RSI Geophysics for the 21st Century
Radar Solutions International™

November 2, 2006

Mr. Scott McCabe
Senior Geologist
URS Corporation, Inc.
77 Goodwell Street 4th Floor
Buffalo, NY 14203

Re: Geophysical Survey to Locate Possible USTs
Site ID#8-49-002
Franklin Street
Watkins Glen, New York

Dear Scott:

In accordance with your authorization, Radar Solutions International (RSI) conducted ground penetrating radar (GPR) and EM-61 time-domain surveys at the above-referenced site on Tuesday, September 26 and Wednesday, September 27, 2006. RSI's personnel, Sr. Geophysicist, Ms. Doria Kutrubes, and Geophysical Technician, Ms. Eli White conducted the survey with the assistance of URS personnel. The purpose of the survey was to locate possible underground storage tanks(USTs) which may be the source of high hydrocarbon readings in nearby monitoring wells. RSI's finalized survey results and interpretation are summarized below.

LOCATION AND SURVEY CONTROL

Three sites were examined along Franklin Street in Watkins Glen, New York. The first area of interest is in parking lots located adjacent to the existing buildings at 17-21 Franklin Street. RSI personnel established a geophysical survey grid using fiberglass taped measurements and referenced it to existing buildings and other features referenced on RSI's sketch map. At the recommendation of URS personnel, RSI also expanded the scope of work to include the parking lot south of 17-21 Franklin Street, immediately north of the Realtor building. Grid Line 5N is parallel to and aligned with the south face of the garage building at 17-21 Franklin Street, and Line 0W corresponds to the west edge of the Franklin Street sidewalk. Grid node 0W, and 0N corresponds to the corner at which the parking lot, sidewalk, and grass meet, 24feet east of the southeast corner of the garage building. The approximately 175 by 100 foot area was evaluated using GPR and EM time-domain metal detection (EM-61) methodologies to determine the location of the possible USTs. The location of geophysical traverses and our interpreted results are plotted on Figures 1 through 4.

The second area of interest is located in the parking lot located north and east of the Clifford Motors Car Dealership building. The scope of work was also expanded to include the narrow grassy area

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on the south side of the building. RSI referenced its geophysical survey grid to the building's north face, which corresponds to Line 200N, and to the east edge of the retaining wall, which corresponds to Line 0E. The approximately 180 by 100 foot area was evaluated using GPR and EM-61 methodologies to determine the location of possible USTs. Our interpreted results plotted on Figures 5 through 8.

The third area of interest was located in the parking lot south and west of the Captain Bill's Lake Tours building. A survey grid was established and referenced to the existing retaining wall and building. Grid node 0E, 0N corresponds to the southern corner of the existing retaining wall, while Grid Line 40E corresponds to the west face of the Captain Bill's Building. Again, RSI utilized both GPR and EM-61 methodologies to evaluate the area, with our interpreted results plotted on Figures 9-12.

METHODOLOGY

RSI used multiple geophysical techniques to best meet the objectives of URS and its client. RSI used a GEONICS Model EM-61 time domain induction meter, which is essentially a highly-sensitive metal detector, to detect buried metal to a maximum depth of 12 feet. The EM-61 is used to detect any type of metal while minimizing the effects of overhead power lines and above-ground metal objects. EM induction data were acquired using a GEONICS EM-61 EM induction meter. This method works by inducing an EM current into the ground and measuring the induced EM field, measured in millivolts (mV) at a specific time after the transmitted signal is switched off. Data were collected at 0.5 second intervals and field markers applied every10 feet along survey lines spaced 2.5 feet apart. EM data were recorded on a portable field computer then transferred to desktop computer and contoured (i.e. data with similar values were shaded similarly to bring out patterns of high voltages indicative of buried or near-surface metal). For this survey, orange to red and magenta filled contours indicate a large mass of buried metal. The greater the metal mass, the higher (and the closer to magenta and pink) the recorded induced voltages. "Background" inductive values are shown in green or cyan-filled contours. Dark blue to blue-filled contours typically indicate surface metal, such as a sign or light post, or at-grade metal, such as scrap metal or a gate box. Appendix A describes the EM induction method in more detail.

GPR data were acquired along lines spaced 2.5 to 5 feet apart. RSI personnel used a GSSI SIR-3000 digital radar system and a 400 MHz antenna. Data were recorded on the SIR-3000 and simultaneously displayed on the computer's monitor for immediate field inspection. Data were filtered to remove noise caused by the conductive soil and fill. Data were then transferred to desktop computer and processed using GSSI's proprietary radar processing package, RADAN NT. A 3D section was compiled from each GPR record, and was inspected for reflections characteristic of a UST or other large object.

RESULTS

GPR signal penetration was a maximum of 4 to 5 feet, and less than optimal resolution resulted from the conductive nature of the soil and shallow shale present. Figures 1 through 12 summarize

our interpretation for both GPR and EM-61 methodologies. All figures are presented at a scale of 1 inch equals 30 feet. Key results for the areas of concern are presented below:

17-21 Franklin Street

- In the area of interest encompassing 17-21 Franklin St, several areas of buried metal are indicated by red and orange-filled contours on the EM maps on Figure 1 (bottom coil) and Figure 2 (differential measurements), respectively. A large EM anomaly was observed from 55N to 70N and 43W to 15W, which could represent an area where a UST is buried. Likewise, the smaller anomaly located south of the garage building at 40W, 2N also could possibly represent a small UST.

- The high amplitude EM anomalies located from 20W to 0W, and from 70N to 118N, and near 80W, 58N, are attributed to an overhead car port and to vehicles parked in those respective areas. These above-ground sources of interference were unable to be removed at the time of survey.

- GPR results confirm the presence of two UST-sized targets located from 42W to 28W and from 57N to 68N, coincident with the large EM anomaly. These targets appear approximately 2.5 to 2.7 feet below grade, and likely represents two USTs of 1,000 gallon capacity or less.

- GPR could not confirm the presence of a UST coincident with a possible fill port south of the garage building at 33W and 4.5N. However, two weak, large GPR reflectors were observed along Lines 32.5W and 35W at an approximate 2.5 to 3 foot depth, which could represent a small UST with a capacity of 500 gallons or less. The lack of strong GPR reflectors coincident with the fill suggests that if it is a UST, it is either deteriorated, that there is a lot of moisture and/or contamination within the ground, or that the target it not a UST. Figures 3 and 4 show the location of this possible UST, as well as the locations of the two USTs interpreted above.

Clifford Motors

- In the area of interest encompassing the Clifford Motors Parking Lot, the EM-61 Bottom Coil and differential results (Figures 5 and 6) highlight several anomalies which could represent large buried targets. The anomaly located at 278N, 82E is attributed to a manhole cover. A utility is inferred from a high-amplitude linear EM anomaly, which trends from 89E, 160N to the manhole. Similarly, the high-amplitude EM anomaly observed near 90E, 160N is attributed to a metal grate present at the site.

- Two large EM anomalies, shown near grid nodes 49E, 238N and 78E, 243N respectively, could possibly represent USTs. Two additional, large EM anomalies were observed to the north, near 20E, 268N and 32E, 270N, which are sufficiently large to represent USTs. However, GPR reflections indicative of USTs coincident with these anomalies were not

observed. It is also possible that the anomalies were generated from reinforced concrete pads. However, the rectangular shape of the EM anomalies suggests the possibility of USTs being present there. GPR also indicates that there is at least one utility that trends from 19E and 200N to 23E, 250N where the EM anomalies were observed. The presence of this utility(ies) supports that these anomalies are USTs and that this utility(ies) may be representative of fill and/or return pipe(s) from a potential tank.

- An EM-61 anomaly was also observed coincident with a fill-port, observed at 69E abd 228B, URS personnel extracted oil from the fill-port structure. However, GPR reflections indicate that the target is flat and probably is deeper than it is wide. Also, based on GPR reflections, the structure is likely concrete. Therefore, in our professional opinion, we believe that this target is more likely to represent an underground oil/water separator, rather than a UST.

- A group of large GPR reflectors, observed between 37.5E to 45E, and 281N to 290N at an approximate 4 foot depth, could represent a small UST. The shape and location of the GPR reflections suggest that this possible UST is oriented with its long axis more or less east-west, slightly oblique to our survey grid. A weak EM anomaly was observed coincident with these reflectors, suggesting that if the target does represent a UST, it is in a deteriorated condition.

- A utility appears to trend from the southwest corner of this possible small UST referenced above, toward 12E, 310N. A second group of GPR reflectors were observed from 12.5E to 20E and 309N to 319N, at the terminus of the utility and at the same depth as the above-mentioned UST. Also, an EM anomaly of similar amplitude as the possible UST referenced above was observed coincident with the second group of reflectors. It is possible the second group of GPR reflectors also represent a small UST. It also appears that the area surrounding this group of reflectors has been previously excavated, suggesting that if it were a UST, it may have been closed in place.

