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GARY MOORE



ENVIRONMENTAL SITE ASSESSMENT

Altamont Speedway Site

17001 Midway Road

Livermore, Alameda County, CA

-CC

Prepared For:

ULTIMATE PEAK, INC.

3380 East Woodbridge Road

Acampo, CA 95220

Prepared By:

THE BENTLEY COMPANY

180 Howard Street

San Francisco, CA 94105

Project No: 1444-01

October 28, 1994

Project No: 1444-01

October 28, 1994

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ENVIRONMENTAL SITE ASSESSMENT
Altamont Speedway Site
17001 Midway Road
Livermore, Alameda County, CA



INTRODUCTION

At the request of Ultimate Peak, Inc., The Bentley Company (Bentley) conducted an environmental site assessment of the Altamont Speedway Property. The subject site is located at 17001 Midway Road, approximately 12 miles east-northeast of Livermore in unincorporated Alameda County, California. The attached "Project Site Vicinity Map," Plate 1, present the general location of the property. The investigation was conducted in October 1994 to evaluate conditions and potential environmental concerns. This report presents the methods and results of the site assessment.

SCOPE OF WORK

The non-intrusive environmental investigation included the following tasks:

- An inspection of the Altamont Speedway Site, discussions with the current owner Mr. Bernard W. Kabage, and a limited review of documents made available to Bentley by Mr. Kabage.

- Limited review of public files and inquiries at the following regulatory agencies:

County Assessors Office, 1221 Oak Street, Oakland, CA (510-272-3836).

Building Inspection Department, Alameda County Public Works Agency, 399 Elmhurst Street, Hayward, CA 94544 (510-670-5411).

Maps and Files Department, Alameda County Public Works Agency, 399 Elmhurst Street, Hayward, CA 94544 (510-670-5560).

Alameda County Planning Department, 399 Elmhurst Street, Hayward, CA 94544 (510-670-5400).

Department of Environmental Health, Alameda County Health Agency, 1131 Harbor Way Parkway, Alameda, CA 94502 (510-567-6700).

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Alameda County Fire Department and Fire Prevention Bureau, 22341 Redwood Road, Castro Valley, CA 94546 (510-670-5853).

Zone 7 Water Resources Management, Alameda County Flood Control and Water Conservation, 5997 Parkside Drive, Pleasanton, CA 94588 (510-484-2600).

California Regional Water Quality Control Board, Central Valley Region, 3443 Routier Road, Sacramento, CA 95827 (916-255-3000).

California Department of Toxic Substances Control, 700 Heinz Avenue, Suite 200, Berkeley, CA 94710 (510-540-3800).

- A scan of limited federal and state environmental databases by NATEC Environmental Reporting Service, Ltd. of Garden Grove, CA (800-969-3228).
- An examination of historical aerial photographs with coverage of the subject site at Pacific Aerial Surveys, Oakland, CA (510-632-2020).
- Review of geological maps and reports at the United States Geological Survey, 345 Middlefield Road, Menlo Park, CA 94025 (415-329-4390).

LIMITATIONS

The results presented in this report are based on a review of information obtained from regulatory agencies and from a one-day site visit. Inherent limitations in environmental assessments include, but are not limited to: the accuracy of public and private records and documents reviewed by Bentley; possibility of incomplete, missing or destroyed documents and possible omissions in the information available at the time of the investigation; and possibility of lack of documentation and/or knowledge of possible existing contamination. While reasonable steps were taken, Bentley can not and does not guarantee the completeness and accuracy of this report because of these limitations. Any liability on the part of Bentley is strictly limited to a refund of the fee paid. Conditions and environmental concerns with the subject site may change with the passage of time due to the surfacing of new information, changes in applicable regulations and client requirements, and future site activities. No intrusive investigation and sampling was performed for this environmental site assessment. Uncertainties associated with the results in this report can be improved by soil sampling and analyses, and other intrusive studies, to test for possible contamination or residues.

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SITE DESCRIPTION

The ensuing discussion is a description of the Altamont Speedway Site based on observations made by a Bentley representative on October 22, 1994 during a site visit. The Bentley representative met and toured the property with Mr. Kabage, the current property owner. Mr. Kabage answered questions about conditions and the history of the property, and supplied documents for the Bentley representative to examine.

General Features

The Altamont Speedway Site is located at 17001 Midway Road near Livermore in Alameda County, California (Plate 1). Access is by Midway Road approximately 0.5 miles south of the interchange between Highways 580 and 205. The terrain is characterized by rolling chaparral grasslands. The subject site is in a sparsely populated, rural and unincorporated area of Alameda County zoned as "A" Agricultural by the County Planning Department. The adjoining properties to the west, south and east consist of a mixture of undeveloped open space, and ranches and farms used for agricultural crops and pig and/or cattle ranching.

The attached "Site Plan," Plate 2, is a sketch map of current conditions. A racing and outdoor recreational facility, not in use since approximately 1991, occupies approximately a third of the 82 acre property. Originally permitted and constructed in 1963 to 1966, the facility includes a paved racetrack with three banked racetracks of 1/2-, 1/4- and 1/16-mile, respectively. There is a three-story structure, the former concession building, coupled to a sanitary septic system and water well. A paved entrance roadway extends from the concession building to Midway Road. The remainder of the subject site is undeveloped rolling grassland hillsides. There is a locked gate at the entrance to the property and a fence runs along the property boundary.

Site History

The following historical summary is based in information provided by Mr. Kabage. Between 1963 and 1966, construction and operation permits for a car and motorcycle racing facility were procured and construction of the racetrack facility, known as Altamont Speedway, was completed. Spectator and participant parking areas consisted of semi-compacted open ground, areas were designated by events. From 1966 to 1991, the property changed ownership many times and a number of conditional use permits were

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issued for racing and outdoor recreational events. Mr. Kabage estimated over 300 organized recreational events took place at this facility since the construction was completed in 1966. Events were various types of automobile and motorcycle racing events of one or two day duration. There were also non-racing outdoor recreational events including the Altamont Rock Concert held in December 1969.

There are no records or indications that vehicular fueling or maintenance facilities were ever installed at the subject site. Facility use permits included conditions and restricted the types of activities allowed on the premises. Conditional use permits typically prohibited the sale of parts, supplies, vehicles or any other products on the premises other than food and refreshments; stipulated that wrecked vehicles were to be promptly (within 72 hours) removed and prohibited track repair operations; and restricted use of motor homes for overnight accommodation for racing participants to self contained units for a limited time period (24 hours).

Following the 1969 rock concert and continuing through the 1980's, the operation of the Altamont Speedway Facility was marred by controversy and disputes, namely between property owners and regulatory agencies, over rock concert mishaps, building and sanitary code and use permit violations. Since July 1991, no racing or outdoor recreational events have taken place at the subject site. Between 1991 and 1993, the undeveloped areas of the property were used for wheat and barley by dry farming methods.

Concession Building

The concession building was constructed in 1963 to 1966 to serve as the main concession and restrooms for the racetrack facility. Bentley understands the building was subsequently renovated and repaired, most recently in the early 1990's. The building is a three-story wood frame with stucco exterior structure of approximately 3,713 square feet. The first or ground floor includes an entry room, restroom areas and several large rooms including a walk-in refrigeration room now used for storage. The second floor includes office space with a kitchenette, laundry room, several rooms and a lounge area. A stairway leads upstairs to a view room atop the northeast portion of the building. According to Mr. Kabage, the roof of the building was repaired or replaced in the early 1990's and now has an aluminum-based coating.


The area around the concession building is paved with asphalt concrete and the back of the building is used as an outdoor storage area. A sanitary septic system exists below the paved area behind the building and is currently operational. Original building plans

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("Sewage and Roof Plans For Concession Building," dated September 25, 1963) suggest the sanitary septic system includes an underground concrete tank of approximately 2800-gallon capacity with leach lines. Water for washing and toilets is supplied by a well located approximately 900 feet northwest of the concession building. Potable water for human consumption is imported because the well water contains mineral matter in excess of health agency standards.

The main observations are as follows:


- No asbestos-bearing material is identified in the 1963-1966 building plans (Desing Associates, Inc., May 1966; and G. B. Moorehead, February 1964) reviewed by Bentley. Original flooring, roofing and other building components may have been replaced or covered by subsequent renovation and improvements, most recently in the early 1990's. Although the likelihood of an asbestos problem with the existing building is considered to be low, Bentley did not perform a physical asbestos survey and cannot rule out the existence of asbestos-bearing components in the concession building.
- Although the possibility exists lead-bearing paint was used in the original building painting, subsequent paint coatings sealed surface residues of the original paint. Bentley did not perform a physical survey of the building for lead paint, however, the existing painted surfaces were found to be non-friable at the time of the Bentley inspection. Lead-based paint poses a health concern if the lead-bearing paint becomes friable such that lead particulate matter becomes airborne or accessible to human ingestion.
- A transformer is located in the entry room of the first floor, and next to the electrical switch box that connects to Pacific Gas and Electrical Power. Although Bentley did not perform a physical survey, the existing transformer appears to be a step-down, non-PCBs type transformer (480/277 power down to 110/220).
- The other rooms in the first floor are used for storage of candy machines and other concession equipment and supplies; workbench and shop tools and supplies; electrical and welding equipment; and personal belongings. Several automobile batteries and small quantities of petroleum hydrocarbon products, namely lubrication oils in labeled and sealed containers, were stored in the entry room.

