PHASE I

ENVIRONMENTAL SITE ASSESSMENT

Washington Motorsports Limited Partnership

Spokane Raceway Park

101 North Hayford Road

Spokane, Washington 99224-9555

December 21, 2007

Prepared for:

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Prepared by:

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EXECUTIVE SUMMARY

This report presents work USKH Inc. (USKH) performed for a Phase I Environmental Site Assessment (ESA) at Spokane Raceway Park (SRP) located at 101 North Hayford Road, Spokane, Washington (Property). USKH prepared this Phase I ESA in general accordance with the American Society for Testing and Materials (ASTM) Standards on Environmental Site Assessments for Commercial Real Estate, E 1527-05, *Standard Practice for Environmental Site Assessments: Phase I Environmental Site Assessment Process*.

As part of this Phase I ESA, USKH did not investigate hazardous building materials, such as asbestos, radon, and lead in drinking water and lead-based paint. These substances are excluded from the Comprehensive Environmental Response, Compensation, and Liability Act (CERCLA) and considered "non-scope considerations" for Phase I ESAs.

ASTM E 1527-05 requires the environmental professional performing a Phase I ESA to review records that are reasonably ascertainable, which means information that is publicly available and practically reviewable within a reasonable timeframe, in addition to documents provided by Barry W. Davidson, Receiver and Acting Managing General Partner of Washington Motorsports Limited Partnership (the Receiver). In preparing this Phase I ESA, USKH reviewed public documents regarding past and present property use, state and federal databases for past and present environmental conditions, historical aerial photographs, and conducted interviews and performed site investigations.

USKH identified areas with environmental concerns and potential impacts to the Property as recognized environmental conditions (RECs). A possibly widespread potential impact is the likely presence of lead in the site soils from lead from racing car engine exhaust. Another potential impact is the possibility of zinc contamination in site soils within runoff patterns from the burn-off from tires. The large amount of abandoned and stored equipment, vehicles, and parts may have contaminated the soil underlying those items, particularly with metals commonly found in automobile parts, such as cadmium, chromium, lead and zinc, and/or petroleum hydrocarbons, such as oil, fuels, or solvents.

Brake shoes found at the old barn site northeast of the race tracks may contain asbestos. Tires abandoned on site present a fire hazard that could create hazardous releases to the air.

Finally, the inactive well in the northeast portion of the site is a direct conduit to the aquifer underlying the site and should be abandoned in accordance with Washington State Department of Ecology requirements.

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APPENDICES

ACRONYMS

AIRS (EMI) .....Washington Emissions Data System
AST .....Aboveground Storage Tank Locations
ASTM .....American Society for Testing and Materials
BROWNFIELDS .....Brownfields Sites Listing
CDL .....Clandestine Drug Labs
CERCLA .....Comprehensive Environmental Response, Compensation, and Liability Act
CERCLIS .....Comprehensive Environmental Response, Compensation, and Liability Information System
CONSENT .....Superfund (CERCLA) Consent Decrees
CORRACTS .....Corrective Action Report
CSCSL .....Confirmed & Suspected Contaminated Sites List
DOD .....Department of Defense
DOE .....Department of Ecology
DOH .....Department of Health
DOT .....Department of Transportation
DOT OPS .....Incident and Accident Data
DRYCLEANERS .....Drycleaners List
EDR .....Environmental Data Resources, Inc.
EPA .....Environmental Protection Agency
ERNS .....Emergency National Response System
ESA .....Environmental Site Assessment
ET .....Electronic Timing
FEMA .....Federal Emergency Management Agency
FINDS .....Facility Index System/Facility Registration System
FTTS .....FIFRA/ TSCA Tracking System- FIFRA (Federal Insecticide, Fungicide, & Rodenticide Act)/ TSCA (Toxic Substance Control Act
FUDS .....Formerly Used Defense Sites
GPM .....Gallons per Minute
HIST FTTS .....FIFRA/TSCA Tracking System Administrative Case Listing
HMA .....Hot-Mix Asphalt
HMIRS .....Hazardous Materials Information Reporting System
HSL .....Hazardous Sites List
ICIS .....Integrated Compliance Information System
ICR .....Independent Cleanup Reports
INST CONTROL .....Institutional Control Site List
LIENS 2 .....CERCLA Lien Information
LUCIS .....Land Use Control Information System
LUST .....Leaking Underground Storage Tank
MINES .....Mines Master Index File
MLTS .....Material Licensing Tracking System
MTCA .....Model Toxics Control Act (Washington)
NFA .....No Further Action

NFRAP.....No Further Remedial Action Planned
NPDES.....National Pollutant Discharge Elimination System
NPL.....National Priorities List
ODI.....Open Dump Inventory
PADS.....Polychlorinatedbiphenols (PCB) Activity Database System
RAATS.....RCRA Administration Action Tracking System
RADINFO.....Radiation Information Database
REC.....Recognized Environmental Condition
RCRA.....Resource Conservation and Recovery Act
ROD.....Records of Decision
SPILLS.....Reported Spills
SRP.....Spokane Raceway Park
SSTS.....Section 7 Tracking Systems
SWF/LF.....Solid Waste Facility Database
SWTIRE.....Solid Waste Tire Facility
TRIS.....Toxic Chemical Release Inventory System
TSCA.....Toxic Substances Control Act
UMTRA.....Uranium Mill Tailings Sites
USGS.....U.S. Geological Survey
USKH.....USKH, Inc.
UST.....Underground Storage Tank
US BROWNFIELDS.....A Listing of Brownfields Sites
US ENG CONTROLS.....Engineering Control Sites List
US INST CONTROLS.....Sites with Institutional Controls
VCP.....Voluntary Cleanup Program Sites
WA MANIFEST.....Hazardous Waste Manifest Data

1 INTRODUCTION

1.1 Purpose

The purpose of this Phase I ESA is to document and evaluate current and past conditions at the property that may require remediation efforts. The objective was to develop a professional opinion about activities on or near the property that could have resulted in a REC on the property. A REC is defined as the presence or likely presence of any hazardous substances or petroleum products on a property under conditions that indicate an existing release, a past release, or a material threat of a release of any hazardous substances or petroleum products into structures on the property or into the ground, groundwater, or surface water on the property.

1.2 Detailed Scope of Services

This Phase I ESA was performed in accordance with the ASTM Standards on Environmental Site Assessments for Commercial Real Estate, E-1527-05, *Standard Practice for Environmental Site Assessments: Phase I Environmental Site Assessment Process*. To accomplish our objectives, USKH performed the following work:

- Conducted a site reconnaissance to assess current conditions of the property and looked for visible evidence that may indicate an existing release, past release, or a material threat of a release of any hazardous substances or petroleum products
- Interviewed knowledgeable personnel connected to the site
- Contracted a third party agency to research state and federal agency database records to help identify RECs in connection to the property
- Reviewed historical aerial photographs and public records regarding the property

1.3 Significant Assumptions

There are no significant assumptions associated with this Phase I ESA.

1.4 Limitations and Exceptions

This Phase I ESA was restricted to the scope of services as described in Section 1.2. The following activities were excluded from the scope of services:

- Certifying the validity of information obtained from other persons or entities
- Collecting or analyzing any sample of air, water, soil, flora, fauna, building materials, or any other substance, or making any representation or certification regarding its nature or quality

The preparers of this report have relied upon verbal information, representations, and documents provided by property owners and occupants, government agencies, and a computer search of government databases by a professional firm providing that service. To the extent that the conclusions in this report are based in whole or in part on such information, they are contingent on its validity. The preparers assume no responsibility for any consequence arising from any

information or condition that was concealed, withheld, misrepresented, or not fully disclosed or available to the preparers.

No representations or warranties have been made concerning the nature or quality of air, soil, water, building materials, or any other substance on the property, other than the visual observations and documented conditions as stated in this report. Furthermore, environmental conditions may exist in the project area that could not be identified by visual observation. USKH's Phase I ESA should not be construed to mean that the hazardous substances documented in this report are the only hazardous substances on site, but that the examination of records did not disclose presence or likely presence of other hazardous substances except as indicated in this report. Due to observed activities on site, USKH is not responsible for conditions that may change and alter the findings of this Phase I ESA.

1.5 Special Terms and Conditions

There are no special terms or conditions associated with this Phase I ESA.

1.6 User Reliance

Within the limitations of the agreed-upon scope of services, this assessment has been undertaken and performed in a professional manner, in accordance with generally accepted practices, using the degree of skill and care ordinarily exercised by reputable environmental consultants under similar circumstances. No other warranty, expressed or implied, is made. No other party should rely on the information contained herein without USKH's prior written consent.

