

PHASE I ENVIRONMENTAL SITE ASSESSMENT
SEEKINS FORD-LINCOLN-MERCURY
FAIRBANKS, ALASKA

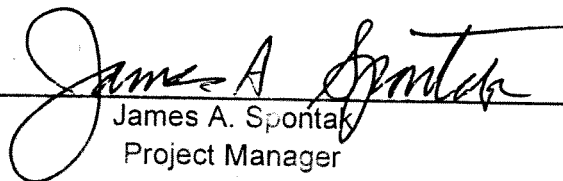
ISSUE NO. 1

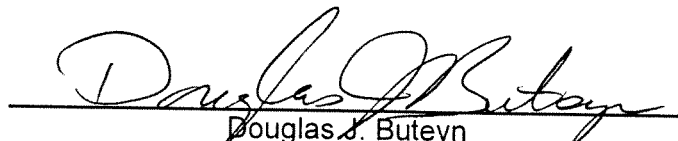
Prepared for:

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April 1996

6-024-01173-1

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1.0 INTRODUCTION

This report presents the activities performed and findings obtained by AGRA Earth & Environmental, Inc. (AEE) during a Phase I Environmental Site Assessment (ESA) of the Seekins Ford-Lincoln-Mercury, Inc. (Seekins) facility in Fairbanks, Alaska. The property is located at 1625 Old Steese Highway. Prior to 1988, the property is described in Fairbanks North Star Borough (FNSB) assessment records as Tax Lot 200, Section 2, Township 1 South, Range 1 West, Fairbanks Meridian. Tax Lot 200 was replatted in 1987 (plat number 87-129) and FNSB records after 1988 refer to the site as Tract C of the Maija Subdivision. The subject site is included on the Alaska Department of Environmental Conservation (ADEC) contaminated sites list (File No. 100.26.131) and this Phase I ESA was conducted as part of an ongoing environmental investigation at the site. Verbal authorization for AEE to proceed with this ESA was given by Mr. Ralph Seekins on February 28, 1996.

2.0 PURPOSE AND SCOPE

This Phase I ESA investigated and assessed the potential environmental liability risks associated with the subject property due to the presence of hazardous substances and petroleum products from past and/or current land use practices. This ESA allowed AEE to form an opinion regarding environmental risks at the property related to chemical contamination and other environmental regulations. The assessment did not include structural, mechanical, electrical, or asbestos inspections. The work was performed in accordance with ASTM Standard E 1527-93, *Standard Practice for Environmental Site Assessments: Phase I Environmental Site Assessment Process*, which is intended to satisfy the "due diligence" standards associated with the "innocent landowner" defense to cleanup liability, as set out in the 1986 Superfund Amendments and Reauthorization Act, 42 USC 9601 (35)(B).

At the time this ESA was conducted, hydrocarbon-impacted groundwater was known to exist beneath the subject property and additional work to investigate the nature and extent of that problem was being planned. Although the full scope of work for a Phase I ESA was performed, due to the presence of impacted groundwater and because the property is not being sold, the emphasis of this assessment was on past land use practices at the site and in the site vicinity. Site vicinity is defined as the properties and facilities within approximately one-quarter mile of the subject property. In completing this Phase I ESA, AEE performed a site reconnaissance, a visual survey of the surrounding properties, personal interviews, and a review of public records and readily accessible documentation. AEE's scope of work included the following activities:

- Physical inspection of the subject property to identify potential sources of contamination and/or non-compliance with environmental regulations;
- Review of state and federal databases and/or files to identify known or potential hazardous waste sites within the site vicinity;



- Interviews with persons knowledgeable about past and/or current land use practices on the site and in the site vicinity;
- A review of historical information and aerial photographs to evaluate property usage at the site and within the immediate site vicinity dating back to 1954; and
- Preparation of this report.

3.0 SITE DESCRIPTION

The subject property is an approximately 10-acre, triangularly shaped parcel of land located on the southwest corner of the intersection of the Steese Expressway and Johansen Expressway in Fairbanks, Alaska (Figure 1) at an elevation of about 435 feet above mean sea level. The property extends southwest from the intersection and is bordered on the east by the Steese Expressway and on the west by the Old Steese Highway. A single L-shaped building is situated in the southern portion of the lot (Figure 2) and the lot has been graded to provide drainage away from the building. Water, sewer, electric, and telephone utilities are provided at the site by the Fairbanks Municipal Utilities System (FMUS). The building is heated by two used oil burners fueled from aboveground storage tanks.

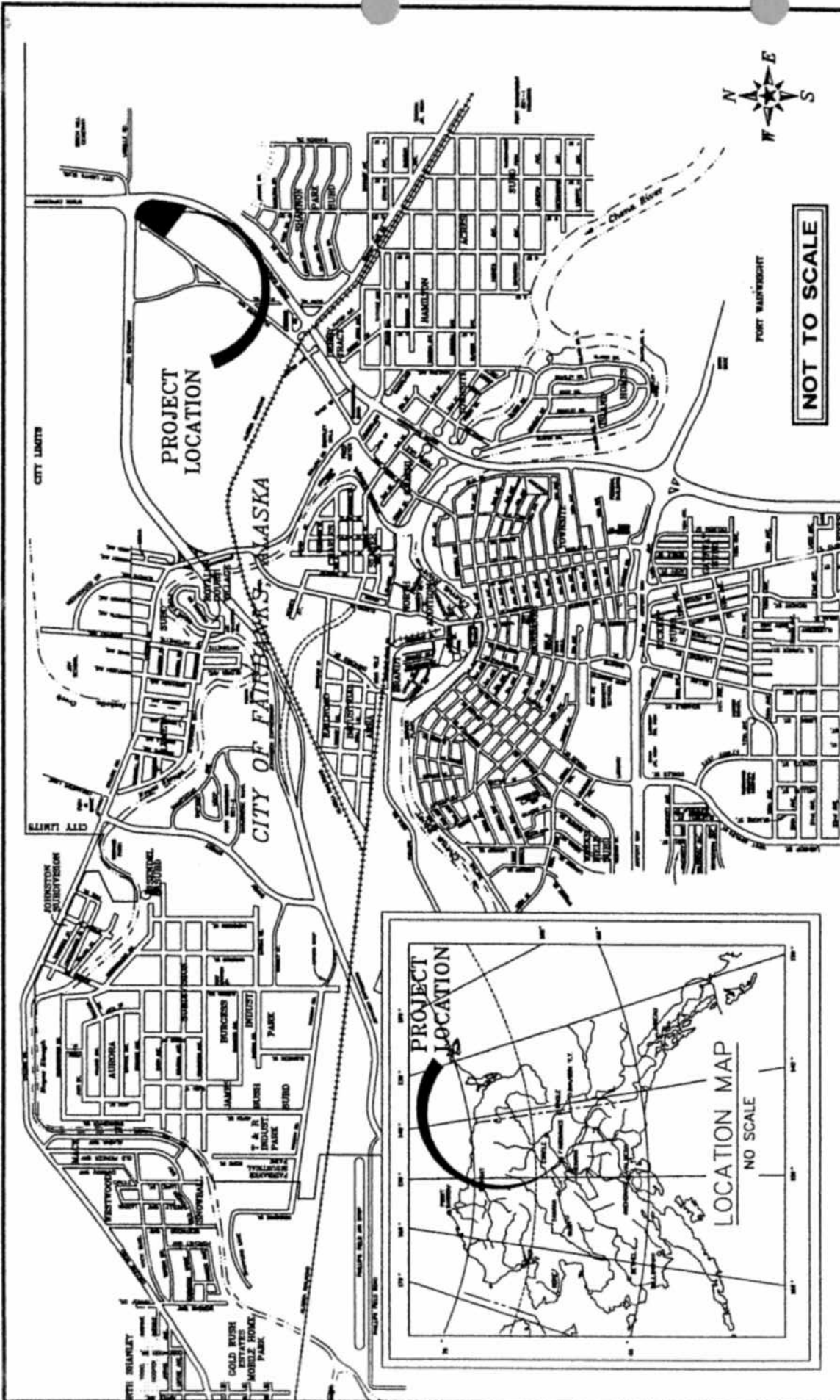
Although the property is served by city utilities, previous work at the site by AEE has identified at least three drinking water wells on the site. Two of the wells apparently were used to supply water to structures located on the site circa 1976. The third well was installed as the water supply for the existing building but its use was discontinued when city utilities became available.

