Appendix C

Supplemental Phase I Site Assessment

Talkeetna Airport Improvements, Phase II

Supplemental Phase I Site Assessment

AKSAS Project No. 54660

Prepared for

Alaska Department of Transportation and Public Facilities

4111 Aviation Drive
Anchorage, Alaska

February 2005

CH2MHILL
301 West Northern Lights Boulevard, Suite 601
Anchorage, Alaska 99503-2662
(907) 278-2551

Contents

Executive Summary **1**

1 Introduction **1**

2 Potential Contamination Sources and Applicable Regulations **3**
- 2.1 Asbestos 3
- 2.2 Storage Tanks 3
- 2.3 PCB Potential 3
- 2.4 Lead-Based Paint 3
- 2.5 Landfills 4
- 2.6 Other 4

3 Site Description **4**
- 3.1 General Site and Vicinity Description 4
- 3.2 Airport Description 5

4 Records Review and Results **11**
- 4.1 Alaska Department of Environmental Conservation (ADEC) 11
- 4.2 National Priorities List (NPL) 12
- 4.3 Comprehensive Environmental Response Cleanup and Liability Information System (CERCLIS) 12

5 Information from Site Reconnaissance and Interviews **15**
- 5.1 Heliport Relocation Site 15
- 5.2 Property Acquisition Site - Denali Subdivision (Block 2, Lots 4, 5, 9, 10, and 11) 15
- 5.3 Property Acquisition Site - Talkeetna Heights Subdivision (Block 1, Lots 5, 6, and 7) 15
- 5.4 Existing ADOT&PF Maintenance and Operations Facility 15
- 5.5 Former ADOT&PF Maintenance and Operations Facility Site 16
- 5.6 Existing FAA Flight Service Station 16
- 5.7 Former FAA Flight Service Station Site 16
- 5.8 Second Avenue Pedestrian Safety Path Footprint 16
- 5.9 Comsat Road Material Site 17

6 Findings and Recommendations **17**
- 6.1 Findings 17
- 6.2 Recommendations 17

7 References **18**

Appendix

Photo Log

Figures

1-1 Project Location Map 2

3-1 Landfill Locations: Preferred Alternative – Short Term 5

3-2 Landfill Locations: Preferred Alternative – Long Term 7

5-1 Contamination and Observation Sites Within 1-Mile Radius of Talkeetna Airport Property 11

Executive Summary

On August 25, 2003, CH2M HILL project team personnel conducted a Supplemental Phase I Site Assessment inspection of the Talkeetna Airport Improvements Phase II study area (Figure 1-1). In addition, a regulatory database search was conducted for contaminated sites within the study area. This supplemental site assessment and research verifies and updates the findings for selected sites described in the *Preliminary Site Assessment, Talkeetna Airport Master Plan, Talkeetna, Alaska* (USKH, 1997), which is included by reference. The areas discussed in this supplemental site assessment include:

- Proposed Heliport Relocation Site
- Denali Subdivision Block 2, Lots 4, 5, 9, 10, and 11
- Talkeetna Heights Subdivision Block 1, Lots 5, 6, and 7
- Comsat Road Material Borrow Area
- Second Avenue Pedestrian Safety Path Footprint

CH2M HILL did not observe any overt signs of contamination or waste disposal at any of these locations.

1 Introduction

An initial Phase I Environmental Site Assessment was conducted by DOWL Engineers in December 1994 and an update was prepared by USKH in July 1997. The subject supplemental site assessment expands the study area to include additional areas on and adjacent to the Talkeetna Airport and the Comsat Road material borrow site.

