US-1047, US-1045, US-1046, and US-1049. In order to determine the maximum depth of hydrocarbon contamination within the plume area, a sample was collected from a depth of 30 cm in US-1048. This sample was collected at the maximum depth achievable. The hydrocarbon analysis indicated that there was a slight exceedance for F2 (1060 ppm vs. a criteria of 900 ppm) in this sample. Based on the location of the surrounding boreholes, the area impacted with hydrocarbons, is approximately 1100 m^2 in size. However, due to elevated F3 and F4 concentrations in US-1074, delineation of the impacted hydrocarbons to the northeast was not determined. Assuming a depth of 0.3 m there may be approximately 330 m^3 of hydrocarbon impacted material at this location.

Water Analysis

Below the dump area, surface water could be heard running through and under the porous substrate of boulders and cobbles, these streams were followed and found to at surface further down gradient of the dumpsite. Grab samples of the groundwater were collected south of US-1045 and at a second location approximately 30 m to the east. The sample collected near US-1045 was located in a drainage course that would receive the majority of the runoff from the upper stained area. Figure 6.2 shows the location of these two sample locations. Both water samples were analyzed for metals (total and dissolved), hydrocarbons and PCBs.

The two water samples were analyzed for metals, hydrocarbons and PCBs. Tables 13.1, 13.2 and 13.3 present a summary of the water analytical results. The analytical results indicated that the PCB concentrations were less than detection limits and the hydrocarbon concentrations below CCME Freshwater Aquatic Life criteria. The metal analysis indicated that there were exceedances in the water sample collected near US-1045 for aluminum, arsenic, chromium, copper, iron, lead, nickel, thallium and zinc. The metals which exceeded the CCME FWAL criteria in USGW1 were, aluminum, cadmium, copper, iron, lead and nickel. The surface water sample US-1045 was collected in an area down gradient of the main drainage pathway below the garage/dumpsite, while USGW1 was collected approximately 30 m east of this point. It should be noted that the samples collected at both sample points in 2004 had high turbidity therefore the total metal analysis may have produced anomalously high values.

The analysis of the dissolved metal concentrations indicated that all metal parameters for both water samples were at or below the CCME freshwater aquatic life criteria.

4.6.5 POL Storage Area

Located between the Inuit house and the Garage is the POL storage facility. This facility consisted of two 75,700 L ASTs as well as the remains of a pumphouse building. The pumphouse was used to transfer fuel via an aboveground 75 mm diameter pipeline to the Garage, Warehouse and Modular Train. Portions of the pipeline are buried around these buildings. There were no signs of surface staining at this site. Both fuel tanks were open and water had collected in the tanks up to the bottom of the man way. The POL storage facility is shown in Photos 39 and on Figure 6.2.

Observations indicated that this site was constructed by leveling an area with imported gravel material. The largest amounts of fill were recorded below the fuel tanks and around the pumphouse (at least 40 cm). A bare rock face with minor amounts of gravel on the surface was located immediately down gradient of the site.

Previous investigations in this area were limited to the analysis of two samples for metals adjacent to the pumphouse and in an area down gradient of the site. The intent of the 2004 investigation was to determine if there was any hydrocarbon contamination at this site. The investigative effort at this site consisted of the hand excavation of six testpits, one test pit was excavated up gradient of the site, one adjacent to each tank and pumphouse and two were excavated down gradient of the fuel storage area. These six testpits were labeled US-1056 to US-1061.

Table 14.1 and 14.2 present a summary of the analytical data from this site. The analytical data indicates that there were no exceedances for the PAHs (all compounds were below detection limits). There were exceedances for F2 and F3 in US-1056, US-1057 and US-1061 (all up gradient and down gradient of the site) and exceedances for F2 were detected in US-1058, US-1059 and US-1060 (around the fuel tanks and pumphouse). Based on the information obtained in this investigation, the contaminant plume covers an area of approximately 650 m^2 and assuming that the average depth of contamination in this area is 0.3 m, there is at least 200 m^3 of hydrocarbon impacted gravel at this site. It is assumed that a portion of this material would be accessible if the site was remediated however, it is expected that rock material located below the surface gravels are also impacted with hydrocarbons. Remediation of this rock (by excavation) material may be impractical.