- The anomalies depicted adjacent to the north and east faces of the Clifford Motors building are representative of the above ground reinforced concrete pads present at the site.

<u>Captain Bill's Property</u>

- Shallow bedrock is evident throughout the majority of this site. The combination of shallow shale bedrock with a high water table resulted in GPR signal penetrating only to about 2 feet below grade.

- Buried metal is indicated in several locations at the Captain Bill's site. The large EM anomaly located at 30E and 100N could feasibly represent a UST. However, the source of the EM anomaly here could not be determined as GPR signal penetration was very limited at this site, and no reflections indicative of USTs was observed. The linear "L-shaped" EM anomaly observed north of, and trending towards, the above-mentioned anomaly is

attributed to a utility or to a building foundation.

- The large EM anomaly located between 42N and 60N, and from 65E to 85E is attributed to above-ground sources, such as picnic tables, metal posts, etc. However, no above-ground targets were observed near 72E and 30N that could account for the large EM anomaly there. It is possible that this anomaly could represent a UST; however, no GPR reflections indicative of a UST were observed there.

- The weak, linear, EM anomaly observed trending parallel to 86E is attributed to a utility that trends into the building. Likewise, the linear EM anomaly observed trending from 0E and 60N to 35E and 42N is attribute to a utility. The large, elongated EM anomaly observed trending from 105E to 109E, 0N to 112E to 120E, 60N is attributed to a trench in which there are multiple utilities. GPR results confirm the location of this trench as the excavation was made into the shallow shale bedrock. The excavation appears to be backfilled with a more resistive, sand and gravel fill, as at least three pipes were observed within the trench up to depths of 4 feet.

- The small, circular-shaped EM anomaly located at 55E, 61N is too small in extent to represent a UST, even a small one.

SUMMARY AND RECOMMENDATIONS

Two USTs are likely present, and a third UST could possibly be present, at the 17 to 21 Franklin Street site. Two probable USTs are located at an approximate 2.5 to 2.7 foot depth, just south of the northeast corner of the residence on the property, near 35W and 60N. These USTs may have as much as a 1,000 gallon capacity. The third possible UST is located immediately south of the garage and coincident with the fill port observed at 33W and 4.5N.

At the Clifford Motors site, as many as seven USTs may be present. Four potential USTs have been identified only from EM-61 results, although potential fill and return piping may have been identified using GPR trending toward the two southern potential USTs. A possible small UST has been interpreted from a group of reflectors near 42.5E, 288N and a weak EM anomaly. A second, similar group of GPR reflectors was observed near 29E and 314N, which could represent another small UST of similar vintage. We believe that the fill pipe observed at 69E and 229N is associated with an oil-water separator, as the GPR reflectors indicate a flat target that has dimensions deeper than wider.

At the Captain Bill property, two large EM anomalies could feasibly represent USTs. At both these locations, GPR could not identify targets that could be construed to represent USTs, probably due to the lack of signal penetration. The large EM anomaly located near the northwest corner of the building could represent a UST, but it could also be attributed to a buried utility and/or former building foundation. The other anomaly, located near 70E and 30N, could represent a UST. Again, no confirmation using GPR could be obtained due to its very limited investigative depth at this site.

The following locations are recommended for test pits to confirm our interpreted findings. Please excavate with caution as not all utilities may have been identified at these sites.

17-21 Franklin Street Property:

1. 35W, 65N: probable UST (98% probability), 1,000 gallon capacity, 2.7 feet below grade,
2. 35W, 57N: probable UST (98% probability), 1,000 gallon capacity, 2.7 feet below grade,
3. 35W, 2N: possible UST (60% probability), 500 gallon capacity or less, 3 feet below grade.

Clifford Motors Dealership Property:

1. 20E, 267N: possible UST from EM-61 data only, 60% probability,
2. 33E, 270N: possible UST from EM-61 data only, 60% probability,
3. 48E, 237N: possible UST from EM-61 data only, 60% probability,
4. 61E, 243N: possible UST from EM-61 data only, 60% probability,
5. 68E, 229N: probable oil-water separator from EM-61 and GPR, 90% probability
6. 43E, 286N: possible small UST from GPR and EM-61, 90% probability,
7. 18E, 314N: possible small UST from GPR and EM-61, 80% probability.

Captain Bill's Property:

1. 30E, 100N: possible UST, buried utilities, and/or building foundation from EM-61, 50% probability.

2. 70E, 30N: possible UST from EM-61 data only, 60% probability.

***

We appreciate this opportunity to work with URS again. Please call should you have any inquiries regarding this or future assignments.

Sincerely,
RADAR SOLUTIONS INTERNATIONAL

Doria L. Kutrubes

Doria Kutrubes
President and Senior Geophysicist

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APPENDIX A

EM TERRAIN CONDUCTIVITY METHOD OF INVESTIGATION

The terrain conductivity survey was conducted using a Geonics Model EM31-DL Terrain Conductivity Meter. This induction-type instrument measures terrain conductivity without electrodes or direct soil contact. The terrain conductivity method operates on the principle that secondary electric and magnetic currents can be induced in metal objects and conductive bodies, such as iron or steel USTs, when an electric field is applied. This instrumentation measures the secondary magnetic field strength relative to the primary magnetic field and converts it directly into a conductivity value, measured in millimhos per meter (mmhos/m) and a resolution of 1 mmho/m.

The EM-31 also records the amount of phase-shift occurring between primary and secondary magnetic fields. The in-phase component measures that portion of the secondary magnetic field that is aligned with the primary field. Because metal objects are almost perfect conductors, there is sometimes no phase shift between primary and secondary magnetic fields. Hence, metal objects are detectable using the in-phase component (measured in parts per thousand or ppt). Additionally, in the presence of metal, conductivity values are often negative ("polarity reversals") and highly irregular.

The transmitting and receiving coils in the EM31-DL have a fixed separation of 3 meters, and when used in its normal operating mode (vertical dipole mode), the EM-31 achieves a depth of penetration of about 6 meters. The instrument response is more affected by near-surface than by deeper material, especially when used in the vertical dipole mode. Conductivity and in-phase data were digitally stored and transferred to computer, where they were contoured.

SURVEY LIMITATIONS

EM terrain conductivity data is influenced by above-ground metal, such as cars, dumpsters, and buildings, and by electrical sources of noise, such as overhead power lines and radio broadcasting stations. These above-ground sources may create noise which may adversely effect and create unreliable conductivity data.

Buried metal may be concealed when buried within highly conductive soils, such as sludge and landfill materials. This effect may be mitigated when the in-phase component of the induced magnetic field is used in conjunction with conductivity for data interpretation.

For accurate conductivity readings, the terrain conductivity meter must first be calibrated in an area free of buried metal and overhead power lines. Because the survey area had significant sources of cultural noise, the EM-31 instrument was not calibrated on site and hence, there may be up to a 5% error in absolute conductivity and in-phase values.

APPENDIX B

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GROUND PENETRATING RADAR METHOD OF INVESTIGATION

A GSSI SIR 2000 radar system with a 400 megahertz (MHZ) antenna was used for the survey. GPR data were collected continuously along survey lines and displayed on a monitor. GPR data were also simultaneously recorded on a hard drive for post-survey processing. The horizontal scale on each GPR record is determined by the antenna speed. Survey stations are recorded on GPR records by pressing a marker button as the antenna's centerline passes each grid node (at 5 foot intervals for this survey). The vertical scale of these radar "cross-sections" is determined by the recording interval, which was 60 nanoseconds (ns). The recording interval represents the maximum two-way travel time in which data are recorded. This recording interval was selected to be greater than the anticipated maximum two-way travel time during which real GPR reflections might be observed. GPR travel times were converted to depths using an approximate dielectric constant determined from typical soil propagation velocities from similar sites.

The GPR method operates by transmitting low-powered microwave energy into the ground. The GPR signal is reflected back to the antenna by materials with contrasting electric (dielectric and conductive) and physical properties. Metal objects, such as USTs and pipes typically produce high-amplitude hyperbolic reflections on the GPR records. Sometimes concrete blocks, bricks, and cobbles cause similar signatures on the radar record.

SURVEY LIMITATIONS

GPR signals propagate well in sand and gravel. Conditions such as clay, ash, road salt, and fill saturated with brackish or otherwise conductive groundwater cause GPR signal attenuation and loss of target resolution (i.e. limited detection of small objects). Typically, when background conductivity measurements exceed 30 millimhos per meter (mmhos/m), GPR signal penetration is limited to 3 to 5 feet. Reinforced concrete also limits GPR penetration and resolution. Signal penetration through reinforced concrete is quite variable, ranging from approximately 1 to 5 feet depending upon the type and spacing of metal reinforcing.