The site is generally flat with little topographic relief. Topography within the site vicinity is generally flat and even within a 270-degree arc moving clockwise from due east to due north of the site. To the northeast of the site and immediately across the Steese Expressway, Birch Hill rises abruptly to an elevation of about 1100 feet creating a terrain that is hilly with high relief. Topographic coverage of the site is provided by the U.S. Geological Survey (USGS) Fairbanks (D-2) Southeast 7.5-minute quadrangle.

3.1 REGIONAL GEOLOGY AND HYDROGEOLOGY

The major physiographic features of the Fairbanks area include the Tanana River floodplain to the south and low rolling hills of the Yukon-Tanana Uplands to the north. The floodplain is generally flat with a gentle slope to the northwest and consists of up to 600 feet of interbedded and channelized sand, silt, and gravel deposits. The surrounding hills, composed of bedrock covered by a layer of wind-blown silt, reach elevations of up to 2,000 feet. Within the site vicinity, the base of Birch Hill marks the southern extent of the Uplands and the northern edge of the floodplain. Permafrost underlies most north facing slopes in the Uplands and is discontinuous throughout the floodplain.



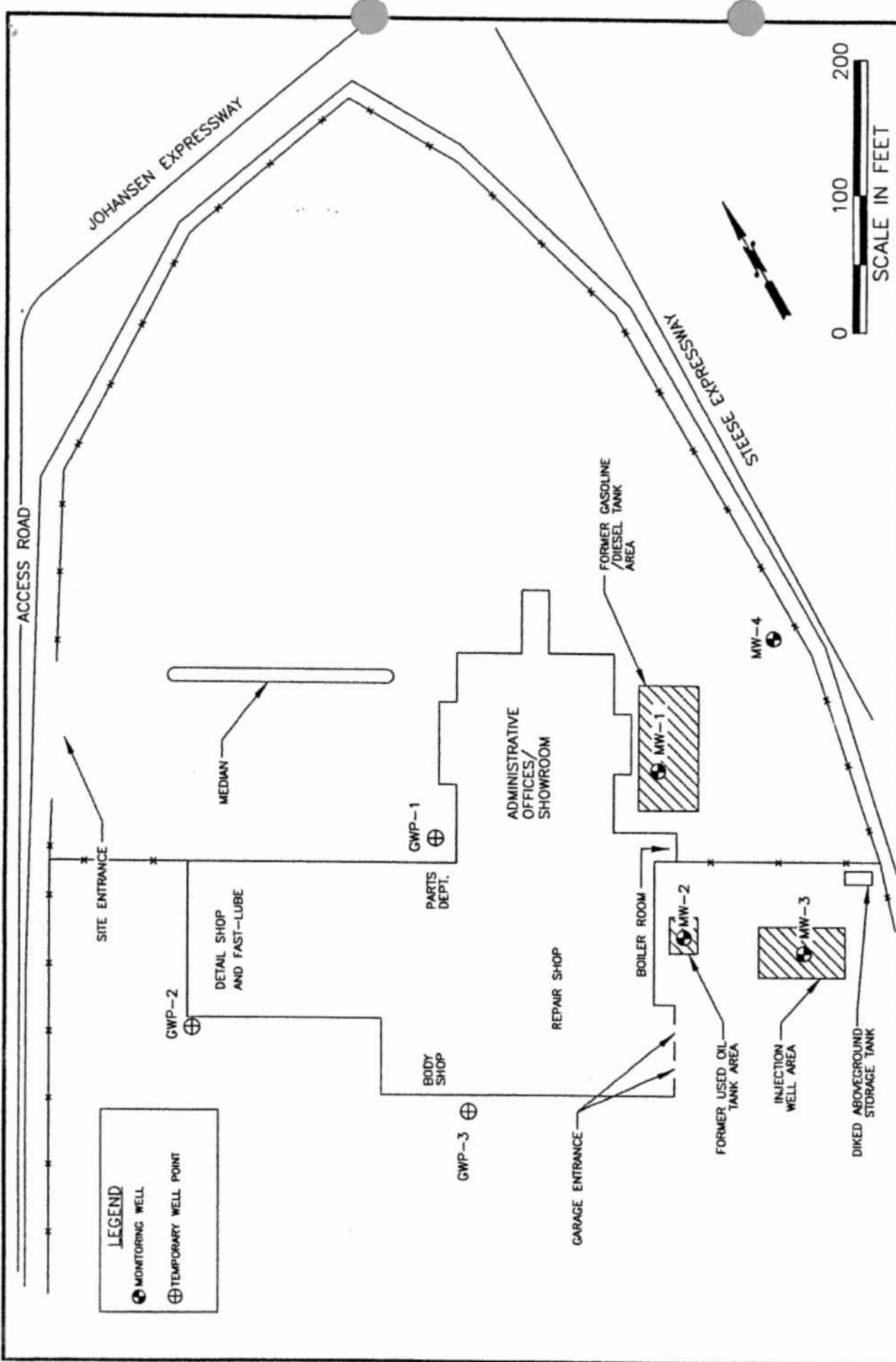


SEEKINS FORD-LINCOLN-MERCURY
 1625 OLD STEESE HIGHWAY
 FAIRBANKS, ALASKA

W.O. 6-024-01173-1
 DESIGN JAS
 DRAWN EBP/MC
 DATE 03/20/96
 SCALE NOT TO SCALE

AGRA
 Earth & Environmental
 3504 Industrial Ave. Suite 5
 Fairbanks, Alaska 99701

VICINITY MAP
 FIGURE 1



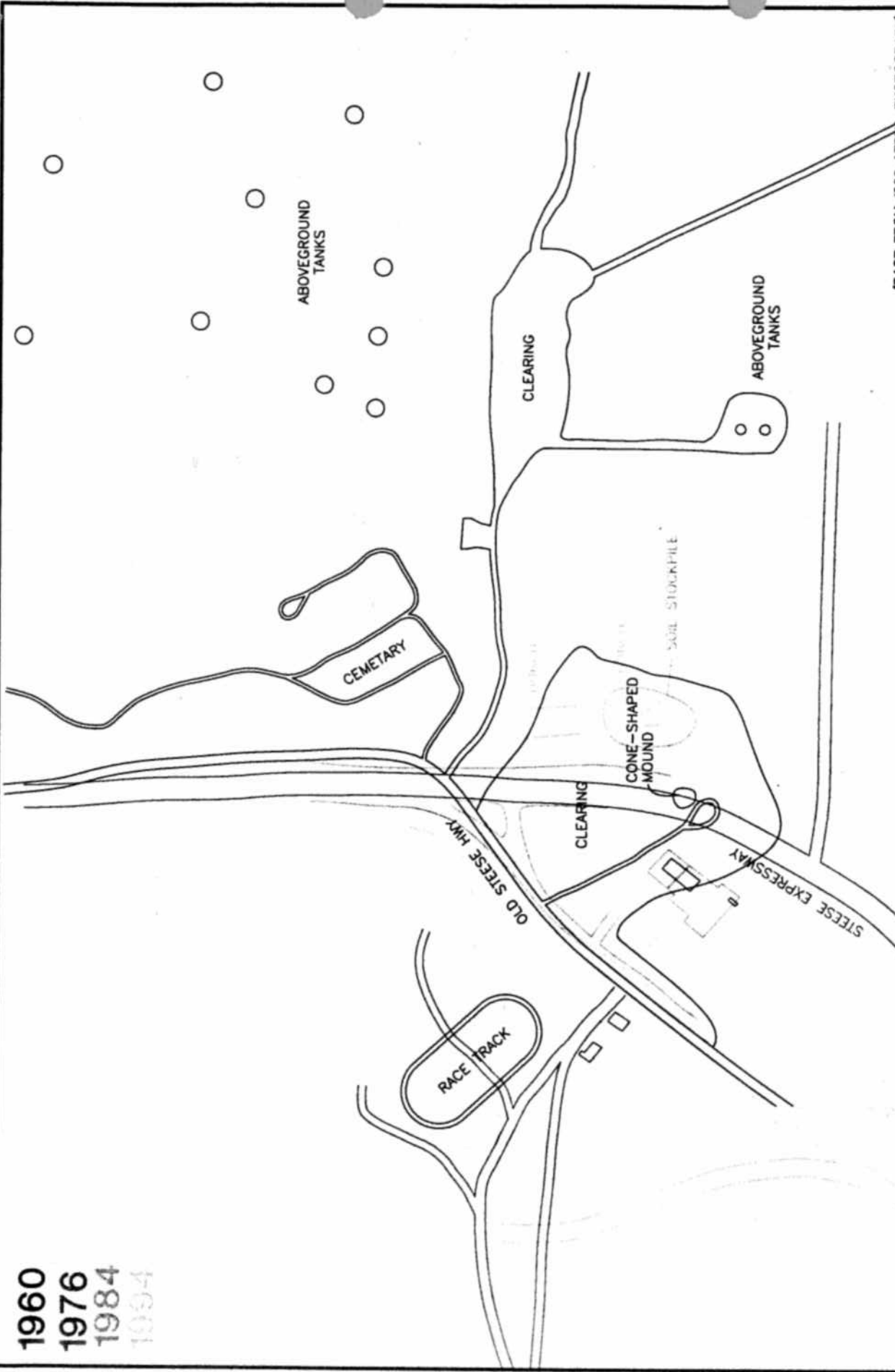
LEGEND
 ● MONITORING WELL
 ⊕ TEMPORARY WELL POINT

