Available Town History: Based on our review of the township of Windham property assessor's record and base map, the subject property is currently owned by Mr. Lawrence J. Keddy and has been since 17 January 1978. National Metal Convertors of Windham, Inc. owned the subject property between 2 January 1975 and 17 January 1978. Mr. Lawrence J. Keddy owned the property between 16 May 1974 and January 1975. Park Corporation owned the subject property between 28 August 1973 and May of 1974. Grinnell Corporation owned the subject property between 17 October 1969 and August of 1973. Keddy Manufacturing Company owned the subject property between 6 June 1961 and October of 1969.

Drainage and Waterbodies: Based on our review of the 1952 Gorham, Maine U.S.G.S. Map (Figure 1), the subject property appears to slope south and west down-gradient to the Presumpscot River.

Based on our review of the Hydrogeological Survey of Significant Sand and Gravel Aquifers in Cumberland County, co-published by the U.S.G.S. and MDEP no mapped significant sand and gravel groundwater aquifers exist within the site area.

According to the Cumberland County U.S.D.A. soil survey, the subject property is likely composed primarily of cut and fill land which consists of excavated soil materials and bedrock from highways, airports and building sites that have been redistributed in adjacent areas to likely depths ranging from 2 to 15 feet. The materials consist of a mixture of sandy, clayey, silty, cobbly and gravelly material.

Because of the variability of the soil material at any one location, on-site investigation is needed to determine the type of material in-place. The northern adjacent property consists of scantic silt loam. This soil is wet throughout the year while permeability is moderate in the upper part of the horizon and slow to very slow in the lower part. Runoff is slow and available water capacity is high.

## II. SITE OBSERVATION:

Structures: The main buildings within the subject property are as detailed in Figure 2 of the attachments. The following information is based on our site observations and review of the 1976 Town of Windham commercial properties appraisal report prepared by United Appraisals of East Hartford, Connecticut.

Building No. 1 (old manufacturing and offices) is a two-story building with a full basement constructed of concrete block and reinforced concrete framing totaling approximately 14,600 sq. ft. in area, and likely built in the 1920's.

Building No. 2 (forge and remelt shop) is a single-story, high roof, brick and concrete block building, approximately 9,300 sq. ft. in area, built in the early 1900's, remodeled in the 1960's.

Building No. 3 (old boiler house) is a single-story, high roof, brick building, approximately 4,700 sq. ft. in area, with a large slab, coal hopper, and smoke stack, all built in the early 1900's.

Building No. 4 (old melt building) is a two-story, reinforced concrete framed building, approximately 24,000 sq. ft. in area with two, 1,000 sq. ft., reinforced concrete framed out-buildings, all built in the early 1920's.

Building No. 5 (old storage and manufacturing) is a two-story, brick building 13,200 sq. ft. building and a one-story, reinforced concrete framed addition approximately 2,500 sq. ft. in area. The main building was constructed in approximately 1910.

Building No. 6 (old press building) is a one-story, steel frame building, approximately 4,800 sq. ft. in area, with a one-story, steel framed addition, approximately 1,600 sq. ft. in area apparently built in the 1960's.

Building No. 7 is a single-story, steel framed, overhead rail crane bay with no listed date of construction.

Our representative was accompanied by the building shop foreman, Mr. Bruce Crawford, and the following observations and comments regarding the subject facility are based on Mr. Crawford's site knowledge of the property history, and the observations of our representative during the site visits on 2 and 16 March 1993.

The first floor of Building No. 1 is currently in use as a small mechanical repair shop. The second floor is unoccupied office space. The basement portion of Building No. 1 is also unoccupied space previously utilized as a reinforcing steel manufacturing building. A large bay of 8 reinforced concrete above-ground tanks were observed in this area which were apparently utilized for cooling water storage.

Building No. 2 is currently unoccupied and contained two large, oil fired remelt furnaces and reinforcing steel manufacturing equipment.

Building No. 3 is currently unoccupied and abandoned due to a roof collapse. Therefore a walk-through of this portion of the subject building was not conducted due to the unstable condition of the structure and extensive snow cover within the interior portions of the building.

