyrene	*1.3* [2]	*2.1* [2]	*0.98* [2]	*0.09*	**0.254**	**0.154**	**0.196**	**0.944**	**0.597**
Benzo(b)fluoranthene	*1.5* [2]	*2.1* [2]	*0.9*	*0.9*	0.409	0.389	0.402	**1.72**	1.17
Benzo(k)fluoranthene	*9*	*9*	*9*	*9*	<0.189	<0.369	0.133	0.577	<0.664
bis(2-Chloroethyl)ether	*0.66*	*0.66*	*0.66*	*0.66*	<0.66	<0.66	<0.348	<0.357	<0.66
bis(2-Ethylhexyl)phthalate	*46*	*46*	*46*	*46*	<0.283	<0.276	<0.0696	<0.0714	<0.249
Butyl benzyl phthalate	*930*	*930*	*930*	*930*	<0.283	<0.276	<0.0696	<0.0714	<0.249
Carbazole	*0.6*	*0.6*	*0.6*	*0.6*	<0.0943	<0.0922	<0.0232	0.0976	<0.0829
4-Chloroaniline	*0.7*	*0.7*	*0.7*	*0.7*	<0.141	<0.138	<0.0348	<0.0357	<0.124
2-Chlorophenol	*1.5*	*1.5*	*1.5*	*1.5*	<0.0943	<0.0922	<0.0232	<0.0238	<0.0829
Chrysene	*88*	*88*	*88*	*88*	0.242	0.195	0.18	0.778	0.6
Dibenzo(a,h)anthracene	*0.20* [2]	*0.42* [2]	*0.15* [2]	*0.09*	<0.09	<0.09	<0.09	**0.105**	<0.09
1,2-Dichlorobenzene	*17*	*17*	*17*	*17*	<0.189	<0.184	<0.0464	<0.0476	<0.166
1,4-Dichlorobenzene	*2*	*2*	*2*	*2*	<0.189	<0.184	<0.0464	<0.0476	<0.166
2,4-Dichlorophenol	*0.48*	*0.48*	*0.48*	*0.48*	<0.0943	<0.0922	<0.0232	<0.0238	<0.0829
Diethyl phthalate	*470*	*470*	*470*	*470*	<0.0943	<0.0922	<0.0232	<0.0238	<0.0829
2,4-Dimethylphenol	*9*	*9*	*9*	*9*	<0.0943	<0.0922	<0.0232	<0.0238	<0.0829
Di-n-butyl phthalate	*2300*	*2300*	*2300*	*2300*	<0.0943	<0.0922	<0.0232	<0.0238	<0.0829
2,4-Dinitrophenol	*3.3*	*3.3*	*3.3*	*3.3*	<0.465	<0.454	<0.2	<0.2	<0.409
2,4-Dinitrotoluene	*0.25*	*0.25*	*0.25*	*0.25*	<0.25	<0.25	<0.139	<0.143	<0.25
2,6-Dinitrotoluene	*0.26*	*0.26*	*0.26*	*0.26*	<0.26	<0.26	<0.0928	<0.0952	<0.26
Di-n-octylphthalate	*1600*	*1600*	*1600*	*1600*	<0.377	<0.737	<0.0928	<0.0952	<1.33
Fluoranthene	*3100*	*3100*	*3100*	*3100*	0.409	0.349	0.286	1.34	1.21
Fluorene	*560*	*560*	*560*	*560*	<0.0943	<0.0922	<0.0232	0.0283	<0.0829
Hexachlorobenzene	*0.4*	*0.4*	*0.4*	*0.4*	<0.0943	<0.0922	<0.0232	<0.0238	<0.0829
Hexachlorocyclopentadiene	*1.1*	*1.1*	*1.1*	*1.1*	<1.89	<1.84	<0.464	<0.476	<1.66
Hexachloroethane	*0.5*	*0.5*	*0.5*	*0.5*	<0.189	<0.184	<0.0464	<0.0476	<0.166
Indeno(1,2,3-cd)pyrene	*0.9*	*1.6* [2]	*0.9*	*0.9*	<0.377	<0.737	<0.0928	0.469	<0.9
Isophorone	*8*	*8*	*8*	*8*	<0.566	<0.553	<0.139	<0.143	<0.498
Naphthalene	*1.8*	*1.8*	*1.8*	*2*	<0.189	<0.184	<0.0464	0.0571	<0.166
Nitrobenzene	*0.26*	*0.26*	*0.26*	*0.26*	<0.1	<0.1	<0.0464	<0.0476	<0.1
n-Nitrosodi-n-propylamine	*0.0018*	*0.0018*	*0.0018*	*0.0018*	<0.0442	<0.0432	<0.0109	<0.0112	<0.0389
n-Nitrosodiphenylamine	*1*	*1*	*1*	*1*	<0.0943	<0.0922	<0.0232	<0.0238	<0.0829
Pentachlorophenol	*0.02*	*0.02*	*0.02*	*0.02*	<0.254	<0.248	<0.0624	<0.0641	<0.223
Phenol	*100*	*100*	*100*	*100*	<0.189	<0.184	<0.0464	<0.0476	<0.166
Pyrene	*2300*	*2300*	*2300*	*2300*	0.363	0.374	0.278	1.31	1.36
1,2,4-Trichlorobenzene	*5*	*5*	*5*	*5*	<0.189	<0.184	<0.0464	<0.0476	<0.166
2,4,5-Trichlorophenol	*26*	*26*	*26*	*26*	<0.0943	<0.0922	<0.0232	<0.0238	<0.0829
2,4,6-Trichlorophenol	*0.66*	*0.66*	*0.66*	*0.66*	<0.0943	<0.0922	<0.0232	<0.0238	<0.0829

[1]Refers to Maximum Allowable Concentration (MAC) of Chemical Constituents in Uncontaminated Soil Used As Fill Material At Regulated Fill Operations (35 IAC 1100.Subpart F)

[2]Refers to background concentration from 35 IAC 742, Appendix A, Table H

Bold = Constituent detected above its reporting limit

Bold/Shaded = Constituent detected above its applicable MAC

Note: Table only includes samples analyzed for PNAs

TABLE 3-8

RCRA METALS SOIL RESULTS COMPARED TO TIER 1 REMEDIAL OBJECTIVES

Soil Boring	***Ingestion Exposure Route***			***Inhalation Exposure Route***			**SB-1**	**SB-2**	**SB-3**	**SB-4**	**SB-4**	**SB-5**	**SB-5**	**SB-6**	**SB-6**	**SB-7**	**SB-7**	**SB-8**	**SB-8**	**SB-9**	**SB-9**	**SB-10**	**SB-10**	**SB-11**	**SB-12**	**SB-13**	**SB-14**	**SB-15**
Depth, ft	*Residential* [a/]	*Industrial / Commerical* [a/]	*Constructon Worker* [a/]	*Residential* [a/]	*Industrial / Commerical* [a/]	*Constructon Worker* [a/]	1-3	1-3	1-3	1-3	3-5	1-3	3-5	1-3	3-5	1-3	3-5	1-3	3-5	1-3	3-5	1-3	3-5	0-1	0-1	0-1	0-1	0-1
Constituent	----------*mg/kg*----------																											
Aluminum	78,000	1,000,000	200,000	1,000,000	1,000,000	870,000	5230	5240	6260	6290	16200	5630	5230	6310	12100	3480	2220	4920	4750	6290	3240	3640	13900	5110	4760	7610	7350	5610
Antimony	31	820	82	--	--	--	<1.39	<1.38	<1.41	<1.39	<1.56	<1.39	<1.39	<1.38	<1.53	<1.59	<1.66	<1.62	<1.63	<1.38	<1.65	<1.56	<1.61	<1.41	<1.34	<1.43	<1.3	<1.33
Arsenic	11.3	--	61	750	1,200	25,000	8.02	7.84	9.93	**13.6**	<11.3	9.28	<11.3	**13.9**	<11.3	**19.2**	<11.3	**36.3**	<11.3	**14.8**	<11.3	11.3	<11.3	**249**	**62.1**	9.81	7.99	8.82
Barium	5,500	140,000	14,000	690,000	910,000	870,000	43.6	42	50.6	53.6	112	49.8	52.9	77	114	82.6	66.8	118	60.9	54.9	48	74.3	112	55.1	59	130	123	37.9
Beryllium	160	4,100	410	1,300	2,100	44,000	<0.56	<0.56	<0.563	<0.56	<0.156	<0.56	<0.139	<0.56	<0.153	<0.635	<0.166	<0.648	<0.163	<0.56	<0.165	<0.623	<0.161	<0.566	<0.56	<0.572	<0.56	<0.133
Cadmium	78	2,000	200	1,800	28,000	59,000	0.695	0.632	0.794	1.07	<0.5	0.755	<0.5	1.1	0.94	1.4	<0.5	1.31	0.711	1.04	<0.5	0.302	0.627	0.741	0.894	0.437	0.299	0.471
Calcium	--	--	--	--	--	--	45700	35300	41600	31700	4650	28500	22300	33500	7170	1160	928	993	1460	748		6510	4080	80300	77900	22500	94100	144000
Chromium, total	230	6,100	4,100	270	420	690	11.1	6.1	15.1	8.89	17.6	8.92	<13	8.47	<13	10	<13	5.46	<13	7.11	<13	17.6	13.5	4.84	6.04	10.4	5.58	24.3
Cobalt	4,700	120,000	12,000	--	--	--	5.54	4.86	6.04	4.8	4.63	7.01	5.21	4.86	6.04	4.84	<1.66	<1.62	2.79	12.5	<1.65	2.33	10.7	4.22	3.28	6.48	2.9	2.95
Copper	2,900	82,000	8,200	--	--	--	94.7	69.6	84.3	77.7	34.9	83.4	27.6	79.2	72.8	49.1	67.4	56.8	133	476	51.6	128	53.1	53.1	78.5	27.9	25.6	13.3
Iron	--	--	--	--	--	--	27800	24600	37900	37200	19500	29700	8230	30000	20200	43000	8450	68100	14400	41600	13600	15700	24000	21000	13300	11700	12000	12400
Lead	400	800	700	--	--	--	73.8	69.1	116	76.4	21.7	92.1	12	123	61.3	93.4	66.7	64	42.6	122	42.2	58.8	32.7	85.3	80.1	78.6	32.5	38.1
Magnesium	325,000	--	730,000	--	--	--	19900	13800	9480	7310	4020	8910	6010	9800	2430	350	258	678	802	649	450	434	2830	9210	10200	9410	17000	34600
Manganese	1,600	41,000	4,100	69,000	91,000	8,700	453	248	275	234	70.9	315	306	335	596	173	9.38	32.5	31.7	592	13.8	18.6	614	437	611	448	464	**675**
Mercury	23	610	61	10	16	0.10	**0.392**	**0.204**	**0.177**	**0.172**	<0.073	**0.161**	<0.065	**0.254**	**0.24**	**0.138**	**0.608**	**0.148**	**0.254**	**0.191**	**0.201**	**0.238**	**0.269**	0.094	**0.165**	<0.067	<0.064	<0.068
Nickel	1,600	41,000	4,100	13,000	21,000	440,000	14.2	11.5	13.8	13.2	12.3	15	12	12.8	15.7	13.4	4.92	4.87	10.5	14.4	6.71	5.5	17.5	12.2	16	11.6	10.3	11.4
Potassium	--	--	--	--	--	--	519	418	655	569	1980	517	831	643	1280	956	758	2760	683	488	764	705	1350	602	533	1990	896	1020
Selenium	390	10,000	1,000	--	--	--	<1.3	<1.3	<1.3	<1.3	<1.3	<1.3	<1.3	<1.3	<1.3	<1.3	<1.3	<1.3	<1.3	<1.3	<1.3	<1.3	<1.3	<1.3	<1.3	<1.3	<1.3	<1.3
Silver	390	10,000	1,000	--	--	--	<4.4	<4.4	<4.4	<4.4	<4.4	<4.4	<4.4	4.58	<4.4	<4.4	<4.4	10.1	<4.4	4.84	<4.4	<4.4	<4.4	<4.4	<4.4	<4.4	<4.4	35.6
Sodium	--	--	--	--	--	--	204	320	337	439	128	331	97.8	226	130	632	267	3120	328	384	292	142	67.9	184	230	1060	258	289
Thallium	6.3	160	160	--	--	--	2.84	2.2	2.78	2.27	<3.5	2.75	<2.2	2.46	<4.2	4.11	<1.4	3.99	<2.2	3.83	<2.2	2.78	<3.9	2.32	2.6	2.13	1.82	1.99
Vanadium	550	14,000	1,400	--	--	--	18.7	14.8	27.6	19	33.7	24	17.8	18.6	18.9	24.2	13.1	27.1	13.8	19.6	12.7	30.1	24	12.1	11.3	20.8	12.6	9.89
Zinc	23,000	610,000	61,000	--	--	--	69.2	55.4	66.5	80.3	40.1	70.9	31.7	131	113	81.3	11.7	17.8	82.2	93.4	14.7	12.3	46.7	82.6	114	82.6	48.7	45

[a/] Refers to Remediation Objective from Table B, Appendix B, Part 742 - TACO

-- Constituent for which sample was not analyzed, or for which no Remedial Objective exists.

TABLE 3-8
RCRA METALS SOIL RESULTS COMPARED TO TIER 1 REMEDIAL OBJECTIVES

Soil Boring	***Ingestion Exposure Route***			***Inhalation Exposure Route***			**SB-16**	**SB-17**	**SB-18**	**SB-19**	**SB-19A**	**SB-20**	**SB-21**	**SB-22**	**SB-23**	**SB-24**	**SB-25**	**SB-26**	**SB-27**	**SB-28**	**SB-29**	**SB-29**	**SB-30**	**SB-30**	**SB-31**	**SB-31**	**SB-32**	**SB-33**
Depth, ft	*Residential* [a/]	*Industrial / Commerical* [a/]	*Constructon Worker* [a/]	*Residential* [a/]	*Industrial / Commerical* [a/]	*Constructon Worker* [a/]	0-1	0-1	0-1	0-1	0-1	0-1	0-1	0-1	0-1	0-1	0-1	0-1	0-1	0-1	1-3	3-5	1-3	3-5	1-3	3-5	0-1	0-1
Constituent	---mg/kg---																											
Aluminum	78,000	1,000,000	200,000	1,000,000	1,000,000	870,000	5720	3900	10800	12000	--	10600	9520	3970	5100	7750	7350	4940	12500	10200	6730	11700	5680	16500	7500	4360	4450	3550
Antimony	31	820	82	--	--	--	<1.34	<1.31	<1.43	<1.48	--	<1.48	<1.41	<1.35	<1.4	<1.53	<1.4	<1.47	<1.43	<1.46	<1.5	<1.59	<1.63	<1.56	<1.39	<1.55	<1.22	<1.31
Arsenic	11.3	--	61	750	1,200	25,000	10.1	9.01	**28.8**	**22**	--	**12.7**	8.87	**14.9**	**20.6**	**22.2**	7.73	**17.4**	**13**	<11.3	**49.8**	**13.9**	**370**	<11.3	10.4	<11.3	**11.9**	**26.2**
Barium	5,500	140,000	14,000	690,000	910,000	870,000	95.1	38.4	140	266	--	139	81.5	45.5	85.4	123	51.9	65.9	166	72.1	93.6	95.3	111	163	80.5	65.3	62.2	41
Beryllium	160	4,100	410	1,300	2,100	44,000	<0.56	<0.56	<0.573	<0.59	--	<0.591	<0.141	<0.135	<0.56	<0.153	<0.561	<0.147	<0.572	<0.146	<0.15	<0.159	<0.651	<0.156	<0.56	<0.155	<0.56	<0.56
Cadmium	78	2,000	200	1,800	28,000	59,000	0.485	0.574	1.45	2.84	--	1.77	0.846	1.08	1.27	1.13	0.348	1.23	0.76	1.04	1.64	1.11	2.06	1.06	1.54	1.28	1.28	1.26
Calcium	--	--	--	--	--	--	145000	93200	94400	40900	--	21800	7790	76500	65400	29800	46100	27300	52300	14300	9150	3830	25100	4180	22800	10400	42900	46300
Chromium, total	230	6,100	4,100	270	420	690	6.13	3.06	8.01	11.1	--	9.33	42	<13	12.2	15.9	10.1	<13	12.4	<13	67	15.6	10.4	18.1	8.3	<13	7.69	11.8
Cobalt	4,700	120,000	12,000	--	--	--	2.65	2.08	4.84	9.15	--	5.49	7.44	3.37	4.66	5.8	3.65	3.51	6	6.58	6.03	8.66	6.65	10.7	6.06	5.93	4.14	4.27
Copper	2,900	82,000	8,200	--	--	--	25.2	77.5	119	504	--	264	51.4	67.8	109	55.9	18.3	76.1	836	57.9	97.7	59.2	149	42.3	83	84.2	91.9	52.9
Iron	--	--	--	--	--	--	14800	15000	25400	33800	--	32800	26900	22100	37000	17200	11000	17400	22400	24300	34500	29100	43400	29700	34300	28100	31600	39000
Lead	400	800	700	--	--	--	63.1	44	280	**5770**	117	184	55.3	80.3	147	72.9	21.8	111	286	69.3	134	57.8	209	21.4	118	81.7	161	111
Magnesium	325,000	--	730,000	--	--	--	22800	34800	8830	6500	--	4440	2690	13400	6470	7280	5080	7080	16300	8270	2220	2230	6640	3610	9120	4220	8350	8060
Manganese	1,600	41,000	4,100	69,000	91,000	8,700	549	404	**823**	467	--	349	304	210	344	604	271	240	451	409	289	462	485	590	258	156	317	317
Mercury	23	610	61	10	16	0.10	**0.168**	0.081	**0.164**	**0.525**	--	**0.477**	0.088	**0.113**	**0.137**	<0.073	<0.064	**0.142**	<0.067	<0.071	<0.071	<0.077	**0.123**	<0.072	0.094	0.083	0.098	0.094
Nickel	1,600	41,000	4,100	13,000	21,000	440,000	8.9	7.19	15.2	26.8	--	13.9	18.7	10.3	13.4	18.2	8.17	11.2	13.7	16.5	18.3	21	18.4	31.7	19.4	14.6	11.5	13.9
Potassium	--	--	--	--	--	--	780	568	1170	1170	--	957	1070	585	701	980	751	606	1190	813	709	971	754	1220	738	441	395	392
Selenium	390	10,000	1,000	--	--	--	<1.3	<1.3	<1.3	<1.3	--	<1.3	<1.3	<1.3	<1.3	<1.3	<1.3	<1.3	<1.3	<1.3	<1.3	<1.3	<1.3	<1.3	<1.3	<1.3	<1.3	<1.3
Silver	390	10,000	1,000	--	--	--	<4.4	<4.4	4.79	5.84	--	4.82	44.5	<4.4	<4.4	<4.4	<4.4	<4.4	<4.4	<4.4	79.8	<4.4	4.91	<4.4	6.54	<4.4	4.79	<4.4
Sodium	--	--	--	--	--	--	464	344	1250	1090	--	438	215	236	186	107	56.1	205	151	193	376	216	337	97.6	378	168	145	106
Thallium	6.3	160	160	--	--	--	2.04	1.71	3.58	3.62	--	3.22	2.7	<2.7	2.93	<4.1	1.79	<2.8	2.73	<3.9	3.45	<3.9	4.03	<4.2	3.15	<3.2	2.31	2.45
Vanadium	550	14,000	1,400	--	--	--	10.5	7.63	27.9	30.5	--	24.7	24	12	16.3	18.7	18.2	13.2	17.6	18.4	24.7	27.7	21.9	25.4	20.2	19.3	11.8	10.1
Zinc	23,000	610,000	61,000	--	--	--	89.2	67.5	370	646	--	269	79	82	126	86.8	32.7	98.1	162	74.3	133	94	181	77.8	148	80.8	167	157

[a/] Refers to Remediation Objective from Table B, Appendix B, Part 742 - TACO

-- Constituent for which sample was not analyzed, or for which no Remedial Objective exists.

TABLE 3-8
RCRA METALS SOIL RESULTS COMPARED TO TIER 1 REMEDIAL OBJECTIVES

Soil Boring	***Ingestion Exposure Route***			***Inhalation Exposure Route***			**SB-34**	**SB-35**	**SB-36**	**SB-37**	**SB-38**	**SB-39**	**SB-40**	**SB-41**	**SB-42**	**SB-43**	**SB-44**	**SB-45**	**SB-46**	**SB-47**
Depth, ft	*Residential* [a/]	*Industrial / Commerical* [a/]	*Constructon Worker* [a/]	*Residential* [a/]	*Industrial / Commerical* [a/]	*Constructon Worker* [a/]	0-1	0-1	0-1	0-1	0-1	0-1	0-1	0-1	0-1	0-1	0-1	0-1	0-1	0-1
Constituent	----------	----------	----------	----------	----------	----------	----------	----------	*mg/kg*	----------	----------	----------	----------	----------	----------	----------	----------	----------	----------	----------
Aluminum	78,000	1,000,000	200,000	1,000,000	1,000,000	870,000	2860	2220	11400	11200	3670	8980	3010	8500	5480	6810	11000	7970	5160	4620
Antimony	31	820	82	--	--	--	<1.26	<1.31	<1.41	<1.48	<1.26	<1.5	<1.24	<1.35	<1.47	<1.33	<1.39	<1.52	<1.4	<1.48
Arsenic	11.3	--	61	750	1,200	25,000	4.72	2.91	9.63	7.53	**13.8**	8.36	**16.8**	7.42	8.73	**14.2**	**15.5**	9.33	9.49	8.27
Barium	5,500	140,000	14,000	690,000	910,000	870,000	46.4	43.1	138	94.3	31.1	155	49.8	90.2	61.2	57.3	100	78.3	69.4	66.5
Beryllium	160	4,100	410	1,300	2,100	44,000	<0.126	<0.131	<0.564	<0.148	<0.56	<0.15	<0.56	<0.135	<0.147	<0.133	<0.139	<0.152	<0.14	<0.148
Cadmium	78	2,000	200	1,800	28,000	59,000	0.389	0.314	0.443	0.497	0.394	0.515	2.29	0.63	0.581	1.07	0.65	0.706	1.32	0.748
Calcium	--	--	--	--	--	--	137000	206000	32300	25900	171000	10500	184000	53400	101000	44900	25000	86600	82200	218000
Chromium, total	230	6,100	4,100	270	420	690	18.5	12.5	12.8	33.9	2.93	35.3	2.71	34.9	25.7	51.9	40.3	35.2	30.6	25.2
Cobalt	4,700	120,000	12,000	--	--	--	1.77	1.32	8.22	4.95	2.01	6.22	2.5	6.02	3.64	4.88	6.75	5.16	3.24	2.81
Copper	2,900	82,000	8,200	--	--	--	12.4	7.78	21.1	24.8	14.3	22.1	16.8	21	21.4	32.8	33.9	30.7	41.9	24.3
Iron	--	--	--	--	--	--	12900	9740	23200	16500	13600	11500	10300	18700	16800	32300	19500	20500	14200	18200
Lead	400	800	700	--	--	--	15.9	13.4	22.6	19.3	9.97	18.1	42.4	81.4	18.6	27.3	38.2	42.2	196	53.4
Magnesium	325,000	--	730,000	--	--	--	14900	10300	2960	3250	13200	2670	16400	9190	10500	11200	7390	15600	15000	10800
Manganese	1,600	41,000	4,100	69,000	91,000	8,700	**760**	**719**	**706**	282	**767**	**678**	539	623	486	337	466	499	386	567
Mercury	23	610	61	10	16	0.10	<0.062	<0.064	<0.067	<0.07	<0.063	**0.109**	<0.06	<0.07	<0.077	<0.063	<0.066	<0.08	**0.115**	<0.067
Nickel	1,600	41,000	4,100	13,000	21,000	440,000	7.44	5.72	14.3	11.7	7.07	12.4	7.85	13	10.8	12.2	14.5	12.9	11.5	11
Potassium	--	--	--	--	--	--	536	510	1020	1550	473	1970	391	1150	1080	782	1040	1160	739	839
Selenium	390	10,000	1,000	--	--	--	<1.3	<1.3	<1.3	<1.3	<1.3	<1.3	<1.3	<1.3	<1.3	<1.3	<1.3	<1.3	<1.3	<1.3
Silver	390	10,000	1,000	--	--	--	30	18	<4.4	31.9	<4.4	37.3	<4.4	31.5	29.7	64.1	41.3	36.3	43.6	26.6
Sodium	--	--	--	--	--	--	91.2	224	81.7	108	104	89.8	168	69.6	137	731	149	130	203	156
Thallium	6.3	160	160	--	--	--	2.22	2.37	3.55	2.27	2.2	3.4	1.44	2.66	2.4	2.4	2.6	2.42	2.2	2
Vanadium	550	14,000	1,400	--	--	--	9.11	4.22	28.3	23.2	7.16	27.4	11.2	18	14.4	44.7	26.8	20.5	14.1	11.3
Zinc	23,000	610,000	61,000	--	--	--	30.6	15.9	45.9	51.6	28.6	58.3	53.3	88.7	63.8	76.5	82.6	83.6	104	83.8

[a/] Refers to Remediation Objective from Table B, Appendix B, Part 742 - TACO

-- Constituent for which sample was not analyzed, or for which no Remedial Objective exists.

TABLE 3-9
RCRA METALS SOIL RESULTS COMPARED TO THE MACs FOR CCDD DISPOSAL

Soil Boring	*Maximum Allowable*	**SB-1**	**SB-2**	**SB-3**	**SB-4**	**SB-4**	**SB-5**	**SB-5**	**SB-6**	**SB-6**	**SB-7**	**SB-7**	**SB-8**	**SB-8**	**SB-9**	**SB-9**	**SB-10**	**SB-10**	**SB-11**	**SB-12**	**SB-13**	**SB-14**	**SB-15**
Depth, ft	*Concentration* [a/]	1-3	1-3	1-3	1-3	3-5	1-3	3-5	1-3	3-5	1-3	3-5	1-3	3-5	1-3	3-5	1-3	3-5	0-1	0-1	0-1	0-1	0-1
Constituent	---*mg/kg*---																						
Antimony	5	<1.39	<1.38	<1.41	<1.39	<1.56	<1.39	<1.39	<1.38	<1.53	<1.59	<1.66	<1.62	<1.63	<1.38	<1.65	<1.56	<1.61	<1.41	<1.34	<1.43	<1.3	<1.33
Arsenic	11.3/13	8.02	7.84	9.93	**13.6**	<11.3	9.28	<11.3	**13.9**	<11.3	**19.2**	<11.3	**36.3**	<11.3	**14.8**	<11.3	11.3	<11.3	**249**	**62.1**	9.81	7.99	8.82
Barium	1,500	43.6	42	50.6	53.6	112	49.8	52.9	77	114	82.6	66.8	118	60.9	54.9	48	74.3	112	55.1	59	130	123	37.9
Beryllium	22	<0.56	<0.56	<0.563	<0.56	<0.156	<0.56	<0.139	<0.56	<0.153	<0.635	<0.166	<0.648	<0.163	<0.56	<0.165	<0.623	<0.161	<0.566	<0.56	<0.572	<0.56	<0.133
Cadmium	5.2	0.695	0.632	0.794	1.07	<0.5	0.755	<0.5	1.1	0.94	1.4	<0.5	1.31	0.711	1.04	<0.5	0.302	0.627	0.741	0.894	0.437	0.299	0.471
Calcium	--	45700	35300	41600	31700	4650	28500	22300	33500	7170	1160	928	993	1460	748		6510	4080	80300	77900	22500	94100	144000
Chromium, total	21	11.1	6.1	15.1	8.89	17.6	8.92	<13	8.47	<13	10	<13	5.46	<13	7.11	<13	17.6	13.5	4.84	6.04	10.4	5.58	**24.3**
Cobalt	20	5.54	4.86	6.04	4.8	4.63	7.01	5.21	4.86	6.04	4.84	<1.66	<1.62	2.79	12.5	<1.65	2.33	10.7	4.22	3.28	6.48	2.9	2.95
Copper	2,900	94.7	69.6	84.3	77.7	34.9	83.4	27.6	79.2	72.8	49.1	67.4	56.8	133	476	51.6	128	53.1	53.1	78.5	27.9	25.6	13.3
Iron	15,000/15,900	**27800**	**24600**	**37900**	**37200**	**19500**	**29700**	8230	**30000**	**20200**	**43000**	8450	**68100**	14400	**41600**	13600	**15700**	**24000**	**21000**	13300	11700	12000	12400
Lead	107	73.8	69.1	**116**	76.4	21.7	92.1	12	**123**	61.3	93.4	66.7	64	42.6	**122**	42.2	58.8	32.7	85.3	80.1	78.6	32.5	38.1
Magnesium	325,000	19900	13800	9480	7310	4020	8910	6010	9800	2430	350	258	678	802	649	450	434	2830	9210	10200	9410	17000	34600
Manganese	630/636	453	248	275	234	70.9	315	306	335	596	173	9.38	32.5	31.7	592	13.8	18.6	614	437	611	448	464	**675**
Mercury	0.1	**0.392**	**0.204**	**0.177**	**0.172**	<0.073	**0.161**	<0.065	**0.254**	**0.24**	**0.138**	**0.608**	**0.148**	**0.254**	**0.191**	**0.201**	**0.238**	**0.269**	0.094	**0.165**	<0.067	<0.064	<0.068
Nickel	100	14.2	11.5	13.8	13.2	12.3	15	12	12.8	15.7	13.4	4.92	4.87	10.5	14.4	6.71	5.5	17.5	12.2	16	11.6	10.3	11.4
Potassium	--	519	418	655	569	1980	517	831	643	1280	956	758	2760	683	488	764	705	1350	602	533	1990	896	1020
Selenium	1.3	<1.3	<1.3	<1.3	<1.3	<1.3	<1.3	<1.3	<1.3	<1.3	<1.3	<1.3	<1.3	<1.3	<1.3	<1.3	<1.3	<1.3	<1.3	<1.3	<1.3	<1.3	<1.3
Silver	4.4	<4.4	<4.4	<4.4	<4.4	<4.4	<4.4	<4.4	**4.58**	<4.4	<4.4	<4.4	**10.1**	<4.4	**4.84**	<4.4	<4.4	<4.4	<4.4	<4.4	<4.4	<4.4	**35.6**
Sodium	--	204	320	337	439	128	331	97.8	226	130	632	267	3120	328	384	292	142	67.9	184	230	1060	258	289
Thallium	2.6	**2.84**	2.2	**2.78**	2.27	<3.5	**2.75**	<2.2	2.46	<4.2	**4.11**	<1.4	**3.99**	<2.2	**3.83**	<2.2	**2.78**	<3.9	2.32	2.6	2.13	1.82	1.99
Vanadium	550	18.7	14.8	27.6	19	33.7	24	17.8	18.6	18.9	24.2	13.1	27.1	13.8	19.6	12.7	30.1	24	12.1	11.3	20.8	12.6	9.89
Zinc	5,100	69.2	55.4	66.5	80.3	40.1	70.9	31.7	131	113	81.3	11.7	17.8	82.2	93.4	14.7	12.3	46.7	82.6	114	82.6	48.7	45

[a/] Refers to Maximum Allowable Concentration (MAC) of Chemical Constituents in Uncontaminated Soil Used As Fill Material At Regulated Fill Operations (35 IAC 1100.Subpart F)

b/ Refers to MAC value within a populated area in a MSA excluding Chicago

-- Constituent for which sample was not analyzed, or for which no Remedial Objective exists.