SEEKINS FORD-LINCOLN-MERCURY
 1625 OLD STEESE HIGHWAY
 FAIRBANKS, ALASKA

**SITE PLAN
 FIGURE 2**

W.O.	6-024-01173-1
DESIGN	JAS
DRAWN	EBP/SIT
DATE	03/27/96
SCALE	1"=100'

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 Fairbanks, Alaska 99701



(BASE FROM 1960 AERIAL PHOTOGRAPH)

SEEKINS FORD-LINCOLN-MERCURY
1625 OLD STEESE HIGHWAY
FAIRBANKS ALASKA

SITE HISTORY (WITH OVERLAYS)
FIGURE 4

1960
1976
1984
1994

W.O. 6-024-01173-1

DESIGN DUB

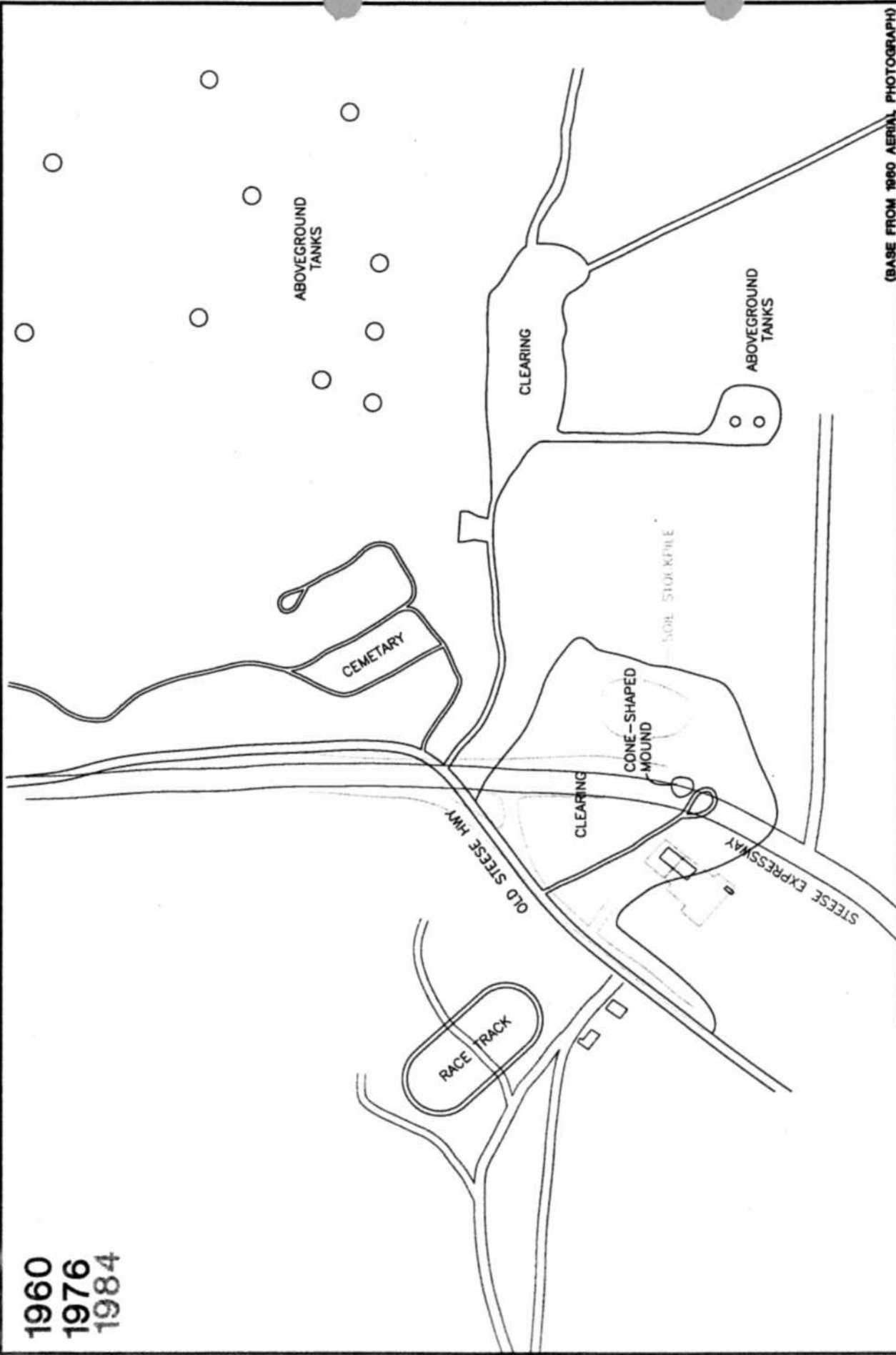
DRAWN EBP/OVERLAYS

DATE 03/26/96

SCALE NO SCALE

AGRA
Earth & Environmental
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1960
1976
1984



(BASE FROM 1960 AERIAL PHOTOGRAPH)