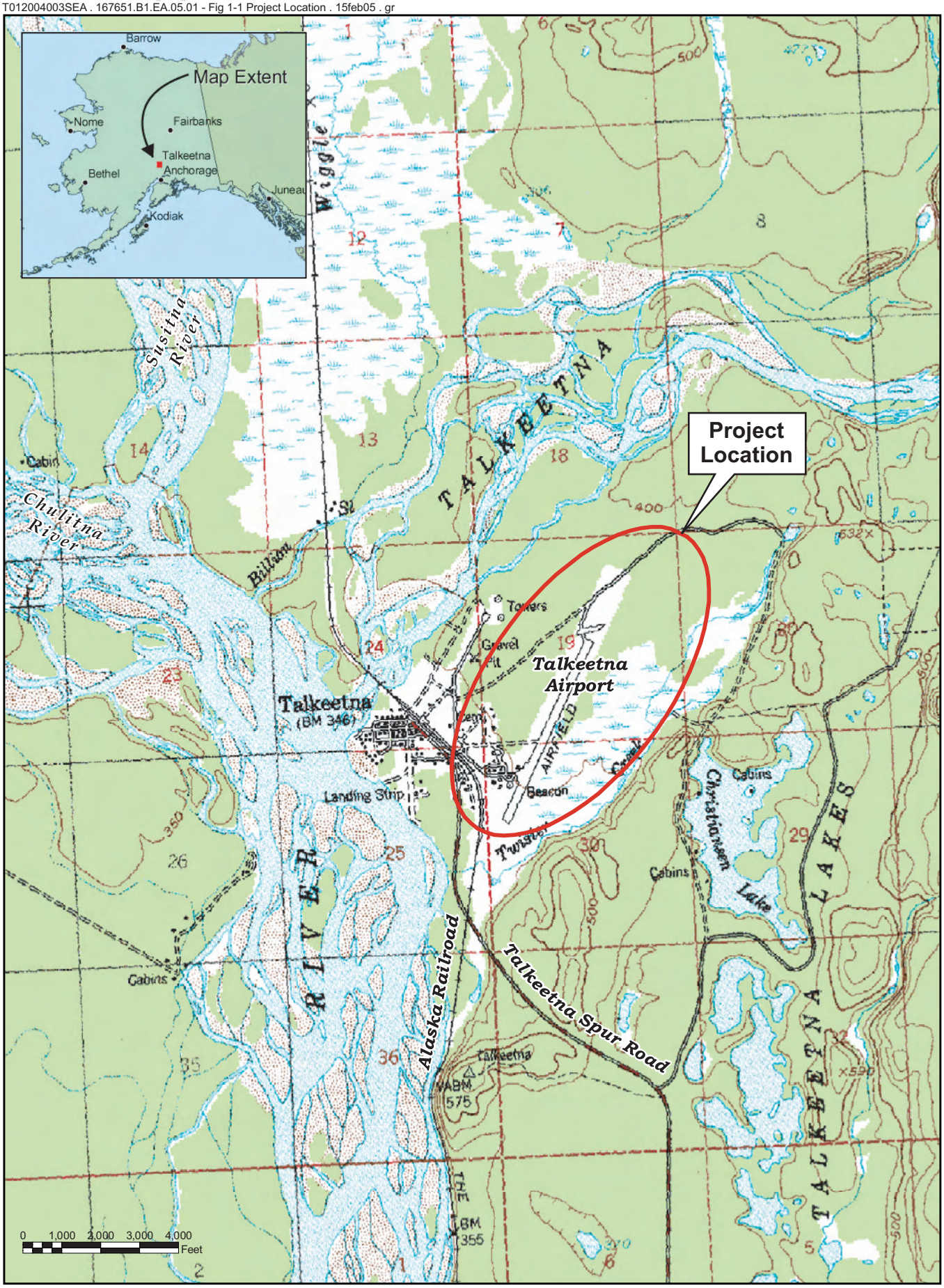
This Supplemental Phase I Site Assessment was prepared to aid the Alaska Department of Transportation and Public Facilities (ADOT&PF) in assessing any potential environmental risk associated with development in the following locations (Exhibit 1):

- Proposed Heliport Relocation Site
- Denali Subdivision Block 2, Lots 4, 5, 9, 10, and 11
- Talkeetna Heights Subdivision Block 1, Lots 5, 6, and 7
- Comsat Road Material Borrow Area
- Second Avenue Pedestrian Safety Path Footprint

This report is prepared using current, readily available data and facts to identify recognized environmental conditions to the extent feasible. This supplemental site assessment is based upon a compilation of field observations, record database searches, and interviews with airport managers and agency personnel. Present and past property owners were not contacted during this investigation. This report does not include any testing or sampling of materials (such as soil, water, air, or building materials). The conclusions and recommendations presented in this report are intended for guidance only and are not to be interpreted as legal advice.

This report is consistent with the methodology established in the American Society for Testing and Materials (ASTM), standard E-1527-00, *Standard Practice for Environmental Site Assessments: Phase I Environmental Site Assessment Process*.

ANC \\MINER\PROJ\ADOT\167651\TKA_IMPS_PHII\GISDATA\NEWDATA0704\MXD\TALKEETNABASEMAP0704.MXD TALKEETNABASEV3 07/30/2004 13:18:53
T012004003SEA . 167651.B1.EA.05.01 - Fig 1-1 Project Location . 15feb05 . gr



Source: USGS Topographical Map, Talkeetna B-1
Scale: 1:63,360
Date: July 30, 2004

Talkeetna Airport Improvement, Phase II
Environmental Assessment

Figure 1-1
Project Location Map

2 Potential Contamination Sources and Applicable Regulations

2.1 Asbestos

Asbestos is a mineral fiber that was commonly used in a variety of building construction materials for insulation and as a fire retardant. Many types of building products and insulation materials made before the 1970s contained asbestos.

Asbestos abatement and removal is regulated by a variety of Occupational Safety and Health Administration (OSHA), Environmental Protection Agency (EPA), and state laws.

Some of the older buildings still in use in the study area are over 20 years old and may contain asbestos products. On-site inspections of these buildings were not conducted as part of this assessment.

2.2 Storage Tanks

Underground storage tanks (USTs) are regulated under both state and federal law. The Alaska Department of Environmental Conservation (ADEC) UST regulations are presented in Title 18, Chapter 78, of the *Alaska Administrative Code* (AAC). Federal requirements for spill prevention, control, and countermeasures are presented in Title 40, Chapter 112, of the *Code of Federal Regulations* (CFR). ADEC maintains a UST database to track new systems and a leaking UST (LUST) database to track the status of cleanup efforts for leaking systems. UST dual purpose systems, used for storing diesel fuel or heating oil for fueling both on-premises heat and emergency power, are not regulated by ADEC, but clean up regulations still apply if these tanks are leaking.