*TCLP analysis indicates achievment of MAC, refer to table 3-12

TABLE 3-9
RCRA METALS SOIL RESULTS COMPARED TO THE MACs FOR CCDD DISPOSAL

Soil Boring	*Maximum Allowable*	**SB-16**	**SB-17**	**SB-18**	**SB-19**	**SB-19A**	**SB-20**	**SB-21**	**SB-22**	**SB-23**	**SB-24**	**SB-25**	**SB-26**	**SB-27**	**SB-28**	**SB-29**	**SB-29**	**SB-30**	**SB-30**	**SB-31**	**SB-31**	**SB-32**	**SB-33**
Depth, ft	*Concentration* [a/]	0-1	0-1	0-1	0-1	0-1	0-1	0-1	0-1	0-1	0-1	0-1	0-1	0-1	0-1	1-3	3-5	1-3	3-5	1-3	3-5	0-1	0-1
Constituent	----------*mg/kg*----------																						
Antimony	5	<1.34	<1.31	<1.43	<1.48	--	<1.48	<1.41	<1.35	<1.4	<1.53	<1.4	<1.47	<1.43	<1.46	<1.5	<1.59	<1.63	<1.56	<1.39	<1.55	<1.22	<1.31
Arsenic	11.3/13	10.1	9.01	**28.8**	**22**	--	**12.7**	8.87	**14.9**	**20.6**	**22.2**	7.73	**17.4**	**13**	<11.3	**49.8**	**13.9**	**370**	<11.3	10.4	<11.3	**11.9**	**26.2**
Barium	1,500	95.1	38.4	140	266	--	139	81.5	45.5	85.4	123	51.9	65.9	166	72.1	93.6	95.3	111	163	80.5	65.3	62.2	41
Beryllium	22	<0.56	<0.56	<0.573	<0.59	--	<0.591	<0.141	<0.135	<0.56	<0.153	<0.561	<0.147	<0.572	<0.146	<0.15	<0.159	<0.651	<0.156	<0.56	<0.155	<0.56	<0.56
Cadmium	5.2	0.485	0.574	1.45	2.84	--	1.77	0.846	1.08	1.27	1.13	0.348	1.23	0.76	1.04	1.64	1.11	2.06	1.06	1.54	1.28	1.28	1.26
Calcium	--	145000	93200	94400	40900	--	21800	7790	76500	65400	29800	46100	27300	52300	14300	9150	3830	25100	4180	22800	10400	42900	46300
Chromium, total	21	6.13	3.06	8.01	11.1	--	9.33	**42**	<13	12.2	15.9	10.1	<13	12.4	<13	**67**	15.6	10.4	18.1	8.3	<13	7.69	11.8
Cobalt	20	2.65	2.08	4.84	9.15	--	5.49	7.44	3.37	4.66	5.8	3.65	3.51	6	6.58	6.03	8.66	6.65	10.7	6.06	5.93	4.14	4.27
Copper	2,900	25.2	77.5	119	504	--	264	51.4	67.8	109	55.9	18.3	76.1	836	57.9	97.7	59.2	149	42.3	83	84.2	91.9	52.9
Iron	15,000/15,900	14800	15000	**25400**	**33800**	--	**32800**	**26900**	**22100**	**37000**	**17200**	11000	**17400**	**22400**	**24300**	**34500**	**29100**	**43400**	**29700**	**34300**	**28100**	**31600**	**39000**
Lead	107	63.1	44	**280**	**5770**	**117**	**184**	55.3	80.3	**147**	72.9	21.8	**111**	**286**	69.3	**134**	57.8	**209**	21.4	**118**	81.7	**161**	**111**
Magnesium	325,000	22800	34800	8830	6500	--	4440	2690	13400	6470	7280	5080	7080	16300	8270	2220	2230	6640	3610	9120	4220	8350	8060
Manganese	630/636	549	404	**823**	467	--	349	304	210	344	604	271	240	451	409	289	462	485	590	258	156	317	317
Mercury	0.1	**0.168**	0.081	**0.164**	**0.525**	--	**0.477**	0.088	**0.113**	**0.137**	<0.073	<0.064	**0.142**	<0.067	<0.071	<0.071	<0.077	**0.123**	<0.072	0.094	0.083	0.098	0.094
Nickel	100	8.9	7.19	15.2	26.8	--	13.9	18.7	10.3	13.4	18.2	8.17	11.2	13.7	16.5	18.3	21	18.4	31.7	19.4	14.6	11.5	13.9
Potassium	--	780	568	1170	1170	--	957	1070	585	701	980	751	606	1190	813	709	971	754	1220	738	441	395	392
Selenium	1.3	<1.3	<1.3	<1.3	<1.3	--	<1.3	<1.3	<1.3	<1.3	<1.3	<1.3	<1.3	<1.3	<1.3	<1.3	<1.3	<1.3	<1.3	<1.3	<1.3	<1.3	<1.3
Silver	4.4	<4.4	<4.4	**4.79**	**5.84**	--	**4.82**	**44.5**	<4.4	<4.4	<4.4	<4.4	<4.4	<4.4	<4.4	**79.8**	<4.4	**4.91**	<4.4	**6.54**	<4.4	**4.79**	<4.4
Sodium	--	464	344	1250	1090	--	438	215	236	186	107	56.1	205	151	193	376	216	337	97.6	378	168	145	106
Thallium	2.6	2.04	1.71	**3.58**	**3.62**	--	**3.22**	**2.7**	<2.7	**2.93**	<4.1	1.79	<2.8	**2.73**	<3.9	**3.45**	<3.9	**4.03**	<4.2	**3.15**	<3.2	2.31	2.45
Vanadium	550	10.5	7.63	27.9	30.5	--	24.7	24	12	16.3	18.7	18.2	13.2	17.6	18.4	24.7	27.7	21.9	25.4	20.2	19.3	11.8	10.1
Zinc	5,100	89.2	67.5	370	646	--	269	79	82	126	86.8	32.7	98.1	162	74.3	133	94	181	77.8	148	80.8	167	157

[a/] Refers to Maximum Allowable Concentration (MAC) of Chemical Constituents in Uncontaminated Soil Used As Fill Material At Regulated Fill Operations (35 IAC 1100.Subpart F)

b/ Refers to MAC value within a populated area in a MSA excluding Chicago

-- Constituent for which sample was not analyzed, or for which no Remedial Objective exists.

*TCLP analysis indicates achievment of MAC, refer to table 3-12

TABLE 3-9
RCRA METALS SOIL RESULTS COMPARED TO THE MACs FOR CCDD DISPOSAL

Soil Boring	*Maximum Allowable*	**SB-34**	**SB-35**	**SB-36**	**SB-37**	**SB-38**	**SB-39**	**SB-40**	**SB-41**	**SB-42**	**SB-43**	**SB-44**	**SB-45**	**SB-46**	**SB-47**
Depth, ft	*Concentration* [a/]	0-1	0-1	0-1	0-1	0-1	0-1	0-1	0-1	0-1	0-1	0-1	0-1	0-1	0-1
Constituent	----------	----------	----------	----------	----------	----------	*mg/kg*	----------	----------	----------	----------	----------	----------	----------	----------
Antimony	5	<1.26	<1.31	<1.41	<1.48	<1.26	<1.5	<1.24	<1.35	<1.47	<1.33	<1.39	<1.52	<1.4	<1.48
Arsenic	11.3/13	4.72	2.91	9.63	7.53	**13.8**	8.36	**16.8**	7.42	8.73	**14.2**	**15.5**	9.33	9.49	8.27
Barium	1,500	46.4	43.1	138	94.3	31.1	155	49.8	90.2	61.2	57.3	100	78.3	69.4	66.5
Beryllium	22	<0.126	<0.131	<0.564	<0.148	<0.56	<0.15	<0.56	<0.135	<0.147	<0.133	<0.139	<0.152	<0.14	<0.148
Cadmium	5.2	0.389	0.314	0.443	0.497	0.394	0.515	2.29	0.63	0.581	1.07	0.65	0.706	1.32	0.748
Calcium	--	137000	206000	32300	25900	171000	10500	184000	53400	101000	44900	25000	86600	82200	218000
Chromium, total	21	18.5	12.5	12.8	**33.9**	2.93	**35.3**	2.71	**34.9**	**25.7**	**51.9**	**40.3**	**35.2**	**30.6**	**25.2**
Cobalt	20	1.77	1.32	8.22	4.95	2.01	6.22	2.5	6.02	3.64	4.88	6.75	5.16	3.24	2.81
Copper	2,900	12.4	7.78	21.1	24.8	14.3	22.1	16.8	21	21.4	32.8	33.9	30.7	41.9	24.3
Iron	15,000/15,900	12900	9740	**23200**	**16500**	13600	11500	10300	**18700**	**16800**	**32300**	**19500**	**20500**	14200	**18200**
Lead	107	15.9	13.4	22.6	19.3	9.97	18.1	42.4	81.4	18.6	27.3	38.2	42.2	**196**	53.4
Magnesium	325,000	14900	10300	2960	3250	13200	2670	16400	9190	10500	11200	7390	15600	15000	10800
Manganese	630/636	**760**	**719**	**706**	282	**767**	**678**	539	623	486	337	466	499	386	567
Mercury	0.1	<0.062	<0.064	<0.067	<0.07	<0.063	**0.109**	<0.06	<0.07	<0.077	<0.063	<0.066	<0.08	**0.115**	<0.067
Nickel	100	7.44	5.72	14.3	11.7	7.07	12.4	7.85	13	10.8	12.2	14.5	12.9	11.5	11
Potassium	--	536	510	1020	1550	473	1970	391	1150	1080	782	1040	1160	739	839
Selenium	1.3	<1.3	<1.3	<1.3	<1.3	<1.3	<1.3	<1.3	<1.3	<1.3	<1.3	<1.3	<1.3	<1.3	<1.3
Silver	4.4	**30**	**18**	<4.4	**31.9**	<4.4	**37.3**	<4.4	**31.5**	**29.7**	**64.1**	**41.3**	**36.3**	**43.6**	**26.6**
Sodium	--	91.2	224	81.7	108	104	89.8	168	69.6	137	731	149	130	203	156
Thallium	2.6	2.22	2.37	**3.55**	2.27	2.2	**3.4**	1.44	**2.66**	2.4	2.4	2.6	2.42	2.2	2
Vanadium	550	9.11	4.22	28.3	23.2	7.16	27.4	11.2	18	14.4	44.7	26.8	20.5	14.1	11.3
Zinc	5,100	30.6	15.9	45.9	51.6	28.6	58.3	53.3	88.7	63.8	76.5	82.6	83.6	104	83.8

[a/] Refers to Maximum Allowable Concentration (MAC) of Chemical Constituents in Uncontaminated Soil Used As Fill Material At Regulated Fill Operations (35 IAC 1100.Subpart F)

b/ Refers to MAC value within a populated area in a MSA excluding Chicago

-- Constituent for which sample was not analyzed, or for which no Remedial Objective exists.

*TCLP analysis indicates achievment of MAC, refer to table 3-12

TABLE 3-10
TCLP/SPLP METALS SOIL RESULTS COMPARED TO THE MACs FOR CCDD DISPOSAL

Soil Boring	*Maximum Allowable*	**SB-1**	**SB-2**	**SB-3**	**SB-4**	**SB-6**	**SB-10**	**SB-15**	**SB-18**	**SB-19A**	**SB-20**	**SB-21**	**SB-27**	**SB-28**	**SB-30**	**SB-31**	**SB-31**	**SB-35**	**SB-36**	**SB-37**	**SB-39**	**SB-41**
Depth, ft	*Concentration* [a/]	1-3'	1-3'	1-3'	3-5'	3-5'	3-5'	0-1'	0-1'	0-1'	0-1'	0-1'	0-1'	0-1'	3-5'	1-3'	3-5'	0-1'	0-1'	0-1'	0-1'	0-1'
Constituent	----------	----------	----------	----------	----------	----------	----------	----------	----------	----------	---*mg/L*---	----------	----------	----------	----------	----------	----------	----------	----------	----------	----------	----------
SPLP Manganese	0.15	--	--	--	--	--	--	<0.025	--	--	--	--	--	--	--	--	--	0.0378	0.0291	--	--	--
TCLP Chromium	0.1	--	--	--	--	--	--	<0.025	--	--	--	<0.025	--	--	--	--	--	--	--	<0.025	<0.025	<0.025
TCLP Iron	5	<0.125	<0.125	<0.125	<0.125	<0.125	4.74	--	--	--	--	<0.125	--	<0.125	<0.125	<0.125	<0.125	--	<0.125	<0.125	--	<0.125
TCLP Lead	0.0075	--	--	<0.0075	--	--	--	--	**0.0161**	<0.0075	<0.0075	--	**0.0182**	--	--	<0.0075	--	--	--	--	--	--
TCLP Manganese	0.15	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	<0.025	--
TCLP Silver	0.05	--	--	--	--	--	--	<0.0025	--	--	--	<0.0025	--	--	--	<0.0025	--	--	--	<0.0025	<0.0025	<0.0025
TCLP Thallium	0.002	<0.002	--	<0.002	--	--	--	--	--	--	--	<0.002	--	--	--	<0.002	--	<0.002	<0.002	--	<0.002	<0.002

[a/] Refers to Maximum Allowable Concentration (MAC) of Chemical Constituents in Uncontaminated Soil Used As Fill Material At Regulated Fill Operations (35 IAC 1100.Subpart F)

3.3 SOIL PH RESULTS

Table 3-11 presents the soil pH results. Soil samples were preserved and transferred to First Environmental Laboratories, Inc., under Chain-of-Custody for analysis. The laboratory analytical reports are provided in Appendix D. CCDD regulations require soil pH between 6.25 and 9.00 to be acceptable for disposal at a CCDD or soil-only facility. Fifteen samples were submitted for soil pH analysis and are considered representative of the Project Corridor. The pH results ranged from 6.43 to 8.91, and are within the acceptable 6.25 to 9.00 range. Therefore, soils from this Project Corridor are considered to achieve the CCDD soil pH criteria.

Table 3-11 Soil pH Results Compared to the Soil pH Requirement for CCDD Disposal

SOIL BORING ID	DEPTH, FT	SOIL PH RESULT
SB-1	1-3’	7.77
SB-4	1-3’	7.74
SB-9	1-3’	6.43
SB-15	0-1’	8.68
SB-21	0-1’	8.08
SB-24	0-1’	8.18
SB-29	1-3’	7.78
SB-34	0-1’	8.41
SB-35	0-1’	8.91
SB-37	0-1’	7.89
SB-39	0-1’	7.59
SB-41	0-1’	7.92
SB-43	0-1’	7.96
SB-45	0-1’	7.7
SB-47	0-1’	8.1
CCDD Soil pH Requirement: between 6.25 - 9.0		

4.0 CONCLUSIONS AND SOIL MANAGEMENT RECOMMENDATIONS

4.1 CONCLUSIONS

H&H prepared a PESA in 2018 and this PSI was completed to evaluate the potential for natural and man-made hazards that may be encountered within the Project Corridor during construction activities. Based on the information presented in the PESA, forty-one (41) PIPs were identified in connection to the Project Corridor.

To further address the PIPs from an environmental perspective and characterize the soils within the planned roadway improvement area for future soil management, forty-seven (47) soil borings were advanced on December 12th, 2018, and soil samples were screened in the field. Select soil samples were submitted for laboratory analyses consistent with contaminants of concern at the respective PIPs. Soil borings were advanced to depths of approximately one (1) to five (5) feet bgs to reflect the maximum anticipated depth of excavation. Soil sample analyses were performed at the laboratory among which included VOCs, BTEX, SVOCs, PNAs, and total TAL metals. In addition, soil pH was tested for compatibility with disposal requirements at CCDD facilities. The borings, soil sampling, and analyses are considered to provide coverage to address soil conditions within the Project Corridor.

Fifteen samples were analyzed for soil pH using laboratory analysis. The results range from 6.43 to 8.91, within the required range for CCDD disposal (6.25 to 9.0).

Sample SB-8 (1-3) had a detection of benzene above the most stringent Tier 1 ROs and the MACs. The remaining VOC (and subset BTEX) results are below detection limits for the samples analyzed, achieving the Tier 1 ROs and the MACs.

Fifty-six (56) samples contained detectable levels of SVOCs. Fifty-two (52) samples contained detections of SVOCs that exceeded the most stringent MAC values. Exceeding constituents consisted of one or more of the following: benzo(a)anthracene, benzo(a)pyrene, benzo(b)fluoranthene, dibenzo(a,h)anthracene, indeno (1,2,3-cd)pyrene, and naphthalene.

Sample SB-10 (1-3) contained naphthalene and benzo(a)anthracene at a concentration that exceeded the MAC limits for disposal within a populated area in a MSA county excluding Chicago, within Chicago corporate limits, within a populated area in a non-MSA county, and outside of a populated area. In addition, the naphthalene concentration also exceeded the Tier 1 RO for construction worker inhalation. SB-10 (1-3) also contained benzo(a)pyrene, benzo(b)fluoranthene, dibenzo(a,h)anthracene, and indeno (1,2,3-cd)pyrene at concentrations that exceeded the most stringent MAC values.

Twenty-three (23) soil samples SB-4 (1-3), SB-6 (1-3), SB-7 (1-3), SB-8 (1-3), SB-9 (1-3), SB-11 (0-1), SB-12 (0-1), SB-18 (0-1), SB-9 (0-1), SB-20 (0-1), SB-22 (0-1), SB-23 (0-1), SB-24 (0-1), SB-26 (0-1), SB-27 (0-1), SB-29 (1-3), SB-29 (3-5), SB-30 (1-3), SB-33 (0-1), SB-38 (0-1), SB-40 (0-1), SB-43 (0-1), and SB-44 (0-1) contained arsenic at a concentration that exceeded the MAC value (13.0 mg/kg) for soils within a MSA county. Exceedances of the RO and MAC values for arsenic at these locations will preclude these areas from being eligible for CCDD disposal with a MSA county. In addition, one sample, SB-32 (0-1), exceeded the MAC value (11.3 mg/kg) for soils in a non-MSA county. Exceedances of the RO and MAC values for arsenic at this location will preclude this area from being eligible for CCDD disposal with a non-MSA county.

Twenty-six (26) soil samples contained total mercury at concentrations that exceeded the MAC value (0.1 mg/kg) and the construction worker inhalation objective (0.1 mg/kg) but achieved the Residential and Industrial/Commercial ROs. The construction worker caution for mercury is based on elemental mercury, and mercury detected in this location is likely attributed to inorganic mercury salt compounds (association with coal, specifically). Due to the nature of the Project Corridor as a former railroad with potential historic use of coal and coal noted in several of the boring locations, elevated

total mercury levels are anticipated to be associated with the coal and are not anticipated to be of the elemental speciation of mercury.

Twelve (12) soil samples had detections of total chromium that exceeded the MAC value (21 mg/kg). Five select soil samples [SB-15 (0-1), SB-21 (0-1), SB-37 (0-1), SB-39 (0-1), and SB-41 (0-1)] with total chromium exceedances were subsequently analyzed for TCLP chromium which had results below the lab detection limit, achieving the MAC. Based on the subsequent TCLP chromium results, chromium is considered to achieve the MAC in the five samples analyzed for TCLP chromium. Table 3-10 presents the soil TCLP chromium results compared to the MAC. The remaining seven (7) soil samples with total chromium exceedances also had exceedances of other constituents, precluding them from being eligible for CCDD disposal.

Sixteen (16) soil samples had detections of total lead that exceeded the MAC value (107 mg/kg). Total lead was detected at SB-19 (0-1) with a concentration of 5770 mg/kg. TCLP laboratory analysis was unable to be completed on the sample due to matrix issues. An additional sample, SB-19A (0-1) was obtained from the same interval and boring location. Total lead was detected at a concentration of 117 mg/kg. Six select soil samples [SB-3 (1-3), SB-18 (0-1), SB-19A (0-1), SB-20 (0-1), SB-27 (0-1), and 31 (1-3)] with total lead exceedances were subsequently analyzed for TCLP lead. Soil samples SB-18 (0-1) and SB-27 (0-1) had detections (0.0161 mg/L and 0.0182 mg/L, respectively) of TCLP lead that exceeded the MAC Value (0.0075 mg/L). The remaining samples had results below the lab detection limit, achieving the MACs. The remaining ten (10) soil samples with total lead exceedances also had exceedances of other constituents, precluding them from being eligible for CCDD disposal.

Forty (40) soil samples had detections of total iron that exceeded the MAC value (15,000 mg/kg). Fourteen select soil samples [SB-1 (1-3), SB-2 (1-3), SB-3 (1-3), SB-4 (3-5), SB-6 (3-5), SB-10 (3-5), SB-21 (0-1), SB-28 (0-1), SB-30 (3-5), SB-31 (1-3), SB-31 (3-5), SB-36 (0-1), SB-37 (0-1), and SB-41 (0-1)] with total iron exceedances were subsequently analyzed for TCLP iron. One sample, SB-10 (3-5), had a detection of TCLP iron, 4.74 mg/L, below the MAC value of 5mg/L. The remaining TCLP lead results were below the lab detection limit, achieving the MAC. Based on the subsequent TCLP iron results, iron is considered to achieve the MAC in the fourteen samples analyzed for TCLP iron. Table 3-10 presents the soil TCLP iron results compared to the MAC. The remaining twenty-six (26) soil samples with total iron exceedances also had exceedances of other constituents, precluding them from being eligible for CCDD disposal.

Twenty-three (23) soil samples had detections of total silver that exceeded the MAC value (4.4 mg/kg). Six select soil samples [SB-15 (0-1), SB-21 (0-1), SB-31 (1-3), SB-37 (0-1), SB-39 (0-1), and SB-41 (0-1)] with total sliver exceedances were subsequently analyzed for TCLP silver which had results below the lab detection limit, achieving the MAC. Based on the subsequent TCLP silver results, silver is considered to achieve the MAC in the six samples analyzed for TCLP silver. Table 3-10 presents the soil TCLP silver results compared to the MAC. The remaining seventeen (17) soil samples with total silver exceedances also had exceedances of other constituents, precluding them from being eligible for CCDD disposal.

Nineteen (19) soil samples had detections of total thallium that exceeded the MAC value (2.6 mg/kg). Eight select soil samples [SB-1 (1-3), SB-3 (1-3), SB-21 (0-1), SB-31 (1-3), SB-35 (0-1), SB-36 (0-1), SB-39 (0-1), and SB-41 (0-1)] with total sliver exceedances were subsequently analyzed for TCLP silver which had results below the lab detection limit, achieving the MAC. Based on the subsequent TCLP silver results, silver is considered to achieve the MAC in the six samples analyzed for TCLP silver. Table 3-10 presents the soil TCLP thallium results compared to the MAC. The remaining three (3) soil samples with total thallium exceedances also had exceedances of other constituents, precluding them from being eligible for CCDD disposal.

Seven (7) soil samples had detections of total manganese that exceeded the MAC value (630 mg/kg). Four select soil samples [SB-15 (0-1), SB-35 (0-1), SB-36 (0-1), and SB-39 (0-1)] with total manganese exceedances were subsequently analyzed for TCLP or SPLP manganese. Two samples, SB-35 (0-1) and SB-36 (0-1), had a detection of SPLP manganese, 0.0378 mg/L and 0.0291 mg/L, below the MAC value of 0.15 mg/L. The remaining SPLP and TCLP manganese results were below the lab detection limit, achieving the MAC. Based on the subsequent SPLP and TCLP manganese results, manganese is considered to achieve the MAC in the four samples analyzed for SPLP and TCLP manganese. Table 3-10 presents the soil SPLP and TCLP manganese results compared to the MAC.

4.2 SOIL MANAGEMENT RECOMMENDATIONS

Based on detections of SVOCs that exceeded the Maximum Allowable Concentration (MACs) values at various locations throughout the Project Corridor in addition to the detections of arsenic that exceeded the MAC values at twenty-four locations, exclusion zones have been established around these locations. The soil generated from these borings is **NOT** certified for CCDD disposal but must be managed as a non-special waste with final disposition at a Subtitle D Sanitary Landfill. The CCDD exclusion zones along Broadway Street, are depicted on Figure 4-1.

Soils within the areas characterized by SB-4 (0-3), SB-6 (0-3), SB-7 (0-3), SB-8 (0-3), SB-9 (0-3), SB-10 (0-3), SB-11 (0-1), SB-12 (0-1), SB-16 (0-1), SB-18 (0-1), SB-19/SB-19A (0-1), SB-22 (0-1), SB-23 (0-1), SB-24 (0-1), SB-26 (0-1), SB-29 (0-5), SB-30 (0-3), SB-32 (0-1), SB-33 (0-1), SB-38 (0-1), SB-40 (0-1), SB-42 (0-1), SB-43 (0-1), SB-44 (0-1), SB-45 (0-1), SB-46 (0-1), and SB-47 (0-1) are considered to be a(5) soils per Article 669.05 of IDOT Standard Specifications for Road and Bridge Construction, which must be managed and disposed of off-site as non-special waste, special waste, or hazardous waste as applicable.

Soils within the area characterized by SB-5 (1-3), SB-8 (3-5), SB-9 (3-5), SB-25 (0-1), and SB-31 (1-3) are considered to be 669.05 a(4) soils, which can be utilized within the construction limits as fill, when suitable, or managed and disposed of off-site as "uncontaminated soil" at a CCDD facility or an USFO within an MSA County excluding Chicago provided the pH of the soil is within the range of 6.25-9.0, inclusive.

Soils within the area characterized by SB-1 (0-5), SB-2 (0-5), SB-3 (0-5), SB-6 (3-5), SB-7 (3-5), SB-10 (3-5), SB-13 (0-1), SB-14 (0-1), SB-15 (0-1), SB-17 (0-1), SB-20 (0-1), SB-21 (0-1), SB-28 (0-1), SB-34 (0-1), SB-35 (0-1), SB-36 (0-1), SB-37 (0-1), SB-39 (0-1), SB-41 (0-1) are considered to be 669.05 a(3) soils, which may be utilized within the construction limits as fill, when suitable, or managed and disposed of off-site as "uncontaminated soil" at a CCDD facility or an USFO within an MSA County excluding Chicago or within the Chicago corporate limits provided the pH of the soil is within the range of 6.25-9.0, inclusive.

Soils within the area characterized SB-27 (0-1) are considered to be 669.05 a(1) soils. Soil in the vicinity of these soil borings may be utilized within the construction limits as fill, when suitable. If the soils cannot be utilized within the construction limits, they shall be managed and disposed of off-site as a non-special waste, special waste, or hazardous waste as applicable.

Soils within the area characterized by SB-4 (3-5), SB-5 (3-5), SB-30 (3-5), and SB-31 (3-5) achieves the MACs, are considered unrestricted, and may be managed on site or off site, including disposal at a CCDD/USFO facility using the attached LPC-663 form in Appendix D.

Should soils be encountered within the areas identified as CCDD acceptable that are not representative of the soils encountered during the PSI boring activities (odors, staining, or debris), those soils would need to be reassessed prior to disposal at a "clean fill" facility.