GPR is an interpretive method, based on the subjective identification of reflection patterns which may not uniquely identify a subsurface target or stratigraphic horizon. For instance, the hyperbolic reflector corresponding to a utility is similar in reflection and depth characteristics to that produced by a metal scrap or cobble. Obtaining data along multiple survey traverses helps to determine the size, shape, and continuity of buried objects. For instance, buried utilities are interpreted from hyperbolic reflectors of similar depth and appearance, which are aligned along adjacent lines. Reflections from USTs are asymmetric: reflectors appear flat and of finite dimensions when the antenna moves parallel to the UST's long axis, but appear as large hyperbolic reflectors when the antenna crosses obliquely or perpendicular to the short axis of the UST. In both instances, UST reflectors are of finite length. GPR data interpretation is more subjective than that for most other geophysical methods, and confirmation using boreholes or test pits is strongly recommended.

Changes in the speed at which the antenna is moved between stations causes slight errors in horizontal distance interpolations and hence interpreted object positions.

The antenna radiation pattern is cone-shaped, emanating GPR signals approximately 15 degrees from horizontal fore and aft, and about 45 degrees from horizontal along the sides of the antenna, depending upon the dielectric properties of the soil. Therefore, buried objects may be detected before the antenna is located directly over them. Due to this effect, GPR anomalies often appear larger than actual target dimensions.

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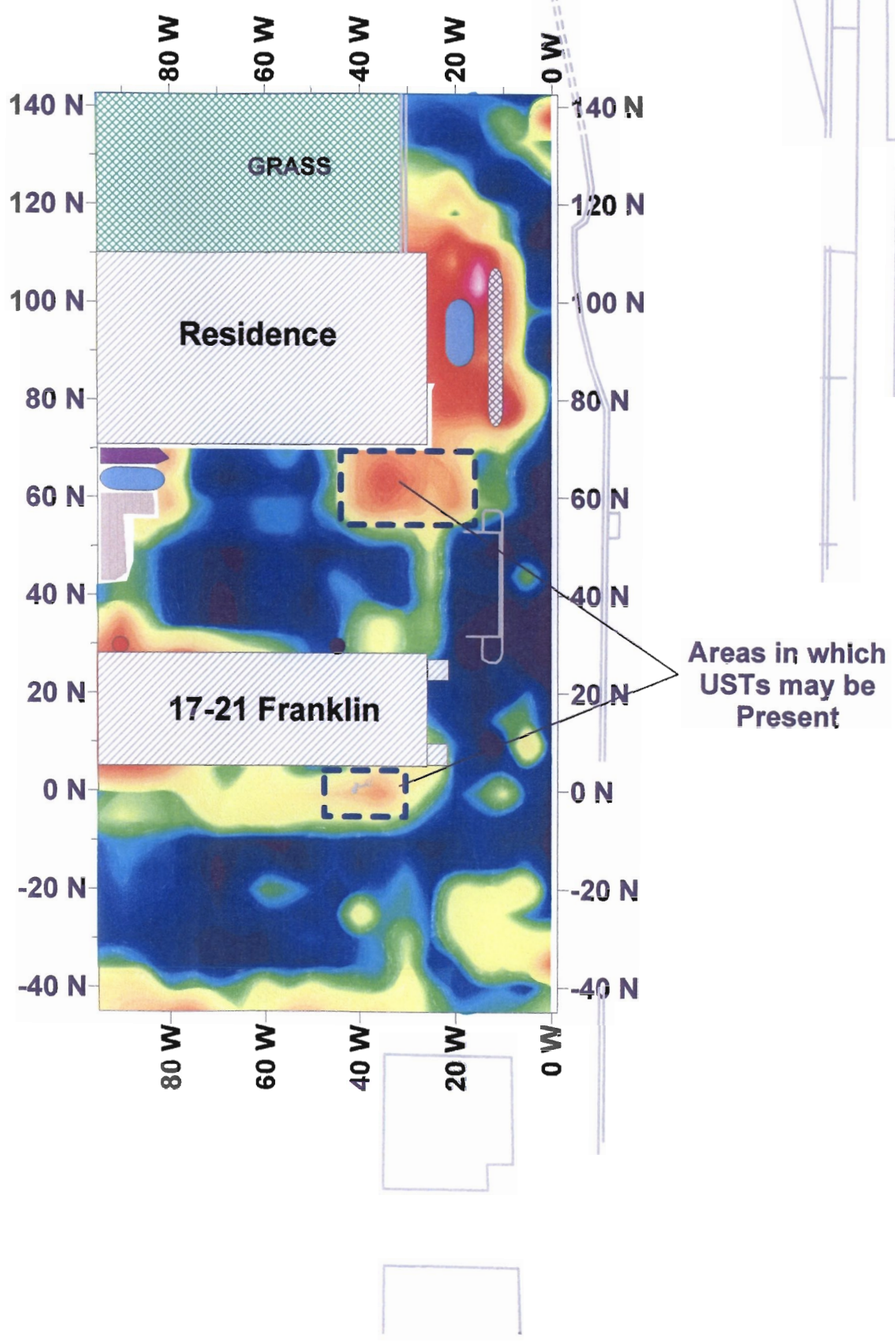

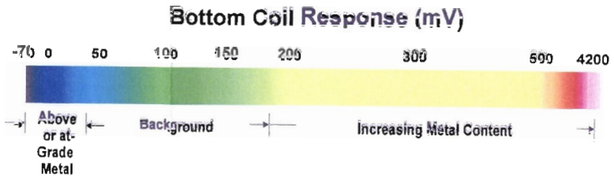

SCALE: 1 Inch = 30 Feet

30 0 30 Feet

FIGURE 1
EM-61 BOTTOM COIL RESULTS
17-21 FRANKLIN STREET
WATKINS GLEN, NEW YORK
Prepared for
URS CORPORATION INC.
NOVEMBER 2006

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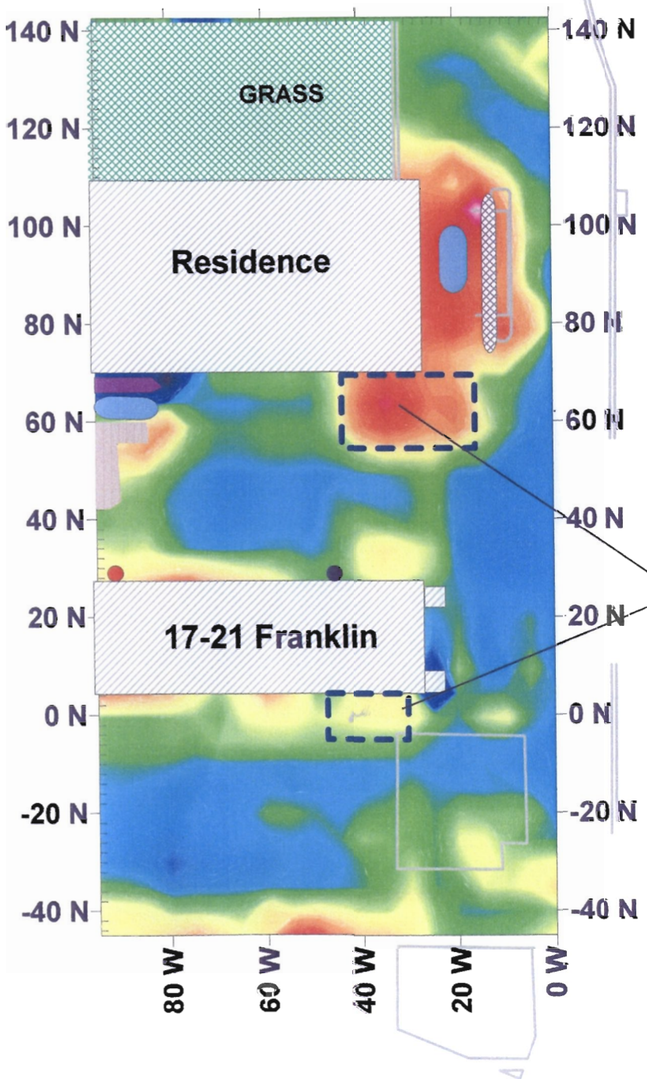

LEGEND

- Building
- Car
- Boat
- Tires
- Oil Drum
- Sticks/Brush
- Gas Pump Island

Differential Response (mV)