One composite water sample was collected from the two tanks in order to determine a suitable disposal method. This sample was analyzed for hydrocarbons. Table 14.3 in Appendix D presents a summary of the analytical data for this sample. The analytical data indicated that all BTEX compounds were below lab detection limits (benzene, toluene, ethylbenzene) and CCME aquatic life criteria. Based on this information, the water in these tanks does not require disposal prior to disposal.

4.6.6 Warehouse POL Storage Area

Located on the west side of the Warehouse are two 1040 L aboveground storage tanks, which were used to supply fuel to the generators located inside the Warehouse (Photo 40). The investigation at this site included the collection of soil samples from three hand excavated testpits. As was seen in other areas of the summit, the surficial materials consisted of approximately 0.10 to 0.50 m of sand/gravel fill on top of rock. In some areas the fill materials were frozen. The subsurface investigation that was completed at this site consisted of the collection of soil samples from US-1062, US-1069 and US-1070. All three of these samples were collected between the depths of 0.30 m to 0.50 m and analyzed for hydrocarbons and PAHs. Tables 15.2 and 15.3 present a summary of the analytical data. Figure 6.1 shows the locations of the three testpits at the Warehouse.

Photo 39 POL Storage Facility, looking north

Photo 40 Configuration of Warehouse ASTs

The analytical data indicates that there were no exceedances for the PAHs (all compounds were below detection limits) and there were exceedances for F2 in US-1062 and US-1069. These two testpits were located adjacent to the south end and north ends of the tanks. There were no exceedances in US-1070, which was located 5 m west of the storage tanks and at a depth of 0.50 m. Due to the frozen materials located below the warehouse, Earth Tech was unable to determine if there was any subsurface hydrocarbon contamination located below this building. Assuming a maximum depth of impacted soils at 0.5 m and there is no contamination below the warehouse, there is approximately 15 m^3 of hydrocarbon impacted soils in this area.

4.6.7 Inuit House Area

Located around the area of the Inuit House, are two barrel dumps located east of the building. The 1994 investigation had identified metal impacted material at the smaller of the two barrel dumps. The 2004 investigation in this area included the delineation of hydrocarbon staining and metal impacted soils as well as an investigation of an area of a potential waste dump site that was mapped out by the geophysical sub consultant. Figure 6.3 shows the location of the sites investigated in this area. Tables 17.1, 17.2 and 17.3 in Appendix D presents all the analytical data from the investigation work completed in the Inuit House area.

Sample US-1053, US-1054 and US-1055 were located in an area previously determined to have elevated concentrations of zinc and chromium. The metal concentrations were below DCC criteria. In addition, located in this area were 19 barrels and a surface stain that covered an area of approximately 31 m^2. This stain was concentrated around the base of a number of barrels (Photo 41) however, a narrow ribbon of staining (0.3 m wide, 11 m long) was visible extending from the southern end of the stain.

Sample location US-1055 (sample depth 35-40 cm) was located adjacent to RRMC tag #72. The metal analysis for this sample as well as the samples from US-1053 and US-1054 were below DCC and CCME criteria.

Hydrocarbon analysis was not completed on any of the samples collected at this site however, a Petroflag screening kit was used to confirm total hydrocarbon levels on the sample collected from US-1055. This kit indicated a TPH concentration of 954 ppm, due to the low level recorded, no additional hydrocarbon sampling was completed at this site.

Based on the information obtained in this investigation it is assumed that the hydrocarbon and metal contamination at this site is limited to the extent of the stained area. Assuming a maximum achievable depth of 35 cm, there is approximately 14 m^3 of hydrocarbon and metal impacted sands/gravels in this area.