Building No. 4 is a large, two-story, 300-foot long section of the subject facilities that is currently unoccupied and utilized as storage space for a variety of heavy machinery related to the previous steel manufacturing operation, and mechanical equipment belonging to Mr. Lawrence Keddy. One large floor drain was observed in the basement portion of Building 4 along the southwestern end adjacent to the Presumpscot River. The outfall location is unknown. A large above-ground steel crane counterweight tank observed in the northeastern corner of Building 4 had been adapted for use as a fuel oil tank. The tank apparently is not currently in use and contains a small quantity of oily sludge in its bottom. Also observed within the basement portion of this facility were a number of mechanical metal hammer units founded upon a large reinforced concrete slab. Behind the hammers were large oily stains on the northern wall of the Building which were described as a bond breaker spray composed of oil and graphite. This material apparently was contained in small metal box tanks on the north wall and piped down to the mechanical hammer units.

Building No. 5 is currently unoccupied and in use as storage for mechanical equipment from the previous steel mill shop including a large steam generator on the first floor of the facility. The main heating fuel pump for the entire building was located in the northwest corner of Building No. 5 at its intersection with Building No. 4. This pump was located on the first floor, with a large petroleum stain residue around the perimeter of the pump system (all located on a concrete deck).

Building No. 6 is currently in use as a heavy equipment storage area. There were no visible signs of petroleum stains on the floor slab in this area.

Building No. 7 is a large, open-top rail crane bay. Included in the northwest corner of the bay was a large, round, 3,000-gallon, above-ground petroleum storage tank. The tank is constructed on a reinforced concrete slab with reinforced concrete walls on four sides. No floor drains are known to exist within the area. However it must be noted that during our walk-through of this area approximately 2-feet of snow cover was observed on and around the tank obstructing our view of

surficial conditions. Also observed within this area was a railroad spur branch of the Maine Central Railroad track located along the eastern boundary of the subject property.

Grounds: An attempt was made to walk-through the grounds of the subject property, specifically the substation pad site and above-ground fuel storage tanks site. However due to the extensive snow cover on-site at the time of our site visit a visual assessment of surfical conditions was not practicable.

Utilities: According to the shop foreman, Mr. Bruce Crawford, the subject buildings are serviced by an off-site water supply system and sewage is contained in two underground, 1,000-gallon holding tanks located near the southeast corner of Building No. 2. At the time of our site visit the sewage tank lines were reportedly frozen and not operational.

Heating and Fueling Systems: Building No. 1 of the subject facility is the only portion currently occupied and in use, and is heated by a fuel oil fired, forced hot air furnace. The fuel tanks for this area consist of small 275-gallon and 55-gallon fuel tanks located within the first floor portion of the building and constructed on a concrete slab. Also observed within Building No. 1 was a single 55-gallon drum used for waste oil. There were also a number of one-gallon and five-gallon gasoline containers within the shop area, utilized for small equipment fueling.

The remaining portions of the subject facility (Building Nos. 2 through 7) were not heated at the time of our site visit. However, the buildings heating fuel distribution system design apparently was as follows:

> The 10,000 and 15,000-gallon above-ground fuel tanks located in the northeast corner of the subject property are the primary sources of heating fuel. The distribution pipe system enters the building somewhere along the northeast corner presumably in the area of the fuel pump observed in the northeast corner of Building No. 4 adjacent to the old above-ground counterweight tank observed on the main floor. Once inside the building the fuel oil conduit runs along the north wall of Building No. 4 on the main floor, branching off into Building Nos. 1 and 2. Since Building No. 3 was abandoned due to the collapse of the roof and extensive snow cover no inspection of this area was made. The fuel source for Building Nos. 5 and 6 appears to be a 3,000-gallon above-ground tank located in the northwest corner of Building No. 7.

Adjacent Properties: At the time of our site visit the adjacent properties to the north across Depot Street, to the west across Main Street (Route No. 202), and to the east across the Maine Central Railroad line were all observed to be developed residentially with the following exceptions.

