



FACT SHEET

Superfund Program

Receive Site Fact Sheets by *Email*. See "For More Information" to Learn How.

Site Name: General Motors – Inland Fisher Guide
DEC Site #: 734057 Operable Unit 02 *
Address: 1000 Town Line Road
Salina, NY 13221

Have questions?
See
"Who to Contact"
Below

Remedy Proposed for State Superfund Site; Public Comment Period and Public Meeting Announced

Public Meeting, Tuesday, 12/2/2014 at 6:00 PM
Town of Salina Town Hall
201 School Road
Liverpool, New York 13088

NYSDEC invites you to a public meeting to discuss the remedy proposed for the site. You are encouraged to provide comments at the meeting, and during the 30-day comment period described in this fact sheet.

The public is invited to comment on a remedy proposed by the New York State Department of Environmental Conservation (NYSDEC) related to the General Motors – Inland Fisher Guide Site, Operable Unit Number 2 ("site") located at 1000 Town Line Road, Salina, Onondaga County. Please see the map for the site location.

Documents related to the cleanup of this site can be found at the location(s) identified below under "Where to Find Information."

How to Comment

NYSDEC is accepting written comments about the proposed plan for 30 days, from **November 17, 2014** through **December 17, 2014**. The proposed plan is available for review at the location(s) identified below under "Where to Find Information." Please submit comments to the NYSDEC project manager listed under Project Related Questions in the "Who to Contact" area below.

The site is listed as a Class "2" site in the State Registry of Inactive Hazardous Waste Sites (list of State Superfund sites). A Class 2 site represents a significant threat to public health or the environment; action is required.

**Operable Unit:* An administrative term used to identify a portion of a site that can be addressed by a distinct investigation and/or cleanup approach. An operable unit can receive specific investigation, and a particular remedy may be proposed.

Proposed Plan

The remedy proposed for the site includes:

Sediment Alternative 3 (mechanical excavation to achieve a sediment concentrations of 1.0 mg/kg PCB), and Soil Alternative 2 (mechanical soil excavation to achieve restricted soil cleanup objectives) as the preferred alternatives to address the contaminated sediment and soil, respectively. The total present cost of the alternatives is estimated to be approximately \$14.1 million.

1. A remedial design program would be implemented to provide the details necessary for the construction.
2. Sediment Alternative 3 includes mechanical excavation of sediment in Ley Creek. The estimated volume of sediment to be removed would be approximately 9,600 cubic yards.
3. Habitat restoration of excavated areas of Ley Creek.
4. Soil Alternative 2 includes mechanical excavation of surface and subsurface soil to meet restricted soil cleanup objectives. The estimated volume of soil to be excavated would be approximately 15,130 cubic yards.
5. Institutional controls (*e.g.*, deed restrictions) would be recorded for properties documenting land use restrictions.
6. A Site-wide Site Management Plan for the General Motors – Inland Fisher Guide Site would provide for the proper management of all post-construction remedy components for the Site.
7. Because this remedy would result in contaminants remaining on-Site above levels that allow for unrestricted use and unlimited exposure, CERCLA (the Superfund Act) requires that the Site be reviewed at least once every five years.

Summary of the Investigation

Based upon the results of the samples obtained during the remedial investigation, NYSDEC and EPA have concluded that PCBs are the predominant contaminant in the site soils and creek sediments, surface water and biota.

Only PCBs were detected above surface water standards at the site. Biota sampling also detected PCBs in fish and macroinvertebrates obtained from Ley Creek.

NYSDEC developed the proposed remedy after reviewing the detailed investigation of the site and evaluating the remedial options in the “feasibility study” submitted under New York’s State Superfund Program.

Next Steps

NYSDEC will consider public comments as it finalizes the remedy for the site. The selected remedy will be described in a document called a "Record of Decision" that will explain why the remedy was selected and respond to public comments. A detailed design of the selected remedy will then be prepared, and the cleanup will be performed.

NYSDEC will keep the public informed throughout the investigation and cleanup of the site.

Background

The former General Motors – Inland Fisher Guide Site (Operable Unit 1) is located on Town Line Road in the Town of Salina. Several buildings, parking areas and a landfill are present at the site. The site is currently leased to various manufacturing companies. The site also includes the upper portion of Ley Creek (from Townline Road to Route 11) and adjacent wetlands beyond the facility property boundaries (Operable Unit 2).

GM's early manufacturing operations at the site included plating, buffing, forming and finishing metal auto parts. These operations were discontinued in the early 1970s, and the facility was subsequently used to manufacture and paint plastic body trim components. Some wastes associated with the injection molding and painting operations included PCB contaminated hydraulic oils, waste solvents, and paint sludge. All GM manufacturing operations at this facility ceased by December of 1993.