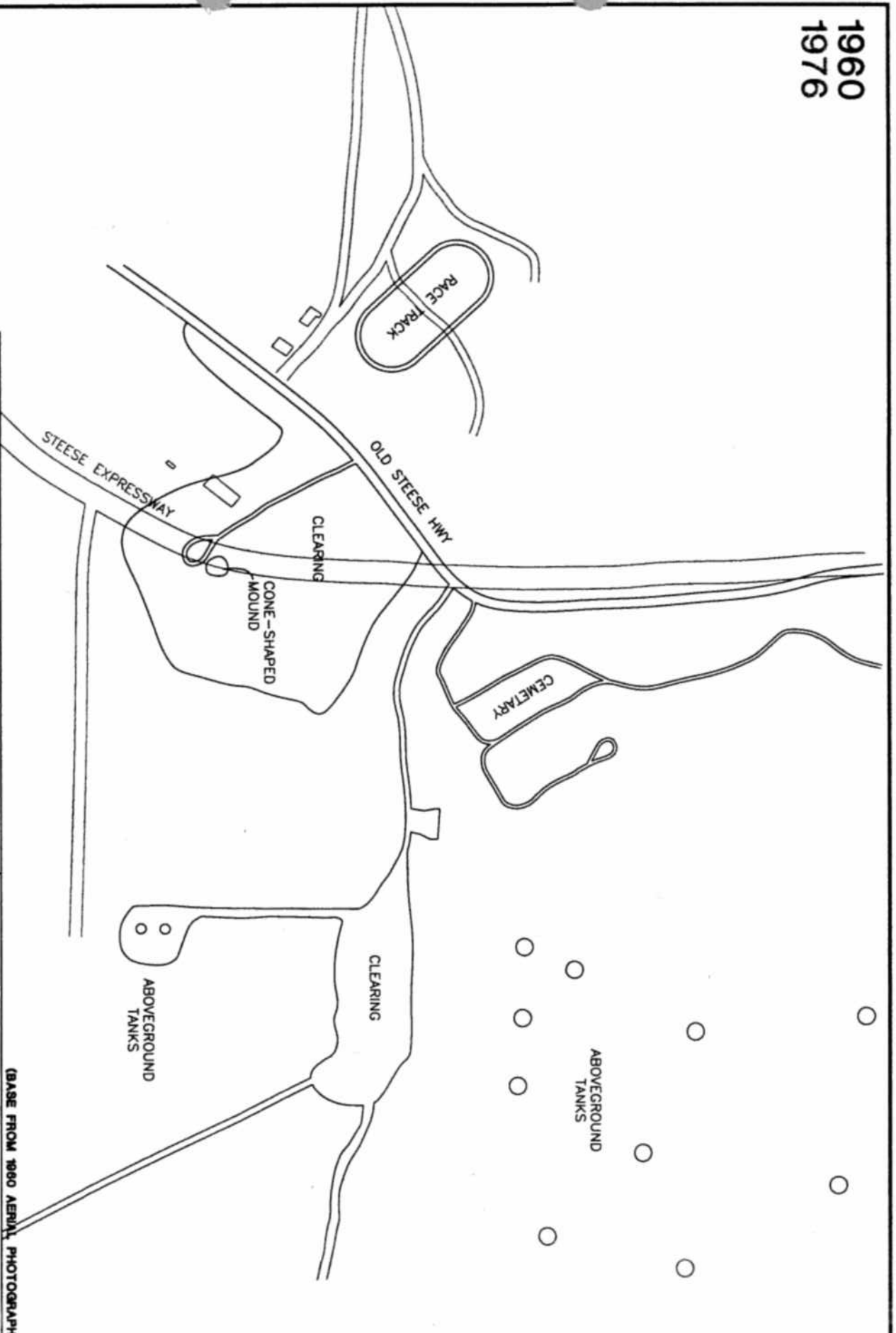
**SEEKINS FORD-LINCOLN-MERCURY
1625 OLD STEESE HIGHWAY
FAIRBANKS ALASKA**

**SITE HISTORY (WITH OVERLAYS)
FIGURE 4**

W.O.	6-024-01173-1
DESIGN	DJB
DRAWN	EBP/OVERLAYS
DATE	03/26/96
SCALE	NO SCALE

AGRA
Earth & Environmental
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1960
1976



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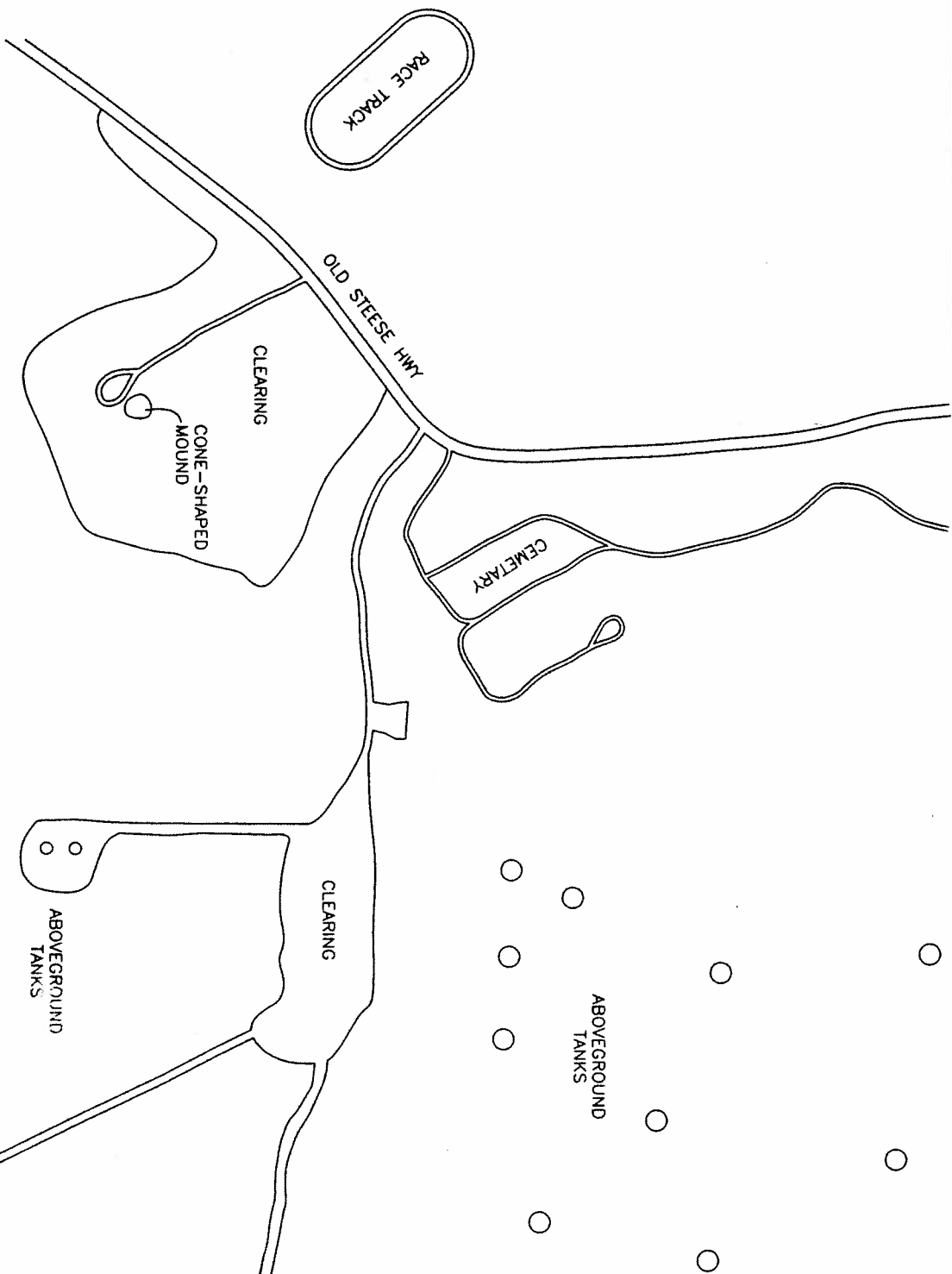
W.O.	6-024-01173-1
DESIGN	DJB
DRAWN	EBP/OVERLAYS
DATE	03/26/96
SCALE	NO SCALE

SEEKINS FORD-LINCOLN-MERCURY
 1626 OLD STEESE HIGHWAY
 FAIRBANKS ALASKA

(BASE FROM 1960 AERIAL PHOTOGRAPH)

SITE HISTORY (WITH OVERLAYS)
 FIGURE 4

1960



(BASE FROM 1960 AERIAL PHOTOGRAPH)

SEEKINS FORD-LINCOLN-MERCURY
1825 OLD STEESE HIGHWAY
FAIRBANKS ALASKA

SITE HISTORY (WITH OVERLAYS)
FIGURE 4



Earth & Environmental

3504 Industrial Ave. Suite 5
Fairbanks, Alaska 99701

W.O. 6-024-01173-1

DESIGN DJB

DRAWN EBP/OVERLAYS

DATE 03/26/96

SCALE NO SCALE

The Tanana River is the major drainage in the Fairbanks area and is the main source of replenishment to the groundwater aquifer supplying Fairbanks. The Chena River, the major tributary to the Tanana River in the Fairbanks area, drains the hills to the northeast of Fairbanks and flows east to west directly through town. North-reaching meander loops of the Chena River are located approximately one mile southeast, south, and southwest of the subject property

Within the floodplain, groundwater is typically unconfined and occurs at shallow depths although seasonal frost and permafrost may create localized and/or temporary confined aquifer conditions. The floodplain aquifer is capable of supplying large quantities of water. Groundwater within the Fairbanks area and between the two rivers is generally considered to flow to the northwest with localized variations caused by the presence of permafrost. To the north of the Chena River, groundwater flow is varied but is generally considered to be roughly parallel to that of the Chena River. According to USGS personnel, groundwater flow in the site vicinity is generally east to west with a slight southerly component. Groundwater within the floodplain undergoes annual fluctuations in elevation ranging from three to five feet. Based on measurements made by AEE at the site, the depth to water is expected to range from 10 to 15 feet below grade within the site vicinity.

3.2 SITE RECONNAISSANCE

A site reconnaissance visit was conducted on March 11, 1996 by AEE representatives James Spontak and Douglas Buteyn. Mr. Al Haynes, the Customer Service Director for Seekins, served as the point-of-contact for the visit. The site visit included an interview with Mr. Haynes, a tour and general inspection of the property, and a review of the Material Safety Data Sheet (MSDS) for each chemical product used at the site. The observations made during the site visit are summarized in the following paragraphs. The results of the MSDS review are presented in Section 4.6. A photographic log of the site visit is provided in Appendix A.

The site inspection was conducted to note the current condition of the property, general chemical handling and storage practices, and any potential risks posed by the presence of petroleum products or hazardous materials. Both the interior and exterior portions of the property were observed. However, snow cover across the site prevented direct observation of the ground surface.

The building on the site is a single-story structure with metal siding and roofing and a concrete floor. The original building was constructed in 1982 and houses the main offices and showroom, the auto repair shop, the body and paint shop, and the auto parts storeroom. In 1990, an addition was built on the west side of the original building. This area houses the detailing shop, the fast lube facility, the shipping and receiving office, and an employee lounge. The general layout of the building is shown in Figure 2. Except for the showroom and office areas, ceiling height throughout the building is sufficient to provide for two stories although this capability is utilized only in a portion of the parts stockroom. In general, interior walls and ceilings are finished with sheet rock, the concrete floor is uncovered except for in the offices and showroom, and fluorescent lighting is used almost exclusively throughout the building.



