

651 Colby Drive, Waterloo, Ontario, Canada N2V 1C2 Telephone: (519) 884-0510 Fax: (519) 884-0525

www.CRAworld.com

MEMORANDUM

To: Peter Ramanauskas REF. No.: 013968

FROM: Glenn Turchan, William K. Steinman, Jacky So/ja/369 DATE: July 21, 2006

c.c.: Brad Stimple, Stacey DeLaReintrie, John Bassett, Dan Sparks, Gerald O'Callaghan, Cheryl Hiatt,

Ed Peterson, James McGuigan, Katie Kamm, Rick Bodishbaugh, Pieter Booth, C.Y. Jeng,

Stephen Song, Noel Krothe, Bernie Keuper

RE: RFI Work Plan Addendum No. 12 Technical Memorandum

GM Powertrain Bedford Plant

Bedford, Indiana

1.0 <u>INTRODUCTION</u>

1.1 GENERAL

The General Motors Corporation (GM) Powertrain Bedford Facility (Bedford Facility) is located at 105 GM Drive, Bedford (Lawrence County), Indiana, 47421 (Figure 1). The Bedford Facility produces aluminum casting products, such as transmission cases, pistons, and engine blocks. Major aluminum production processes include die casting & permanent molding. The Bedford Facility has been operating as an aluminum foundry since 1942, with major facility modifications completed in 1950, 1953, 1966, 1971, 1974, 1977, 1979, and 1980.

The Bedford Facility, located on 152.5 acres, contains approximately 915,000 square feet of floor space and employs approximately 1,000 people (Figure 2).

1.2 RFI APPROACH

General Motors signed a Performance Based Corrective Action Agreement (Agreement) with the United States Environmental Protection Agency (U.S. EPA) for the Bedford Facility on March 20, 2001, and modified on October 1, 2002. The signed Agreement states that GM will work voluntarily (with the U.S. EPA) to identify and define the nature and extent of releases of hazardous waste and/or hazardous constituents at or from the Bedford Facility.

To meet these requirements, GM is investigating those Areas of Interest (AOIs) that may be associated with a release of hazardous waste and/or hazardous constituents. These AOIs were identified in the Current Conditions Report (CCR) (CRA, May 25, 2001).



CRA MEMORANDUM

1.3 GOALS AND OBJECTIVES

The overall goal of the Resource Conservation and Recovery Act (RCRA) Facility Investigation (RFI) is to characterize the nature and extent of any releases of hazardous waste and/or hazardous constituents at or from the Facility which may pose an unacceptable risk to human health and the environment.

To meet these goals, the objective of the RFI is to collect data of sufficient quality and quantity to support an assessment of potential risks to human health and the environment associated with releases of hazardous waste and/or hazardous constituents under current and reasonably expected future land use. Specifically, the RFI will:

- determine whether a release of hazardous waste/constituents to soil, groundwater, surface water, or sediment has occurred at AOIs identified in the CCR as requiring investigation;
- characterize the source(s) of a release and determine the nature and extent of constituents in environmental media to the extent necessary to support an assessment of risks to human health and the environment;
- characterize current and potential migration pathways, and potential human and environmental receptors under current and reasonably expected future land use;
- assess potential risk to human health and the environment associated with releases of hazardous waste/constituents to the environment;
- determine whether interim corrective measures are necessary to control unacceptable current human exposures, if any, or to control migration of any contaminated groundwater;
- provide sufficient data to support a demonstration that current human exposures to contamination above risk based levels are under control, and that the migration of groundwater contaminated above acceptable levels is stabilized; and
- determine if final corrective measures are necessary to mitigate unacceptable risks, if any, to human health and the environment under current and reasonably expected future land use.

1.4 RFI WORK PLAN

This Technical Memorandum (TM) describes the RFI Work Plan: Addendum No. 12 (Addendum No. 12) (CRA, December 2005) activities and results from December 2005 to February 2006 at the Facility. Specifically, this TM includes investigative coreholes collected from the East Plant Area of the Bedford Facility and supplements work completed under the RFI Work Plan Addendum No. 9.

This work plan was prepared to supplement the existing RFI investigations and to further define the topographic surface of the bedrock in the East Plant Area to support the design of a downgradient perimeter groundwater collection trench system.

2.0 SCOPE OF WORK - METHODOLOGY

All corehole installation was completed in accordance with the Scope of Work presented in the RFI Work Plan Addendum No. 12 (CRA, 2005). This Section briefly describes the methodology employed during corehole installation during implementation of the fieldwork completed under this Addendum No. 12.

CRA MEMORANDUM

2.1 SUBSURFACE SAMPLE COLLECTION

The field geologist recorded the subsurface conditions at each corehole location in the field at the time of installation. Boring logs are provided in Attachment A. All corehole locations are presented on Figure 3.

2.1.1 BEDROCK

2.1.1.1 BEDROCK CORING

The overburden soil was drilled using a 4 1/4 inch HSAs in order to set a 4 inch steel outer casing into place at approximately 2 feet (ft) into the top of the bedrock surface. This outer casing was cement grouted into place and allowed to cure prior to further advancing the boring into bedrock. Once the outer casing was set and cured, further advancement into the bedrock was accomplished using an HQ size (approximately 3.8 inch outer diameter) core barrel. At each bedrock boring location, core runs of five to ten ft were initially used to check the competency of the upper bedrock. Each core was visually inspected and described (recorded) by the field geologist in the field at the time of collection (boring logs are presented in Attachment A).

Bedrock cores were retrieved from the core barrel and immediately placed into wooden core boxes. Core boxes were 4 ft in length and consisted of three rows for core placement, thus allowing for each 12 ft core run in each box. The top of the retrieved core was always placed in the upper left hand corner (i.e., laid out from left to right, and from top to bottom). Where necessary, cores were manually broken only to allow for placement into the core boxes or for inspection (these breaks were noted directly on the cores). Each core box was labeled as to contents on the top and front and placed into a storage container located on site.

Each completed corehole was left as an open hole and was completed at the ground surface with a hinged, lid. Table 1 presents the completion details for each of the boreholes and coreholes advanced (labeled as CH ## or BH ##) under RFI Work Plan Addendum No. 9 and 12.

2.2 LOCATION AND ELEVATION SURVEY

Upon completion of soil borings and bedrock coreholes, each location was surveyed to determine its map coordinates and ground and reference elevations. The map coordinates were based on the 1983 North American Datum (NAD '83) coordinate system and were surveyed to the nearest 1.0 foot. Ground and reference (e.g., top of casing) elevations were surveyed to the nearest 0.1 and 0.01 foot, respectively. All elevations were surveyed to the United States Geologic Survey datum (1988 North American Vertical Datum (NAVD)).

3.0 <u>INVESTIGATION RESULTS</u>

Ten coreholes were installed as part of RFI Addendum No. 12 to further define the topographic surface of the bedrock along the proposed perimeter groundwater collection trench system. Based on the new corehole results and existing RFI investigation results, the bedrock elevation contours have been revised and are presented on Figure 4.

CRA MEMORANDUM

4.0 REFERENCES

Publications Cited:

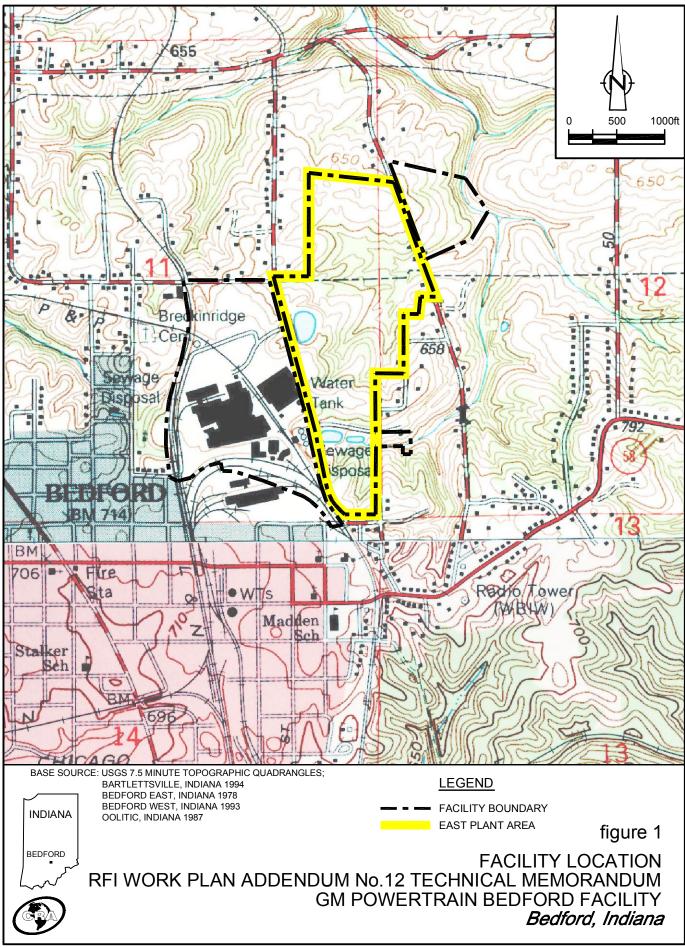
Conestoga Rovers & Associates (CRA), 2001a, Current Conditions Report, GM Powertrain, Bedford Plant, Bedford, Indiana.