Operable Unit 2 of the GM-IFG Site consists of:

- approximately 9,200 linear feet of Ley Creek between Townline Road and Route 11;
- soil in the Ley Creek Floodplain Area (generally along the creek banks), defined as the portion of the Federal Emergency Management Agency (FEMA) 100-year floodplain of Ley Creek between Townline Road and Route 11, exclusive of the Ley Creek PCB Dredgings Site;
- soil/sediment in the 10-acre wetland (referred to as the “National Grid Wetland”) located on the northern portion of the National Grid property directly west of the former GM-IFG facility;
- soil in the approximately 1.8-acre area located directly between the former GM-IFG facility’s northern property boundary and Factory Avenue (referred to as the “Factory Avenue Area”); and
- soil in the area located along the northern shoulder of Factory Avenue in the vicinity of LeMoyne Avenue (referred to as the “Factory Avenue/LeMoyne Avenue Intersection Area”).

Current Zoning and Land Use

Ley Creek is a Class B stream which means the best usages for the creek are “primary and secondary contact recreation and fishing”. The creek is located approximately 150 feet north of the former GM-IFG facility and flows due west approximately 2.5 miles downstream from the facility, where it discharges into Onondaga Lake. Ley Creek drains an area of approximately 30 square miles. The Ley Creek drainage basin can generally be described as a highly urbanized area. Portions of the city of Syracuse and the towns of Cicero, Clay, DeWitt, Manlius, and Salina are located in the Ley Creek drainage basin.

Ley Creek is not currently used as a public water supply, and there is no commercial transportation use of the creek. The Ley Creek Floodplain Area is zoned as mixed commercial and residential with some stretches of undeveloped land between the northern bank of Ley Creek and the New York State Thruway.

A wetland located in the northern portion of property is owned by the utility company National Grid. It is directly to the west of the former GM-IFG facility. This wetland is an approximately 10-acre portion of a New York State-regulated wetland known as SYE-6. Drainage from the wetland is discharged through culverts under Factory Avenue towards Ley Creek. National Grid property is currently zoned for industrial use.

The Factory Avenue Area is a narrow roadway shoulder and storm water drainage ditch located between the northern former GM-IFG facility property boundary and Factory Avenue. The area extends from the northwestern corner of the facility property to Townline Road. The Factory Avenue Area is characterized by maintained grass and is a corridor for overhead and underground utilities. Specifically, a natural gas pipeline and an Onondaga County sanitary sewer are present underground along this corridor. The Ley Creek PCB Dredgings Site is located across Factory Avenue to the north of this area. This area is currently zoned for industrial use.

The Factory Avenue/LeMoyne Avenue Intersection Area is located north of Factory Avenue in the vicinity of LeMoyne Avenue down to the Route 11 Bridge. This area is currently zoned for commercial use.

Site History

In 1938, the area in the vicinity of Ley Creek was primarily farmland. Since then, commercial and industrial development has occurred in the drainage basin, including in areas bordering the creek.

General Motors began operations in Salina in 1952. Operations conducted at the GM-IFG facility included metal die casting; nickel, chromium and copper cyanide electroplating; stamping; polishing; buffing; painting and machining. During the early 1960s injection molding operations were added to the existing metal operations. Metal finishing and die casting were subsequently reduced and replaced by injection molding by the early 1970s. PCB-containing hydraulic oil was used in production machines until 1969. PCB-containing oil leaked from the machines to floor drains and sumps. This oil and other process waste was discharged to an on-site swale. The swale discharged to Ley Creek, where PCBs are found in the sediments.

As part of a flood control project in the 1970s, several sections of Ley Creek were dredged. Dredged material contaminated with PCBs was placed along the banks of the creek. Areas along the south bank of Ley Creek upstream of the Route 11 Bridge, where PCB-contaminated dredge spoils were placed, were included on the New York State Registry of Inactive Hazardous Waste sites as the "Ley Creek PCB Dredgings Site". A Record of Decision (ROD) was issued by NYSDEC for the Ley Creek PCB Dredgings Site in March 1997. It called for the excavation and disposal of PCB-contaminated material greater than 50 milligrams per kilogram (mg/kg) and the consolidation and on-site capping of material less than 50 mg/kg. The remedy was completed in 2001, and the site is currently monitored and maintained.

NYSDEC and General Motors entered into an Administrative Order on Consent (Index # D-7-0001-97-06) (Order), which became effective on September 25, 1997. The Order required General Motors to conduct a Remedial Investigation and Feasibility Study (RI/FS) for the GM-IFG Site. Soil, sediment, surface water and biota were obtained for chemical analysis as part of the remedial investigation.