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- The outdoor storage area at the back of the concession building included a walk-in storage container. The storage container included a 5-gallon can of kerosene, several unopened cans of motor oil, a 5-gallon plastic bucket full of waste motor oil, several cans of latex and enamel paint product, and three partially filled 5-gallon cans of paint thinner product. Other materials stored in the walk-in container included halogen quartz lamps, roofing cement, absorbent material, a dune buggy, and various tools, equipment and supplies, and personal belongings.
 - In the paved area at the back of the concession building, Bentley observed an unlabeled, sealed 55-gallon drum with 10 to 15 gallons of solid waste material of unknown composition; the material resembled paint by-product with some oil. There was also a doubly contained steel container of approximately 25-gallon capacity half-filled with waste oil. The following items were observed empty plastic drums (labels read non-toxic degreaser and cleaning agents), steel guardrails and ties, tables, lumber for bleachers, plastic water storage tanks, motors, posts, hoses, piping, cables, and large light fixtures.
 - No visual evidence of surface spillage of petroleum hydrocarbon or other chemical products was observed in or around the concession building.

Water Wells

There are two existing wells at the subject site. The oldest well is in a fenced enclosure, approximately 200 feet west and uphill of the concession building (Plate 2). Documents suggest this well was installed in the 1960's during racetrack facility construction. An above-ground, upright storage steel tank of approximately 10,000-gallon capacity exists next to the well. Upon inspection, the tank was found to be empty except for a solid bottom residue gray-yellow in color and with a sulfurous odor. Mr. Kabage reported the tank was used in the past to store water pumped from the well for fire suppression and irrigation. According to Mr. Kabage, the water from this well has a high mineral content and is sulfurous (e.g. hydrogen sulfide and/or sulfate), not suitable for drinking.

The other well, installed in the early 1980's to supply the concession building, is approximately 900 feet northeast and downhill of the concession building (Plate 2). Mr. Kabage indicated water from this well is pumped via underground piping to a plastic storage tank, located at the back of the concession building. The water is used for washing and toilet water. Mr. Kabage reported water from this well also contains excessive mineral solids. Water for human consumption is imported to the subject site.

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Racetrack

The racetrack consists of three oval-shaped tracks of 1/2-mile, 1/4-mile and 1/16-mile radius paved with asphalt concrete (Plate 2). Bentley understands the outer banked racetrack was repaved or resurfaced sometime after completion of racetrack construction in 1963-1966. Racetrack amenities include grandstands on the northwest side of the racetrack, the grandstands are currently in a state of deterioration. There is an abandoned concession shack of wood construction inside the racetrack. Bentley observed several large cylindrical steel tanks empty, except for some soil along the bottom surface. Mr. Kabage explained the tanks were used in the past for soil embankments and other racetrack improvements.

A wheel mounted steel tank with a 2,000-gallon capacity or so was observed southeast of the racetrack. Upon inspection, the tank was empty except for a solid gray to yellow residue on the bottom interior. The residue had a sulfurous odor and resembled the residue inside the water storage tank next to the old water well, west of the concession building. Mr. Kabage indicated this portable tank was used to store well water for fire suppression and irrigation.

Above-Ground Diesel Storage Tank

There is an above-ground storage steel tank of approximately 500-gallon capacity resting on soils approximately 300 feet southeast of the racetrack (Plate 2). Mr. Kabage reported the tank was installed in 1990-1991 for storage of No. 2 diesel fuel to operate a tractor and other equipment for motorcross course maintenance and crop farming. At the time of the Bentley inspection, the tank was partially filled with a liquid, presumably diesel fuel. A reconnaissance examination indicated no overt staining or discoloration of soils around the tank, and no visible signs of surface product spillage. However, Bentley did not conduct a subsurface study to test for possible past (buried) product leakage or spillage. Mr. Kabage reported he was not aware of any permits for the installation and use of the above-ground tank.

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Debris Stockpile

The Bentley representative observed mounds of construction debris in the triangular shaped depression approximately 400 feet southwest of the racetrack (Plate 2). The mounds consisted of angular chunks of concrete of various sizes and shapes with minor amounts of intermixed wood and brick. According to documents presented by Mr. Kabage, the

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construction debris was brought to the subject site in 1991 and represented demolition material from a Livermore construction project and crushed concrete casting slabs from a local construction project. Mr. Kabage reported the clean debris was dumped for backfill of the depression. Bentley observed some soil, resembling native soils, intermixed with weeds and grasses along the margin of the construction debris. Mr. Kabage explained these soils represented native soils from recent on-site grading and dry farming activities.

Undeveloped Areas

Approximately two thirds of the 82 acre property consists of undeveloped rolling hillsides with a few dirt pathways. The Bentley representative toured these areas with Mr. Kabage, by vehicle and on foot. No surface staining or discoloration or other visible evidence of past spillage of petroleum hydrocarbon or chemical products was observed during the reconnaissance field inspection. The undeveloped areas, including the former spectator and participant parking areas, consisted of native soils covered by grasses and other low vegetation.

REGULATORY AGENCY FILES REVIEW

County Assessors Office

Bentley visited the Assessors Office on October 28, 1994 and the Tax Assessors Record listed the property owner as N. J. and Dorothy H. Podsakoff and Bernard W. Kabage with a deed recording date of September 26, 1991. The Altamont Speedway Property at 17001 Midway Road is 81.96 acres and identified as Assessors Parcel Number 099B-7675-5-7.

County Planning & Building Inspection Departments

The Building Inspection Department File for the Altamont Speedway Property included applications for building permits and electrical, plumbing and mechanical permits, site and construction plans, and letters and inspection reports. The date of the documents extended to the 1960's. A Plumbing Permit Application, dated May 31, 1966, described a private well or water supply system permit by Acme Drilling of Livermore, California. This well permit corresponds to the water well currently not in-use west of the concession building. The file included a building plan ("Sewage and Roof Plan, Concession Building"), dated February 24, 1964, detailing the sanitary septic system of the concession building. A letter from County Health Department, dated June 24, 1970 and addressed to Mr. E. L. Nielsen of Eureka, questioned the suitability of the well water on the property for drinking.

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Mr. Ronald K. Gee, Planner with the County Planning Department, indicated the Altamont Speedway File in the County Planning Department included documents pertaining mainly to past and current planning, proposal and permitting issues. Mr. Gee referred to Mr. Winchester and the County Health Agency for environmental and health related information on the subject site.

County Health Agency

Bentley talked with Mr. Joe Winchester, Sanitarian for the County Health Agency, and reviewed the County Health Agency File on the Altamont Speedway Property. The County Health Agency File contained permit forms and applications, correspondence, well water data, food facilities, temporary occupancy, rock concert data, newspaper clippings and other documents on the racetrack and outdoor recreational facility. Analytical data of a well water sample taken April 6, 1982 indicated chloride (1,053 mg/l), sulfate (757 mg/l) and total dissolved solids (3,143 mg/l) in excess of drinking water limits. The main sanitary concerns with the property were identified as the well water quality and the ability of the sanitary septic system to accommodate full-capacity crowds during recreational events.

Bentley inquired at the Local Oversight and Hazardous Materials Program of the Environmental Health Department. The spokesperson for the Environmental Health Department screened the environmental agency database and reported not finding any files or records on the subject site with regards to underground storage tanks, petroleum hydrocarbon product releases, hazardous materials use/storage permits, or hazardous material compliance problems.

County Fire Department

Mr. Jim Ferdinand, representative of the County Fire Department, made a search of the fire department files and reported not finding any files or records on the subject site.

Zone 7 Water Resources Management

The lead regulatory agency for permitting of ground water wells in unincorporated Alameda County reported a permit was issued for a domestic well at the subject site. According to Mr. Wyman Hong of Zone 7 Water Resources Management, the well was designated No. 2S/4E-29E2 and installed in July 1982 northeast of the racetrack. Well 2S/4E-29E2 corresponds to the well that currently supplies water to the concession building.

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California Toxic Substances Control Department

Bentley inquired with the California Toxic Substances Control Department in Berkeley and a representative, Ms. Chris Nepomuceno, responded there were no files, reports or investigations on the subject site.

California Regional Water Quality Control Board

The subject site is located in the northeast most portion of Alameda County and within the jurisdiction of the Central Valley Regional Office of the California Regional Water Quality Control Board. The Central Valley Regional representative reported no files exist for the subject site in the board's file cases of underground storage tank leak investigations. The agency representative reported files exist for only two sites in northeast Alameda County and vicinity. There is a file for the former Chevron Service Station located at the intersection of Highway 580 and Grant Line Road, located approximately 0.75 miles west-northwest of the subject site. The other case is the Shoap Ranch Property on Mountain House Road north of Highway 580 and approximately 4 miles north of the subject site. These two sites are too far removed from the Altamont Speedway Site to have an environmental impact on soil and ground water resources of the subject site.

FEDERAL & STATE DATABASES SCAN

NATEC Environmental Reporting Services, Ltd. of Garden Grove, California performed an environmental scan of limited federal and state government environmental databases. The NATEC report is attached to this report. The Altamont Speedway Property, 17001 Midway Road in Alameda County, did not appear in any of the scanned databases.

The following databases were scanned with a half mile radius of the subject site:

- Environmental Protection Agency (EPA) Superfund Sites (CERCLIS)
- EPA National Priority Lists (NPL)
- EPA Federal Superfund Liens (LIENS)
- California Waste Management Board Solid Waste Information Systems (SWIS)
- EPA Hazardous Waste Generators (RCRA)
- California Water Resources Control Board Underground Leaking Tanks (LUST)
- California Waste Management Board, Hazardous Waste Sites (CORTESE)
- California Department of Health Services Bond Expenditure Plan (BEP)

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- California EPA Sites (CAL-SITES)
- Hazardous Material Data Management Waste Discharge Systems (WDS)
- EPA Superfund Amendments and Reauthorization Act (SARA)
- WRCB Waste Management Unit Database System (WMUDS)
- WRCB Underground Storage Tanks (UST)
- EPA Emergency Response Notification System (ERNS)

AERIAL PHOTOGRAPH REVIEW

Aerial photographs with coverage of the Altamont Speedway Site were examined at Pacific Aerial Surveys in Oakland, California. Aerial photographs of the following years were examined: 1994, 1992, 1990, 1988, 1985, 1981, 1968, 1966 and 1957. The most recent year of aerial photography available was 1994 and the oldest aerial photograph with site coverage was 1957.