2.3 PCB Potential

Polychlorinated biphenyls (PCBs) are probable human carcinogens[1]. PCBs were commonly used in electrical transformers, and for a variety of uses in electric power equipment, electronics, the printing industry, and elsewhere.

The 1997 USKH Phase I report noted that several pole- and pad-mounted transformers existed on or near the airport property, but it was not known if they contained PCBs. Investigation of potentially contaminated transformers was not conducted as part of this assessment.

2.4 Lead-Based Paint

Housing built before 1978 may contain lead-based paint. Lead from paint, paint chips, and dust can pose health hazards if not managed properly. Lead-based paint abatement and removal in Alaska is regulated by federal government under 40 CFR Part 745 Subpart L (§745.220-745.239) "*Work Practice Standards for Conducting Lead-based Paint Activities*."

There is a potential that some of the older buildings located adjacent to or within the airport property may contain lead-based paint, due to the age of the structures. On-site testing of building materials was not performed as part of this study.

---

[1] EPA, Health Effects of PCBs (visited Oct. 17, 2003) <http://www.epa.gov/opptintr/pcb/effects.html>.

2.5 Landfills

Two former landfill areas are located at the Talkeetna Airport, as shown in Figures 3-1 and 3-2. The south FAA landfill was reported to have been used sometime in the late 1040s and 1950s.[2] The landfill area located north of the airport property was reportedly used as the City of Talkeetna dump site between 1965 and 1975. Use of these landfills may have been discontinued prior to the enactment of current solid waste disposal laws.

The Resource Conservation and Recovery Act (RCRA)[3] of 1976, Subtitle D, addresses all aspects of landfill disposal, including siting, design, operation, closure, and post-closure care. The subsequent enactment of the Hazardous and Solid Waste Amendments (HSWA) of 1984 created new programs within RCRA, including the Corrective Action program, that require the cleanup of pre-existing contamination at treatment, storage, and disposal (TSD) facilities.

The landfills noted in this report have been researched through conversations with ADEC as part of this assessment.

A geophysical survey conducted by DOWL Engineers in 1994 on the north landfill revealed an irregular-shaped area about 200 by 250 feet in size, with no reference to the thickness of the area. A range of options exist to deal with potential impacts to the landfill. Before implementation of any project elements that would occur in the area of the landfill, coordination with ADEC will need to be completed including their review of plans to move forward with construction on the landfill.

2.6 Other

Although city water and sewer is available to most of the buildings within the vicinity of the airport, there are still a few that are served by individual well and septic systems. The Denali Subdivision Lots 9 and 10 (Babe Barnes property) may contain a well and septic system. The adjacent Lot 11, may have contained an outhouse, and is likely served by an individual septic system.

3 Site Description

3.1 General Site and Vicinity Description

The town of Talkeetna is located 70 air miles north of Anchorage, Alaska, within the Matanuska-Susitna Borough (MSB). It is a rural, unincorporated community that is connected to the state road system via the George Parks Highway and the rail system owned by the Alaska Railroad Corporation (ARRC). Talkeetna is the transportation center for tourists visiting Denali National Park and Preserve (DNPP), and serves as a staging area for Mount McKinley climbing expeditions. The community is located along the Susitna River at the confluence of the Talkeetna and Susitna Rivers.

---

[2] DOWL Engineers. 1994. *Final Talkeetna Airport Phase I Environmental Site Assessment*, Talkeetna, Alaska.

