



CONESTOGA-ROVERS & ASSOCIATES
11100 Metro Airport Center Drive
Suite #160, Romulus, Michigan 48174

TELEPHONE: (734) 942-0909

FACSIMILE: (734) 942-1858

TRANSMITTAL

DATE: February 25, 2000

REFERENCE NO.: 8889-20/30/41

PROJECT NAME: GM Clark Avenue Facility

TO: Ms. Bridget Pitlock

General Motors Corporation

WFG - Remediation Team

485 W. Milwaukee

Mail Code: 482-310-004

Detroit, Michigan 48202

Please find enclosed: ☒ Draft ☒ Final
☐ Originals ☐ Other
☐ Prints

Sent via: ☐ Mail ☐ Same Day Courier
☒ Overnight Courier ☐ Other

QUANTITY	DESCRIPTION
1	Draft Historic Plating Area Concrete Slab Demolition Construction Summary Report
3	Final Central Areas Phase II ESA Report
3	Final Central Areas Phase III ESA Report

☐ As Requested ☐ For Review and Comment
☐ For Your Use ☒ For Review and Comment - Draft Plating Area Report
☒ For Your Use - Final Central Areas Phase II & III Reports

COMMENTS:

Privileged and Confidential Prepared at General Motors Counsel's Request

Please note that the Phase II & III ESA Reports have been updated to include the additional drilling activities that were completed in November/December 1997. The previous finalized versions (April 1997) of these two reports did not include the additional drilling activities.

Copy to: Glenn Turchan, file

Completed by: Sue Neiheisel

[Please Print]

Signed: Sue Neiheisel

Filing: Correspondence File

2.0 SITE BACKGROUND

The GM Clark Avenue Plant is located on Clark Avenue, south of Michigan Avenue, in an industrial area of Detroit, Michigan. The Site is defined as a portion of the Plant, referred to as the Historic Plating Area.

Portions of the Plant were built prior to 1920 with several additions over the years of operation. Manufacturing operations included heat treating and machining of metal, plastic forming, vehicle assembly, and product engineering activities. Operations in the Site area included plating of metal parts.

Assembly operations were suspended in December 1987. Until demolition of structures began in 1994, the process operations were decommissioned by plant personnel and selected contractors. The majority of remaining structures, concrete slabs, footings, and basements were removed from Developer Parcels A and B, as presented on Figure 1.2, by December 31, 1996. The concrete slab and footings in the Site area were left in place during previous concrete slab demolition activities.



WORLDWIDE FACILITIES GROUP
REMEDICATION TEAM
Mail Code 482-310-004
ARGO "A" - 10TH Floor
485 W. Milwaukee
Detroit, Michigan 48202

Facsimile Cover Sheet

To: SUE NEIHEISEL
Company: CRA
Phone:
Fax: 734-942-1858

From: BRIDGET PATLOCK
Company: GM-WFG Remediation
Phone: (313) 556-~~0803~~ 0816
Fax: (313) 556-0803

Date: 3/6/00

Pages (including this cover page):

COMMENTS:

Sue,
My only comment on the Plating Slab
removal project. Please finalize.
Bridget



**Privileged and Confidential
Prepared at General Motors
Counsel's Request**

DRAFT FOR REVIEW

**HISTORIC PLATING AREA CONCRETE SLAB
DEMOLITION CONSTRUCTION SUMMARY
REPORT**

**GENERAL MOTORS CORPORATION
CLARK AVENUE FACILITY
DETROIT, MICHIGAN**

**FEBRUARY 2000
REF. NO. 8889 (41)**

Prepared By:

Conestoga-Rovers & Associates
11100 Metro Airport Center Drive, Suite #160
Romulus, Michigan 48174
(734) 942-0909 Office (734) 942-1858 Fax

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LIST OF FIGURES (Following Text)

FIGURE 1.1	SITE LOCATION
FIGURE 1.2	SITE PLAN

1.0 INTRODUCTION

Conestoga-Rovers & Associates, Inc. (CRA) was retained by General Motors Corporation (GM) to provide oversight for concrete slab demolition activities at the Historic Plating Area (Site) at the GM Clark Avenue Plant (Plant) in Detroit, Michigan. The Plant location is presented on Figure 1.1. The Site plan is presented on Figure 1.2.