2 SITE DESCRIPTION

2.1 Location and Legal Description

Spokane Raceway Park (SRP) is located at 101 North Hayford Road in the County of Spokane, State of Washington.

The property is legally described as being the majority of Section 13, T25N, R41E W.M. The Kalispel Tribe of Indians operates Northern Quest Casino in the southeast corner of Section 13. Refer to Sheet 0.1, Appendix A.

2.2 Site and Vicinity Characteristics

The real property owned by Washington Motorsports Limited Partnership is approximately 577 acres. The site includes a ½-mile oval track, ¼-mile drag strip, and a 2 ½-mile road course track. There are over two-dozen buildings, shelters, sheds, and storage trailers. There are several areas on site used for miscellaneous storage and stock piling.

There are approximately 100 acres in the northeast section and 200 acres in the northwest section that are unimproved. The unimproved land is generally dry and rocky. There are landscaped areas between the tracks, several leafy tree groves on the west side of the site, and a small three acre area of pine/fir trees in the northwest corner of the property.

The site has been divided into 14 areas: (1) south-end parking lot and access road, (2) field east of oval track, (3) field north of casino, (4) northeast section, (5) northwest section, (6) CPM Development Corporation ("CPM") pits and operations, (7) south end of road track, (8) oval track and interior of oval track, (9) main parking lot, (10) north half of road track and interior, (11) shop and surrounding area, (12) main office and drag strip buildings, (13) drag strip, and (14) building between tracks. Refer to Appendix A, Maps.

2.3 Historical and Current Use of the Property

SRP was first conceived in 1968. The site was an undeveloped square mile of land northeast of the city of Airway Heights. Construction for the park began in 1973 and the first race on the completed track was held May, 1974. Further construction was needed to complete the ½-mile oval track and 2½-mile road course. In its early years, SRP was one of the most popular drag strip courses in the nation. SRP can hold 40,000 spectators and provide both drag strip and oval track races at the same time.

From 1974 to August of 2007, SRP hosted various racing events. For 31 years, the national AHRA championship race was held at SRP. Other events have included funny car racing on the drag strip, motocross racing on the road course, and stock car racing on the oval track.

There are currently two residences on the site; one is still occupied. The residences are mobile homes located in between the drag strip and asphalt apron. The lower mobile is occupied by Mr. Frank Blacker's son. The upper mobile home, owned by Mr. Orville Moe, is vacant. Refer to Appendix A, Sheet 12.0.

Historically, there was a third home in the middle of the northeast section of the property, north of the barn. No physical traces or evidence of this residence were found during the site investigations.

Several structures on the property were established for agricultural purposes. An old barn still stands in the middle of the northeast section of the property with a corral to the west. A horse shed located to the west of the main office has since been used as a utility shed. The northern half of the property, excluding the road course track, was once leased out by Washington Motorsports Limited for pasture.

CPM Development Corporation has leased approximately 66 acres of land from Washington Motorsports Limited for at least the past 15 years. The leased property has been used as a Hot-Mix Asphalt (HMA) plant and aggregate pit for CPM's subsidiary company, Inland Asphalt.

A two acre piece of land on the south side of Deno Road was sold to Inland Power & Light Company after 1991. This land was used to develop a new power substation.

In 1998 the Federal Government granted 40 acres of land in the southeast corner of the square mile section to the Kalispel Tribe of Indians. This piece of land was used to build the Northern Quest Casino, which opened in 2001. Since its original opening, the Casino has expanded several times and more buildings owned by the Kalispel Tribe have been added. The northern end of the casino building is currently under construction. A timeline accessed from the Kalispel Tribe's webpage is included in Appendix K.

2.4 Descriptions of Structures, Roads, Other Improvements on the Site

There are over two dozen buildings, enclosures, and shelters on the SRP site. Descriptions of each building are included in Sections 5.3 and 5.4 of this report. Photos of the structures are included in the attached CD, and referenced in the photograph key in Appendix B.

There are two main access points to SRP, both through lockable gates. The southern access point is from Sprague Avenue. The main entrance of CPM operations and the main office for SRP is from Sprague Avenue, on the south end of the site. The main spectator entrance is located north of the casino on Hayford Road. An access road runs along the southeastern border of the property between the two entrances.

There are two other access points to the property. An old dirt road with access from Hayford Road just north of Balmer Road was used as a private drive to the home previously located north of the barn site. The other access point is in the northwest corner of the property from Deno Road. Photos of the entrances and access points are included in the attached CD, and referenced in the photograph key in Appendix B.

Washington Motorsports Limited built and maintained water supply and wastewater disposal systems since the early 1970s. The water system consists of three wells, two of which are active. One well and a 110,000-gallon water tank is located on the northwest side of the drag strip. A second well with two water storage tanks is located 600 feet north of the main parking lot. An old, inoperative water storage containment unit consisting of a concrete basin and metal roof structure is located on the east side of the second well. A third well is located northeast of the

second well in the middle of the northeast section. It has not been use since the home was removed and agricultural operations ceased.

The wastewater disposal system is composed of three parallel sewer lines connecting into a single vault. Wastewater flows discharge to an evaporative lagoon system located in the center of the road course track.

2.5 Current Uses of Adjoining Properties

The Washington Motorsports Limited Partnership real property is bordered on the north by Deno Road, with several residences and agricultural grazing land north of Deno Road. The property is bordered by Hayford Road on the east. Shamrock Asphalt is east of Hayford; Northern Quest Casino is on the west in the SE corner of Section 13. Sprague Avenue borders the south side of the site. Airway Heights Correction Facility is located south of Sprague Avenue. The west side of the property borders agricultural crop land to the north and the Spokane County Off-Road Vehicle Park on the south.

3 USER PROVIDED INFORMATION

3.1 Title Records

Title records were obtained by the Receiver and have been included in Appendix E of this report.

3.2 Environmental Liens or Activity Use Limitations

An environmental lien is a charge, security, or encumbrance upon title to a property to secure the payment of a cost, damage, debt, obligation, or duty arising out of response actions, cleanup, or other remediation of hazardous substances or petroleum products upon a property, including (but not limited to) liens imposed pursuant to CERCLA 42 USC Sec. 9607(1) & 9607(r) and similar use or local laws. There are no environmental liens or activity use limitations associated with the property.

3.3 Specialized Knowledge

Specialized knowledge regarding this subject property, area surrounding the subject property, conditions of adjoining properties, and other relevant experience was provided by Mr. Ron Linder, caretaker and maintenance operator for 30 years; Mr. Jimmy Tice, general manager of SRP until November 1, 2007; Mr. Frank Blacker, caretaker and maintenance operator; and Ms. Sandra McDonald, weigh station operator for CPM. These interviews included information on the historical use of the property and adjoining properties, and confirmation of the record and report findings referenced in this Phase I ESA.

3.4 Commonly Known or Reasonably Ascertainable Information

USKH collected all reasonably ascertainable records and reports pertaining to the subject property and adjoining properties from federal, state, and local record databases. The records and reports included state and federal data bases; interviews with Mr. Ron Linder, Mr. Jimmy Tice, Mr. Frank Blacker, and Ms. Sandra McDonald; title records; and historical photographs.

3.5 Summary of Information

Conclusions from interviews with those mentioned in Section 3.4 are in Section 6.1. Notes from each interview are included in Appendix C. Records and reports acquired by Environmental Data Resources (EDR) are summarized in Section 4 of this report. The complete EDR report and supporting documents are located in Appendix D. Title records were obtained from the Receiver and are included in Appendix E. Well log data and water facility inventory (WFI) information from the Department of Ecology and Department of Health are included in Appendix F and G, respectively. Parcel information for the Washington Motorsports Limited real property and neighboring properties is in Table 3 Parcel records are included in Appendix H. Publications, including newspaper articles written for the Spokesman Review, a historical timeline for milestones of the Kalispel Tribe of Indians found online, and articles written for Drag Racer Magazine online are included in Appendix K.

3.6 Valuation Reduction for Environmental Issues

USKH is not aware of an assessment of the reduction in value of the subject property for any RECs documented in this Phase I ESA or in previous environmental site assessments for the property.

3.7 Owner, Property Manager, and Occupant Information

The site is owned by the Washington Motorsports Limited Partnership. On July 1, 2005, Barry W. Davidson was appointed as the General Receiver and acting Managing General Partner of Washington Motorsports Limited Partnership in accordance with the provisions of an "Order Appointing Barry W. Davidson As Receiver of Washington Motorsports Limited" entered by the Honorable Robert Austin in litigation encaptioned Materne et al v. Spokane Raceway Park, et al, under Case No. 03-2-068564, pending in the Superior Court, Spokane County State of Washington.