The following aerial photographs were examined:

Air Photo	Scale	Date Of Photo
AV 4625	1:12,000	04/18/1994
AV 4230	1:12,000	08/03/1992
AV 3845	1:12,000	10/29/1990
AV 3368	1:12,000	08/31/1988
AV 2655	1:36,000	06/27/1985
AV 2050	1:54,000	10/18/1981
AV 844	1:30,000	05/02/1968
AV 710	1:36,000	03/22/1966
AV 253	1:12,000	05/21/1957

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Reviews of individual aerial photographs are presented below:

- 1994: Surface features of the Altamont Speedway Site and surrounding area resembled current conditions. The racetrack and rest of the property appear to be vacant with no indication of racing or outdoor recreational activity. A cluster of light gray mounds (representing concrete debris stockpile) were discernible in a triangular area southwest of the racetrack. Undeveloped areas of the property had a surface pattern suggesting recent tilling or agricultural crop farming. The area around the property resembled current conditions, rolling hillsides with scattered small dwellings and farm structures.
- 1992: Features of the subject site and surrounding area were similar to those evident on the 1994 photo. Undeveloped areas of the subject site appeared to be tilled or used for crop farming.
- 1990: The outer course of the racetrack appeared lighter colored than in the 1992 and 1994 photos; the 1990 photo may have been taken before resurfacing (repavement?) of the outer course. Furthermore, there appeared to be curved tracks of soil/dirt inside the racetrack, perhaps motocross racing tracks. However, on-going racing or recreational activity was not discernible in the 1990 photo. No debris mounds (concrete debris stockpile) existed at the time in the triangular area southwest of the racetrack. The undeveloped areas consisted of open rolling hillsides - tilling or farming were not evident. The surroundings around the subject site resembled 1992 photo conditions.
- 1988: The subject site appeared to be vacant, with no discernible racing or recreational activity, and resembled 1990 photo conditions. Features in the surroundings resembled 1990 photo conditions, except fewer dwellings and/or farm structures were evident on properties south of the subject site.
- 1985: The resolution of the 1985 photo is less than that of the previous photos. Within the resolution limits, the subject site appeared to resemble conditions in the 1988 photo. The surrounding area around the subject site also resembled the 1988 photo. Few or no discernible dwellings and/or farm structures and dirt roadways existed on properties south of the subject site.
- 1981: Within photo resolution limits, site and surroundings resembled the 1985 photo. In comparison to the 1990's photos, the area south of the subject site consisted of

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continuous rolling hills with no, or virtually no, discernible dwellings and/or farm structures and dirt roadways.

1968: The racetrack facility appeared at the time not to be in use. The racetrack was clearly discernible, racetrack courses appeared sharp dark gray as if recently paved/surfaced. Undeveloped areas consisted of open rolling hillsides. Compared to the 1990's photos, the neighboring properties consisted of open undeveloped rolling hillsides, with only a few scattered surface or farm structures near Midway Road.

1966: The racetrack in the 1966 photo appeared less discernible than in the 1968 photo: perhaps the courses were not paved/surfaced or were under construction. The neighboring properties appeared similar to the 1968 photo. The 580-205 Highway interchange structure appeared to be under construction (renovation?) at the time.

1957: The racetrack facility was not in existence at the time. The subject site consisted of open rolling hillsides whose surface pattern suggested tilling or crop farming. A north-south dirt roadway transected the subject site and extended from Highway 205 (Highway 580 and the interchange structure were not in existence) to a roadway along the south perimeter of the property. This east-west perimeter roadway extended to Midway Road - a dark gray color perhaps indicated a surface topping (oiled surface?). Areas to the south, east and west of the subject site consisted mainly of undeveloped rolling hillsides; only a few scattered farm structures were evident near Midway Road.

REGIONAL GEOLOGY

The 82 acre property is located in a rolling chaparral grassland terrain east of the Livermore-Amador Valley near Altamont Pass. Surface elevations range from approximately 220 to 380 feet above mean sea level. The subject site is covered in USGS Midway Quadrangle, 7.5 Minute Topographic Series.

The property is located in the Coast Ranges Geomorphic Province of California. The geology of the area encompassing the site consists mainly of non-marine sedimentary deposits dominated by silty clay, clayey silt and sand of Pliocene to early Pleistocene age. The geology of this portion of Alameda County is presented in USGS Open File Report No. 80-535 ("Preliminary Geologic Map of the Midway Quadrangle, Alameda and Contra Costa County, California," 1980, scale: 1:24,000) and Open File Report No. 93-225 ("Preliminary Maps Showing Quaternary Geology of the Tracy and Midway 7.5 Minute Quadrangles, California," 1993, scale: 1:24,000).

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FINDINGS & CONCLUSIONS

- The use history of the Altamont Speedway Property can be summarized as follows:

Pre-1960's: Prior to development of the Altamont Speedway Facility, the property consisted of rolling hillsides used, at least on occasions, for crop farming. There are also reports the subject site was used occasionally for car and motorcycle racing.

1963 to 1966: Permitting and construction of the racing and outdoor recreational facility was completed in 1963 to 1966. An oval-shaped paved racetrack was built in a natural basin and amenities included a concession building with restrooms and a sanitary septic system. Spectator and participant parking consisted of open ground areas. A paved roadway connected the racetrack facility to Midway Road.

1966 to 1991: Over 300 organized events took place at the Altamont Speedway Facility. These events consisted of various automobile and motorcycle racing events, most of one or two day duration. Some non-racing outdoor recreation events also took place including the Altamont Rock Concert held in December 1969.

1991-Present: No organized racing or outdoor recreational events took place at the subject site. Between 1991 and 1993, undeveloped areas of the property were used for wheat and barley using dry farming methods.

- No visual indications of surface spillage of petroleum hydrocarbon and other products were observed during the reconnaissance site inspection. Based on document reviews and interviews, no underground storage tanks or automotive maintenance facilities were installed at the Altamont Speedway Facility. No reports of spillage or release of petroleum hydrocarbon products or hazardous materials were found in regulatory agency files and property owner records.

- An above-ground diesel storage tank, installed in 1990-1991, rests on soils southeast of the racetrack and was used for tractor and farm equipment. Bentley recommends the County Fire Department be contacted to secure, if required, an above-ground storage tank

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permit. If tank use is to be discontinued, a closure permit will likely be required and verification soil sampling recommended to test for possible product releases or residues.



- In the past, the County Health Agency raised concern about the water quality of the existing wells on the property. Water from the two wells was reported to have mineral constituents (total solids and sulfate) in excess of drinking water standards. Future potable water needs for site activities can be met by either, or a combination of: continued water importation, new well installation, or water purification system installation. The ability of the sanitary septic system to handle full capacity crowds at organized recreational events was another health agency concern.

- As with any commercial or domestic septic system, there is the possibility hazardous chemicals such as solvents may in the past have been introduced into system influents and impacted the soils in and around the leach field. Consequently, sanitary septic systems are of environmental concern and possible soil contamination can best be evaluated by an intrusive investigation of soil sampling and analyses.

- A sealed 55-gallon steel drum with 10 to 15 gallons of unknown solid waste is stored in the storage yard behind the concession building. Small quantities of petroleum hydrocarbon products, waste oil and paint products are stored in small labeled and sealed containers in and around the concession building. Future disposal of these and other chemical materials should comply with environmental waste regulations and protocols.

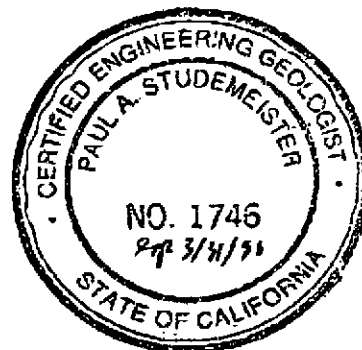
It was a pleasure to work with you on this project. Please call if you have questions.

