GAP ANALYSIS FOR DEPARTMENT OF PUBLIC WORKS, NEW MILFORD, CT

Prepared for Brownfield Practicum

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1. EXECUTIVE SUMMARY

A Gap Analysis was performed for the Department of Public Works site and adjacent parcels, including l 6, 8, 20 Young's Field Road, and 11 Railroad Street, New Milford Connecticut. For 11 Railroad Street, only the portion of the site west of the railroad tracks was included in the analysis, where a new development is planned. The 8 Young's Field Road parcel is the only one not currently owned by the Town of New Milford; it is privately owned. The scope of the gap analysis was to identify potential areas of concern for environmental hazards present due to the past activities in the parcels. The following steps were taken to evaluate areas of potential environmental concern (AOCs) as part of the study:

- Review a Phase I Environmental Site Investigation (ESA) report conducted for 6 and 20 Young's Field Road in 2014;
- Site reconnaissance and interviews conducted on March 5th, 2021;
- Review of available files (CT DEEP, Sanborn maps).

The following observations were made as part of the gap analysis, summarized per parcel.

The AOCs for 6 Young's Field Road (YFR) identified in the 2014 ESA report remain AOCs and require additional investigation as follows:

AOC-1: The area of former USTs in the middle of the courtyard, to ensure that there is no contaminated soil left in place, as there is no confirmatory report upon the UST removal available.

AOC-2: The area behind Building 1 where the passive venting system was located; according to the 2014 ESA report, contaminated soil was left in place after UST removal, and an AST is now located inside a shed.

AOC-3: The floor drain sediment in the Bradin Building, to ensure hazardous material has not been flushed down the drain.

AOC-4: Several areas in the interior of each building, where hazardous material such as fuel and motor oil was stored and handled.

AOC-5: The area behind buildings 2 and 3 with reported surface staining and fill in the 2014 ESA report; these are not currently visible but confirmatory sampling is recommended.

The only new AOC associated with 6 YFR is related to an emergency incidence report for a petroleum release submitted to the CT Department of Energy and Environmental Protection (DEEP) on April 12th, 2017. The cause of incident is reported to be in ground tank failure. Based on DPW staff reports, this incident is likely associated with the removal of a UST that is located on the 11 Railroad Street parcel, where an AST is now located.

The AOCs for 20 Young's Field Road that were identified in the 2014 report remain AOCs and require additional investigation as follows:

AOC-1:The area where there is the catch basin sediment disposal pit.

AOC-2: Fill area along YFR at southern end of parcel.

AOC-3: The area of potential household hazardous waste storage.

AOC-4: The area where there was a railroad spur yard, turntable and roundhouse

A new Area of Concern identified (AOC-5) is a location behind the storage canopy where three abandoned fuel storage tanks are located; these were not present in 2014 based on the ESA reports and areal images of the parcel.

The following AOCs for the west side of 11 Railroad Street were identified:

AOC-1:The area of the large ASTs, where a former UST associated with the 2017 spill report is also likely located.

AOC- 2: Parking area, which included a former hazardous household waste container and several plows.

AOC-3: Land bordering the railroad tracks.

The majority of these AOCs would require relatively shallow sampling obtained using grab samples or hand augers, at less than 5 feet depth. Exceptions are areas with former USTs (AOC-1 and 2 at 6 YFR, AOC-1 at 11 Railroad street), at which soil borings are recommended to investigate residual soil contamination down to the depth of the former USTs.

The contaminants of concern are petroleum hydrocarbons in most AOCs, where petroleum products, fuels and motor oil

Several AOCs for 8 Young's Field Road were identified based on the site visit and require additional investigation as follows:

AOC- 1-9: The areas where fuel was handled need to be future investigated to determine if contamination of soil and groundwater has occurred.

AOC- 3 & 4: Future investigation of soil needs to be done after the excavation of the USTs.

AOC- 10: The storm drain needs future investigation to test for possible contamination from the runoff from the refueling stations.

2. STUDY SCOPE AND METHODOLOGY

The Town of New Milford is planning to move the Department of Public Works located on Young's Field Road, remove existing structures and sell the site to a private developer. The Town tasked the Connecticut Brownfields Initiative to evaluate the environmental conditions at the site, and data gaps that will have to be addressed as part of the redevelopment process.

The site involves four parcels, as shown in Figure 1 and summarized in Table 1:

Table 1: Overview of four parcels included in study

Address	Acreage	Current Use	Prior Use	Buildings
6 Young's Field Road	14	DPW maintenance and storage, park and baseball fields	Same	6 (office + storage)
8 Young's Field Road	0.76	Abandoned	Fuel station	outbuilding
20 Young's Field Road	4.24	DPW material storage Recycling station	Same	2 office buildings + 1 shed
11 Railroad St	5.1	Refueling station, railroad yard	Same	none

The following steps were taken to evaluate areas of potential environmental concern (AOCs) as part of the study:

- Review a Phase I report conducted for 6 and 20 Young's Field Road in 2014
- Site reconnaissance and interviews conducted on March 5th, 2021
- Review of available files (CT DEEP, Sanborn maps)

The findings of the study are summarized by parcel in the following sections.