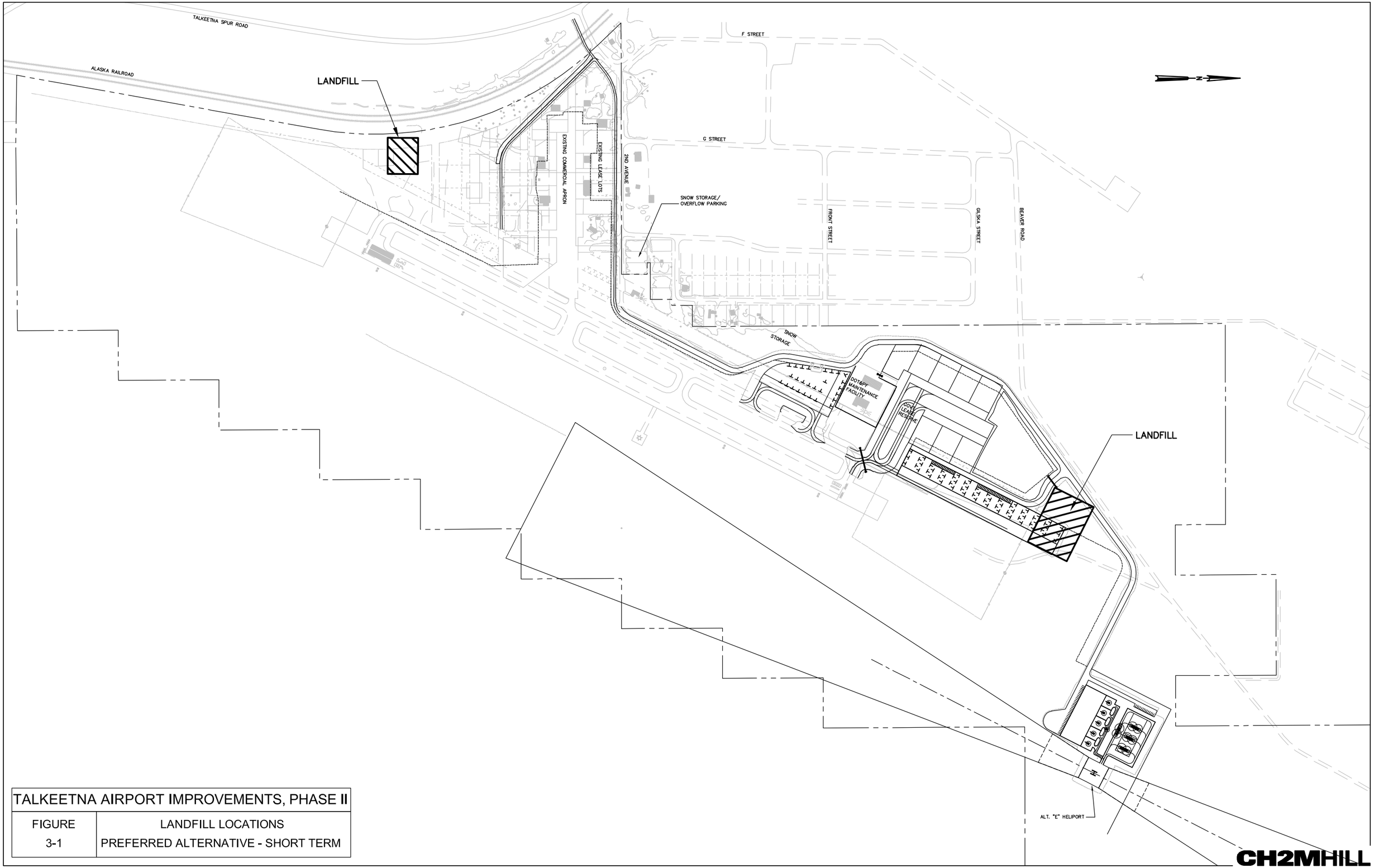
[3] 42 U.S.C. § 6901-6908 (1976).

3.2 Airport Description

The Talkeetna Airport has been at its current location since 1941. It is located about 1 mile east of downtown Talkeetna and comprises approximately 670 acres. The site and general vicinity are shown in Figure 1-1.