Sincerely Yours,

THE BENTLEY COMPANY

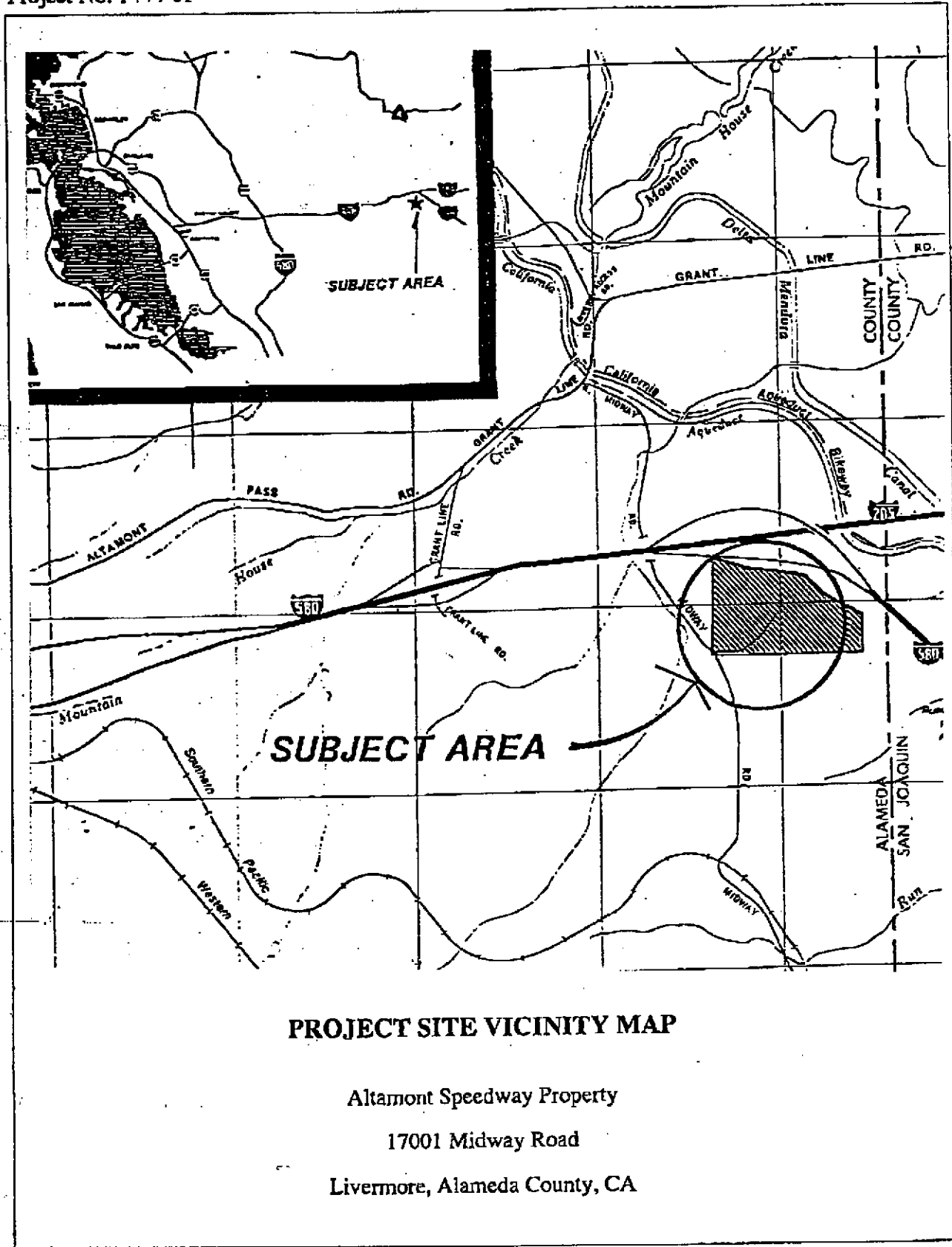
A handwritten signature in black ink that reads 'Paul A. Studt'.

Paul Studemeister, CEG 1746, REA 5608
Environmental Project Manager



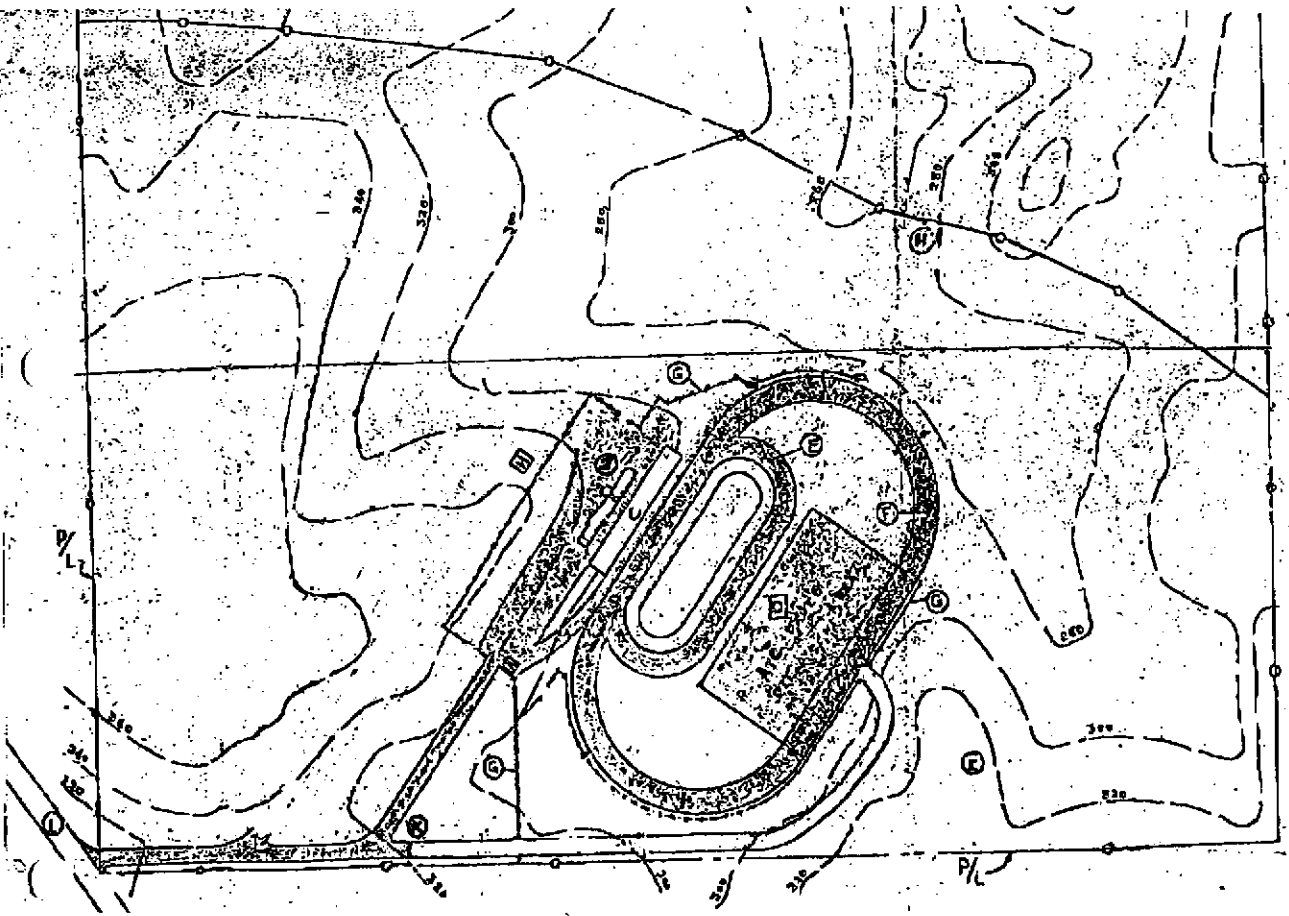
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PROJECT SITE VICINITY MAP

Altamont Speedway Property
17001 Midway Road
Livermore, Alameda County, CA



- A: Ticket Booth (abandoned)
- B: Main Building
- C: Grand Stands
- D: Concession Booth (abandoned)
- E: 1/4-Mile Racetrack (paved)
- F: 1/2-Mile Racetrack (paved)
- G: Fencing
- H: Water Well
- I: Above-Ground Storage Tank (No. 2 diesel fuel)
- J: Septic Tank System (tank and leach field)
- K: Construction Debris Stockpiles
- L: Midway Road
- Asphalt Concrete Pavement



300 600
 GRAPHIC SCALE IN FEET

SITE PLAN
 Almont Speedway Property
 17001 Midway Road
 Livermore, Alameda County, CA

ALBERT M. ...
 (415) 497-7400



Environmental Disclosure Report

a product of NATEC Environmental Reporting Services, Ltd.
7441 Anaconda Ave. • Garden Grove, CA 92641 • 800/969-3228 • 714/894-7577 • 714/873-1788 (FAX)

SUBSCRIBER INFORMATION

Contact Person: PAUL STUDEMEISTER
Name: BENTLEY ENVIRONMENTAL SERVICES
Address: 2149 OTOOLE AVENUE, SUITE L
SAN JOSE, CA 95131

Phone: 408-434-1622
Project: ALTAMONT SPEEDWAY
DATE: 10/26/94

SUBJECT PROPERTY

Legal Description: 54 D4
Address: 17001 MIDWAY ROAD
TRACY, CA 95376

Order No.: OC94076

REQUESTED INFORMATION

Enviro Scan
0.5 Mile Site Map
FAX Report

Government Records Report

This report is limited in scope and accuracy to the available government records searched as listed in the table of contents. This report represents only a search of those records as of the date specified herein. The specific government records searched do not include all sites of environmental contamination or risk. The subscriber acknowledges that NATEC assumes no responsibility for the completeness and accuracy of the recorded lists as compiled by the various governmental agencies. The purpose of this report is for a records search and is not a substitute for a Phase I Environmental Audit.

Site Map

NATEC Site Maps are based on both U.S. Geological Survey elevation data and U.S. Government Tiger files. The subscriber acknowledges that NATEC assumes no responsibility for the completeness or accuracy of such maps or coordinates derived there from.

Title Custody Report

The Title Custody Report represents a search of the recorded chain of title documents regarding a specific real property. The title reports will show a summary of those deeds, easements, right of ways, and ground leases of record as compiled by the respective County Recorder's Office.

The subscriber acknowledges that other documents that may record pertinent information to the subject property will not be provided in the title report. All services performed shall include only the subject property and shall not include any easements, reversion or other interests in abutting properties. This report is for information only and shall not be deemed to constitute title insurance and will not determine status of ownership or liens on the subject property.

Historical Profile

The Historical Profile report will include a government records search and a written review of pertinent historical aerial photographs of the site on each available decade, including one aerial photograph. NATEC services does not include an evaluation of the information contained in the recorded documents. The subscriber acknowledges that government records and title records may not include certain information and accepts the limitations of the service provided herein.