-2000 -75 50 100 200 300 500 1300

Above or at-Grade Metal — Background — Increasing Metal Content

SCALE: 1 Inch = 30 Feet

30 0 30 Feet

FIGURE 2
EM-61 DIFFERENTIAL RESULTS
17-21 FRANKLIN STREET
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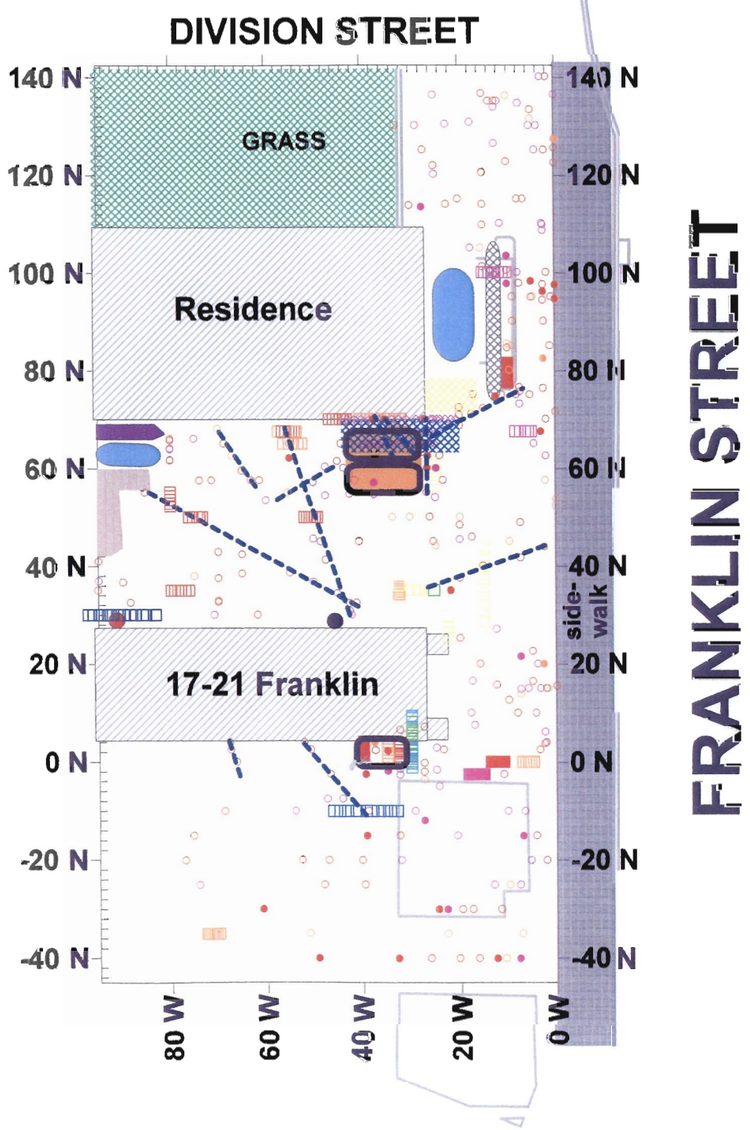

LEGEND

- Building
- Car
- Boat
- Tires
- Oil Drum
- Sticks/Brush
- Gas Pump Island
- **Smal, High-Amplitudel GPR Target (possible small diameter utility, metal scrap, cobble); depth as indicated right**
- **Small, Weak, GPR Reflector (probable cobble); depth as indicated right**
- **Large, High-Amplitude GPR Reflector (possible large-diameter utility, boulder); depth as indicated below:**
  - 0 ft. to 1 ft.
  - 1 ft. to 2 ft.
  - 2 ft. to 3 ft.
  - 3 ft. to 4 ft.
  - 4 ft. to 5 ft.
  - 5 ft. to 6 ft.
  - 6 ft. to 7 ft.
  - 7 ft. to 8 ft.
- **Large, Weak-Amplitude Reflector (tentative large-diameter utility, probable boulder)**
- **Interpreted Area of Excavation**
- **Area of Buried Reinforced Concrete**
- **Possible UST**

SCALE: 1 Inch = 30 Feet

30 0 30 Feet

FIGURE 3
INTERPRETED GPR RESULTS
17-21 FRANKLIN STREET
WATKINS GLEN, NEW YORK
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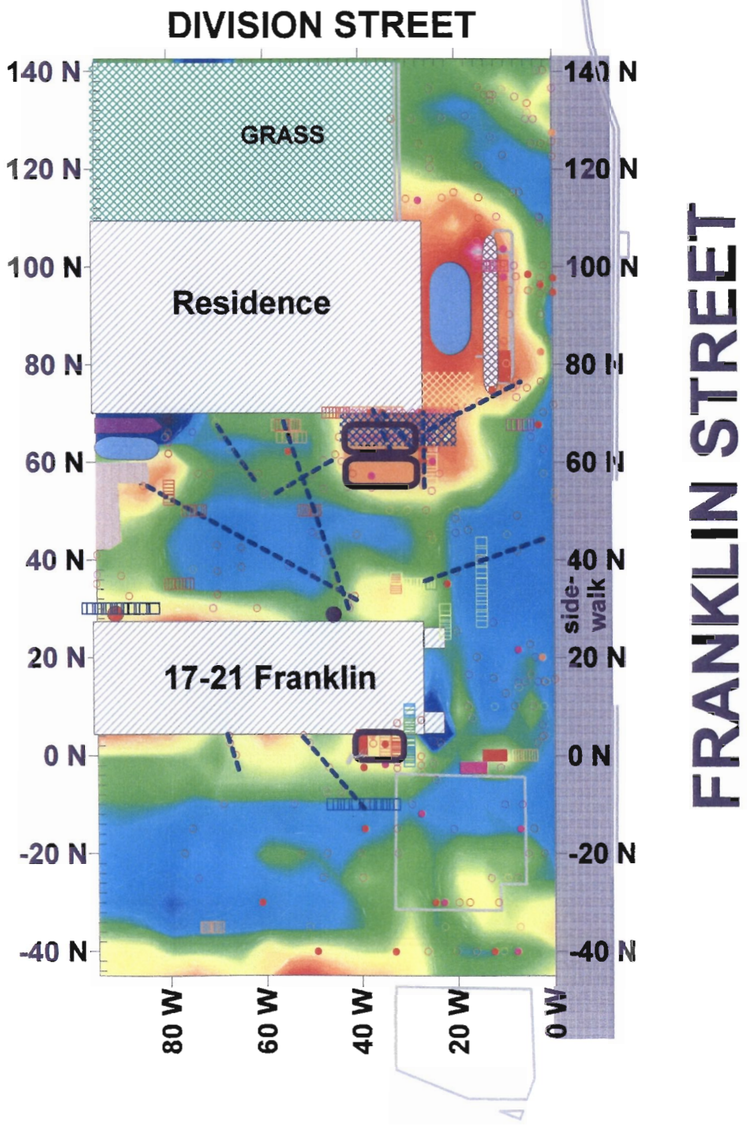

LEGEND

- Building
- Car
- Boat
- Tires
- Oil Drum
- Sticks/Brush
- Gas Pump Island
- **Smal, High-Amplitudel GPR Target (possible small diameter utility, metal scrap, cobble); depth as indicated right**
- **Small, Weak, GPR Reflector (probable cobble); depth as indicated right**
- **Large, High-Amplitude GPR Reflector (possible large-diameter utility, boulder); depth as indicated below:**
  - 0 ft. to 1 ft.
  - 1 ft. to 2 ft.
  - 2 ft. to 3 ft.
  - 3 ft. to 4 ft.
  - 4 ft. to 5 ft.
  - 5 ft. to 6 ft.
  - 6 ft. to 7 ft.
  - 7 ft. to 8 ft.
- **Large, Weak-Amplitude Reflector (tentative large-diameter utility, probable boulder)**
- **Interpreted Area of Excavation**
- **Area of Buried Reinforced Concrete**
- **Possible UST**

Differential Response (mV)