167651 Landfill_altD.dwg March 03, 2005 - 4:56pm

03/03/2005 04:56:11 PM

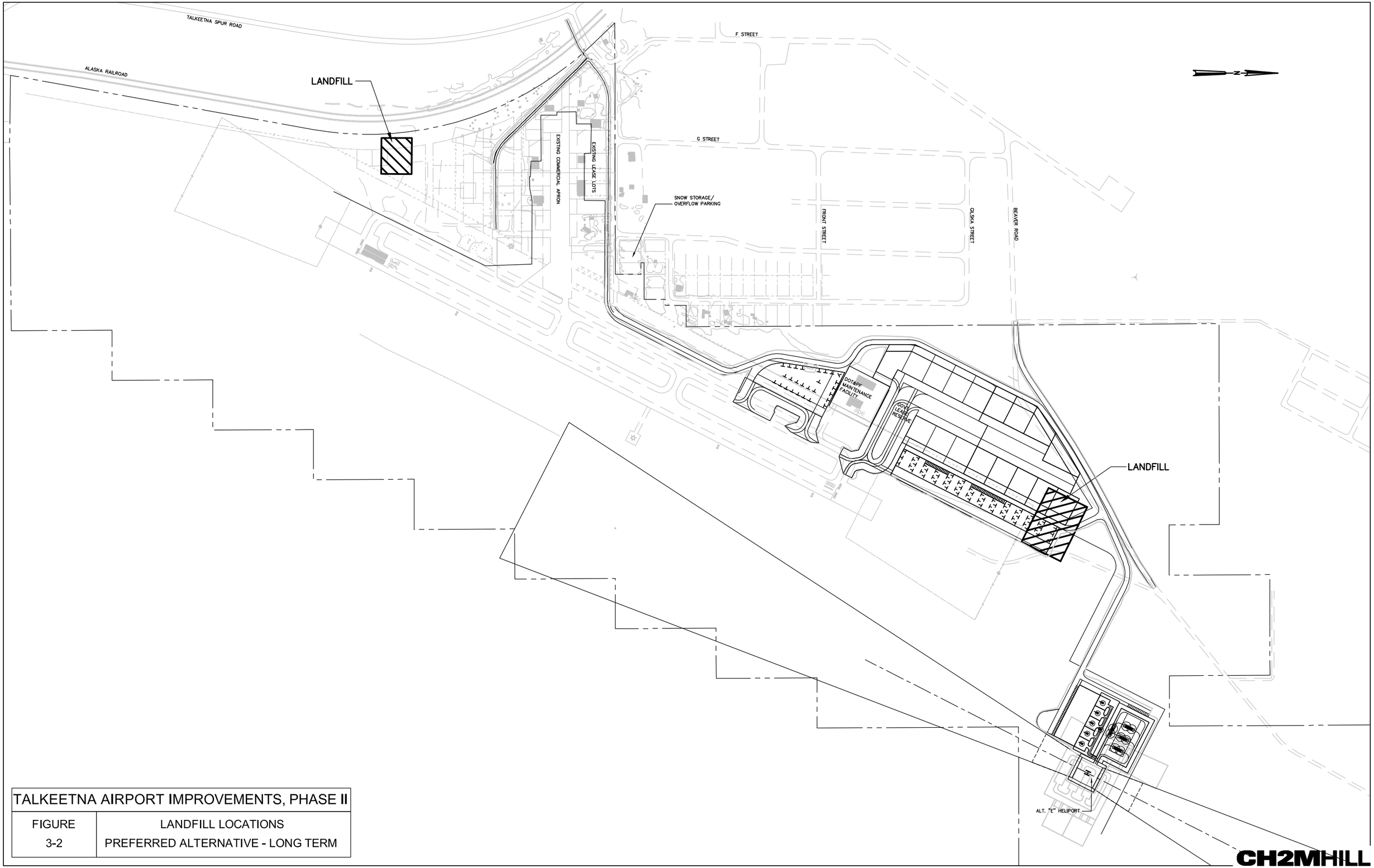


TALKEETNA AIRPORT IMPROVEMENTS, PHASE II	
FIGURE 3-1	LANDFILL LOCATIONS PREFERRED ALTERNATIVE - SHORT TERM

CH2MHILL

167651 Landfill_altC.dwg March 03, 2005 - 4:54pm

03/03/2005 04:54:58 PM



TALKEETNA AIRPORT IMPROVEMENTS, PHASE II	
FIGURE	LANDFILL LOCATIONS
3-2	PREFERRED ALTERNATIVE - LONG TERM

CH2MHILL

The paved airport runway is 3,500 feet (ft) long and 75 ft wide and there is a full length parallel taxiway along the west side of the existing runway. One existing commercial apron is adjacent

to several lease lots with developed hanger facilities. The ADOT&PF Maintenance Facility access road is located west of the parallel taxiway, and runs along its entire length. A variety of aircraft repair and maintenance services are also located within the vicinity of the airport.

The existing heliport and helicopter parking areas are located immediately south of the existing commercial apron. The heliport is approximately 480 ft long and 85 ft wide with a gravel surface. The National Park Service (NPS) and Era Helicopters hold seasonal lease lots near the existing heliport. The Talkeetna heliport also serves as the seasonal base of operations for the NPS and US Army to support helicopter search and rescue missions in DNPP.

The existing ADOT&PF maintenance and operations (M&O) facility is located near the north-west end of the runway. There is a maintenance shop and office area in the building. Next to the building to the west is a large enclosure where sand is stockpiled for roadway maintenance.

A FAA Flight Service Station (FSS) is located west of the airport at the end of Second Avenue. On-site FSS personnel indicate that the FSS facility has been at this location since 1997.

4 Records Review and Results

4.1 Alaska Department of Environmental Conservation (ADEC)

A record search was conducted of the databases maintained by the ADEC. These databases were reviewed for any active sites within a one-mile radius of the airport for known contamination. The results of the database search is discussed in this section. The site locations are shown on Figure 5-1.

LUST Search Results

- Alaska Railroad Corporation (ARRC) – Talkeetna Railroad Yard, Mile 227 Alaska Railroad, Talkeetna, Alaska

  Diesel contaminated soils were encountered during the removal of a 10,000 gallon UST. A sample taken at an 8 ft depth revealed the highest contamination level at 2,200 parts per million (ppm). The UST is approximately 450 ft from the City of Talkeetna public water wells. The site is still listed as active. No activity in the database is listed beyond 1995. No further information was found in the file.

- ARRC – Talkeetna North of Fairview Inn, Talkeetna, Alaska

  This site was added to the system on August 23, 2001. Contamination occurred northeast of the rail line between two sheds. The site is still active. No further information was found in the file.

- Three Rivers Tesoro, 13605 East Main Street, Talkeetna, Alaska

  This site was added to the system on October 19, 2001. On September 10, 2002, it was determined this was not a LUST but a contaminated site. It is now listed under the ADEC Contaminated Sites database.

Contaminated Sites Search Results

- FAA Talkeetna Flight Service Center, Airport Road, Talkeetna, Alaska

  Diesel contamination was found in association with one heating oil tank (UST 23-A-1) and one above ground tank. The last entry in the database is dated September 19, 2002, requesting a groundwater monitoring report.

- MTA Talkeetna Central Office, Corner of 2nd and B Streets, Talkeetna, Alaska

  A 500-gallon UST was removed. Fifty cubic yards of DRO contaminated soil was stockpiled on-site. A groundwater sheen was visually confirmed at 13 ft below the ground surface in excavation. Five groundwater wells are located on site, and a private well is located at the Talkeetna Motel across the street.

  The UST was used to store diesel for a power generator and for heating oil. This site was transferred to the ADEC Contaminated Sites database following deregulation of dual-use fuel storage tank facilities by the Program. This site covers Lots 8-11, Block 9, Talkeetna Townsite.[4]

- Three Rivers Tesoro, 13605 East Main Street, Talkeetna, Alaska

  A limited site assessment identified groundwater impacts in two of the three monitoring wells. BTEX, GRO, DRO, and lead are above ADEC Method 2 soil cleanup levels.

