CITY OF EAST CHICAGO
PLAN COMMISSION MEETING
Monday, April 3, 2023

BOARD MEMBERS:
Valeriano Gomez, President
William Allen, Vice-President
Lilia Ramos, Secretary
Joanne Moricz, Commissioner
Chanthini Fowler, Commissioner
Douglas Sloss, Commissioner
Grayling Gordon, Commissioner
Lydia Lopez, Commissioner
Stacy Winfield, Commissioner

STAFF:
Debbra Gritters
Alysia Dunbar
Richard Morrisroe

Reported for Fissinger & Associates, Ltd.
By: Peggy S. LaLonde, CSR RPR

Call to Order: 4:30 p.m.

Pledge of Allegiance

Roll Call: Present in Chambers: Val Gomez, Lilia Ramos, William Allen, Joanne Moricz, Grayling Gordon

Members on Zoom: Chanthini Fowler, Douglas Sloss, Lydia Lopez, Stacy Winfield

STAFF - Present in Chambers: Debbra Gritters
Alysia Dunbar
Richard Morrisroe

MR. GOMEZ: Good afternoon, everyone. I would like to call to order the Plan Commission meeting for April 3, 2023.

Next on the agenda is approval of minutes of the meeting of March 20, 2023. Is there a motion to approve as written?

MS. RAMOS: So move.

MR. SLOSS: Second.

MR. GOMEZ: Roll call.

Roll Call: "All in Favor": All Abstain: None
Opposed: None

MR. GOMEZ: Motion carries.

We'll move on to New Business. We have the City Planner's report. We have two items that we have discussed in the past. We have the Prairie Crossing Subdivision amended plat, then we have the ECI South Tank Farm. We have a slide presentation and then the site plans. Debbra?

MS. GRITTERS: So first on the report is the Prairie Crossing Subdivision. This is the final plat. We had to go back and do revisions because NIPSCO wanted to do a shared easement with us. So the main point on this is that the City and NIPSCO have agreed to a one-foot shared easement.

MR. GOMEZ: Any questions or comments concerning this amended plat for Prairie Crossing? (None) There being no questions or comments, I will entertain a motion to approve the amended plat.

MR. ALLEN: So moved.

MR. GORDON: Second.

MR. GOMEZ: Roll call.

Roll Call: "All in Favor": All Abstain: None Opposed: None

MR. GOMEZ: Motion carries.

We'll move on to the ECI South Tank Farm.

MS. GRITTERS: Next on the agenda is the ECI South Tank Farm. We have Eric, Craig, and Nick here representing this project. This is the final 100 percent ready to go canal south tank farm and it's familiar because last year October we looked at it as about 80 percent done, and now they are ready to start moving on the ground and pushing this project forward.

So, at this time I will turn it over to Eric, Craig, and Nick for a little presentation.

MR. LARSON: Good afternoon. Atlantic Richfield is thankful for the opportunity to present again to you today. I will bring you up to speed where we are with our project, the 100 percent design level, as well as to share with you how we plan to minimize any impacts to the community.

Can everybody on the screen or that is calling in, can you all see the presentation?

MR. GOMEZ: I think everybody received their packet. Am I correct, everybody has the packet?

MS. WINFIELD: I'm looking at my packet because I can't see the screen, but I can follow.

MR. GOMEZ: Everybody has what you have.

MR. LARSON: So what I will do is take a few minutes to kind of walk through how we got to where we are at, talk about the schedule, how we plan on mitigating any impact to the community, and talk about some of the things we are doing to work with the community, and be inclusive and collaborative on some of the outreach activities that we have planned.

So the project is all about people. I'm fortunate to work with a real good group of folks. I have Craig Kish, from Jacobs Engineering, and Nick Kloenne, from Goettle, Inc., I will introduce them. And of course there's a big team of folks behind us too. I feel really fortunate that we have assembled a real strong team of folks that are going to execute that barrier wall system for us.

The South Tank Farm sits across the confines of the disposal facility at the southwest corner of the intersection of the Indiana Harbor Ship Canal and Indianapolis Boulevard, roughly 52 acre parcel. You will recall this from the last time we presented, our objective is to install a barrier wall system along that 2,120 feet along the canal.

