

Poughkeepsie, New York

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**IBM POUGHKEEPSIE MAIN PLANT SITE  
INTERIM CORRECTIVE MEASURES IMPLEMENTATION REPORT**

**US EPA ID # NYD 080480734**

**NYSDEC Permit Number 3-1346-00035/00123**

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**Prepared for:**

**IBM Corporation  
Poughkeepsie, New York**

**December 22, 2000**

**RECEIVED  
NYSDEC**

**JAN 10 2001**

**BUREAU OF RADIATION &  
HAZARDOUS SITE MANAGEMENT  
DIVISION OF SOLID &  
HAZARDOUS MATERIALS**

**Prepared by:**

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**P.E. Certification**  
**Interim Corrective Measures Implementation Report**  
**December 22, 2000**

I certify that I have reviewed the Interim Corrective Measures Implementation Report and all associated figures, plates, appendices and attachments (US EPA ID #NYD 080480734, NYSDEC Permit Number 3-1346-00035/00123, prepared for the IBM Poughkeepsie, New York, Main Plant Site). To the best of my knowledge, this information is complete and accurate.

I certify that all portions of this report have been prepared in accordance with good engineering practices and all work has been performed under my direct supervision.

No alterations to the information contained in this report may be made unless made in accordance with 145-Subsection 7209 of New York State Education Law.



Signature: *Matthew T. Luckman* Date: 01/03/01  
Name: Matthew T. Luckman  
License No.: 076619  
State: New York

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                    Pavement – Bldg. 076

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# 1 INTRODUCTION

This report is submitted to document Interim Corrective Measures (ICM) at the Former Equipment Crusher Release Pathway at the IBM Poughkeepsie Main Plant Facility. This ICM has been conducted in accordance with a work plan prepared on June 9, 2000 in response to a request from the New York State Department of Environmental Conservation (NYSDEC) on February 9, 2000 for a written plan (including aerial extent, profile, and thickness) of an extended asphalt cover to the south of the Building 075 (B075) parking lot. This asphalt extension was proposed by IBM in the report entitled *RCRA Facility Investigation (Soils), Former Equipment Crusher Release Pathway at the IBM Poughkeepsie Site*, dated June 30, 1999, to eliminate potential human contact to relatively low Base Neutral Compounds (BNCs) in surficial soils to the south of the current parking lot.

## 1.1 Background Information

The above-referenced RFI was completed at the B075 Former Equipment Crusher Solid Waste Management Unit (SWMU 118) (previously located in B075), and along the portion of the release pathway from this unit, which extends into SWMU 199 (Old Debris Piles Northwest of the Bulk Oil Storage Facility) (Figure 1). The RFI was conducted as a follow-up to results obtained at this unit during a RCRA Facility Assessment Sampling Visit (RFA-SV) conducted in late 1997.

There was a limited area (approximately 0.04 acres) within which elevated concentrations of four BNCs were detected that would indicate the potential impact of a release from SWMU 118. The area of higher BNC concentrations was in the southern portion of the B075 parking lot (the green-shaded area on Figure 1), and therefore, most of it was already paved over. However, the southernmost extent of this area was beyond the original southern edge of the B075 parking lot (in the area of RFI soil sampling locations C-05, C-24, and C-17), as shown on Figure 2.

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## 1.2 Summary of ICM Activities

An extension of the current asphalt pavement to the northern edge of the Bulk Oil Storage Facility berm was completed in September, October and November 2000 in accordance with the June 9, 2000 work plan. The extension and existing parking lot covering the lower portion of the release pathway will be maintained by IBM to ensure its continued effectiveness. Furthermore, this area has been referenced on the site map in the facility's Soil Management Protocol to ensure that no excavation occurs within this area without proper health and safety plans and soil management procedures. In addition, IBM will continue to monitor downgradient well T-205R to demonstrate that constituents found in these soils are not leaching to groundwater.

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## 2 AS-BUILT CONSTRUCTION

Plate 1 shows the final surveyed configuration of the ICM construction area. As proposed in the RFI and the work plan (Figure 2), the southern edge of the B075 parking lot was to be extended to the northern edge of the berm of Bulk Oil Storage Tank Facility. This work was begun in September 2000 with grading of the area as necessary for pavement construction (Plate 1). On-site fill was borrowed from a rock excavation in a clean area of the site for grading purposes. The existing fencing on the southern edge of the parking lot was removed and fences were installed along the western and eastern edges of the asphalt cover (Plate 1). A channel of rip rap was constructed to the west of the asphalt lot to control water flow and minimize erosion (Plate 1). The channel was extended down the embankment to the existing lower access road where a drainage culvert pipe was installed under the road. Work was completed on November 1, 2000, with the completion of the final survey.

