

# Phase 1 Environmental Site Assessment with visual asbestos survey

## Kearney Street & General Aviation Road

Date of Report: July 7, 2009

Assessment Funding: EPA Brownfields Assessment Grant

Acres: unknown

### Site Background

Environmental Works, Inc. conducted a Phase I Environmental Site Assessment (ESA) of the property located at Kearney Street and General Aviation Road in Springfield, Missouri. The subject property consists of the former terminal, three parking lots and access roads associated with the local airport and approximately half of a parking lot currently utilized by manufacturing corporation (on the adjoining property to the east). The terminal has been vacant since mid-May 2009. The terminal and associated parking areas have been part of the airport under various names since their construction in the early 1940s. The terminal has been remodeled several times. Various occupants of the terminal included restaurants, airline companies, rental car companies, a travel agency and government offices. Aircraft maintenance/repair was conducted in the south portion of the terminal (bus terminal) when it was occupied by an aircraft services company from approximately 1986 to 1999 and the military from approximately 1972 to 1986. Prior to the construction of the airport, the subject property was farmland. The manufacturing corporation parking lot portion of the Site has historically been a parking lot since approximately 1970 and was pastureland prior to that time.



### Findings

Glycol Types 1 and 4 are currently utilized at the airport during the winter and spring to de-ice the aircraft as needed. Type 1 consists of 50 percent (%) propylene glycol formula that is diluted with water prior to application. Type 4 consists of a ready to use formula of a 100% propylene glycol formula (neat) that may or may not require dilution, depending on the manufacturer. The airport currently utilizes the “neat” form of Type 4. Both types also include corrosion inhibitors, wetting agents and dyes. Type 1 is utilized to discourage icing on the plane and Type 4 is utilized to de-ice an aircraft and sloughs off during flight. Based on the typical location of the aircraft when they are de-iced (approximately 60 feet or more from the terminal building), these activities occur on the adjoining properties to the north and west. It is unknown what chemicals were utilized for de-icing in the past prior to innovations in chemical manufacturing; however, prior to 1975 immediately north and west of the terminal was utilized for parking and the airplanes were positioned further west. Surface runoff from the tarmac would generally flow away from the terminal toward the stormwater drainage system located to the west-southwest. Based on its proximity and the length of time these activities have been conducted, the potential

exists for the subject property to have been adversely environmentally impacted. This is a recognized environmental condition.

A manufacturer of printed circuit boards has occupied the adjoining property to the east (north of Kearney Street) from approximately 1970 to 2008 when it was demolished. The following is a summary of environmental issues related to this facility:

- Metals and volatile organic compounds (VOCs) contamination at this facility was discovered in 1979 when a preliminary assessment was performed under the Comprehensive Environmental Response, Compensation and Liability Act (CERCLA);
- Several site inspections were conducted at this facility between 1981 and 1991;
- In 1993, this facility signed a consent agreement with the EPA for the cleanup of the property under the Resource Conservation and Recovery Act (RCRA);
- In October 2006, this facility was issued “No Further Remedial Action Planned” (NFRAP) status under CERCLA; however, remediation is still ongoing under the regulation of the Missouri Department of Natural Resources (MDNR) Hazardous Waste Program;
- Unspecified areas of the property are currently utilizing a treatment technology to “cook off” the VOCs through electrical beds and pump and treat methods with additional areas to be remediated in the future; and
- Contamination from this property has also been identified on airport property to the north.

Based on this information, the contamination from this facility has the potential to have environmentally impacted the Site. This is a recognized environmental condition.

A manufacturer of blowers and/or liquid pumps has occupied the adjoining property to the east (south of Kearney Street) since approximately 1970. This is a CERCLA facility with known metals, trichloroethylene (TCE) and other VOCs contamination. This property was pre-CERCLA screened in 2004 with preliminary assessments and site inspections conducted between 2005 and 2006. A NFRAP status was issued to this facility in 2006. As a Voluntary Clean Up Program (VCP) facility, it is in the “Active/Investigation” stage as of November 2006. This facility achieved compliance for two reported violations for “Generators-Pre-transport” and “Used Oil-Generators” requirements in May 2008 under its RCRA-SQG listing: A portion of this facility’s parking lot is located within the boundaries of the subject property. This facility has the potential to have adversely environmentally impacted the subject property. This is a recognized environmental condition.

NFA letters were issued by MDNR for excavation and removal activities of three USTs at the Airport Fire Department located on an adjoining property to the north in 1992, 1993 and 1994. Based on the issuance of NFA letters by MDNR for the completion of removal and remediation activities, this is not a current recognized environmental condition. This is a historical recognized environmental condition.

Suspect ACMs observed at the Site include pipe insulation, pipe insulation tape and suspended ceiling tiles. Sampling and analysis of those materials would be necessary in order to determine the asbestos content of these items, if any.