CCDD Soil Classifications:

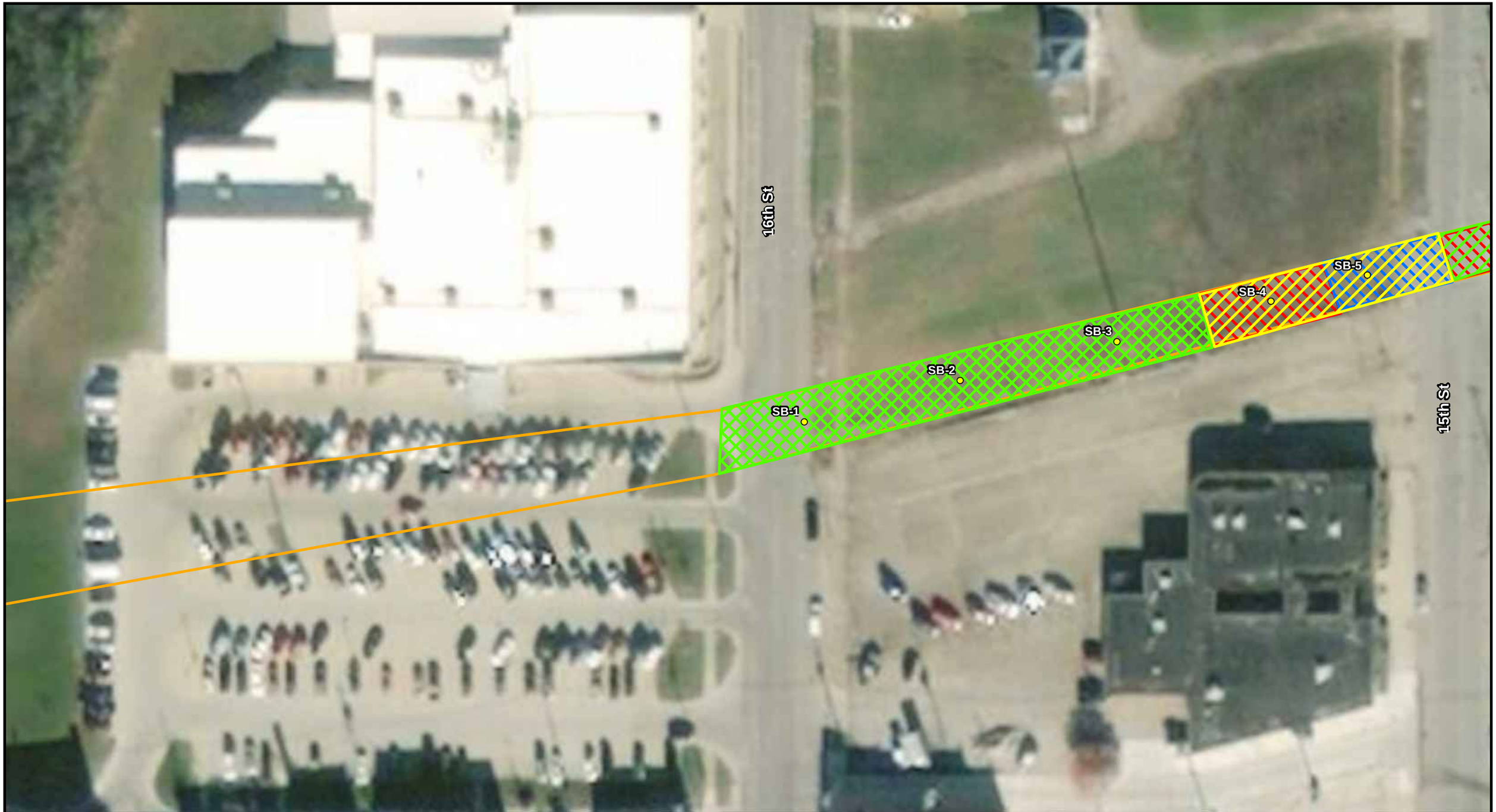
Boring ID	Sample Depth (ft)	Class Depth (ft)	IDOT Soil Classification
SB-1	1-3	0-5	a(3): detections of benzo(a)pyrene above most stringent Tier 1 ROs and MAC Value; total iron, mercury, and thallium exceed most stringent Tier 1 ROs and MAC Value; TCLP iron and thallium below detection limits, achieving respective MAC Values
SB-2	1-3	0-5	a(3): detections of benzo(a)pyrene above most stringent Tier 1 ROs and MAC Value; total iron and mercury exceed most stringent Tier 1 ROs and MAC Value, TCLP iron below detection limits, achieving respective MAC Values
SB-3	1-3	0-5	a(3): detections of benzo(a)pyrene above most stringent Tier 1 ROs and MAC Value; total iron, mercury, thallium, and lead exceed most stringent Tier 1 ROs and MAC Value; TCLP iron, thallium, and lead below detection limits, achieving respective MAC Values
SB-4	1-3	0-3	a(5): detections of benzo(a)pyrene above most stringent Tier 1 ROs and MAC Value; total arsenic, iron, and mercury exceed most stringent Tier 1 ROs and MAC Value. a(5) due to arsenic exceedance.
	3-5	3-5	Unrestricted: total iron exceeds most stringent Tier 1 ROs and MAC Value; TCLP iron below detection limits, achieving respective MAC Values. Soil achieves the MACs and may be managed on site or off site, including disposal at a CCDD/USFO facility.
SB-5	1-3*	0-3	a(4): detections of indeno(1,2,3-c,d)pyrene above most stringent Tier 1 ROs and MAC Value for within Chicago corporate limits/within a populated area in a non-MSA county *total iron exceeds most stringent Tier 1 ROs and MAC Value. TCLP analysis was not analyzed. The TCLP results of 14 other samples were analyzed and achieved the MAC values. It is the professional opinion of Huff & Huff that total iron is not a contaminate of concern in this sample.
	3-5	3-5	Unrestricted: Soil achieves the MACs and may be managed on site or off site, including disposal at a CCDD/USFO facility.
SB-6	1-3	0-3	a(5): detections of PNAs above most stringent Tier 1 ROs and MAC Value; total arsenic, iron, lead, mercury, and silver exceed most stringent Tier 1 ROs and MAC Value. a(5) due to arsenic exceedance.
	3-5	3-5	a(3): detections of benzo(a)pyrene above most stringent Tier 1 ROs and MAC Value; total iron and mercury exceed most stringent Tier 1 ROs and MAC Value; TCLP iron below detection limits, achieving respective MAC Values
SB-7	1-3	0-3	a(5): detections of PNAs above most stringent Tier 1 ROs and MAC Value; total arsenic, iron, mercury, and thallium exceed most stringent Tier 1 ROs and MAC Value. a(5) due to arsenic exceedance.
	3-5	3-5	a(3): detections of benzo(a)pyrene above most stringent Tier 1 ROs and MAC Value; total mercury exceed most stringent Tier 1 ROs and MAC Value
SB-8	1-3	0-3	a(5): detections of PNAs above most stringent Tier 1 ROs and MAC Value; total arsenic, iron, mercury, and thallium exceed most stringent Tier 1 ROs and MAC Value. a(5) due to arsenic exceedance.
	3-5	3-5	a(4): detections of indeno(1,2,3-c,d)pyrene above most stringent Tier 1 ROs and MAC Value for within Chicago corporate limits/within a populated area in a non-MSA county
SB-9	1-3	0-3	a(5): detections of PNAs above most stringent Tier 1 ROs and MAC Value; total arsenic, iron, lead, mercury, silver, and thallium exceed most stringent Tier 1 ROs and MAC Value. a(5) due to arsenic exceedance.
	3-5	3-5	a(4): detections of indeno(1,2,3-c,d)pyrene above most stringent Tier 1 ROs and MAC Value for within Chicago corporate limits/within a populated area in a non-MSA county

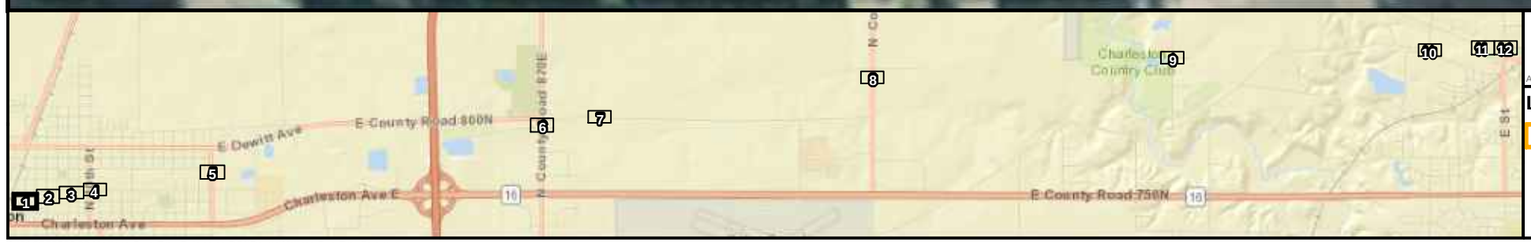
Boring ID	Sample Depth (ft)	Class Depth (ft)	IDOT Soil Classification
SB-10	1-3	0-3	a(5): detections of PNAs above most stringent Tier 1 ROs and MAC Value; total iron, mercury, and thallium exceed most stringent Tier 1 ROs and MAC Value. a(5) due to PNA exceedances. Naphthalene exceedances above construction worker inhalation.
	3-5	3-5	a(3): detections of benzo(a)pyrene above most stringent Tier 1 ROs and MAC Value; total iron and mercury exceed most stringent Tier 1 ROs and MAC Value; TCLP iron below detection limits, achieving respective MAC Values
SB-11	0-1	0-1	a(5): detections of PNAs above most stringent Tier 1 ROs and MAC Value; total arsenic and iron exceed most stringent Tier 1 ROs and MAC Value. a(5) due to PNA and arsenic exceedances.
SB-12	0-1	0-1	a(5): detections of PNAs above most stringent Tier 1 ROs and MAC Value; total arsenic and iron exceed most stringent Tier 1 ROs and MAC Value. a(5) due to PNA and arsenic exceedances.
SB-13	0-1	0-1	a(3): detections of benzo(a)pyrene above most stringent Tier 1 ROs and MAC Value
SB-14	0-1	0-1	a(3): detections of benzo(a)pyrene above most stringent Tier 1 ROs and MAC Value
SB-15	0-1	0-1	a(3): detections of benzo(a)pyrene above most stringent Tier 1 ROs and MAC Value; total chromium, manganese, and silver exceed most stringent Tier 1 ROs and MAC Value; SPLP manganese, TCLP chromium and silver below detection limits, achieving respective MAC Values
SB-16	0-1	0-1	a(5): detections of PNAs above most stringent Tier 1 ROs and MAC Value; total mercury exceeds most stringent Tier 1 ROs and MAC Value. a(5) due to PNA exceedances.
SB-17	0-1	0-1	a(3): detections of benzo(a)pyrene above most stringent Tier 1 ROs and MAC Value
SB-18	0-1	0-1	a(5): detections of PNAs above most stringent Tier 1 ROs and MAC Value; total arsenic, iron, lead, manganese, mercury, silver, and thallium exceed most stringent Tier 1 ROs and MAC Value. a(5) due to arsenic exceedance.
SB-19 / SB-19A	0-1	0-1	a(5): detections of PNA above most stringent Tier 1 ROs and MAC Value; total arsenic, iron, lead, mercury, silver, and thallium exceed most stringent Tier 1 ROs and MAC Value. a(5) due to arsenic exceedance. **Total lead result was 5,770 mg/kg, TCLP lead was unable to be run for lead due to matrix issues within the lab. An additional sample was later collected from the same interval within the boring location, total lead result was 117mg/kg with TCLP lead below detection limits.**
SB-20	0-1	0-1	a(2)/a(3): detections of benzo(a)pyrene above most stringent Tier 1 ROs and MAC Value; total arsenic, iron, lead, silver, and thallium exceed most stringent Tier 1 ROs and MAC Value; a(2) due to arsenic value between 11.3 and 13.0, a(3) due to PNA exceedance above most stringent RO.
SB-21	0-1	0-1	a(3): detections of benzo(a)pyrene above most stringent Tier 1 ROs and MAC Value; total chromium, iron, silver, and thallium exceed most stringent Tier 1 ROs and MAC Value; TCLP chromium, iron, silver, and thallium below detection limits, achieving respective MAC Values

Boring ID	Sample Depth (ft)	Class Depth (ft)	IDOT Soil Classification
SB-22	0-1	0-1	a(5): detections of PNAs above most stringent Tier 1 ROs and MAC Value; total arsenic, iron, and mercury exceed most stringent Tier 1 ROs and MAC Value. a(5) due to arsenic and PNA exceedances.
SB-23	0-1	0-1	a(5): detections of PNAs above most stringent Tier 1 ROs and MAC Value; total arsenic, iron, lead, mercury, and thallium exceed most stringent Tier 1 ROs and MAC Value. a(5) due to arsenic and PNA exceedances.
SB-24	0-1	0-1	a(5): detections of PNAs above most stringent Tier 1 ROs and MAC Value; total arsenic and iron exceed most stringent Tier 1 ROs and MAC Value. a(5) due to arsenic and PNA exceedances.
SB-25	0-1	0-1	a(4): detections of indeno(1,2,3-c,d)pyrene above most stringent Tier 1 ROs and MAC Value for within Chicago corporate limits/within a populated area in a non-MSA county
SB-26	0-1	0-1	a(5): detections of PNAs above most stringent Tier 1 ROs and MAC Value; total arsenic, iron, lead, and mercury exceed most stringent Tier 1 ROs and MAC Value. a(5) due to arsenic and PNA exceedances.
SB-27	0-1	0-1	a(1): detections of PNAs above most stringent Tier 1 ROs and MAC Value; total arsenic, iron, lead, and thallium above most stringent Tier 1 ROs and MAC Value; TCLP lead exceeds MAC Value.
SB-28	0-1	0-1	a(3): detections of benzo(a)pyrene above most stringent Tier 1 ROs and MAC Value; total iron exceeds most stringent Tier 1 ROs and MAC Value; TCLP iron below detection limits, achieving respective MAC Values
SB-29	1-3	0-3	a(5): detections of PNAs above most stringent Tier 1 ROs and MAC Value; total arsenic, chromium, iron, lead, silver, and thallium exceed most stringent Tier 1 ROs and MAC Value. a(5) due to arsenic and PNA exceedances.
	3-5	3-5	a(5): total arsenic and iron exceed most stringent Tier 1 ROs and MAC Value. a(5) due to arsenic exceedance.
SB-30	1-3	0-3	a(5): detections of PNAs above most stringent Tier 1 ROs and MAC Value; total arsenic, iron, lead, mercury, silver, and thallium exceed most stringent Tier 1 ROs and MAC Value. a(5) due to arsenic and PNA exceedances.
	3-5	3-5	Unrestricted: total iron exceeds most stringent Tier 1 ROs and MAC Value; TCLP iron below detection limits, achieving respective MAC Values. Soil achieves the MACs and may be managed on site or off site, including disposal at a CCDD/USFO facility.
SB-31	1-3	0-3	a(4): detections of indeno(1,2,3-c,d)pyrene above most stringent Tier 1 ROs and MAC Value for within Chicago corporate limits/within a populated area in a non-MSA county
	3-5	3-5	Unrestricted: total iron exceeds most stringent Tier 1 ROs and MAC Value; TCLP iron below detection limits, achieving respective MAC Values. Soil achieves the MACs and may be managed on site or off site, including disposal at a CCDD/USFO facility.
SB-32	0-1	0-1	a(5): detections of PNAs above most stringent Tier 1 ROs and MAC Value; total arsenic, iron, lead, and silver exceed most stringent Tier 1 ROs and MAC Value. a(5) due to PNA exceedances.
SB-33	0-1	0-1	a(5): detections of PNAs above most stringent Tier 1 ROs and MAC Value; total arsenic, iron, and lead exceed most stringent Tier 1 ROs and MAC Value. a(5) due to arsenic and PNA exceedances.
SB-34	0-1	0-1	a(3): detections of PNAs above most stringent Tier 1 ROs and MAC Value; total manganese and silver exceed most stringent Tier 1 ROs and MAC Value; SPLP manganese and TCLP silver results are below detection limits, achieving respective MAC Values

Boring ID	Sample Depth (ft)	Class Depth (ft)	IDOT Soil Classification
SB-35	0-1	0-1	a(3): detections of PNAs above most stringent Tier 1 ROs and MAC Value; total manganese and silver exceed most stringent Tier 1 ROs and MAC Value; SPLP manganese and TCLP silver results are below detection limits, achieving respective MAC Values
SB-36	0-1	0-1	a(3): detections of PNAs above most stringent Tier 1 ROs and MAC Value; total iron, manganese and thallium exceed most stringent Tier 1 ROs and MAC Value; SPLP manganese and TCLP iron and thallium results are below detection limits, achieving respective MAC Values
SB-37	0-1	0-1	a(3): detections of PNAs above most stringent Tier 1 ROs and MAC Value; total chromium, iron, and silver exceed most stringent Tier 1 ROs and MAC Value; TCLP chromium, iron, and silver results are below detection limits, achieving respective MAC Values
SB-38	0-1	0-1	a(5): detections of PNAs above most stringent Tier 1 ROs and MAC Value; total arsenic, and manganese exceed most stringent Tier 1 ROs and MAC Value. a(5) due to arsenic exceedance.
SB-39	0-1	0-1	a(3): detections of PNAs above most stringent Tier 1 ROs and MAC Value; total chromium, manganese, mercury, silver, and thallium exceed most stringent Tier 1 ROs and MAC Value; TCLP chromium, manganese, silver, and thallium results are below detection limits, achieving respective MAC Values
SB-40	0-1	0-1	a(5): detections of PNAs above most stringent Tier 1 ROs and MAC Value; total arsenic exceeds most stringent Tier 1 ROs and MAC Value. a(5) due to arsenic and PNA exceedances.
SB-41	0-1	0-1	a(3): detections of benzo(a)pyrene above most stringent Tier 1 ROs and MAC Value; total chromium, iron, silver, and thallium exceed most stringent Tier 1 ROs and MAC Value; TCLP chromium, iron, silver, and thallium results are below detection limits, achieving respective MAC Values
SB-42	0-1	0-1	a(5): detections of PNAs above most stringent Tier 1 ROs and MAC Value; total chromium, iron, and silver exceed most stringent Tier 1 ROs and MAC Value. a(5) due to PNA exceedances.
SB-43	0-1	0-1	a(5): detections of PNAs above most stringent Tier 1 ROs and MAC Value; total arsenic, chromium, iron, and silver exceed most stringent Tier 1 ROs and MAC Value. a(5) due to arsenic and PNA exceedances.
SB-44	0-1	0-1	a(5): detections of PNAs above most stringent Tier 1 ROs and MAC Value; total arsenic, chromium, iron, and silver exceed most stringent Tier 1 ROs and MAC Value. a(5) due to arsenic exceedances.
SB-45	0-1	0-1	a(5): detections of PNAs above most stringent Tier 1 ROs and MAC Value; total chromium, iron, and silver exceed most stringent Tier 1 ROs and MAC Value. a(5) due to PNA exceedances.
SB-46	0-1	0-1	a(5): detections of PNAs above most stringent Tier 1 ROs and MAC Value; total chromium, lead, mercury, and silver exceed most stringent Tier 1 ROs and MAC Value. a(5) due to PNA exceedances.
SB-47	0-1	0-1	a(5): detections of PNAs above most stringent Tier 1 ROs and MAC Value; total chromium, iron, and silver exceed most stringent Tier 1 ROs and MAC Value. a(5) due to PNA exceedances.

The CCDD regulations require completion of Uncontaminated Soil Certification by Licensed Professional Engineer or Geologist (LPC-663) prior to placement of soils at either a CCDD or soil-only facility, in cases where PIPs have been identified. PIPs have been identified along the entire Project Corridor, making an LPC-663 necessary for this project. The completed LPC-663 Form is included in Appendix E.





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Feet

Aerial Source: ESRI Online World Imagery

N W E S

Legend	Soil Depth	Soil Classification	
Project Corridor	0-1'	a(1)	a(5)
Proposed Soil Boring	0-3'	a(3)	Unrestricted
	3-5'	a(4)	

Huff & Huff, Inc.

Figure 4-1
Extent of Potentially Impacted Soil Map
Mattoon Bike Trail PSI
Mattoon, Coles County, IL
Sheet 1 of 12

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Richmond Ave

14th St

SB-6

SB-7

SB-8

SB-9

SB-10

SB-11

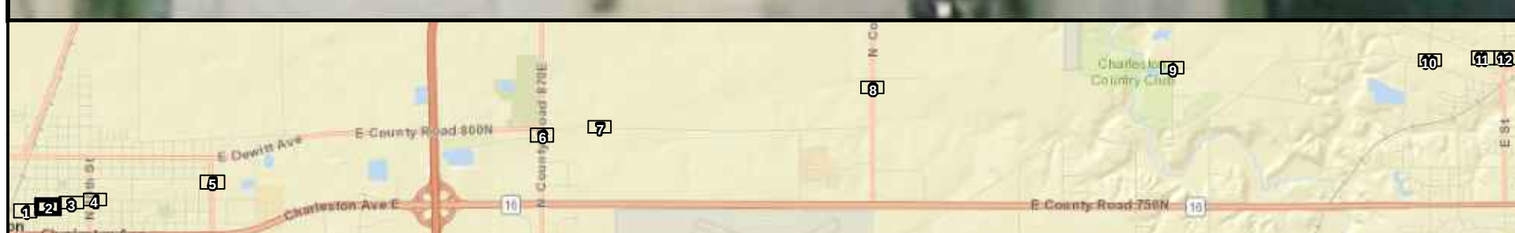
SB-12

SB-13

SB-14

SB-15

SB-16



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Feet

N W E S

Aerial Source: ESRI Online World Imagery

Legend

- Project Corridor
- Proposed Soil Boring

Soil Depth

- 0-1'
- 0-3'
- 3-5'

Soil Classification

- a(1)
- a(5)
- a(3)
- Unrestricted
- a(4)

Huff & Huff, Inc.

Figure 4-1
Extent of Potentially Impacted Soil Map
Mattoon Bike Trail PSI
Mattoon, Coles County, IL
Sheet 2 of 12

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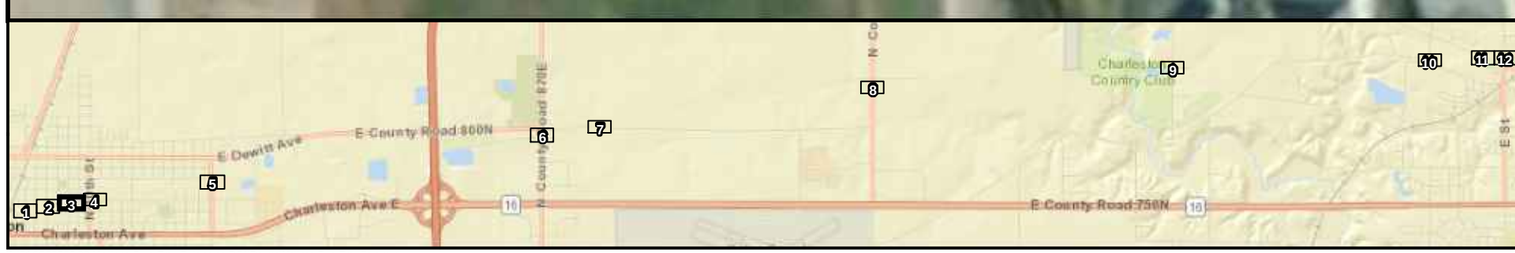

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Aerial Source: ESRI Online World Imagery

Legend	Soil Depth	Soil Classification	
Project Corridor	0-1'	a(1)	a(5)
Proposed Soil Boring	0-3'	a(3)	Unrestricted
	3-5'	a(4)	

Huff & Huff, Inc.

Figure 4-1
Extent of Potentially Impacted Soil Map
Mattoon Bike Trail PSI
Mattoon, Coles County, IL
Sheet 3 of 12

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SB-29
SB-30
SB-31
SB-32
SB-33
SB-28
10th St
Richmond Ave
9th St

0 50 100 200
Feet

N W E S

Aerial Source: ESRI Online World Imagery

Legend

- Project Corridor
- Proposed Soil Boring

Soil Depth	Soil Classification	
0-1'	a(1)	a(5)
0-3'	a(3)	Unrestricted
3-5'	a(4)	

Huff & Huff, Inc.

Figure 4-1
Extent of Potentially Impacted Soil Map
Mattoon Bike Trail PSI
Mattoon, Coles County, IL
Sheet 4 of 12

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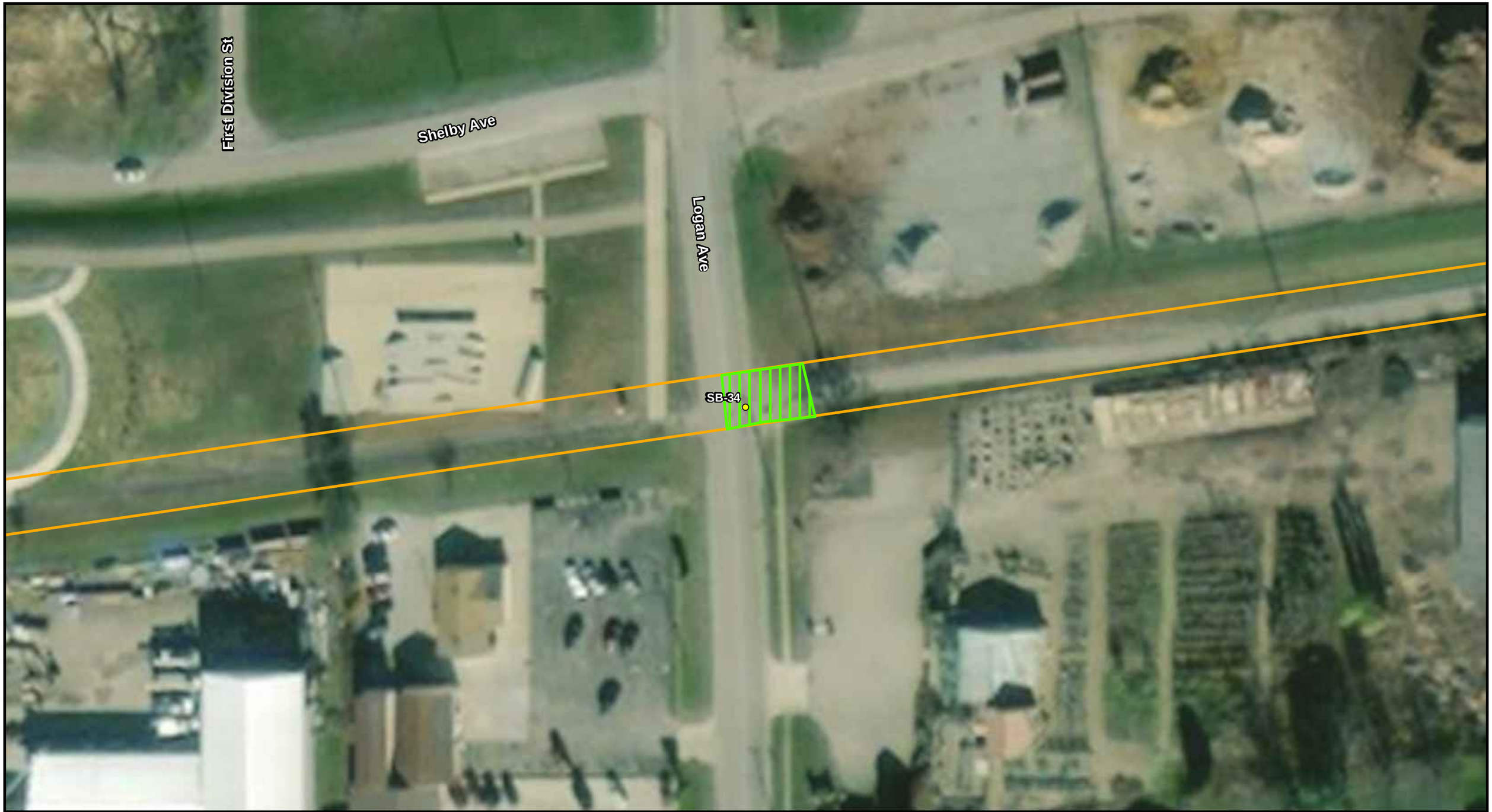
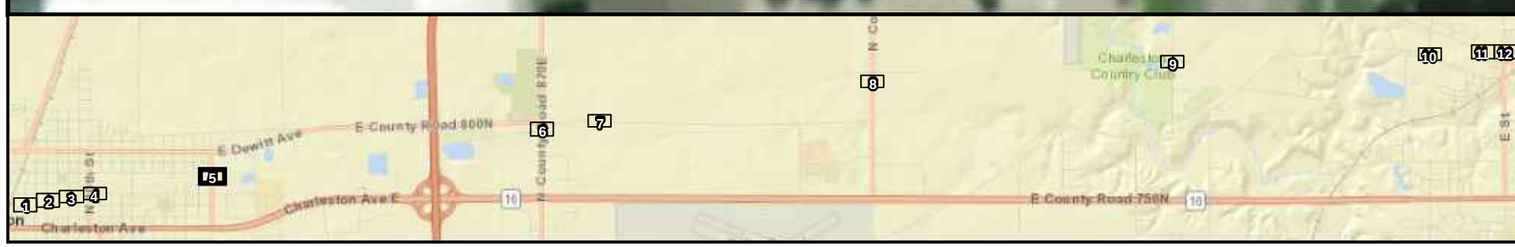
Attachment 12
PSI





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Feet

Aerial Source: ESRI Online World Imagery

N W E S

Legend

- Project Corridor
- Proposed Soil Boring

Soil Depth

- 0-1'
- 0-3'
- 3-5'

Soil Classification

- a(1)
- a(5)
- a(3)
- Unrestricted
- a(4)

Huff & Huff, Inc.