As described in the work plan, the pavement construction, as shown on Figure 3, included a 6-inch sub-base (Item 4), a 3-inch bituminous binder base course, a geotextile asphalt overlay fabric, a 1-inch asphalt wearing surface and prime coat, and new asphalt curbing adjacent to the Bulk Oil Storage Berm. However, these specifications were further enhanced by the addition of sub-base and asphalt overlay fabrics as shown in Figure 3, which improve the long-term durability of this paved surface.

Finally, as shown on Plate 1, the area is protected from driveover traffic by a row of nineteen 2'x2'x4' concrete barriers.

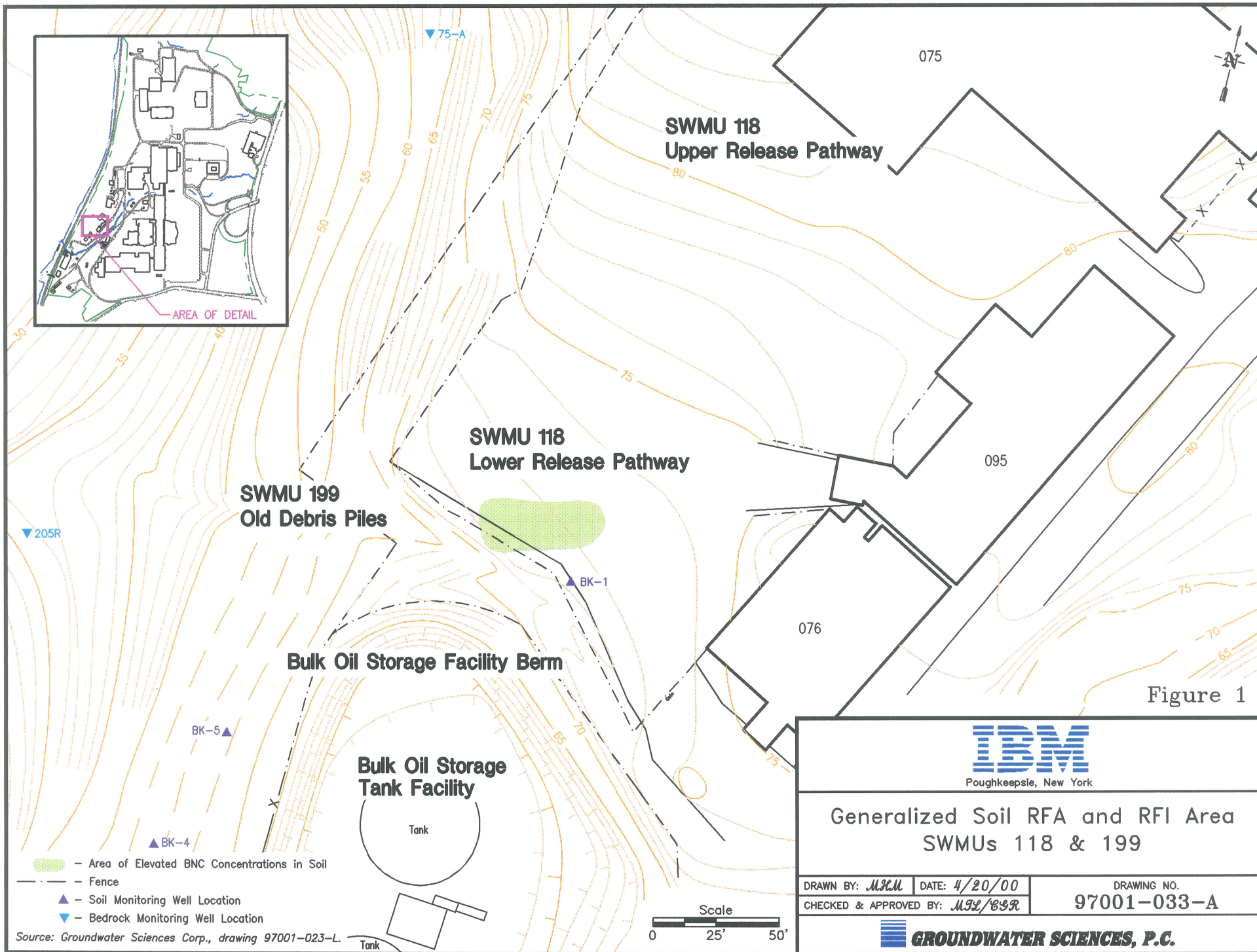
*December 22, 2000*

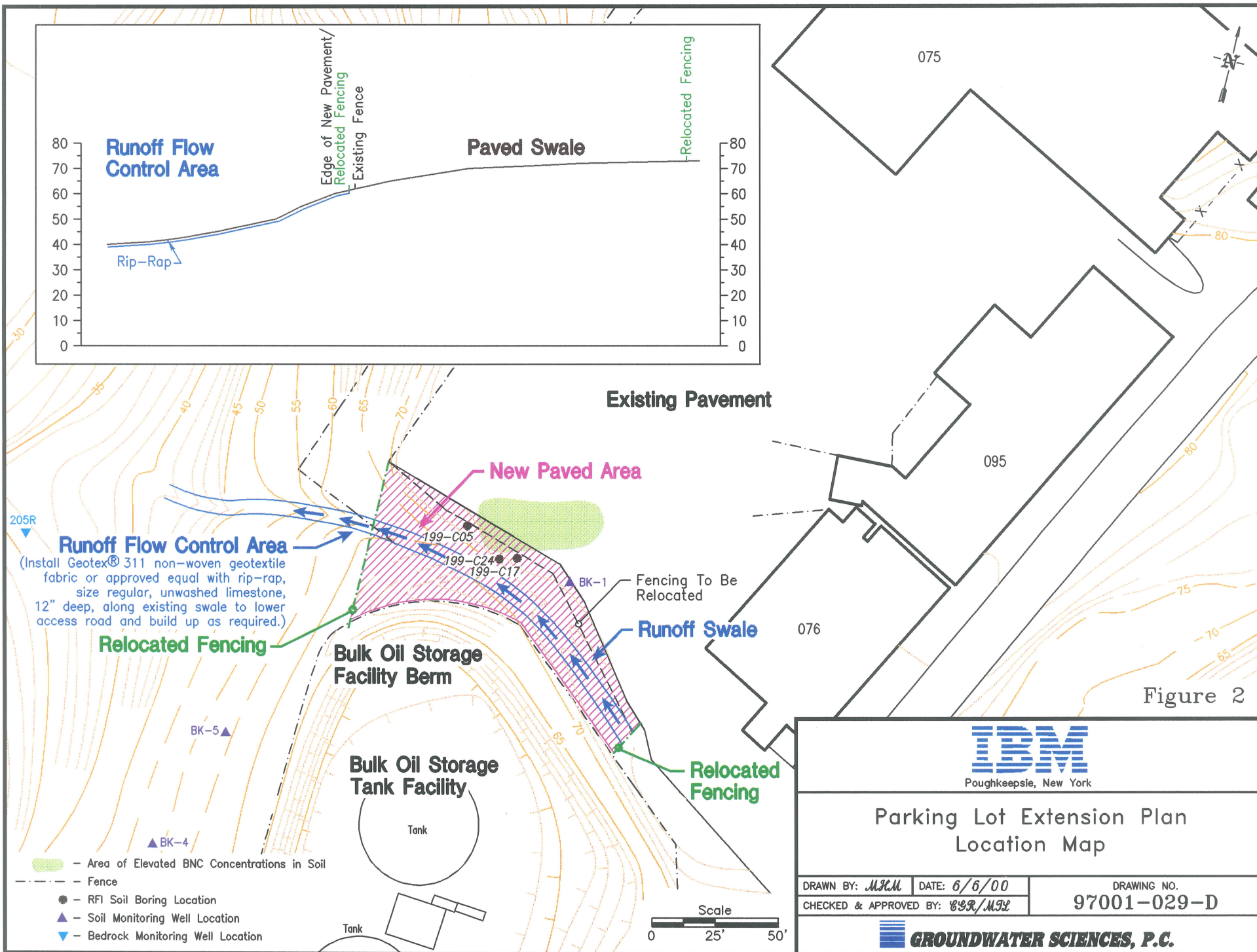
### 3 MAINTENANCE

Inspection and maintenance of the asphalt cover will be routinely conducted by IBM Poughkeepsie or its subcontractors at a minimum of an annual frequency. Appropriate maintenance procedures and materials will be used if degradation to the asphalt cover occurs. This will include sealing of cracks, resealing the entire bituminous surface, and repair or resurfacing of damaged areas as needed. Any extraordinary repair or maintenance required will be documented in the site's annual corrective action report to NYSDEC.

