



## Ohio EPA Division of Emergency and Remedial Response

### Navistar International Transportation Corporation

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The Navistar International Transportation Corporation, Springfield Assembly Plant is located at 6125 Urbana Road in Springfield, Ohio. Prior to 1986 the facility was known as the International Harvester Company. The surrounding area is used for a variety of purposes including residential, agricultural and light manufacturing. The property is approximately 490 acres with the majority of the property being occupied by the assembly plant and surrounding support facilities. Approximately 30-40% of the property is either leased as agricultural property or is vacant.

Two underground storage tank (UST) farms (referred to as the North and South Tank Farms) were used to store liquid hydrocarbon products, other products used in the manufacturing process at the Navistar facility, and waste materials. An isolated 10,000 gallon UST was located adjacent to the plant and was used for temporary storage of waste paint and solvents. Both the tank farms and the isolated UST were replaced by a single above ground tank farm in 1992.

The North Tank Farm (NTF) contained five USTs which were used primarily to store motor oils, mineral oils, gear lube and other fluids used in transmissions and brakes. In 1979 the NTF was moved to allow construction of new facilities. The NTF was operated in its new location until 1991 at which time it was permanently closed. This closure was under the guidance of the Division of State Fire Marshal's Office, Bureau of Underground Storage Tank Regulations (BUSTR). BUSTR issued a No Further Action letter for the NTF on October 6, 1993.

The South Tank Farm (STF) had 10 steel USTs ranging in size from 3,000 gallons to 10,000 gallons. The USTs were used to store gasoline, diesel fuel, antifreeze, paints and solvents. Also located in the STF were three waste storage tanks, each of which was divided into two compartments that were used for temporary storage of waste paint and solvents.

Four monitoring wells were installed around the UST farms in 1980. Ohio EPA sampling in 1983 detected organic contaminants (both fuel components and chlorinated solvents) in the groundwater. Seven additional monitoring wells were installed in the area in response and revealed the highest levels of contaminants were located around the STF. Further testing of the USTs determined the contamination resulted from historic occurrences of overfills and spills. Two soil removal actions were performed based upon soil sampling results in the STF area. The first removal was in 1985 when contaminated backfill material around the tanks at the STF was excavated. The second removal was in 1993 which coincided with the removal of the USTs from the STF. Approximately 4500 cubic

yards of soil was removed along with the USTs. Both of these removals were performed in an effort to remove a continuing source of groundwater contamination.

In June, 1989 Ohio EPA and Navistar entered into a Consent Decree. In this Consent Decree Navistar agreed to perform a Remedial Investigation/Feasibility Study (RI/FS), and a Remedial Design/ Remedial Action (RD/RA).

A Remedial Investigation (RI) was performed between 1989 and 1993. The RI was performed to investigate six areas which were identified as potential contaminant source areas. The potential source areas were the NTF, STF, former drum storage areas, the old North Tank Farm, the truck sales process center, and a soil farm area. Of these areas only the STF was found to be an active source of groundwater contamination. The extent of groundwater contamination was found to be limited to the upper portion of the aquifer and limited laterally to the immediate vicinity of the STF. The RI detected several classes of chemicals including volatile organic compounds (VOCs) and polynucleic aromatic hydrocarbons (PAHs) in both the soil and groundwater. The primary contaminants of concern were xylene and ethyl benzene.

In January 1995, as part of the Feasibility Study, a pilot test of an air sparging/soil vapor extraction system was performed. During this test, air samples collected from one of the wells indicated the presence of chlorinated solvents in the groundwater. These compounds were not detected during the RI and consequently were not evaluated during the Risk Assessment. It is suspected that the high level of fuel-related compounds masked the presence of the chlorinated solvents.

The FS was approved in June, 1996. The FS recommended the use of air sparging/soil vapor extraction to remediate the groundwater and the remaining soil that was not previously removed. In the evaluation of this technology it was estimated that it would take 3 years to meet the remedial goals. Ohio EPA selected this remedy in its Preferred Plan which was made available for public comment in February and March 1997. No comments were received and a final Decision Document was issued in April 1997.

Navistar proceeded with the Remedial Design of the air sparging/soil vapor extraction system, which was approved by Ohio EPA in June 1997. Construction of the remedy began in January, 1998 and was completed in March, 1998. After one month of operational testing, the remedy began full scale operation at the end of April, which marks the beginning of the Operation and Maintenance phase. As of the end of October 1998, an estimated 2,048 lbs. of VOCs had been removed from the soil and groundwater. Operation and maintenance of the remedy is presently ongoing.

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