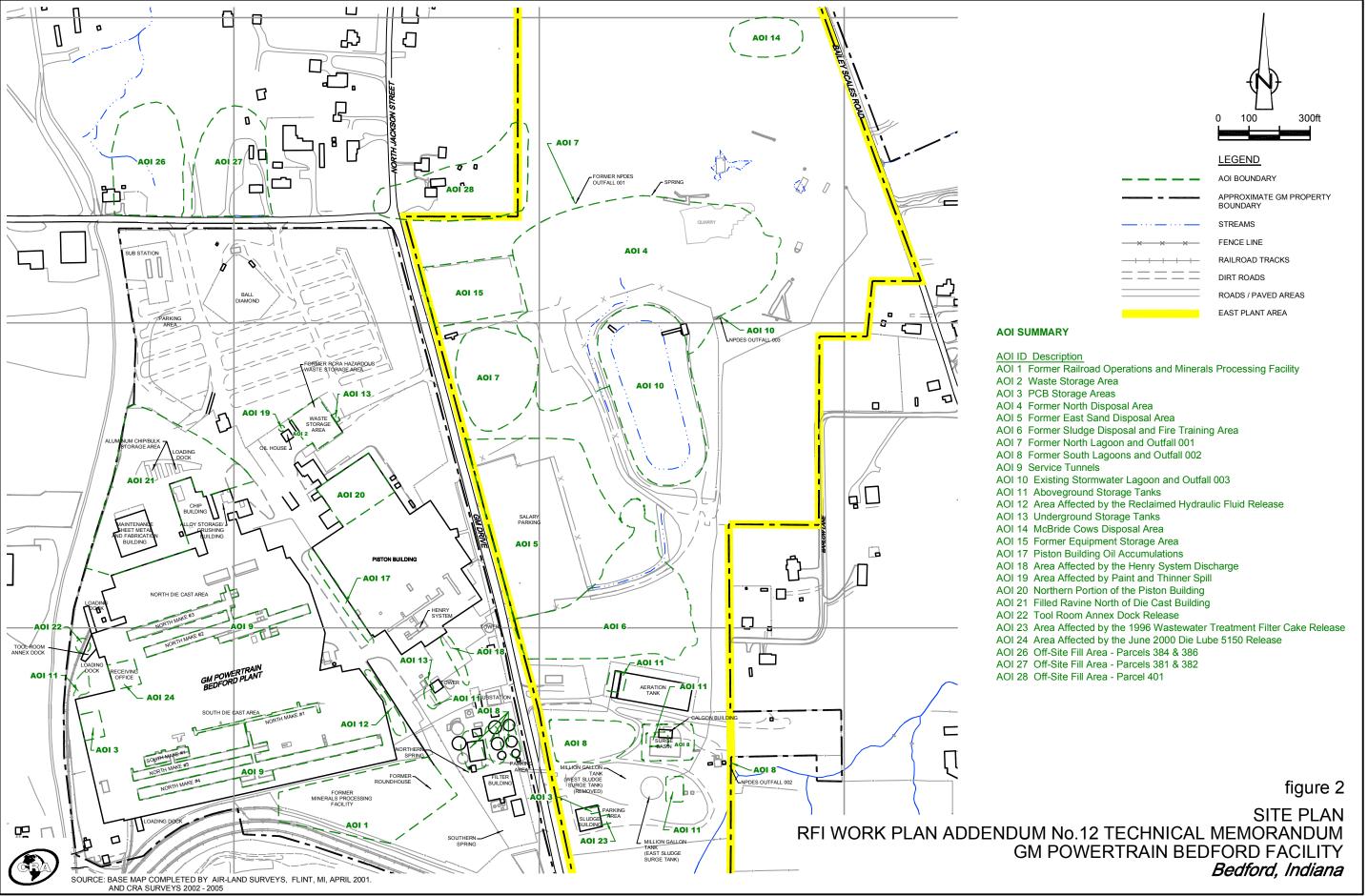
- 2001b, RCRA Facility Investigation (RFI) Work Plan, GM Powertrain, Bedford Plant, Bedford, Indiana.
- 2005, RCRA Facility Investigation Work Plan Addendum No. 12, GM Powertrain, Bedford Plant, Bedford Indiana.

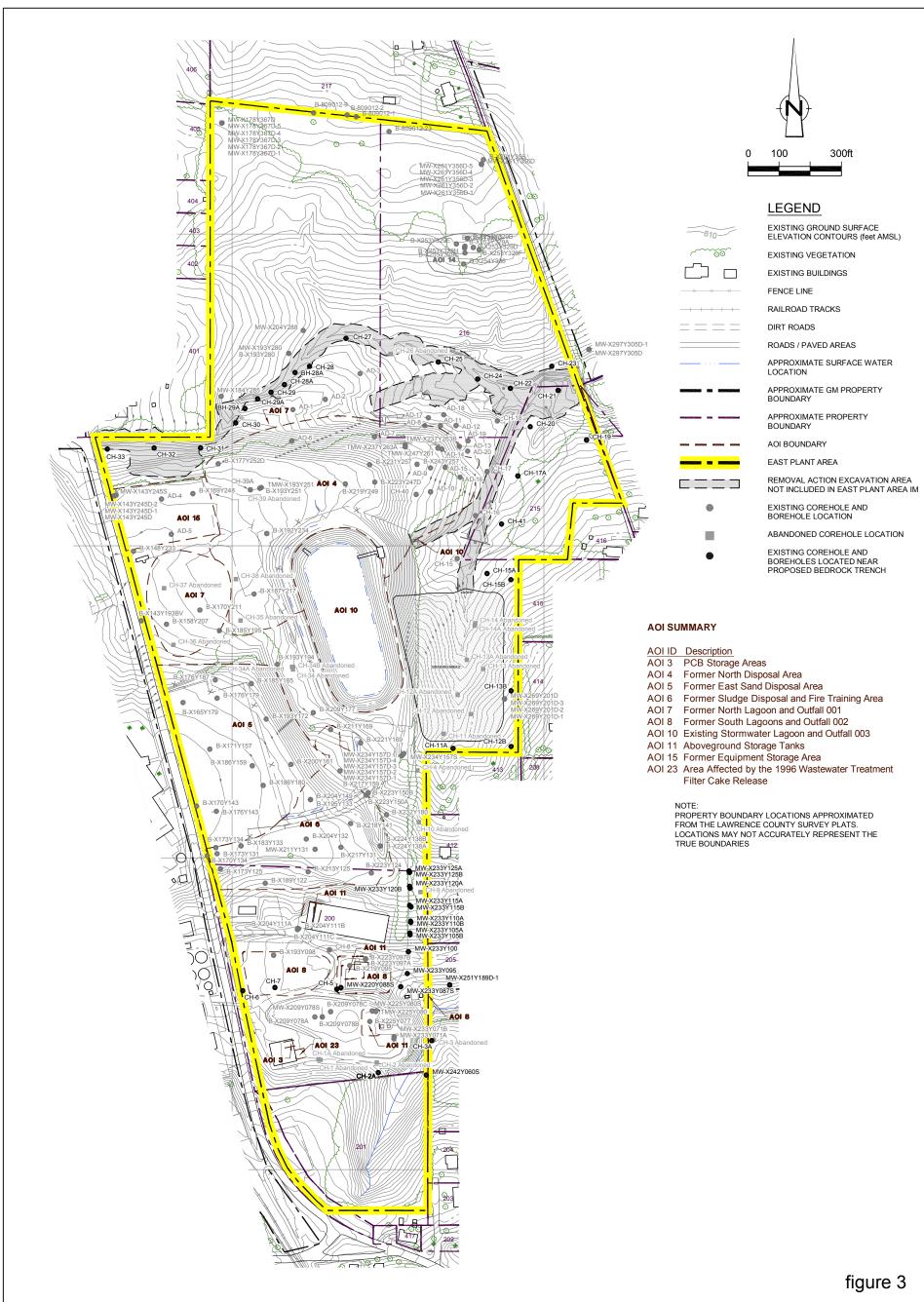
Gray, H.H., 1974, Glacial Lake Sediments in Salt Creek Valley near Bedford, Indiana, Department of Natural Resources, Geological Survey Occasional Paper 1.

- 1982, Map of Indiana Showing Topography of the Bedrock Surface, Indiana Geological Survey and Indiana Department of Natural Resources, Miscellaneous Map 36.
- 1983, Map of Indiana Showing Thickness of Unconsolidated Deposits, Indiana Geological Survey and Indiana Department of Natural Resources, Miscellaneous Map 37.

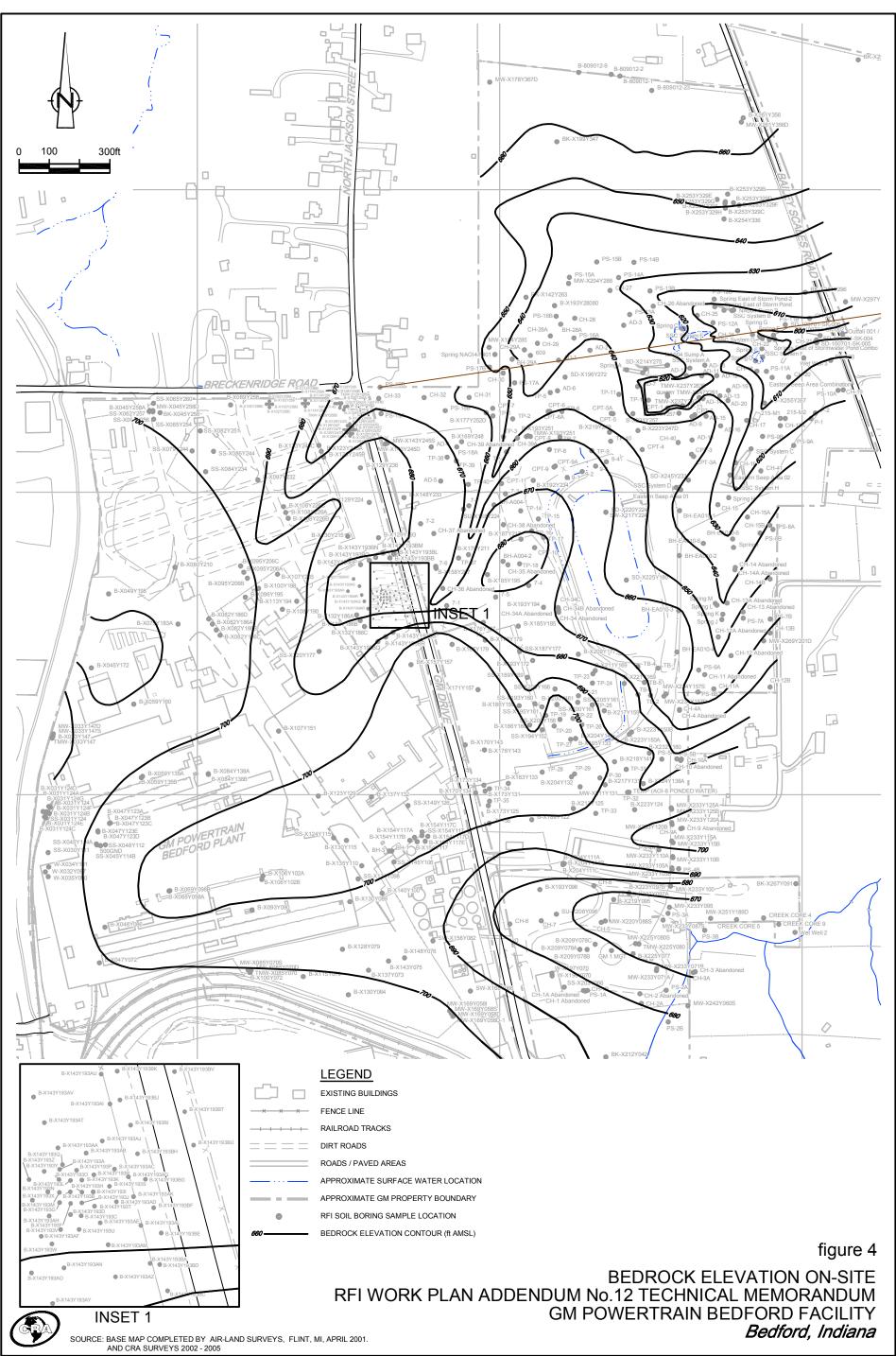
Melhorn, W.N., and N.M. Smith, 1959, The Mt. Carmel Fault and Related Structural Features in South Central Indiana, Indiana Department of Conservation, Geological Survey, Report of Progress No. 16.