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Detailed Enviro-Scan Data

<u>Government Records Searched</u>	<u>Agencies and Source Lists</u>	
<u>CERCLIS:</u>	<u>E.P.A. Superfund Sites</u>	1
<u>NPL:</u>	<u>E.P.A. National Priority Lists</u>	2
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<u>UST:</u>	<u>W.R.C.B. Registered Underground Storage Tanks</u>	13
<u>ERNS:</u>	<u>E.P.A. Emergency Response Notification System</u>	14

SUBJECT PROPERTY**STATISTICAL REVIEW**

This review is provided as a convenience only. The intent of this review is to flag immediate problems. It is not meant as a substitute for a Government Records Report.

<u>List Name</u>	<u>Date</u>	<u>0.5 Mile</u>	<u>1 Mile</u>	<u>Over 1 Mile</u>	<u>Unknown</u>	<u>Total</u>
CERCLIS	8/94	0	N/A	N/A	0	0
NPL	8/94	0	N/A	N/A	0	0
LIENS	11/92	0	N/A	N/A	0	0
SWIS	3/93	0	N/A	N/A	0	0
RCRA	6/94	0	N/A	N/A	0	0
LUST	7/94	0	N/A	N/A	0	0
CORTESE	11/90	0	N/A	N/A	0	0
BEP	1/90	0	N/A	N/A	0	0
CAL-SITES	8/94	0	N/A	N/A	0	0
WDS	4/94	0	N/A	N/A	0	0
SARA	8/92	0	N/A	N/A	0	0
WMUDS	9/94	0	N/A	N/A	0	0
UST	8/94	0	N/A	N/A	0	0
ERNS	6/93	0	N/A	N/A	0	0
Total		0	0	0	0	0

Number of CAL-SITES:

Other than NFA: 0
Superfund: 0

Number of sites in immediate vicinity (<.1 miles): 0

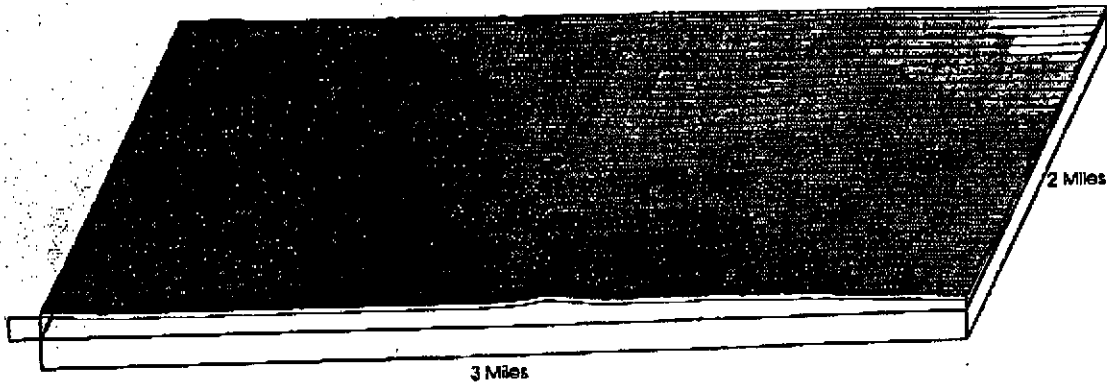
Lists of immediate concern;
None.

Chemicals reported in the area of this report include:
Subject Elevation: 267'

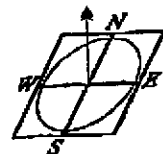
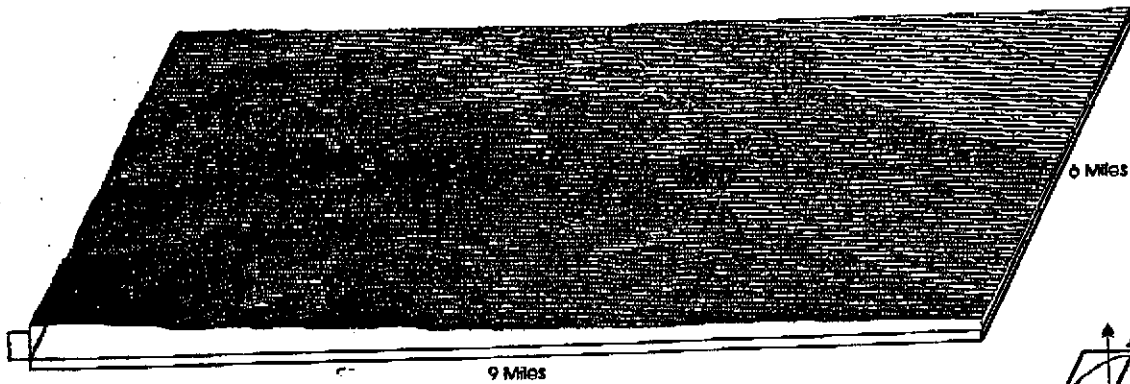
Topographic Survey Model

Center of Model
17001 MIDWAY ROAD
TRACY, CA 95376
ID:OC94076

MAX Elev. 495'
MIN Elev. 119'



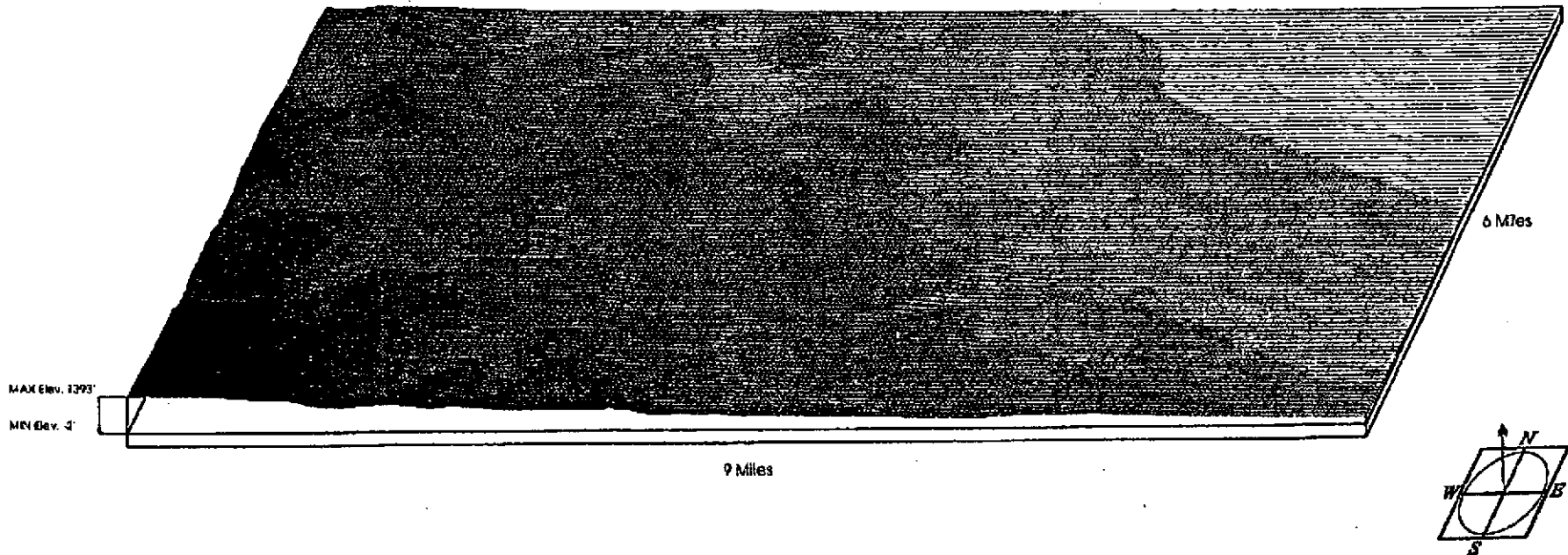
MAX Elev. 1395'
MIN Elev. -2'