3. 6 Young's Field Road

3.1 Site Description and History

The total acreage of 6 Young's Field Road is 14 acres. The site is primarily flat and the gradient is downward to the west-southwest.The site has six buildings that are designated by number one (1) through five (5) and "Bradin Building". Buildings 1 through 4 are used to park highway maintenance vehicles (plow trucks, sanders, etc.). Building 5 contains administrative offices and a repair shop for maintenance vehicles. The "Bradin Building" is used for the storage of equipment and tools. Historically 6 Young's Field Road was used as a highway maintenance garage by New Milford Public Works.

3.2 Existing conditions and data gaps

The 2014 investigation listed five Areas of Concern as shown in Table 2 and marked on Figure 2:

Table 2: Areas of concern (AOCs) identified in 2014 report and current status

AOC	Description in 2014 report	Current Status
1	Former motor fuel UST and fueling station east to Building No. 5	No additional information, area is currently paved over
2	Zone of contaminated soils upon LUST removal, north of Building 1 where passive venting system is	Location is now partially covered by external shed with AST, with generator adjacent. Passive venting system appears to have been covered by the shed. (Photos 1 and 2)
3	Floor drain inside Bradin Building	Still there - confirmed that drain leads to municipal sewer system
4	Current or former hazardous material storage and handling areas mostly associated with vehicle maintenance in and around the building, including but not necessarily limited to ASTs, overhead doorways and other portals	4a – Building 1 - AST with heating fuel oil 4b – Building 2 - AST with heating fuel oil 4c – Building 3 - AST with heating fuel oil 4d – Building 5 – ASTs, miscellaneous bulk fluid storage containers (Photos 3 and 4) 4e – Building 5 – floor staining 4f – Building 4 – floor staining (Photo 5) 4g – Building 1 – floor staining
5	Area of oil staining (5a) and fill (5b) behind Buildings 2 and 3	Area has been regraded and staining is no longer visible

The following data gaps emerged from the review of documents and site visit:

AOC-1

No additional documentation on soil sampling upon UST removal was identified, so that the possibility that contaminated soil remained in place cannot be eliminated and further soil sampling is warranted.

AOC-2

The soil venting system was covered by the existing shed and the zone of residual contaminated soil was not further investigated. The existence of residual contaminated soil in the UST grave has to be investigated.

AOC-3

The sediment of the floor drain should be tested to confirm that no hazardous material has been in the drain.

AOC-4

The areas where potential spills could have occurred due to material handling and storage need to be sampled to confirm there has not been any contamination.

AOC-5

A potential fill behind buildings 2 & 3 indicates that further sampling needs to be carried out to rule out soil contamination. Staining behind building 2 requires sampling to test for soil contamination.

In addition to the AOCs identified in the 2014 report, a fuel spill incident was reported in 2017. Emergency incident field report was filed for 6 Young's Field Road on 4/12/17 for diesel fuel and gas release on the ground surface. The incident was reported by BDL Environmental and the responsible party is the Town of New Milford. The area where the spilled occurred was cleaned. Further information can be found in the appendix.

Additional considerations that should be addressed would be asbestos containing building material (ACBMs) and lead based paint (LBP) in the buildings, as noted in the 2014 Phase I report. There is a potential for buildings built before the mid-1970s to contain ACBMs and LBP; a survey is therefore recommended to take place before demolition.

3.3 Recommendations

Based on the current development plan, it is assumed that all buildings will be demolished. It is recommended that a series of samples are obtained within the footprint of the demolished buildings in order to investigate whether spills have impacted the underlying soil. The decision whether the samples should be obtained prior to or after demolition can be made by the environmental contractor in charge of the investigation. These samples may be obtained as grab samples from the near surface, as any leaching of contamination would first impact the surficial soil. In addition, two soil borings are proposed to address any residual contamination from previously removed Underground Storage Tanks (USTs). Table 3 summarizes the proposed samples and additional details are given below.