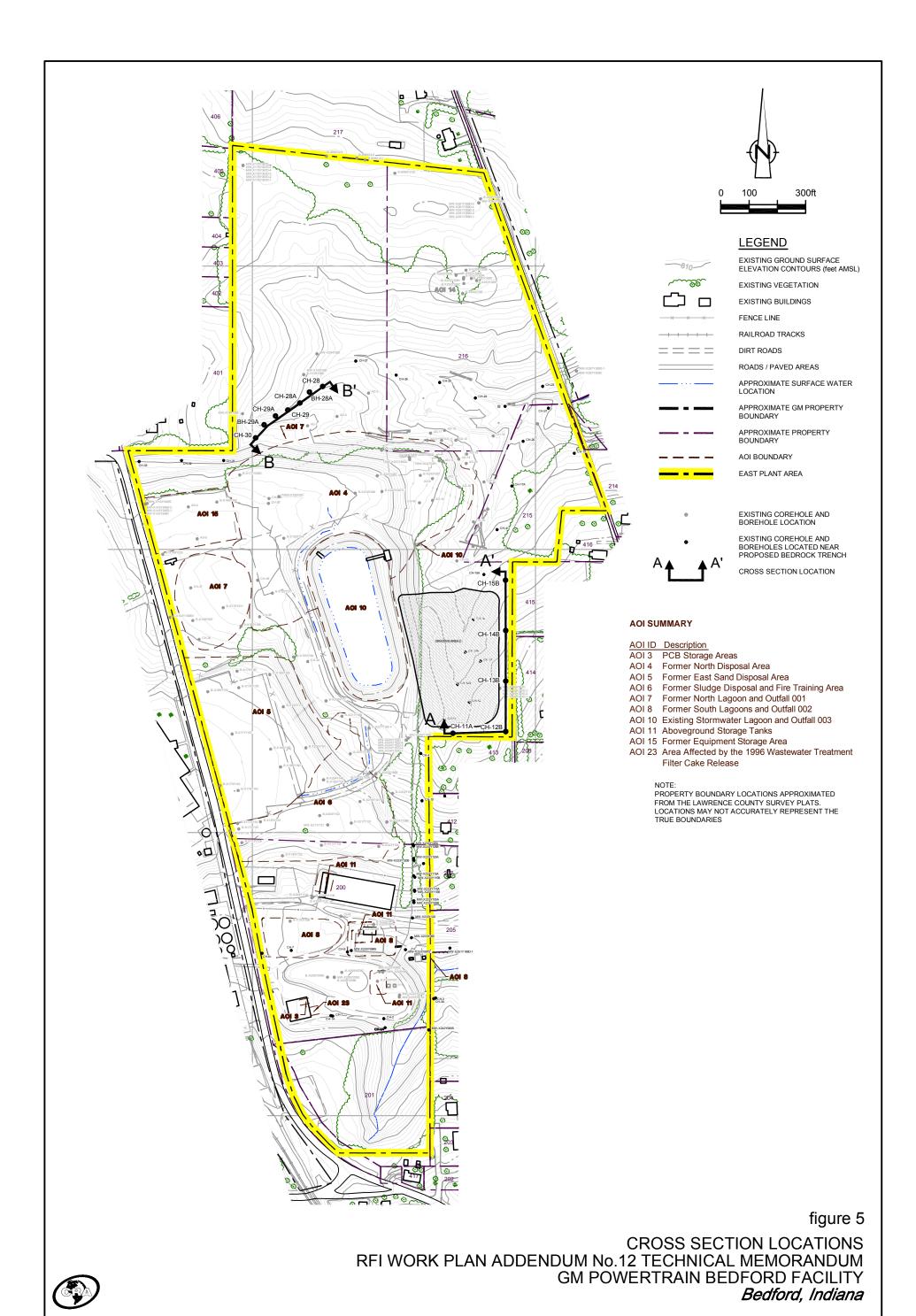


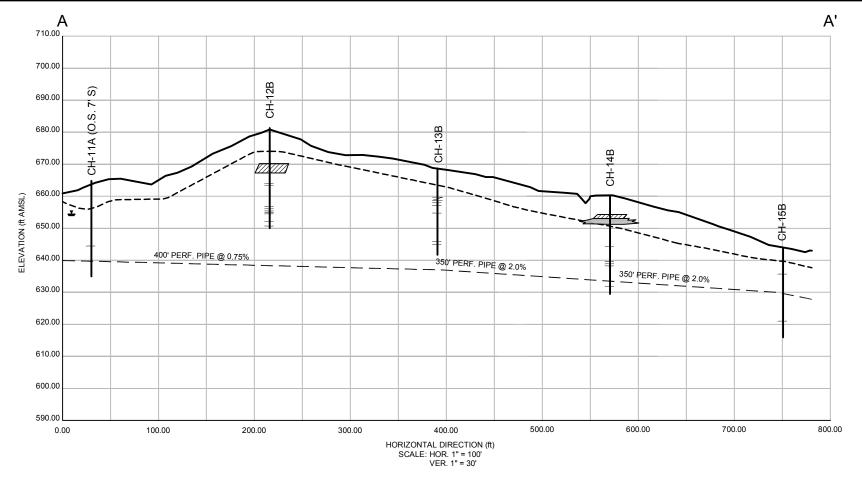




COREHOLE AND BOREHOLE LOCATIONS
RFI WORK PLAN ADDENDUM No.12 TECHNICAL MEMORANDUM
GM POWERTRAIN BEDFORD FACILITY
Bedford, Indiana







BEDROCK KEY

ZONE OF HIGHLY FRACTURED ROCK

HORIZONTAL FRACTURE

VERTICAL FRACTURE

ZONE OF INTERBEDDED ROCK AND CLAY
-VOID = VOID IN ROCK

■ GROUNDWATER ELEVATION 10/4/05 TO 10/5/05

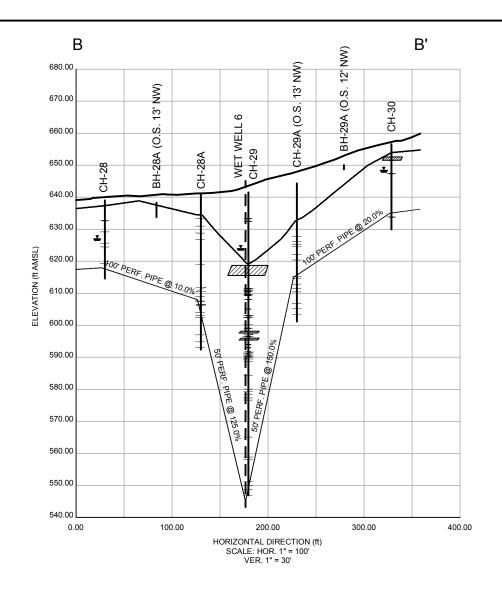
NOTES:

- DEPICTION OF FRACTURES WITHIN THE BEDROCK ARE APPROXIMATE AND ARE PROVIDED FOR GRAPHICAL REPRESENTATION ONLY. REFER TO THE BORING LOGS FOR ADDITIONAL DETAIL.
- 2. GEOLOGIC CONTACTS BETWEEN FORMATIONS ARE APPROXIMATE. THE ACTUAL CONTACTS ARE GRADATIONAL (DASHED WHERE INFERRED).

figure 6

GEOLOGICAL CROSS SECTION A - A'
RFI WORK PLAN ADDENDUM No.12 TECHNICAL MEMORANDUM
GM POWERTRAIN BEDFORD FACILITY
Bedford, Indiana





BEDROCK KEY



ZONE OF HIGHLY FRACTURED ROCK

— HORIZONTAL FRACTURE

VERTICAL FRACTURE



▼ GROUNDWATER ELEVATION 10/4/05 TO 10/5/05

NOTES:

- DEPICTION OF FRACTURES WITHIN THE BEDROCK ARE APPROXIMATE AND ARE PROVIDED FOR GRAPHICAL REPRESENTATION ONLY. REFER TO THE BORING LOGS FOR ADDITIONAL DETAIL.
- 2. GEOLOGIC CONTACTS BETWEEN FORMATIONS ARE APPROXIMATE. THE ACTUAL CONTACTS ARE GRADATIONAL (DASHED WHERE INFERRED).