3.8 Reason for Performing Phase I

As discussed in Section 1.1 of this report, the purpose of this Phase I ESA is to document and evaluate current and past conditions at the property that may instigate remediation efforts.

4 RECORDS REVIEW

4.1 Standard Environmental Record Sources

Environmental Data Resources, Inc. (EDR) was contracted to review databases and report findings according to ASTM E 1527-05 standards. The complete EDR report is included in Appendix D.

4.2 Environmental Record Search Results Summary

In addition to the surrounding properties identified above, there are 20 sites identified in databases for which EDR could not provide location information due to poor or inadequate addresses. These are called *orphan sites*. Table 1 shows the orphan sites found by EDR for SRP:

Table 1- Orphan Sites Found by EDR

SITE MAP	DATABASE(S)	SITE ADDRESS	ZIP
Spokane River Metals	CSCSL	Spokane River	
Wear Tech	SWF/LF	8012 Hwy 2	99224
Inland Asphalt Landfill	SWF/LF	44th & Sands	
Central Pre-Mix Recycling 8th & Carnahan	SWF/LF	8th and Carnahan	
Sunshine Recyclers Transfer Station	SWF/LF	2405 N. University Rd	
Spokane County Road Dept.	SPILLS	8500 Block N. Forker	
Spokane Transit Authority	SPILLS	1-90 Eastbound, Towards Bottom of Sunset	
City of Spokane	SPILLS	1410 N Normandi	
Whitley Oil	UST	1111 W State Rt 902	99224
Spokane City SIA 1 & 2 Water Tanks	RCRA-SQG, FINDS	3726 S Little	99224
TSA Spokane International	RCRA-SQG, WA MANIFEST, FINDS	7904 W Pilot Drive	99224
4005 N Moore	HMIRS	4005 N Moore	99216
BNSF Spokane	HMIRS	5324 East Trent	
Somewhere Between Hinkle, OR and Spokane, WA	ERNS		
In the Water at The Confluence of the Columbia & Spokane River	ERNS		
Skywest Airlines Spokane Airport	FINDS		
Spokane International Airport Spokane Airways Prop	FINDS	3727 Division Blvd.	99224
BPA MT Spokane Radio Site	FINDS	47°55' N, 117°16' W	
AT&T Spokane WAK007 BRMTWA0480	FINDS	7.5 Miles SE Spokane	
WA ARG Spokane 4	WA MANIFEST	7211 B Westbow Blvd.	99224

4.3 Additional Environmental Record Sources

USKH researched the Washington DOE and DOH databases. One well log and one water facilities inventory (WFI) form was found for the Washington Motorsports Limited real property. The well log is included in Appendix F and the WFI form is included in Appendix G.

The water well report is dated April 3, 1980 by Allbery Drilling Inc. (License No. 745). It was recorded as a new rotary-drilled municipal (sic) well, 6 inches in diameter, 442 feet into the

ground. The drillers recorded 10 gallons per minute (GPM) at 75ft, 339ft, and 379 ft. The location of the well was listed as being in the SE ¼ of Section 13, T25N R41E.W.M.

The WFI form lists Washington Motorsports Limited as a Group A, transient non-community water system. The system has a storage capacity of 110,000 gallons. Two wells are on record for the WFI. Table 2 below lists the well statistics:

Table 2- WFI Summary

Source Number	Well Tag ID	Use	Treatment	Depth (ft)	Capacity (GPM)	Source Location			
						¼, ¼ SECT	SECT	TWN	RNG
S01	Well #1- AHC928	Permanent	Chlorination	254	105	NE SW	13	25N	41E
S02	Well #1- AHC929	Permanent	Chlorination	176	30	NE SW	13	25N	41E

4.4 Physical Setting Source(s)

Information on the property's physical setting was collected from the following sources:

- U.S. Geological Survey (USGS) 7.5 Minute Topographic Map– 1986
- Federal Emergency Management Agency (FEMA) Flood Zone Data
- National Wetland Inventory

4.5 Historical Use Information on the Property

Historical use information on the property was corroborated from interviews with Ron Linder, Jimmy Tice, Frank Blacker, and Sandra McDonald, review of the records and reports from federal and state record databases, and historical aerial and USGS Topographical Maps.

The historical aerial photographs of the site are included in Appendix D as part of the EDR report. Parcel information accessed from the Spokane County Assessors website for 101 North Hayford Rd, both active and inactive, is included in Appendix H. Table 3 in Section 4.6 shows a summary of the data for the site and neighboring properties.

4.6 Historical Use Information on the Adjoining Properties

There are three other parcels within Section 13, T25N, R41E W.M. All three of these properties were once part of the parent parcel now including the SRP. Parcels 15134.006 and 15134.007 include the Northern Quest Casino, owned and operated by the Kalispel Tribe. These two parcels, totaling 40 acres in size, were given to the Tribe as trust land by the Federal Government in 1996. Prior to use as a casino site, these parcels were used as pasture and were never a functional part of the SRP facility. Northern Quest Casino opened in 2001. Parcel 15132.0010, a two acre piece of land including the Inland Power substation at 11605 W Deno Road, is owned by Inland Power & Light Company and was purchased in 2001. Prior to use as a substation, this parcel was used for grazing and was never a functional part of the SRP facility.

There are residences and agricultural grazing land to the north of the site, on the north side of Deno Road. Shamrock Asphalt, located on the east side of Hayford on parcels 25183.9011 and 25192.9023, has occupied that property since before 1980. Airway Heights Correction Facility is located on the south side of Sprague Avenue on parcel 15242.0026. The correctional facility

opened in 1992. The west side of the property is agricultural land to the north and Spokane County Off-Road Vehicle Park on the south.

Parcel information accessed from the Spokane County Assessors website for Washington Motorsports Limited and the neighboring properties are summarized in Table 3 below. Parcel records are included in Appendix H.

Table 3- Neighboring Parcel Information Summary

Parcel Number	Owner/Name	Size (AC)
DENO ROAD		
15123.9015	Martin, Carl J & Rebecca J	38.97
15123.9016	Westerfield, Michael R & Gwen	36.32
15123.9017	Wofford, James L	37.50
15123.9020	Dick, David L & Tammy Sue	12.50
15124.9007	Spokane County	9.78
15124.9009	Cady, Susan L Trustee	19.54
15124.9010	McCoury, Gerald	19.54
15124.9012	McCoury, Jerry L	9.12
15124.9013	Graham, Robt K	1.00
15124.9014	Graham, Robert K & D Joanne	8.77
15132.0010	Inland Power & Light Co.	2.07
SPRAGUE AVENUE		
15133.0008	WA ST Dept of Corrections	3.88
15242.0026	WA ST Dept of Corrections	152.68
15241.0019	USA- Trust For Kalispel Tribe	138.63
HAYFORD ROAD		
15135.0009	Washington Motorsports Ltd	576.42
15134.0006	USA- Trust For Kalispel Tribe	20.00
15134.0007	USA- Trust For Kalispel Tribe	20.06
25183.9011	Murphy Brothers Inc	27.66
25183.9012	Spokane County	10.08
25192.9023	Murphy Brothers Inc	134.78
WEST		
15141.9001	Nelson	152.20
15144.0001	Moe	20.00
15144.9007	Spokane Co.	20.00
15144.9008	Spokane Co.	120.00

4.7 Previous Investigations

USKH is not aware of any previous environmental site investigations for Washington Motorsports Limited Partnership or the SRP site.

5 SITE RECONNAISSANCE

5.1 Methodology

Alan Gay, P.E., USKH Civil Engineering Project Manager, and Kim Remick, USKH Student Civil Engineering Intern, visited the property on October 25, 2007, to conduct the site reconnaissance and personal interviews for this Phase I ESA. Terry Kristof, USKH Environmental Project Manager, visited the property on November 12, 2007 with Ms. Remick. Additional site investigation work was performed on October 26 and 29, November 4, 5, 6, 12, 19, 20, and 21 by Ms. Remick.

As discussed in Section 1.1 of this report, the purpose of this Phase I ESA is to document and evaluate current and past conditions at the property that may instigate remediation efforts. The site reconnaissance effort assessed current conditions of the property and looked for visible evidence that may indicate an existing release, past release, or a material threat of a release of any hazardous substances or petroleum products on or near the property. Field notes from the site investigations have been included in Appendix L. Photographs taken during this site reconnaissance effort are included in the attached CD with the key in Appendix B.