More attention during the site inspection was given to the shop areas than to the office and showroom area. At the time of the site visit, the shop areas appeared to be relatively clean and well-kept. Floor drains were noted in almost all of the shop areas. Mr. Haynes reported that all such drains in the facility are connected to the FMUS sewer system via sediment filters and an oil-water separator. Hydraulic equipment appears to be limited to the vehicle hoists in the various shops. Most of the hoists in the auto repair shop and one hoist in the body shop are built-in units with buried hydraulic lines. All other hoists at the facility are aboveground units with visible hydraulic lines.

Small quantities of the chemicals and petroleum products used in each of the shops are stored in or near the areas in which the items are used. Those items include petroleum products, a variety of products necessary for auto repairs, paints and thinners, and anti-freeze. Oil and anti-freeze are typically stored in and dispensed from 55-gallon drums, although case lots of one-quart oil containers were noted in the outside storage area. Other chemical products are stored in and dispensed from the original containers.

Waste products historically generated at the site include used oil and other petroleum products, anti-freeze, paint, paint thinner, parts-cleaning solvents, and sump sludge from the oil-water separator system. Used petroleum products are burned in the waste oil burners which heat the building. Used anti-freeze is processed through a recycling unit located in the shipping and receiving area and re-used. All other used products are placed into 55-gallon drums and shipped off-site for disposal via Burlington Environmental, Inc. of Anchorage. According to Mr. Haynes, parts-cleaning solvents have not been shipped from the site since the end of calendar year 1994. Since 1995, Seekins has almost exclusively been using self-contained Orange-Sol® parts-cleaning units. These units are periodically removed from the site by the supplier for recycling of the cleaning solution. Mr. Haynes reported that the only other parts-cleaning solvents used on the site are those that can be used as fuel for the heating system.

The majority of the exterior portion of the property is used for vehicle parking. Vehicles for sale are parked in the northern half of the lot while the areas surrounding the building are used for customer and employee parking. Other uses of the property include aboveground fuel storage, chemical storage, and miscellaneous materials storage. The main chemical storage facility is located along the southern property line in a covered storage unit. The individual storage bays within this unit are all secured by chain link fencing and locked gates. Items stored here include oil, anti-freeze, cleaning products, and auto parts. AEE observed that unused materials stored in and around the covered storage facility were stored on wooden pallets in the original packaging. Adjacent to the east end of the storage unit is an uncovered area used for the temporary storage of empty drums and drummed waste products.

Fuel storage on the site consists of seven aboveground storage tanks. Five of these tanks are used to store fuel for the heating system. These tanks include a 20,000-gallon steel tank located at the southern property line just west of the main storage unit, three 10,000-gallon tanks located adjacent to the boiler room on the east side of the building, and a 500-gallon tank located in the detail shop. A 7,000-gallon, dual-compartment tank located along the east property line is used



to store both gasoline (5,000 gallons) and diesel fuel (2,000 gallons). This tank is connected to a single pump island via underground double-wall piping. Also on the site is a 275-gallon heating oil tank that fuels the igniters on the used oil furnaces. This tank is located near the three 10,000-gallon waste oil tanks. Only the 7,000-gallon dual compartment fuel tank and the 20,000-gallon used oil tank are currently situated within containment cells.

3.3 SITE VICINITY

Development within the site vicinity has generally been limited to those areas northeast, east, and south of the site. With the exception of the Birch Hill cemetery and the Fort Wainwright tank farm, much of the development in the site vicinity has occurred within the last 10 to 15 years. To the east of the site and across the Steese Expressway, development includes two churches and the tank farm. The church properties are adjacent to the highway at the base of Birch Hill; the tank farm is situated on the south slope of Birch Hill. The Birch Hill cemetery is located on the southwest slope of Birch Hill and northeast of the subject site. Other development within the site vicinity consists of a church located southwest of the site and a portion of the Shannon Park subdivision to the south of the site and across the Steese Expressway. The land to the west of the site is vacant, once-cleared land that is becoming overgrown.

4.0 RECORDS REVIEW

Environmental conditions and land use in the site vicinity were assessed through a review of regulatory agency records, historical aerial photographs, FNSB assessment records, and Fairbanks city directories. The aerial photographs were obtained from Aeromap U.S., Inc. of Anchorage and the Alaska Department of Transportation and Public Facilities (ADOT&PF) office in Fairbanks. The city directories are on file at the Noel Wien Public Library in Fairbanks. The ownership history of the subject property was researched via a title search conducted by Milliken and Michaels Credit Services.

4.1 PREVIOUS INVESTIGATIONS

Previous environmental work at the subject property has included the closure of two underground used oil tanks, the closure of two underground fuel storage tanks, and the removal of one Class V injection well. All three systems were located on the east side of the building. The four former underground storage tanks (USTs) were removed in August and September 1994, and the injection well closure was accomplished in October 1994. AEE personnel completed closure site assessment reports for each of the referenced systems. As a result of observations made during the closure activities, AEE conducted an additional subsurface investigation in July 1995 which included the installation of four groundwater monitoring wells and three temporary well points. The following paragraphs summarize the findings and results of the closure assessments and subsurface investigation.



Two 500-gallon used oil tanks were removed from the site in late August 1994. Closure included removal of approximately 115 cubic yards of hydrocarbon-impacted soil which were transported off-site for thermal treatment. Laboratory analyses of soil samples collected during the closure indicated heavy-end hydrocarbons as the predominant contamination in the vicinity of the used oil USTs. Analytical results included a maximum diesel range organics (DRO) concentration of 13,000 mg/kg for the samples from the excavated soils and 290 mg/kg for the samples from the base of the excavation at the approximate groundwater interface. Halogenated volatile organics (HVO) analysis reported detectable concentrations of 1,1,1-trichloroethane and tetrachloroethene although the applicable cleanup standards were exceeded only by the latter compound.

The fuel storage tanks removed from the site included a 5,000-gallon gasoline UST and a 2,000-gallon diesel UST. Approximately 1,000 cubic yards of hydrocarbon-impacted soil were removed from the excavation and transported off-site for thermal treatment. Analytical results for soil samples from the fuel storage excavation indicated gasoline range organics (GRO) as the primary contaminants in the soil around the tanks although elevated concentrations of benzene, toluene, ethylbenzene, and total xylenes (BTEX) were also reported. In addition, a petroleum-type sheen was observed on the groundwater that accumulated in the base of the excavation.

The injection well system consisted of a 2,000-gallon septic tank that drained into two bottomless wooden cribs connected in tandem. Use of the injection well system was stopped in August 1994 when the floor drain piping was routed to the FMUS sewer system. Approximately 925 cubic yards of impacted soil were excavated during the injection well closure and transported off-site for thermal treatment. Maximum contaminant concentrations in the excavated soil included 0.31 mg/kg total BTEX, 79 mg/kg GRO, and 1,600 mg/kg DRO. The compounds 1,2-dichlorobenzene and tetrachloroethene were detected at concentrations below the applicable cleanup criteria. Analytical results for soil samples collected from the base and sidewalls of the excavation included non-detectable concentrations of benzene and a maximum DRO concentration of 19 mg/kg.

The additional subsurface investigation was conducted in response to observations made during the UST and injection well closures that indicated the possibility that groundwater beneath the site had been impacted by one or more of the former source areas. Objectives for the subsurface investigation included assessment of groundwater quality with regard to the contaminants detected during the closure activities and evaluation of the groundwater flow direction beneath the property. The results of the investigation, which included the analysis of soil and groundwater samples from seven groundwater monitoring points installed at the site, indicate that a plume of hydrocarbon-impacted groundwater exists beneath the site and appears to be situated beneath the building. Although water table elevation measurements in the on-site wells indicated a westerly flow direction for groundwater, no conclusions regarding the mobility of the plume could be made from the data collected.



4.2 STATE AND FEDERAL AGENCY RECORDS

AEE reviewed state and federal databases to identify properties within the site vicinity that are known to contain environmental contamination or that house facilities that generate, store, treat, transport, or dispose of potentially hazardous materials. The information contained in each reviewed database is summarized below.

EPA National Priorities List (Run date: January 1996)

The National Priorities List includes properties or facilities which the EPA has designated as requiring priority remedial action and to which Superfund financing has been allotted. The subject site is not included on the list and only one listed site, Fort Wainwright, is located within the recommended search distance of one mile from the subject site.