-2000 -75 50 100 200 300 500 1300

Above or at-Grade Metal ← Background → Increasing Metal Content →

SCALE: 1 Inch = 30 Feet

30 0 30 Feet

FIGURE 4
COMBINED GEOPHYSICAL RESULTS
17-21 FRANKLIN STREET
WATKINS GLEN, NEW YORK
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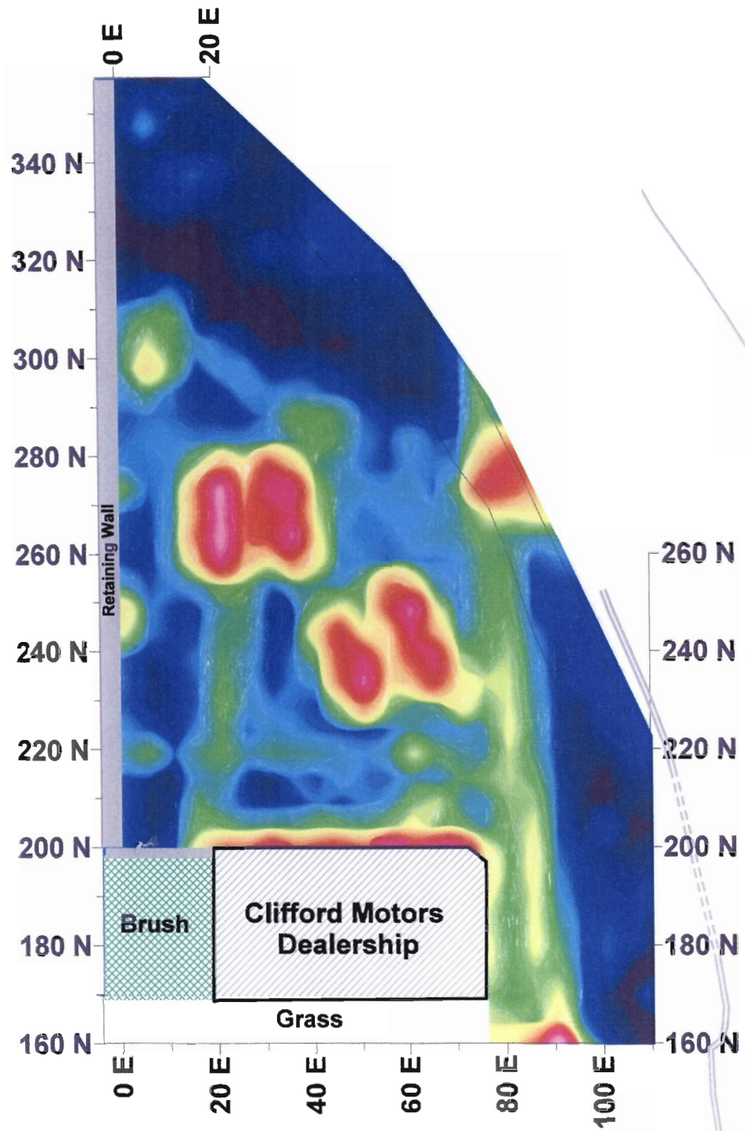

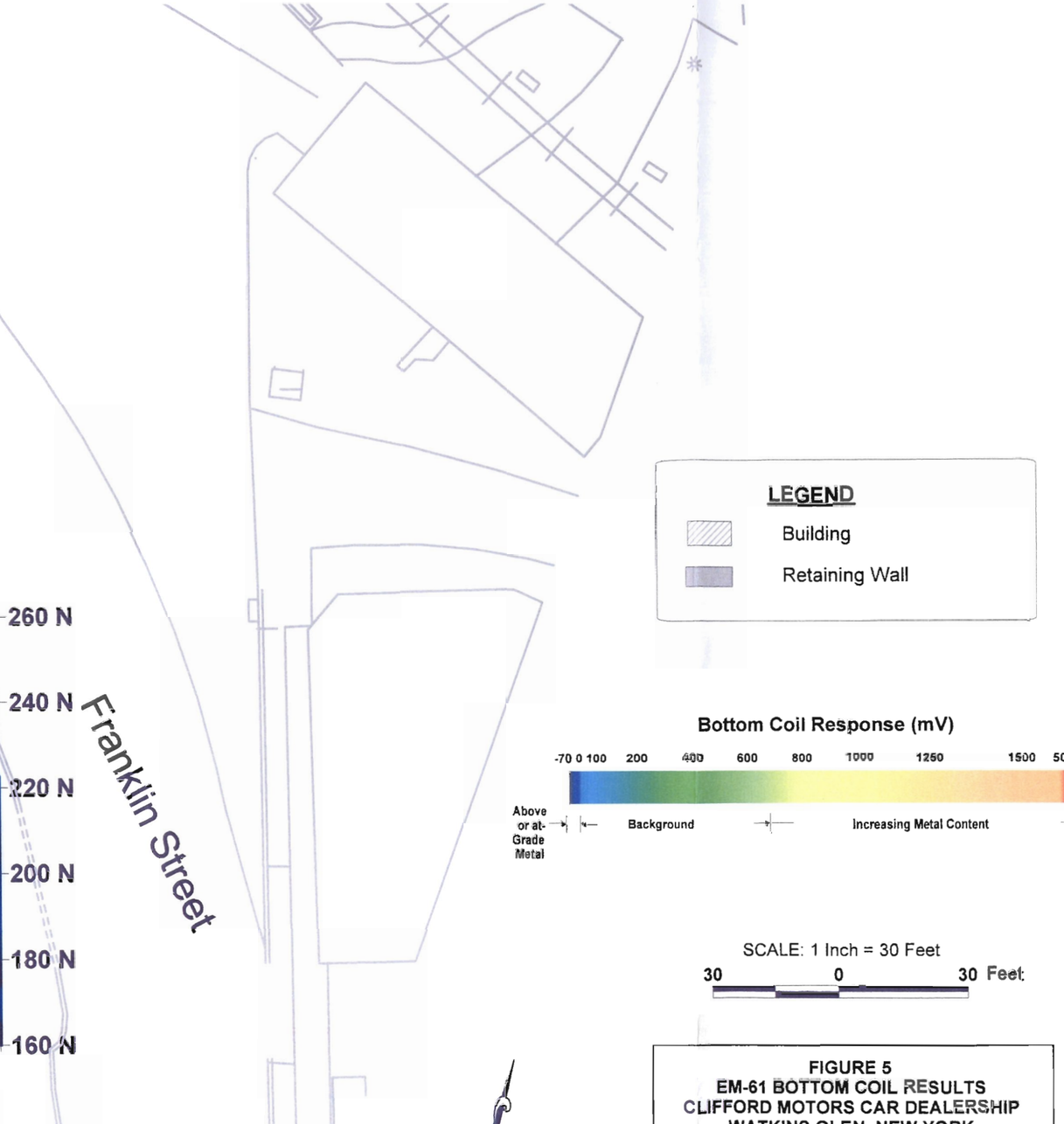

FIGURE 5
EM-61 BOTTOM COIL RESULTS
CLIFFORD MOTORS CAR DEALERSHIP
WATKINS GLEN, NEW YORK
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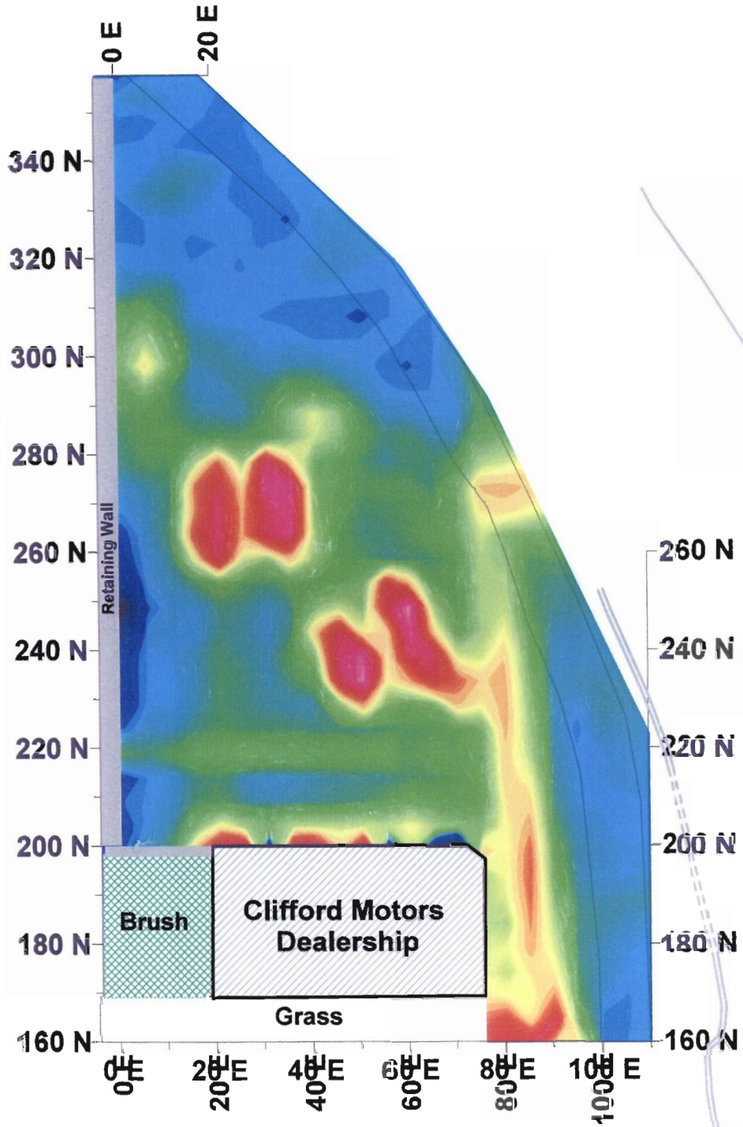