Three significant interim remedial measures were implemented to prevent further migration of PCBs from the facility to Ley Creek. The interim remedial measures began in 2002, and were completed in 2004. They included the activities described below:

- Former Landfill Interim Remedial Measure - An industrial landfill at the former GM-IFG facility that contains chromium- and PCB-contaminated material was capped to prevent contaminants from leaching into the groundwater. In addition, hot spots associated with the landfill were excavated.
- Former Drainage Swale Interim Remedial Measure - A second action involved the removal of highly-contaminated soil from a former discharge swale. This swale was used in the 1950s and 1960s as a conduit for the discharge of liquid process waste to Ley Creek. The swale was subsequently filled in, but the contaminated soil remained until the performance of this action. Over 26,000 tons of soils containing PCBs were removed from the site.
- SPDES Treatment System Interim Remedial Measure - The third action involved the construction of a retention pond and an associated water treatment system. This pond collects all water that accumulates on the GM-IFG property in any of the storm sewers or abandoned process sewers. The pond water is then sent through the treatment plant in order to meet permitted discharge limits, prior to discharge to Ley Creek. The purpose of this response action was to stop the intermittent discharge of PCBs and other contaminants that occur during storm events.

In 2005, General Motors conducted a Phase 1A Cultural Resources Survey for the GM-IFG OU1 and OU-2 Sites. The Cultural Resources Survey Report concluded that no further cultural resources investigation is recommended for the Sites. This document was approved by NYSDEC in December 2005.

In 2009, General Motors filed for bankruptcy. On March 31, 2011, administration of the remedial activities at the site was taken over by the Revitalizing Auto Communities Environmental Response (RACER) Trust, who completed the RI/FS for Operable Unit No. 2. The Remedial Investigation report (March 2013) for the GM-IFG OU2 Site was approved by NYSDEC in April 2013. The Feasibility Study report (May 2013) and the Feasibility Study report addendum (June 2014) will be approved by NYSDEC concurrent with the issuance of the Record of Decision. The Operable Unit No. 1 of the GM-IFG Site is currently in the RI/FS phase, and a separate Proposed Plan and ROD will be issued for that site. The remedies for the GM-IFG Site (OU1 and OU2) will be paid for through the RACER Trust fund.

The Lower Ley Creek Site, which is downstream of the GM-IFG OU-2 Site, consists of the sediments and floodplain soils along the lower two miles of Ley Creek, beginning at, and including, the Route 11 Bridge and ending downstream at Onondaga Lake, as well as the sediments and floodplain soils associated with the "Old Ley Creek Channel". EPA released the Record of Decision for the Lower Ley Creek Site on September 30, 2014.

State Superfund Program: New York's State Superfund Program (SSF) identifies and characterizes suspected inactive hazardous waste disposal sites. Sites that pose a significant threat to public health and/or the environment go through a process of investigation, evaluation, cleanup and monitoring.

NYSDEC attempts to identify parties responsible for site contamination and require cleanup before committing State funds.

For more information about the SSF, visit: <http://www.dec.ny.gov/chemical/8439.html>

FOR MORE INFORMATION

Where to Find Information

Project documents are available at the following location(s) to help the public stay informed.

Salina Library
100 Belmont Street
Mattydale, NY 13211
phone: 315-454-4524

NYSDEC
615 Erie Blvd., West
Syracuse, NY 13204
phone: 315-426-7400

NYSDEC
Attn: Richard Mustico
625 Broadway
Albany, NY 12233
phone: 518-402-9676
(Richard.Mustico@dec.ny.gov)

Atlantic States Legal Foundation
Attn: Samuel Sage
658 West Onondaga Street
Syracuse, NY 13204
phone: 315-475-1170

Project documents are also available on the NYSDEC website at:

<http://www.dec.ny.gov/chemical/37558.html>

Who to Contact

Comments and questions are always welcome and should be directed as follows:

Project Related Questions

Richard Mustico
NYS Department of Environmental Conservation
Division of Environmental Remediation
625 Broadway
Albany, NY 12233-7013
518-402-9676
Richard.Mustico@dec.ny.gov

Project Related Health Questions

Mark Sergott
NYS Department of Health
Empire State Plaza
Corning Tower, Room 1787
Albany, NY 12237
518-402-7860
BEEI@health.ny.gov

We encourage you to share this fact sheet with neighbors and tenants, and/or post this fact sheet in a prominent area of your building for others to see.