The real purpose of this is two-fold. One is to prevent any subsurface impact that remained from the former tank farm there from getting into the canal, and it's going to allow the Army Corps of Engineers when they come in to dredge in 2024, it will allow them to dredge the maximum amount of impacted sediment out of that canal. So that was the purpose behind this barrier wall system.

So really there's been three key refinements to this design since I last had the opportunity to present to everybody. The first one is we are going to create a southern access point into the

site. So we worked with all of the stakeholders, Buckeye, NIPSCO, and One Oak. All of those pipeline companies that have easements, we have worked collaboratively with them to have them review our design and in turn give them our approval to install an access road through that southern fence line, which really facilitates safely and efficiently bringing in all the material and equipment we need to bring in.

The second is really around the southeast corner of the barrier wall system. There is two pipelines that currently run there. One is NIPSCO gas line and the other one is Buckeye pipeline. To avoid any conflict between those two pipelines or barrier pipeline, we have worked collaboratively with those two companies to have them relocate their pipe. At the same time we needed to put a notch in that southeast corner of the wall so we didn't have a conflict between our wall and their pipelines. So that would be the second major refinement that we incorporated from the 90 percent to 100 percent.

And then the last one is we are going to be bringing in 40,000 cubic yards of clean backfill to add to the site. And as we do that, the incremental backfill, so we excavate out to be able to install the tieback that connects that sheet pile wall to the dead man wall, we are going to backfill in increments. And by doing that we'll minimize the amount of water that we'll have to treat.

So it's really an efficient opportunity for us to minimize all the water handling that we might be able to experience should we get a significant rain event for example. Those are really the three key differences between that 90 percent design that I shared with all of you the last time I presented and the 100 percent design that U.S. EPA and the Army Corps of Engineers approved earlier this month.

So now I'm going to turn this over to Craig Kish, with Jacobs Engineering, and Craig is going to walk you through the site setup plan.

MR. KISH: Thank you for the opportunity to discuss this. We amended the site setup really for logistics to make things safer at the site. So as Eric mentioned, on the east side of the site Buckeye and NIPSCO will be putting in and changing their lines, and

so we want to give them space. What we did, we shifted our site so that our construction trailers and all of our parking areas and all the traffic is now coming in more to the center of the site, which is more convenient for us, also safer and gives them space. And then we also moved our soil stockpiles to the east.

As you see, we also changed the access road location. Previously it was more coming in entering the center of the site, now we have it going directly from that far southeast corner, going directly into the site, again to divert the traffic, and makes it more convenient and safer for everybody. We designed that access road to protect the infrastructure because there are a number of pipelines that go underneath that. And then I just want to rundown the summary of our approach.

You know we are Jacobs Engineering, the general contractor. We do the construction management, do the coordination, but we have subcontracted as a teaming partnership with our friends at Goettle. Nick will come up and introduce himself and do a little discussion, and we did that on purpose. We screened a number of companies before we ever bid on the work because it's important to have the right contractor who knows how to operate safely and knows how to do this work to get it done the way it is designed.

So we have a number of permits that we are working under. Those permits have a number of conditions and we have developed our construction work plans with those conditions in mind. And those work plans are designed to guide our work and make sure that everybody on-site understands what needs to be done and how we can do this safely and working within the community. And so our protections are really first and foremost, the community safety and security.

I keep mentioning safety. For us within this team, my company, Atlantic Richfield, Goettle, we all are concerned about safety. You know, it's important that everybody goes home every day the same condition they arrived at work, and so that extends to the community as well, but we are also protecting the environment.

The whole purpose of this project is to help prevent the discharge to the canal, so we are

taking steps and efforts at the project to protect the canal and to protect the environment in general.

Also I mentioned the site infrastructure and mention the access road that's been designed specifically to carry those loads so we don't do any damage to the infrastructure. And then we also have, you know, a rail adjacent on the west side, we have Indianapolis Boulevard on the east. So we'll be monitoring and making sure that our activities don't negatively impact those structures.

So I'm going to ask Nick to come up and he will talk a little bit about the means and methods, how we are actually going to get it done.

MR. KLOENNE: Thanks for having us. My name is Nick Kloenne. I'm with Goettle. We are partnered with Jacobs Engineering. We'll be performing mostly all of the actual construction activities on the site. So I just wanted to run through some of the major components of the work.