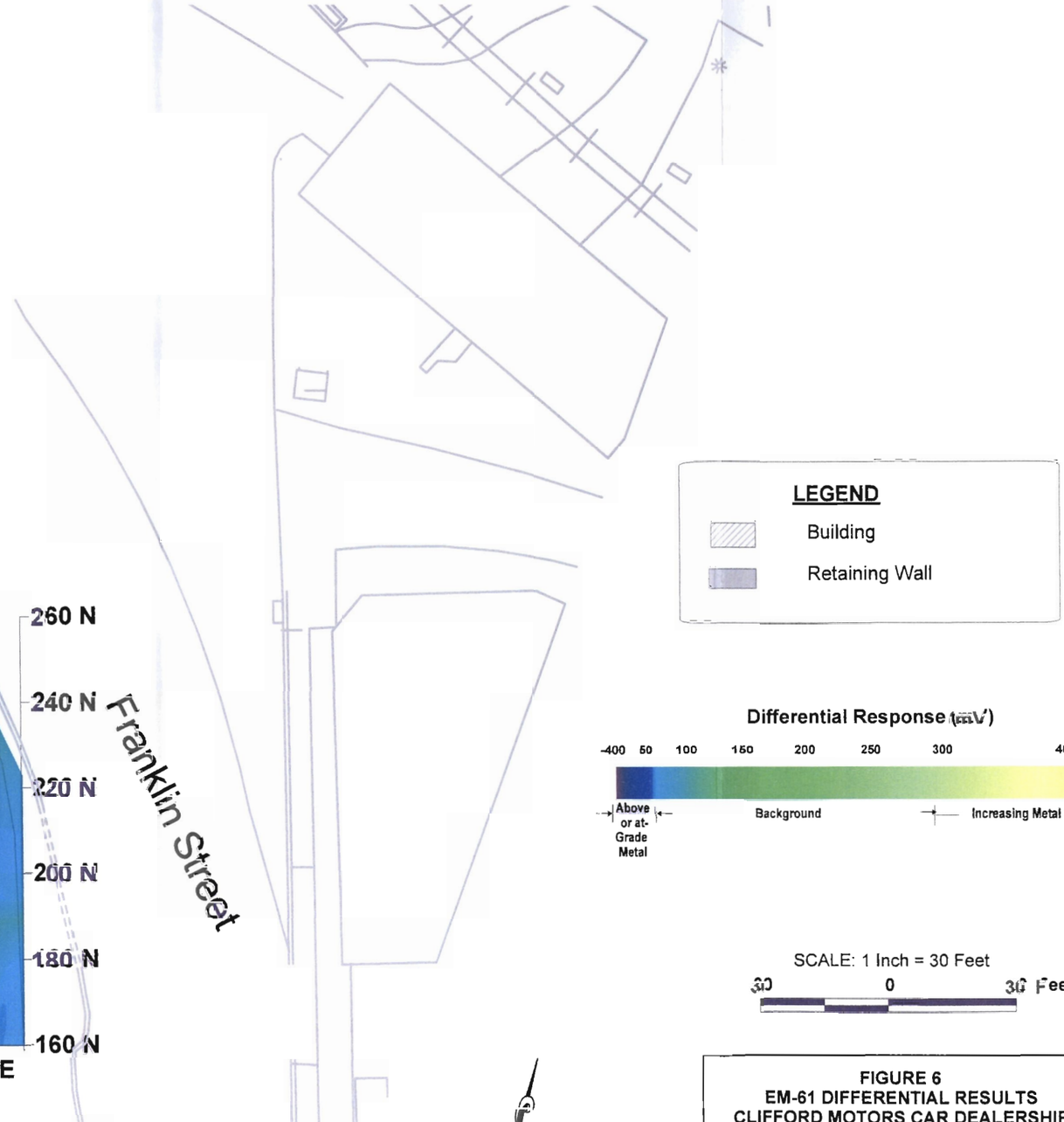

LEGEND

Building

Retaining Wall

Differential Response (mV)

-400 50 100 150 200 250 300 400 1000

Above or at-Grade Metal

Background

Increasing Metal Content

SCALE: 1 Inch = 30 Feet

30 0 30 Feet

FIGURE 6
EM-61 DIFFERENTIAL RESULTS
CLIFFORD MOTORS CAR DEALERSHIP
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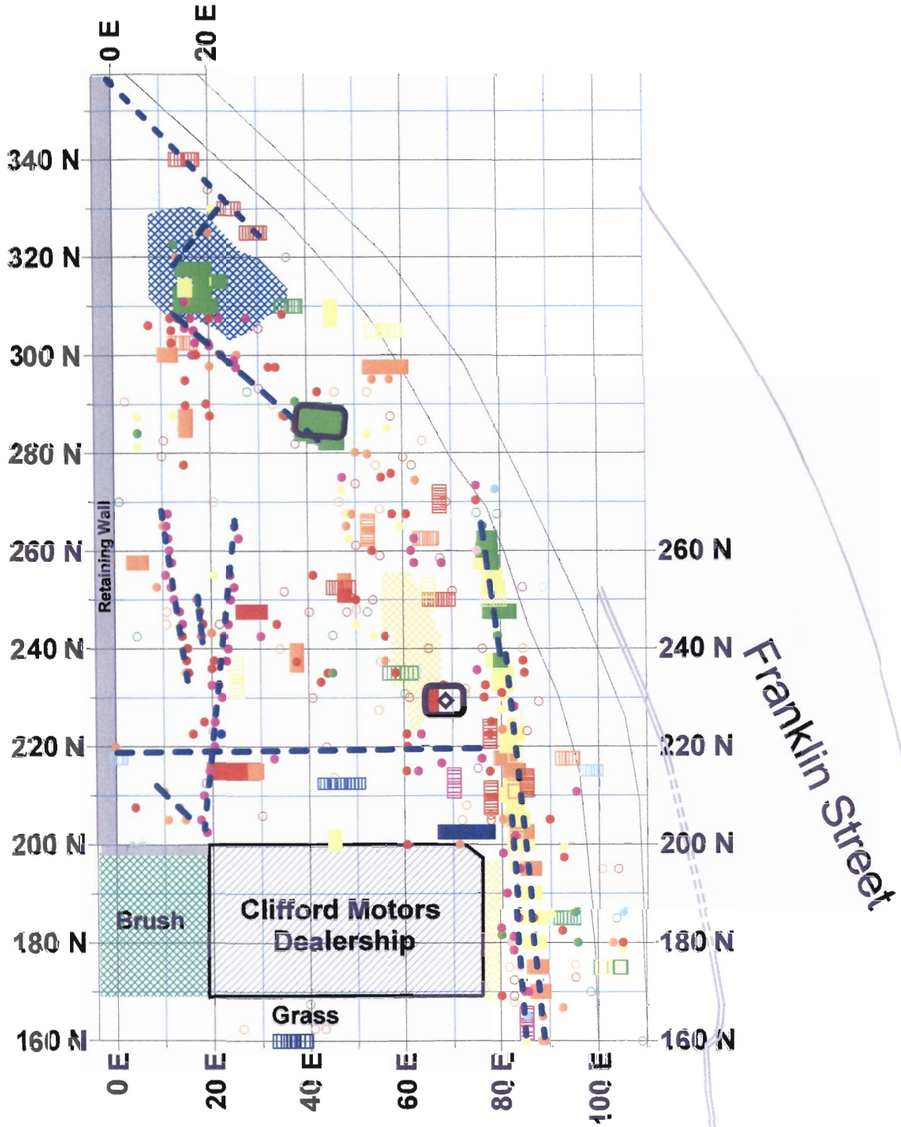

LEGEND

- Known Fill Port to Oil-Water Separator or Waste Oil Tank
- Building
- Retaining Wall
- Smal, High-Amplitudel GPR Target (possible small diameter utility, metal scrap, cobble); depth as indicated right
- Small, Weak, GPR Reflector (probable cobble); depth as indicated right
- Large, High-Amplitude GPR Reflector (possible large-diameter utility, boulder); depth as indicated below:
  - 0 ft. to 0.5 ft.
  - 0.5 ft. to 1 ft.
  - 1 ft. to 1.5 ft.
  - 1.5 ft. to 2 ft.
  - 2 ft. to 2.5 ft.
  - 2.5 ft. to 3 ft.
  - 3 ft. to 3.5 ft.
  - 3.5 ft. to 4 ft.
  - 4 ft. to 4.5 ft.
- Large, Weak-Amplitude Reflector (tentative large-diameter utility, probable boulder)
- Interpreted Area of Excavation
- Area of Buried Reinforced Concrete
- Possible UST

SCALE: 1 Inch = 30 Feet

30 0 30 Feet

FIGURE 7
INTERPRETED GPR RESULTS
CLIFFORD MOTORS CAR DEALERSHIP
WATKINS GLEN, NEW YORK
Prepared for
URS CORPORATION INC.
NOVEMBER 2006