Figure 4-1
Extent of Potentially Impacted Soil Map
Mattoon Bike Trail PSI
Mattoon, Coles County, IL
Sheet 5 of 12

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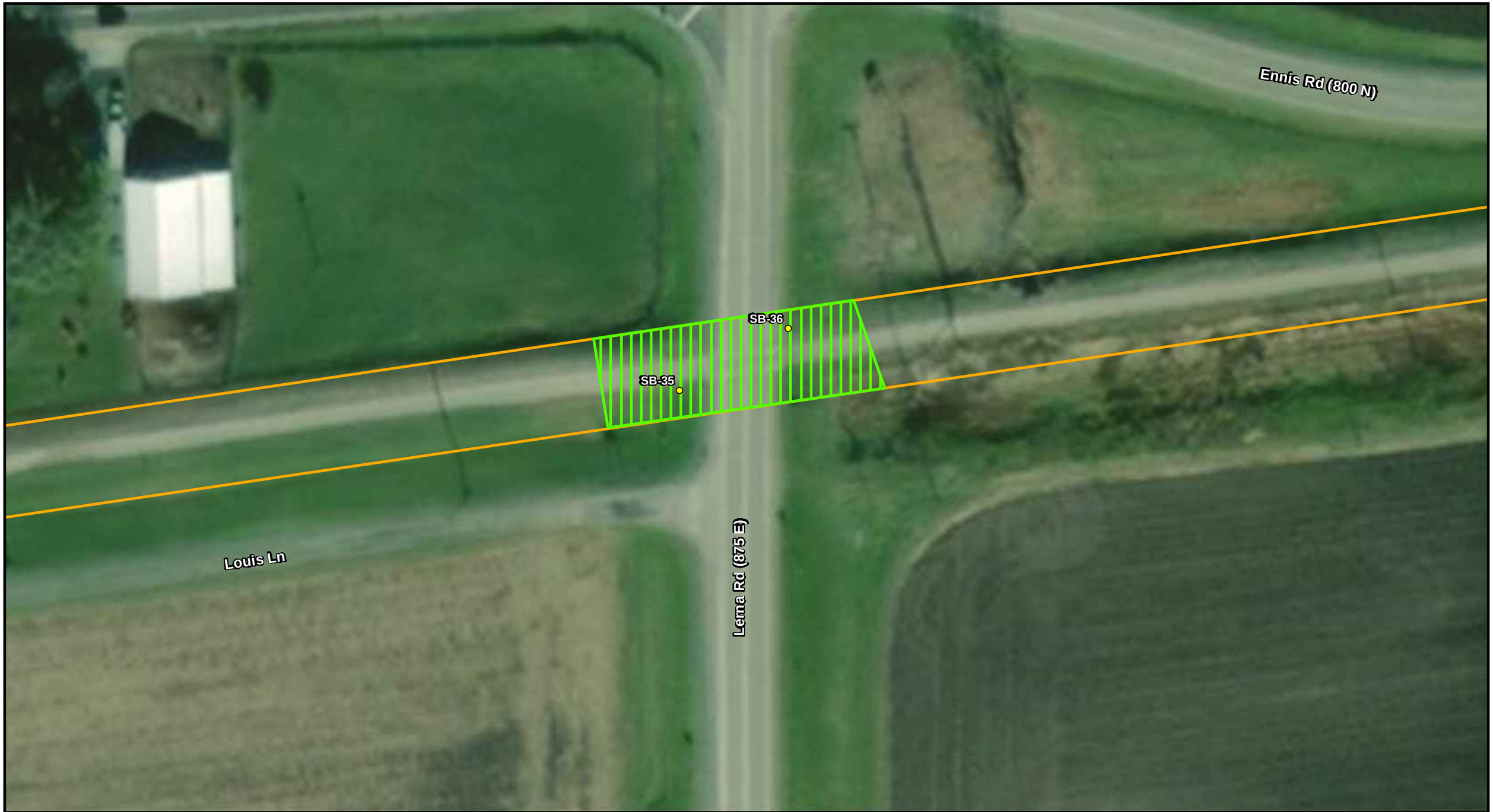
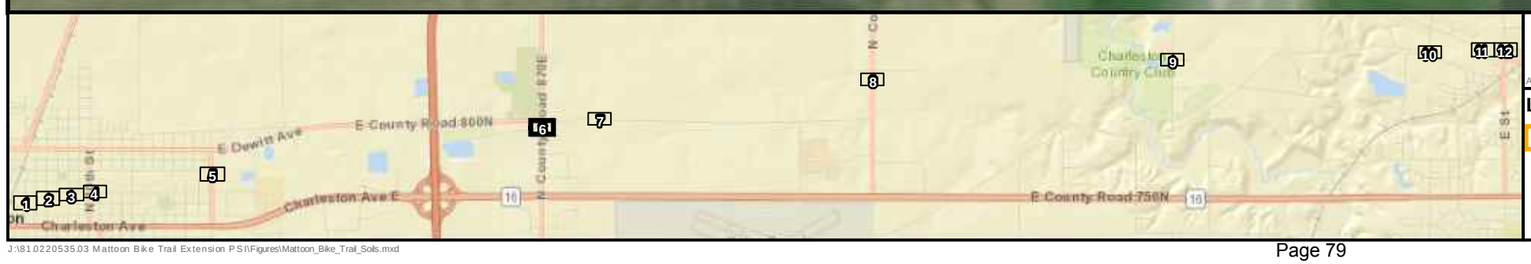
Attachment 12
PSI





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Aerial Source: ESRI Online World Imagery

N W E S

Legend

- Project Corridor
- Proposed Soil Boring

Soil Depth	Soil Classification	
0-1'	a(1)	a(5)
0-3'	a(3)	Unrestricted
3-5'	a(4)	

Huff & Huff, Inc.

Figure 4-1
Extent of Potentially Impacted Soil Map
Mattoon Bike Trail PSI
Mattoon, Coles County, IL
Sheet 6 of 12

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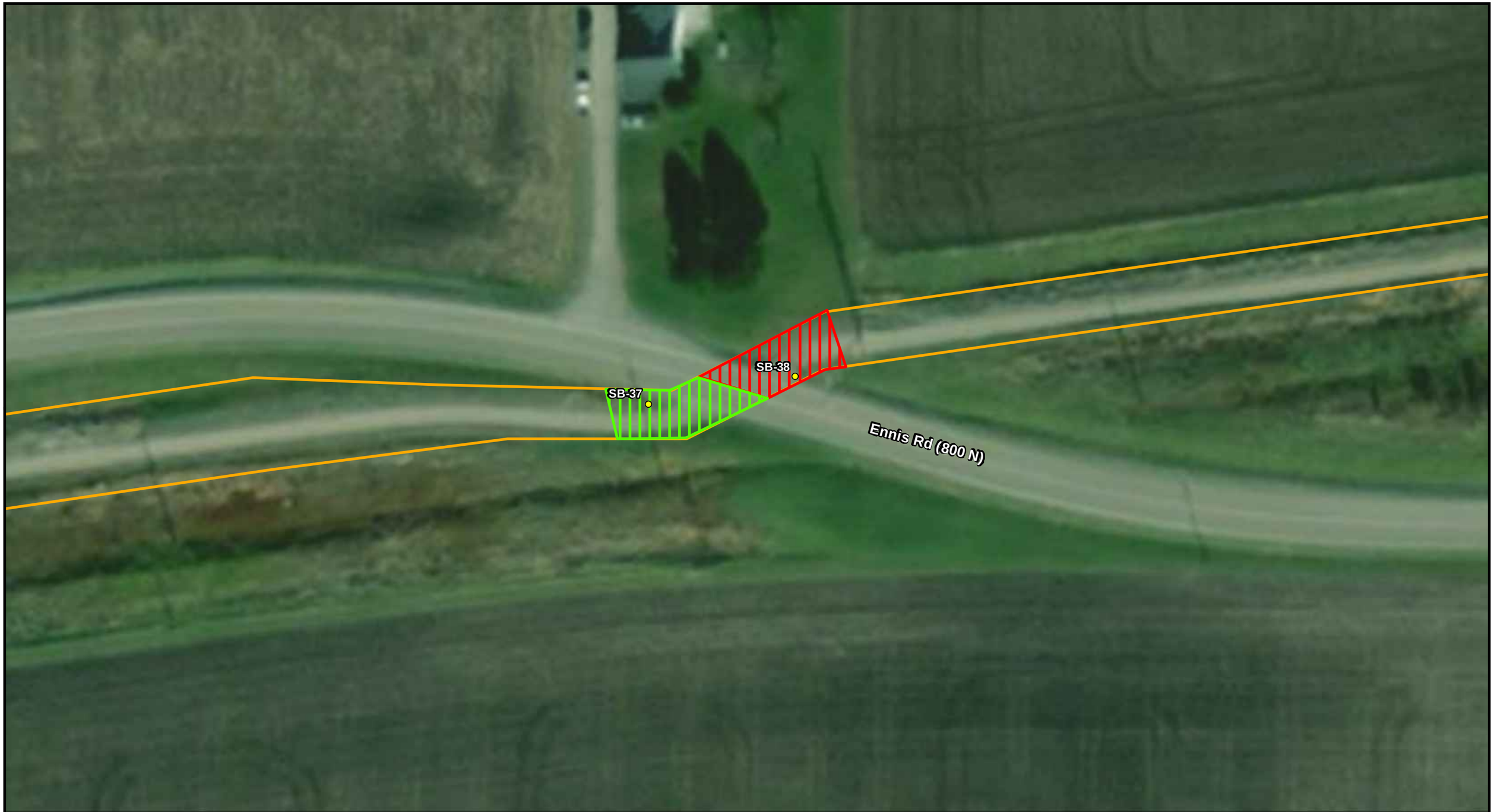

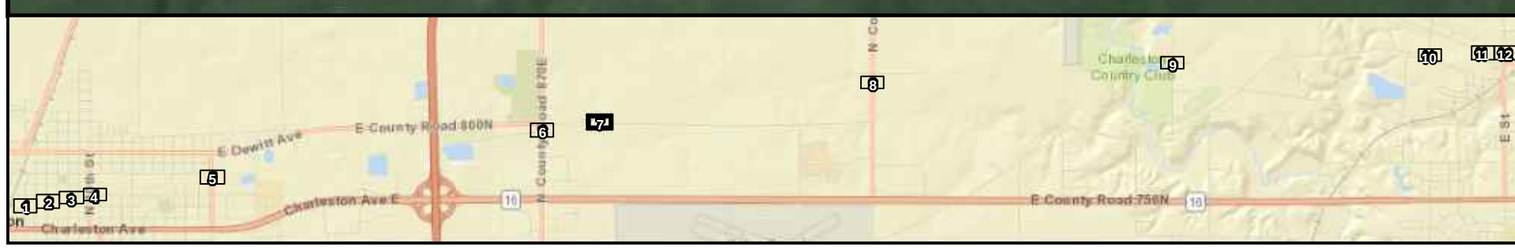

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Aerial Source: ESRI Online World Imagery

N W E S

Legend

- Project Corridor
- Proposed Soil Boring

Soil Depth	Soil Classification	
0-1'	a(1)	a(5)
0-3'	a(3)	Unrestricted
3-5'	a(4)	

Huff & Huff, Inc.

Figure 4-1
Extent of Potentially Impacted Soil Map
Mattoon Bike Trail PSI
Mattoon, Coles County, IL
Sheet 7 of 12

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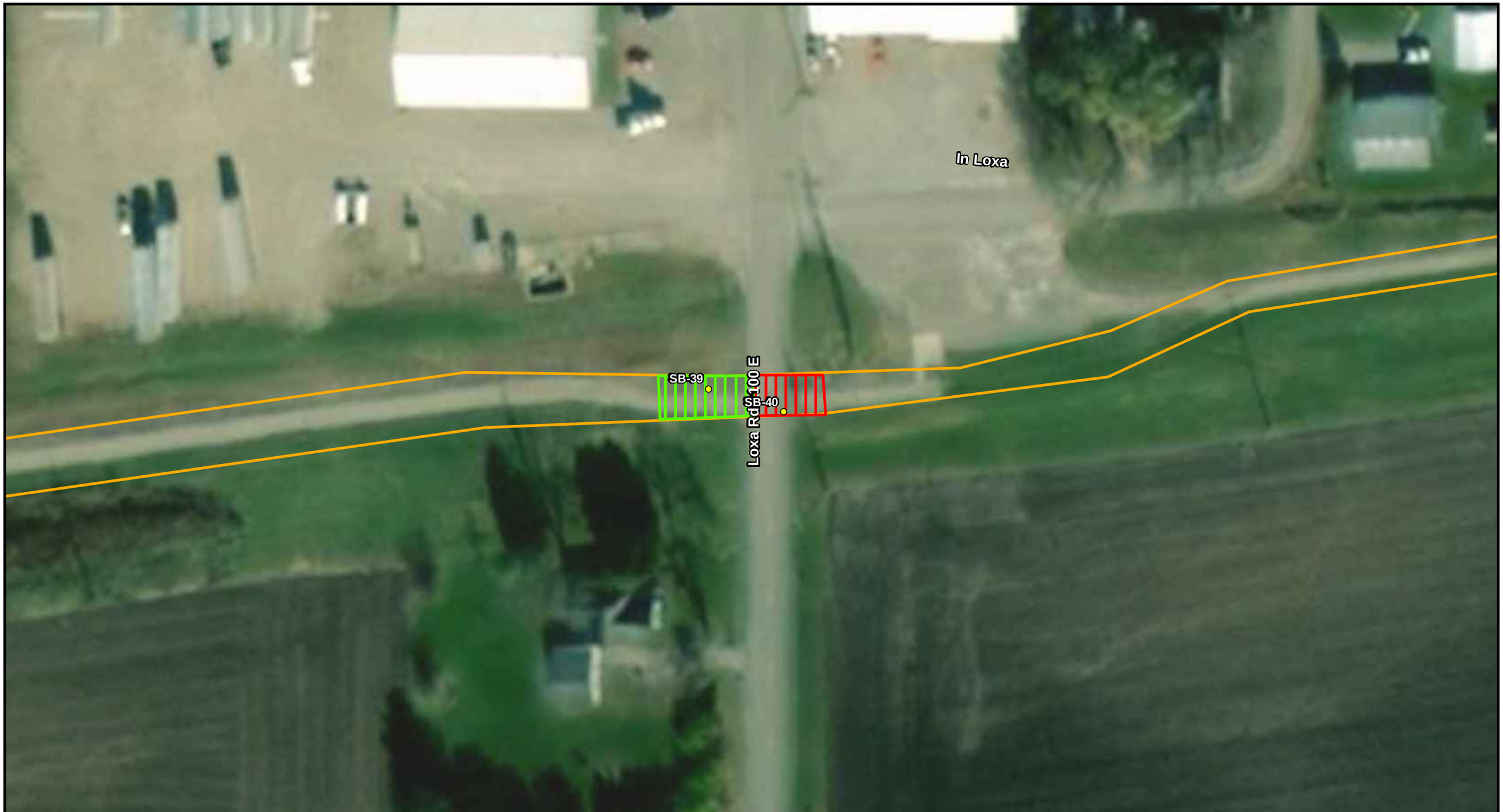
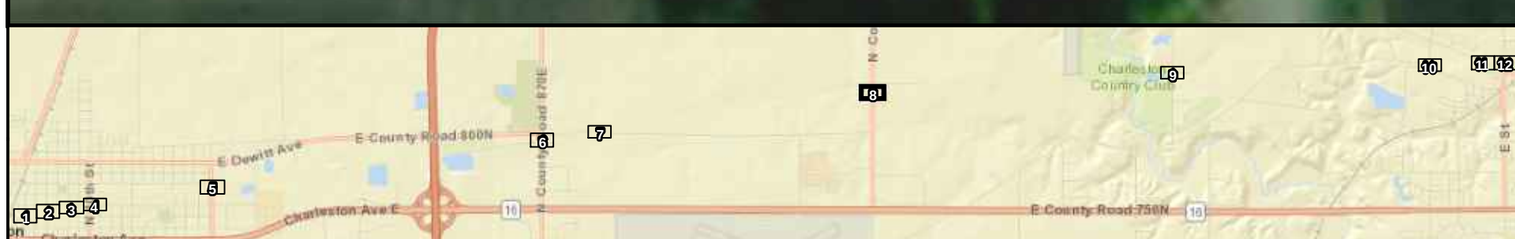




0 50 100 200
Feet

Aerial Source: ESRI Online World Imagery

Legend

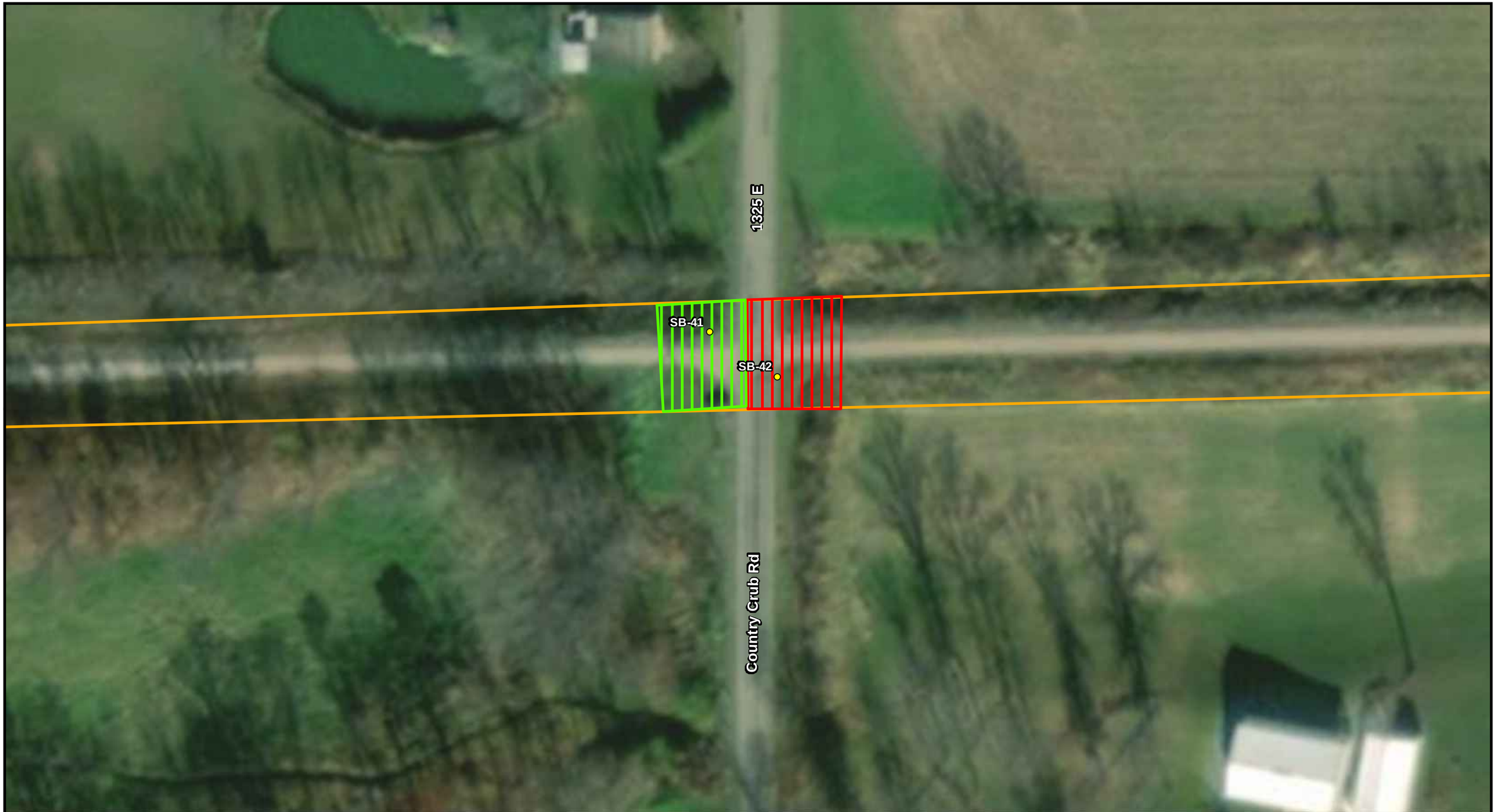
- Project Corridor
- Proposed Soil Boring

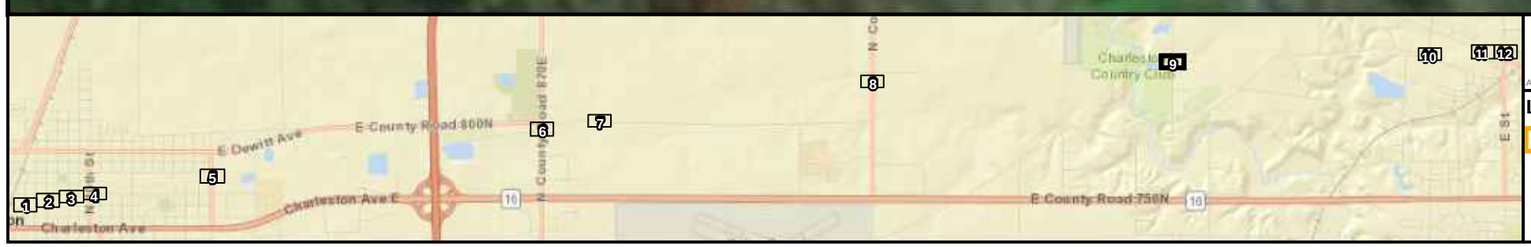
Soil Depth	Soil Classification	
0-1'	a(1)	a(5)
0-3'	a(3)	Unrestricted
3-5'	a(4)	

Huff & Huff, Inc.

Figure 4-1
Extent of Potentially Impacted Soil Map
Mattoon Bike Trail PSI
Mattoon, Coles County, IL
Sheet 8 of 12

J:\810220535.03 Mattoon Bike Trail Extension PSI\Figures\Mattoon_Bike_Trail_Soils.mxd





0 50 100 200
Feet

Aerial Source: ESRI Online World Imagery

N W E S

Legend	Soil Depth	Soil Classification	
Project Corridor	0-1'	a(1)	a(5)
Proposed Soil Boring	0-3'	a(3)	Unrestricted
	3-5'	a(4)	

Huff & Huff, Inc.

Figure 4-1
Extent of Potentially Impacted Soil Map
Mattoon Bike Trail PSI
Mattoon, Coles County, IL
Sheet 9 of 12

J:\81.0220535.03 Mattoon Bike Trail Extension PSI\Figures\Mattoon_Bike_Trail_Soils.mxd

Old State Rd

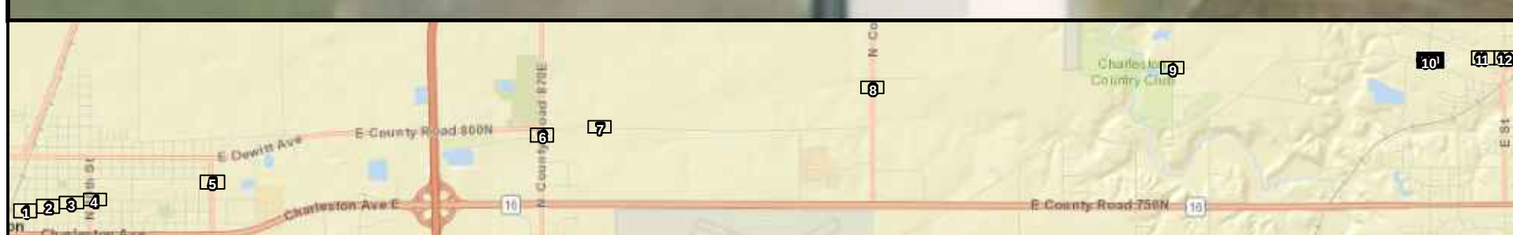
Decker Springs Rd

SB-44

SB-43

Madison

Madison Ave



0 50 100 200

Feet

Aerial Source: ESRI Online World Imagery

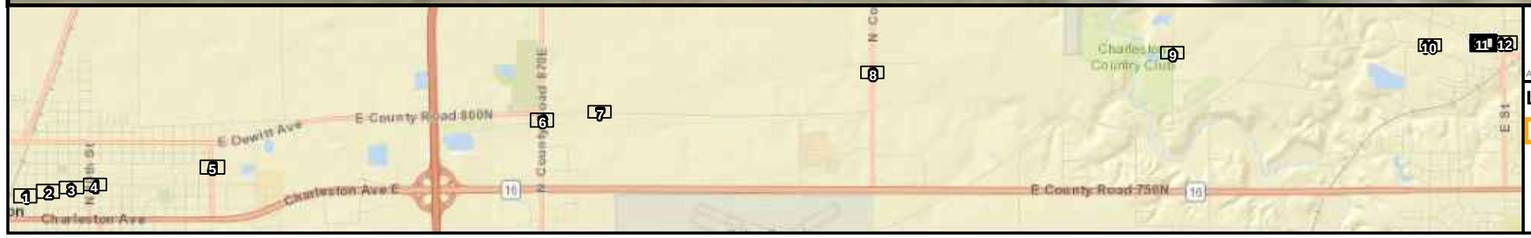
N W E S

Legend	Soil Depth	Soil Classification	
Project Corridor	0-1'	a(1)	a(5)
Proposed Soil Boring	0-3'	a(3)	Unrestricted
	3-5'	a(4)	

Huff & Huff, Inc.

Figure 4-1
Extent of Potentially Impacted Soil Map
Mattoon Bike Trail PSI
Mattoon, Coles County, IL
Sheet 10 of 12

J:\81.0220535.03 Mattoon Bike Trail Extension PSI\Figures\Mattoon_Bike_Trail_Soils.mxd



0 50 100 200
Feet

N W E S

Aerial Source: ESRI Online World Imagery

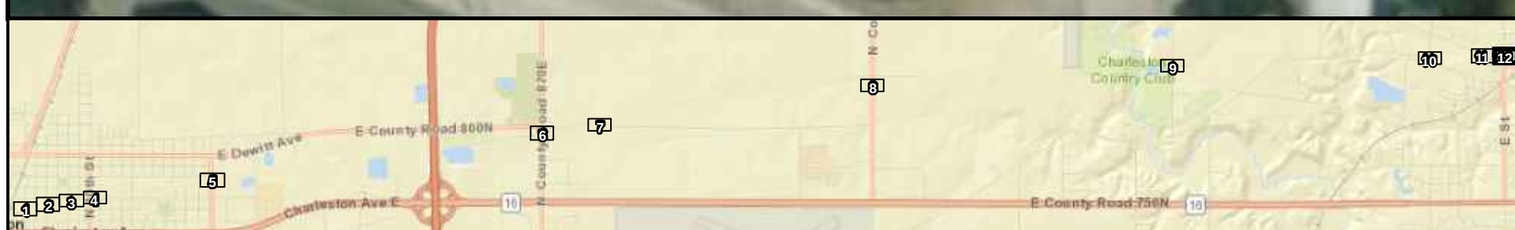
Legend	Soil Depth	Soil Classification	
Project Corridor	0-1'	a(1)	a(5)
Proposed Soil Boring	0-3'	a(3)	Unrestricted
	3-5'	a(4)	

Huff & Huff, Inc.

Figure 4-1
Extent of Potentially Impacted Soil Map
Mattoon Bike Trail PSI
Mattoon, Coles County, IL
Sheet 11 of 12

J:\810220535.03 Mattoon Bike Trail Extension PSI\Figures\Mattoon_Bike_Trail_Soils.mxd

Attachment 12
PSI



0 50 100 200
Feet

Aerial Source: ESRI Online World Imagery

Legend

- Project Corridor
- Proposed Soil Boring

Soil Depth

- 0-1'
- 0-3'
- 3-5'

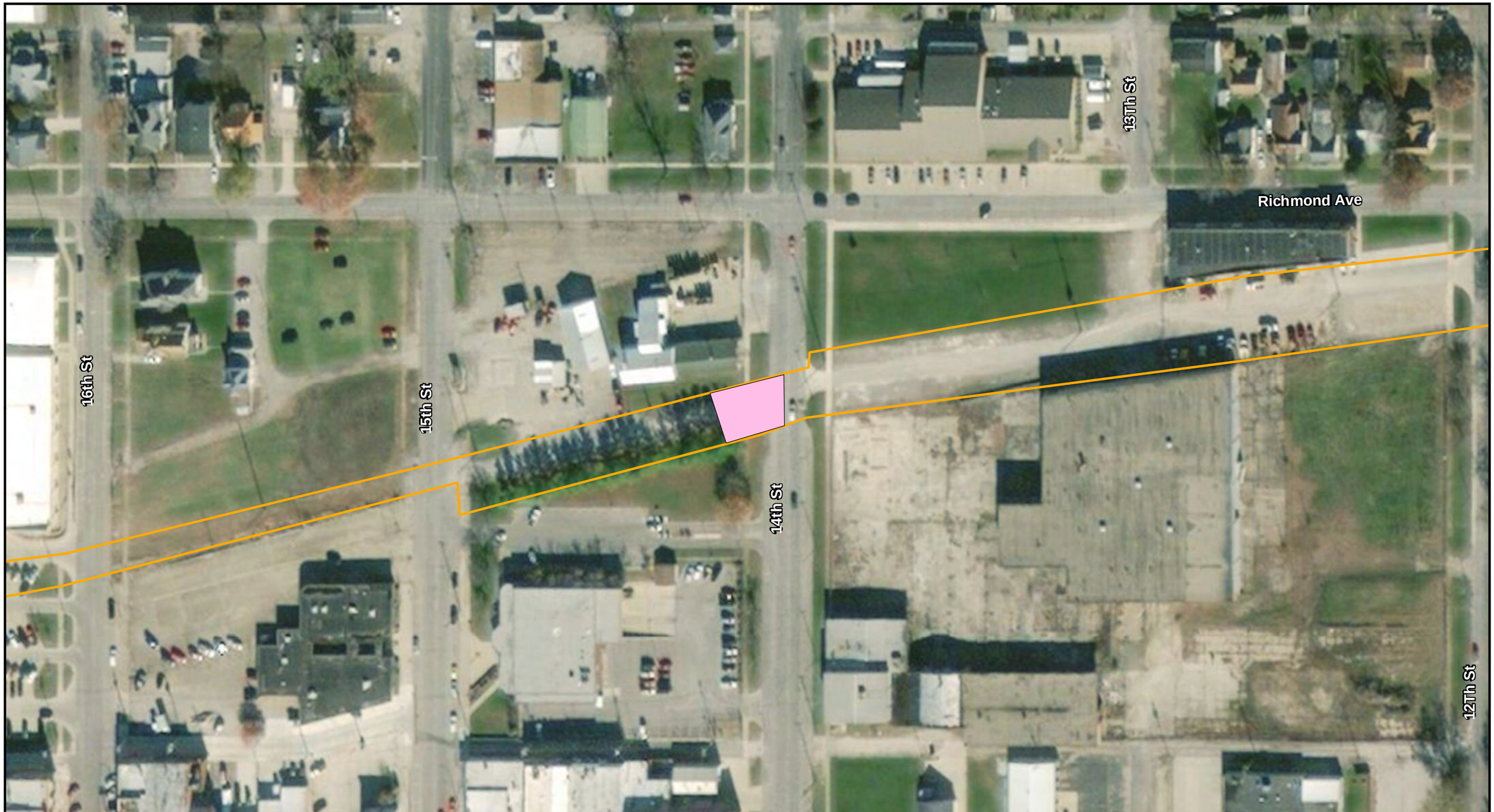
Soil Classification

- a(1)
- a(3)
- a(4)
- a(5)
- Unrestricted

Huff & Huff, Inc.