During the completion of the geophysical survey of the upper station, an area north east of the Inuit House was identified as a being a potential buried dump site (Photo 42). In order to confirm if any contaminants were migrating off this site, four testpits were hand excavated and soil samples were collected. These testpits are labeled US-1065, US-1066, US-1067 and US-1068 on Figure 6.3. A sample from each of these testpits was analyzed

for metals and samples from the two down gradient testpits (US-1066 and US-1067) were also analyzed for hydrocarbons and PCBs. The analysis of these additional samples indicated that metals, PCB and hydrocarbon concentrations were less than DCC and CCME criteria. Tables 17.1, 17.2 and 17.3 present a summary of the analytical results for these samples.

During the excavation of the testpits at this dumpsite, perched groundwater flowed into the open excavations. A sample of the groundwater recovered from US-1067 was collected and analyzed for PCBs, hydrocarbons and metals (total and dissolved). Tables 18.1, 18.2 and 18.3 present a summary of the groundwater analytical data. The data indicated that the hydrocarbon concentrations were substantially less than the CCME Freshwater Aquatic Life criteria. The PCB analysis was 1.7 µg/L, which is elevated compared to the former CCME criteria of 0.1 µg/L. Currently the CCME does not have any publish criteria for PCBs in water. Total metal analysis also determined exceedances for several metals (aluminum, arsenic, copper, lead, molybdenum, nickel, silver, thallium and zinc) all above CCME Freshwater Aquatic Life criteria.

The analysis for dissolved metals indicated that all metal parameters were at or below the CCME freshwater aquatic life criteria except for cadmium.

4.6.8 Surface Staining

A number of surface stains were observed in the Upper Station area. The following paragraphs present a summary of the investigation completed at each stain.

Antenna Base

Three very dark surface stains were observed on the ground surface in an area north of the antenna base (Photo 43). Figure 6.1 shows the location of these three stains. These stains were close together and covered an area of approximately 35 m^2. The previous investigation did not include any investigative activity at these stains. These stains did not appear to be related to any adjacent activity and were likely caused by intentional or inadvertent spills.

One composite surface sample was collected from the three stains and one testpit was excavated in the center stain in order to determine the vertical depth of soil contamination. Due to size of the subsurface rocks, this tespit could not be excavated beyond a depth of 0.50 m and vertical delineation was not achieved. The samples from this location were analyzed for hydrocarbons, PCBs and PAHs. The analytical data indicated that PCBs and PAHs were not detected however; there were very high exceedances above CCME F3 criteria in both samples. The F3 fraction in the composite sample was 29,200 ppm and the F3 fraction in the sample collected at a depth of 0.5 m was 16,300 ppm. Tables 15.1, 15.2 and 15.3 in Appendix D presents a summary of the analytical data.

Based on the information obtained from this limited investigation there is approximately 25 m^3 of impacted accessible material (<0.5 m in depth, non rock material) in this area.

Photo 41 Surface stain near Inuit House

Photo 42 Inuit House dump location, antenna structure in background

Photo 43 Surface stain near antenna base

Photo 44 Surface stain off northwest corner of Modular Train

During the excavation of the testpit US-1063, perched groundwater flowed into the open excavation. A sample of the groundwater was recovered and was analyzed for PCBs, hydrocarbons and metals (total and dissolved). Tables 16.1, 16.2 and 16.3 present a summary of the groundwater analytical data.

The data indicated that hydrocarbon concentrations were detectable however they were substantially less than the CCME Freshwater Aquatic Life criteria. The PCB analysis was 0.4 µg/L, which is slightly higher compared to the former CCME criteria of 0.1 µg/L. Currently the CCME does not have any publish criteria for PCBs in water. Total metal analysis also determined exceedances for several metals (aluminum, arsenic, copper, lead, molybdenum, nickel, silver, thallium and zinc) all above CCME Freshwater Aquatic Life criteria.

The dissolved metal analysis indicated that all metal parameters except cadmium were below the CCME freshwater aquatic life criteria.