EPA CERCLIS database (Run date: January 1996)

The CERCLIS database contains a list of properties which have been or are being investigated by the EPA for existing or potential releases of hazardous substances under the Comprehensive Environmental Response, Compensation, and Liability Act of 1980 (Superfund). Neither the subject site nor any sites within the recommended search distance of one-half mile are included on this listing. One site included on the listing is located south of the site just beyond the one-half mile search distance. This site is identified as Razor's Surplus at 393 Hamilton Drive.

EPA RCRA Generators List (Run date: January 1996)

The EPA Resource Conservation and Recovery Act (RCRA) generators list is a compilation of registered facilities that generate hazardous waste. The recommended search distance for this listing includes only the subject property and adjoining properties. The subject site is the only site included on the listing within the limited search distance.

EPA RCRA TSD List (Run date: January 1996)

The EPA RCRA TSD list is a compilation of registered facilities that transport, store, or dispose of hazardous waste. The subject site does not appear on this listing. Fort Wainwright is the only listed site within the recommended search distance of one mile from the subject site. However, it is not known if the area(s) which qualify the base for inclusion on the list are located within this distance from the site.

ADEC Contaminated Sites Database (Run date: March 1995)

The ADEC Contaminated Sites listing is a record of known or suspected contaminated sites. This listing includes the subject site and ten sites within the recommended search distance of one mile. Those ten sites, in order of increasing distance from the subject site, include the following:



- Fort Wainwright Fairbanks fuel terminal (File No. 108.38.002);
- Machinery company, 730 Old Steese Highway (File No. 102.26.055);
- Bus barn, 375 Trainer Gate Road (File No. 102.26.035);
- Private residence, 32 Adak Street (File No. 102.26.042);
- Gasoline station, 527 Old Steese Highway (File No. 102.26.007);
- Former convenience store, 550 3rd Street (File No. 102.26.020);
- Property in Graehl, 393 Hamilton Drive (File No. 102.23.038/102.38.069);
- Former travel company, 230 Old Steese Highway (File No. 102.26.046);
- Service station, 205 E. 3rd Street (File No. 102.26.003); and
- Former print shop, 157 Old Steese Highway (File No. 102.23.015).

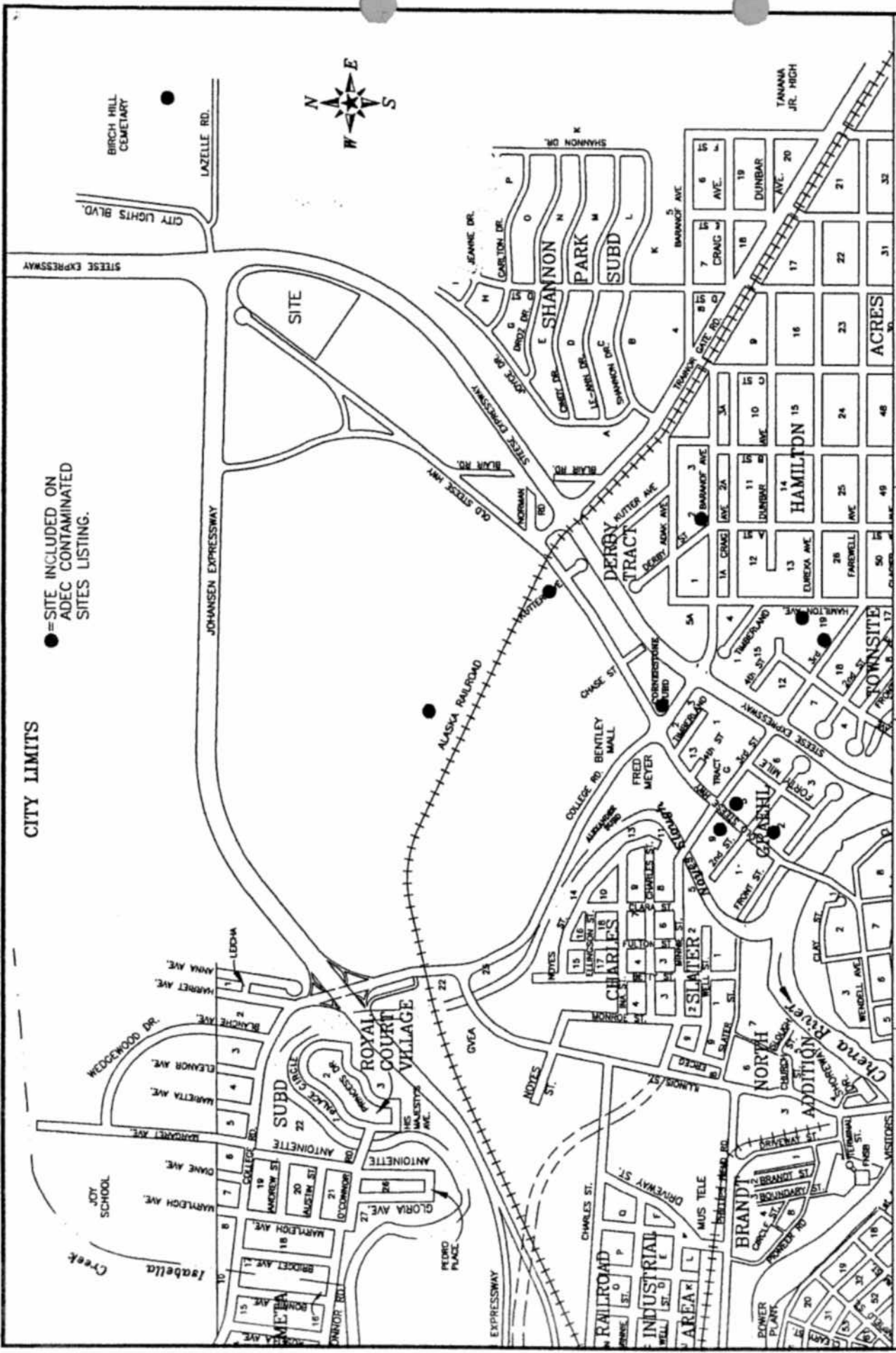
AEE personnel reviewed the ADEC files for the ten listed sites to verify the location and current status of each site. As shown on Figure 3, nine of the above-listed sites were found to be located both hydrologically down gradient and more than one-half mile from the subject site. The Fort Wainwright Fairbanks fuel terminal is the exception. This site is located less than one-half mile from the subject site and is situated both hydrologically upgradient and topographically uphill of the site. On this basis, the Fairbanks fuel terminal is the only site in the above list that is considered to have the potential to adversely impact the subject site.

4.3 AERIAL PHOTOGRAPHY

Historical aerial photographs of the site vicinity were obtained from both the ADOT&PF in Fairbanks and Aeromap U.S., Inc. of Anchorage. Between the two sources, photographic coverage of the site vicinity was available for the years 1954, 1960, 1969, 1972, 1974, 1976, 1979, 1982, 1984, and 1989. In addition, a 1994 aerial photograph of the site vicinity was available in AEE's Fairbanks office files. Copies of the photographs obtained from ADOT&PF and the 1994 photograph are provided with this report in Appendix B. The photographs obtained from Aeromap U.S. are copyrighted and could not be reproduced. However, those photographs are available for review in AEE's Fairbanks office.

The aerial photographs provide a record of development on the subject site and in the site vicinity. When the nature and/or use of a property could not be clearly identified from the photograph alone, reference was made to the Fairbanks city directories and/or FNSB assessment records. In addition to the photographs in Appendix B, a series of overlays showing the progression of development in the site vicinity since 1960 is provided as Figure 4. The following paragraphs summarize the observations noted for each photograph, including the items shown on the overlays.

1954 Aerial Photograph: This photograph shows the site vicinity to be largely undeveloped with the exception of the Fort Wainwright tank farm, the Birch Hill cemetery, and the Steese Highway (currently known as the Old Steese Highway). Adjacent to the east edge of the highway, in the vicinity of the subject site, is an approximately 20-acre clearing that is roughly rectangular in shape. Personal recollections reported by Mr. Haynes and others indicate the clearing was used by the military, possibly as a munitions dump. Mr. Haynes remembers that the clearing was guarded by military patrols. Comparison with later photographs shows that the existing building on the Seekins



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ADEC CONTAMINATED SITES
FIGURE 3

property overlaps the southwest edge of this clearing. On the photograph, a dirt track can be seen running across the clearing from the Steese Highway to a small building or trailer situated adjacent to a cone-shaped hill in the southeast portion of the clearing. Across the highway from the clearing is an oval track apparently used for auto racing. The Fairbanks city directories have no listing for the race track. However, several people that were interviewed reported that the track was known as the Rendezvous Raceway. A small building, possibly a private residence, and several scattered outbuildings can be seen in a clearing adjacent to and south of the track.