The northwestern outparcel of the subject site is developed with a large, two-story structure currently occupied by Patsy's Country Store and Video Rental and appeared to be developed residentially on the second story. There were two large propane tanks observed, above-ground, along the northeast corner of the building and no other fuel source was visible from the road.

The north central outparcel was observed to be developed residentially with a small manufactured home and at the time of our site visit no heating fuel tanks were visible from the road.

The northeastern outparcel of the subject property is developed as the Depot Energy Company a commercial vendor of coal and fuel oil. At the time of our reconnaissance we observed a large L-shaped, wood-frame building along the eastern boundary, a large rectangular, wood-frame building along the southern boundary, one large above-ground tank and two railroad cars along the western boundary of the Depot Energy outparcel.

The adjacent property west of the subject site across Main Street (Route No. 202) is the South Windham Fire Company truck storage building. An active underground fuel storage tank reportedly exists on this parcel, according to town officials.

The nearby adjacent property due north of Depot Energy across Depot Street is the New England Antigenetics facility and a large self-storage facility.

Historically Mr. Bruce Crawford recalled the Depot Energy property as utilized as the Maine Central Railroad loading house station. Furthermore, Mr. Crawford recalled that the New England Antigenetics and self-storge property were previously occupied by a large lumber mill and warehouse.

The adjacent abutters south and southwest of the subject property are the Presumpscot River, and the S.D. Warren Hydroelectric Plant located off of the southwest corner of Building No. 1 of the subject property.

Site Plan Review: The following information is based on our review of the site plan of the subject property dated June 1974 referenced above. The western access to the subject property off of Route No. 202 is noted as a gravel drive which branches off to the right along a 30-foot wide right-of-way into the main entrance of Building No. 1 and the S.D. Warren Hydroelectric Plant. The left hand branch of the drive runs north into a large gravel parking lot adjacent to Building No. 2 and accessible from Depot Street on two locations east and west of the residential outparcel. There are noted signs of building encroachment from the northwest outparcel onto the subject property.

A second gravel driveway enters the subject property from Depot Street along the western boundary of the northeast outparcel, which branches to the west into a small parking lot entering a large roll-up door located on the northeast corner of Building No. 2. The second branch extends along the eastern boundary around Building Nos. 5 and 7 accessing Building No. 5 on its northeast corner and Building No. 4 on its southeast corner. A large concrete foundation is noted adjacent to the Depot Street entrance of this drive as well as a small drainage ditch which appears to run east to west along the northern boundary with the northeast outparcel and into the catch basin.

Also noted on the site plan is a 24-inch culvert extending under the Maine Central Railroad near the northeast corner of the subject site and draining westward into the above mentioned drainage ditch and catch basin. Also noted in the southeast portion of the site was a small garage building approximately 270 feet south of Building No. 7 which was not observed during our site reconnaissance, possibly due to snow cover.

Also noted within the subject property was a large electrical substation located approximately 50 feet west of Building No. 6 and 100 feet south of Building No. 4 adjacent to the Presumpscot River. The main electrical lines run north and south parallel to the river. This substation structure was also not visible at the time of our site reconnaissance.

Aerial Photographs: Aerial photographs were examined utilizing 10X magnification to study the land use within and in the vicinity of the subject site to gather clues regarding previous activities or businesses that could have affected soil or ground water quality.

A 15 April 1986 photograph (with a scale of 1 in. = 1,000 ft.) shows the subject property and adjacent surrounding properties developed as observed during our site reconnaissance with the following exceptions. Four long rectangular objects and one large square object is visible near the northeast corner of Building No. 2. According to Mr. Crawford who also inspected

the aerial photographs, the rectangular object were trailer truck storage bins used for scrap metals and materials. The square object apparently is the old counterweight tank currently inside Building No. 4 and in use as a petroleum storage tank. Mr. Crawford also indicated that the old counterweight tank was not utilized as a petroleum storage tank when it was outside the facility.