Northwest of Module Train

The 1994 investigation identified a number of surface stains west and north west of the modular train. The previous investigation determined that a PCB concentration of 1.5 ppm (RRMC flag #78) at one of the stains. The stains were located in a naturally rocky area beyond the extent of leveled part of the summit.

During an inspection of this area in 2004, a total of eight stains were observed north and north west of the module train. The stains were located on rock ledges north of the train or on a lower plateau located below the train. Scattered debris in this area consisted of oil filters, metal strapping, cables, sheet metal roofing and barrels. The total surface area of the stains were difficult to determine due to the snow cover and since the stains were also located in, on, and below boulders and rock crevasses. However, it is estimated that they cover an area of at least 85 m^2. Material at the location of the stains was typically fine sand and gravel or boulder size rocks. The maximum depth of sampling in the stain areas was limited to depths less than 10 cm due to site conditions. The stain in the area of RRMC flag #78 was approximately 31 m^2 in size. Photos 44 and 45 show the staining on the west side of the train and Figure 6.1 shows the locations of the stains.

One composite soil sample was collected in order to get an understanding of the contaminant levels for the entire stained area. Table 15.1 presents a summary of the analytical data for this sample (NW Stains). This sample was analyzed for hydrocarbons, PCBs and PAHs. The analytical data indicated that the only exceedance that was recorded in the composite sample was in the F3 and F4 hydrocarbon fractions. The PCB concentration of this sample was determined to be 0.5 ppm. To help determine if there were any impacts down gradient of the stained areas, one soil sample (US-1043) was collected in an obvious drainage pathway down gradient of the stains. This sample was collected between the depths of 0-0.10 m. The data from this sample was previously presented in Tables 10.2 and 10.3. The analysis for this sample indicated that the hydrocarbon and PCB concentrations were well below CCME residential criteria.

Due to the lack of granular material in the area of stains, the maximum depth of contamination is assumed to be 0.10 m. Based on this depth and the size of the staining, there is approximately 10 m^3 of PCB (<DCC Tier 2 criteria) and hydrocarbon impacted material at these sites.

4.7 Biological Sampling

As requested in the Terms of Reference, a total of five sport fish were collected from Water Lake for tissue analysis. To help facilitate the collection of the fish, a gill net was placed across the Water Lake outlet. In summary a total of five Arctic Char were caught and sent to the laboratory for analysis of metal and PCB content in the muscle tissue. Tables 19.1, 19.2 and 19.3 present a summary of the physical properties and PCB and metal concentrations recorded for each fish.

It was noticed that detectable amounts of PCBs were identified in each specimen. Since these fish do not live in Water Lake year around the presence of the PCBs may not be attributed to PCB materials originating at the FOX–C DEW Line site. It is expected that these values are representative of background conditions.

4.8 Summary of QA/QC

To determine the precision of the reported laboratory analytical results, Duplicate sample results were evaluated using the EPA Relative Percent Difference Method.

$$\text{Relative percent Difference (RPD)} = \frac{(X_1 - X_2)\times 100}{(X_1 + X_2)/2}$$

Table 20.1 in Appendix D presents the QA/QC calculations for the 4 different parameters analyzed for (Hydrocarbons, PCBs, PAHs and Metals).

Two parameters exceeded the recommended RPD value of 20 % for metals (inorganics). These metals included boron and cadmium. The RPD exceedance may be attributed to non-homogeneous contaminant dispersion within the soil that was sampled twice for duplication. Comparison of the other RPD values for metals indicated that they were within the recommended range.

Three parameters exceeded the recommended RPD value of 40 % for organics, these included hydrocarbons concentrations of F3 and F4. The RPD exceedances for the F4 and may be attributed to the numerical results being close to the detection limit of 10 ppm. The RPD exceedance may be attributed to non-homogeneous contaminant dispersion within the soil that was sampled twice for duplication.

One parameter exceeded the recommended RPD value of 40 % for PCBs (Arochlor 1254). The RPD exceedance for Archlor 1254 may be attributed to the numerical results (0.3 ppm and 0.1 ppm) being close to the detection limit of 0.1 ppm.