5.2 General Site Setting

SRP is a multi-use recreational facility featuring a ½-mile oval track, ¼-mile drag strip, and a 2 ½-mile road course track. It also includes office, concession, restroom, and shop buildings on site. CPM operates a hot-mix asphalt plant and aggregate pit on approximately 65 acres in the southwest portion of the nearly square mile property.

5.3 Exterior Observations

USKH made exterior visual observations of the Property to assess the potential for RECs on the site. The site was divided into 14 sub areas, each summarized below. Exterior observations are detailed according to the sub area.

5.3.1 South End Parking Lot and Access Road

Pieces of 1-inch black plastic irrigation tubing were found lying on top of the ground or partially buried between the trees on the north side of the fence on the north side of the south end parking lot. Three square 2-inch metal posts were found along the same fence line cut flush or a few inches above ground. Many small (1 to 3 inches) and large (8 to 14 inches) animal burrow holes were observed on the berm built between the north fence and the oval track.

There are three large light poles in the parking lot. An indentation line, believed to be buried power, was observed running from the pit entrance registration booth to one of the light poles. Electrical conduit is laid over ground between the ticket booth on the north side of the parking lot to the will call booth. There is one porta-potty located on the west side of the will call booth and a second porta-potty located on the west side of the pit entrance registration booth. There are fifteen 55-gallon drums in the south end parking lot. Four large tires were used as part of the gate entrance to the oval track. Two large tires are located on the south side of the southern boundary fence and north of Sprague Avenue. Refer to Appendix A, Sheet 1.0.

5.3.2 Field East of Oval Track

A 12-inch culvert opening was found on the west side of this field that appears to run through the hillside from the oval track. An old piece of 36" culvert was found lying between two trees. There is a large grove of dense trees on the northeast corner of this field. An owl and nest were observed during the site visit. A few articles of clothing were found in this field, along with some garbage and other debris. Old fence posts were found on the north west side of the field, remaining from a metal chain link fence that ran on the outside of the berm around the oval track. No drums or tires were observed in this area. Refer to Appendix A, Sheet 2.0.

5.3.3 Field North of Casino

Four storm drain grates were found in the right-of-way (ROW) along the west side of Hayford Road. There is a fence running along the west side of the property, and markers for a buried Avista gas line just inside the fence line. Overhead power lines run along Hayford Road. The main sign is located at the northeast corner of the field between the fence and Hayford Road, along with a pad transformer and concrete pad with rebar (use unknown, possibly for old sign). Fans in the main sign were on and could be heard during the time of inspection, and the electric meter on the sign was still running.

A paper-type substance was found sprayed over the northeast area of the field. There is a medium sized grove of trees on the north end of the field. A blue tarp and pieces of a Styrofoam cooler were found in this marshy grove area. Two empty 55-gallon drums were found in the southwest corner of the field. No tires were observed in this area.

The land just to the north of Northern Quest Casino has been used for construction mobilization, including as much as 100 feet onto the Washington Motorsports Limited real property. Large ruts from vehicles and construction equipment have been made in this area. New underground power services including pad transformers and switch cabinets have been installed in this area under construction. Other construction debris was found within this area. The property stakes are still in the ground and clearly marked. Refer to Appendix A, Sheet 3.0.

5.3.4 Northeast Section

Some debris, including a rusted 5-gallon gas can, an empty 5-gallon propane tank, and pieces of metal siding/roofing were found on the north half of the field. Dried cow manure was found scattered over the entire field area. A fence runs from the northern tip of the road course track to the Deno Road and separates the northeast field from the northwest field. An open section in this fence allows vehicle access between the two fields.

Small flags and large orange marking posts were found for a buried Chevron petroleum gas line. The markers indicate the line runs under Hayford road, through the northeast field, under the road course track, and continues running southeast to the Spokane ORV Park.

There is an open break in the fence near the intersection of West Balmer Road and Hayford Road where an old dirt road runs southeast across the field to the old barn.

In the vicinity of the northeast well and well house old equipment, including an antique abandoned grader, fencing wire, wooden and metal posts, and other piles of weathered wood were observed. The two horizontal above-ground steel water storage tanks on the east side of the

well house are used to store water from the northeast well. The tanks are served by pipes of varying sizes and types, including steel and PVC plastic. The tanks are directly linked with the main park water system. To the east of the two active steel water tanks there is an abandoned in-ground water reservoir with a collapsed truss roof. The abandoned reservoir was concrete lined, patched with a bituminous material during the period in which it was used. Now, it has numerous cracks and weeds are growing in it. Some of the roofing sheets remain on the partially collapsed truss roof. There is a small amount of trash inside the reservoir cavity. The interior was dry at the time of the observation in October 2007.

The inactive well is located farther north near an abandoned corral in the center of the area, depicted in the center of exhibit Sheet 4.0. This well is not abandoned in accordance with Washington State Department of Ecology requirements. The wellhead is still intact, with pump motor wires and the end of the discharge pipe sticking out of the top of the well cap. The well casing protrudes out of a six-foot diameter sump approximately seven feet deep that has debris in it and is partially covered by the collapsed well house walls. It is a possible safety hazard and a potential site for groundwater contamination until the well is properly abandoned.

To the northeast of the corral there is an old stock barn now being used for storage of old souvenirs and shop displays. Old brake parts and other apparently antique equipment are stored on the north side of this building. The semi-circular brake parts are lined with a rough grey material that may contain asbestos.

A fence, the buried Avista gas line, overhead Inland Power & Light power lines, and three underground electric vaults, owned by Inland Power & Light run along the east side of this field on the west side of Hayford Road. No drums or tires were found in this area. Refer to Appendix A, Sheet 4.0.

5.3.5 Northwest Section

An incomplete fence runs along the northern boundary of the property on the south side of Deno Road. There is a gate with access to Deno Road in the very northwest corner of the property. Approximately six acres of this corner is wooded area. Old furniture springs and frames were found to the east of this wooded area. There is a fenced Inland Power & Light substation to the east of the wooded area. Two underground vaults lead to this substation from the intersection of Deno and Hayford Roads.

An old dirt road leads to the road course track from the substation. A fence runs parallel to the road course with an open gate where the dirt road crosses. On the west side of this fence, to the south of the gate, there is a pile of approximately 20 tires. There were large piles of yard waste and debris on either side of this dirt road. There is a large pile in the middle of this road with white "quilt batting" like material.

On the west side of the north half of the road course, south of the dirt road are three car frames and one whole car. The car appeared to be a late 1950s model. The windows have been broken and there is debris inside. The trunk of the car was full of hubcaps. An area was found just north of the car were another car had been parked but was recently removed.

Large orange marking posts for the buried Chevron petroleum gas line continue from the northeast section and under the road course track west through to the neighboring properties. Dried cow manure is scattered over the field similar to the northeast section

There is a salvage yard of car parts and building materials just north of the west loop of the road course. There are numerous piles of car parts, several car frames, and at least five whole car bodies. There are ten 55-gallon drums all containing pieces of particleboard or wood scrap pieces. Four of these drums have lids with bricks on top. There are piles of brick, metal frames, green plastic "grass-like" carpet pieces, sheets of composite plywood, rolled chain-link fencing material, old appliances, a propane tank, wood pallets, and two empty fuel oil tanks. There are approximately 60 small tires in the salvage area. Refer to Appendix A, Sheet 5.0.

5.3.6 CPM Pits & Operations

The CPM site is accessed from the south side gated entrance from Sprague Avenue. The weigh station office is located 100 feet northwest of the entrance gate. There are drive-up scales with concrete barriers to either side on the west side of the weigh station building. An older weigh station building is on the west side of the scales with a porta-potty. There is a locked trailer, a dump truck, and a bulldozer on the south end of the scales.

The southeast side of the site leased to CPM is used for the Hot-Mix Asphalt (HMA) plant. There are several large tanks and containment units used for this operation. There is a fuel tank with a black plastic protective liner over the ground. A square trailer is on the east side of the fuel tank that was used to hold the binding agent for the hot mix. Both of these pieces of equipment have been siphoned out and have not been used for at least four years. There is an upright mixing unit to the east of the unused equipment, which is also no longer used.

The operational equipment for the HMA plant had been shut down two days previous to the site investigation. There is a small power generator, a storage tank for the binding agent, a large mixing drum, an aggregate storage trailer, and conveyor belt and chute system for loading truck. There are concrete barriers all around the loading area for the HMA plant. There is a porta-potty and a portable electrical step-down station receiving power from the above 3-phase power lines. A large tank containing propane was observed on site. This tank is leased seasonally and was to be removed that day.