Also observed in this area was a large square slab adjacent to Building No. 4 with material stored on top. According to Mr. Crawford the materials were scrap wood materials and fencing. The large rectangular concrete slab noted in the above mentioned plan survey review along Depot Street was visible. Mr. Crawford's indicated that the old slab was possibly the site of a shipping building during the early 1900's and later utilized a warehouse facility. The garage building noted on the site plan was not visible in this aerial photograph. However a small structure was visible just north of the old garage location which according to Mr. Crawford was a 40-foot box container used for storing heavy equipment, parts and tires. The small transformer pad observed adjacent to Building No. 4 during our site reconnaissance is visible as is the old substation pad. The adjacent surrounding properties appeared developed as observed during our site reconnaissance.

A 1 May 1976 aerial photograph (with a scale 1 In. = 1,000 Ft.) shows the subject property essentially developed as observed in the previous aerial photograph with the following exceptions. The roof of Building No. 3 did not appear to have collapsed at the time of this photograph. There are visible signs of stored materials adjacent to and north of Building No. 4 and adjacent to and east of Building No. 2 which are unknown with the exception of a large cylindrical object which Mr. Crawford indicated was a large propane fuel tank. A small gravel roadway accesses the subject site from the northeastern outparcel and runs along the eastern boundary. The garage building noted in the site plan review is visible in the southwestern quarter of the subject site and there are visible signs of unknown stored materials along the eastern side of the building. There are also a number of large unknown objects immediately south of Buildings No. 6 and 7.

The adjacent surrounding properties appear to be developed as observed during our site visit with the following exceptions:

> The two railroad cars, one above-ground tank and small rectangular building are not visible as noted during our site reconnaissance within the northeastern outparcel. The site appears to be in use for other purposes. There are a number of large square and rectangular objects where the building tank and railroad cars are located. These objects are currently unknown.

A 11 May 1962 aerial photograph (with a scale of 1 in. = 800 ft.) shows the subject property essentially developed as observed in previous aerial photographs with the following exceptions. The garage building in the southeast quarter is not visible in this aerial photograph and building No. 6 and 7 do not appear to have been built in 1962. The Building No. 6 and 7 area adjacent to the train track spur appears to be in use as a large storage area of unknown materials as well as a number (4 or 5) of small square structures also unknown. This area does not appear to be paved. The large 3,000-gallon petroleum tank is not visible nor are the 10,000 and 15,000-gallon tanks observed in previous aerial photographs adjacent to and northeast of Building No. 5. The substation pad site is clearly visible southwest of Building No. 5 and a drainage ditch running down to the river's edge appears to emanate from the southeast end of Building No. 4. An additional large building pad is visible north of Building No. 2 adjacent to Depot Street. There is also a large unknown rectangular object on the concrete pad adjacent to and north of Building No. 4 as well as a smaller square structure at the location of the current underground holding tanks. The small electrical transformer pad is not visible adjacent to and south of Building No. 4.

The adjacent surrounding properties appear essentially unchanged from previous aerial photographs with the following exceptions. The adjacent northeastern outparcel is developed with only one building (the smaller portion of the L-shaped building observed previously). There are a number of large square objects within the southern portion of this outparcel as previously observed and approximately 50 to 60 automobiles parked within the property. Also clearly visible in the northern adjacent undeveloped track of land across Depot Street is a large south drainage ditch terminating at Depot Street. According to Mr. Crawford this drainage ditch flows into an underground culvert constructed under the subject property and Building No. 4 and terminates in the Presumpscot River. However the outfall was not visible at the time of our site reconnaissance. The southern adjacent Hydroelectric Plant building is not visible in this photograph and only the dam structure appears to be in place.

The 2 June 1953 aerial (with a scale of 1 in. = 2,640 ft.) shows the subject property developed as observed in previous aerial photographs with the following exceptions. There is a large rectangular extension of Building No. 1 along the Presumpscot River extending west of the main building towards Route No. 202 as well as a large rectangular extension of Building No. 2 northward towards Depot Street. There is a large stand of trees visible in the western quarter of the subject property adjacent to the northwestern outparcel and Route 202 which obstructs the view of this area. There are no structures visible in the area of the old garage however there is a circular drive extending out into this section of the subject property. There are a

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number of small square objects located along the edge of the property line separating the Maine Central Railroad and the subject property which are unknown and the above-ground fuel tanks observed during our site reconnaissance are not visible in this aerial photograph.