  The site is occupied by a 4,600 square ft building and provides gasoline, diesel, and propane fuel to the community of Talkeetna. The building also serves as a grocery store, laundry facilities, and offices. Groundwater in the area is estimated to flow south/southwest at an average depth of 8 ft below ground surface.

  The last entry in the database was January 1, 2003, approving a Site Characterization Report and requesting quarterly groundwater monitoring.

4.2 National Priorities List (NPL)

The NPL is the list of national priorities among the known releases or threatened releases of hazardous substances, pollutants, or contaminants throughout the United States and its territories. The NPL is intended primarily to guide the EPA in determining which sites warrant further investigation. No sites in the vicinity of Talkeetna were listed on the NPL at the time of this investigation.

4.3 Comprehensive Environmental Response Cleanup and Liability Information System (CERCLIS)

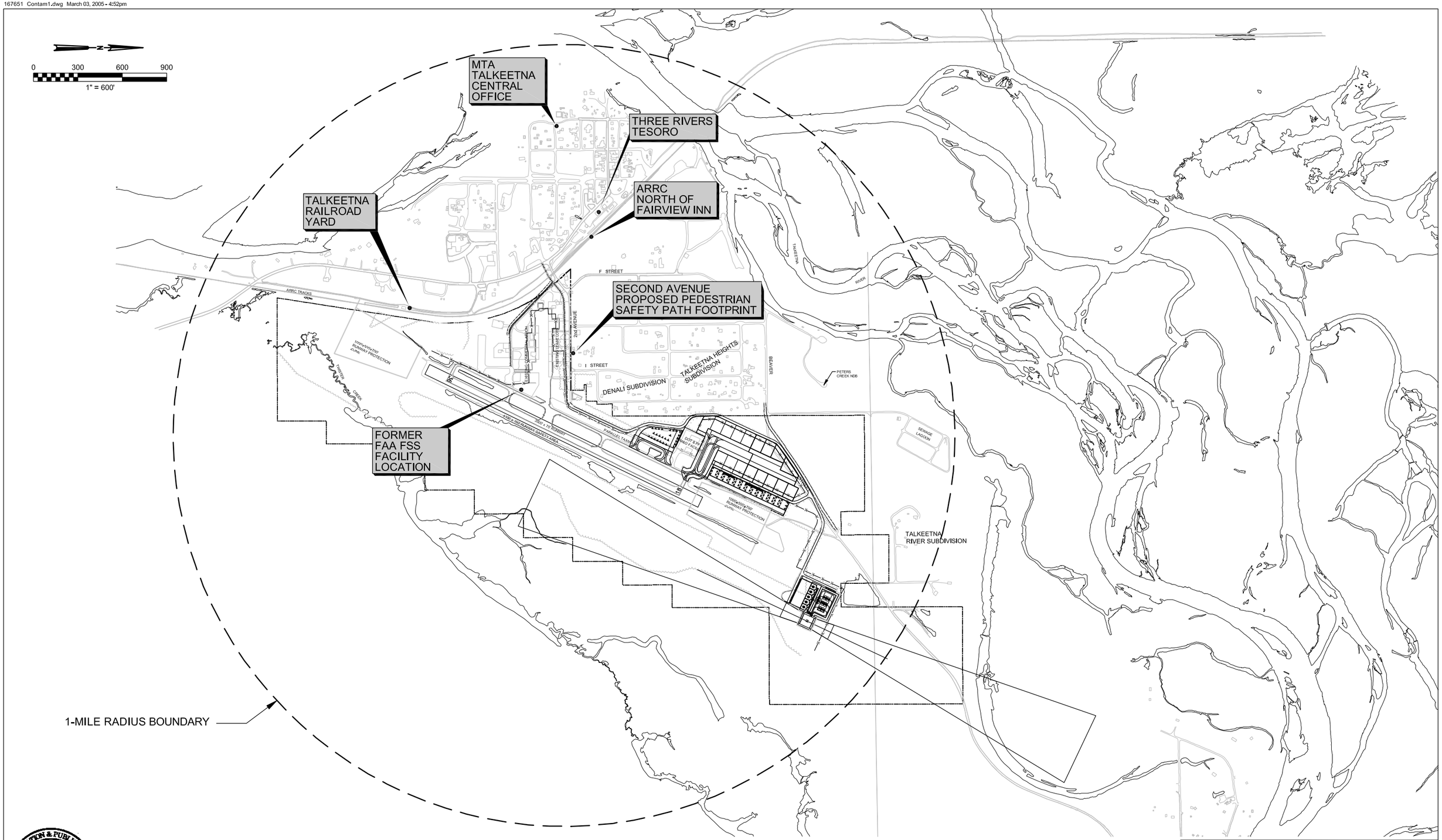
Sites included in this system have come to EPA's attention because of a potential for releasing hazardous substances into the environment. These sites are included in CERCLIS until a preliminary assessment (PA) is completed. No sites in the vicinity of Talkeetna were included in the EPA Environmental Cleanup List at the time of this investigation.

---

[4] This information is provided by the ADEC Contaminated Sites Program database.