figure 7

GEOLOGICAL CROSS SECTION B - B'
RFI WORK PLAN ADDENDUM No.12 TECHNICAL MEMORANDUM
GM POWERTRAIN BEDFORD FACILITY
Bedford, Indiana



TABLE 1

COREHOLE CONSTRUCTION DETAILS RFI WORK PLAN: ADDENDUM NO. 12 GM POWERTRAIN BEDFORD FACILITY BEDFORD, INDIANA

Carabala		Top Casing Elevation	Ground Surface Elevation	Stick up	Casing Depth	Open Hole Interval		Open Hole Elevation		Sump Depth Interval		Total Hole Depth	<u>Date</u> <u>Completed</u>	Well Abandonment
Corehole ID	Revised Corehole ID													
CH-1	CH-1 Abandoned		692.2		10.0		l					10.0	3/29/2005	Х
CH-1A	CH-1A Abandoned		692.0		15.0	15.0	18.0	677.0	674.0			18.0	6/7/2005	X
CH-1B		693.75	691.7	2.0	26.0	26.0	45.6	665.7	646.1			45.6	6/13/2005	
CH-2	CH-2 Abandoned		688.7									22.1	5/26/2005	X
CH-2A CH-3	CH-3 Abandoned	690.57	688.0 673.3	2.6	22.0 9.0	22.0 9.0	42.9 20.2	666.0 664.3	645.1 653.1			42.9 20.2	8/15/2005 6/9/2005	х
CH-3A	CII-5 Abandoned	675.40	673.1	2.3	23.0	23.0	43.8	650.1	629.3			43.8	8/17/2005	Α
CH-4	CH-4 Abandoned		677.2		10.5	10.5	15.7	666.7	661.5			15.7	8/5/2005	X
CH-4A		679.60	676.8	2.8	14.5	14.5	34.8	662.3	642.0			34.8	8/22/2005	
CH-5		685.68	683.5	2.1	21.0	21.0	46.1	662.5	637.4	44.1	46.1	46.1	6/6/2005	
CH-6 CH-7		692.08 690.28	690.5 688.7	1.6 1.6	19.0 19.2	19.0 19.2	40.3 39.3	671.5 669.5	650.2 649.4			40.3 39.3	6/1/2005 6/1/2005	
CH-8		688.11	684.7	3.4	11.5	11.5	35.2	673.2	649.5			35.2	6/2/2005	
CH-9	CH-9 Abandoned		710.2		15.0	15.0	30.5	695.2	679.7			30.5	8/18/2005	X
CH-9A		712.14	709.9	2.2	38.0	38.0	48.4	671.9	661.5			48.4	8/29/2005	
CH-10 CH-10A	CH-10 Abandoned	696.48	693.9 693.3	3.1	16.0	16.0	26.5	677.3	666.8			14.0 26.5	8/29/2005	Х
CH-10A CH-11	CH-11 Abandoned	661.45	659.0	2.5	6.0	6.0	27.1	653.0	631.9			26.5	6/17/2005	Х
CH-11A		666.81	664.8	2.0	9.0	9.0	29.6	655.8	635.2			29.6	1/31/2006	
CH-12	CH-12 Abandoned		660.4		6.0							6.0	4/8/2005	Х
CH-12A	CH-12A Abandoned	(92.10	650.4	1.0	6.0	6.0	27.1	644.4	623.3			27.1	6/20/2005	Х
CH-12B CH-13	CH-13 Abandoned	683.19	681.3 653.6	1.9	8.9 6.5	8.9	29.6	672.4	651.7			29.6 6.5	1/31/2006 3/29/2005	Х
CH-13A	CH-13A Abandoned		645.1		8.0	8.0	58.7	637.1	586.4			58.7	8/3/2005	X
CH-13B		670.89	668.7	2.2	6.5	6.5	27.5	662.2	641.2			27.5	2/1/2006	
CH-14	CH-14 Abandoned		641.5		6.0	6.0	12.1	635.5	629.4			12.1	6/16/2005	Х
CH-14A	CH-14A Abandoned		642.0	2.0	7.4	7.4	28.1	634.6	613.9			28.1	8/4/2005	Х
CH-14B CH-15		662.04 636.16	660.0 633.6	2.0 2.5	10.0 8.0	10.0 8.0	30.6 28.5	650.0 625.6	629.4 605.1			30.6 28.5	2/2/2006 6/10/2005	Х
CH-15A		639.89	637.3	2.6	5.0	5.0	25.9	632.3	611.4			25.9	8/5/2005	X
CH-15B		646.13	643.7	2.4	6.0	6.0	26.3	637.7	617.4			26.3	1/17/2006	
CH-16		635.37	632.9	2.5	15.5	15.5	36.4	617.4	596.5			36.4	6/13/2005	
CH-17 CH-17A		631.59 624.41	628.8 621.0	2.8 3.4	10.0 7.4	10.0 7.4	20.8 28.4	618.8 613.6	608.0 592.6			20.8 28.4	6/9/2005 8/8/2005	
CH-17A CH-18		627.40	625.5	1.9	19.0	19.0	39.7	606.5	585.8			39.7	6/8/2005	
CH-19		627.79	625.0	2.8	11.0	11.0	31.7	614.0	593.3			31.7	6/15/2005	
CH-20		621.77	619.2	2.6	17.0	17.0	38.0	602.2	581.2			38.0	6/7/2005	
CH-21		614.47	612.1	2.3	14.0	14.0	45.5	598.1	566.6			45.5	6/6/2005	
CH-22 CH-23		615.90 616.33	613.4 613.5	2.5 2.8	12.0 6.0	12.0 6.0	32.6 26.9	601.4 607.5	580.8 586.6			32.6 26.9	6/1/2005 6/1/2005	
CH-24		619.74	617.4	2.3	12.0	12.0	32.7	605.4	584.7			32.7	5/27/2005	
CH-25		625.77	622.8	3.0	20.0	20.0	40.9	602.8	581.9			40.9	5/26/2005	
CH-26	CH-26 Abandoned		627.9		7.0							27.6	5/24/2005	X
CH-27 CH-28		635.83 641.59	633.2 638.9	2.7 2.7	5.5 4.0	5.5 4.0	26.0 24.7	627.7 634.9	607.2 614.2			26.0 24.7	5/24/2005 5/23/2005	
CH-28A		642.99	641.0	2.0	7.5	7.5	48.6	633.5	592.4			48.6	1/6/2006	
CH-29		645.00	641.6	3.4	28.5	28.5	71.2	613.1	570.4			71.2	5/18/2005	
CH-29A		646.13	644.4	1.8	12.5	12.5	43.2	631.9	601.2			43.2	1/4/2006	
CH-30 CH-31		659.16 671.15	656.8 668.4	2.4 2.7	6.5 12.5	6.5 12.5	26.6 33.3	650.3 655.9	630.2 635.1			26.6 33.3	5/23/2005 8/11/2005	
CH-32		672.46	669.4	3.0	8.0	8.0	28.5	661.4	640.9			28.5	8/10/2005	
CH-33		672.30	669.7	2.6	8.5	8.5	25.2	661.2	644.5			25.2	8/9/2005	
CH-34	CH-34 Abandoned		682.0		19.0							19.0	4/5/2005	X
CH-34A	CH-34A Abandoned		681.6			14.4	15.0					20.0	6/28/2005	X
CH-34B CH-34C	CH-34B Abandoned	684.45	681.4 681.9	2.5	14.4 22.0	14.4 22.0	15.0 42.0	667.0 659.9	666.4 639.9			15.0 42.0	7/29/2005 8/8/2005	X
CH-35	CH-35 Abandoned		690.7		11.0							30.3	5/24/2005	Х
CH-36	CH-36 Abandoned		699.6		39.0							49.8	5/19/2005	X
CH-37	CH-37 Abandoned		695.2		23.0							43.2	5/19/2005	X
CH-38 CH-39	CH-38 Abandoned CH-39 Abandoned		690.5 688.3		17.0 37.0							37.5 37.0	5/25/2005	X X
CH-39 CH-39A	Cri-59 Avandoned	689.53	688.3 686.9	2.6	37.0	39.0	55.6	647.9	631.3			37.0 55.6	5/11/2005 5/25/2005	X
CH-40		654.56	651.9	2.7	11.0	11.0	30.3	640.9	621.6			30.3	6/10/2005	
CH-41		633.78	631.1	2.6	5.5	5.5	26.2	625.6	604.9			26.2	6/14/2005	
9-1		680.98	678.4	2.6	14.0	14.0	51.8	664.4	626.6			51.8	7/26/2005	
9-2 9-3		681.57 682.82	678.6 680.3	3.0 2.5	18.0 22.2	18.0 22.2	52.8 52.3	660.6 658.1	625.8 628.0			52.8 52.3	7/25/2005 7/21/2005	
9-3 9-4		682.82	679.2	2.5	24.0	24.0	54.1	655.2	625.1			54.1	7/21/2005	