Figure 4-1
Extent of Potentially Impacted Soil Map
Mattoon Bike Trail PSI
Mattoon, Coles County, IL
Sheet 12 of 12

J:\81\0220535.03 Mattoon Bike Trail Extension PSI\Figures\Mattoon_Bike_Trail_Soils.mxd



0 100 200
Feet

N W E S

Aerial Source: ESRI Online World Imagery

Legend

- Mattoon Project Corridor
- Construction Worker Caution

Huff & Huff, Inc.

Figure 4-2
Construction Worker Caution Area Map
Mattoon Bike Trail PSI
Mattoon, Coles County, IL

Attachment 12
PSI

J:\81.0220535.03 Mattoon Bike Trail Extension PSI\Figures\Mattoon_Bike_Trail_SLM.mxd

7.0 ENDORSEMENTS

The scope and depth of this study are consistent with those proposed and accepted by Gewalt Hamilton Associates, Inc. The field observations and results reported herein are considered sufficient in detail and scope to form an informed and professional opinion as to the obvious potential environmental hazards along the Project Corridor. This assessment is complete and is believed to be accurate. Huff & Huff, Inc. cannot guarantee or warrant that the information provided is fully representative of all conditions across the entire Project Corridor.

Author: Adam H. Kittler, Geologist — Date **February 18, 2019**

Consultant Reviewer: Linda Hutchins, Senior Project Manager, CFM — Date **February 18, 2019**

Principal: Jeremy J. Reynolds, P.G., State of Illinois License # 196-001170 — Date 02/18/19 **February 18, 2019**

6.0 INFORMATION SOURCES

Maps

" City of Mattoon Zoning Map" Map. City of Mattoon, Web. July. 2018.

"City of Charleston Zoning Map" Map. City of Charleston, Web. July. 2018.

"Flood Insurance Rate Map, Coles County, Illinois." *Federal Emergency Management Agency*. Sept. 2013. *Illinoisfloodmaps.org*. Web. July. 2018.

How's My Waterway. Illinois Environmental Protection Agency, Web. July. 2018.

"Karst Landscapes of Illinois: Dissolving Bedrock and Collapsing Soil." *Illinois State Geological Survey*. Web. July. 2018.

"National Wetlands Inventory Mapper." National Wetlands Inventory, Web. July. 2018. <http://www.fws.gov/wetlands/Data/Mapper.html>.

U.S. Department of Agriculture Soil Conservation Service, 2006, *Soil Survey of Coles County, Illinois.*

United States Geological Survey (U.S.G.S) 7.5 Minute Series Topographic Map, Mattoon East, Illinois Quadrangle

United States Geological Survey (U.S.G.S) 7.5 Minute Series Topographic Map, Charleston South, Illinois Quadrangle

United States Geological Survey (U.S.G.S) 7.5 Minute Series Topographic Map, Toledo, Illinois Quadrangle

United States Geological Survey (U.S.G.S) 7.5 Minute Series Topographic Map, Mattoon, Illinois Quadrangle

*Information Sources for all remaining maps are noted on Figures

Bibliography

Berg, R.C.; J.P. Kempton; and K. Cartwright, 1984, *"Potential for Contamination of Shallow Aquifers in Illinois"*, Illinois State Geological Survey Circular.

Clean Construction or Demolition Debris Fill Operations (CCDD) and Uncontaminated Soil Fill Operations: Amendments to 35 Illinois Administrative Code 1100. Final Statute. August 27, 2012.

Erdmann, A.L., D.J. Adomaitis, P.L. Bannon-Nilles, G.A. Kientop, and D.R. Schmidt. 2012. A Manual for Conducting Preliminary Environmental Site Assessments for Illinois Department of Transportation Infrastructure projects. Illinois State Geological Survey Open Files Series 2012-1.

"IEPA Document Explorer." IEPA. Illinois Environment Protection Agency, Web. June. 2018. http://external.epa.illinois.gov/DocumentExplorer

"LUST Incident Tracking Database." *EPA*. Environmental Protection Agency, Web. July. 2018.

"Multisystem Search." *EPA*. Environmental Protection Agency, Web. July. 2018.

Public Act 96-1416

The Illinois Department of Transportation's (IDOTs) Bureau of Design and Environment (BDE) Manual, Chapter 27, Section 27-3 - *Special Waste Procedures*. June 2012.

"Search for Hazardous Materials Incident Reports." *IEMA*. Illinois emergency Management Agency, Web. July 2018.

United States. ASTM International. Standard Practice for Environmental Site Assessments: Phase I Environmental Site Assessment Process. Designation: E1527-13. Print.

MATTOON

MATTOON, ILLINOIS: *Working Together to Build the Future*

March 21, 2019

IDOT - District 7
Attn: Tom Kreke - Local Roads
400 West Wabash
Effingham, IL 62401-2699

RE: PSI Response
Mattoon-Charleston Bike Trail Expansion Project
City of Charleston Section #16-00112-00-BT

The Preliminary Site Investigation for the project is complete. An abbreviated version is attached. The full report is available at http://mattoon.illinois.gov/pwfileshare.

The PSI was completed by Huff & Huff, Incorporated. 47 soil samples were collected along the trail alignment from Mattoon to Charleston. All 47 samples had test results above the Maximum Allowable Concentration limits. The primary contaminants were SVOC's and Arsenic. The source of the contamination is presumed to be former railroad operation due to the presence of contaminants thru-out the entire length of the project.

The project includes 3 basic types of construction improvements:

New Bike Trail Construction – From 16th Street to 10th Street in Mattoon.
Resurfacing of the Aggregate Portions of the Existing Trail – From Logan Street in Mattoon to 'E' Street in Charleston.
Striping and Signage Only – This occurs on the paved portion of the existing trail, and on 6th & 7th Streets in Charleston.

We have altered the design to reduce the impacts of the contaminated soil to the extent possible, and to properly manage the material where it can not be avoided.

New Trail Construction

19 of the 33 soil samples in the area of new trail construction require the disposal of excavated material as Non-Special Waste. The remaining sample results indicate material that could be managed as fill on-site, and/or disposal as Clean Construction Debris (under varying conditions). However, there is no clear pattern for the boundaries between those areas. It is presumed that there are pockets of soil within all areas that are likely to require disposal as Non-Special Waste during construction.

Mayor
Tim Gover

Mattoon City Hall
208 N. 19th Street
Mattoon, Illinois 61938
Mayor: 217-234-4633
City Clerk: 217-235-5654
Fax: 217-258-6435

Commissioners
Dave Cox
Sandy Graven
Rick Hall
Preston Owen

New Trail Construction (cont.)
We have elected to dispose of all excavated soil as Non-Special Waste. We have incorporated the appropriate pay items from Specification Section 669, and the current BDE Special Provision for Removal and Disposal of Regulated Substances.

The pay items and quantities are:

66900200 Non-Special Waste Disposal 1,068 cuyd.
66900530 Soil Disposal Analysis 7 each
66901001 Regulated Substances Pre-Construction Plan 1 Lump Sum
66901002 On-Site Monitoring of Regulated Substances 65 Cal Days
66901003 Regulated Substances Final Construction Report 1 Lump Sum

Revised Plan Sheets for the New Trail Construction are attached.

Resurfacing of the Aggregate Portions of the Existing Trail (Rural Resurfacing)
The only excavation associated with this portion of the work occurred at the reconstruction of the bike trail radii/returns at the sideroad crossings. Each intersection has been redesigned to eliminate all excavation, and the need for Disposal of Regulated Substances.

The Special Provisions have been revised to indicate that all excavation in these areas would require Non-Special Waste Disposal should any excavation be added during construction.

Revised Intersection Details for the Rural Resurfacing are attached.

Striping and Signage
There is no excavation proposed in these areas. The Special Provisions have been revised to require that all sign posts be installed by driving in lieu of direct burial.

The Special Provisions also indicate that all excavation in these areas would require Non-Special Waste Disposal should any excavation be added during construction.

Please contact me at 217-549-0939, or barberd@mattoonillinois.org, if you have any questions.

Sincerely,

Dean Barber
Public Works Director

Illinois Department of Transportation

Memorandum

To:	Greg S. Lupton	Attn: Greg S. Lupton
From:	Jack A. Elston	By: Thomas C. Brooks
Subject:	Natural Resources Review	
Date:	April 17, 2019	

EIU Connect Bike Trail
T 12N, R 8E, Section 11
Coles County
Sequence # 21733

The proposed project is part of the Illinois Transportation Enhancement Program and is located on abandoned railroad right of way which is an existing bike path, the Lincoln Prairie Grass Trail. The total length of the project is 12 miles. The project begins on Broadway Street at the Amtrak Depot in Mattoon and extends along the bike path to the Eastern Illinois University (EIU) campus in Charleston. The project consists of bike trail resurfacing and signing improvements, regrading, wetting and recompacting the existing aggregate surface. There will be new construction between 10th, 11th and 12th Streets in Mattoon within existing City right of way to connect the train station and YMCA to the existing trail. The project also consists of herbicide application to prevent vegetation from growing through the Hot Mix Asphalt as well as connecting the trail in Charleston to EIU via marked bike lanes on 6th & 7th Streets. An Environmental Survey Request will be required for any future trail improvement projects.

There will be no right of way acquisition. There will be no in stream work and no tree removal required to complete the project. Land cover is a combination of rural, old field rail corridor and residential.

Review for Illinois Endangered Species Protection and Illinois Natural Areas Preservation – Part 1075

The Illinois Natural Heritage Database contains no records for dedicated Illinois Nature Preserves, or registered Land and Water Reserves in the vicinity of the project location. The Illinois Natural Heritage Database contains records for State-listed threatened or endangered species, Illinois Natural Area Inventory sites, and the IDOT Roadside Prairie Inventory within the vicinity of the project. There are records from 2009 for the state listed Barn owl 0.61 miles west of the project in Mattoon. There will be no tree or structure removal, therefore, there will be no adverse impact to this species.

The project crosses Riley Creek Illinois Natural Area Inventory Site listed as such because it contains records and suitable habitat for the state listed Eastern sand darter. There will be no in stream work associated with this project and there will be no adverse impact to Riley Creek or the Eastern sand darter.

A perimeter erosion barrier shall be placed starting at Station Number 433+00 and ending at Station Number 440+00 in accordance with Article 280.04 (b) of IDOT's Standard Specifications for Road and Bridge Construction in order to keep any sediment and pollutants from entering the stream.

The IDOT Roadside Prairie Inventory shows that remnant prairie exists project limits along the rail corridor from Station Number 180+00 to Station Number 265+00. Per the plan sheets, the scope of work on this portion of the bike trail consists of regrading, wetting and recompacting the existing aggregate surface and herbicide application to prevent vegetation growth through the hot mix asphalt overlay. **The shapefiles for the portion of roadside prairie occurring within the project limits are saved to the project folder. Adverse impacts to prairie shall be avoided through implementation of the following commitments:**

- **There shall be no stockpiling or equipment staging, trampling, etc. and herbicide drift shall be avoided.**
- **Any disturbed areas along the entire length of the project shall be re-seeded with IDOT's Class 4 and 5 A mixes as they contain native grass and forb mixtures.**

Therefore, consultation under Part 1075 is terminated.

This review for compliance with 17 Ill. Adm. Code Part 1075 is valid for two years unless new information becomes available that was not previously considered; the proposed improvement is modified; or additional species, essential habitat, or Natural Areas are identified in the vicinity. If the proposed improvement has not been implemented within two years of the date of this memorandum, or any of the above listed conditions develop, a new review will be necessary.

Review for Illinois Interagency Wetland Policy Act – Part 1090

The National Wetlands Inventory, Ducks Unlimited Wetlands Inventory, ground level and aerial photos, plan sheets, USDA soil maps, and topographic quadrangle maps were examined. There are no inventoried wetlands shown in the project vicinity. The project will stay within existing right of way. Soils are mapped as a mixture of non -hydric Fincastle, Xenia, Raub, Senachwine, Wingate, and hydric Drummer silty Clay loams.

Therefore, the wetland review under Part 1090 is terminated.

Review for Endangered Species Act - Section 7

The proposed improvement was reviewed in fulfillment of our obligation under Section 7(a)2 of the Endangered Species Act. Our review included use of the US Fish and Wildlife Service's (USFWS) Information for Planning and Conservation (IPaC) web-based review tool. Through IPaC, an official species list was received and is saved to the project folder. The list contains the endangered, threatened, proposed and candidate species and proposed and designated critical habitat that may be present within or in the vicinity of the proposed improvement. The following species are listed: Indiana bat (Ibat), Northern long-eared bat (NLEB), Snuffbox mussel, and the Eastern prairie fringed orchid. No proposed or designated critical habitat is listed in Coles County. Under 50 CFR 402.12(e), **the accuracy of the species list is limited to 90 days.**

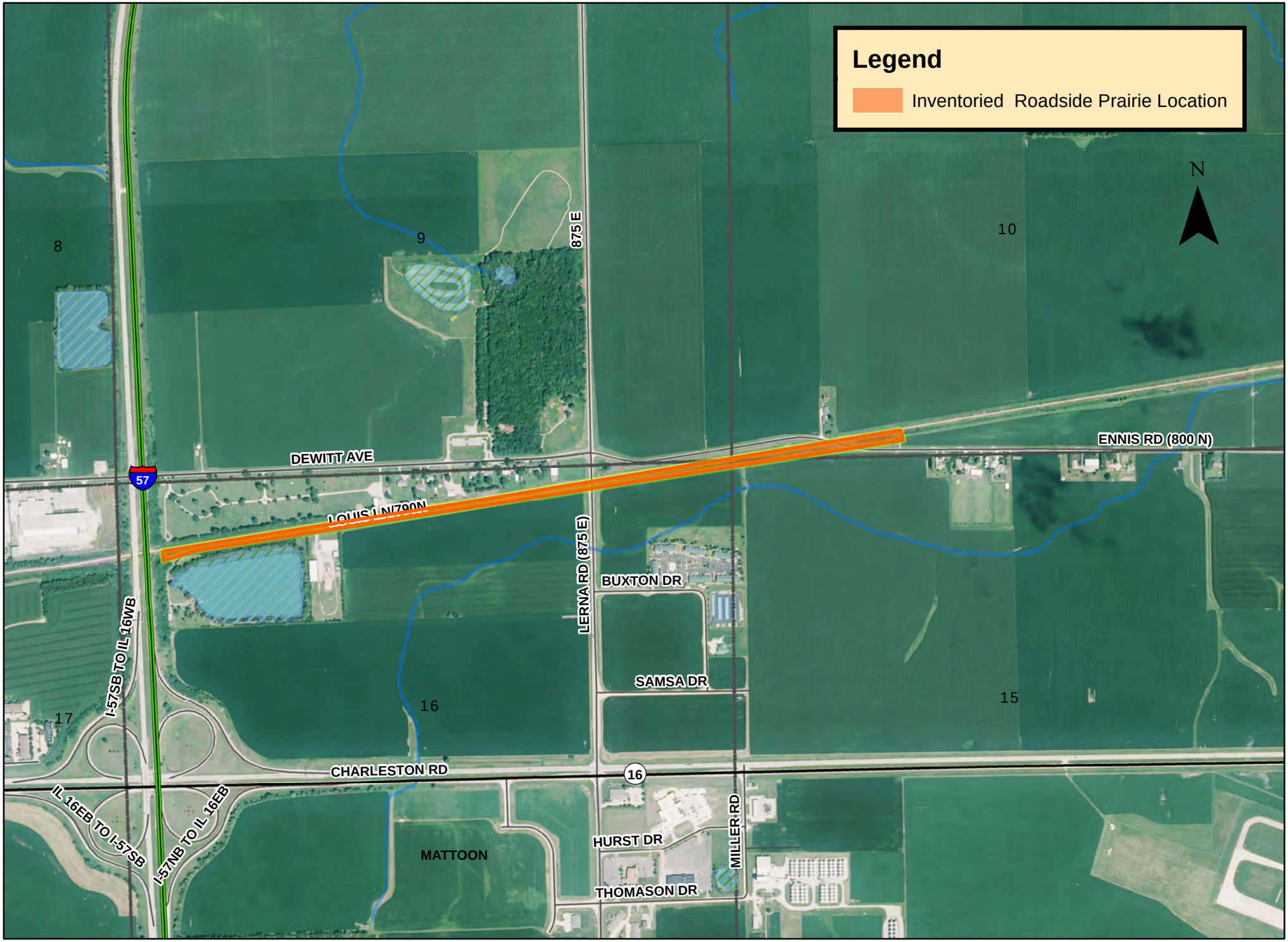
Within IPaC there is a Determination Key for the NLEB and Ibat. We used the key to determine applicability of the project with the USFWS revised programmatic biological opinion for transportation projects dated 12-15-2016 and to assess what effect the project would have on NLEB or Ibat. We completed an IPaC qualification interview and determined that **the project is within the scope of the programmatic biological opinion and will have no effect on the NLEB or Ibat.**

This determination is based on the scope of work which does not include bridge or structure work or tree removal.

We cross-referenced the preferred habitat of each of the remaining listed species with our knowledge of the project area and determined that the proposed improvement will have no effect on those species.

Should the proposed improvement be modified or new information indicate listed or proposed species may be affected, consultation or additional coordination should be initiated.

KCB


Legend
Inventoried Roadside Prairie Location
N
8
9
10
17
16
15
875 E
DEWITT AVE
57
LOUIS LN/790N
ENNIS RD (800 N)
LERNA RD (875 E)
BUXTON DR
SAMSA DR
I-57SB TO IL 16WB
CHARLESTON RD
16
IL 16EB TO I-57SB
I-57NB TO IL 16EB
MATTOON
HURST DR
MILLER RD
THOMASON DR

Transportation Review for Ecological Compliance: Report of Possible Resource Conflicts

Sequence #: 21733 ITEP 1

Bike Trail Improvements
Mattoon to Charleston

Resource in Vicinity of Project Polygon

*T&E

INAI & NP w/in 1 mile

*none found

No Resource Found

*INAI

*Nature Preserve

*Ducks Unlimited Wetlands

*INHS Wetland

*National Wetlands Inventory

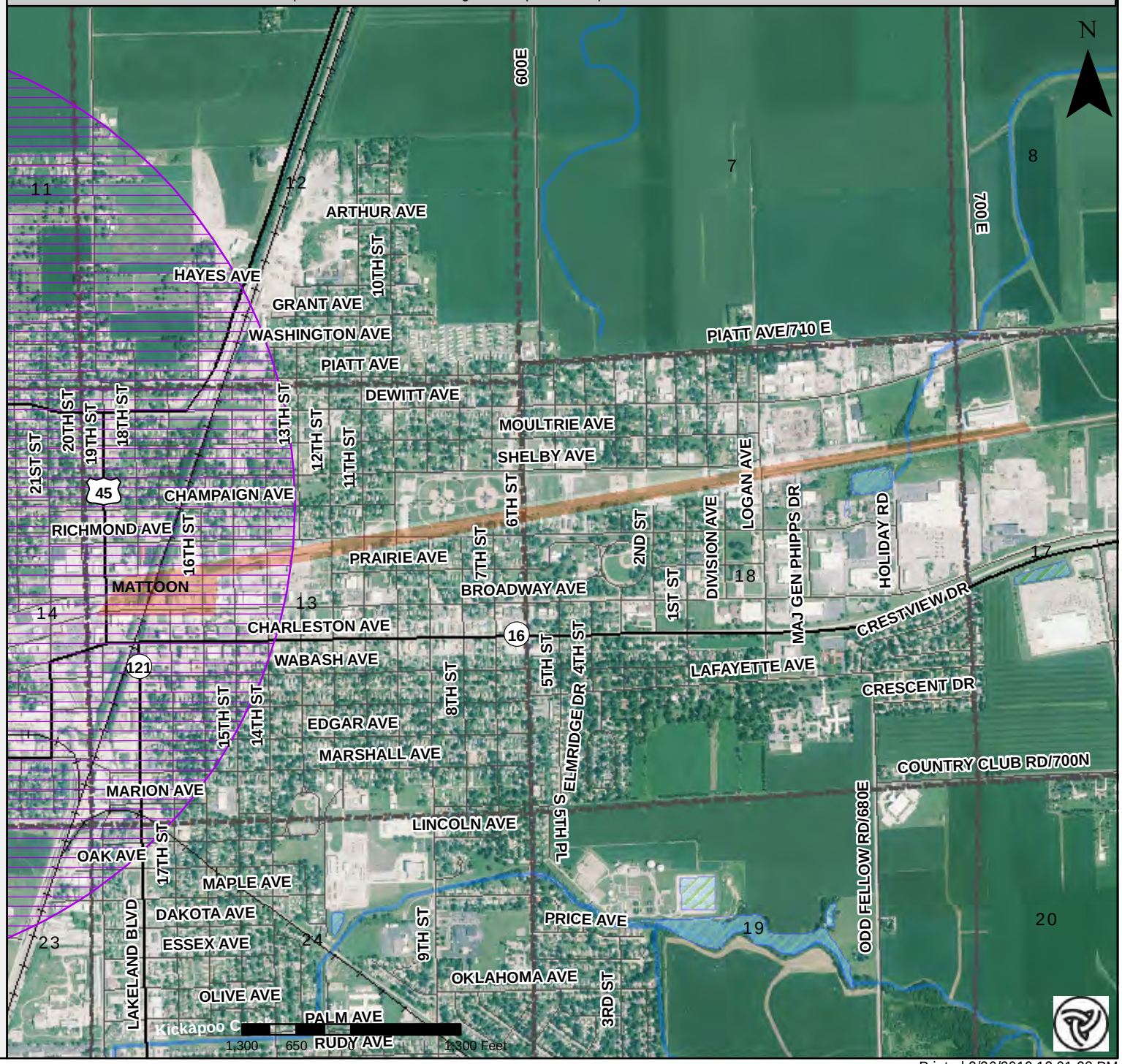
*Roadside Prairie Inventory

County: COLES

Section(PLSS): 3 12N8E17

Area: -0.10381 sq. miles = -66.43773 acres

Report created by Kim Kessinger



Threatened & Endangered Species (T&E)

Nature Preserve (NP)

Illinois Natural Areas Inventory (INAI)

Wetlands

INHS Wetland

Roadside Prairie Inventory

ILLINOIS DEPARTMENT OF NATURAL RESOURCES

Include as additional documentation with permit applications (USACE).

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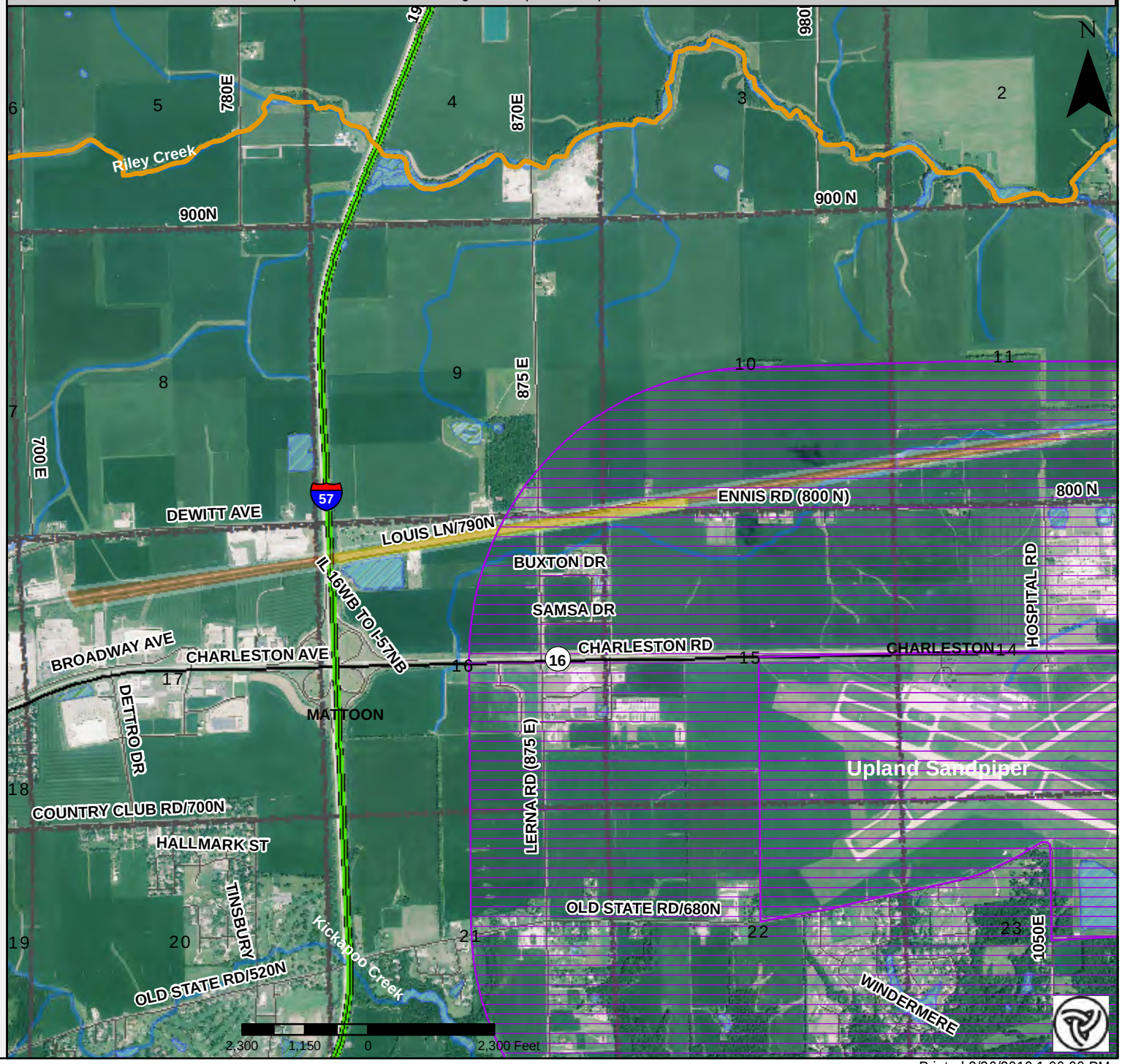
Transportation Review for Ecological Compliance: Report of Possible Resource Conflicts

Sequence #: 21733 ITEP 2

Bike Trail
Mattoon to Charleston
Resource in Vicinity of Project Polygon
*T&E
*Ducks Unlimited Wetlands
*Roadside Prairie Inventory
INAI & NP w/in 1 mile
*INAI

No Resource Found
*Nature Preserve
*INHS Wetland
*National Wetlands Inventory

County: COLES
Section(PLSS): 3 12N8E11
Area: -0.18099 sq. miles = -115.83045 acres
Report created by Kim Kessinger



Threatened & Endangered Species (T&E)
Nature Preserve (NP)
Illinois Natural Areas Inventory (INAI)
Wetlands
INHS Wetland
Roadside Prairie Inventory

ILLINOIS DEPARTMENT OF NATURAL RESOURCES

Include as additional documentation with permit applications (USACE).