167651 Contam1.dwg March 03, 2005 - 4:52pm

03/03/2005 04:52:10 PM



NOTE:
MAP POINT LOCATIONS ARE APPROXIMATE

FIGURE 5-1
CONTAMINATION AND OBSERVATION SITES WITHIN 1-MILE RADIUS OF TALKEETNA AIRPORT PROPERTY

TRANSPORTATION & PUBLIC FACILITIES · STATE OF ALASKA

CH2MHILL

5 Information from Site Reconnaissance and Interviews

On August 25, 2003, a site inspection was made to the Talkeetna Airport study area. The purpose of the inspection was to verify and update information reported in the Preliminary Site Assessment (USKH, 1997) for the proposed heliport relocation site and the proposed properties to be acquired for the new access roadway to the M&O facility. A reconnaissance along Second Avenue for the pedestrian safety path was also made, as some properties located very near this street showed potential contamination. The project team also inspected the area under consideration as a fill material borrow source, located off Comsat Road.

5.1 Heliport Relocation Site

The heliport relocation site is situated in the northeast corner of the airport, approximately 2,700 ft northeast of the Runway 18 threshold. An access road approximately 1,500 feet in length would be constructed from Second Avenue to the heliport location.

Project team members walked through and around the heliport relocation site, northeast of the runway. This area is undeveloped, and was overgrown with new tree growth 4 to 6-feet high. Bear and moose scat and bed down areas were observed. There were no signs of previous development, debris or other contamination (Photo 1).

5.2 Property Acquisition Site - Denali Subdivision (Block 2, Lots 4, 5, 9, 10, and 11)

Lots 4 and 5 of the Denali Subdivision are undeveloped and show no signs of previous development, debris or contamination. There is mature vegetation throughout these lots with an overgrowth of mainly spruce and birch. The undergrowth contains high bush cranberry, devil's club, ferns, willows, small cottonwoods, and fireweed.

Lots 9, 10 and 11 belong to the Babe Barnes property. A 300-gallon single-walled heating oil tank is attached to a house on Lot 10 (Photo 2). Lots 9 and 10 are mostly cleared of vegetation with some scattered small birch and willows. Lot 11 also contains a 300-gallon single-walled heating oil tank attached to a house (Photo 3). There was some debris (tires, an old refrigerator, and propane tank) found scattered in the wooded area of the property. Lot 11 also contained an old building that appeared to be an outhouse.

5.3 Property Acquisition Site - Talkeetna Heights Subdivision (Block 1, Lots 5, 6, and 7)

Lots 5, 6 and 7 are located along Second Avenue. These lots are undeveloped and showed no signs of previous development, debris or contamination. There is mature vegetation throughout these lots with an overgrowth of mainly spruce and birch. The undergrowth is made up of high bush cranberry, devil's club, fern, willows, small cottonwoods, and fireweed. The willows are from 2 to 12-feet high.

5.4 Existing ADOT&PF Maintenance and Operations Facility

The existing ADOT&PF maintenance and operations (M&O) facility, located near the northwest end of the runway, contains a 1,000-gallon heating oil tank with integral secondary containment

attached to the main airport maintenance building. The tank outer dimensions are 5 feet 5-inches by 7 feet 2-inches (Photos 4, 5). To the west of the building is a 2,000-gallon tank with secondary containment for heavy equipment fueling (Photo 6). To the north of the main building is a wooded area where some construction materials (pipe, fencing, lighting cans, timbers, culvert) are stored on the ground. An empty 55-gallon used oil drum was found laying on its side (Photo 7).

5.5 Former ADOT&PF Maintenance and Operations Facility Site

The former ADOT&PF Maintenance and Operations building has been removed. The Era Helicopter office is located adjacent to the former M&O building foundation (Photo 8). Some possible staining was observed about 200 ft west of this area. A depression in the ground surface in the shape of an 8-sided Yurt had grass growing in it. The center of this area was black but the soil did not have an odor (Photo 9).

5.6 Existing FAA Flight Service Station

A 1,000-gallon capacity Greer heating oil tank with secondary containment is attached to the FAA FSS building (Photo 10). The outer tank dimensions are 5 feet 6-inches by 7 feet 8-inches. On-site FSS personnel indicated that the new FSS building has been at this location since 1997.

5.7 Former FAA Flight Service Station Site

The former FAA FSS building has been removed and no signs of the original foundation were observed (Photo 11).

A Decommissioning Assessment report, prepared by Montgomery Watson on July 15, 1997, details the findings for decommissioning of a 500-gallon diesel storage tank at the former FAA Flight Service Station. Overfilling of Tank 23-A-1 is suspected as a source of release of diesel fuel. The dates and quantities of the releases were unknown. The tank was removed, cleaned, and disposed of on May 20, 1997. Approximately 3 cubic yards of diesel contaminated soil were removed from the excavation and stockpiled. In addition, approximately 1 cubic yard of potentially contaminated soil was removed from the bottom of the excavation. Groundwater samples were also collected as part of the release investigation. A photoionization detector (PID) indicated a range of results from 5.4 to 883 ppm at the time of Montgomery Watson's sampling.

This site is still active in the ADEC contaminated sites database. A letter from ADEC was sent to FAA Alaskan Region on December 17, 2001, requesting installation of a monitoring well in the former tank excavation. The site is not closed with ADEC and is currently not being monitored by the FAA.