1960 Aerial Photograph: The site vicinity as recorded by this photograph is largely unchanged from the 1954 photograph. Changes noted include the removal of the small building from the clearing, removal of the house from the race track property, and several additions to the Fort Wainwright tank farm facility. This latter item includes additional clearing of land, several new buildings, and the addition of two large storage tanks to the east of the clearing and south of the tank farm.

1969 Aerial Photograph: The 1969 photograph was taken at a higher altitude than the other photos. Consequently, less detail of the immediate site vicinity can be observed. However, the clearing and race track are still visible on the photograph and there appears to have been little change to the site vicinity since 1960. This photograph does provide a view of most of the city of Fairbanks and Fort Wainwright. As recorded on the photograph, commercial development in the area of the Seekins property was largely limited to what is now the intersection of Trainer Gate Road and the Old Steese Highway, approximately one-half mile south of the site.

1972 Aerial Photograph: This photograph records few changes to the immediate site vicinity. Development within one-quarter mile of the current Seekins property is still limited to the tank farm, cemetery, and race track. The southern portion of the large clearing, including the area around the conical hill, appears to be somewhat overgrown. The cemetery has been expanded in area and new roads constructed to serve the increased area. To the west of the clearing and beyond the race track, the edge of a large pipeline storage yard is visible. A dirt road has been constructed to connect the storage yard to the Steese Highway. The road runs adjacent to the race track.

1974 Aerial Photograph: This photograph records no significant changes to the site vicinity since the previous photograph.

1976 Aerial Photograph: The 1976 photograph records many significant changes to the site vicinity. As recorded on the photograph, construction of the Steese Expressway had begun and the right-of-way for the highway cut the former 20-acre clearing approximately in half. In reference to earlier photographs, the northbound lanes of the new highway appear to pass over the location of the conical hill once located in the clearing. The presence of the new road also serves to define the location and current extent of the Seekins property. Development on the property is seen to consist of a warehouse-type building and a large aboveground storage tank in a containment cell to the southwest of the building. Both structures are located near the eastern property line. Several small buildings and/or trailers can be seen in the southwest corner and along the western edge of the property. The property is unpaved and numerous patches of dark, apparently stained soil are



visible. The largest and most obvious patches of darkened soil are located in the area between and west of the warehouse and storage tank. FNSB assessment records indicate that the property was owned by the Bentley Trust but that six trailers, two sheds, and one office were owned by Northwest Construction, Inc. One additional building is noted to have been leased by Northwest Construction from Mukluk Freight Company. The same records indicate that the warehouse was built in 1975 and used as a repair shop. A notation in the assessment records states that all buildings had been "removed or buried" by November 1978.

Within the site vicinity, the pipeline storage yard has been expanded to include all of the land along the west side of the Old Steese Highway. The outline of the former race track is visible in the midst of the expanded storage yard, but a dirt roadway can be seen cutting across the track and the area enclosed by the track is being used for debris storage. Two buildings and a parking lot can be seen immediately south of the former track and adjacent to the highway. Reference to the Fairbanks city directory for 1978 indicates these buildings likely served as the Alyeska Pipeline Service Company Disposal Operations facility. The portion of the former 20-acre clearing located east of the new highway is vacant except for a few small buildings or trailers and a minor amount of miscellaneous material storage.

1979 Aerial Photograph: This photograph documents the end of pipeline construction as all buildings and associated items have been removed from both the subject site and the pipeline storage yard. Evidence of the former development on the subject site is limited to the building pad beneath the former warehouse. The patches of apparent stained soil seen on the previous photograph are no longer clearly visible. Construction of the Steese Expressway has been completed and the portion of the former clearing on the east is vacant.

1982 Aerial Photograph: This photograph records the beginning of construction for the original portion of the Seekins building. It appears in the photograph that the foundation has been completed and construction of the walls is underway. With reference to the 1976 photograph, it appears that the eastern half of the building overlies the locations of the former repair shop and aboveground storage tank. Mr. Haynes reported that construction of the Seekins building involved removal and burial of the concrete slab foundation of the former repair shop. A dark area in the southeast corner of the lot appears in stereo view to be a remnant grove of spruce trees.

As recorded on this photograph, new development in the site vicinity is limited to the beginning of the Shannon Park subdivision located southeast of the subject site. The roads in the subdivision are in place and it appears that approximately one-fourth of the houses presently existing had been constructed by 1982. An extremely large stockpile of soil is visible in that portion of the original clearing located east of the Steese Expressway. From the scale of the photograph, the stockpile measures approximately 150 feet by 300 feet. A possible source for the stockpile is not obvious in the photograph.

1984 Aerial Photograph: Only a few changes to the site and site vicinity are recorded by this photograph. The building on the subject site is seen to be complete and the site is functioning as an automobile dealership. Darkened vehicle pathways across the site indicate these areas may

have been oiled to control dust. Across the Steese Expressway, the stockpile of soil seen in the previous photograph is still visible although approximately half of the soil has been removed. An eastward expansion of the Shannon Park Subdivision has doubled the size of that development. It appears that approximately three-quarters of the presently-existing homes had been constructed by 1984.

1989 Aerial Photograph: Although not as much land area is visible in this photograph as in the previous few photographs, development within the immediate site vicinity is recorded. The only significant change on the subject site is the addition of the 20,000-gallon used oil tank along the southern property line. Three new buildings are visible in the site vicinity including two across the Steese Expressway and one to the southwest of the subject site. The city directories indicate that all three buildings are churches. The southern of the two churches to the east of the highway is situated in the approximate location of the soil stockpile observed on the 1982 and 1984 photographs. The former pipeline storage yard is seen to be somewhat overgrown with vegetation although numerous vehicle trackways traverse the area.

1994 Aerial Photograph: Changes to the Seekins Ford property recorded on this photograph include the expansion of the building to include the fast lube and detailing facility and the addition of the covered storage area along the southern property line. The most significant change to the site vicinity is the construction of the Johansen Expressway to the north of the subject site. Construction of the expressway included a re-routing of the Old Steese Highway further west of the Seekins property. The original roadway now serves as an access road to the subject site.

4.4 OWNERSHIP HISTORY

The ownership history of the Seekins property was investigated via a 50-year title search conducted by Milliken and Michaels Credit Services. A copy of the title report received from Milliken and Michaels is provided in Appendix C. The results of the title search are summarized below.

FNSB assessment records include references indicating the subject property was once part of the Sabin Homestead. However, the earliest transfer of title documented by the title search occurred in 1930 when title to the property was granted to Mr. H.T. Bentley by the estate of Mr. John Munz. Mr. Bentley held title until 1947 when he conveyed ownership to Messrs. H.J. Bentley and George H. Bentley. Messrs. Bentley and Bentley conveyed title from themselves as individuals to themselves as co-trustees of the Bentley Family Trust in 1969. In 1974, Ms. Helen M. Bentley, presumably acting as a successor trustee of the Bentley Family Trust, transferred title to the Bank of California, N.A. and Clifford C. Burglin as successor co-trustees of the Bentley Family Trust. The last recorded transfer of title occurred in 1982 when the Bentley Family Trust, through Mr. Burglin and the Bank of California, granted title to C & S Enterprises, a partnership consisting of Don C. Chandler and Ralph C. Seekins.

It is noted that the title search included a check for environmental liens against the property. As reported by Milliken and Michaels, no such liens were found.

4.5 INTERVIEWS

During the site visit described in Section 3.2, AEE personnel interviewed Mr. Haynes. During that interview, Mr. Haynes made several telephone calls to friends and acquaintances regarding questions about the site history posed by AEE. In addition, following the interview, Mr. Haynes indicated that he would continue researching the answers to those questions by contacting persons with possible knowledge of the site history. As a result, although Mr. Haynes was the only person interviewed by AEE, the information he provided actually came from many different people. A summary of the pertinent information garnered from the interview and subsequent conversations with Mr. Haynes is provided in the following paragraphs.

Drinking Water: Mr. Haynes confirmed that drinking water at the site is provided by FMUS. At least three drinking water wells are located on the site, although none are currently in use. One of the wells was installed at the time the existing building was constructed. Mr. Haynes suspects that the other two wells were installed circa 1976 to service the warehouse and other assorted buildings located on the site at that time. This would seem to be verified by FNSB assessment records which indicate that a private water and sewer system were present on the lot in the late 1970s.