The adjacent northeastern outparcel does not appear as intensively developed as observed in previous aerial photographs. It contains two small unknown structures. The remaining portions of the subject property and surrounding adjacent properties appear essentially unchanged from previous aerial photographs. However due to the scale of this aerial photograph much of the detail visible in previous aerial photographs is not visible.

An undated oblique aerial photograph provided by Mr. Keddy, view the subject property north-northeast from across the Presumpscot River. It shows the site developed as observed in the 1962 aerial photograph. There is a small low roof structure off the south side of Building No. 5 in the current location of Building No. 6. There is also a small sandbar in the Presumpscot River downhill from the substation site. There are no visible signs of an outfall along the southern side of Building No. 4.

Interviews: Based on our conversation with Mr. Lawrence Keddy and Mr. Bruce Crawford at the time of our site reconnaissance the subject property was the site of a paper mill during the early to mid-1900's. Then during the early 1960's for a short period the site was occupied by the Maine Steel Company who manufactured steel buckets for loaders and heavy equipment. The site was then occupied between the late 1960's and early 1970's by Grinnell Corporation, a subsidiary of ITT. Grinnell Corporation manufactured sprinkler pipe materials within the subject building. Then during the mid 1970's the site was occupied by Park Corporation a heavy equipment liquidator who was responsible for selling most of the heavy equipment previously owned by Grinnell Corporation. And finally the site was occupied by National Metal Converters of Windham (aka New England Steel Company) between 1975 and 1978 when Mr. Keddy took possession of the property.

Regulatory Record Review: Based on our review of the CERCLIS (Hazardous Waste Discharges) list and RCRA (Hazardous Waste Generator) list published by the U.S. EPA for the State of Maine (9 and 10 February 1993) the subject property is not currently listed. However the northern adjacent property across Depot Street is the site of New England Antigenetics listed as a small quantity generator. Small quantity generators are producers who generate 100 kilograms per month but less than 1,000 kilograms per month of non-acutely hazardous waste.

Based on our review of the Maine Department of Environmental Protection (MDEP) spill report list dated 10 February 1993 neither the subject site nor the adjacent surrounding properties have had reported on-site petroleum releases.

Based on our review of the MDEP Bureau of Oil and Hazardous Materials Control Division list of all locations reported, there are no listed discharges within or in the vicinity of the subject property.

At the request of Mr. Lawrence J. Keddy our regulatory record review did not include direct contact with MDEP relative to the subject property, the adjacent Depot Energy Company or New England Antigenetics.

III. POTENTIAL SITE CONTAMINATION:

Lead Based Paints: A review of the subject facilities relative to potential sources of lead based paints (LBP's) was not conducted since current state and federal regulations addressed LBP'S only in commercial building where exposure to children is possible (e.g. schools and daycare centers).

Asbestos Containing Materials: Under the clean air act of 1970 the EPA has been regulating many asbestos containing materials (ACM'S) which by EPA definition are materials which have more than one percent asbestos. In the mid-seventies, several major kinds of asbestos containing materials, such as spray applied insulation, fireproofing and acoustical surface materials were banned by the EPA because of growing concern of health effects (particularly cancer) associated with exposure to such materials.

Based on information obtained during this assessment regarding the age of the subject facility a review of the potential asbestos containing materials is considered necessary.

A number of areas of concern relative to potential asbestos containing materials were observed during our site reconnaissance. Specifically visibly friable steam line insulation throughout Building No. 4, acoustical ceiling tile in Building No. 1 and resilient flooring. Transit panel roofing in Building No. 6.