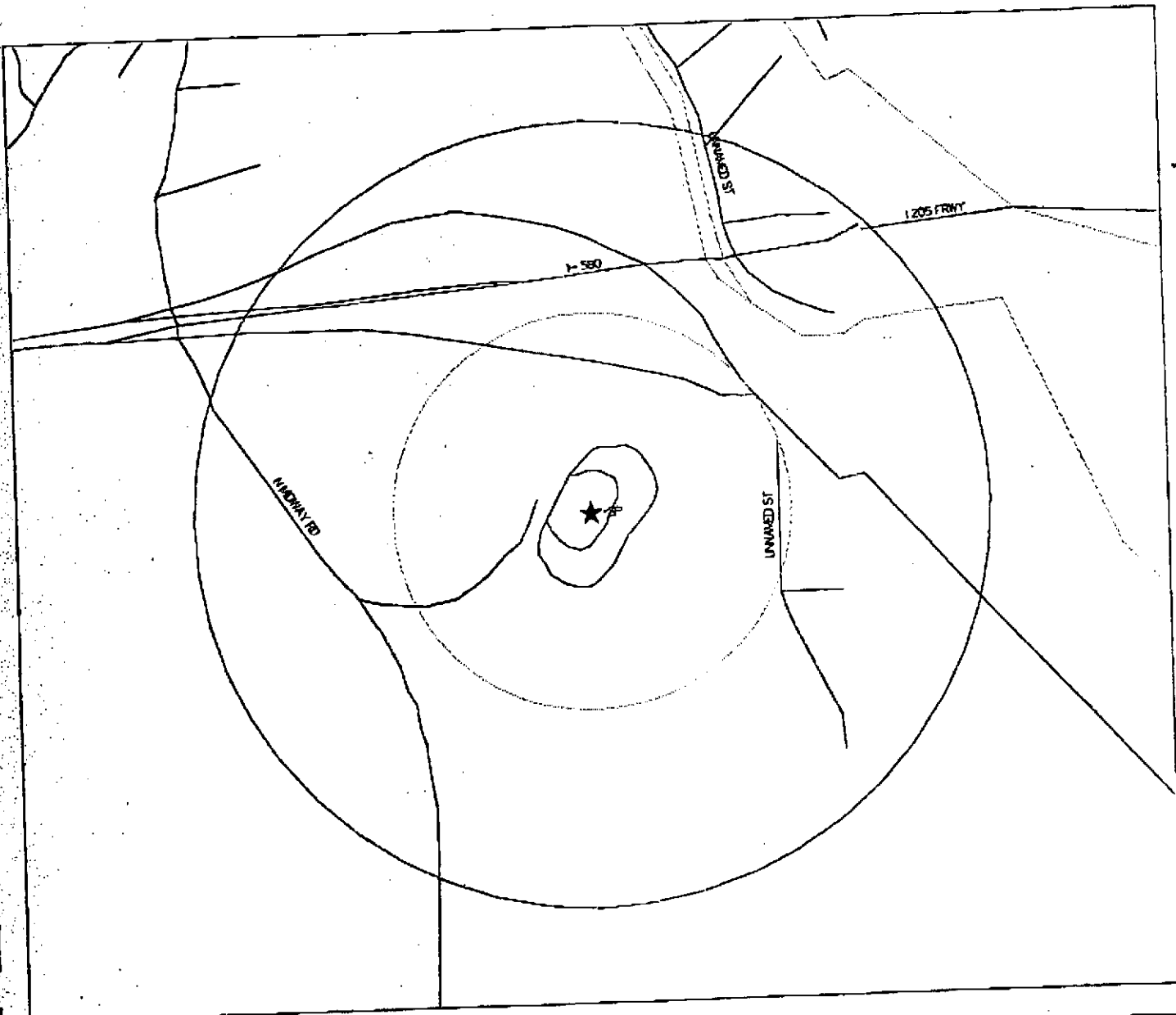
* Elevation data is based on U.S. Geological Survey data and is limited in scope and accuracy to the source.

Topographic Survey Model

Center of Model
17001 MIDWAY ROAD
TRACY, CA 95376
D:CC94076



* Elevation data is based on U.S. Geological Survey data and is limited in scope and accuracy to the source.

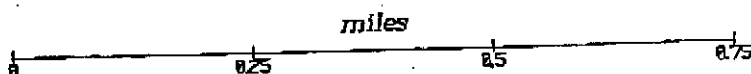


Subject Property

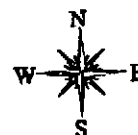
Address: 17001 MIDWAY ROAD
 City: TRACY
 State: CA
 Zip: 95376
 ID: OC94076

Legend

- | | | | |
|---------|---|-----------|---|
| SITE | ★ | CORTESE | ▲ |
| CERCLIS | + | BEP | ◆ |
| NPL | ■ | CAL-SITES | □ |
| LIENS | ▼ | WDS | ■ |
| SWIS | ▼ | SARA | ■ |
| LUST | ▲ | WMUDS | ★ |
| | | CLUSTER | ● |



* Map coordinates are provided as a convenience only. Estimated distance is based on the mapping information provided by the U.S. Government Tiger files and may vary from local street map guides.
 (C) 1994 NATEC Environmental Reporting Services, Ltd.



MAP KEY

The preceding map represents specific properties found in this report by a corresponding icon and reference number. If more than one site is in a small vicinity (.03 miles), a cluster is assigned to the center of the given group. An example of cluster numbering is as follows:

C1 - (3)

Where C1 indicates CLUSTER #1 and the (3) indicates a total of 3 sites in this cluster.

* Mapping information is based on the mapping information provided by the U.S. Government Tiger files and may vary from local street guide maps. Sites that are not provided on the map are generally the result of inaccurate or incomplete information provided by Federal and State government record lists.

<u>Agency Ref. #</u>	<u>Site Name</u>	<u>Site Address</u>	<u>Bearing</u>	<u>Page</u>
----------------------	------------------	---------------------	----------------	-------------

QUICK REFERENCE LIST

This report provides a brief list of site information in a sorted by address format for quick and convenient reference when performing on site inspections.

<u>Site</u>	<u>Address Number</u>	<u>Street Name</u>	<u>Page</u>	<u>Bearing</u>	<u>Agency</u>	<u>Map Ref.</u>
	17001	MIDWAY RD			SUBJECT	SP

RCRA SUMMARY

This report provides a brief list of RCRA facilities, found within the specified radius, grouped by site class. For a more detailed site description, refer to the page number associated with each site.

<u>Site Class</u>	<u>Site Name</u>	<u>Site Address</u>	<u>Bearing</u>	<u>Page</u>
Treatment Storage Disposal Facility	Not found.			
Transporter Facility	Not found.			
Large Quantity Generator	Not found.			
Small Quantity Generator	Not found.			
Conditionally Exempt Small Quantity Generator	Not found.			
Burner Blender	Not found.			

CAL-SITES SUMMARY

This report provides a list of Cal-Sites facilities, found within the specified radius, with status codes other than No Further Action (NFA). For a more detailed site description, refer to the page number associated with each site.

<u>Site Class</u>	<u>Site Name</u>	<u>Site Address</u>	<u>Bearing</u>	<u>Page</u>
<u>Site Status</u>				
Non-NFA Sites	Not found.			

SUBJECT PROPERTY:

17001 MIDWAY ROAD
TRACY
10/26/94 OC94076**CERCLIS**

(Federal)

The information contained in this report is the current database provided by the E.P.A. list as of August, 1994.

The U.S. Environmental Protection Agency (E.P.A.) has compiled this list of contaminated properties for designation under the Federal Superfund Program pursuant to the *Comprehensive Environmental Response Compensation and Liability Act (CERCLA)*. These sites represent environmental concern for the discharge of hazardous materials by hazardous waste generators, treatment and storage facilities, and hazardous waste disposal sites.

* Distance coordinates are provided as a convenience only. Estimated distance is based on the mapping information provided by the U.S. Government Tiger files and may vary from local street guide maps. Elevation data is based on U.S. Geological Survey data and is limited in scope and accuracy to this source. Sites that are not provided with coordinates are generally the result of inaccurate or incomplete information provided by Federal and State government record lists.

The NATEC database listing as of this date indicates no locations within a one half mile radius of the subject property.

SUBJECT PROPERTY:

17001 MIDWAY ROAD
TRACY
10/26/94 OC94076**NPL**
(Federal)

NATIONAL PRIORITY LIST

The information contained in this report is the current database provided by the E.P.A. list as of August, 1994.

The Environmental Protection Agency has compiled this list from the designated CERCLIS list. The NPL sites are prioritized as to their significant risk to human health and the environment. The list targets those sites to receive remedial funding under the *Comprehensive Environmental Response Conservation and Liability Act (CERCLA)*. The NPL lists the nation's highest priority sites for remedial action. Only NPL sites can receive CERCLA funding.

* Distance coordinates are provided as a convenience only. Estimated distance is based on the mapping information provided by the U.S. Government Tiger files and may vary from local street guide maps. Elevation data is based on U.S. Geological Survey data and is limited in scope and accuracy to this source. Sites that are not provided with coordinates are generally the result of inaccurate or incomplete information provided by Federal and State government record lists.

The NATEC database listing as of this date indicates no locations within a one half mile radius of the subject property.

SUBJECT PROPERTY:

17001 MIDWAY ROAD
TRACY
10/26/94 OC94076**SUPERFUND (LIENS)****FEDERAL SUPERFUND LIENS**

The information contained in this report is the current database provided by the E.P.A. list as of November, 1992.

Under the authority granted the E.P.A. by the *Comprehensive Environmental Response Conservation and Liability Act (CERCLA)*, E.P.A. is authorized to place a Superfund Lien on property that the agency has spent money on for remedial action or notified the owner of the potential of liability for remedial action.

* Distance coordinates are provided as a convenience only. Estimated distance is based on the mapping information provided by the U.S. Government Tiger files and may vary from local street guide maps. Elevation data is based on U.S. Geological Survey data and is limited in scope and accuracy to this source. Sites that are not provided with coordinates are generally the result of inaccurate or incomplete information provided by Federal and State government record lists.

The NATEC database listing as of this date indicates no locations within a one half mile radius of the subject property.

SUBJECT PROPERTY:

17001 MIDWAY ROAD
TRACY
10/26/94 OC94076**SWIS****SOLID WASTE INFORMATION SYSTEMS**

The information in this report is the current list prepared by the California Waste Management Board as of March, 1993.

The California Waste Management Board maintains this list pursuant to the Solid Waste Management and Resource Recovery Act of 1972. The list contains an inventory of active, inactive, and closed solid waste disposal and transfer facilities.

* Distance coordinates are provided as a convenience only. Estimated distance is based on the mapping information provided by the U.S. Government Tiger files and may vary from local street guide maps. Elevation data is based on U.S. Geological Survey data and is limited in scope and accuracy to this source. Sites that are not provided with coordinates are generally the result of inaccurate or incomplete information provided by Federal and State government record lists.

The NATEC database listing as of this date indicates no locations within a one half mile radius of the subject property.

SUBJECT PROPERTY:

17001 MIDWAY ROAD
TRACY
10/26/94 OC94076**RCRA**
(FEDERAL RCRIS)**RESOURCE CONSERVATION AND RECOVERY ACT**

The information in this report is the current database provided by the E.P.A. as of June, 1994.