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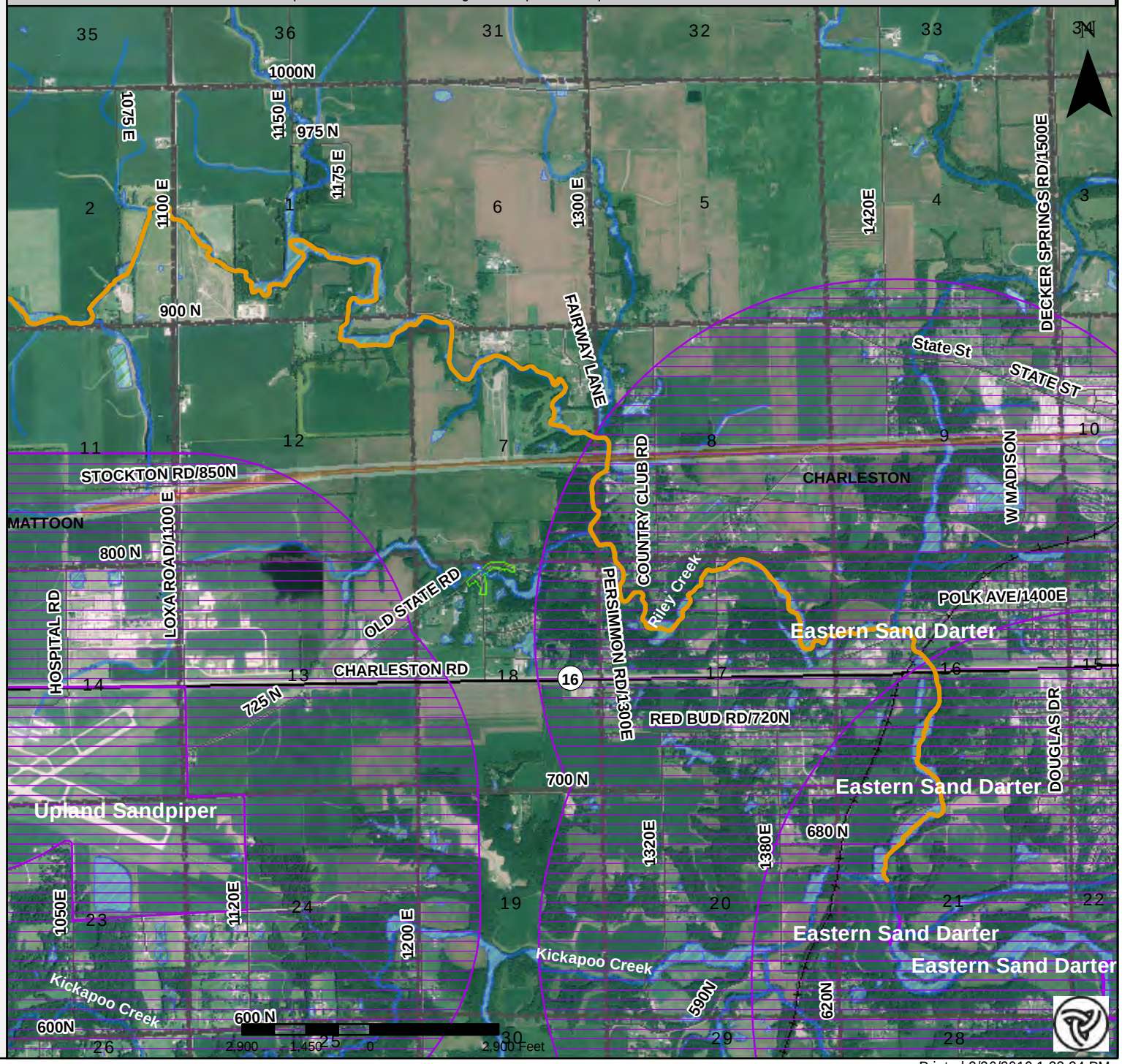
Transportation Review for Ecological Compliance: Report of Possible Resource Conflicts

Sequence #: 21733 ITEP 3

Bike Trail
Mattoon to Charleston
Resource in Vicinity of Project Polygon
*INAI
*T&E
*Ducks Unlimited Wetlands
*National Wetlands Inventory
INAI & NP w/in 1 mile
*none found

No Resource Found
*Nature Preserve
*INHS Wetland
*Roadside Prairie Inventory

County: COLES
Section(PLSS): 3 12N9E10
Area: -0.21567 sq. miles = -138.03179 acres
Report created by Kim Kessinger



Threatened & Endangered Species (T&E)
Nature Preserve (NP)
Illinois Natural Areas Inventory (INAI)
Wetlands
INHS Wetland
Roadside Prairie Inventory

ILLINOIS DEPARTMENT OF NATURAL RESOURCES

Include as additional documentation with permit applications (USACE).

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Transportation Review for Ecological Compliance: Report of Possible Resource Conflicts

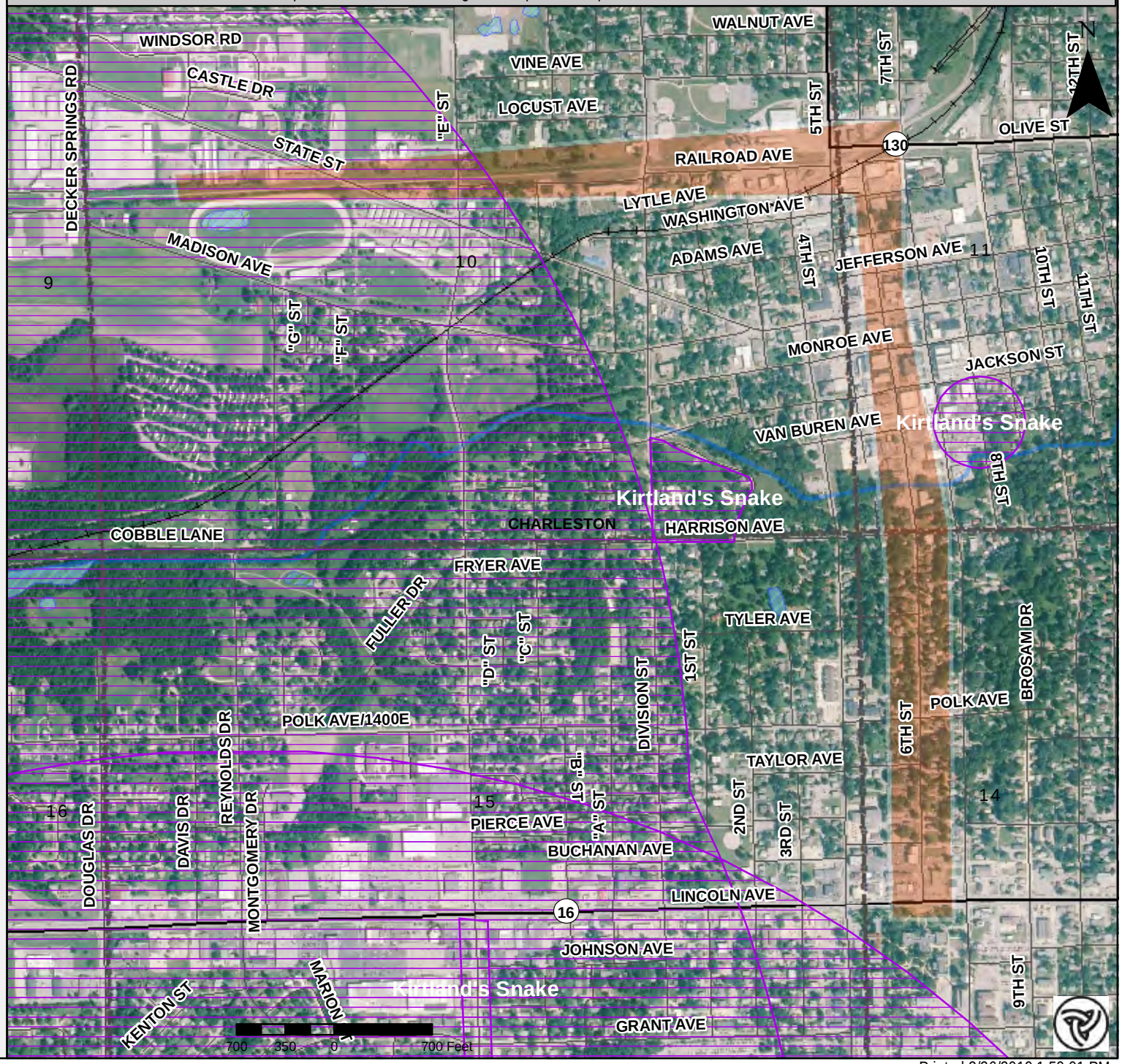
Sequence #: 21733 ITEP 4

Bike Trail
Mattoon Charleston
Resource in Vicinity of Project Polygon
*T&E
INAI & NP w/in 1 mile
*none found

No Resource Found
*INAI
*Nature Preserve
*Ducks Unlimited Wetlands
*INHS Wetland
*National Wetlands Inventory
*Roadside Prairie Inventory

County: COLES
Section(PLSS): 3 12N9E11
Area: -0.15015 sq. miles = -96.09721 acres
Report created by Kim Kessinger

Threatened & Endangered Species (T&E)
Nature Preserve (NP)
Illinois Natural Areas Inventory (INAI)
Wetlands
INHS Wetland
Roadside Prairie Inventory



Include as additional documentation with permit applications (USACE).

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United States Department of the Interior

FISH AND WILDLIFE SERVICE
Illinois-Iowa Ecological Services Field Office
Illinois & Iowa Ecological Services Field Office
1511 47th Ave
Moline, IL 61265-7022
Phone: (309) 757-5800 Fax: (309) 757-5807

In Reply Refer To: March 01, 2019
Consultation Code: 03E18000-2019-SLI-0607
Event Code: 03E18000-2019-E-01387
Project Name: IDOT Project 21733 EIU Connect Lincoln Prairie Grass Trail

Subject: List of threatened and endangered species that may occur in your proposed project location, and/or may be affected by your proposed project

To Whom It May Concern:

The attached species list identifies any federally threatened, endangered, proposed and candidate species that may occur within the boundary of your proposed project or may be affected by your proposed project. The list also includes designated critical habitat if present within your proposed project area or affected by your project. This list is provided to you as the initial step of the consultation process required under section 7(c) of the Endangered Species Act, also referred to as Section 7 Consultation.

Section 7 of the Endangered Species Act of 1973 requires that actions authorized, funded, or carried out by Federal agencies not jeopardize federally threatened or endangered species or adversely modify designated critical habitat. To fulfill this mandate, Federal agencies (or their designated non-federal representative) must consult with the Service if they determine their project “may affect” listed species or critical habitat.

Under 50 CFR 402.12(e) (the regulations that implement Section 7 of the Endangered Species Act) the accuracy of this species list should be verified after 90 days. This verification can be completed formally or informally. You may verify the list by visiting the ECOS-IPaC website http://ecos.fws.gov/ipac/ at regular intervals during project planning and implementation and completing the same process you used to receive the attached list. As an alternative, you may contact this Ecological Services Field Office for updates.

Please use the species list provided and visit the U.S. Fish and Wildlife Service's Region 3 Section 7 Technical Assistance website at - http://www.fws.gov/midwest/endangered/section7/s7process/index.html. This website contains step-by-step instructions which will help you

determine if your project will have an adverse effect on listed species and will help lead you through the Section 7 process.

For all wind energy projects, please contact this field office directly for assistance, even if no federally listed plants, animals or critical habitat are present within your proposed project or may be affected by your proposed project.

Although no longer protected under the Endangered Species Act, be aware that bald eagles are protected under the Bald and Golden Eagle Protection Act (16 U.S.C. 668 et seq.) and Migratory Bird Treaty Act (16 U.S.C. 703 et seq), as are golden eagles. Projects affecting these species may require measures to avoid harming eagles or may require a permit. If your project is near an eagle nest or winter roost area, see our Eagle Permits website at http://www.fws.gov/midwest/midwestbird/EaglePermits/index.html to help you determine if you can avoid impacting eagles or if a permit may be necessary.

We appreciate your concern for threatened and endangered species. Please include the Consultation Tracking Number in the header of this letter with any request for consultation or correspondence about your project that you submit to our office.

Attachment(s):

- Official Species List
- USFWS National Wildlife Refuges and Fish Hatcheries
- Wetlands

Official Species List

This list is provided pursuant to Section 7 of the Endangered Species Act, and fulfills the requirement for Federal agencies to "request of the Secretary of the Interior information whether any species which is listed or proposed to be listed may be present in the area of a proposed action".

This species list is provided by:

Illinois-Iowa Ecological Services Field Office
Illinois & Iowa Ecological Services Field Office
1511 47th Ave
Moline, IL 61265-7022
(309) 757-5800

This project's location is within the jurisdiction of multiple offices. Expect additional species list documents from the following office, and expect that the species and critical habitats in each document reflect only those that fall in the office's jurisdiction:

Southern Illinois Sub-Office
Marion Illinois Sub-office
8588 Route 148
Marion, IL 62959-5822
(618) 997-3344

Project Summary

Consultation Code: 03E18000-2019-SLI-0607

Event Code: 03E18000-2019-E-01387

Project Name: IDOT Project 21733 EIU Connect Lincoln Prairie Grass Trail

Project Type: TRANSPORTATION

Project Description: The proposed project is part of the Illinois Transportation Enhancement Program. The project consists of bike trail resurfacing improvements on abandoned railroad right of way beginning at the Amtrak Depot in Mattoon to the Eastern Illinois University (EIU) campus in Charleston. The total length of the project is 12 miles. The project starts on Broadway Street in Mattoon and then extends the abandoned railroad corridor which is an existing bike path. The aggregate surface preparation consists of regrading wetting and recompacting the existing aggregate surface. The project also includes herbicide application to prevent vegetation from growing through the Hot Mix Asphalt. The project also includes connecting the trail in Charleston to EIU via marked bike lanes on 6th & 7th Streets. An Environmental Survey Request will be required for any future projects.

There will be no right of way acquisition. There will be no in stream work and no tree removal required to complete the project. Land cover is a combination of rural, old field rail corridor and residential.

Project Location:

Approximate location of the project can be viewed in Google Maps: https://www.google.com/maps/place/39.490329955535486N88.32613022598093W

Counties: Coles, IL

Endangered Species Act Species

There is a total of 3 threatened, endangered, or candidate species on this species list.

Species on this list should be considered in an effects analysis for your project and could include species that exist in another geographic area. For example, certain fish may appear on the species list because a project could affect downstream species.

IPaC does not display listed species or critical habitats under the sole jurisdiction of NOAA Fisheries[1], as USFWS does not have the authority to speak on behalf of NOAA and the Department of Commerce.

See the "Critical habitats" section below for those critical habitats that lie wholly or partially within your project area under this office's jurisdiction. Please contact the designated FWS office if you have questions.

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1. NOAA Fisheries, also known as the National Marine Fisheries Service (NMFS), is an office of the National Oceanic and Atmospheric Administration within the Department of Commerce.

Mammals

NAME	STATUS
Indiana Bat *Myotis sodalis* There is **final** critical habitat for this species. Your location is outside the critical habitat. Species profile: https://ecos.fws.gov/ecp/species/5949	Endangered
Northern Long-eared Bat *Myotis septentrionalis* No critical habitat has been designated for this species. Species profile: https://ecos.fws.gov/ecp/species/9045	Threatened

Flowering Plants

NAME	STATUS
Eastern Prairie Fringed Orchid *Platanthera leucophaea* No critical habitat has been designated for this species. Species profile: https://ecos.fws.gov/ecp/species/601	Threatened

Critical habitats

THERE ARE NO CRITICAL HABITATS WITHIN YOUR PROJECT AREA UNDER THIS OFFICE'S JURISDICTION.

USFWS National Wildlife Refuge Lands And Fish Hatcheries

Any activity proposed on lands managed by the National Wildlife Refuge system must undergo a 'Compatibility Determination' conducted by the Refuge. Please contact the individual Refuges to discuss any questions or concerns.

THERE ARE NO REFUGE LANDS OR FISH HATCHERIES WITHIN YOUR PROJECT AREA.

Wetlands

Impacts to NWI wetlands and other aquatic habitats may be subject to regulation under Section 404 of the Clean Water Act, or other State/Federal statutes.

For more information please contact the Regulatory Program of the local U.S. Army Corps of Engineers District.

Please note that the NWI data being shown may be out of date. We are currently working to update our NWI data set. We recommend you verify these results with a site visit to determine the actual extent of wetlands on site.

FRESHWATER EMERGENT WETLAND

- PEM1A

FRESHWATER FORESTED/SHRUB WETLAND

- PFO1A

FRESHWATER POND

- PUBGh
- PUBGx

RIVERINE

- R4SBC
- R5UBH
- R2UBH

United States Department of the Interior

FISH AND WILDLIFE SERVICE
Assistant Director-Ecological Services
1849 C Street Nw
Room 3345
Washington, DC 20240-0001
Phone: (202) 208-4646 Fax: (202) 208-5618

IPaC Record Locator: 130-15617075 March 05, 2019

Subject: Consistency letter for the 'IDOT Project 21733 EIU Connect Lincoln Prairie Grass Trail' project (TAILS 03E18000-2019-R-0607, 03E18100-2019-R-0228) under the revised February 5, 2018, FHWA, FRA, FTA Programmatic Biological Opinion for Transportation Projects within the Range of the Indiana Bat and Northern Long-eared Bat.

To whom it may concern:

The U.S. Fish and Wildlife Service (Service) has received your request dated to verify that the **IDOT Project 21733 EIU Connect Lincoln Prairie Grass Trail** (Proposed Action) may rely on the revised February 5, 2018, FHWA, FRA, FTA Programmatic Biological Opinion for Transportation Projects within the Range of the Indiana Bat and Northern Long-eared Bat (PBO) to satisfy requirements under Section 7(a)(2) of the Endangered Species Act of 1973 (ESA) (87 Stat.884, as amended; 16 U.S.C. 1531 *et seq.*).

Based on the information you provided (Project Description shown below), you have determined that the Proposed Action will have no effect on the endangered Indiana bat (*Myotis sodalis*) or the threatened Northern long-eared bat (*Myotis septentrionalis*). If the Proposed Action is not modified, **no consultation is required for these two species.**

For Proposed Actions that include bridge/structure removal, replacement, and/or maintenance activities: If your initial bridge/structure assessments failed to detect Indiana bats, but you later detect bats during construction, please submit the Post Assessment Discovery of Bats at Bridge/Structure Form (User Guide Appendix E) to this Service Office. In these instances, potential incidental take of Indiana bats may be exempted provided that the take is reported to the Service.

If the Proposed Action may affect any other federally-listed or proposed species and/or designated critical habitat, additional consultation between the lead Federal action agency and this Service Office is required. If the proposed action has the potential to take bald or golden eagles, additional coordination with the Service under the Bald and Golden Eagle Protection Act

may also be required. In either of these circumstances, please advise the lead Federal action agency for the Proposed Action accordingly.

The following species may occur in your project area and **are not** covered by this determination:

- Eastern Prairie Fringed Orchid, *Platanthera leucophaea* (Threatened)
- Snuffbox Mussel, *Epioblasma triquetra* (Endangered)

Project Description

The following project name and description was collected in IPaC as part of the endangered species review process.

Name

IDOT Project 21733 EIU Connect Lincoln Prairie Grass Trail

Description

The proposed project is part of the Illinois Transportation Enhancement Program. The project consists of bike trail resurfacing improvements on abandoned railroad right of way beginning at the Amtrak Depot in Mattoon to the Eastern Illinois University (EIU) campus in Charleston. The total length of the project is 12 miles. The project starts on Broadway Street in Mattoon and then extends the abandoned railroad corridor which is an existing bike path. The aggregate surface preparation consists of regrading wetting and recompacting the existing aggregate surface. The project also includes herbicide application to prevent vegetation from growing through the Hot Mix Asphalt. The project also includes connecting the trail in Charleston to EIU via marked bike lanes on 6th & 7th Streets. An Environmental Survey Request will be required for any future projects.

There will be no right of way acquisition. There will be no in stream work and no tree removal required to complete the project. Land cover is a combination of rural, old field rail corridor and residential.

Determination Key Result

Based on the information you provided, you have determined that the Proposed Action will have no effect on the endangered Indiana bat and/or the threatened Northern long-eared bat. Therefore, no consultation with the U.S. Fish and Wildlife Service pursuant to Section 7(a)(2) of the Endangered Species Act of 1973 (ESA) (87 Stat. 884, as amended 16 U.S.C. 1531 *et seq.*) is required for these two species.

Qualification Interview

1. Is the project within the range of the Indiana bat[1]?

   [1] See Indiana bat species profile

   Automatically answered
   Yes

2. Is the project within the range of the Northern long-eared bat[1]?

   [1] See Northern long-eared bat species profile

   Automatically answered
   Yes

3. Which Federal Agency is the lead for the action?

   A) Federal Highway Administration (FHWA)

4. Are *all* project activities limited to non-construction[1] activities only? (examples of non-construction activities include: bridge/abandoned structure assessments, surveys, planning and technical studies, property inspections, and property sales)

   [1] Construction refers to activities involving ground disturbance, percussive noise, and/or lighting.

   No

5. Does the project include *any* activities that are **greater than** 300 feet from existing road/rail surfaces[1]?

   [1] Road surface is defined as the actively used [e.g. motorized vehicles] driving surface and shoulders [may be pavement, gravel, etc.] and rail surface is defined as the edge of the actively used rail ballast.

   No

6. Does the project include *any* activities **within** 0.5 miles of a known Indiana bat and/or NLEB hibernaculum[1]?

   [1] For the purpose of this consultation, a hibernaculum is a site, most often a cave or mine, where bats hibernate during the winter (see suitable habitat), but could also include bridges and structures if bats are found to be hibernating there during the winter.

   No

7. Is the project located **within** a karst area?

   No

8. Is there *any* suitable[1] summer habitat for Indiana Bat or NLEB **within** the project action area[2]? (includes any trees suitable for maternity, roosting, foraging, or travelling habitat)

   [1] See the Service's summer survey guidance for our current definitions of suitable habitat.

   [2] The action area is defined as all areas to be affected directly or indirectly by the Federal action and not merely the immediate area involved in the action (50 CFR Section 402.02). Further clarification is provided by the national consultation FAQs.

   No

9. Does the project include maintenance of the surrounding landscape at existing facilities (e.g., rest areas, stormwater detention basins)?

   No

10. Does the project include wetland or stream protection activities associated with compensatory wetland mitigation?

    No

11. Does the project include slash pile burning?

    No

12. Does the project include *any* bridge removal, replacement, and/or maintenance activities (e.g., any bridge repair, retrofit, maintenance, and/or rehabilitation work)?

    No

13. Does the project include the removal, replacement, and/or maintenance of *any* structure other than a bridge? (e.g., rest areas, offices, sheds, outbuildings, barns, parking garages, etc.)

    No

14. Will the project involve the use of **temporary** lighting *during* the active season?

    No

15. Will the project install new or replace existing **permanent** lighting?

    No

16. Are *all* project activities that are **not associated with** habitat removal, tree removal/ trimming, bridge and/or structure activities, temporary or permanent lighting, or use of percussives, limited to actions that DO NOT cause any additional stressors to the bat species?

    Examples: lining roadways, unlighted signage , rail road crossing signals, signal lighting, and minor road repair such as asphalt fill of potholes, etc.

    Yes

17. Will the project raise the road profile **above the tree canopy**?

    No

18. Is the location of this project consistent with a No Effect determination in this key?

    Automatically answered

    Yes, because the project action area not within suitable Indiana bat and/or NLEB summer habitat and is outside of 0.5 miles of a hibernaculum.

Determination Key Description: FHWA, FRA, FTA Programmatic Consultation For Transportation Projects Affecting NLEB Or Indiana Bat

This key was last updated in IPaC on March 16, 2018. Keys are subject to periodic revision.

This decision key is intended for projects/activities funded or authorized by the Federal Highway Administration (FHWA), Federal Railroad Administration (FRA), and/or Federal Transit Administration (FTA), which require consultation with the U.S. Fish and Wildlife Service (Service) under Section 7 of the Endangered Species Act (ESA) for the endangered **Indiana bat** (*Myotis sodalis*) and the threatened **Northern long-eared bat** (NLEB) (*Myotis septentrionalis*).

This decision key should only be used to verify project applicability with the Service's February 5, 2018, FHWA, FRA, FTA Programmatic Biological Opinion for Transportation Projects. The programmatic biological opinion covers limited transportation activities that may affect either bat species, and addresses situations that are both likely and not likely to adversely affect either bat species. This decision key will assist in identifying the effect of a specific project/activity and applicability of the programmatic consultation. The programmatic biological opinion is not intended to cover all types of transportation actions. Activities outside the scope of the programmatic biological opinion, or that may affect ESA-listed species other than the Indiana bat or NLEB, or any designated critical habitat, may require additional ESA Section 7 consultation.

U.S. Fish & Wildlife Service Contact List

Illinois-Iowa Ecological Services Field Office
Illinois & Iowa Ecological Services Field Office
1511 47th Ave
Moline, IL 61265-7022
(309) 757-5800

Southern Illinois Sub-Office
Marion Illinois Sub-office
8588 Route 148
Marion, IL 62959-5822
(618) 997-3344

Attachment 14

Public Information Meeting

City of Mattoon Meeting - April 26, 2016

City of Charleston - May 17, 2016

Property Owner Coordination - Winnett Automotive - 212 N. 15th Street

Property Owner Coordination - Former ILMO Building - 213 N. 14th Street

City of Charleston and City of Mattoon Joint Grant Application

2016 Illinois Transportation Enhancement Program (ITEP) Grant
Reconstruction, Enhancement and Transportation Improvements to the Lincoln Prairie Grass Trail and Related Improvements

ATTACHMENT: Summary of Public Involvement

Public Involvement

Public Meetings

The Cities have conducted Public Meetings for this project in order to show public involvement activities and to demonstrate public awareness and support for the proposed project.

On Friday April 22, 2016 the local *Journal Gazette – Times Courier* newspaper ran an article related to a City press release regarding the project; the purpose of the press release was to give the public notice encouraging input at the Mattoon Public Works Advisor Board meeting that was held on April 26, 2016 (follow up newspaper article dated April 27, 2016 in included).

On Friday May 6, 2016, the Cities ran a "Legal Notice" of a Public Hearing for the proposed project in the *Journal Gazette – Times Courier* for the Public Hearing on Tuesday May 17, 2016. The purpose of the Public Hearing was to offer a project-specific public information meeting to detail the project and to gather public input on the project. 32 local residents signed in during the Public Hearing and they learned about the project with several local residents offering comments in support of the project. A copy of the minutes from the Public Hearing are attached along with the sign-up sheet and picture from the meeting.

On Tuesday, May 17, 2016 the *Journal Gazette – Times Courier* ran an advanced story in the newspaper regarding the upcoming City Council action on the project and the newspaper added City Council follow up articles on Wednesday, May 18, 2016 and Thursday, May 19, 2016.

JOURNAL GAZETTE & TIMES-COURIER
AN EDITION OF THE HERALD & REVIEW

:er in second meeting , SPORTS B1

GUILTY PLEA
A Charleston man who entered a guilty plea on burglary, forgery charges gets probation LOCAL, A3

'ARTLY SUNNY 65 • 42 FORECAST, A4 | FRIDAY, APRIL 22, 2016 | www.jg-tc.com

Officials aim to pave bike trail

Mattoon, Charleston leaders want to expand routes as well

ROB STROUD
rob.stroud@lee.net

MATTOON — An application is in the works for grant funding to pave the gravel portion of the Lincoln Prairie Grass Trail between Charleston and Mattoon.

The two cities plan to submit a joint application for federal funds administered by the Illinois Department of Transportation. The grant would also help pay for extending the trail west to downtown Mattoon and creating routes from the trail to sites in both cities, including Sarah Bush Lincoln Health Center.

Charleston City Planner Steve Pamperin said the improvements to the 20-year-old trail will provide a more "transportation friendly" path for bicyclists and pedestrians from Eastern Illinois University in Charleston to the Amtrak station in downtown Mattoon, and to shopping, health care and other destinations in between.

Please see TRAIL, Page A2

Trail

From A1

"There are a lot of things we will be able to connect by enhancing the trail," Pamperin said.

Mattoon is scheduled to hold a public meeting about this grant application and a related funding application during the Public Works Advisory Board meeting at 5:30 p.m. Tuesday in City Hall, 208 N. 19th St. Charleston will hold a second public meeting at a later date on the grant application for the trail paving project.

Public Works Director Dean Barber of Mattoon said the cities will seek approximately $800,000 in funding from the Illinois Transportation Enhancements Program for the trail paving and other work. He said each city will would provide approximately $100,000 in matching funds for the grant.

Barber said, in a press release, that this grant would pay for placing an asphalt surface on the crushed limestone portion of the trail from Logan Street in Mattoon to E Street in Charleston. This grant-funded project would also extend the west end of the trail in Mattoon from 10th to 16th streets.

"This will connect the trail to the YMCA, downtown Mattoon, the Amtrak train depot, the Greyhound bus station, and Dial-A-Ride (bus stop)," Barber said.

In addition, Barber said this grant would pay for connecting the trail to the Cross County Mall. Plans call for extending a 10-foot-wide asphalt spur from the trail to Richmond Avenue and Holiday Drive on the west side of the mall.

The Transportation Enhancements Program grant would also cover extending bicycle lanes along Loxa Road and County Road 800N to Sarah Bush Lincoln and the LifeSpan Center, and connecting the trail to the Lincoln-Douglas Debate Museum at the Coles County Fairgrounds in Charleston.

Barber said these connections will provide trail users with access to additional parking, restrooms, drinking water, and temperature-controlled areas where they can rest.

In Charleston, the Transportation Enhancements Program grant would also be used to connect the trail to the downtown business district and to Eastern via bike lanes on Sixth and Seventh streets.

"The sum of these improvements would be a direct bicycle route from EIU to the Amtrak train depot in Mattoon," Barber said.