Table 3: Summary of additional sampling recommended in 6 Young's Field Road

AOC	Description	Sampling method	Sampling depth	Target analytes
1	Former motor field USTs and fueling station	Soil Boring (Geoprobe)	15 ft	ETPH, VOCs
2	Contaminated soils left after LUST soil remediation	Soil Boring (Geoprobe)	15 ft	Metals, VOCs

3	Floor Drain in Bradin building	Grab sample	Bottom of drain	Metals, VOCs
4a	AST containing heating fuel oil in Building 1	Grab sample	<5 ft	ETPH, VOCs
4b	AST containing heating fuel oil in Building 2	Grab sample	<5 ft	ETPH, VOCs
4c	AST containing heating fuel oil in Building 3	Grab sample	<5 ft	ETPH, VOCs
4d	ASTs containing Waste oil, AST for virgin motor and hydraulic oil tanks, miscellaneous vehicle maintenance fluid bulk storage, and parts cleaner in Building 5	Grab sample	<5 ft	ETPH, VOCs
4e	Oil staining on concrete floor in building 5	Grab sample	<5 ft	ETPH, VOCs
4g	Oil staining on concrete floor in building 1	Grab sample	<5 ft	ETPH, VOCs
4f	Oil staining on floor in building 4	Grab sample	<5 ft	ETPH, VOCs
5a	Apparent fill in the rear on buildings 2 and 3	Grab sample	<5 ft	Metals, VOCs
5b	Oil staining behind building 2	Grab sample	<5 ft	ETPH, VOCs

Building 1: It is recommended to take a grab sample to test for Extractable Total Petroleum Hydrocarbons (ETPH) and Volatile Organic Compounds (VOCs) in the area with observed floor staining. The location of the current AST and former UST where a passive soil venting system was previously placed should be further tested for ETPH and VOCs via a soil boring to 15 feet depth or until no visual or olfactory evidence of potential impact is present.

Building 2: Following AST removal a grab sample beneath the fill port where spills may have occurred during filling; testing should be done for ETPH and VOCs. While the exact location of

the reported staining in the 2014 ESA is not known, it is recommended to take at least one grab sample behind the building to test for ETPH and VOCs.

Building 3: Following AST removal a grab sample beneath the fill port where spills may have occurred during filling; testing should be done for ETPH and VOCs. For the apparent fill in the rear on buildings 2 and 3 it is recommended taking a grab sample of the soil and testing for metals and VOCs.

Building 4: Obtain grab sample(s) in areas with apparent oil staining and test for ETPH and VOCs.

Building 5: Obtain grab sample(s) in areas with apparent oil staining and test for ETPH and VOCs. Following AST removal a grab sample beneath the fill port where spills may have occurred during filling; testing should be done for ETPH and VOCs. For the former motor field USTs and fueling station east of building 5 it is recommended to perform a soil boring to a depth of at least 15 feet or until no visual or olfactory evidence of potential impact is present. It is recommended to test for ETPH and VOCs.

Bradin Building: It is recommended to take a grab sample of the soil in the floor drain. The bottom of the drain should be tested for metals and VOCs.

4. 8 Young's Field Road

4.1 Site Description and History

8 Young's Field Road is 0.76 acres. According to the town GIS, the owner is Carl Linsted H et al. The property lies within a FEMA flood zone and is sloped towards the river, going from east to west. The parcel has no buildings with the exception of a shed located in the top eastern portion of the property. Historically the site was used for refueling, leaving three refueling stations and four large ASTs. The refueling stations contained heating oil, diesel, and unleaded gasoline; the large ASTs housed the refueling station's heating oil. At the time of the site visit, it was not known whether the ASTs were empty. Four possible underground storage tanks are located on the lot based on the surficial reconnaissance, the conditions and sizes of which are not known (see Figure 4 for an aerial image of the UST potential locations). The site also has a tank marked as non-potable water and two storm drains with unknown points of discharge (i.e. if they lead directly to the river or a sanitary sewer). The surface of the property was reportedly unpaved for an unspecified amount of time. A review of aerial images on Google Earth indicates that the front of the site was paved as early as 1991. Five monitoring wells were observed on the site, the conditions and origin of which are unknown.

4.2 Data Gaps

The site visits showed several Areas of Concern with potential contamination that should be investigated as part of site redevelopment. Table 4 and Figure 3 summarize the identified areas.

Table 4: List of identified AOCs

AOC	Description
1	4 tall ASTs on eastern part of the site (Photo 6 and 7)

2	Pipes connecting the four ASTs to the filling station (Photo 7)
3	UST- 1 (Photo 8)
4	UST- 2
5	UST- 3 (Photo 8)
6	UST- 4 (Photo 9)
7	Fill Station- 1 (Photo 10)
8	Fill Station- 2 (Photo 9)
9	Canopy Fill station (Photo 11)
10	Storm water drain (Photo 12)

Given the storage and handling of fuels in AOCs 1 through 9, spills and leaks may have occurred and been sources of soil and groundwater contamination with petroleum hydrocarbons.

Possible runoff of contaminants from the refueling station's spills and leaks could enter this storm drain, designated as AOC-10.

4.3 Recommendations

A comprehensive Phase II investigation is required to ascertain whether soil and groundwater contamination has occurred at the site as a result of handling and storage of petroleum products.