Note: RFI 12 Coreholes

ATTACHMENT A

OVERBURDEN AND BEDROCK BORING LOGS



Page 1 of 2

PROJECT NAME: GM BEDFORD RFI

PROJECT NUMBER: 013968

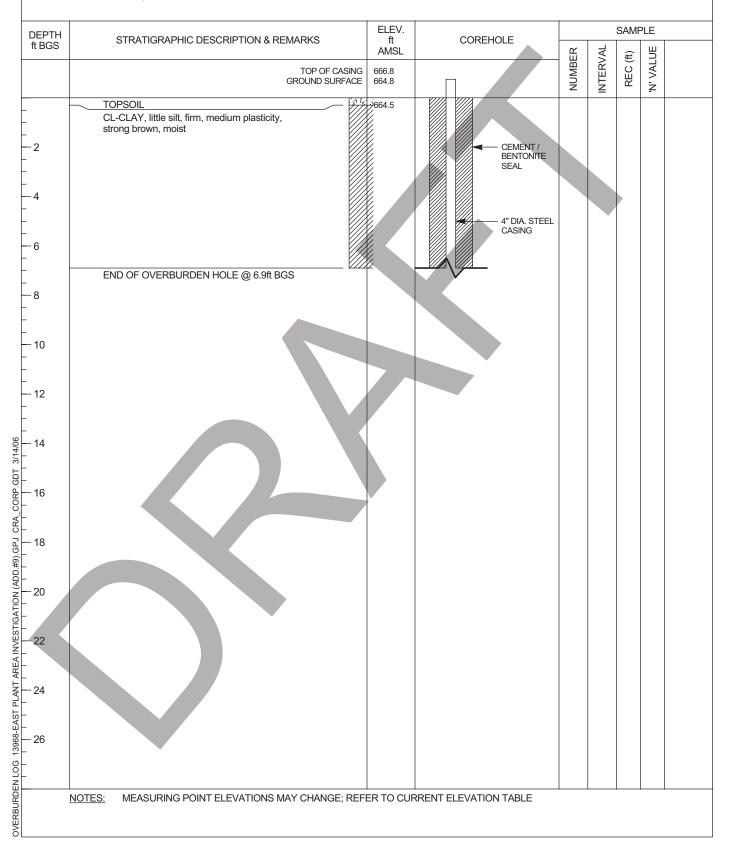
CLIENT: GENERAL MOTORS CORPORATION

LOCATION: BEDFORD, INDIANA

HOLE DESIGNATION: CH-11A

DATE COMPLETED: January 31, 2006

DRILLING METHOD: 4 1/4" HSA & HQ CORE





Page 2 of 2

PROJECT NAME: GM BEDFORD RFI

PROJECT NUMBER: 013968

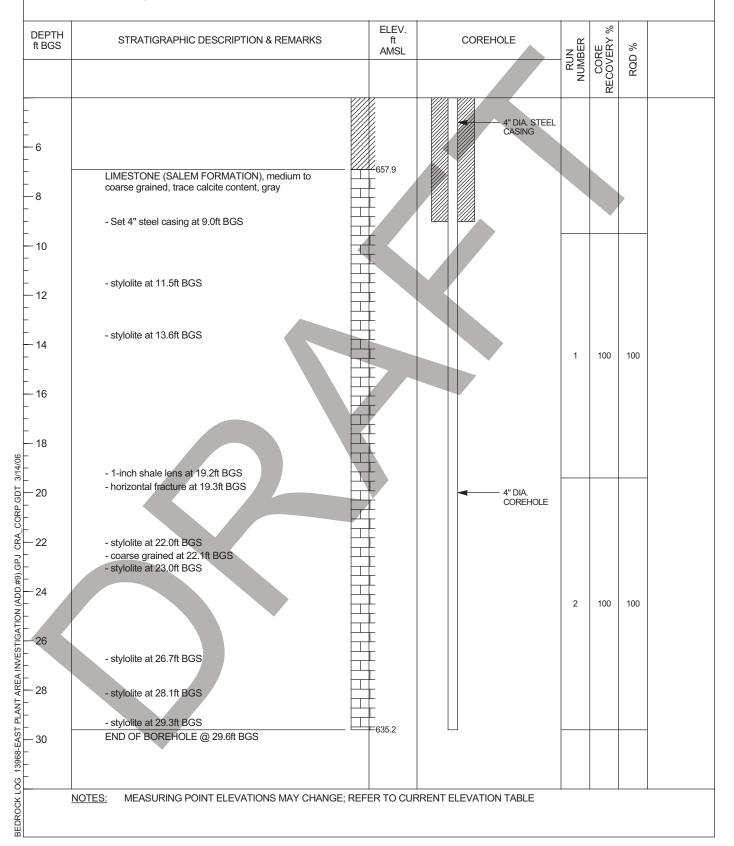
CLIENT: GENERAL MOTORS CORPORATION

LOCATION: BEDFORD, INDIANA

HOLE DESIGNATION: CH-11A

DATE COMPLETED: January 31, 2006

DRILLING METHOD: 4 1/4" HSA & HQ CORE





Page 1 of 2

PROJECT NAME: GM BEDFORD RFI

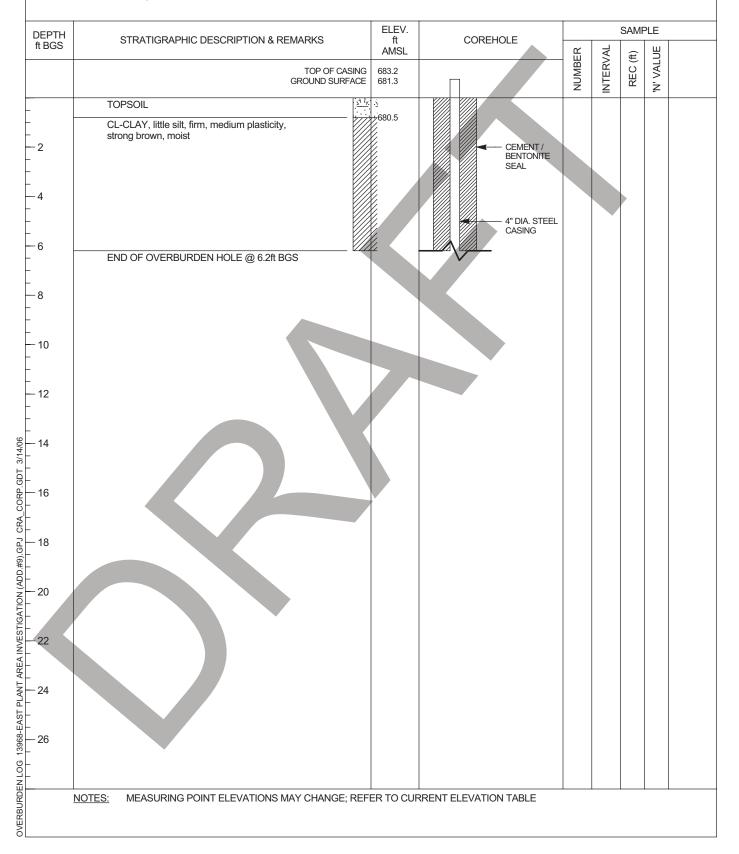
PROJECT NUMBER: 013968

CLIENT: GENERAL MOTORS CORPORATION

LOCATION: BEDFORD, INDIANA

HOLE DESIGNATION: CH-12B
DATE COMPLETED: January 31, 2006

DRILLING METHOD: 4 1/4" HSA & HQ CORE





Page 2 of 2

PROJECT NAME: GM BEDFORD RFI

PROJECT NUMBER: 013968

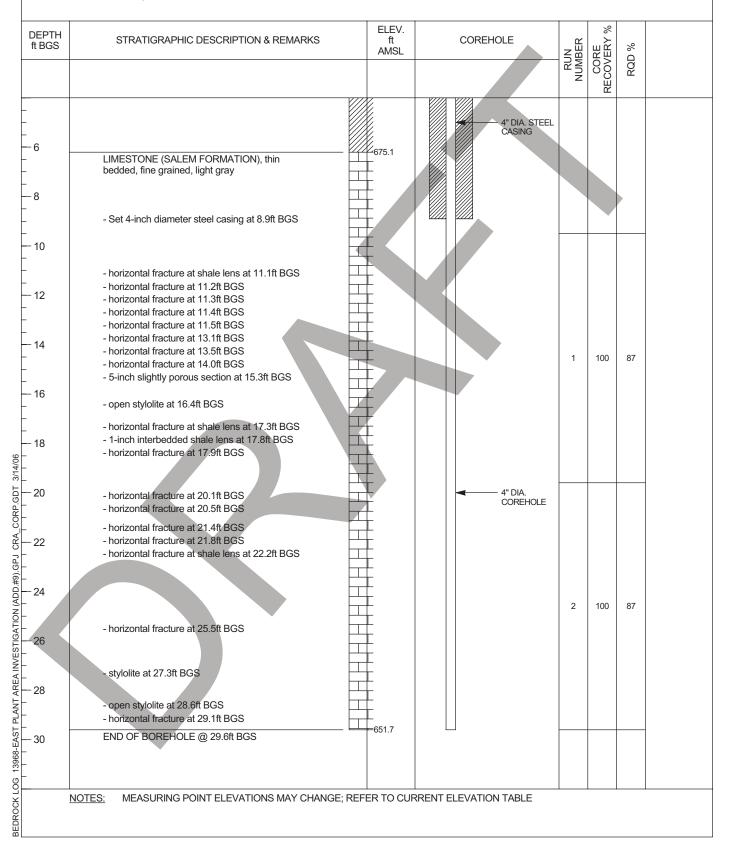
CLIENT: GENERAL MOTORS CORPORATION

LOCATION: BEDFORD, INDIANA

HOLE DESIGNATION: CH-12B

DATE COMPLETED: January 31, 2006

DRILLING METHOD: 4 1/4" HSA & HQ CORE





Page 1 of 2

PROJECT NAME: GM BEDFORD RFI

PROJECT NUMBER: 013968