Barber said the long-term expansion of the trail is intended to inter-connect a variety of destinations. He said Mattoon completed a connection to Douglas-Hart Nature Center in 2015. He said Charleston is working on future phases of the trail expansion to connect from Eastern to Lake Charleston and from the lake to Fox Ridge State Park.

Regarding Mattoon's related grant application, Barber said the city plans to seek funding from the U.S. Department of Transportation's Transportation Improvements Generating Economic Recovery program. He said this program focuses on neighborhood revitalization, multi-modal transportation opportunities, and other areas.

Barber said this grant would pay for street resurfacing and sidewalk repairs on Dewitt Avenue from Logan to 14th streets, and on Western Avenue from 21st to 26th streets. This funding also would cover street road resurfacing and bike lane striping on Richmond Avenue from Logan Street to Holiday Drive.

"The work on Richmond Avenue is part of a connection from the existing bike trail to the Cross County Mall," Barber said. "The work also includes widening the existing sidewalk on the east side of Logan Street from Richmond Avenue to the bike trail to establish a 10-foot-wide pedestrian/bicycle shared-used path."

On Tuesday, the Mattoon City Council voted to apply for this federal grant funding for the planned improvements along DeWitt, Western, Richmond and Logan. The council also authorized $150,000 in city matching funds for this $1.4 million project.

Mattoon anticipates that both grant-funded project would occur in 2017 if the grants are approved.

Attachment 14
Public Involvement

Tues April 26th

Steve Pruperin
City of Charleston 520 Jackson Ave Charleston IL

BRENDAN LYNCH CHARLESTON IL RESIDENT

Jared Jamon Charleston IL

GLEN CARTER MATTOON, IL

Pam Carter Mattoon, IL

Angela Burgett
Dean Barber
Debbie Green
} City of Mattoon

Mark Cox
Terry Brotherton
Carolyn Cloyd
Jeff Collins
John Coorington
David Stapleton
Cheryl Sweet
} Public Works Advisory Board

Public Works Advisory Board
April 26, 2016

A meeting of the Public Works Advisory Board was held April 26, 2016 in the Council Chambers City Hall. Chairman Cox called the meeting to order at 5:30 p.m.

Members physically present: Terry Brotherton, Carolyn Cloyd, Jeff Collings, John Covington, Mark Cox, David Stapleton and Cheryl Sweet.

Absent: Dean Coleman, Mike Hamblen, Dan Lawrence and Bill Standerfer.

- Chairman Cox gave a public welcome and turned the meeting over to Dean Barber to discuss/review the Tiger VIII Resurfacing Grant and also the Bike Trail Grant with the General Public.

- Barber –Grants

A couple of Federal Grant opportunities have come up. First one is more street oriented incorporating handicap accessible ramps, bike lanes and sidewalks. Grant is due this Friday. We are going to resurface Dewitt from Logan to 14th, Western Ave from 21st to 26th and Richmond Ave. from Logan to the Mall. This grant gives us a chance to mill off and put on new asphalt.

Federal grants are also available to expand recreation trails into more oriented transportation trails. Douglas Hart has already been connected to the Bike Trail. By incorporating the Cities' Bikeway plan we have come up with ways to connect people more. We are looking at connecting the mall to the bike Trail; redoing Logan and taking the bike traffic down Logan and then east on Richmond to the Mall. People can also go down bike trail to get to the mall.

Mattoon put together an application to the State and the State incurred with us and is writing a letter of support to the US Dept of Transportation. They have 500 million dollars of Funding. Last year they got 1.3 billion in requests. Partial grants cannot be given. The minimum request is 1 million for this grant. We are matching $150k plus doing the designing and construction engineering. Awards expected to be announced this summer. This will start 10/1/16 thru 10/1/1017 with the federal fiscal year.

The ITEP Grant would connect the existing trail to the Depot/Amtrak, Greyhound Bus and Dial-A-Ride. A person could get off the train and connect via the bike trail, getting to hotels, the mall or to Charleston where we will tie into the Lincoln Douglas Debate Museum, then once they get into town, will connect to the University.

On a different group of discussions, a group of people also got together and started funding for additional trail improvements, Lumpkin foundation $10K, SBLHC $10K, Mattoon Community Trust put in $10K, Charleston Charitable put in $10K and City of Charleston put in $10K. A pot of money and they want to bring the trail up to some of the standards that they have seen in other places and to add some amenities.

As we put together a plan of what we want to do, one of the things is extend the bike trail from 10th street to the YMCA at 16th st.

-Discussion was held with the public. Public was very receptive to the plan that the cities have being able to utilized a paved bike trail as transportation, creating a link from one city to another, creating links between employers.

Glen Carter – Residents of Mattoon, avid bike riders, they travel and ride elsewhere due to the condition of our trail basically due to the gravel. Other trails are always busy due to the better condition of the trails. He feels this will be great for Mattoon. Runners are more on Western Ave than on the trails. The trail is great for staying away from dogs/traffic.

Steve Pamperin
We are super thrilled to be working on this with Mattoon. The ITEP grant does not fund maintenance items so we just can't put down more rock. This grant is for new improvement items for transportation.

Over the last couple years we have added 6/7 trails around Lake Charleston and our goal is to connect to Sister City Park and eventually we could connect Lake Mattoon.

The connection from EIU to Amtrak and back has a huge impact value to the region, the students and making connections along the way.

Creating this improvement will create huge benefits to both cities making links along the way drawing people to the community.

Brandon Lynch from Bike n Hike in Charleston.
He is here to encourage us to develop more outdoor recreation. You link municipalities, employers and people. Improving the value makes it less scary with increased usage. You can come from Chicago to Mattoon use restroom, grab a burger, look around, ride bike to Charleston go around the lake spend some money. Then go back home to Chicago and tell all your friends about it.

Angelia Burgett from Mattoon Tourism – Our tourism is event based, when people are reaching for something, we have a limited inventory, this is one of those things that will fit into a variety of things that are year round that don't require open/close. It fits into what she thinks is a trend of Healthy living and this just adds to it.

Jeff Collings – Understands the runners running on soft vs paved and I can see both sides. runners & bikers. Is there a way to just asphalt part of the trail?

Barber – There is 12' between the poles. We have to pave 10' wide. Trail is at 10' now. Some trails do ad a section along the side for runners but the poles are in the way. As it ages, we will need to oil chip to seal it. Discussion was held regarding the different surfaces for runners.

Terry Brotherton - How is Charleston going to link the trails?

Pamperin- Right now they are looking at going thru campus 6th down to Lincoln, thru 7th and the fine arts center eventually working the way down to Sister City Park from there to the Lake. Will do some shared roads with dedicated bike trail lanes.

Terry Brotherton – At the Charleston Country Club, the carts use the trail in a couple areas, will this cause a problem?

Pamperin - This they need to discuss more, lots of signage warning people with lots of signage.

Jeff Collings – This is just the surface grant?

Barber - Beautification will come from the group of other people.

Jeff Collings – The upkeep of the Trail, with the grass over the trails, how far are we cutting back? And the safety, when you have trails going thru the woods, you don't know what is going to come out. You see homeless out there all the time. Putting this kind of money into something, now I know once more people use it.

Lynch – It becomes less attractive to a homeless person, once more people use it. That happens in every city. Cleaning up a little has a huge disproportionate effect when the element is cleaned up. Clean up and taking advantage of this resource we have.

Barber – We have been doing some cleaning up along the west end of the bike Trail, clearing up some trees and bushes.

Lynch – Safety us huge, partner is small, she uses the trail the most its scares the heck out of him that the trail is anything less that safe. She does lots of marathons and it's great for her to use. The idea that there is a safety issue is mortifying and this is a great example of a way we can all work together beautify and agree that beautification and usage will improve the safety concerns.

-Approval of the minutes from the February 23rd & March 29th meetings.

Motion by Covington, second by Brotherton. Motion carries unanimously.

- Being no further, business, the meeting adjourned at 6:40 pm

Debbie Crean

Secretary

JOURNAL GAZETTE & TIMES-COURIER
JG-TC

700 BROADWAY AVE EAST SUITE 9A
MATTOON, IL 61938-4617
PHONE 800-453-2527

Certificate of Publication

CITY OF CHARLESTON
520 JACKSON AV
CHARLESTON, IL 61920

ACCOUNT #	60003621	DATES APPEARED
AD ORDER #	20809716	5/6/2016
INVOICE DATE	5/6/2016	
AMOUNT	123.20	

Paste Tear Sheet Here

STATE OF ILLINOIS,
COUNTY OF COLES } **SS:**
CITY OF MATTOON

Lee Enterprises, Inc. hereby certifies that it is now and has been for more than one year continuously, d/b/a **Journal Gazette - Times-Courier**, a daily secular newspaper of general circulation in said County, printed and published in the County and State aforesaid, and further certifies that said newspaper has been continuously published at regular intervals of more than once each week with more than a minimum of fifty issues per year for more than one year prior to the first publication of the notice, and further certifies that **Journal Gazette - Time-Courier** is a newspaper as defined by the Statutes of the State of Illinois in such cases made and provided, and further hereby certifies that a notice of which the annexed notice is a true copy, has been regularly published in said paper.

By Janette Johnson

Date 5-6-2016

RECEIVED
MAY 12
By

20809716
PUBLIC HEARING NOTICE

The City of Charleston and the City of Mattoon are anticipating submission of an Illinois Transportation Enhancement Program (ITEP) grant application to the State of Illinois Department of Transportation (IDOT) by June 17, 2016. Charleston and Mattoon are considering entering into an Intergovernmental Agreement for a joint application to IDOT for ITEP funds for a pedestrian/bicycle facility reconstruction project. The project is the reconstruction of the crushed limestone portions of the existing (nearly 20- year-old) "Lincoln Prairie Grass Trail" to an asphalt surface, in order to improve the existing facility, by providing needed commuter connections to regional facilities. This project will evolve the existing multi-use recreation trail to a key transportation facility. The primary goal of the project is to connect the Amtrak Train Depot & Greyhound Bus Terminal in Mattoon with Eastern Illinois University in Charleston with an asphalt trail facility. This improvement will also connect to several bus stops throughout Coles County's public transportation service known as "Dial-A-Ride" and to EIU's "Panther Express" public transportation system. The location of this project is along the existing "Lincoln Prairie Grass Trail" between Mattoon and Charleston in Coles County.

The 2 primary end points of the reconstructed Pedestrian / Bicycle Facility will connect the Amtrak Train Depot (1718 Broadway Ave in Mattoon) to Eastern Illinois University (600 Lincoln Ave in Charleston) with a new asphalt surface. The trail will also connect regional facilities along the way including Downtown Mattoon businesses, the Mattoon YMCA, the Douglas Hart Nature Center, Sarah Bush Lincoln Hospital, Historic Downtown Charleston businesses and the Charleston Historic District. The project will also have additional termini points from extensions located off the main bike path. These additional termini locations will be at Sarah Bush Lincoln Hospital, Cross County Mall, LifeSpan Center and the Lincoln/Douglas Debate Museum.

Accordingly, notice is hereby given that a public hearing will be held on Tuesday, May 17, 2016, at 3:30 p.m. at the Charleston City Council Chambers, 520 Jackson Avenue, Charleston, Illinois 61920. The purpose of the hearing is to afford citizens the opportunity to provide oral and/or written comments concerning the application. The ITEP application is a request for grant funds to finance construction improvements to the Lincoln Prairie Grass Trail between the Cities of Charleston and Mattoon.

Dr. Brandon Combs, Mayor
City of Charleston

City of Charleston
Public Hearing and Regular City Council Meeting
Minutes
May 17, 2016

State of Illinois
County of Coles } **ss.**
City of Charleston

Prior to the regular session of City Council for the City of Charleston, a Public Hearing was conducted to discuss an IDOT Illinois Transportation Enhancement Program Grant Application with the City of Charleston and City of Mattoon as joint ITEP Applicants.

Present at the 3:30 p.m. Public Hearing were: Council Members Jim Dunn, Matthew Hutti, and Tim Newell; Brendan Lynch; Meghan Kuhn; Marc Lewis; Alex Winkler; Casey Beck, Chad Isley; Tony Willenborg; Ciza Williams; Kirt Monk; Greg "Co-Co" Voudrie; Ruth A. Cooper; Curtis Ellis; Elizabeth Gillespie; Jeffrey Lynch; Brian Poulter, Steve Pamperin, Dean Barber; Donnagene Quivey; Ken Baker; Greg Culp; Jon Bell; Gary Henigman; Scott Smith, City Manager; Brian Jones; Kandy Sager; Brett Lockart; Tim Camden; John Bennett, Darlene Riodemann; Curt Buescher; Diane Ratliff; Christian Sammons; C.J. Applegate; Deborah Muller.

Mayor Pro Tem Matthew Hutti called the Public Hearing concerning an Illinois Transportation Enhancements Program (ITEP) Grant to reconstruct the Lincoln Prairie Grass Trail between Charleston and Mattoon, and an Intergovernmental Agreement with the City of Mattoon, to order at 3:30 p.m.

The Mayor Pro Tem welcomed attendees and turned the meeting over to City Planner Pamperin. Pamperin, in turn, welcomed those present and then proceeded to explain the mechanics of the proposed project which he described as follows:

The Illinois Department of Transportation (IDOT) administers the federal Fixing America's Surface Transportation Act (FAST Act) through **IDOT's Illinois Transportation Enhancement Program (ITEP)** program. One of the components of the ITEP program is that grant funds can be used for Pedestrian and Bicycle Facilities.

The overall federal enhancement program allows transportation projects to expand beyond the traditional accommodation for cars, trucks and transit. The goal of the ITEP is to allocate resources to well-planned projects that provide and support alternate modes of transportation, enhance the transportation system through preservation of visual and cultural resources and improve the quality of life for members of the communities. ITEP requires communities to coordinate efforts to develop and build safe, valuable and functional projects in a timely manner. Through this program, IDOT works directly with local governments and citizens in enhancing the transportation system and building more livable communities. The ITEP program allows the opportunity for the public to become directly involved with transportation projects and that is why we are holding this public hearing.

Charleston and Mattoon are jointly applying for ITEP grant funds to serve residents of the City of Charleston and the City of Mattoon (with a combined population of 40,393 (2010 US Census)), along with Coles County (population of 53,873 (2010 US Census)) and the surrounding region, for the reconstruction, enhancement and transportation improvements related to the Lincoln Prairie Grass Trail between Mattoon and Charleston. The primary goal of the project is to connect the Amtrak Train Depot & Greyhound Bus Terminal (1718 Broadway Avenue) in Mattoon with Eastern Illinois University (600 Lincoln Avenue) in Charleston with a continuous and completely connected asphalt trail facility. All existing Lincoln Prairie Grass Trail property is municipally owned and is located in each city's corporate limits; with Loxa Road separating the work that will be designated between the two cities. For the ITEP component, the applications are due June 17, 2016.

As part of the grant evaluation process, Pedestrian and Bicycle Facility projects need to be consistent with local or statewide plans. In this regard, after the adoption of the 1991 Coles County Recreation Plan, the City of Charleston's planning efforts continued in 1996 with the development of the "Charleston Tomorrow Strategic Plan" which was a product of local input and investment. In 1996, the Charleston Tomorrow Plan stated as its goals to "encourage use of bike trails" and "develop walk / run / bike tours" throughout the City. In 1999 (and in its update of 2009), the Charleston Comprehensive Plan was developed which specifically included the development of pedestrian and bicycle paths which were incorporated into the plan's Capital Improvement Plan. The Charleston Comprehensive Plan also stated as its goals to develop pedestrian linkages between parks and other major land uses in order to encourage physical activity and alternative modes of travel throughout Charleston. Next, the City of Mattoon has a Bikeway Plan that was started during the development of the City Comprehensive Plan in 2013. One of the primary goals of the Bikeway Plan is to interconnect various destinations in the community via the existing bicycle / pedestrian trail between Mattoon and Charleston. Third, in 2006 and updated in 2012, the Coles County Comprehensive Plan includes a transportation plan which specifically stated the need for bicycle routes and related amenities. The Coles County Plan encourages alternate modes of travel and transportation uses. Finally, as published in the State of Illinois's *Public Comment Draft of the Transportation System Update Report (dated September 2012, pages 25-26)* and prepared as part of the State's 2012 Long Range Transportation Plan, the Lincoln Prairie Grass Trail is identified as one of the "longer linear trails" in the State of Illinois, where the State of Illinois recognizes that these long linear multi-use facilities, "may be an option for transportation purposes". The guiding priority of the State's Plan is "development of a sustainable multimodal transportation system in Illinois, which enhances life, promotes economic prosperity and demonstrates respect for the environment".

The project that is being proposed, is the reconstruction of the existing crushed limestone portions of the existing (nearly 20 year old) "Lincoln Prairie Grass Trail" to an asphalt surface (the trail distance will be about 11.7 miles from the Amtrak Depot to EIU; with new asphalt surfaces to be approximately 10' wide); and this trail system will add new trail extensions (for a total of about 15.7 miles), in order to improve the existing facility, by providing needed commuter connections to regional facilities. The project will have additional terminus points from extensions located off the main bike trail. These additional terminus locations will be at Sarah Bush Lincoln Hospital, the Cross County Mall, and the Lincoln/Douglas Debate Museum. The trail will also connect regional facilities along the way including Downtown Mattoon businesses, the Mattoon YMCA, the Douglas Hart Nature Center, Coles County Council on Aging's Life Span Center and Dial-A-Ride facility, the Coles Business Park, Historic Downtown Charleston and its businesses and the Charleston Historic District. This project will evolve the existing multi-use recreation trail to a key transportation facility.

The General Scope of Work is as follows:

1.) The City of Mattoon owns & annexed approximately 5.9 Miles of the western portion of the Lincoln Prairie Grass Trail Pedestrian / Bicycle Facility to the Amtrak Depot. Approximately 4.5 Miles are to be re-constructed from crushed limestone to asphalt and approximately.6 Miles will be new asphalt trail.

Location	Trail Type	Existing Surface	Distance
Amtrak Depot* to 10th St.	No Trail (to be asphalt)	*ROW*	.6 Miles
10th Street to Logan Ave. Pedestrian / Bicycle Trail	*Asphalt*	.8 Miles	
Logan Ave to Loxa Road	Ped/Bike Trail (to be asphalt)	*Existing Limestone*	4.5 Miles

** Amtrak Train Depot & Greyhound Bus Terminal (1718 Broadway Avenue) Terminus Point*

2.) The City of Charleston owns & annexed 5.8 Miles of the eastern portion of the Lincoln Prairie Grass Trail Pedestrian / Bicycle Facility to EIU along 6th Street (one-way south). Approximately 4.3 Miles are to be re-constructed from crushed limestone to asphalt. An additional 1 mile connection will be located from EIU to the Trail along 7th Street (one-way north)

Location	Trail Type	Existing Surface	Distance
Loxa Road to E St.	Ped/Bike Trail (to be asphalt)	*Existing Limestone*	4.3 Miles
E St. to 6th St.	Pedestrian / Bicycle Trail	*Asphalt*	.5 Miles
6th St. to Jackson Ave.	Shared Use with 6th St.	*Asphalt*	.3 Miles
Jackson Ave to EIU*	Dedicated Bike Lane on 6th St.	*Asphalt*	.7 Miles

5.9 miles in Mattoon + 5.8 miles in Charleston = **11.7 Miles**

** Eastern Illinois University (600 Lincoln Avenue) Terminus Point*

Location	Trail Type	Existing Surface	Distance
3.) Additional Connection in Charleston (from EIU back to the Trail along 7th Street one-way)			
EIU to Jackson Ave.	Dedicated Bike Lane on 7th St.	*Asphalt*	.7 Miles
Jackson Ave to Trail	Shared use with 7th St.	*Asphalt*	.3 Miles
4.) Cross County Mall Connection (along Holiday Drive)			
Trail to Richmond Ave.	Shared use with Holiday Dr.	*Asphalt*	.2 Miles

** Cross County Mall (700 Broadway Avenue, Mattoon, IL) Terminus Point*

5.) Sarah Bush Lincoln Health Center Connection (Along 800N and Health Center Drive)			
Trail to SBLHS	Shared use w/ Co. Roads	*Asphalt*	1.8 Miles

** Sarah Bush Lincoln Health Center (1000 Health Center Drive, Mattoon, IL) Terminus Point*

6.) SBLHS / Life Span Center Connection (Professional Plaza and along Loxa Rd)			
SBLHS to Trail	Shared use w/ Co. Road	*Asphalt*	.8 Miles
7.) Lincoln Douglas Debate Museum Connection (Along E Street)			
Trail to Coles Co Fairgrounds	Shared use with E St.	*Asphalt*	.2 Miles

** Lincoln Douglas Debate Museum (126 E Street, Charleston, IL) Terminus Point*

4.0 Miles

The ITEP program requires that the trail facility that is being proposed provides a viable transportation alternative to motor vehicles and that upkeep and maintenance are provided to the facility. According to IDOT, because certain trail surfaces meet these requirements better than others, IDOT encourages the use of a more durable surface, like asphalt or concrete, which will last longer, require less maintenance and provide a surface more suitable to all users of this trail which include (but not limited to): narrow tired bicyclists, hybrid tired bicyclists, mountain bicyclists, walkers, runners and other non-motorized modes of transportation, creating a progressive and environmentally sustainable improvement.

With this project, the City of Charleston will act as the lead sponsor and provide grant writing and grant administration support. The City of Mattoon will be the co-sponsor and will act as the project engineer for the project. If the ITEP grant is awarded, the proposed Intergovernmental Agreement between the two cities will be for a period of 20 years with extension clauses included. The Intergovernmental Agreement also includes a Maintenance Plan, which is required by IDOT. The Maintenance Plan for this project is for a

period of 25 years. The trail's Maintenance Plan is planned to be funded on a multi-year basis as part of each city's Capital Improvement Plan. The majority of any maintenance work is anticipated to be done by using municipal employees and municipal equipment.

In addition to this trail's relationship with Amtrak Rail Service and Greyhound Bus Service surface transportation modes, the trail will also connect several bus stops throughout Coles County's public transportation service known as "Dial-A-Ride" and EIU's "Panther Express". The multi-modal opportunities created by this regional surface transportation relationship will improve efficiency, attractiveness, safety & comfort while providing a viable alternate mode of transportation.

With this project, both cities are agreeing to Support the project and Commit Local Funds. The City of Charleston agrees to provide a minimum of 20% local match to the construction project which Charleston's "local share" for its portion of the work is estimated to be $70,000. Preliminary cost estimates show Charleston requiring approximately $280,000 in ITEP grant funds for their portion of the work. In total, Charleston's portion of the project is estimated to be $350,000.

The City of Mattoon agrees to provide a minimum of 20% local match to the construction project which Mattoon's "local share" for its portion of the work is estimated to be $130,000 (plus an additional $35,000 of soft costs related to the overall engineering work). Preliminary cost estimates show Mattoon requiring approximately $520,000 in ITEP grant funds for their portion of the work. In total, Mattoon's portion of the project is estimated to be $685,000.

In summary, the total grant request is $800,000 of ITEP funds to be matched with $235,000 of locally committed funds.

While the proposed ITEP grant project is a stand-alone project (from Amtrak Depot to EIU terminus points), this project is part of a larger regional bicycle and pedestrian trail and transportation system plan. Future plans include linking this trail from the EIU campus to Charleston's Sister City Park and then to the existing Lake Charleston Trail system. The trails that have been developed around Lake Charleston and in Woodyard Park include approximately 8 miles of newly developed biking and hiking trails. Additionally, future plans for a larger project include connecting the Lake Charleston trail system south to other amenities in the region.

In closing, to date we have received letters of support for this project from several local agencies and governmental units including: Eastern Illinois University, the Coles County Council on Aging, the Charleston School District, the Charleston Historic Preservation Commission, the Charleston Township Park Board and the Coles County Board and these letters will be part of the final grant application.

City Planner Pamperin quickly gave an overview of the map of the existing and proposed trail areas. He asked Mattoon City Engineer Dean Barber to give some background on Mattoon's view of the project.

Dean Barber, City Engineer, Mattoon, described the goals of the proposed project from the perspective of the City of Mattoon. Under their 2013 Comprehensive Plan they had been looking to route from each neighborhood to the bike trails. The first project they did after that plan was Douglas Hart Nature Center which was tied in as of 2015. They provided parking lots and restrooms at Douglas Hart Nature Center. There was also a little shaded rest area there. There was also a connection to the Mall which would provide restaurants, and air conditioning in the summer and heat in the winter. Then moving eastward—one of their partners was Sarah Bush Lincoln Health Center. They had talked about someday connecting trails to the hospital. They hoped to connect directly to the hospital. Two favorite features on the trail to Barber were the Stone Arched Bridges over Castle Creek and Riley Creek. Constructed in 1894, they were interesting and unique structures.

City Planner Pamperin noted that there would be a spur to the Lincoln Douglas Museum, then dedicated lanes to EIU. Pamperin elaborated on future plans with regard to connecting Amtrak to EIU which would expand north and south as well.

Pamperin noted that this grant was a very competitive process, but they were very hopeful.

City Planner Pamperin opened up the floor to anyone who wished to comment about the proposed project.

Jeffrey Lynch, 5885 N. County Rd. 1460 E., said that this was a first-rate proposal. He said that he had used the trail a lot. He knew every square inch of it. Until about 5 years ago he participated in the Triathlon. He really enjoyed the trail. The other thing he hated was that it was dead flat land. He used the trail in all four seasons, and there were spots behind the Country Club were impassable in the spring. It made bicycling virtually impossible. He would walk to Mattoon and have lunch and then walk back until 3 months ago when his athletic activities took a turn when he had emergency by-pass surgery for 100% blockage on one side and 90, 90 and 84% blockages in other locations. He needed to get out on the trail. During his recovery, he couldn't get out, so he had been participating in the METS program at Sarah Bush three times a week. He noted that he was now familiar with a sub-culture of people in rehabilitation from heart disease, who all needed this trail. He encouraged everybody to get their hearts checked as an aside, but stressed the importance of regular exercise—applauding the trail which he felt would bring more people to the City for a healthy purpose. And this was performing a real community service, for which he would applaud them. In conclusion, he supported strongly the trail program and said that he couldn't wait for the trail to be completed, so that he could get out every day.

Ruth A. Cooper, 76 W. Harrison Avenue, Apt. #13, said that she had grown up in Charleston and remembered riding her bicycle around as a child, riding to the Square and to the swimming pool when it was located where the current McDonald's is, and then as a student at EIU. She student-taught in Mattoon and had tried to ride her bicycle on Route #16 to Mattoon. It had a shoulder, but she realized right away that it wasn't a safe route. She made it there but it wasn't a pleasant experience. She left town and had a career, retired and returned to Charleston. She had tried riding on the Old State Highway, but it wasn't bicyclist friendly. She got about a mile past the cemetery and was yelled at by motorists to get off the road. She had a road bike—not a mountain bike. By having the bike trail graveled, it excluded a whole group of cyclists. Ms. Cooper had 2 main points that she wanted to make in favor of the bike trail. The first was that it would become all inclusive. Paving the Bicycle Trail meant that it would include all cyclists as an alternative route; and the second main issue was Safety—as a cyclist on the road, the biggest safety issue she had was cars. She worried about that. She noted that while Midwest drivers were nice, having a distance on a paved surface where she wasn't sharing space with a car was preferred. She added that she was also a runner, and as a runner, she preferred running on paved surfaces for safety reasons. She had been running

since the 70's, and as a runner she was also in favor of the paving of the trail. It was a great project.

Kurt Monk, 11474 N. Blackburn Road, Martinsville, said that he was not from Charleston, but there were a lot more people who bicycle. He was a racer, and it gave them a safe place to train. He had been chased by dogs, and was bitten last year. He rides with his wife, and he had had cars swerve at him. It was just plain dangerous, and you don't want to have something happen. If the Trail were paved, he could have his wife drop him off and she could shop at the Mattoon Mall while he rode. He could ride and his wife could shop—it was a win-win. It was nice to know it would be paved, so he could take his race bike out there. His wife was new to cycling, and she was nervous about the traffic. If the trail were paved, he could take his wife out there, and he could even take his little girl out there on her tricycle, so it would become really family oriented. He was eager to check out the Nature Center on the trail which he wasn't aware of. He was crossing his fingers that this project would go through.

Greg (Co-Co) Voudrie, 28 Wintercress Lane, said that he was in support of the project. Four years ago he started getting involved in triathlons. The gravel had precluded his using the Trail. He goes to Madison County Trails in Edwardsville to ride. He became aware of them when his son became a student at SIU in Edwardsville. As a parent going through a tour of Edwardsville and Collinsville, it was a very positive feature that the students could use a bike without going on the road. He said he was kind of echoing the points with regard to safety. That was very important. He noted the young pedestrian who was killed on Route #16 in the prior week. In the past 4 years, he had been run off the road; it flipped him into a ditch. He had been rubbed up against by a car. He couldn't stress enough the importance of safety when out riding. As a retired police captain from Mattoon, he felt that the concerns of safety on the Trail were unfounded—at least from his experience as a police officer. He recalled just one instance in 20-some years that had occurred on the Trail. People's fear of safety was due to too few people being on the trail. There was a real sense of community in the Collinsville/Edwardsville area with regard to their bicycle trails. It was a safe environment for everybody. He felt this would occur here as well. He asked that the cities do what they could to see the project through.

Dr. Timothy Camden, 3134 Oakwood, said that he lived in Charleston but worked at the Carle Office off Lerna Road, and he would ride on the shoulder of Route #16. It was paved and relatively smooth. He rode exactly where the young woman was killed last week. He had ridden on the trail with a road bike. While do-able, it was very uncomfortable on the gravel. If it were paved he would commute to work on it daily. He highly recommended paving the trail.