This limited asbestos survey is intended as an assessment of the current accessible and visible interior materials of the subject facility and is based on the current condition and suspected age of the materials. It is not an inspection, sampling and testing program designed to account for all potential asbestos containing materials within the subject facility. Furthermore it does not address potential asbestos containing materials within site machinery, equipment, generators, furnaces, holding tanks, and so forth.

We recommend that a comprehensive asbestos inspection and testing program be implemented within the subject facility and on-site equipment and machinery.

## IV. CONCLUSIONS:

The subject site is currently developed as a large industrial facility as detailed in Figure No. 2. A portion of the facility is currently utilized as a machine shop. The subject property was developed in the early 1900's as a paper mill and during its lifetime has been utilized as a steel mill and forging shop, manufacturing steel sprinkler pipes, heavy equipment parts and concrete reinforcing steel.

Based on our observations during our site reconnaissance, our review of city records, regulatory agency lists, historical aerial photographs and site interviews there is potential concern of site soil contamination that may require remediation.

Furthermore there are a number of areas of concern within and in the vicinity of the subject property that would require more detailed investigation relative to their potential for surficial and subsurface contamination of the subject property.

1. Based on our conversations with Mr. Keddy and Mr. Crawford there is known petroleum contamination around the 10,000-gallon above-ground petroleum tank. However due to snow cover the area was not visible at the time of our site visit.

2. The location and condition of the fuel lines from the above-ground 10,000 and 15,000-gallon fuel tanks is unknown. Further investigation of their location and condition is recommended.

3. A garage building existed in the 1970's in the southeastern quarter of the subject property. Further inspection as well as subsurface investigation is recommended relative to activities in this area.

4. The old substation pad and transformer pad adjacent to Buildings Nos. 5 and 6 require further inspection and subsurface investigation relative to potential contamination from Polyclorinated Biphenyls (PCB's).

5. The 10,000-gallon and 15,000-gallon above-ground fuel tanks were not observed in the 1953 and 1962 aerial photographs, and the source of fuel for the subject site then is unknown. Furthermore it is believed that the coal burning plant (Building No. 3) was not operational during this period. We recommend further investigation into the source of fuel utilized during this period and the location of fuel storage.

6. An unknown structure observed in the 1962 aerial photograph adjacent to and north of Building No. 4 requires further inspection and subsurface investigation relative to potential sources of contamination and underground structures.

7. The outfall location of the large floor drain observed in the basement area of Building No. 4 is unknown. Further investigation is required.

8. Access to Building No. 3 was not possible due to the collapse of the roof and extensive snow cover within the facility. A complete walk-through of this portion of the subject property as well as the remaining snow covered areas of the site is recommended once the snow cover has melted.

9. A complete regulatory record review of the nearby Depot Energy Company site and New England Antigenetic site is recommended.

## V. CLOSURE:

This review has been performed for your use in connection with the property on Maine State Route No. 202 in South Windham, Maine. The conclusions of Consla Geotechnical Engineering, Inc. are based upon the scope of work described herein and the referenced sources of information in accordance with generally accepted environmental engineering practice. Any additional pertinent information which becomes available concerning this site should be provided to CGE for review in order that our conclusions can be revised as necessary.

Thank you for selecting us to perform this study. If you should have any questions or require additional information, please contact us.

Sincerely yours,
Consla Geotechnical Engineering, Inc.

John A. Consla (KS)