Apartially full drum located under the tank for the binding agent, marked "used oil only," rests on a yellow plastic containment unit with 6-inch high walls. Sand and dirt surrounds the yellow containment unit. A second containment unit is under the same tank with a red hose and valve from the tank. There is staining and some corrosion on the trailer and power equipment attached to the binding agent tank. A second drum, marked "used oil only," is located ten feet to the east of the containment tank. This tank is full with a protective plastic cover on the drum lid. There is a newer 55-gallon Castrol drum that is labeled "heat transfer oil 1590" this is partially full.

The southwest side of the site has a few aggregate piles but is mostly used to store salvaged equipment. In this salvage area, there are two cement mixers, four empty 1,000-gallon plastic tanks, an upright mixing tank, two construction trailers, and six tank trailers. One of the tank trailers is heavily stained with a black substance and it appears to be the source of stains on the ground around it. There is a pile of approximately fifteen tires on the west side of the mound

where the plastic tanks are located. There is an open dumpsite on the north side of this mound with old bathroom fixtures, household appliances, crushed empty drums, pieces of logs, and metal scraps.

The pit area is located on the north half of the site. There are various piles of aggregate each with a sign designating the size. There is an area of recycled material in the northwest corner of the site with pieces of concrete, asphalt, and brick. There is a large yellow tank marked "H_2O" to the south of the recycled material area. There is an open dumpsite on the east side of the pit area with crushed empty drums, metal and wood debris.

There is a gated access road at the southwest corner of the site that opens to Sprague Avenue. This entrance is locked and has never been used. A pair of fences runs along the western boundary of the property. There is a two hundred square foot area that is littered with empty 55-gallon drums and tires. There maybe up to fifty cubic yards of tires in this area. Refer to Appendix A, Sheet 6.0.

5.3.7 South End of Road Course

There are five chemical containers on the south end of the road course. All these containers are at least partially full with used or waste oil. There are numerous "burn" marks from tires across the pavement area. There are several large stains on the asphalt and the soil. There are two picnic tables. There are two turn stations. There are three light poles that illuminate the asphalt apron. There are four small tires and two large tires. There is a line of fifty-six empty 55-gallon drums along the fence line west of the picnic shelter and approximately twenty-two drums scattered on the asphalt apron for a total of seventy-eight drums. Refer to Appendix A, Sheet 7.0.

5.3.8 Oval Track

There is one chemical container in the northeast section of the interior of the oval track that is partially full of waste oil. There are five light poles and one multi-light device in the interior of the track. There is staining on the asphalt in pit row on the east side interior of the track. The storm drain located at the south end of pit row is clogged and it has caused water to pond in the area. There are four orange traffic safety cones set around the standing water. There are two fire hydrants on the east side of the track in between the track and the spectator bleachers. There is a mound on the south half of the interior of the track used to load and unload vehicles from trailers. There is a picnic table on the west side of the concession building. There is a pair of pad transformers north of the concession building. There is a tire inflating device located on the south side of the concession building. There is one yard hydrant located in the middle of the north half of the interior of the track. There is a line of fifty-one small tires covering metal frame pieces on the south half of the interior of the track. There are approximately eighty small tires, forty-five large yoke tires, and five empty 55-gallon drums total in the oval track area. Refer to Appendix A, Sheet 8.0.

5.3.9 Main Parking Lot

There are four areas in the main parking lot with electrical wiring and rebar exposed from conduit and pipes in the ground. All but one spot is marked and protected by empty 55-gallon drums and small tires. There is an electrical panel in the northeast corner of the parking lot with two rusting drums and three small tires. There is a significant amount of broken glass and concession waste in the parking lot. A 50-cc syringe was found in the parking lot on the day it

was observed. In the northeast corner of the parking lot there is a concrete pad with rebar, and four tires are stacked on top of it. There are three sections of patching to the pavement on the road circling the parking lot. There are several areas of staining on the parking lot surface, as well as numerous "burn-out" tracks. There is an area in the middle of the parking lot covered in saw dust. There is a white paint spill on the south loop of the road circling the parking lot. There are eleven small tires and nine empty 55-gallon drums in the main parking lot.

There was a pile of scrap metal on the south side of the road between the main entrance gate and the parking lot. Refer to Appendix A, Sheet 9.0.

5.3.10 North End Road Course

There are two evaporative sewage lagoons in the middle of the north end of the road course. A sewer vault is located approximately 200 feet to the south of the lagoons. The vault was covered with unsecured metal plates; sewage was inside the vault. There is a piece of blue PVC pipe protruding out of the ground just north of the vault.

There are seven turn stations located on the north half of the road course. There is a line of tires on the north end of the road course that is three tires high by two tires deep that extends 150 feet, estimated to be at least one hundred-fifty small tires. A deer ran across the road course track while the site assessment was in progress.

There is a set of two metal-frame wooden bench spectator stands on the interior of the track overlooking the west loop of the road course. There several piles of tires on the interior of the west loop with approximately 150 small tires. There are two dumpsites in the area. One smaller dump site was found on the inside of the west loop of the road course. It contained mostly drum lids, wood trim, carpet, and metal scraps. The larger dumpsite is located to the south of the sewage lagoons. It covers over two hundred-fifty square yards and includes furniture, appliances, hoses, fencing material, an old swing set, crushed 55-gallon drums, plastic 5-gallon paint pails, yard waste, and tires.

The main electrical shed, timer's booth, and lookout stand are located at the end of the ¼-mile drag strip. There is a push lawn mower, small propane tank, and pieces of metal roofing material located on the southwest corner of the timer's booth. There is a concrete vault west of the timer's booth, with approximately 20 small tires just north of the vault.

There are approximately 480 small tires, twenty large yoke tires, and seven empty drums. Refer to Appendix A, Sheet 10.2.

5.3.11 Shop and Surrounding Area

The approximately three-acre area surrounding the shop can be considered an open, unregulated dumpsite. There is a large dumpster located south of the shop. There are three ambulances, two sweeper trucks, and three other whole vehicles parked around the site. There are also three vans used for storage, a tractor, an asphalt roller, a large tree-auger, an old road grader, and several flatbed and truck-bed trailers.

There are various car parts, appliances, tools, broken electronics, and general trash covering the three-acre area. There are significant quantities of scrap metal and wood in the area, some of which may be salvageable.

There is an area with a spill of a solid black substance west of the shop. There are five empty fuel oil containers located around the shop.

Large quantities of tires and drums are scattered, stacked, and piled within this area. There are two large piles of small tires that are estimated to be at least 60 cubic yards. At least 56 individual tires were counted around the shop. There are 234 55-gallon drums outside and around the shop. A cluster of 95 is located south of the shop. Of these drums, fifteen were full or partially full. Seven of those drums had bulging lids. In total there were 35 full or partially full drums and 10 drums that were bulging. Refer to Appendix A, Sheet 11.0.

5.3.12 Main Office and Drag Strip Buildings

There is a 50,000-gallon water storage tank north of the concession building. There are six yard hydrants: two on the west side of the upper trailer, two on the grassy picnic area west of the office, one under the shelter of the utility (horse) shed, and one north of the camper and lower trailer home. There is a water valve near the northeast corner of the restroom building in a large galvanized pipe covered by a drum. There are two sewer manholes: one on the northwest side of the upper trailer home and one north of the water tower. There is a large pad transformer located on the west side of the concession building.

There is staining on the exterior wall of the west side of the office building where the roof drains outlet. There is a covered picnic shelter located southwest of the office. There are several drums under the shelter with trash. There is a large charcoal BBQ grill on the south end of the picnic shelter. Two ambulances were parked to the north west of the lower trailer. There were three vehicles and a fire truck parked near the lower trailer home. There is a porta-potty to the west of the picnic area. There are three beverage vending machines: two plugged into the concession building and the third plugged into the booth south of the main office.

There are a total of fifteen drums around the main office and drag strip concession buildings. One drum is partially full of cooking grease located on the west side of the concession building. Several drums contain trash. No tires were observed in this area. Refer to Appendix A, Sheet 12.0

5.3.13 Drag Strip

The drag strip has been coated with a specialized adhesive formulated for drag racing. Material Safety Data Sheets of VHT Trackbite are included in Appendix 12. There is also build-up of rubber from tires. There are concrete barriers with a fence to either side of the track to the end of the concrete bleachers and in the middle of the staging line-up area. There is staining on the pavement in the staging line-up area. There are posts on the east side of the staging line-up area that have been cut flush with the pavement. There are approximately 72 tires and two 55-gallon drums (one empty, one used for garbage). Refer to Appendix A, Sheet 13.0.