Beth Gillespie, 1214 Jackson Avenue, said that she was a running enthusiast—she had successfully completed 17 full marathons and trained for Rails to Trails in Michigan where she was from. She was very excited when she learned there was a trail here. But she had to give up running on gravel—it was too rough. Her Number One concern being Safety. She said that on social media, there was at least one death a week involving a

runner or bicyclist somewhere in the country. She would like to run and train and have access to bathrooms. But she would like to do this safely. She was in support of the project and hoped it would go forward.

Gary Henigman, 950 10th Street, said that he served on the Charleston Historic Preservation Commission and had been approached by Steve Pamperin and Alex Winkler with regard to writing a letter of support. And the fact that it does cut through the Historic District was very appealing to him. From the HPC's perspective, this was a great project. He added that he was very intrigued with a software program called Ruskin Arc. He had checked and there was not currently a mobile App for it. But by using a web browser, he would like to be able to make it possible for people to get off their bikes and take a look at historic homes in Charleston. With the completion of the trail, he felt this could be accomplished. He wished the City good luck with the project.

John Bennett, 2226 Oakwood Place, said that he was born and raised in Charleston, and grew up all over the community. He had been with the Police Department for 26 years and had witnessed the ebb and flow of projects in the City. He was very excited, particularly with the existing economic issues, about this proposed project. He spent a lot of time out around the Lake Charleston trail area. And he had talked to a lot of people around Lake Charleston, and to be able to connect with this project was a great idea. He used the bike trail on the job. They had not had much of any issues. In the late 90's there had been a methamphetamine issue. But he said that the trail would be a fantastic resource. If it were improved, the increased traffic on it would make it a safer trail to be on. This would bring more awareness of what we have here. This was an exciting project and a valuable resource to have in this community.

Brian Poulter, 2111 Van Buren Avenue, said he didn't want to bring up again a lot of what had been said. But the population of Coles County had stayed the same for about 50 years. One of the things you needed to stay here besides alcohol was something to do. This project would pay great dividends to him and to the economy. Just in December, they had had international students from Holland visiting that were hoping they could ride their bicycles to Mattoon, put their bikes on Amtrak and travel across the country. They had ridden their bikes in China; they had ridden their bikes in Holland. This happens all the time. This trail could provide access to the country that would attract students to EIU and keep them in the community, so that the community would grow, and you could assess taxes against the community. It was a small economic engine in the community, and you were actually doing what the grant wants you to do.

Brendan Lynch, 912 Foxcrest, said that he was active in the new development of trails around Lake Charleston. He said that if you removed the barrier to entry, you would get more use. This plan is a transportation enhancement program, and removing the barrier would make it more friendly to riders, runners, and families. It would make it more friendly to the tourism departments in Mattoon and Charleston. People were moving to Portland, Oregon, with Phd's to flip burgers in order to have recreation. Population demographics—it would be remiss of us not to go after easy funds. This was really low-hanging fruit. Everyone working together to create a super holistic environment. This

was a tremendous opportunity—asphalt would remove the barrier to entry. Community policy made it available to everyone. More people would benefit from asphalt than would not. This trail would provide a sense of civic pride, and continuity with Mattoon, Charleston and their Tourism departments, and EIU and LLC. It would be an amazing source of civic pride. We're talking about a tremendous opportunity. Taking that barrier away would be so stunningly effective; paving that trail would make it accessible. And this would affect way more people than you would expect. He said that he obviously supported it and hoped that they would continue with this project.

City Planner Pamperin thanked everyone for attending and for their comments. He also apologize for the Mayor's absence noting that the Mayor had an unavoidable work conflict. He thanked all the volunteers for working on the trails, picking up trash. He thanked Dean Barber for his assistance and thanked the Mattoon City Council for their assistance.

City Manager Scott Smith said that he wanted to echo Mr. Pamperin's comments. He added that Brendan Lynch had been the chief cheerleader on the Lake trail project He couldn't thank him enough. He noted that Lynch had recently been appointed to the Tourism Board, where he would be an asset. He thanked Dean Barber for all his efforts. He noted that having the opportunity to work side by side with Mattoon was tremendous as was a collaboration with Sarah Busch Health Center. He recognized Charleston Parks & Recreation Members Donnagene Quivey and Ken Baker who were present.

Smith thanked Pamperin who was really involved in this project, with his background as a grant expert, and Barber for working hand in hand with him. It took a team effort, so many thanks to everyone.

Mayor Pro Tem Hutti said that the Public Hearing was at an end.

Time: 4:35 p.m.

Brad Townsend's presentation would begin with pre-presentation pizza, and the regular Council meeting would commence at 6:30 p.m.

Prior to the regular session of the Charleston City Council, Brad Townsend, Strategic & Financial Advisor with Ehlers, Inc., presented his final assessment of the City's Planning Retreat 2015.

Present at the 5:00 p.m. presentation which commenced at 5:38 p.m. were the following: Brandon Combs, Mayor; Jim Dunn, Council Member; Matthew Hutti, Council Member; Jeff Lahr, Council Member; Tim Newell, Council Member; Scott Smith, City Manager; Deborah Muller, City Clerk; Curt Buescher, Public Works Director; Heather Kuykendall, Comptroller; Steve Pamperin, City Planner; Bryan Baker,

PUBLIC HEARING – May 17, 2016

A Public Hearing will be conducted at 3:30 p.m. to consider an Illinois Transportation Enhancements Program (ITEP) Grant to reconstruct the Lincoln Prairie Grass Trail between Charleston and Mattoon, and an Intergovernmental Agreement with the City of Mattoon.

SIGN – UP SHEET

(FOR ALL PERSONS IN ATTENDANCE AT PUBLIC HEARING)

NAME (PLEASE PRINT)	ADDRESS
1) BRENDAN LYNCH	
2) Meghan Kuhn	5885 N COUD 1460E
3) Marc Lewis	"
4) Alex Winkler	2 Redbud Ln Mattoon, IL
5) CASEY BECK	
6) CHAD ISLEY	
7) Tony Willenborg	210 W Jackson Charleston
8) Lisa Williams	912 Oakcrest Charleston
9) Kirk Monk	11474N Blackburn Rd Martinsville 62442
10) GREG "CO-CO" VOUDRIE	

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(FOR ALL PERSONS IN ATTENDANCE AT PUBLIC HEARING)

NAME (PLEASE PRINT)	ADDRESS
11) RUTH A. COOPER	
12) CURTIS ELLIS	
13) Elizabeth Gillespie	
14) Jeffrey Lynch	
15) BRIAN POUTHER	2111 VAN RUYEN AVE. CHARLESTON
16) Steve Gufferth	22 Circle Dr Charleston IL 61920
17) Dean Barber	
18) Donnagene Lurvey	Charleston IL 61920
19) GREG CULP	
20) Jon Beck	

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(FOR ALL PERSONS IN ATTENDANCE AT PUBLIC HEARING)

	NAME (PLEASE PRINT)	ADDRESS
21	Gary Henigman	950 10TH ST.
22)	Scott Smith, CM	520 Jackson Ave.
23)	BRIAN JONES	520 JACKSON AVE CHAS.
24)	Kandy Sager	520 Jackson Ave. Charleston
25)	BRETT LUCKNER	2413 CANDLELIGHT LANE CHARLESTON
26)	Tim Camden	3134 OAKWOOD DR. Charleston
27)	John Bennett	2226 Oakwood Pl. Chas
28)	Darlene Riedlemann	2226 OAKWOOD Place Charleston
29)	CURT BUESCHER	20467 E CR 58D N

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(FOR ALL PERSONS IN ATTENDANCE AT PUBLIC HEARING)

	NAME (PLEASE PRINT)	ADDRESS
30)	Diane Ratliff	205 E Pine St Ashmore 61912.
31)	Christian Sammons	1021 9th St Charleston 61920
32)	CJ Applegate	2001 Kimberly Dr Charleston
33)		
34)		
35)		
36)		
37)		
38)		
39)		

JG-TC JOURNAL GAZETTE & TIMES-COURIER
AN EDITION OF THE HERALD & REVIEW

BASEBALL ACTION
Mattoon meets Mount Zion in Apollo conference game **SPORTS**, B1

FESTIVITIES THIS WEEK
Toledo Spring Festival to offer carnival rides, a superhero-themed race and more **LOCAL**, A3

RAIN 58 • 45 FORECAST, A4 | TUESDAY, MAY 17, 2016 | www.jg-tc.com

Council eyes matching funding for recreation trail paving

ROB STROUD
rob.stroud@lee.net

MATTOON – The City Council is scheduled tonight to consider taking action related to a grant application for funding to pave the Lincoln Prairie Grass Trail.

City Administrator Kyle Gill said the council will consider authorizing $130,000 in matching funds as part of an application for $800,000 in federal funds administered by the Illinois Department of Transportation.

He said Charleston also will provide matching funds for this effort to pave the gravel portion of the trail between the two cities.

Gill said the grant would help pay for extending the trail west from 10th to 16th streets to connect to the Mattoon Area Family YMCA, as well. He said this funding also would cover creating routes from the trail to sites in both cities, including the Cross County Mall and Sarah Bush Lincoln Health Center.

In other matters, the council will consider hiring the Upchurch Group of Mattoon to provide construction engineering assistance for the reconstruction of Marshall Avenue from Sixth to Ninth streets and appropriating up to $50,000 in motor fuel tax funds to pay for this servicde.

The intersecting section of south Ninth Street is the location of Mattoon Middle School and Williams Elementary School. Gill said the Marshall street reconstruction will start right after the school year ends later this month.

Tonight's meeting is scheduled for 6:30 p.m. in City Hall, 208 N. 19th St. Other proposed actions on the council agenda include:

- Acknowledging the retirement of Capt. Brian Hoenes from the Mattoon Fire Department after more than 26 years of service and promoting Engineer James Donnell to captain with the department.
- Authorizing the employment of Clinton Lawrence as a probationary police officer with the Mattoon Police Department.
- Approving a $15,000 grant from the hotel/motel tax fund to the Mattoon Cobras for four softball tournaments. These events are the 11th Annual Mother's Day Tournament on May 6-8, 2016; USSSA Schools Out Blowout on June 3-5, 2016; USSSA State Tournament on June 17-19; and 2016 USSSA Fall Tournament on Oct. 8-9.
- Approving a $15,000 grant to the Mattoon Pride Softball for three softball tournaments. These events are the Spring Round Robin Season Opener on April 9-10; Mattoon NSA World Series Qualifier on June 10-12; and Mattoon Bagelfest Tournament on July 22-24.
- Approving a $2,500 tourism grant to the Coles County Modified Midget Racing Association for the 60th Anniversary Celebration on July 1-2 and a $1,163 grant to the Lake Mattoon Sailing Association for the Lake Mattoon Riviera Regatta on June 10-12.
- Ratifying the appointment of Greg Ray to the Mattoon Public Library Board for an unexpired term ending June 30.

Attachment 14
Public Involvement

City of Mattoon
Public Works

Memo

To: File

From: Dean Barber

Date: May 23, 2019

Re: Property Owner Coordination – Winnett Automotive – 212 N 15th Street

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I spoke with Darrel Winnett this afternoon about the bike trail work south of his property at 212 N 15th Street.

He was very excited about the project, and especially happy to hear that the alley was being eliminated. They found some of the faster vehicle traffic in the alley very upsetting.

He was well aware of the property line location, and said he had plenty of room to rearrange his parking and access to accommodate the work.

City of Mattoon
Public Works

Memo

To: File

From: Dean Barber

Date: May 23, 2019

Re: Property Owner Coordination – Former ILMO Building – 213 N 14th St.

I spoke with the new building owner Todd Fuller, and his current renter Brad Eaton. They were both aware of the project, and had already planned to eliminate the sliding door on the south side of the building.

They were both really excited about the project and the improvement to the area.

Attachment 16

Design Variances

Illinois Department of Transportation

Approval of Design Variance

Project Identification

Local Agency: City of Mattoon & City of Charleston (County, Municipality, Road District / Township)

County: Coles

Section No.: 16 - 00277 - 00 - BT (Mattoon)

16-00112-00-BT (Charleston)

Route: N/A

Street/Road Name: Lincoln Prairie Grass Trail (Pedestrian/Bike Trail)

Project Limits: West Terminus - Amtrak Train Depot, 1718 Broadway Avenue, Mattoon

East Terminus - Eastern Illinois University, 600 Lincoln Avenue, Charleston

Project Length: 11.75 miles

Functional Classification: Other - Bike Trail

Design Year: 0

Design Traffic: ☐ DHV ____ ☐ ADT ____
Anticipated Usage < 100 users per peak hour

Existing Structure No.: N/A

Proposed Structure No.: N/A

Project Scope of Work

a. Is this project located on the NHS? ☐ Yes ☒ No

b. Is this project on a Strategic Regional Arterial (SRA) route? ☐ Yes ☒ No

c. Funding ☐ MFT/State Assistance ☒ Federal

d. Type of Work ☐ New Construction ☒ Reconstruction ☐ 3R

e. Design Guidelines ☐ Urban ☐ Suburban ☐ Rural ☐ 3R ☒ Other Bicycle Guidelines

f. Provide a brief project description (major construction elements):
The existing facility is a 13 mile recreation trail from 10th Street in Mattoon to approximately 0.5 miles east of Charleston. The urban portions of the trail have an aggregate surface. The rural portions of the trail have an aggregate surface. No significant changes to the trail have occurred since the original construction in 1998.

The project will include new trail construction and resurfacing/upgrading in the project area. The pavement will consist of 2" of HMA surface course on 6" of aggregate base course. The trail width will be 10' with earth shoulders. Roadway crossings will provide cross-walk markings and required signage.

No right-of-way acquisition is required and no work will be completed on railroad right-of-way.

District Coordination Meetings

Has project been previously discussed at district coordination meetings? ☐ Yes ☒ No
(If yes, attach minutes of variance approvals)

Dates:

Level One Design Variance Approval

Local Agency: City of Mattoon & City of Charleston Section No.: 16-00277-00-BT (M), 16-00112-00-BT (C)

Design Criteria for Project (Provide numerical value where indicated)	BLR&S Criteria	Variance Yes	Variance No	Summary of Variance and Justification
1. Design Speed: _____ mph		☐	☐	
2. Level of Service (Mainline): _____		☐	☐	
3. Lane Widths				
a. Through Lanes: _____ feet		☐	☐	
b. Turn Lanes: _____ feet		☐	☐	
c. Parking Lanes: _____ feet		☐	☐	
d. Bike Lanes: _____ feet		☐	☐	
4. Through Travel Lane Cross Slopes				
Inside Lane: _____ %		☐	☐	
Outside Lane: _____ % (if more than 2 lanes)		☐	☐	
5. Shoulder Widths: _____ feet		☐	☐	
6. Horizontal Curvature (Minimum Radius)				
100 feet	100'	☒	☐	Provided Radius = 15' There are 15' radius curves on both sides of 15th St. crossing and Richmond Ave. crossing. All 4 curves are located at stop signs and were utilized to establish a right angle crossing for the trail users. Because of the close proximity to the stop signs, bicycle users will be well below the 20mph design speed which requires a minimum of 100' radius.
List curves not meeting criteria				
Sta. Radius Design Speed		☐	☐	
		☐	☐	
		☐	☐	
7. Superelevation Rates				
emax _____ %		☐	☐	
List curves for which e does not meet criteria				
PI Sta. Radius e Design Speed		☐	☐	
		☐	☐	
		☐	☐	
8. Maximum Grade: _____ %		☐	☐	
9. Minimum Intersection Sight Distance				
_____ feet		☐	☐	
List locations not meeting the criteria				
Cross Road Distance		☐	☐	
		☐	☐	
		☐	☐	
10. Minimum Stopping Sight Distance				
_____ feet		☐	☐	

Level One Design Variance Approval

Local Agency: City of Mattoon & City of Charleston Section No.: 16-00277-00-BT (M), 16-00112-00-BT (C)

a. Crest Vertical Curves – Min. K value _____ **List curves not meeting the criteria** VPI Sta. Sight Distance Design Speed Curve Length		☐ ☐ ☐ ☐ ☐ ☐ ☐ ☐	
b. Sag Vertical Curves – Min. K value _____ **List curves not meeting the criteria** VPI Sta. Sight Distance Design Speed Curve Length		☐ ☐ ☐ ☐ ☐ ☐	
c. Inside of Horizontal Curves **List curves not meeting the criteria** Sta. Sight Distance Design Speed Radius		☐ ☐ ☐ ☐ ☐ ☐	
11. Clear Roadway Bridge Widths: _____ feet		☐ ☐	
12. Freeboard Above Design High Water: _____ feet		☐ ☐	
13. Vertical Clearances: ☐ Over Roadway/RR _____ feet ☐ Under Structure _____ feet		☐ ☐ ☐ ☐	
14. Accessibility Criteria for Disabled Persons **List any feature not meeting ADA Criteria**		☐ ☐	
15. Roadside Clear Zone: a. Tangent _____ feet b. Outside of Curve _____ **List criteria for each radius** Radius (ft) Clear Zone (ft)		☐ ☐ ☐ ☐ ☐ ☐ ☐ ☐ ☐ ☐	
16. Intersection(s) Level of Service: _____		☐ ☐	
17. Warrants for Stop Signs or Signals Cross Road Warrant		☐ ☐ ☐ ☐ ☐ ☐	
18. Pavement Design (list any variance to policy)		☐ ☐	

Level One Design Variance Approval

Local Agency: City of Mattoon & City of Charleston Section No.: 16-00277-00-BT (M), 16-00112-00-BT (C)

Prepared By: The Upchurch Group, Inc. Date: 5/28/2019

Designer (Local Agency or Consultant)

When Prepared by Consultant
Local Agency Concurrence: _____ Date: 5/30/19

IDOT Regional Engineer Concurrence	Date	Central BLR&S Approval	Date

Level Two Design Variance Approval

Local Agency: City of Mattoon & City of Charleston Section No.: 16-00277-00-BT (M) & 16-00112-00-BT (C)

Design Criteria for Project (Provide numerical value where indicated)	BLR&S Criteria	Variance Yes	Variance No	Summary of Variance and Justification
1. Design Period: _____ years	20 years	☐	☐	
2. Horizontal Alignment (Mainline)				
a. Minimum Superelevation Transition Lengths: _____ feet		☐	☐	
b. Superelevation Distribution Between Tangent and Curve: _____	2/3 : 1/3	☐	☐	
3. Vertical Alignment (Mainline)				
a. Minimum Grade of Urban Cross Section ____ %	0.3%	☐	☐	
b. Minimum Length of Vertical Curves ___ feet		☐	☐	
c. Maximum K value of Vertical Curves ___ (for curbed facilities)	167	☐	☐	
4. Cross Section Elements (Mainline)				
a. Design of Parking Lanes				
• Cross Slope: _____ %		☐	☐	
b. Design of Sidewalks				
• Width: _____ feet	4 feet	☐	☐	
• Buffer Distance: 2 feet	2 feet	☒	☐	There are several transmission poles to remain that are within the 2' clearance from the edge of pavement. The cost of removing and relocating the transmission poles exceeds the benefit of a 2' clearance.
• Cross Slope: _____ %	2% max.	☐	☐	
• Longitudinal Grades: _____ %	5% max.	☐	☐	
c. Median				
• Type: _____		☐	☐	
• Width: _____ feet		☐	☐	
d. Shoulder Cross Slopes: _____ %		☐	☐	
e. Rollover Factor _____ %		☐	☐	
f. Curb and Gutter Type _____		☐	☐	
g. Roadway Element				
• Steepest Front Slopes: _____ (H:V)		☐	☐	
• Steepest Back Slopes: _____ (H:V)		☐	☐	
5. Drainage (Flood Frequency)				
a. Pavement: _____ years		☐	☐	
b. Structure: _____ years		☐	☐	
c. Storm Sewer: _____ years		☐	☐	

Level Two Design Variance Approval

Local Agency: City of Mattoon & City of Charleston Section No.: 16-00277-00-BT (M) & 16-00112-00-BT (C)

6. Intersections			
a. Level of Service for Individual Movement:			
• Through Lanes: _____	☐	☐	
• Turn Lanes: _____	☐	☐	
b. Skew Angle: _____ Degrees	☐	☐	
c. Approach Grades: _____ %	☐	☐	
d. Design Vehicle: _____	☐	☐	
e. Turning Radius for Design Vehicle: _____	☐	☐	
f. Minimum Corner Island Size: _____	☐	☐	
g. Minimum Turn Lane Length _____ feet	☐	☐	
• Approach Taper: _____ feet	☐	☐	
• Departure Taper: _____ feet	☐	☐	
• Bay Taper: _____ feet	☐	☐	
h. Entrances			
Entrance Type / Max. Width (ft.) / Min. Width (ft.) / Max. Grade(%)			
Commercial _____ _____ _____	☐	☐	
Residential _____ _____ _____	☐	☐	
7. RR Crossings			
a. Type of Railroad Protection: _____	☐	☐	
b. Crossing Width (at 90° angle) _____ feet	☐	☐	
8. Lighting			
a. Illuminance _____ lux	☐	☐	
b. Uniformity Ratio _____	☐	☐	
9. Other Items			
_____	☐	☐	

Prepared By: The Upchurch Group, Inc. Date: 5/28/2019
Designer (Local Agency or Consultant)

When Prepared by Consultant
Local Agency Concurrence: _____ Date: 5/30/19

IDOT Regional Engineer Concurrence Date Central BLR&S Approval Date

Attachment 18

Other Coordination

IDOT Coordination

Coles County Coordination

Coles County Memorial Airport Coordination

MATTOON

MATTOON, ILLINOIS: *Working Together to Build the Future*

May 23, 2019

IDOT/Operations/Permits
Attn: Clint Bergbower
400 West Wabash
Effingham, IL 62401-2699

RE: Mattoon-Charleston Bike Trail
Permit Request

The City of Mattoon and the City of Charleston are preparing to construct improvements to the Lincoln Prairie Grass Trail that connects the two communities.

The project is being funded by an ITEP Grant. The work is scheduled to be on the August 02, 2019 State Letting. Tom Kreke is our Local Roads Field Engineer and is familiar with the project. The relevant project numbers are:

City of Charleston Section #16-00112-00-BT
Project # G3E4(469)
Contract #95849
ITEP Grant #741001

The project includes HMA resurfacing of the aggregate portions of the existing trail between the two Cities. We will be crossing IDOT right-of-way at Lerna Road (Old 316) east of Mattoon. We will also be crossing IDOT right-of-way at W. State Street (Old 316) and 5th Street (IL-130) in Charleston.

The City of Mattoon is requesting a permit to construct radius returns at the bike trail connections to Lerna Road, as well as the appropriate signage. Please see the attached sketches. Charleston will be applying for a separate permit for the crossings at W. State Street and 5th Street.

Please contact me at 549-0939, or barberd@mattoonillinois.org, if you have any questions.

Sincerely,

Dean Barber
Public Works Director

CHARLESTON
HOME OF EASTERN ILLINOIS UNIVERSITY

520 Jackson Avenue, Charleston, IL 61920
Phone: (217) 345-5650
Fax: (217) 345-7554
www.charlestonillinois.org

May 29, 2019

IDOT/Operations/Permits
Attn: Clint Bergbower
400 West Wabash
Effingham, IL 62401-2699

RE: Mattoon-Charleston Bike Trail
Permit Request

The City of Mattoon and the City of Charleston are preparing to construct improvements to the Lincoln Prairie Grass Trail that connects the two communities.

The project is being funded by an ITEP Grant. The work is scheduled to be on the August 02, 2019 State Letting. Tom Kreke is our Local Roads Field Engineer and is familiar with the project. The relevant project numbers are:

City of Charleston Section #16-00112-00-BT
Project # G3E4(469)
Contract #95849
ITEP Grant #741001

The project includes HMA resurfacing of the aggregate portions of the existing trail between the two Cities. We will be crossing IDOT right-of-way at Lerna Road (Old 316) east of Mattoon. We will also be crossing IDOT right-of-way at W. State Street (Old 316) and 5th Street (IL-130) in Charleston.

The City of Charleston is requesting a permit to construct radius returns at the bike trail connections to West State Street (Old 316) and 5th Street (IL 130), as well as the appropriate signage. Please see the attached sketches.

Please contact me at 549-3744, or at publicworks@co.coles.il.us if you have any questions.

Sincerely,

C J Buescher

Curt Buescher, P.E.
Director of Public Works
City of Charleston

MATTOON

MATTOON, ILLINOIS: *Working Together to Build the Future*

May 23, 2019

Rick Johnson
Coles County Highway Engineer
Coles County Courthouse
651 Jackson Avenue
Charleston, IL 61920

RE: Mattoon-Charleston Bike Trail
Permit Request

The City of Mattoon and the City of Charleston are preparing to construct improvements to the Lincoln Prairie Grass Trail that connects the two communities.

The project is being funded by an ITEP Grant. The work is scheduled to be on the August 02, 2019 State Letting. The relevant project numbers are:

City of Charleston Section #16-00112-00-BT
ITEP Grant #741001

The project includes HMA resurfacing of the aggregate portions of the existing trail between the two Cities. We will be crossing Coles County right-of-ways at the following locations; CR800N, Loxa Road, Country Club Road (Charleston), and Old State Road.

The City of Mattoon is requesting a permit to construct radius returns at the bike trail connections to CR800N, and the west side of Loxa Road. We are also requesting permission to construct pavement markings and signage. Please see the attached sketches.

Charleston will be applying for a separate permit for Country Club Road, Old State Road, and the east side of Loxa Road. The sketches for all four locations are attached.

Please contact me at 549-0939, or barberd@mattoonillinois.org, if you have any questions.

Sincerely,

Dean Barber
Public Works Director

CITY OF MATTOON CORPORATE SEAL COLES CO. ILLINOIS

Acting Mayor
Tim Gover
Commissioners
Randy Ervin
Rick Hall
Chris Rankin

Mattoon City Hall
208 N. 19th Street
Mattoon, Illinois 61938
Mayor: 217-234-4633
City Clerk: 217-235-5654
Fax: 217-258-6435

City Administrator
Sue McLaughlin
City Clerk
Susan J. O'Brien
City Attorney & Treasurer
J. Preston Owen

Richard A. Johnson, P.E.
Coles County Engineer

Phone (217)348-0527
Fax (217) 348-7322

COLES COUNTY HIGHWAY DEPARTMENT

COLES COUNTY COURTHOUSE
651 JACKSON STREET, ROOM 16
CHARLESTON, ILLINOIS 61920

May 28, 2019

Attn: Dean Barber

Mattoon City Hall
208 N. 19th Street
Mattoon IL 61938

RE: Access approval for bike path crossing improvements along county highways.

Dear Mr. Barber,

The County has reviewed the submitted plans for a proposed bike path crossings along County Highway 1 (800N) and County Highway 28 (Loxa Road). All design standards shown meet the Illinois Local Roads Design criteria and thus are acceptable by the County of Coles. The County Highway Department gives permission to the proposed crossing improvement requested. All construction warning signs needed shall conform to the latest edition of the MUTCD manual. The contractor shall be able to provide license and insurance if requested in order to proceed with the said work on public right of way.

If you have any questions please call me at 217-348-0527 or email at rjohnson@co.coles.il.us.

Best Regards,

Richard A. Johnson, P.E.
Coles County Engineer

Richard A. Johnson, P.E.
Coles County Engineer

Phone (217)348-0527
Fax (217) 348-7322

COLES COUNTY HIGHWAY DEPARTMENT

COLES COUNTY COURTHOUSE
651 JACKSON STREET, ROOM 16
CHARLESTON, ILLINOIS 61920

May 29, 2019

Attn: Curt Buescher, P.E.
Director of Public Works
City of Charleston
520 Jackson Avenue
Charleston IL 61920

RE: Access approval for bike path crossing improvements along county highways.

Dear Mr. Buescher,

The County has reviewed the submitted plans for a proposed bike path crossings along County Highway 28 (Loxa Road) and County Highway 7 (Old State Road). All design standards shown meet the Illinois Local Roads Design criteria and thus are acceptable by the County of Coles. The County Highway Department gives permission to the proposed crossing improvement requested. All construction warning signs needed shall conform to the latest edition of the MUTCD manual. The contractor shall be able to provide license and insurance if requested in order to proceed with the said work on public right of way.

If you have any questions please call me at 217-348-0527 or email at rjohnson@co.coles.il.us.

Best Regards,

Richard A. Johnson, P.E.
Coles County Engineer

MATTOON

MATTOON, ILLINOIS: *Working Together to Build the Future*

May 23, 2019

Andrew Redfern
Coles County Memorial Airport
432 Airport Road
Mattoon, IL 61938

RE: Mattoon-Charleston Bike Trail
Project Coordination

The City of Mattoon and the City of Charleston are preparing to construct improvements to the Lincoln Prairie Grass Trail that connects the two communities.

The project includes asphalt resurfacing of the aggregate portion of the existing trail north of your facility. We will also be replacing the bike trail signage, and installing pavement markings at the road crossings. The signage is less than 10' high.

The project includes Federal-Aids Funds and is near the Airport. As such, we required to coordinate with your office to make there are no conflicts or concerns.

I have attached a location map for your use. Please contact me at 549-0939, or barberd@mattoonillinois.org, if you would like to discuss further.

Sincerely,

Dean Barber
Public Works Director

Acting Mayor
Tim Gover
Commissioners
Randy Ervin
Rick Hall
Chris Rankin

Mattoon City Hall
208 N. 19th Street
Mattoon, Illinois 61938
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