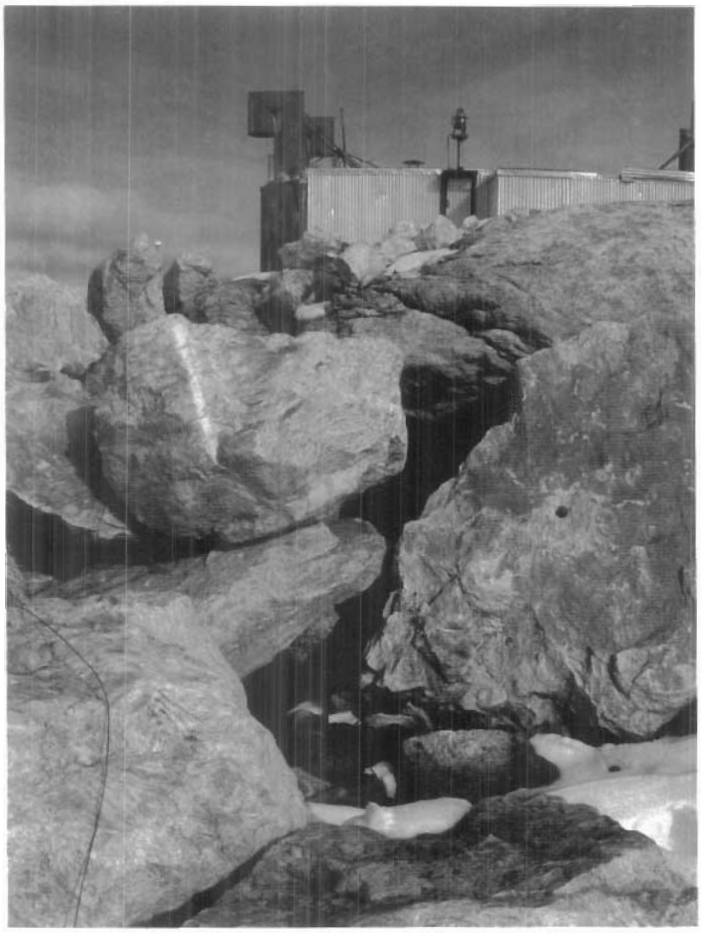

Photo 45 Staining below boulder sized rock, west side of Modular Train

One parameter exceeded the recommended RPD value of 40 % for PAHs (Chrysene). The RPD values for all other PAH compounds were within the acceptable range.

The laboratory QA/QC include duplicates, and surrogate spike recoveries were all within acceptable limits for all parameters analyzed.

5.0 WASTE AUDIT

5.1 General

Previous reports[1] completed for the Ekalugad Fiord site discussed partial inventories for both hazardous and non-hazardous materials. Non-hazardous materials were generally described as inert or dry material that could be left or disposed of on site that would not have a negative impact on the environment. Hazardous materials were generally described as wet or leachable materials that if left on site or not properly contained may pose a threat to the environment.

The reports discussed location of the material, whether it was hazardous or not, type of material, and estimated quantities. For continuity purposes, the format for the 2004 site visit and materials inventory follows a similar format and has increased detail. Keeping with the format of the report, there are four main areas, The Beach Area, the Water Lake and River Area, The Mid Station Area and the Upper Station Area. Each area listed has several sub areas. Occasional materials located outside of the four main areas will be incorporated into the area closest to where it was encountered.

Non Hazardous Material is reported in crushed volumes and is assumed that simple demolition procedures will be used to obtain these volumes (e.g. crushing with excavator bucket or crushing in landfill with bull dozer, torch cutting of tanks etc.). The summary tables in Appendix F present a detailed summary of the waste audit that was completed at the FOX-C DEW Line Site.

The following paragraphs present a brief description of the waste materials.