Keith A. Wallace
Staff Engineer

John A. Consla, P.E.
President

Enclosures: Fig. No. 1 - U.S.G.S. Quadrangle Map
Fig. No. 2 - General Site Plan

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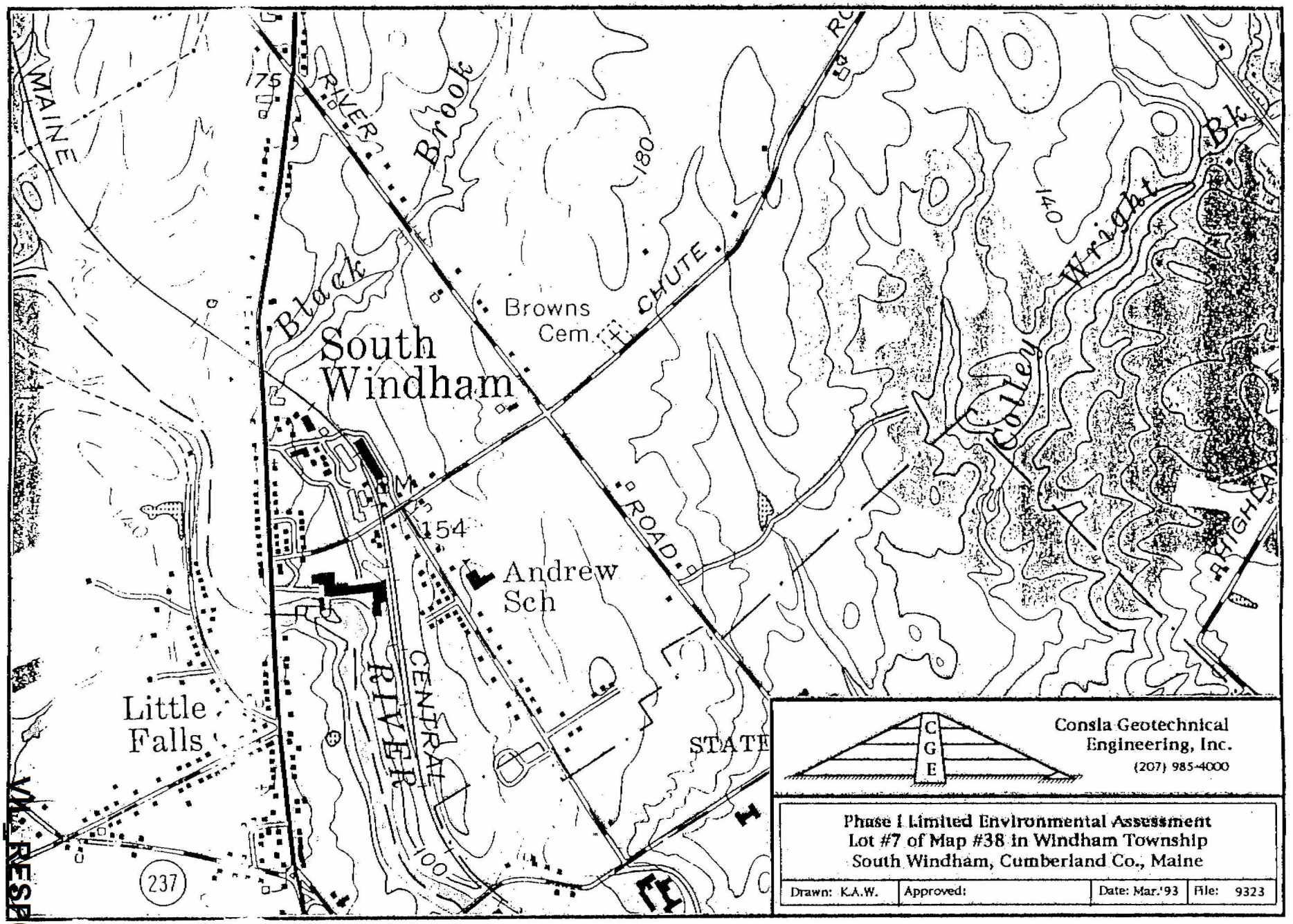


Figure No. 1

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CONFIDENTIAL

# PHASE I ENVIRONMENTAL SITE ASSESSMENT
# KEDDY MANUFACTURING COMPANY
# SOUTH WINDHAM, MAINE

Submitted to:
Merritt Technologies Corporation
2213 M Street NW, Suite 300
Washington, DC 20037

Submitted by:
Acadia Environmental Technology
4 Milk Street
Portland, Maine 04101

March 2, 1994

Prepared by:


Alison H. Jones
Hydrogeologist

Thomas E. Schwarm, CG
President-Hydrogeologist


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ACADIA
ENVIRONMENTAL TECHNOLOGY

4 Milk Street Portland, ME 04101 • (207) 780-8826 • FAX (207) 780-6359

March 2, 1994

Kelly Hattel
Merritt Technologies Corporation
2213 M Street NW, Suite 300
Washington, DC 20037

RE: Phase I Environmental Site Assessment Report
Keddy Manufacturing Company
South Windham, Maine

Dear Ms. Hattel:

Acadia Environmental Technology prepared this report of the Phase I environmental site assessment of Keddy Manufacturing in South Windham, Maine. Enclosed please find an original of the report, and one copy. Please feel free to call us if you should have any questions.