5.3.14 Between Tracks

There are patches in the asphalt where excavation was done to find a water leak during the summer of 2007. In total, there are five yard hydrants and several hoses in the area between the drag strip and oval track. There are three sewer manholes and an electric vault along this area. There are two sets of three pad transformers on the east side fence line. There is an electric meter south of the souvenir shop protected by a large yoke tire. The concrete bleachers on the oval

track side have started to deteriorate. Attempts to repair and patch the bleachers were not successful. There are several bar stools located under the covered walkway to the stairs leading to the drag strip.

There are approximately 60 55-gallon drums located within this area. Approximately 45 are located along the west and east fences to the bleachers and are all turned upside down with trash liners. Twelve drums are located north of the ticket booths to protect a grassy area from pedestrian traffic. There are two drums partially full of cooking grease on the west side of the concession building. There are approximately 25 tires located at the base of the stairs to the drag strip. Refer to Appendix A, Sheet 14.0.

5.4 Interior Observations

USKH made interior observations of the shop and office buildings during the site investigation to determine the presence of RECs. Interior observations are detailed according to the sub area. All interiors of buildings, enclosures, and shelters were observed except where noted.

5.4.1 South End Parking Lot and Access Road

The ticket booth on the north side of the south end parking lot was locked and not observed. The will call booth on the west side of the south end parking lot was also locked but was observed through the glass door. It has power and communication connections, a window AC unit, and broken front window.

The pit entrance registration booth for the oval track is a raised wood frame octagon building. There is exposed fiberglass insulation and electrical wiring, partial drywall, holes in the plywood walls, and a yellow, lemon-scented, unidentified gelatinous substance on the floor of the booth.

5.4.2 Field East of Oval Track

There were no buildings, enclosures, or shelters to observe in the field east of the oval track.

5.4.3 Field North of Casino

There were no buildings, enclosures, or shelters to observe in the field north of the casino.

5.4.4 Northeast Section

The actively used well house in the northeast section contains approximately 8 to 10 five-gallon partially-full drums that held paint and other semi-volatile substances. Four of those drums were within five feet of the well head in October 2007. The well house was insulated with Styrofoam panels. There were two booster pumps, one a smaller in-line centrifugal pump, and the larger an inline centrifugal 25-horsepower pump. Feed to the pumps is controlled with an arrangement of gate valves. Two small pressure maintenance tanks are also piped into the system near the discharge to the main park water system on the west side of the well house.

The stock barn that is now used to store old souvenirs and store displays has a mostly-intact roof. There are two large holes and many smaller holes. The trusses appeared to be sound at the time of the site visit in October 2007. Pigeon guano covered nearly every surface inside the barn, and a flock of pigeons were startled out of the barn when we entered to look inside. There did not appear to be any hazardous or potentially hazardous material inside, but there was no attempt to

look inside the boxes of consumer and souvenir items. Although not directly observed, mouse droppings are known to carry Hanta virus and should be cleaned using specific procedures.

5.4.5 Northwest Section

There were no buildings, enclosures, or shelters to observe in the northwest section.

5.4.6 CPM Pits and Operations

There are two small offices for weigh station operations and two porta-potties on the CPM site. Only one of the offices at the weigh station is currently used. It has power and communication connections, but no running water. There is a small refrigerator, cameras, television, and computer equipment in the weigh station office.

5.4.7 South End of Road Course

There are two turn stations on the south end of the road course.

5.4.8 Oval Track

There is one building inside the oval track. The building consists of concession and restroom facilities. The restrooms have plumbing through the center between the ladies and men's rooms with all the fixtures attached to the interior wall. There are exposed plumbing outlets covered with paper cups and drains in the concrete floors. The concession area was locked, but could be visually observed through the window on the west side of the building. There is insulation falling from the ceiling, ceiling tiles and other debris scattered. The concession area had not been cleaned since its last use.

5.4.9 Main Parking Lot

There were no buildings, enclosures, or shelters to observe in the main parking lot.

5.4.10 North End Road Course

There are seven turn station shelters around the north end of the road course including the west loop. The main electrical building for the site is located at the end of the drag strip to the west of the timers booth and lookout stand. Birds have nested in the electrical building for many years and all the panels and equipment inside is covered in droppings. The timer's booth is raised on concrete block with large glass windows looking south onto the drag strip. There is a ramp to the booth on the north side of the building. The ceiling insulation and lights are covered with a clear plastic barrier. There is a window AC unit and water damaged unfinished drywall.

5.4.11 Shop and Surrounding Area

Starting from the south wall and working north, the north half of the shop structure included shelves with about thirty old racing slick tires, a partially-restored 1950s era car, ten black-painted drums of apparently unused VHT "Track Bite", a small wheeled track-bite applicator tank and hoses, a wheel-mounted pesticide applicator, several 5-gallon drums of pesticides, a 200-gallon gasoline tank along the west wall, miscellaneous car parts, two 1970's era vans partially full of car parts, a 200-gallon tank converted into a heating stove with a stove vent through the roof, approximately six more 55-gallon drums, apparently empty, in the northwest corner underneath a platform. The platform supported several more racing slick tires, including a pair that Ron Linder said were from the "Snake" rail dragster driven by Don Prudhomme and given to Mr. Linder. A power and hand tool area with work benches is located through a

doorway in the northeast corner of the north half of the main garage portion of the shop. A drill press, grinder wheel, various hand tools, and many bins and cans of screws, nails, bolts, nuts etc., 1- and 5-gallon paint containers, and some small pesticide containers were inside the shop. Some of the tools belong to Mr. Linder, who was in the process of removing them in October 2007. On a floor above the power and hand tool area was more storage including chains, a shop vacuum, and an electric-cable well depth finder on a hose reel known as a depth probe or sounder.

The south half of the shop has an ambulance and tractor parked inside. There are two large piles of light fixtures, an old truck camper, and a stack of lumber. The north interior wall is lined with approximately a hundred tires. There is a stack on the east wall of new packaged shelving units.

There are three enclosed wood frame booths east of the shop that have power and lights. The "ET Shack" booth has four empty VP fuel containers inside. There is a fire extinguisher in the booth south of the "ET Shack."

There are three trailers and a wood shed west of the shop that were all locked and not visually inspected. A motor home and truck camper were inspected and nothing significant was found.

5.4.12 Main Office and Drag Strip Buildings

There is a small crawl-space area on the southwest side of the approximately 50,000-gallon water tank to access the well head for the primary well. A ladder, lamp, hydro pneumatic pressure tank, pressure gauge, and required appurtances for water distribution are inside the crawl space.

The souvenir shop and concessions are part of the same masonry block building. The souvenir shop was locked but could be visually inspected through the main glass door. There were still sale items inside the shop. The concession building has multiple walk-in freezers/coolers, portable coolers, appliances, and concession materials such as cups, napkins, and condiments. One freezer was still in operation and stored ice. Approximately 80 boxes of tan-colored tiles are stacked against an interior wall. The appliances had been cleaned and winterized. There was a white powder substance spilled on the floor by the deep fat fryer (cleaned out). There was visible water damage on the ceiling and ponding of water on the floor.

The restroom building north of the upper trailer is made of masonry block with a poured concrete roof and floors. The plumbing for both the ladies and men's rooms is located down the center of the building with all fixtures attached to the inner wall. All sinks and toilets had been winterized for the year. There is some water damage on the ceilings. There is an addition on the southeast corner of the restroom building with metal siding. The addition was locked and not visually inspected. The purpose of the addition is unknown, but may possibly be for vendor or program sales.

The upper trailer home, belonging to Orville Moe, was locked and not available for inspection. The windows have all been covered with blinds, shades, towels, or blankets.

The main office building and tower are made of masonry blocks with roof drains that outlet to the west and east sides of the building. The main office building has five rooms on the upper floor level and three rooms in the basement. Two of the rooms upstairs are used as offices. There is a third office with a shower. The other two rooms upstairs are a bathroom with a second

shower facility and a small kitchen area. The offices still had furnishings and miscellaneous office supplies at the time of the inspection.

The main room in the basement is used as a general storage room. The south wall of this room has shelves that are used to store paint and varnish cans. There are at least 50 cans on this shelving unit. Other items in the main storage room include furniture, souvenir items such as hats and shirts, bulk supplies of soap, shampoo, and toilet paper, and traffic safety devices.

A smaller room to the north of the main storage room contains boxes of paper work and shelves full of rolls of concession tickets.