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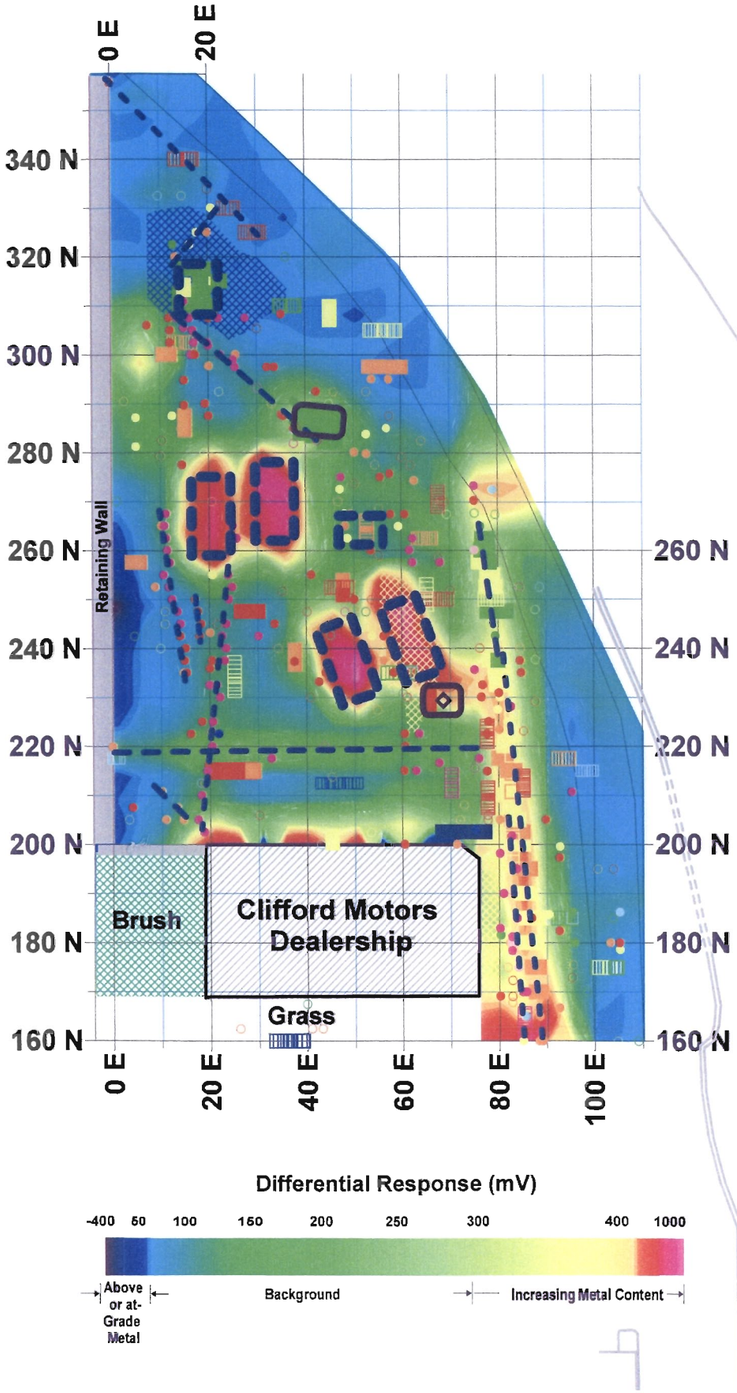

LEGEND

- Known Fill Port to Oil-Water Separator or Waste Oil Tank
- Building
- Retaining Wall
- Smal, High-Amplitudel GPR Target (possible small diameter utility, metal scrap, cobble); depth as indicated right
- Small, Weak, GPR Reflector (probable cobble); depth as indicated right
- Large, High-Amplitude GPR Reflector (possible large-diameter utility, boulder); depth as indicated below:
  - 0 ft. to 0.5 ft.
  - 0.5 ft. to 1 ft.
  - 1 ft. to 1.5 ft.
  - 1.5 ft. to 2 ft.
  - 2 ft. to 2.5 ft.
  - 2.5 ft. to 3 ft.
  - 3 ft. to 3.5 ft.
  - 3.5 ft. to 4 ft.
  - 4 ft. to 4.5 ft.
- Large, Weak-Amplitude Reflector (tentative large-diameter utility, probable boulder)
- Interpreted Area of Excavation
- Area of Buried Reinforced Concrete
- Possible UST
- Recomended Test Pit Location

SCALE: 1 Inch = 30 Feet

30 0 30 Feet

FIGURE 8
COMBINED GEOPHYSICAL RESULTS
CLIFFORD MOTORS CAR DEALERSHIP
WATKINS GLEN, NEW YORK
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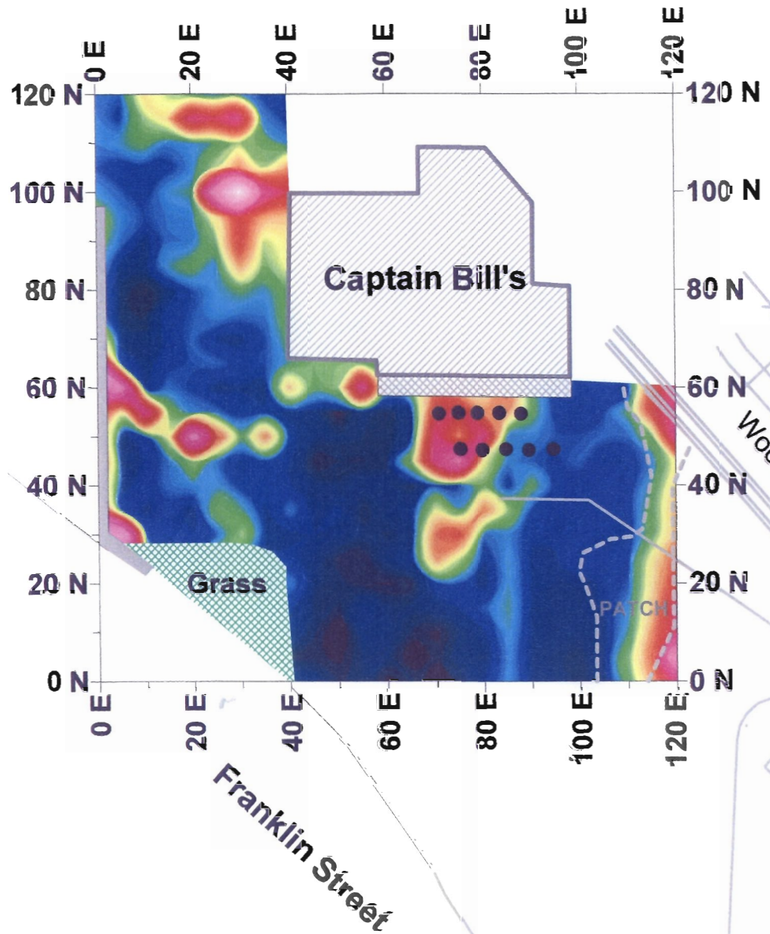

LEGEND

- Building
- Retaining Wall
- Barrel
- Trench Line
- Reinforced Concrete Pad

Bottom Coil Response (mV)

-100 -50 -10 0 10 50 100 200 400 800 1700

Above or at-Grade Metal ← Background → Increasing Metal Content

SCALE: 1 Inch = 30 Feet

30 0 30 Feet

FIGURE 9
EM-61 BOTTOM COIL RESULTS
CAPTAIN BILL'S PROPERTY
WATKINS GLEN, NEW YORK
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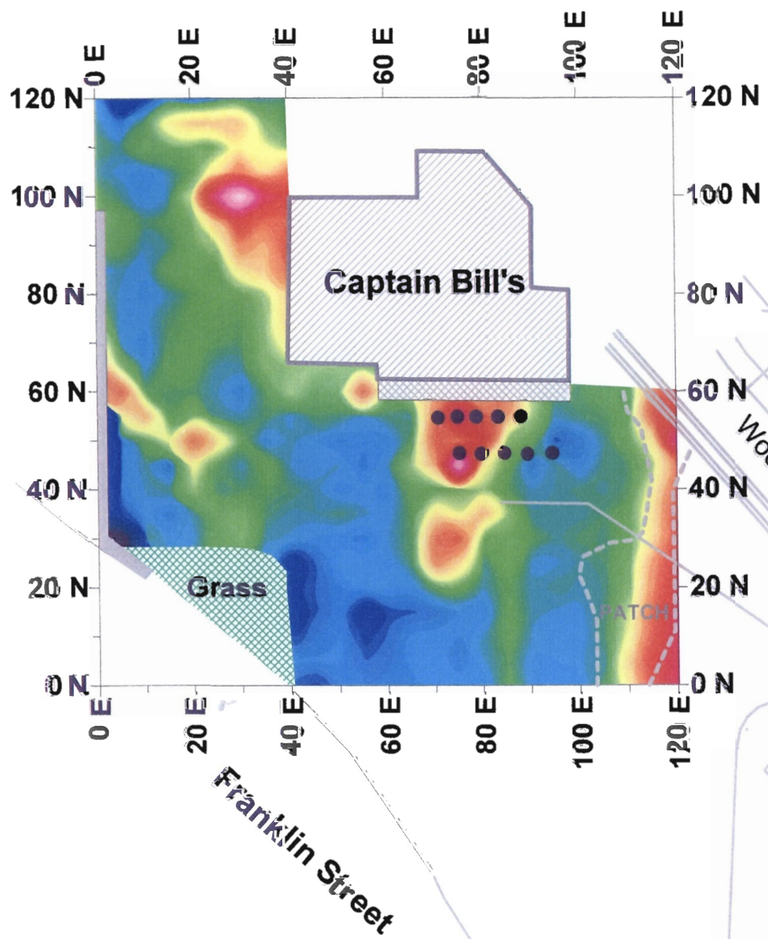