5.2 Beach Area

The Beach area site is located on the shores of Ekalugad Fiord as shown in Figures 2 and 3 of Appendix A. Sub areas include; two barrel dumps, a barrel/vehicle dump and a POL storage area complete with two large steel tanks. Aside from general inventory, environmental concerns in this area include any remaining vehicle fluids, miscellaneous oil and fuel filters that may still contain some residual hydrocarbon material. All barrels checked in these areas appeared to be empty. All materials noted at the beach area are listed in Table 1 of Appendix F.

[1] Construction Specifications For The Clean Up of Ekalugad Fiord (FOX-C): Intermediate DEW Lien Site. The CAM-F Sarcpa Lake DEW Line Site, Sinnani Inc. March 2001. Environmental Study of Abandoned DEW Line Sites. Volume II Six Intermediate Sites in the Arctic, ESG Royal Roads Military College, March 1994.

Beach Area Barrel Dump #1

The Beach Area Barrel Dump #1 contains approximately 300 empty barrels. Labels on the barrels indicated that they used to contain fuel, lubricating oil and other hydrocarbon products. Most barrels were noted as being empty. Fluid sample BA-BD1-01 was taken from one of the partially full barrels and is listed in Table 22.1 of Appendix D. The sample was noted as containing mostly water, however trace amounts of hydrocarbon product may still be present. Also located in this area are a number of steel vehicle and crane parts.

Beach Area Barrel Dump #2

The Beach Area Barrel Dump #1 contains approximately 520 empty barrels. Labels on the barrels indicated that they used to contain diesel.

Beach Area Vehicle Dump

The beach area vehicle dump is an area between the Beach Area Barrel Dump #2 and the POL AST site as shown in Figure 3.0. The dump contains heavy equipment, trucks, generators and empty barrels. Hazardous items include potential fluids that still remain in the heavy equipment and a small pile of miscellaneous fuel and oil filters.

Beach POL ASTs Area

The two 75,000 L above ground storage tanks were used to store fuel used for operation of the FOX-C Intermediate DEW Line site. Materials noted at this site included the two tanks, above ground piping, barrels, concrete tank pads and various other debris items.

5.3 Water Lake Area

The Water Lake Area, indicated in Figure 4, was used as a staging area and water retrieval point for station operations. The water lake consisted of four separate sub areas that included the Water Lake Barrel Dump, the East Side of Water Lake, the Water Lake Vehicle Dump near the Station Road Washout and the River Area between the Water Lake and Beach Area. All material encountered at each of these areas is listed in Tables 2 and 3 of Appendix F.

Water Lake Barrel Dump #1

The Water Lake Barrel Dump #1 contains approximately 250 empty barrels and some scattered wood debris. Labels on the barrels indicated that they used to contain fuel, lubricating oil and other hydrocarbon products. Most barrels were noted as being empty.

East Side of Water Lake

The east side of Water Lake includes the shore area of water lake and the section of braided river coming down from the mountain. The non-hazardous industrial debris noted in this area included wood debris, metal debris, heavy equipment (crane booms and bases) and construction materials. Hazardous materials encountered included several full barrels of product in the braided river section, blasting caps, fuel oil filters and PCB paint on the wood of a small hut located at the east end of the lake. All materials are inventoried in Table 2 of Appendix F. A number of empty barrels also exist on the west shores of Water Lake.

Water Lake Vehicle Dump

Approximately 750 m east of the Water Lake near the station road washout is where several vehicles have been abandoned. The inventory of this area includes tracked bombardiers, generators and industrial debris. Creosote treated timbers were also noted in the area. Details of existing materials are listed in Table 2 of Appendix F.

It should be noted that remains of a crane were visible partially buried in a landslide slope, west of the vehicle dump. Portions of the materials were located adjacent and in the adjacent stream. Photo 46 shows a picture of this debris. To successfully remove this debris, the contractor will need to make special precautions to prevent any releases into the stream and to ensure the safety of onsite workers.