We have been on-site for a little over a month now, essentially establishing the site. We installed storm water protection, cleared the ground. We built stone access roads. We got our office trailers in there, temporary facility. We still have some work to do before we bring the steel in for the bulkhead. But, you know, we are hopeful that by the end of this month we are going to barge in all the steel material for the bulkhead and begin driving the bulkhead, which consists of sheet piling and king piles.

So, we'll have two cranes on-site. One of the cranes will pick the piling off the barge and set it in the wall-line, and the second crane will follow along with a vibratory hammer and drive the piling down the grade. So we have got quite a bit of work there getting the bulkhead installed. And, you know, as that activity progresses we have a system of piping and manholes to install that will control the ground water on the site.

In addition we will have some backfill behind the bulkhead and existing grade of the canal bank. We have also got some excavation to get done to what you see here, two tie roads or elevation of the tie roads. And the tie roads tie the bulkhead

that's out in the canal to dead man sheets that are driven to the south of the bulkhead.

So we'll perform that excavation, install the dead man, install the tie roads, stretch the tie road against the dead man, lock them off, and then install clean backfill up to grade. We'll have some site restoration, some seeding, clean up, and, you know, major construction activities of this phase will be complete.

MR. LARSON: It's going to be a busy year out at the site. As Nick was sharing, it's already started with the site setup. We expect that the barrier wall system installation will actually begin either later this month or early part of May. We are waiting for the Notice to Proceed from DOJ, so we can begin at that northwest corner. We are going to see a lot of activity beginning to ramp up here and it is going to go through the end of the year.

We expect the barrier wall system itself will take us through December to install and then we'll be doing some restoration work as we get into January and February, and then the water management system that will be installed at a later point. We'll operate under this interim water management system until such time as we go through the same kind of steps that will be taken for the barrier wall system for the water management system working with U.S. EPA and Army Corps, and obviously the City to get that design to 100 percent.

It will be a busy year out on the site. There is a lot of work that we are doing, and as I shared with the Technical Committee last week, how we do this work is just as important as what we are going to do. I wanted to share with you kind of high level some of the things that are first and foremost in our mind with respect to minimizing impacts to the community.

The first is really around traffic. We have a really robust traffic safety management plan, journey risk management plan. We carefully have tried to minimize this with the City. We have had a lot of conversation with Miss Gritters on this. I'm going to show you a map with traffic safety and where we will minimize any disruption to the community, especially

East Chicago Central High School to the south. We want to talk about roads too, because when you think about that construction, the last thing we want is a lot of dust in that intersection.

So we have construction, we covered the exit to the site with gravel so that it will shake off the dust and dirt from the trucks exiting the site. We have a dust and odor control perimeter, air monitoring around the site, make sure less dust exiting the site. From a noise standpoint, Nick mentioned vibratory hammer, that will keep down noise.

So our hours of operation will be really limited to daylight hours. First thing in the morning our safety meetings begin at 7:00 a.m. and then we conclude there around 6:00 p.m. in the evening. As far as canal progress, the booms are going to maintain until such time as we drive the sheet pile and then we'll be able to work the booms in conjunction with that. So the curtains were installed today, so when it comes to protecting the canal when driving sheets, we wanted to make sure we have done everything to protect the canal from additional turbidity and work closely with the City with best management practices for storm water discharge.

So kind of when you think about all of those things, we have really tried to be very thoughtful on how we go about installing this barrier wall system.

Let me stop for a minute. We have shared a lot of information. Are there any questions that the Commission has for us?

MR. GOMEZ: Any questions or comments?

MS. WINFIELD: Well, you are talking, have you all met with the School City about the traffic, especially going around Central?

MR. LARSON: We have developed a fact sheet. Our plan is within the next couple of weeks, we wanted to make sure we didn't do anything too far in advance, rather we wanted to make sure within two weeks of our efforts to begin driving sheet pile before we sat down and met with the school system. So we have got a fact sheet that we have developed and are going to be

sharing that with them.