5.8 Second Avenue Pedestrian Safety Path Footprint

Across from Hanger 1 on Second Avenue, between G and I Streets, is an abandoned shack, approximately 20 x 30 feet in size. There is an abandoned bulldozer in front of the shack, and large piles of trash bags and debris were found scattered around the building (Photo 12). Two 55-gallon drums were observed; one on the northwest corner which appeared to be empty, and another at the southeast corner appeared to contain about 25 percent of an unknown liquid. A label on the drum read "Gasoline." A 5-gallon plastic gas can was left on the back of the

bulldozer. A strong petroleum odor was detected at the southwest corner of the building, but the cause of the odor could not be identified.

5.9 Comsat Road Material Site

A reconnaissance of the Comsat Road material borrow site was performed during the August, 2003 field visit. The site generally appeared to be undeveloped and overgrown. No obvious signs of debris or potential contamination were observed.

6 Findings and Recommendations

6.1 Findings

No overt signs of contamination were found at the sites identified in the Scope of Work for the Supplemental Phase I Site Assessment. The Denali Subdivision and Talkeetna Heights Subdivision properties that would potentially be acquired as part of the project, are either undeveloped or do not appear to be contaminated per visual observation. The footprint of the proposed pedestrian safety path along Second Avenue revealed one location with scattered debris that included 55-gallon drums, and the soil at this site had a strong petroleum odor.

The former FAA FSS facility and ADOT&PF M&O building have been removed. The FAA FSS site is listed in previous preliminary site assessments, and its status was updated through this Supplemental Phase I Site Assessment; the site is active in ADEC's contaminated sites database, pending implementation of an approved monitoring program. The ADOT&PF M&O building was not found on ADEC's list of contaminated sites or UST database.

6.2 Recommendations

CH2M HILL recommends the following based on verification of data provided in previous reports and current site inspection and research:

a) At the property adjacent to the footprint of the proposed pedestrian safety path along Second Avenue, there is potential for leaking oil, hydraulic fluid, and diesel fuel from a rusting abandoned bulldozer. The source of the petroleum odor should be located and the extent contaminated soil should be investigated in accordance with ADEC guidelines. This would be the responsibility of the property owner as it is not expected that property would be acquired for the safety path construction. However, if present, there is the potential that contamination could have migrated in groundwater off-site.

b) In the event of spills occurring since the completion of this investigation, it may be necessary to update information provided in the Records Review section of this report prior to any construction activity on the Talkeetna Airport Improvements, Phase II project.

7 References

Hanson, Steve. (Personal Communication). Alaska Department of Transportation & Public Facilities (ADOT&PF Maintenance). December 3, 2003.

Jaynes, Mike. (Personal Communication). Alaska Department of Environmental Conservation (ADEC). October 20, 2003.

Petrik, Bill. (Personal Communication). ADEC. October 20, 2003.

Simmons, Leslie. (Personal Communication). ADEC. February 28, 2005.

Weigle, Jason. (Personal Communication). ADEC. December 3, 2003.

State of Alaska, Department of Environmental Conservation, Contaminated Sites Program, Contaminated Sites Database Search, <http://info.dec.state.ak.us/SPAR/CSP/Search/csites_search.asp> (visited September, 2003).

State of Alaska Department of Environmental Conservation, Contaminated Sites Program, UST/Leaking UST Database, <http://info.dec.state.ak.us/SPAR/CSP/UST/Search/> (visited September, 2003).

U. S. Environmental Protection Agency, National Priorities List, <http://www.epa.gov/superfund/sites/npl/index.htm> (visited September, 2003).

U.S. Environmental Protection Agency, Superfund (CERCLIS), <http://www.epa.gov/enviro/html/cerclis/cerclis_query.html> (visited September, 2003).

USKH. 1997. *Preliminary Site Assessment*, Talkeetna Airport Master Plan.

Appendix A – Photo Log

Photo (1) Alternative Site E – looking south from northeast of runway.

Photo (2) Property Acquisition Site – Denali Subdivision, Lots 9 and 10. Babe Barnes property, 300-gallon single-walled heating oil tank attached to house.

Photo (3) Property Acquisition Site – Denali Subdivision, Lot 11. 300-gallon single-walled heating oil tank attached to a house.

Photo (4) New ADOT M&O Facility – 1,000-gallon heating oil tank with integral secondary containment attached to the main airport maintenance building.

Photo (5) Same as Photo 4, from a broader view.

Photo (6) West of new ADOT M&O building – 2,000-gallon tank with secondary containment, for heavy equipment fueling.

Photo (7) North of new ADOT M&O building – empty 55-gallon used oil drum found laying on its side.

Photo (8) Old ADOT M&O Facility – Era Helicopter office located adjacent to former M&O building foundation.

Photo (9) Old ADOT M&O Facility - Depression of grass appeared to be 8-sided Yurt, with black colored center located near facility.

Photo (10) New FAA Flight Service Station – 1,000-gallon capacity Greer heating oil tank with secondary containment, located beside building.

Photo (11) Old FAA Flight Service Station – building has been removed, no signs of original foundation.

Photo (12) Second Street Safety Path – Abandoned shack with abandoned bulldozer in front, trash and debris scattered around building.