River Area between Water Lake and Beach Area

The river area between Water Lake and Ekalugad Fiord has banks scattered with barrels and domestic garbage. This area includes the riverbed and banks and two separate dump areas. The riverbed and banks contain approximately 200 rusted empty barrels with no visible labels. Approximately 400 m downstream of Water Lake exists a domestic dump containing tin cans, glass, wood, old newspapers and empty barrels. Further down the river on the east slope there is another barrel dump with 175 barrels scattered over the east bank. It is suspected that some barrels have been carried down the river and deposited in Ekalugad Fiord.

Braided River Area Leading from Mountain to Water Lake

In the area leading from the mountain to the Water Lake there is a braided river area with approximately 100 barrels scattered throughout the area. Approximately 15 of the barrels were noted to be full to partially full. These barrels were identified and marked with orange spray paint. Fluid samples 1, 2, 3, 8 and 9 were taken from some of these barrels and are listed in Table 22.1 of Appendix D. Fluids within these barrels were identified as Diesel, Condensate (Jet fuel, gasoline) or mixtures containing mostly water. The majority of the barrels were empty.

Photo 46 Buried debris adjacent to creek below Water Lake Vehicle Dump

Photo 47 Downed antenna structure

5.4 Mid Station Area

The Mid Station area consists of various stationing areas, Quonset storage units, barrel dumps and general waste dumps. There are 8 barrel dumps containing a total of approximately 6000 barrels and domestic/industrial waste. The mid station and associated sub areas are indicated on Figure 5. Non hazardous materials encountered at the mid station include empty barrels, at tracks, wood debris, wooden building foundations, generators, piping and other industrial waste materials. Hazardous materials include full barrels, PCB painted items and blasting caps.

Barrel fluid samples MS Barrel # 1, MS-Barrel # 2 and MS Barrel # 3 were taken from three separate full barrels. Samples were identified as Lube Oil, Diesel or a mixture containing mostly water and the results of the fluid identification analysis are listed in Table 22.1 of Appendix D. Mid Station barrel dump #2 contains approximately 120 barrels of lube oil and appear to be leaking. All materials are listed in Table 4 of Appendix F. The mid station area is estimated to contain approximately 4,488 cubic meters of non hazardous waste and approximately 40 cubic meters of hazardous waste.

5.5 Upper Station Area

The upper station area at FOX-C consists of three main buildings (Module Train, Warehouse and Garage), a sewer outfall area, a POL storage area, a large fallen antenna and a dump area. The complete inventory of identified waste materials located in the Upper Station area is presented in Table 5 in Appendix F.

The outfall area is located at the north end of the Upper Station site. The outfall area contains stained soils, out fall piping, oil filters, barrels and a concrete foundation for the former antenna (Photo 47).

The Module Train is located south of the outfall area and was used as the living and working quarters while FOX-C was in operation. The building is a wood structure with partially painted aluminum siding, built on raised lumber cribbing. The interior of the station consists of sleeping quarters, washroom, water/sewage room, kitchen and eating area, laboratory (which was likely the operations room while the site was used as an intermediate station), electrical room, and a diesel storage and generator room. Photos 49 and 50 present views of the interior of the Module Train.

Table 5 in Appendix F indicates a summary of the hazardous material identified at the Module Train. This is to allow differentiation between actual volumes of uncontaminated (non-hazardous) material and hazardous substances.

The interior of the module station had several substances considered hazardous building materials including:

- PCB paint coated substances.

- ACM in fire doors. Friable and exposed.
- ACM piping insulation and on roof penetrations for ventilation pipes.
- Floor tiles with ACM. Non-Friable.
- Battery Acid.
- Compressed gas cylinders.
- Possible residual hydrocarbons left over in the heating oil, diesel fuel tanks and supply lines.
- Used oil (4 litres)

Non-Hazardous materials were comprised of mostly lumber, soft metals (aluminum, copper etc.), steel, and fiberglass insulation. Quantities of barrels, lumber, steel, wire, etc. are presented in Table 5 of Appendix F.

Nearly all painted substances (including water tanks and interior plywood) contained PCB's in the paint. Previously sampled areas had laboratory values for PCB's in interior paints from 4000 to 30,000 ppm and the 2004 site visit yielded values of PCB's in interior paints of 3.3 to 42,000 ppm.