2.0 SITE BACKGROUND

The GM Clark Avenue Plant is located on Clark Avenue, south of Michigan Avenue, in an industrial area of Detroit, Michigan. The Site is defined as a portion of the Plant, referred to as the Historic Plating Area.

Portions of the Plant were built prior to 1920 with several additions over the years of operation. Manufacturing operations included heat treating and machining of metal, plastic forming, vehicle assembly, and product engineering activities. Operations in the Site area included plating of metal parts.

Assembly operations were suspended in December 1997. Until demolition of structures began in 1994, the process operations were decommissioned by plant personnel and selected contractors. The majority of remaining structures, concrete slabs, footings, and basements were removed from Developer Parcels A and B, as presented on Figure 1.2, by December 31, 1996. The concrete slab and footings in the Site area were left in place during previous concrete slab demolition activities.

3.0 SCOPE OF WORK

3.1 CONCRETE SLAB REMOVAL

Slab removal activities were conducted by Carlo Environmental Technologies, Inc. (CET) of Clinton Township, Michigan. Site demolition activities were conducted during the period beginning November 24, 1997, and ending on December 15, 1997.

The remaining concrete slab at the Site consisted of a floor slab and perimeter footing. Approximately 36,447 square feet of concrete floor slab (average thickness 10 inches) and 2,669 square feet of subsurface wall area (removed to 2 feet below ground surface (bgs)) was removed during the Site demolition activities. Based on these measurements, the estimated total tonnage of concrete removed and crushed was 2,645 tons.

CET used a truck-mounted hammer to fracture the concrete into manageable pieces, which were then removed with an excavator and stockpiled. Any metal or reinforcing steel bars were removed with a blow torch and transported to a recycler. The concrete was loaded into trucks and transported off-Site to National Asphalt Products, Inc. (NAPI) located in Shelby Township, Michigan for crushing. Crushed concrete was then transported back to the Site for use as backfill.

3.2 CRA OVERSIGHT

CRA personnel were on-Site during the concrete slab demolition activities to observe the condition of subsurface soils as the concrete slab was removed. Visual and olfactory criteria were used to judge the potential presence of contamination. These criteria included obvious discoloration, presence of contaminating liquid, sludges, odor of solvent, petroleum, etc. Field measurements with a Photoionization detector (PID) were utilized to screen the sub-slab soils. Soil areas below the concrete slab which were determined to be impacted were defined as Potential Areas of Concern (PAOCs) which were inspected/evaluated in accordance with the Environmental Site Assessment (ESA) Program conducted in Parcels A and B.

