



The RACER Trust: Empowering America's Auto Communities

Saginaw, MI

RACER Site 10030

Saginaw Malleable Industrial Land
77 West Center Street
Saginaw, MI 48602

Michigan Department of Environmental
Quality (MDEQ) ID: 73000014

Updated July 2021

Site Description

The Saginaw Malleable property encompasses 155.50 acres along the Saginaw River, and though the 1-million-square-foot building has been removed, the concrete slab for the building remains. The property, zoned heavy industrial, is bordered on the west by a former Delphi facility, and by the Greenpoint Landfill to the south. Commercial, residential and industrial properties lie to the north, with the Saginaw River running along the eastern boundary.



The plant was opened in 1917 and operated continuously until 2007 when it closed. The facility's operations consisted of activities associated with casting and heat-treating iron.

The site is managed under Parts 111 and 201 of the Natural Resources Environmental Protection Act (NREPA) with oversight from the Michigan Department of Environment, Great Lakes, and Energy (EGLE). Cleanup activities are performed by RACER Trust, with the approval and oversight of EGLE. The Settlement Agreement that established RACER Trust set aside \$10.7 million for ongoing and future cleanup work, inspections and monitoring.

Environmental History

As a result of General Motors Corporation's manufacturing operations, which ended in 2007, hazardous substances were released at the property and are present in the soil, groundwater and concrete.

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Several response activities were undertaken to address the environmental contamination at the property. The remedial investigation (RI) of soil, sediment, groundwater and surface water at the property was conducted between 1994 and 2000. The RI report was submitted in November 2000 and was approved by EGLE in July 2001. A final Feasibility Study (FS) report was submitted in July 2003 and was approved by EGLE in November 2003. RCRA Corrective Action Environmental Indicator (EI) 750 (Migration of Contaminated Groundwater Under Control) and EI 725 (Current Human Exposures Under Control) were approved by the U.S. Environmental Protection Agency (EPA) on September 15, 2006, and September 27, 2007, respectively. A Final Remedial Action Plan (RAP) was initially submitted in July 2008, modified in December 2008, and approved by EGLE in February 2009 (December 2008 RAP). The December 2008 RAP identified remedial actions completed, ongoing remedial and monitoring actions and proposed remedial actions. Remedial actions completed included: sewer cleaning and sleeving; PCB-impacted soil and concrete removal; vegetative cover and/or soil caps to prevent exposure to impacted soil and waste; LNAPL removal; and termination of two Type III landfills (Type III landfills include plant construction and demolition debris, and foundry sand waste). The Type III landfills were covered with a 2.5-foot clayey cover that was vegetated to stabilize the cover and minimize erosion.

The following remedial actions have been completed since the RAP:

- An assessment of the 1991 EPA Preliminary Assessment and Visual Site Inspection (PA/VS) was completed in 2015. The PA/VS identified Solid Waste Management Units (SWMUs) and Areas of Concern (AOCs) at the property. The 2015 assessment indicated that previous investigations at the property adequately addressed all the identified SWMUs and AOCs except for SWMUs 1 (the former waste container storage area) and 13 (the former waste oil storage area). In 2015, additional investigation was completed to assess potential historic releases at these SWMUs. The findings of the investigation indicated no response activity is necessary at these SWMUs beyond the property-wide restrictions included the Declaration of Restrictive Covenant (Restrictive Covenant) for the property.
- In accordance with the discussion in the December 2008 RAP regarding storm sewers, all connections to the City of Saginaw storm sewer were bulkheaded as part of demolition activities from 2009 to 2011. In addition, the City completed additional bulkheading and rerouting of sewers in 2015 to further isolate the property from the city storm sewer.

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- On May 8, 2015, RACER Trust requested a Coordinated TSCA Approval for a Risk-Based Disposal Work Plan for PCB-Impacted Material for the property, which included the removal and disposal of PCB-impacted concrete flooring and a small area of soil. Approvals of the Work Plan from EGLE and EPA were provided on March 31, 2016, and July 15, 2016, respectively. Between September and December 2016, approximately 1,012 tons of below TSCA-level PCB-impacted concrete floor slab were removed, approximately 898 tons of TSCA-level PCB-impacted concrete floor slab were removed, and approximately 233 tons of TSCA-level PCB-impacted soils were removed, all of which was disposed off-site at approved landfills. In spring and early summer 2017, a 1-foot soil cover was placed over the entire floor slab, which completed implementation of the Work Plan.
- Lead-impacted soil in the Former Railyard Area that exceeds the site-specific soil lead recreational and nonresidential direct contact criteria has been delineated and soil cover is in place as an exposure barrier.

Residual LNAPL remains in place at the property. LNAPL exists below the ground surface at two areas, the Southwest Plant LNAPL Area (Residual LNAPL Area 1) at a depth of approximately 3 feet below ground surface (bgs) and the Quench Pit Area (Residual LNAPL Area 2), at a depth of approximately 2.5 bgs. The residual LNAPL present in Residual LNAPL Area 1 is a viscous mixture of motor oil range petroleum. In Residual LNAPL Area 2 it is a viscous, hydraulic oil range petroleum. Contaminants present in these two areas were properly characterized, assessed and will remain in place at the property. The restrictions provided for in the Restrictive Covenant serve to prevent exacerbation of and/or unacceptable exposure to hazardous substances as a result of conditions created by the presence of residual LNAPL.

Site investigations have identified the presence of a former fill area (Former Queen Street Dump Area) in the northeast portion of the property. Municipal waste reportedly was dumped in this area prior to General Motors Corporation acquiring the property. There is no current evidence that suggests any General Motors Corporation waste was dumped in the area. Typically, an oil sheen was encountered at depths ranging from 8 to 17 feet bgs, which corresponds to slightly above the water table to the bottom of the oil sheen. Appropriate safety precautions

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should be taken for any intrusive activity in this area. The Former Queen Street Dump Area is identified in the Restrictive Covenant for informational purposes.

Site investigations within the Saginaw River watershed have identified the presence of dioxins and furans in areas subject to flooding. These constituents were released at an off-property, upstream source and were distributed with flood water from the Saginaw River and upstream tributaries. A limited number of samples from the property were analyzed for these constituents but no concentrations in excess of site-specific recreational criteria were identified; however, a significant portion of the property is in the 100-year floodplain.

RACER Trust worked with EGLE to develop site-specific cleanup criteria for passive recreational and nonresidential use of the property and adjoining Greenpoint Landfill and Peninsula properties. EGLE approved a comprehensive Restrictive Covenant for the property on April 8, 2019, and the Restrictive Covenant was recorded on the deed for the property by the Saginaw County Register of Deeds on April 15, 2019.

The remedial measures and controls implemented to date prevent exposure to contaminants at levels above the EGLE-approved, site-specific recreational and nonresidential cleanup criteria and allow for passive recreational uses such as hiking, biking, bird watching and other nonresidential uses.

Next Steps

Next steps include inspecting covers, monitoring groundwater, and monitoring deed restrictions. Results are reported to EGLE and maintenance or other follow-up activities will be implemented as necessary.

Information on the site and past environmental tests can be viewed at the RACER website at www.racertrust.org.

For More Information

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