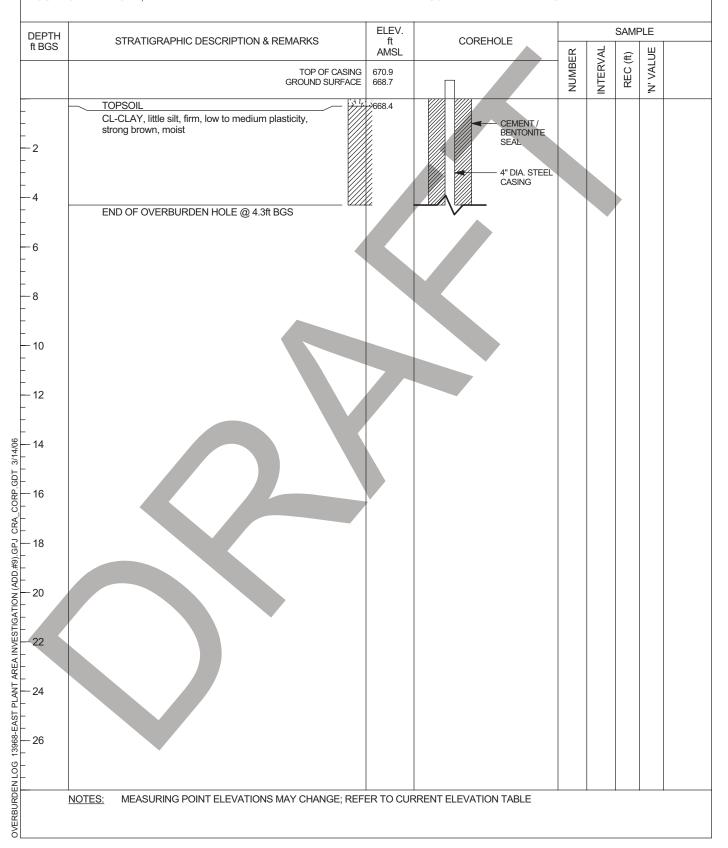
CLIENT: GENERAL MOTORS CORPORATION

LOCATION: BEDFORD, INDIANA

HOLE DESIGNATION: CH-13B

DATE COMPLETED: February 1, 2006

DRILLING METHOD: 4 14" HSA & HQ CORE





Page 2 of 2

PROJECT NAME: GM BEDFORD RFI

PROJECT NUMBER: 013968

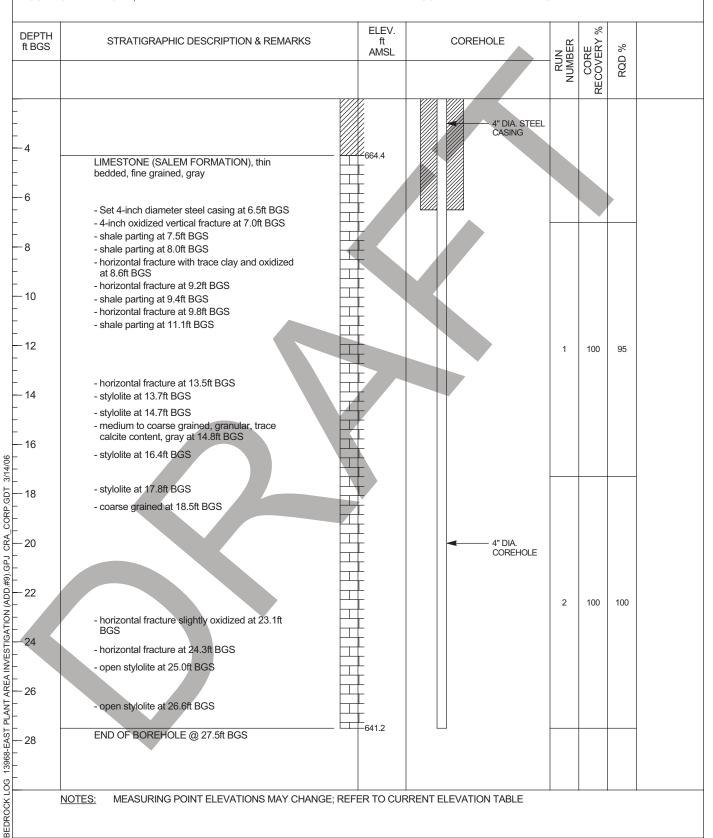
CLIENT: GENERAL MOTORS CORPORATION

LOCATION: BEDFORD, INDIANA

HOLE DESIGNATION: CH-13B

DATE COMPLETED: February 1, 2006

DRILLING METHOD: 4 14" HSA & HQ CORE FIELD PERSONNEL: K. VANDER MEULEN





Page 1 of 2

PROJECT NAME: GM BEDFORD RFI

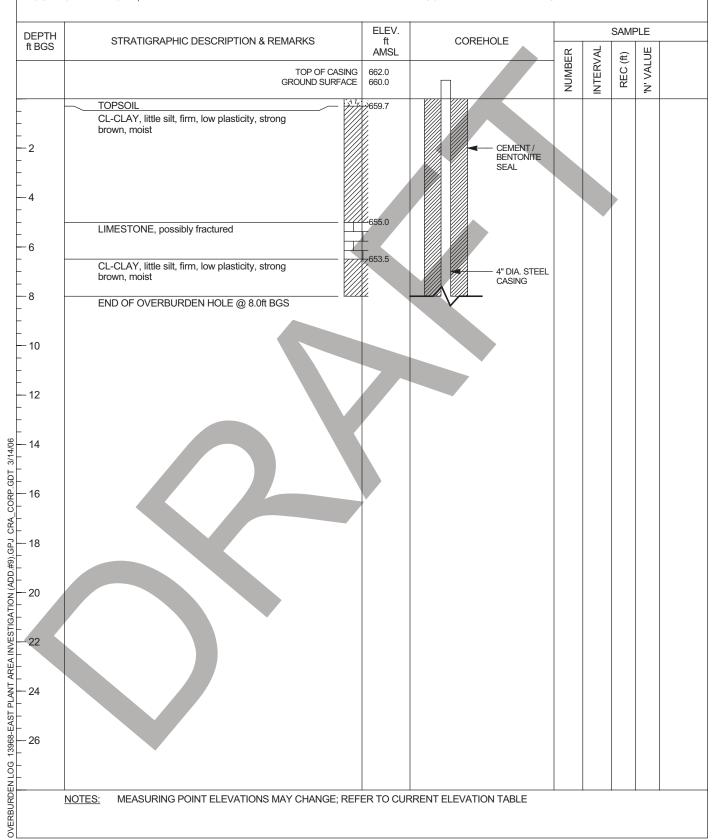
PROJECT NUMBER: 013968

CLIENT: GENERAL MOTORS CORPORATION

LOCATION: BEDFORD, INDIANA

HOLE DESIGNATION: CH-14B
DATE COMPLETED: February 2, 2006

DRILLING METHOD: 4 1/4" HSA & HQ CORE FIELD PERSONNEL: K. VANDER MEULEN





Page 2 of 2

PROJECT NAME: GM BEDFORD RFI

PROJECT NUMBER: 013968

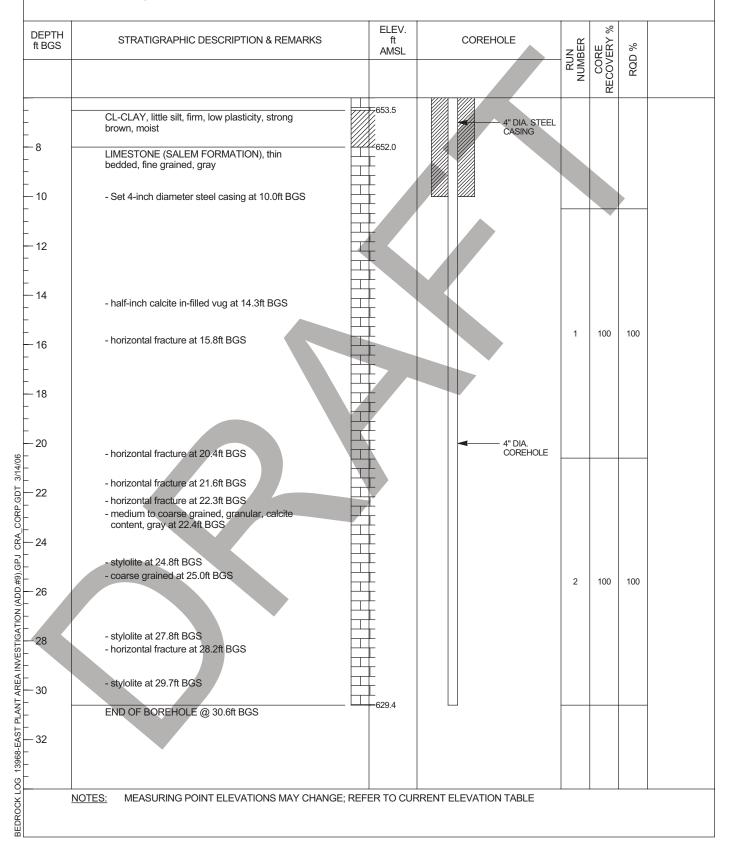
CLIENT: GENERAL MOTORS CORPORATION

LOCATION: BEDFORD, INDIANA

HOLE DESIGNATION: CH-14B

DATE COMPLETED: February 2, 2006

DRILLING METHOD: 4 1/4" HSA & HQ CORE





Page 1 of 2

PROJECT NAME: GM BEDFORD RFI

PROJECT NUMBER: 013968

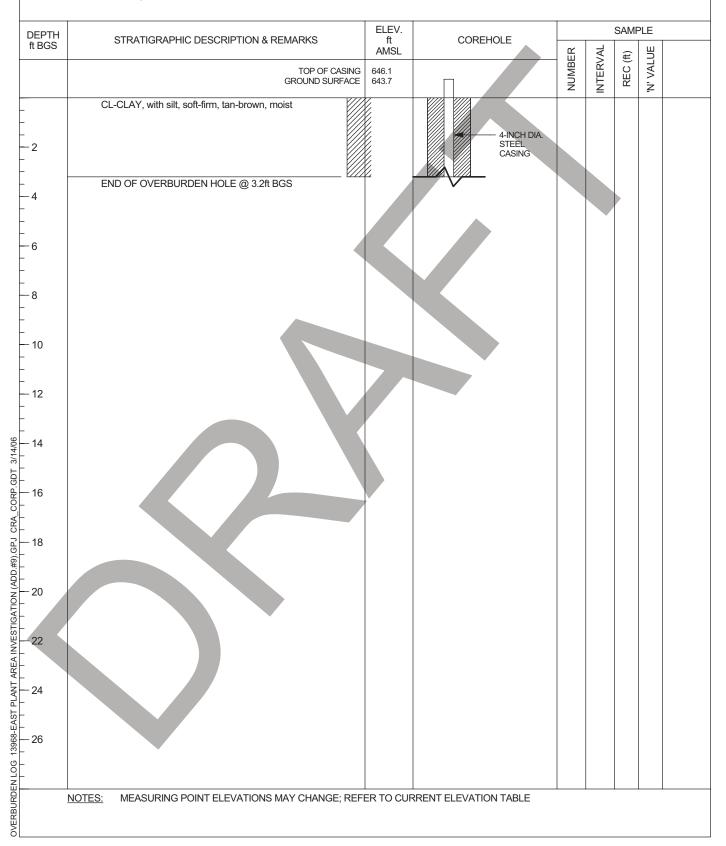
CLIENT: GENERAL MOTORS CORPORATION

LOCATION: BEDFORD, INDIANA