4.0 POTENTIAL AREAS OF CONCERN

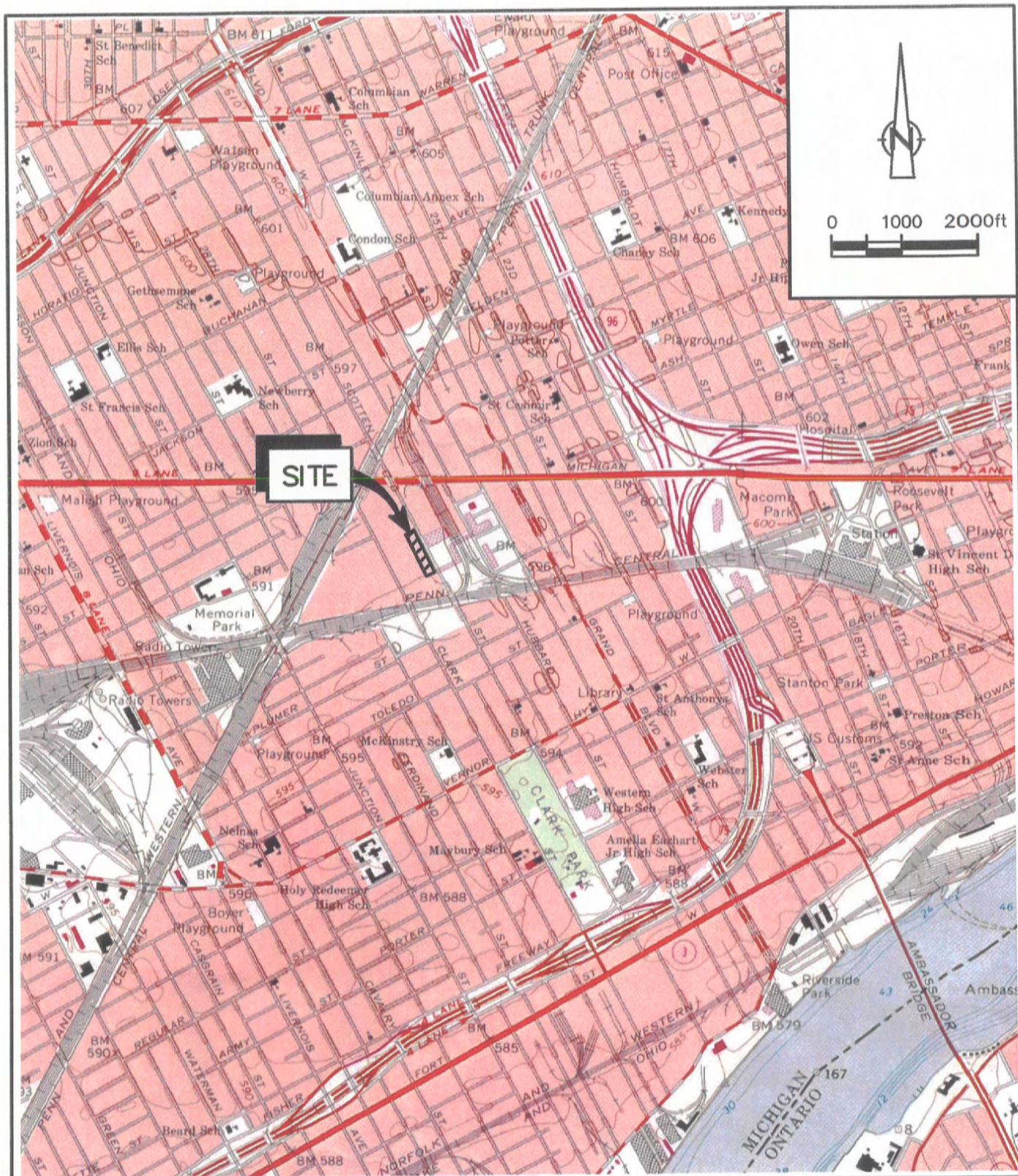
Two PAOCs were identified during the concrete slab demolition activities on Site. These two PAOCs were identified as PAOCs No. 44 and 45, and are described in the following table:

<i>PAOC No.</i>	<i>Date Identified</i>	<i>Description</i>
44	November 25, 1997	Approximately 75 square feet in southwest corner of the southernmost corner of the Historic Plating Area. Black, stained soil; no odor, PID = 0.0 ppm.
45	November 26, 1997	Approximately 750 square feet in the northwest corner of the northern portion of the Historic Plating Area. Black, stained soil; no odor, PID = 0.0 ppm.

Investigation of these two identified PAOCs was conducted as part of the Phase II ESA for Parcel B of the GM Clark Avenue Facility. The results are presented in the "Parcel B Phase II ESA Report", dated February 1998.

5.0 SUMMARY

The historical plating area concrete slab (approximately 36,447 square feet in size) was demolished by CET under CRA supervision between the period of November 24, 1997 and December 15, 1997. The concrete slab was subsequently crushed at an off Site location and returned to the Site for use as backfill. Two PAOCs were identified which was subsequently evaluated within the ongoing ESA program for the Plant.



SOURCE: USGS QUADRANGLE MAP;
DETROIT, MICHIGAN

figure 1.1



CRA

SITE LOCATION
GM CLARK AVENUE FACILITY
Detroit, Michigan