Receive Site Fact Sheets by Email

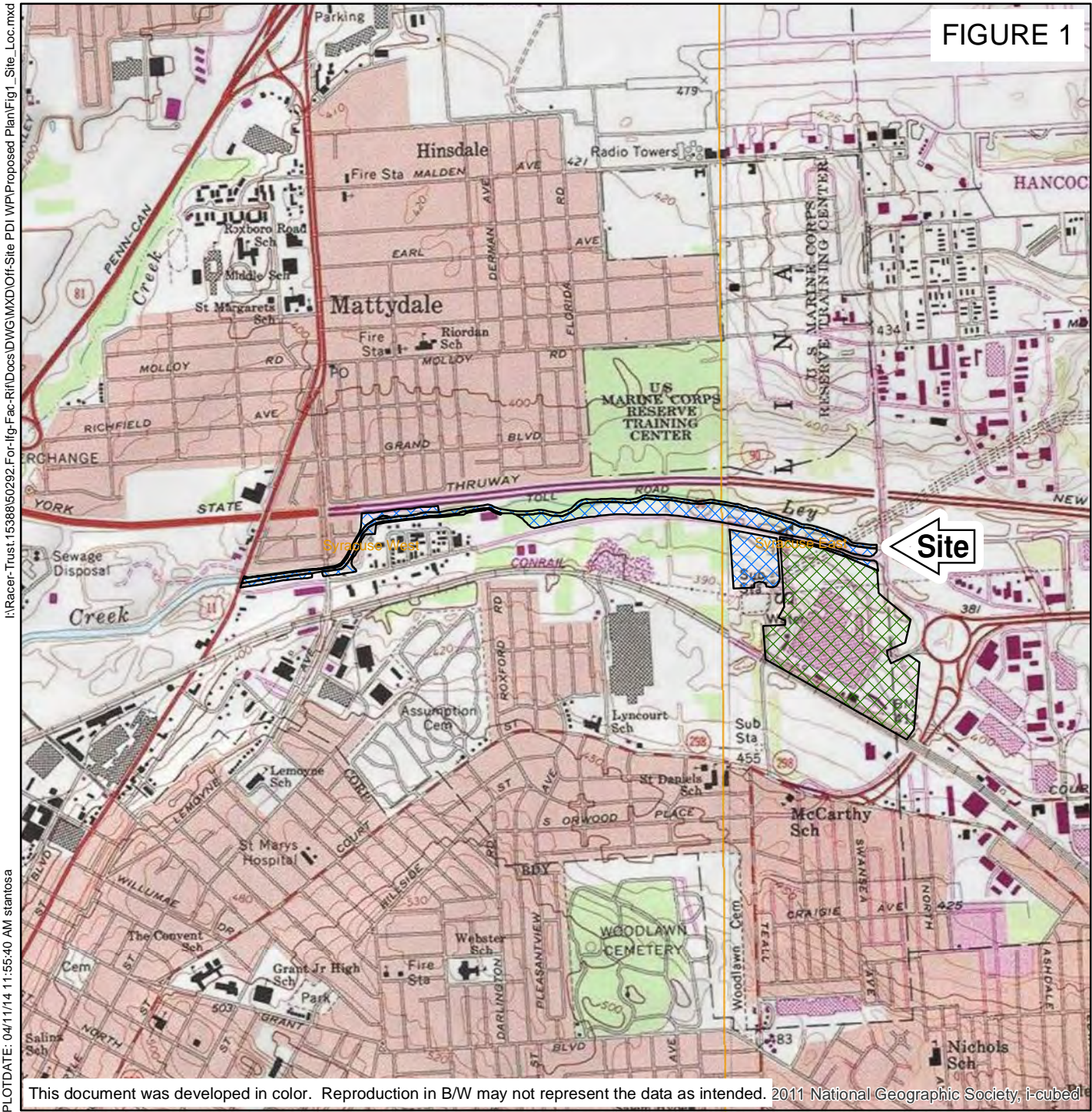
Have site information such as this fact sheet sent right to your email inbox. NYSDEC invites you to sign up with one or more contaminated sites county email listservs available at the following web page: <http://www.dec.ny.gov/chemical/61092.html>. It's quick, it's free, and it will help keep you *better informed*.



As a listserv member, you will periodically receive site-related information/announcements for all contaminated sites in the county(ies) you select.

Note: Please disregard if you already have signed up and received this fact sheet electronically.

FIGURE 1



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GENERAL MOTORS
 IFG SITE
 OPERABLE UNIT 2
 SYRACUSE, NEW YORK

**PROPOSED PLAN
 SITE LOCATION**

LEGEND

- OFF-SITE AREAS
- FORMER IFG FACILITY