The room to the east side of the main storage room contains numerous containers of cleaning products, fuels, fertilizer, herbicide, paint, and lubricants. Containers are all 5-gallons or less, with labels, and are full or partially full. There are several brand new sprayers still in boxes. There is some staining on the concrete floor in this room near the fuel containers. The label on these fuel containers are VP brand of racing fuels. Material safety data sheets (MSDS) for these products are included in Appendix I1. There is a fuel oil tank for the "L" series oil fired furnace. The furnace is the main source of heat for the office building. There are pieces of fiberglass insulation on top of the fuel oil tank. There are six or more bags of "Suck-It Up" professional non-toxic, non-flammable absorbent-solidifier. This product has been in use for approximately 10 years at SRP for spill clean-up. Before this time, regular cat litter was used to clean spills. There is door leading to the drag strip that has been propped close with a metal rod.

The tower was accessed from the main office outside an east access door. It had power and communication connections and audio equipment and devices for timing. The room below the tower, accessed from the drag strip, contained the main electrical panels, fuses, and meter for the office and drag strip lighting. There were orange traffic safety cones, fire extinguishers, and a "flame-thrower" for burning off rubber from the track.

The lower trailer home is currently occupied but access was granted for USKH to inspect the interior living space. There is a refrigerator, multiple litter boxes, exposed fiberglass insulation, an old TV, tires and wheels, and garbage in the enclosed porch on the northwest corner of the lower trailer home. There is one bathroom and two bedrooms in the trailer home.

The utility (horse) shed has three separate areas. The room on the south with the garage door is used to store landscape maintenance tools. The north half of the building has two rooms. The room on the north is used to store push lawn-mowers, hoses, and garbage cans. The middle room is empty. The floor on the north half of the building is covered in old hay and grain. The covered parking area on the west side of the building is used as shelter for two riding lawn mowers and a yard hydrant.

There is a picnic shelter to the southwest of the main office. There are four empty 55-gallon drums used as garbage cans and large BBQ grill. There is an open wood frame booth south of the main office with power and lighting. There is a Pepsi beverage vending machine on the east side of the booth. The use of the booth is unknown, but may have been used for the registration processing for drag strip events.

5.4.13 Drag Strip

There were no buildings, enclosures, or shelters to observe on the drag strip.

5.4.14 Between Tracks

There are three ticket booths on the south end of the main parking lot. These are constructed of concrete block with roof drains. Each has power and communication connections. Two of the booths were unlocked. Visual inspection inside found concession materials and ticket sale items (signs, tables, etc.).

The restroom facility between the tracks is concrete block with a poured concrete roof and concrete floors. The ceiling has significant cracks and was visibly leaking on the day it was inspected. Sinks and toilets had been winterized for the season. Plumbing runs through the center of the building with all fixtures for both sides (men's and ladies) on the inner wall. A cutout in the wall shows the main water valves for the building. The men's side of the restroom was locked and therefore not observed.

The concession building is composed of concrete blocks and wood siding with a poured concrete roof and floor. All appliances inside of the building had been cleaned and winterized for the season. There are several storage rooms with concession materials. The fire protection system is hard-wired into the building. There are several walk-in freezers. There is a vented ceiling extension with fan system north of the west side doors. There are two bathrooms (men's and ladies) in the building with one toilet and one sink in each. There is a cutout in the floor between the two restrooms allowing access to the plumbing. There is a shelf unit with cleaning products, all labeled and less than a gallon in size.

The souvenir shop (lower) and announcers room (upper) building is a wood frame building with metal siding. The announcer's room is accessed from the wood and metal frame stairs on the west side of the building. Each floor has only one room with power and communications wiring. The souvenir shop was not cleaned after this past season and still contains many sale items. The announcer's room only contains a few pieces of audio equipment, a fan, and a vacuum.

A small octagon booth is located to the west of the souvenir shop. This booth was locked, but a hole in the window provided access to take a photo. The resulting photo showed bird droppings inside but not much else. The purpose of this booth is not known, but may have been used for ticket or program sales due to its small size.

The trailer with awning on the west side is completely empty. There are a pair of taps located on the east and west walls.

The beer shack is wired with power but no water connections. The interior has portable coolers and beer taps, boxes of cups, and wood sheet panels.

The trailer farthest south between the tracks was locked so an inspection of the interior was not possible. Frank Blacker stated this trailer is used to store sinks, toilets, and plumbing devices.

There is a covered picnic shelter with power outlets mounted in the rafters. There are two awnings for the south spectator entrance and the stairs from the drag strip.

6 INTERVIEWS

USKH interviewed Mr. Ron Linder, caretaker and maintenance operator, on October 25th, 2007.

USKH interviewed Mr. Frank Blacker, caretaker and maintenance operator on four occasions.

USKH interviewed Ms. Sandra McDonald, weigh station operator for CPM on November 21, 2007.

Interview notes are located in Appendix C.

6.1 Interview with Ron Linder - Conclusions

Ron Linder and his crew exercised all reasonable diligence in preventing hazardous materials from reaching unsurfaced areas.

7 FINDINGS

In preparing this Phase I ESA, USKH reviewed reasonably ascertainable public documents regarding past and present property use, previous environmental reports, state and federal databases for past and present environmental conditions, historical aerial photographs, performed interviews, and conducted site investigations.

7.1 Above Ground Storage Tanks (ASTs)

USKH identified one AST on the Property. This is the 200-gallon gasoline tank fixture within the shop, along the west wall.

7.2 Underground Storage Tanks (USTs)

No underground storage tanks were found or detected on site during site investigations. Records research did not find any history of USTs on or near the site.

7.3 Contaminated Sites and LUSTs

USKH did not find any listings of contaminated sites or LUST on the Washington Motorsports Limited real property. Table 1 in Section 4.2 lists all orphan sites with best available addresses found by EDR.

7.4 Quantities of Tires and Drums

Table 4 is a list of the appproximate number (and volume) of tires and drums observed during site reconnaissance by assigned area.

Table 4- Drum & Tire Count

Item		Area														TOTAL
		1	2	3	4	5	6	7	8	9	10	11	12	13	14	
Small Tires		-	-	-	-	80	30	4	80	11	480	216		72	25	998
Large Tires		6	-	-	-	-	-	3	-	-	20	-	-	-	1	30
Tire Piles*		-	-	-	-	-	800	-	-	-	-	960	-	-	-	1760
55-Gallon Drums	Total	15	-	2	-	12	20	80	5	9	7	252	15	2	60	479
	Full or Partial	-	-	-	-	-	-	-	-	-	-	35	1**	-	2**	38
	Bulging	-	-	-	-	-	-	-	-	-	-	10	-	-	-	10

*Estimated on 16 tires per cubic yard.
**Drums with cooking grease only.

8 OPINION

8.1 Historical Recognized Environmental Conditions

USKH did not find any historical recognized environmental conditions.

8.2 Recognized Environmental Conditions

USKH identified sites with environmental concerns and potential impacts to the Property as recognized environmental conditions (RECs). Among RECs at the subject site, possibly the most widespread is the likely presence of lead in the site soils from lead in racing engine exhaust. Tires and piles of tires are found throughout the site. It is also possible that the presence of large amount of abandoned and stored equipment, vehicles, and parts has led to metal contamination of the soil underlying those items.

Fuel storage on the site in general appears to have been minor. However, at least one empty 55-gallon drum of fuel was discovered that was labeled to contain racing fuel with tetraethyl lead. The label appears to be relatively recent, considering its condition and apparent outdoor exposure. This leads to the conclusion that low-level lead contamination may be widespread, with higher concentrations probable in the racing pit areas where refueling took place.

Automobile parts contain particularly potentially toxic metals such as cadmium, chromium, lead, and zinc. Where parts are piled together over a long period of time, there is the potential for soil metal concentrations above Washington State cleanup levels. In places where tires have been 'burned out", braked, or simply worn down, there is a high probability of zinc contamination, which could enter stormwater runoff.

Brake shoes found at the old barn site to the northeast of the race tracks may contain asbestos.

The total quantity of abandoned tires on the site is a REC requiring address. As noted above, there are more than 2,000 tires stored on site. In some instances, the tires have been left in piles of several cubic yards. Tire piles have been known to spontaneously combust and are subject to arson and lightning fires (United States Department of Defense), and such fires are very difficult to extinguish (US EPA). Disease carrying pests such rodents can inhabit tire piles. Mosquitoes can also breed in the stagnant water that collects inside tires. Several varieties of mosquitoes can carry deadly diseases, including West Nile virus, encephalitis, and dengue fever. Tire fires also release thick black smoke and air pollutants, and produce ground and surface water pollution that can be harmful to human health and the environment (US EPA).

As noted above, there were several bulging 55-gallon drums on the site. These drums pose a potential safety and health hazard in their present conditions and locations.

The unused well in the northeast section of the site poses a potential threat to groundwater quality in its present condition. The well pit is a potential safety hazard in its present condition.