LEGEND

- Building
- Retaining Wall
- Barrel
- Trench Line
- Reinforced Concrete Pad

Differential Response (mV)

-2000 -600 0 80 100 150 200 400 750

Above or at-Grade Metal — Background — Increasing Metal Content

SCALE: 1 Inch = 30 Feet

30 0 30 Feet

FIGURE 10
EM-61 DIFFERENTIAL RESULTS
CAPTAIN BILL'S PROPERTY
WATKINS GLEN, NEW YORK
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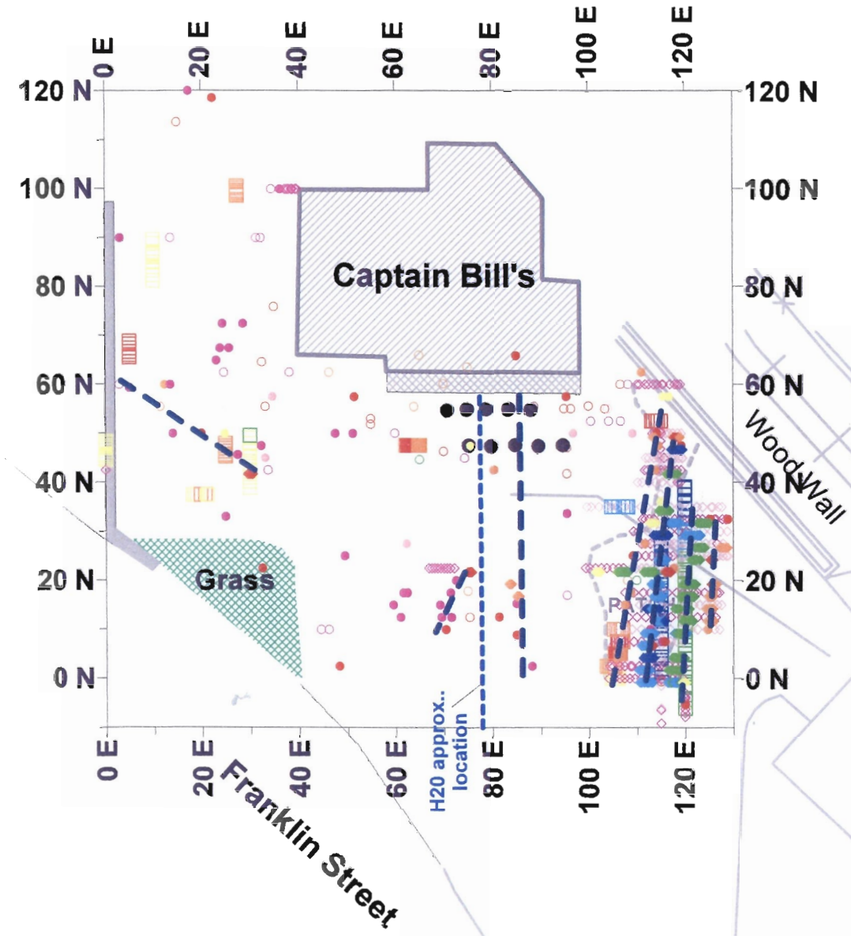

LEGEND

- Building
- Retaining Wall
- Barrel
- Trench Line
- Reinforced Concrete Pad
- Smal, High-Amplitudel GPR Target (possible small diameter utility, metal scrap, cobble); depth as indicated right
- Small, Weak, GPR Reflector (probable cobble); depth as indicated right
- Large, High-Amplitude GPR Reflector (possible large-diameter utility, boulder); depth as indicated below:
  - 0 ft. to 0.5 ft.
  - 0.5 ft. to 1 ft.
  - 1 ft. to 1.5 ft.
  - 1.5 ft. to 2 ft.
  - 2 ft. to 2.5 ft.
  - 2.5 ft. to 3 ft.
  - 3 ft. to 3.5 ft.
  - 3.5 ft. to 4 ft.
  - 4 ft. to 4.5 ft.
- Large, Weak-Amplitude Reflector (tentative large-diameter utility, probable boulder)

SCALE: 1 Inch = 30 Feet

30 0 30 Feet

FIGURE 11
INTERPRETED GPR RESULTS
CAPTAIN BILL'S PROPERTY
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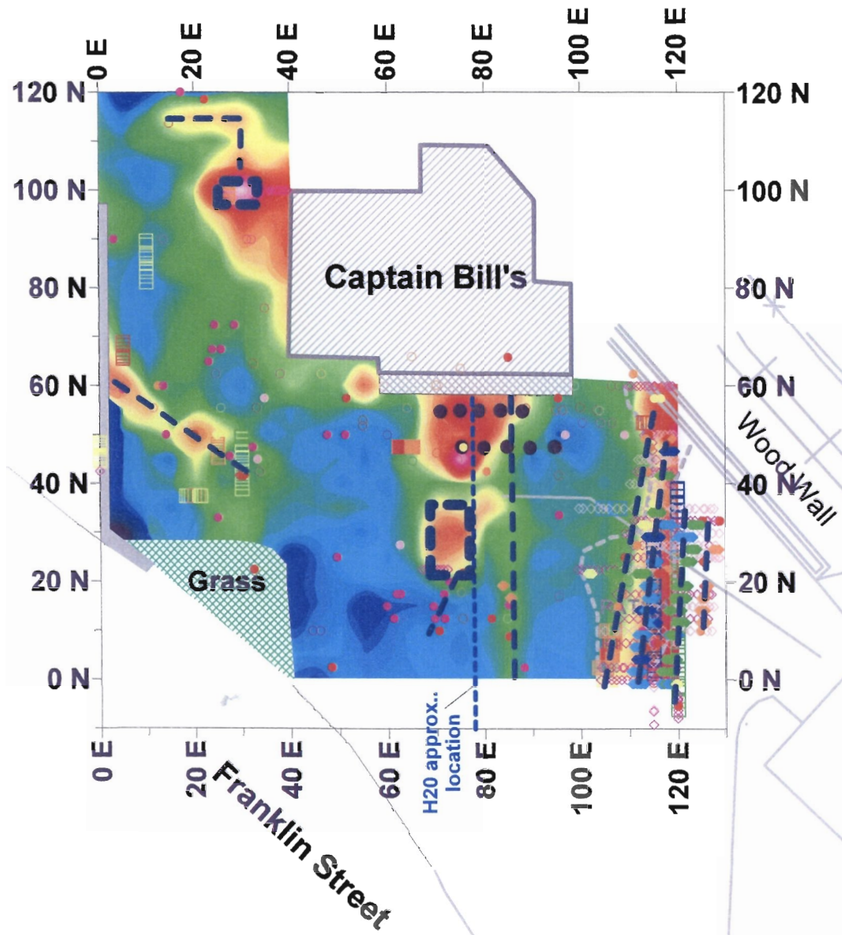

LEGEND

- Building
- Retaining Wall
- Barrel
- Trench Line
- Reinforced Concrete Pad
- Smal, High-Amplitudel GPR Target (possible small diameter utility, metal scrap, cobble); depth as indicated right
- Small, Weak, GPR Reflector (probable cobble); depth as indicated right
- Large, High-Amplitude GPR Reflector (possible large-diameter utility, boulder); depth as indicated below:
  - 0 ft. to 0.5 ft.
  - 0.5 ft. to 1 ft.
  - 1 ft. to 1.5 ft.
  - 1.5 ft. to 2 ft.
  - 2 ft. to 2.5 ft.
  - 2.5 ft. to 3 ft.
  - 3 ft. to 3.5 ft.
  - 3.5 ft. to 4 ft.
  - 4 ft. to 4.5 ft.
- Large, Weak-Amplitude Reflector (tentative large-diameter utility, probable boulder)
- Recomended Test Pit Location

SCALE: 1 Inch = 30 Feet

30 0 30 Feet

FIGURE 12
COMBINED GEOPHYSICAL RESULTS
CAPTAIN BILL'S PROPERTY
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