Heating System: Mr. Haynes indicated that the building is presently being heated using used oil generated on the site and/or brought to the site from other sources. The facility also accepts used oil generated by homeowners. When insufficient quantities of used oil are available, kero fuel is used to fuel the furnaces. Depending on the quantity being stored, the used oil is stored in some combination of the four aboveground used oil storage tanks on the site. However, only the tank located closest to the boiler room feeds directly to the burners.

Previous land use: AEE's investigation indicates that use of the site prior to occupancy by Seekins is limited to an approximate three-year period between 1976 and 1979. FNSB records indicate the tenant during that time was Northwest Construction, Inc. However, through contacts with several different people, Mr. Haynes compiled a list of some additional possible previous users of the site. This list includes Surfco, NC Machinery, British Petroleum, and Mukluk Freight Company. Each of these companies was cited by one of Mr. Haynes' contacts as having used the site at some time. Tentative confirmation is possible for only one of these companies as the FNSB assessment records indicate that Northwest Construction was leasing the "small wood office beside [the] repair shop from Mukluk." A specific activity at the site was specified by only one person who remembered that the "NC Company" used to change the oil in heavy equipment at the site. Reportedly, the used oil was drained onto the ground at the site. It is not clear whether the "NC" descriptor refers to NC Machinery or Northwest Construction.

Chemical Storage/Disposal: Mr. Haynes indicated that most of the chemicals used on the site are stored at or near the area(s) in which they are used. The exception to this is the covered storage area on the south side of the lot. However, this area is used mostly for storing motor oil, cleaning products, and anti-freeze. The facility is registered with the EPA as a small-quantity generator of hazardous waste. Records kept by Mr. Haynes indicate that materials generated at the site and sent elsewhere for disposal have included parts-cleaning solvent, sump sludge, waste gasoline,

carburetor cleaner, ethylene glycol, and waste paint. At present, most of these materials are now handled either through recycling or as fuel for the furnaces. Any materials requiring off-site disposal are transported by Burlington Environmental of Anchorage to a hazardous waste disposal facility.

Oiling of Roadways: As mentioned above, it appeared in the aerial photographs that Seekins had historically oiled the driveways on the site to control dust. During the interview, Mr. Haynes confirmed this as a previous practice at the site. However, Mr. Haynes stated that the oiling was done under a permit issued by the ADEC and that such practice was common at that time.

Environmental Problems: When asked if any environmental problems were known to exist in the site vicinity, Mr. Haynes reported that the water wells serving the two churches to the east of the site had been contaminated. To his knowledge, the source of the contamination was thought to be the tank farm on Birch Hill.

A brief interview was also conducted with Mr. Ralph Seekins regarding the origin of the injection well that was removed from the property. Mr. Seekins indicated that the injection well had been installed during construction of the existing building. However, he also stated that an injection well associated with previous development on the property may still be present on the site. Although Mr. Seekins wasn't sure of the exact location of this injection well, he did state that it is on the east side of the building and most likely south of the closed injection well. FNSB assessment records do document the presence of an on-site septic system associated with previous site development. It is not clear from those records whether a separate injection well was also present on the property.

4.6 FACILITY RECORDS

The subsurface investigation conducted at the site by AEE in 1995 indicated the presence of BTEX and several HVO compounds in the groundwater beneath the site. Only three of the HVO compounds detected in groundwater were also detected in the soils excavated from possible source areas on the site. To assess whether the remaining HVO compounds may also have originated from on-site chemical usage, AEE requested to review any easily obtainable records regarding the chemicals used at the site. It was determined that the most complete and readily available records were the MSDSs kept at the site. Following the interview with Mr. Haynes, AEE personnel reviewed all of the MSDSs for the site, focusing on the ingredients comprising the various products used at the facility.

The HVO compounds detected in the soils removed from the former used oil tank and injection well excavations included tetrachloroethene, 1,1,1-trichloroethane, and 1,2-dichlorobenzene. Each of these compounds was included in the list of ingredients for at least one chemical product used at the site. HVO compounds detected in the groundwater but not reported in soil samples include trichlorofluoromethane, chloroform, dichloromethane, 1,1-dichloroethane, carbon tetrachloride, and trichloroethene. Of these compounds, only trichloroethene was found to be an ingredient in at least one product used at the site. With the exception of xylenes, none of the compounds detected in

one product used at the site. With the exception of xylenes, none of the compounds detected in the water wells at the churches along the east side of the Steese Expressway were found in the groundwater beneath the Seekins property.

5.0 CONCLUSIONS

AEE has performed a Phase I ESA in conformance with the scope and limitations of ASTM Practice E 1527 of the Seekins property at 1625 Old Steese Highway in Fairbanks, Alaska. The only limiting condition experienced during this assessment was the snow cover on the site which prevented direct observation of the ground surface. This assessment has revealed no evidence of recognized environmental conditions in connection with this property except for the following:

- Hydrocarbon-impacted groundwater has been documented by previous investigations to exist beneath the subject property. The most probable on-site sources of those contaminants include four underground storage tanks and a class V injection well once located on the site. However, the four USTs, the injection well, and approximately 2,040 cubic yards of impacted soil were removed from the property in 1994.
- Additional potential sources of subsurface contamination at the site include buried hydraulic lines in the auto repair and detailing shops; overfill spillage and/or leaks from the existing aboveground storage tanks on the site; and/or leaks from the buried piping associated with the floor drains in the shops. Although two of the aboveground tanks are situated within containment cells, the effectiveness of any liners associated with those cells at containing leaks and/or spills cannot be evaluated within the scope of this investigation.
- Some quantity of subsurface impacts may have resulted from the previous practice of spreading oil on the ground surface to control dust. However, the aerial photographs indicate that the areas on which oil was spread are outside the area underlain by the existing plume of impacted groundwater. On this basis it is unlikely that surface oiling has contributed to the documented groundwater problem.

In addition to the above items, it is possible that historical activities have contributed in some degree to the existing environmental problems at the site. Although the time frame in which those activities occurred appears to be limited to the late 1970s, the significance and potential impact of those activities is difficult to evaluate. Among the items of concern are the reported presence of an injection well, the reported use of the site for discharging used oil from heavy equipment, the numerous surface stains visible on the site in the 1976 aerial photograph, and the unknown waste handling practices associated with the former repair shop on the site. Of particular concern relative to this last item is whether chemical products used on the site were disposed of properly or via the reported injection well and/or septic system. Although off-site disposal may have been available via the Alyeska Pipeline Service Company facility across the road, such practice was not common at that time. If on-site disposal was practiced, the injection well and septic system would be likely

sources of subsurface contamination. The fact that the concrete slab foundation beneath the former repair shop was not removed when the site was cleared in 1978 increases the likelihood that the septic system and the injection well were also not removed and may still be acting as point sources for subsurface contamination.

It is also notable that both the former repair shop and the aboveground storage tank were located on the site directly above the existing plume of impacted groundwater. Although other possible sources for the contamination did exist on the site, the possibility that the former shop and tank may have contributed to the impacted groundwater should not be ignored.

Some consideration also should be given to the finding that not all of the compounds detected in the impacted groundwater can be traced to Seekins as the source. The compounds of unknown source may originate from an off-site source, from the septic system and/or injection well associated with previous site use, and/or from the decomposition of compounds directly traceable to products used on the property. The only upgradient, off-site source documented by this investigation is the Fort Wainwright tank farm on Birch Hill. An investigation of Operable Unit 3 at Fort Wainwright, which includes the tank farm, was conducted in 1993. That investigation determined that contaminants from the tank farm had migrated down gradient at least as far as the water wells serving the two churches on the east side of the Steese Expressway. The investigation apparently did not attempt to locate the leading edge of the plume. Analysis of the data in that report indicates that the contaminant concentrations in the church wells have increased over time. A portion of the remedial investigation report is included with this report in Appendix D. Inclusion of the complete report was prohibited by the volume of that document. However, the complete report is available for review at the ADEC Fairbanks office.

6.0 LIMITATIONS

This report is intended to indicate the potential for environmental impacts from hazardous substances and petroleum products at the subject property. This study was not intended to delineate such contamination at the site and no effort was made to that end. The observations and findings presented in this report are professional opinions based on a review of readily available information and on observable site conditions existing at the time the assessment was conducted. It should be recognized that even the most extensive and comprehensive scope of work may not detect all sources of environmental liability at a particular site. Therefore, AGRA Earth & Environmental, Inc. includes no expressed or implied warranty with this report.