We already sat down with the City of East Chicago Police Department on our traffic safety management plan. The plan that we have right now and that's probably a good segway to the next slide. If all of you can see this one. What we want to do is avoid any traffic going by East Chicago Central High School. So if you take a look at our plan, it's to bring in -- we mentioned the backfill -- is to bring in our backfill up Cline Avenue to Chicago Avenue to Kennedy Avenue to Columbus Drive to McShane. So all of our traffic is designed to either come from the north along Indianapolis Boulevard and come from McShane, and directly into the site. The only traffic that we are going to have going by the school is the cranes that we are going to be bringing in later this week. We have got two Hudson cranes that we were bringing in, actually brought in apart and we have worked with INDOT to develop a traffic safety management plan. And their preference was to bring that up Indianapolis Boulevard, but we'll be doing that outside of the peak time where school begins and where school lets out. But other than those loads this week, and there is only going to be a handful of them, all of the traffic will be taking the McShane Avenue corridor or coming from the north via Indianapolis Boulevard. Did that address the question?

MS. WINFIELD: Yes. Debbra, can you make sure that Counsel woman Monica Guzman has this information, please, because this is her district. It's her district and I'm sure she will be getting calls also.

MR. LARSON: We can certainly share this.

MS. WINFIELD: Thank you.

MR. LARSON: So as I mentioned, some of the things that we want to partner with the community on, we are using U.S. manufactured steel on this project. And I know that I shared this last time that I was with all of you, my grandfather worked at Inland Steel for 40 years, which is a point of pride that we are able to use domestic steel on this. We will be using represented workforce for this project, as well as local vendors.

Like I mentioned before, we'll be

reaching out to the school system with that fact sheet so that they are aware of the work they are doing. And then finally, two weeks ago we worked with the City of East Chicago Fire Department and brought in an instructor to do water rope rescue training. One of the things that in sitting down with them that we thought would be a nice opportunity to provide water rescue rope for the City's Fire Department and the corresponding training. So all that was done two weeks ago. It's really that partnership where they can support us and how we can support them.

So I met with Chief Carpenter again this morning, and one of the things that we'll be looking at doing is pulling together a tabletop exercise so that in the event that we were to have an incident, we would be able to solicit their support in a timely fashion, as well as the Whiting Refinery Fire Department, if we were to have somebody go into the water. So we don't anticipate any of those things happening, but we want to make sure we are prepared to respond to an incident if appropriate. We are working together with the fire department to bring that tabletop exercise to light.

MR. GOMEZ: Any other questions or comments? (None) So this is for the final design and plan?

MR. LARSON: Correct. This is the 100 percent design just approved by U.S. EPA and Army Corps of Engineers and shared with the Technical Committee last week for their review. And now we are bringing this to the City of East Chicago Planning Commission for your consideration and approval.

MR. GOMEZ: There being no final comments or questions, I'd entertain a motion to approve the final plan and the final design of the ECI South Tank Farm Project.

MR. ALLEN: So moved.

MR. GORDON: Second.

MR. GOMEZ: Roll call.

Roll Call: "All in Favor": All Abstain: None Opposed: None

Approval of the Meeting Minutes of Monday
April 3, 2023

Approved and signed April 17, 2023

Valeriano Gomez, President

William Allen, Vice-President

Lilia Ramos, Secretary

Joanne Moricz, Commissioner

Chanthini Fowler

Douglas Sloss

Grayling Gordon

Lydia Lopez

Stacy Winfield

Alysia Dunbar, Recording Secretary

MR. GOMEZ: Motion carries.
That concludes our New Business. I believe we have no Old Business tonight.
Any other comments from the Commissioners? (None) Any other comments from the Public? (None)
There being no further comments, our next meeting will be Monday, April 17, 2023, at 4:30 p.m. That concludes all the items on the agenda. I would entertain a motion for adjournment.

MS. RAMOS: So move.

MR. GORDON: Second.

MR. GOMEZ: Roll call.

Roll Call: "All in Favor": All Abstain: None Opposed: None

MR. GOMEZ: Motion carries.
Meeting adjourned.

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C E R T I F I C A T E

I, Peggy S. LaLonde, a competent and duly qualified court reporter, do hereby certify that I did report in machine shorthand the foregoing proceedings and that my shorthand notes so taken at said time and place were thereafter reduced to typewriting under my personal direction.

I further certify that the foregoing typewritten transcript constitutes minutes of the said proceedings taken at said time and place, so ordered to be transcribed.

Dated at Munster, Indiana, this 7th of April, 2023.



Peggy S. LaLonde, CSR, RPR