HOLE DESIGNATION: CH-15B

DATE COMPLETED: January 17, 2006

DRILLING METHOD: 4 1/4" HSA & HQ CORE





Page 2 of 2

PROJECT NAME: GM BEDFORD RFI

PROJECT NUMBER: 013968

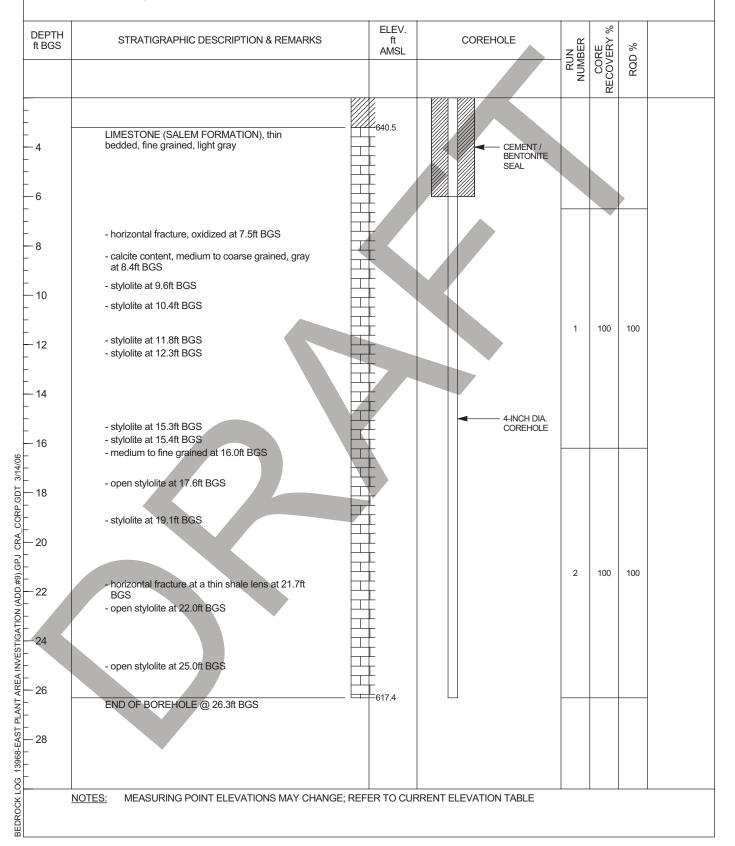
CLIENT: GENERAL MOTORS CORPORATION

LOCATION: BEDFORD, INDIANA

HOLE DESIGNATION: CH-15B

DATE COMPLETED: January 17, 2006

DRILLING METHOD: 4 1/4" HSA & HQ CORE





Page 1 of 3

PROJECT NAME: GM BEDFORD RFI

PROJECT NUMBER: 013968

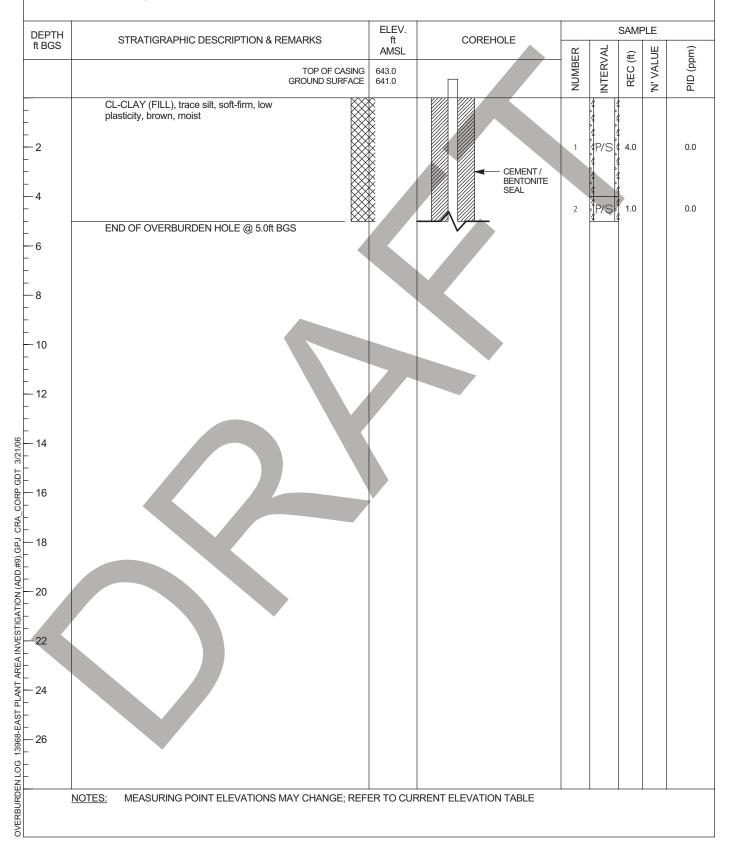
CLIENT: GENERAL MOTORS CORPORATION

LOCATION: BEDFORD, INDIANA

HOLE DESIGNATION: CH-28A

DATE COMPLETED: January 6, 2006

DRILLING METHOD: 6 1/4" HSA & HQ CORE





Page 2 of 3

PROJECT NAME: GM BEDFORD RFI

PROJECT NUMBER: 013968

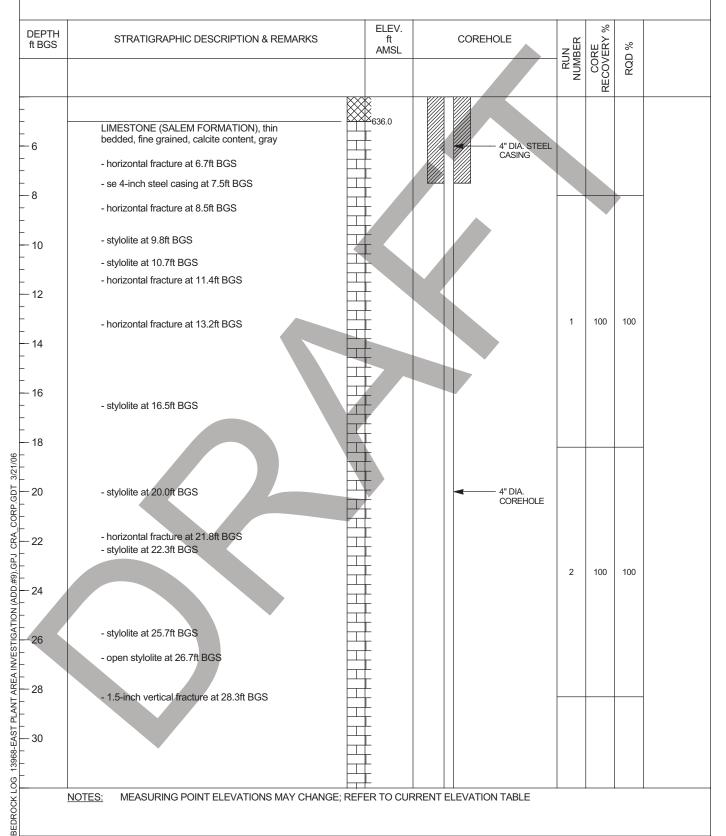
CLIENT: GENERAL MOTORS CORPORATION

LOCATION: BEDFORD, INDIANA

HOLE DESIGNATION: CH-28A

DATE COMPLETED: January 6, 2006

DRILLING METHOD: 6 1/4" HSA & HQ CORE





Page 3 of 3

PROJECT NAME: GM BEDFORD RFI

PROJECT NUMBER: 013968

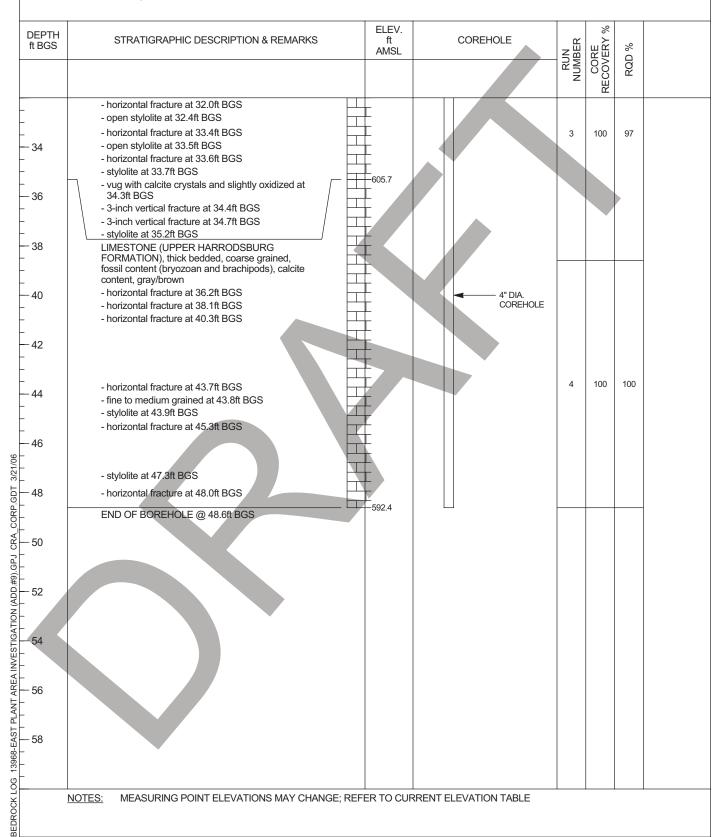
CLIENT: GENERAL MOTORS CORPORATION

LOCATION: BEDFORD, INDIANA

HOLE DESIGNATION: CH-28A

DATE COMPLETED: January 6, 2006

DRILLING METHOD: 6 1/4" HSA & HQ CORE





Page 1 of 2

PROJECT NAME: GM BEDFORD RFI