Under the Resource Conservation and Recovery Act, the Environmental Protection Agency compiles this list classification of generators of hazardous waste materials. Generators in this classification are required to have U.S. E.P.A. I.D. numbers on all waste manifest disposal records. This list is inclusive of, but not limited to: transporters, conditionally exempt small quantity generators, small quantity generators, large quantity generators, treatment/storage/disposal facilities, burner/blenders, transporters, and handler violations.

* Distance coordinates are provided as a convenience only. Estimated distance is based on the mapping information provided by the U.S. Government Tiger files and may vary from local street guide maps. Elevation data is based on U.S. Geological Survey data and is limited in scope and accuracy to this source. Sites that are not provided with coordinates are generally the result of inaccurate or incomplete information provided by Federal and State government record lists.

The NATEC database listing as of this date indicates no locations within a one half mile radius of the subject property.

SUBJECT PROPERTY:

17001 MIDWAY ROAD
TRACY
10/26/94 OC94076

LUST**LEAKING UNDERGROUND STORAGE TANKS**

The information in this report is the current list prepared by the California Water Resources Control Board as of July, 1994.

The State of California Water Resources Control Board (WRCB) in Sacramento provides a list of all leaks of hazardous substances from underground tanks. This database provides information on contamination case types. Additional sources of information are provided by the nine local offices of the WRCB in California.

* Distance coordinates are provided as a convenience only. Estimated distance is based on the mapping information provided by the U.S. Government Tiger files and may vary from local street guide maps. Elevation data is based on U.S. Geological Survey data and is limited in scope and accuracy to this source. Sites that are not provided with coordinates are generally the result of inaccurate or incomplete information provided by Federal and State government record lists.

The NATEC database listing as of this date indicates no locations within a one half mile radius of the subject property.

SUBJECT PROPERTY:

17001 MIDWAY ROAD
TRACY
10/26/94 OC94076**CORTESE****STATE OF CALIFORNIA OFFICE OF PLANNING AND RESEARCH**

The information contained in this report is compiled by the State of California's Governors Office and is current as of November, 1990.

This is a listing of potential and confirmed hazardous waste and substance sites throughout California. The information in this list was consolidated within the State Office of Planning and Research. The data for the list was received from the State Water Resources Control Board (WRCB). The California Waste Management Board (CWMB), and the Department of Health Services (DHS).

This database is no longer in production and is provided as a convenience only.

DHS: Records that have been compiled by the Toxic Substances Control Division of the Department of Health Services. This code indicates an abandoned hazardous waste site.

DHS2: Records that have been compiled by the Environmental Health Division of the Department of Health Services. This code indicates public water drinking wells that serve less than 200 connections ("small wells").

DHS3: Records that have been compiled by the Environmental Health Division of the Department of Health Services and consist of public water drinking wells that serve more than 200 connections ("large wells").

DHS5: Sites pursuant to Section 25356 of the Health and Safety Codes (sites included under the Hazardous Substance Cleanup Bond Act).

WRCB: Records compiled by the Water Resources Control Board. These are sites of reported leaks that have been investigated by the WRCB. Leak sites do not necessarily lie within incorporated boundaries of listed cities.

CWMB: Records compiled by the California Waste Management Board. These are solid waste disposal facilities from which there is a known migration of hazardous waste.

* Distance coordinates are provided as a convenience only. Estimated distance is based on the mapping information provided by the U.S. Government Tiger files and may vary from local street guide maps. Elevation data is based on U.S. Geological Survey data and is limited in scope and accuracy to this source. Sites that are not provided with coordinates are generally the result of inaccurate or incomplete information provided by Federal and State government record lists.

The NATEC database listing as of this date indicates no locations within a one half mile radius of the subject property.

SUBJECT PROPERTY:

17001 MIDWAY ROAD
TRACY
10/26/94 OC94076**BEP****BOND EXPENDITURE PLAN**

The information in this report is the current list prepared by the California Department of Health Services as of January, 1990.

Under the California Hazardous Substance Bond Act of 1984, the California Department of Health Services has developed a listing of those hazardous waste sites subject to develop a site specific expenditure plan for an appropriation of funds for cleanup under the Bond Expenditure Plan.

This database was incorporated into the CAL-SITES database. It is no longer in production and is provided as a convenience only.

* Distance coordinates are provided as a convenience only. Estimated distance is based on the mapping information provided by the U.S. Government Tiger files and may vary from local street guide maps. Elevation data is based on U.S. Geological Survey data and is limited in scope and accuracy to this source. Sites that are not provided with coordinates are generally the result of inaccurate or incomplete information provided by Federal and State government record lists.

The NATEC database listing as of this date indicates no locations within a one half mile radius of the subject property.

SUBJECT PROPERTY:

17001 MIDWAY ROAD
TRACY
10/26/94 OC94076

CAL-SITES

The information contained in this report is the current database provided by the E.P.A. as of August, 1994.

The CDHS compiled this database pursuant to Section 253596 of the California Health and Safety Code. The list contains information on potential hazardous waste sites that have been identified by the Historical Abandoned Site Survey Program. The CDHS researched a major portion of the various state environmental agencies that could possibly help identify potential hazardous waste sites. Once sites are confirmed as hazardous sites they may be merged into the database of the CORTESE List and/or the Bond Expenditure Program (BEP) List. Names may remain on this list even though a determination has been made that no leak had occurred and the DHS is requiring no further action to protect the environment or public health.

* Distance coordinates are provided as a convenience only. Estimated distance is based on the mapping information provided by the U.S. Government Tiger files and may vary from local street guide maps. Elevation data is based on U.S. Geological Survey data and is limited in scope and accuracy to this source. Sites that are not provided with coordinates are generally the result of inaccurate or incomplete information provided by Federal and State government record lists.

The NATEC database listing as of this date indicates no locations within a one half mile radius of the subject property.

SUBJECT PROPERTY:

17001 MIDWAY ROAD
TRACY
10/26/94 OC94076**WDS****WASTE DISCHARGE SYSTEMS**

The information in this report is produced by the State of California Environmental Affairs Agency Office of Hazardous Material Data Management.

This data base contains information on sites which have been issued waste discharge requirements. Under State and Federal regulations, generators are allowed to discharge to publicly owned treatment works (POTW's) specified levels of waste water toxins. (Some of these industries have categorical pretreatment standards for their discharges; other companies may fall under locally developed limits.) The current information was compiled from the agency published list as of April, 1994.

* Distance coordinates are provided as a convenience only. Estimated distance is based on the mapping information provided by the U.S. Government Tiger files and may vary from local street guide maps. Elevation data is based on U.S. Geological Survey data and is limited in scope and accuracy to this source. Sites that are not provided with coordinates are generally the result of inaccurate or incomplete information provided by Federal and State government record lists.

The NATEC database listing as of this date indicates no locations within a one half mile radius of the subject property.

SUBJECT PROPERTY:

17001 MIDWAY ROAD
TRACY
10/26/94 OC94076**SARA TITLE III****TOXIC CHEMICAL RELEASE INVENTORY**

Section 313 of the Emergency Planning and Community Right to Know Act (Title III of the Superfund Amendments and Re-authorization Act of 1986) requires certain facilities to file an annual toxic chemical release inventory form with the United States Environmental Protection Agency and the California Environmental Affairs Agency. Facilities are required to report releases to air, water, and land. The current information was compiled from the agency published list as of August, 1992.

* Distance coordinates are provided as a convenience only. Estimated distance is based on the mapping information provided by the U.S. Government Tiger files and may vary from local street guide maps. Elevation data is based on U.S. Geological Survey data and is limited in scope and accuracy to this source. Sites that are not provided with coordinates are generally the result of inaccurate or incomplete information provided by Federal and State government record lists.

The NATEC database listing as of this date indicates no locations within a one half mile radius of the subject property.

SUBJECT PROPERTY:

17001 MIDWAY ROAD
TRACY
10/26/94 OC94076**WMUDS****WASTE MANAGEMENT UNIT DATABASE SYSTEM**

This report lists sites tracked by the State of California Water Resources Control Board staff and the Regional Water Quality Control Boards for program tracking and inventory of waste management units.

WMUDS is intended as an enhancement to WDS (Waste Discharger System); it does not duplicate any information in WDS. In addition, WMUDS contains information regarding SWAT (Solid Waste Assessment Test program) and TPCA (Toxic Pits) programs. The current information was compiled from the agency published list as of September, 1994.

* Distance coordinates are provided as a convenience only. Estimated distance is based on the mapping information provided by the U.S. Government Tiger files and may vary from local street guide maps. Elevation data is based on U.S. Geological Survey data and is limited in scope and accuracy to this source. Sites that are not provided with coordinates are generally the result of inaccurate or incomplete information provided by Federal and State government record lists.

The NATEC database listing as of this date indicates no locations within a one half mile radius of the subject property.

SUBJECT PROPERTY:

17001 MIDWAY ROAD
TRACY
10/26/94 OC94076**UST****UNDERGROUND STORAGE TANKS**

The information in this report is the current list prepared by the California Water Resources Control Board as of August, 1994.

The State of California Water Resources Control Board (WRCB) in Sacramento provides a list of all permitted underground tanks containing hazardous substances. This database provides information on all registered underground storage tanks.

* Distance coordinates are provided as a convenience only. Estimated distance is based on the mapping information provided by the U.S. Government Tiger files and may vary from local street guide maps. Elevation data is based on U.S. Geological Survey data and is limited in scope and accuracy to this source. Sites that are not provided with coordinates are generally the result of inaccurate or incomplete information provided by Federal and State government record lists.

The NATEC database listing as of this date indicates no locations within a one half mile radius of the subject property.