Acadia appreciates working with you on this project

Sincerely,

Alison H. Jones
Hydrogeologist

Thomas E. Schwarm, CG
President-Hydrogeologist

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## Introduction

Purpose

Acadia Environmental Technology (Acadia) was retained by Merritt Technologies, Inc (Merritt) to conduct this Phase I environmental site assessment of the Keddy Manufacturing Facility at 7 Depot Street in South Windham, Maine. The objective of this assessment is to evaluate the presence, or the likelihood of the presence, of environmental concerns that could pose liabilities to a future owner.

Limiting Conditions

This assessment was conducted under adverse winter conditions. Virtually all of the buildings were unheated Water leaking from the roofs had frozen on many of the floors and walls. Walking was hazardous and not all areas were accessible. Generally, there were no operating lights in the buildings. The former boiler building, which had collapsed, was unsafe to enter. Its interior was covered with snow which hid the contents. More than one foot of snow covered the site during the entire investigation period. Almost all of the ground surface could not be inspected for stained soil, stressed vegetation, or other evidence of disposal of liquid or solid waste.

Acadia performed this Phase I environmental site assessment in a professional manner using that degree of skill and care exercised for similar projects under similar conditions by reputable and competent environmental consultants in Maine Acadia shall not be responsible for conditions or consequences arising from relevant facts that were concealed, withheld, or not fully disclosed to it at the time the investigation was performed The conclusions presented in this Report were based solely upon the services described, which were performed within the time and budgetary constraints imposed by the customer.

This report shall not be construed to create any warranty of representation that the real property of which the investigation was conducted is free of pollution or complies with any or all applicable regulatory or statutory requirement, or that the property is fit for any particular purpose No third party is entitled to rely upon any information or opinions contained in this report

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Scope of Work

The scope of work of this Phase 1 site assessment included:

- Background research, including review of Maine Department of Environmental Protection (DEP) records and Sanborn maps.
- Interviews with people who have knowledge of the property, including town officials and representatives of the owner.
- Site walkover to view and photograph items that may be of environmental concern.
- An additional site visit for follow-up observation.
- Preparation of this report.

## Site Description

Location and Legal Description

The Keddy Manufacturing Facility is located in South Windham, Maine at 7 Depot Street near the intersection of Route 202 and Depot Road. The property is specified as Lot 7 of Map 38 on the Windham tax assessors maps as shown in Figure 1.

Site and Vicinity Characteristics

The Keddy facility is located in a small town with mixed land uses. Zoning in the area includes industrial, medium-density residential, and general shoreland development zones. The town has public water. Public sewer is also available. The Presumpscot River runs through the town adjacent to the Keddy property (topographic map, Figure 2).

The Keddy property has frontage on Route 202 and Depot Street; it encompasses approximately 85 acres. Buildings at the site comprise approximately 90,000 square feet on several levels (figure 3). One side of lot is adjacent to the Presumpscot River and the building extends over the river in some locations. This river is classified as Class C by the DEP. The Keddy property is zoned for industrial use

The public sewer system runs in front of the facility near Main Street. However, the facility has not been hooked up to the sewer system to date Two 1000 gallon underground concrete sewerage holding tanks have been and are still being used. The buildings are heated by oil-fueled boilers. There is no cooling system.

There are gravel roads and parking areas on the Keddy property Their approximate locations are indicated on Figure 3. In addition, a railroad track crosses the back of the property behind building 5 and 6.

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