*December 22, 2000*

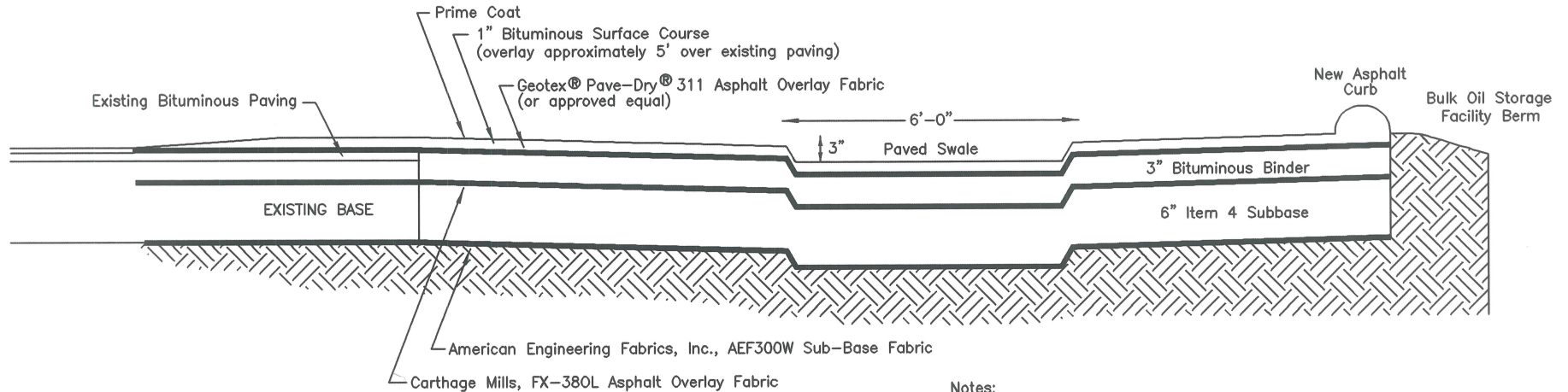








# Pavement Construction Detail



**Notes:**

1. Bituminous courses are to be mixed to provide 4% in-place air voids and compacted to a minimum 95% of laboratory density.
2. Paved portion of runoff swale to be pitched a minimum 3% toward runoff flow control area.
3. Geotex® is a registered trade name of Synthetic Industries, Inc. (423-899-0444).