The Warehouse is empty and contains shelving units and furniture. The north end of the warehouse contains 4 separate rooms. Two of the rooms contain asbestos floor tile. The small room containing the heating unit has interior transite boarding and exposed asbestos insulation on some of the ductwork. The rooms are filled with old bedsprings and miscellaneous furniture. PCB paint exists on all the interior painted plywood surfaces and on the overhead door at the south end. A summary of the materials is listed in Table 5 of Appendix F.

Not all the interior walls of the warehouse are painted. Unpainted panels of galvanized or aluminum metal were visible. Paint on plywood inside the warehouse was found to contain PCB paint.

Two AST day tanks are located at the west end of the warehouse and still contain fuel. Photos 51 and 52 present views of the interior of the Warehouse.

Non-hazardous materials are listed in detail within the Table 5 and are mostly wood, concrete and structural steel.

The Garage is still intact and contains two large generators. Paint sampling conducted in the Garage indicate that the majority of painted surfaced surfaces contain PCB Paint. The paint on the interior cladding is severely flaked and a large amount of paint flakes exist on the floor of the Garage. The heating unit room contains exposed asbestos insulation. The Garage concrete floor slab contains some staining and associated PCB levels of approximately 38 ppm. There is also a large tracked vehicle in the main bay. Both of the overhead doors are coated with PCB containing paint.

Photo 49 Typical piping insulation and paint condition – Module Train

Photo 50 Genset - Module Train

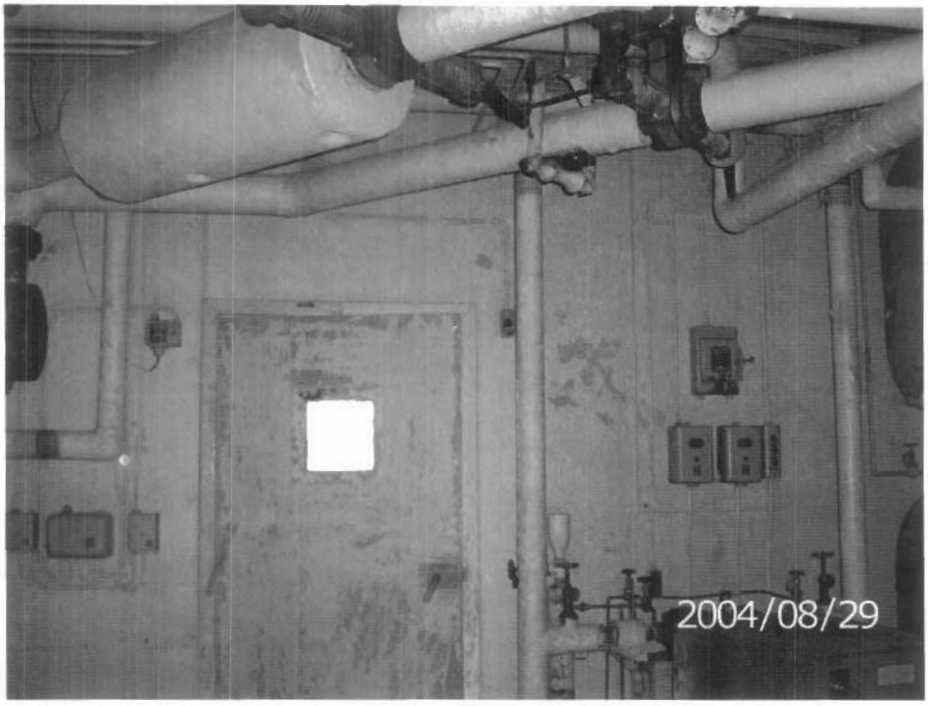

Photo 51 Typical piping in Warehouse

Photo 52 Overhead door and exterior wall cladding – Warehouse

Photo 53 Genset and peeling paint in Generator Room – Garage

Photo 54 Batteries in Generator Room - Garage