PROJECT NUMBER: 013968

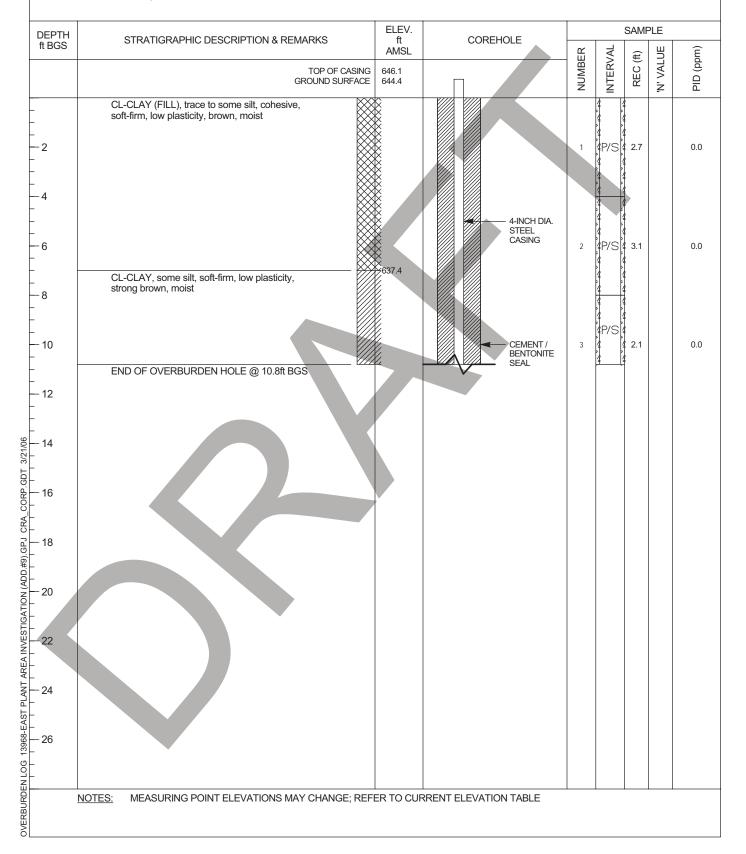
CLIENT: GENERAL MOTORS CORPORATION

LOCATION: BEDFORD, INDIANA

HOLE DESIGNATION: CH-29A

DATE COMPLETED: January 4, 2006

DRILLING METHOD: 4 1/4" HSA & HQ CORE





Page 2 of 2

PROJECT NAME: GM BEDFORD RFI

PROJECT NUMBER: 013968

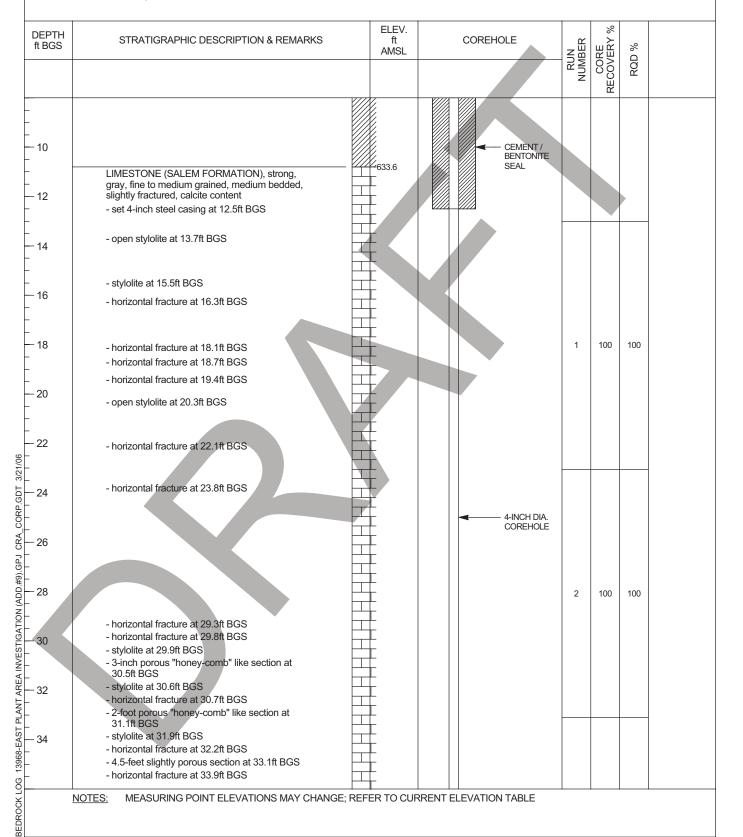
CLIENT: GENERAL MOTORS CORPORATION

LOCATION: BEDFORD, INDIANA

HOLE DESIGNATION: CH-29A

DATE COMPLETED: January 4, 2006

DRILLING METHOD: 4 1/4" HSA & HQ CORE





Page 3 of 2

PROJECT NAME: GM BEDFORD RFI

PROJECT NUMBER: 013968

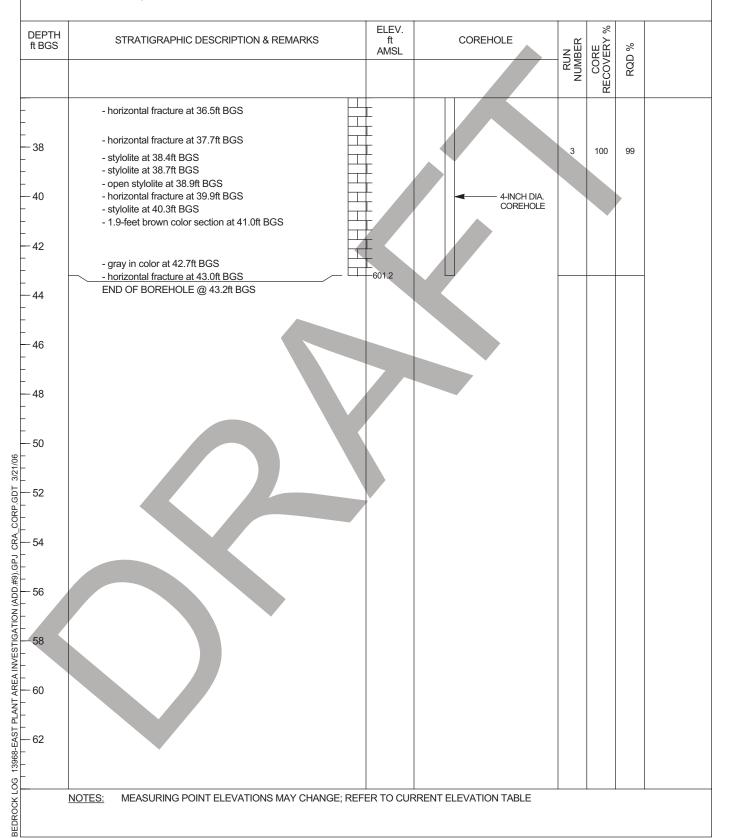
CLIENT: GENERAL MOTORS CORPORATION

LOCATION: BEDFORD, INDIANA

HOLE DESIGNATION: CH-29A

DATE COMPLETED: January 4, 2006

DRILLING METHOD: 4 1/4" HSA & HQ CORE





Page 1 of 1

PROJECT NAME: GM BEDFORD RFI

PROJECT NUMBER: 013968

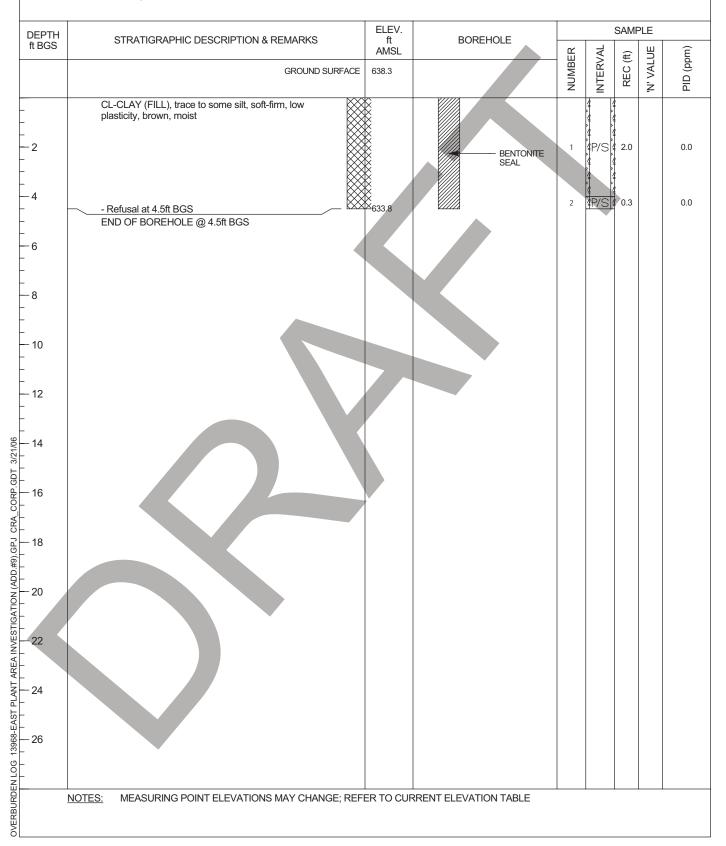
CLIENT: GENERAL MOTORS CORPORATION

LOCATION: BEDFORD, INDIANA

HOLE DESIGNATION: BH-28A

DATE COMPLETED: December 14, 2005

DRILLING METHOD: GEOPROBE





Page 1 of 1

PROJECT NAME: GM BEDFORD RFI

PROJECT NUMBER: 013968

CLIENT: GENERAL MOTORS CORPORATION

LOCATION: BEDFORD, INDIANA

HOLE DESIGNATION: BH-29A

DATE COMPLETED: December 14, 2005

DRILLING METHOD: GEOPROBE