## Runoff Flow Control Area

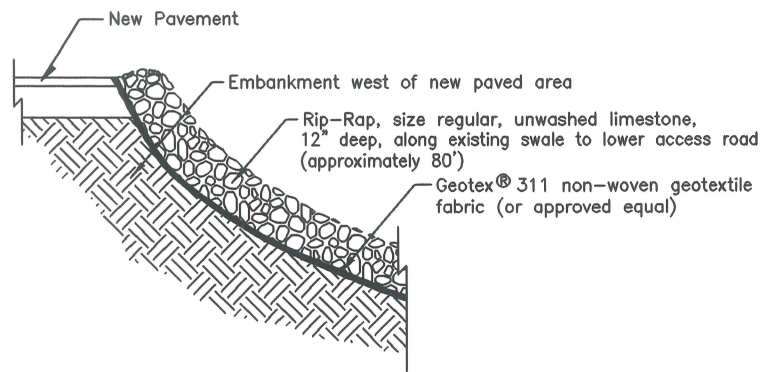


Figure 3



### Parking Lot Extension Plan Pavement Construction Detail

DRAWN BY: *MJM* DATE: *11/27/00*  
CHECKED & APPROVED BY: *CBR/MJE*

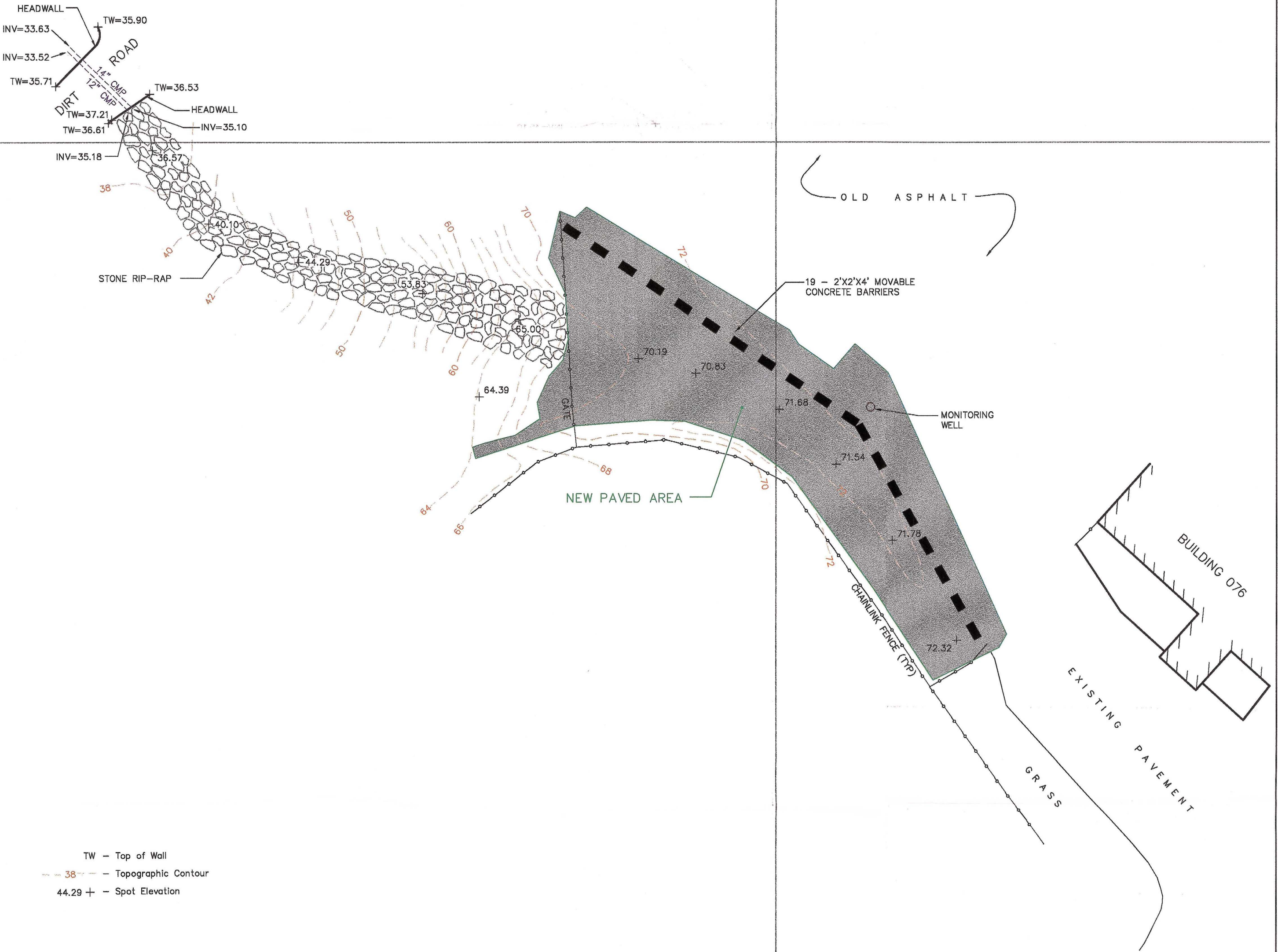
DRAWING NO.  
**97001-030-E**



NOT TO SCALE



ET1600



TW - Top of Wall  
38 - Topographic Contour  
44.29 + - Spot Elevation

NOTES:  
UNDERGROUND UTILITIES OR STRUCTURES, IF ANY, NOT SHOWN.  
NO PHYSICAL BOUNDS UNLESS OTHERWISE SPECIFIED.

I.B.M. PLANT GRID AND VERTICAL DATUM

**Plate 1**

OCT. 3, 2000 TOPOGRAPHICAL SURVEY  
NEW PAVEMENT - BLDG 076

IBM CORP. - MAIN PLANT

~ SITUATE ~  
TOWN OF POUGHKEEPSIE  
COUNTY OF DUTCHESS  
STATE OF NEW YORK

OCT 23, 2000 11456-080

HAYWARD AND PAKAN ASSOCIATES  
ENGINEERS ARCHITECTS SURVEYORS

321 MAIN STREET POUGHKEEPSIE, N.Y. 12601 (845) 454-9440

SCALE: 1"=20'

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