

RCRA Corrective Action October 1, 2009

GM Powertrain Bedford Facility, Bedford, Indiana



*Bailey's Branch
Creek West of
the Facility*



*East Plant
Area Cover
System and
Vault*



*Frog in
Restored Area*



*Creek
Restoration
North of
Broomsage
Road*

This is the twenty-fifth Project Fact Sheet that has been prepared to provide the community with information regarding activities being performed at the Site.

RCRA Corrective Action Update

General Motors Company (GM) is undertaking a Resource Conservation and Recovery Act (RCRA) Corrective Action at the GM Powertrain - Bedford Facility (Site) in Bedford, Lawrence County, Indiana pursuant to the terms of a Performance Based Agreement (Agreement) executed by U.S. EPA Region V on March 20, 2001 and amended October 1, 2002, March 29, 2008, and May 9, 2008.

The Agreement provides for sampling as part of a RCRA Facility Investigation (RFI). Environmental sampling in the RFI defines the levels of contaminants in soil, groundwater, sediment, and surface water. Continuing sampling activities include groundwater sampling and soil sampling.

Once an area has been investigated through the RFI, an Interim Measure (IM), or expedited cleanup, may be proposed. A number of IMs have been conducted as part of the Bedford Project. In July of 2005, U.S. EPA approved GM's IM for the East Plant Area. IM components for this area include (1) removal of soil with 50 ppm or greater PCBs from the East Plant Area, West Plant Area, and Northern Tributary and placement into an on-Site vault, (2) the use of low-level PCB soil from the creek removal as grading soil to go under the low-permeability cover system, (3) a clay and plastic cover system over the East Plant Area to limit rainwater infiltration and erosion of the low level PCB soils, (4) a perimeter groundwater collection trench installed within the bedrock along the northern, eastern and southern boundaries to collect groundwater in the direction it flows from Plant property and

treat it prior to discharge, (5) a source removal system to remove oil from bedrock in a few locations beneath the Plant property, and (6) continued monitoring and maintenance of the IM components.

Removal of approximately 190,000 tons of the higher level PCB contaminated soil from the East Plant Area, West Plant Area, and Northern Tributary and placement into the vault is complete. The majority of the vault cap (including plastic liner) has been completed. Placement of low-level PCB soil from the creek removal work in the East Plant Area is also nearing completion. Installation of the cover system over portions of the East Plant Area is complete and clay and/or temporary liners cover the remaining areas. The temporary liner was placed to reduce the potential for stormwater runoff to contact the low level PCB soil and to reduce erosion during construction. Resuming the construction work has been delayed this summer in order to allow the selection of a contractor to complete the work and to secure an agreement to perform work on several off-Site properties owned by Motors Liquidation Company (MLC), which is the former General Motors Corporation. The cover system is expected to be completed in 2011. The perimeter groundwater trench and source removal system for oil are currently in the design phase and are being reviewed by U.S. EPA. Finalization and approval of these designs is anticipated in 2010. The U.S. EPA approved the IM for the West Plant Area (which included excavation of soil in grassy areas in front of the Plant along GM Drive). The excavations were completed by the end of October 2008. The temporary liners protecting the excavated area near the Plant lobby, which has been filled to the lobby elevation, will be removed as the remainder of the cover system (vegetative and asphalt paving) for this area is constructed.

The following documents have been submitted to the U.S. EPA and IDEM since Fact Sheet 24 and are available for review in the public repository and online.

Quarterly Progress Report 33

CERCLA Monthly Progress Reports

- May, June, July/August 2009

Public Presentation

- June 17, 2009



Off-Site Activities

Removal Actions along Bailey's Branch and Pleasant Run Creek are being executed under an Administrative Order on Consent (AOC) with U.S. EPA Region V, signed July 31, 2003. The AOC is being utilized to expedite the implementation of the cleanup of creek areas located off of the Facility property.

Restoration of the cleaned section of the creek from the Facility to Pleasant Run Creek has been completed except for a small section near the confluence of Tributary 3 and the Bailey's Branch Creek main tributary where investigation of a spring is ongoing. Some minor maintenance and repairs to the section of Bailey's Branch Creek between the Broomsage Road Bridge and Pleasant Run Creek damaged by flooding in 2008 will be required in the future.

The restoration between the Bailey's Branch confluence with Pleasant Run and the Peerless Road Bridge is nearly complete, except for some final grading and planting activities, which will likely be completed in 2010. Restoration of remaining areas will be completed following completion of Removal Action excavation activities.

Within the floodplain near Peerless Road there are two small areas remaining where soil removal is still required. In addition, the contaminated soil stockpile is covered and secured just outside the floodplain. Completion of excavation for these areas and removal of the stockpile to the East Plant Area was delayed due to the seasonal shutdown last winter, and the selection of a contractor to complete the work. GM is working out the completion of this remaining work with the present property owner, MLC.

To date, approximately 1.75 million tons of soil, rock, and sediment exceeding the cleanup criteria have been removed, tested, and disposed off-Site at permitted landfills, or transferred into the East Plant Area as part of the IM. Completion of the excavation in the downstream section and transportation of fill to the East Plant Area is expected in 2010, while restoration of the remaining downstream sections (west of Peerless Road) will continue through 2011.

A few springs remain in the SSC Monitoring Program, however monitoring of the majority of the locations is no longer required based on analytical data collected.

Maintenance of local truck traffic routes continues to be an important aspect of the ongoing project and GM will continue to monitor, repair and/or replace roadway surfaces as needed once the trucking resumes and as weather permits. When the majority of the truck traffic is over, GM will be resurfacing the last stretches of road used by the project, where paving is in poor condition.

Communications

A neighborhood information session and a general public meeting were held on June 17 and 18, 2009, respectively, at the GM Powertrain Facility and attendees were provided information on the status of the creek cleanup and on the East Plant Area IM. A Community Liaison Panel (CLP) meeting was held on June 19, 2009 to provide information on the project status. The next neighborhood and public meetings are scheduled for October 7 and 8, 2009, respectively. A CLP meeting will be held on October 9, 2009.

The presentations for these meetings, as well as past meetings are posted to the project website at: www.BedfordPowertrainCorrectiveAction.com.

An information repository is maintained in the Bedford Plant lobby and is available for public review by appointment. A list of new project documents submitted since Fact Sheet 24 is provided on page one of this Fact Sheet.

Upcoming Field Activities

Remedial work on a larger spring in the creek will continue in 2010. Water from this spring continues to be collected and treated. Creek restoration will continue into 2010.

Work on portions of the East Plant Area cover system has resumed, and will continue as weather permits. It is anticipated that the earthwork will be discontinued with the onset of winter and the rainy season, and the area will be tarped and maintained until the cover system work resumes next summer. The area will be vegetated once construction of the final cover system for the East Plant Area is completed, which is anticipated in 2010. The completion of the West Plant Area vegetative/asphalt cover is anticipated in 2010.

Many components of the work both on and off of the Plant property have been substantially completed; however, work on some portions of the project has been delayed until next year. The schedule delays are caused by the procurement process for selection of a new general contractor to complete the remaining work and the reorganization of the former General Motors Corporation (MLC) and resulting negotiations for property access between the new GM Company and MLC.

Contact Information

If you would like more information about this project, please contact any of the following:

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Public Access Website at...

[www.BedfordPowertrain
CorrectiveAction.com](http://www.BedfordPowertrainCorrectiveAction.com)

*Get up-to-date project
information and view
project related documents.*

An information repository is located at: The Information Center at the GM Plant accessible by appointment (Please contact Katie Kamm).