8.3 Recommendations

Many portions of the project site require removal of debris, decayed structures, drums, auto parts and tires. USKH has organized our recommendations by project area according to the layout of exhibit sheet 0.2. USKH recommends conducting a selected soil sampling program in accordance with ASTM standards for Phase II site investigations. Specific elements of these recommendations are noted for certain areas below.

8.3.1 South End Parking Lot and Access Road

Remove two large tires south of south fence, four large tires on east side of entrance gate to oval track.

8.3.2 Field East of Oval Track

Remove debris pile on west side of access road in south east corner.

8.3.3 Field North of Casino

As part of an ASTM Phase II site assessment, sample papery substance in northeast corner of area. Remove and dispose of papery material in accordance with state and federal law.

8.3.4 Northeast Section

Demolish abandoned reservoir east of main well house and twin steel storage tanks by removing roof and truss system followed by removal of concrete and disposal at a licensed demolition debris solid waste facility. Cap and abandon unused well near corral in accordance with Washington State Department of Ecology water well standards. Backfill old well pit with clean fill. As part of an ASTM Phase II site assessment, sample the material lining old brake shoes, and properly dispose of material inside and outside of old stock barn. Remove and dispose of brake shoes and lining material in accordance with state and federal law once sample analysis is received.

8.3.5 Northwest Section

Remove debris piles and tires between Inland Power substation and north end loop of road course. As part of an ASTM Phase II site assessment, obtain soil samples from locations with highest concentrations of car bodies and car parts, located west of the north end loop of the road course and north of the west loop of the road course. Remove car bodies and car parts. If samples indicate soil metals levels above MTCA levels, contract with an environmental consulting firm to design and observe implementation of a site cleanup.

8.3.6 CPM Pits

As an independently operated active pit and asphalt processing plant, materials in this area are under the control of CPM. The open dump site in the southwest corner, accumulated drums in the southeast corner of this area, and recycled building materials in the north are therefore not necessary to remove as long as CPM's tenancy continues. In the event the lease agreement with CPM is terminated, USKH recommends that the open dump site be cleaned by removing debris, tanks, tires, drums, and salvage equipment and disposing of those items properly.

8.3.7 South End Road Course

As part of an ASTM Phase II site assessment, sample papery substance in south end of area, and at least one oil stain in the gravel area in the southwest portion of this area. Remove and dispose of papery material in accordance with state and federal law. Remove chemical containers, hay bales, and tires throughout area. If sample of the oil stain indicates the presence of petroleum in excess of MTCA standards, contract with an environmental consulting firm to design and observe implementation of a site cleanup.

8.3.8 Oval Track

Remove tires, chemical containers, drums, and miscellaneous debris. Unblock storm drain causing water to pond on south end of pit row. As part of an ASTM Phase II site assessment, sample for RCRA metals in the soil along Pit Row in at least two locations where fueling and maintenance took place. If sample of the soil indicates the presence of metals in excess of MTCA standards, contract with an environmental consulting firm to design and observe implementation of a site cleanup.

8.3.9 Main Parking Lot & Entrance Drive

Remove trash/debris, drums, and tires from this area. As part of an ASTM Phase II site assessment, sample at least one oil stain in the parking area in the middle of this area. If sample of the oil stain indicates the presence of petroleum in excess of MTCA standards, contract with an environmental consulting firm to design and observe implementation of a site cleanup.

8.3.10 North End Road Course

Remove tires, debris, and drums.

8.3.11 Shop & Surrounding Area

Remove tires, debris, vehicles, vehicle parts, equipment, and drums. Within the shop building, remove pesticide and "Track-Bite" applicators and dispose of them in accordance with federal and state regulations. As part of an ASTM Phase II site assessment, obtain soil samples from locations with highest concentrations of drums and at least one representative area with soil staining. The highest concentration of drums is located southwest of the shop building where "95 Drums" is noted on Sheet 11.0. Analyze samples for RCRA metals and petroleum hydrocarbons. If the presence of an analyte is in excess of MTCA standards, contract with an environmental consulting firm to design and observe implementation of a site cleanup.

8.3.12 Main Office & Drag Strip Buildings

Remove drums, and vehicles, and debris and portable equipment from within buildings. Drums in buildings to be inventoried and contents reconciled with proper disposal in accordance with federal and state regulations. Portable equipment within office and fixtures in concession buildings may or may not be salvageable.

Remove Orville Moe Trailer, intact if at all possible.

8.3.13 Drag Strip

As part of ASTM Phase II site assessment, obtain soil samples from the area between the east end of the concrete barriers and the south end of the drag strip, to be analyzed for petroleum hydrocarbons. Remove tires on east side of south end of drag strip.

8.3.14 Between Tracks

Remove tires and drums, and debris and portable equipment from within buildings. Have transformers inspected for integrity by a licensed electrician experienced in working with pad-mounted transformers.

8.4 Conclusions

USKH prepared this Phase I ESA for the Property in accordance with ASTM E 1527-05. Limitations or exceptions to this report are discussed in Section 1.4. This assessment has revealed:

Numerous drums and tires

Petroleum stains and possible metal contamination requiring sampling and analysis by a Washington State-certified laboratory, recommended to be conducted as an ASTM Phase II site investigation

An unused well requiring lawful abandonment

SIGNATURES OF ENVIRONMENTAL PROFESSIONALS

USKH performed this Phase I ESA in conformance with the scope and limitations of ASTM Practice E 1527-05 for the property referred to as Washington Motorsports Limited real property. The Property is currently in receivership of Mr. Barry Davidson. The objective of this work was to develop a professional opinion as to the potential for on-site activities or near-site activities that could have resulted in RECs present on the site.

USKH performed this work and prepared this report in accordance with the generally accepted professional practices for Phase I ESAs. The report was prepared for the exclusive use of Washington Motorsports Limited Partnership for specific application to the referenced property. This report is not meant to represent a legal opinion and no other warranty, expressed or implied, is made.

In part, USKH prepared this report based on personal interviews and records and reports prepared by others. USKH can only relay this information and cannot be responsible for its accuracy or completeness.

Prepared by:

USKH Inc.

_____
Date

Environmental Project Manager

_____
Date

Environmental Analyst

9 QUALIFICATIONS OF ENVIRONMENTAL PROFESSIONALS PARTICIPATING IN PHASE I SITE ASSESSMENT

Alan Gay, PE

Senior Civil/Environmental Engineer, Associate

Experience: Alan is a civil and environmental engineer with over 22 years experience analyzing, developing, and designing water, sewer, and storm drainage systems; landfill design and development; and suburban developments. He also has considerable experience developing environmental remediation systems, environmental permitting, and performing in-depth engineering planning studies and systems analysis. Recent projects include:

- Wastewater Facility Plan and Improvements - Harrington, WA
- Wastewater Facility Plan and Improvements - Plummer, ID
- Water System Improvements - Odessa, WA
- Water System Reconstruction - Juliaetta, ID
- Indian John Hill Rest Area Water System, Washington Department of Transportation (WSDOT), Cle Elum, WA
- Phase I ESAs for numerous clients
- Secondary containment evaluations and designs for numerous clients.

Terry Kristof, P.G.

Environmental Services

Experience: Terry's 20 years experience includes all phases of environmental, geologic, and mining explorations management. Her environmental experience includes: National/State Environmental Policy Act (NEPA/SEPA) checklists and documentation; Spill Prevention Control and Countermeasure (SPCC) plans; Phase I and Phase II environmental site assessments (ESA) and remediation plans; permitting processes; Quality Assurance Program Plans (QAPP); underground storage tank (UST) Assessments; Joint Aquatic Resource Permit Application (JARPA); and landfill/land application permitting. Her recent projects include:

- Phase I ESAs for numerous clients
- SEPA Checklists for numerous clients
- Wastewater Collection System - Harrington, WA
- Water System Improvements - Odessa, WA
- Water System Design - Juliaetta, ID
- Water and Sewer Improvements, City of Plummer, ID
- Stormwater analysis - Asotin County, WA

10 REFERENCES

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Appendix A

Maps

Appendix B

Site Reconnaissance Photograph Key

Appendix C

Interviews and Correspondence

Appendix D

Environmental Data Resources (EDR) Reports & Maps

Appendix E

Title Records

Appendix F

Washington DOE Well Log

Appendix G

Washington DOH Water Facilities Inventory (WFI) Forms

Appendix H

Spokane County Parcel Information

Appendix I

MSDS Forms

Appendix J

Historical Photographs

Appendix K

Publications

Appendix L

Site Investigation Field Notes