LEE Incorporated

1153 Bordeaux Drive, Suite 103, Sunnyvale, California 94089 Phone: (408) 734-2556 Fax: 408-734-9020

May 12, 1995

672d1

Mr. Gary Moore
Alameda County Public Works
399 Elmhurst Street, Room 101
Hayward, CA 94544

**Subject: Workplan For Fill Issue Resolution, Altamont Raceway Project,
17001 Midway Road, Tracy, Alameda County, CA**

Dear Mr. Moore:

Mr. James Baum of Altamont Raceway Park, Inc. requested LEE Incorporated (LEE) propose a workplan to address the environmental concern with the buried fill deposit at the project. In February and March 1995, LEE conducted a preliminary investigation of the triangular shaped area between the racetrack and roadways. The east portion of this area was found to be underlain by demolition debris fill. Investigation results were presented in LEE "Report of Soil Sampling at Altamont Raceway Project," dated April 11, 1995.

SCOPE OF WORK

The main purpose of the workplan is as follows:

- Propose a course of action to resolve the issue of the buried fill;
- Geochemical characterization of organic and non-organic constituents in the fill deposit and comparison with regulatory waste classification criteria;
- Hydrogeological and permeability characterization of native soils below the fill deposit, and testing of soils for possible impact by fill-derived leachate; and
- Decide whether or not remediation measures are needed and, if so, make recommendations.

LEE INCORPORATED, Sunnyvale, CA

Altamont Project 1053

2

*May 12, 1995***TASK 1. SITE CHARACTERIZATION**

LEE proposes to drill exploratory soil borings in the study area and collect samples of the fill deposit and underlying native soils. Under the direction of a Certified Engineering Geologist, soil borings will be drilled using a truck mounted drill rig equipped with continuous flight hollow stem augers. Soils will be sampled at approximately 3 to 5 feet depth intervals and field screened for possible evidence of petroleum hydrocarbon. Samples will be taken using a California modified sampler loaded with sleeves of 2.5 inch diameter and 6 inch length. Microscopical examination of fill and native soil samples will be done to support field examinations. Steam cleaned augers will be used and, at the close of drilling, boreholes will be sealed with cement grout.

The proposed boring locations are shown on the attached Study Area Map. Three borings will be drilled in the main body of the buried fill deposit. Samples will be taken from the body of the fill, native soils just below the base of the fill deposit, and native soils at depth of 5 and 10 feet below the base of the fill deposit. If groundwater or perched water is encountered in the boreholes, the water or saturated materials will be sampled. Samples will be labeled, sealed and transported to a state-certified laboratory and analyzed for hazardous compounds. Samples will also be taken for geotechnical testing.

Three borings will be drilled near the downslope, east to southeast perimeter of the buried fill deposit. Soil materials will be examined and field screened by the geologist for possible evidence of petroleum hydrocarbon products. Samples of native soils at and below the level of the buried fill deposit will be sampled for laboratory analyses. If fill or saturated conditions are encountered in the borings, these materials will also be sampled.

Altamont Project 1053

3

*May 12, 1995***TASK 2 LABORATORY ANALYSES**

Four samples of the fill deposit will be analyzed by a state-certified laboratory for the following organic and non-organic toxic parameters:

- Total petroleum hydrocarbons as gasoline (TPHg/BTEX); total recoverable petroleum hydrocarbons (TRPH); and oil and grease (OG) by EPA methods;
- Volatile Organic Compounds (VOCs) by EPA Method 8240;
- Semi-Volatile Organic Compounds (Semi-VOCs) by EPA Method 8270;
- CAM 17 Metals: Soluble (Soluble Threshold Limit Concentrations, STLCs) CAM 17 metals by EPA Method 6000-7000 Series;
- RCI Panel: Reactivity, corrosivity and ignitability by Title 22 methods; and
- Toxicity Test: Screen LC50 bioassay testing with fatcads on one sample.

Ten samples of native soils will be tested for petroleum hydrocarbons (TPHg/BTEX, TRPH and OG). If no detectable levels are found, then two samples, representative of soils beneath the fill, will be analyzed additionally for VOCs, Semi-VOCs and CAM 17. Those samples with detectable hydrocarbons will be tested for these additional analytes.

TASK 3. GEOTECHNICAL TESTING

Five samples, representative of the native soils below the fill, will be tested by a geotechnical testing laboratory as follows:

Particle size analyses and hydrometer test by ASTM D-422 or equivalent;

Attenberg Limits by ASTM D-4318 or equivalent; and

Permeability by EPA 9010 or equivalent.

LEE INCORPORATED, Sunnyvale, CA

Altamont Project 1053

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*May 12, 1995***TASK 4. EVALUATION AND REPORT PREPARATION**

LEE will evaluate the geological, hydrogeological and geochemical features of the site with reference to regulatory waste guidelines (Title 22, California Code of Regulations and Regional Water Quality Control Board's "The Designated Level Methodology For Waste Classification and Cleanup Level Determination"). Factors to be considered in fill closure decision include presence and concentration of toxins, hazardous versus non-hazardous waste classification criteria; natural permeability of soils below fill deposit; topography and groundwater conditions; and contribution of asphaltic particulate in sample OG detections. Closure options include in-situ closure as-is; in-situ closure with surface capping, grading and/or drainage control; and excavation and landfilling.

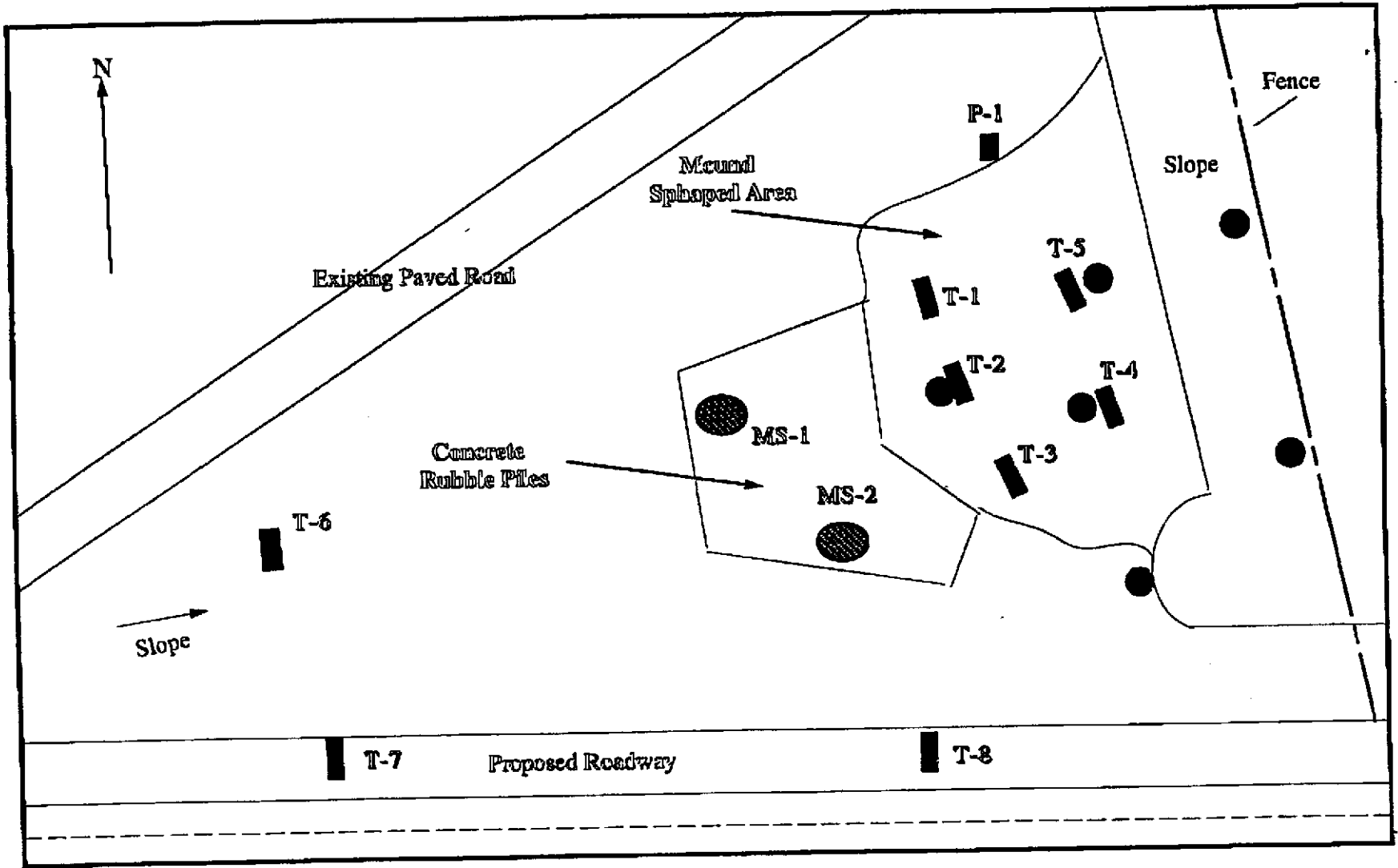
We look forward to your review of this workplan. If you have questions, please contact me by phone at 415-802-8358 or by pager at 408-951-0204.




Respectfully submitted,
LEE INCORPORATED

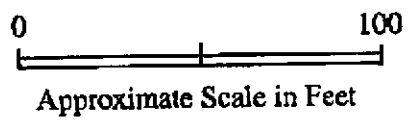


Paul Studemeister, CEG 1746
Project Geologist

Attachments: Study Area Map



-   Areas sampled
-  Proposed Boring Locations



Study Area Map
Altamont Racetrack Project
 17001 Midway Road
 Tracy, CA 95376