A Ground Penetrating Radar survey should be initially done to confirm the exact location and size of USTs present at the site.

Due to the parcel's history, it is highly recommended that sampling is conducted via soil borings, grab samples, and the redevelopment of preexisting monitoring wells. Table 5 summarizes the recommended sampling program to address each of the AOCs and the proposed locations are shown in Figure 3.

There are nine identified locations where soil borings can take place: one underneath each of the three fill stations; one between the central fill station and Young's Field Road; one between the two USTs; two underneath the pipes connecting the four ASTs to the western part of the site; one in the center of the four ASTs; and one up-gradient of the ASTs to ascertain there is no contamination from offsite sources. Three of these soils borings should be combined with new monitoring wells.

Grab samples will be collected as part of the UST removal process according to the sampling protocols recommended by the CT Department of Energy and Environmental Protection (https://portal.ct.gov/DEEP/Underground-Storage-Tanks/UST-Closure-Sampling-and-Analytical-Methods). Samples will be collected from each of the tank's side walls and the soil directly underneath them. Twenty-two grab samples have been recommended for this site (see Figure 3).

Five preexisting wells on the site are suggested to be redeveloped for sampling after the assessment of their conditions. If redevelopment of the wells is not viable, one or more of the proposed soil borings can be developed into a monitoring well.

Given the history of the site, it is recommended that samples are screened for ETPH, VOCs and metals.

Table 5: Recommended soil sampling plan for 8 YFR

AOC	Boring type	Boring depth	Target analytes
1	Soil borings completed as monitoring wells	20ft	ETPH, VOCs, metals
2	Soil borings	20ft	ETPH, VOCs
3	Grab samples	4ft below excavation	ETPH, VOCs, metals
4	Grab samples	4ft below excavation	ETPH, VOCs, metals
5	Grab samples	4ft below excavation	ETPH, VOCs, metals
6	Grab samples	4ft below excavation	ETPH, VOCs, metals
7	Soil borings	20ft	ETPH, VOCs, metals
8	Soil borings	20ft	ETPH, VOCs, metals
9	Soil borings	20ft	ETPH, VOCs, metals
10	Grab sample	4ft below excavation	ETPH, VOCs, metals
Redeveloped monitoring wells	Groundwater sample	Current depth of MW	ETPH, VOCs

5. 20 Young's Field Road

5.1 Site Description and History

20 Young's Field Road has a total acreage of 4.24 acres. The parcel is primarily flat with the exception of a steep embankment at the southwest portion of the site. The site slopes to the west-southwest towards the river. Historically the site was used as a residential site till October 1957. The site was also used as a railroad yard with turntable and roundhouse from an unknown date to July 1982. Currently the northern part of the parcel is used by the Town of New Milford Facilities Maintenance and is used as an office and workshop. There is a truck wash that was formerly used as salt storage. In the northern part of the parcel a recycling center is located. The northern part of the parcel is mostly paved. On the southern part of the parcel there is a large canopy for the storage of treated road salt and other outdoor storage like gravel and catch basin frames. The southern part of the parcel is mostly unpaved.

5.2 Data Gaps

Four AOCs were identified in the 2014 ESA, summarized in Table 6. One additional AOC was identified during the site visit in March 2021 and is included in Table 6. The locations are shown in Figures 5 through 8.

Table 6: AOCs on 20 YFR identified in the 2014 Phase I ESA.

AOC	Description in 2014 report	Current Status
1	Catch basin sediment disposal pit	Unchanged (Photo 3)
2	Potential fill area along YFR at southern end of parcel	Unchanged
3	Current and past recycling center hazardous materials collection area (NE portion of the recycling site)	It is unclear if the recycling center has accepted household hazardous waste in the past. The location of hazardous storage should be tested since the surface was unpaved in the past.
4	Historic railroad spur yard, turntable and roundhouse on southern portion of the parcel	Unchanged (Image 3)
5	Not present in 2014 report	Empty oil tanks and container labeled oil recycling, standing water and mud present in area behind storage canopy (Photo 14 – Image 5)

AOC-1: This is an area on the southern portion of the parcel used to dispose of storm water sediment from the catch basin. Sediment is often associated with accumulation of various contaminants.

AOC-2: This area refers to the steep embankment along YFR, which is a result of fill accumulation over years. Fill is often associated with contaminants such as PAHs and metals.

AOC-3: while it is not clear that household hazardous waste was ever improperly handled at the area, the anecdotal information provided in the 2014 ESA report renders this area a continued AOC.

AOC-4: This area is also a historic AOC that remains unchanged based on the 2014 report, as railroad spur areas are associated with metals and PAHs.

AOC-5: based on Google Earth images, the discarded tanks behind the storage canopy were placed sometime between 2016 and 2017. It is unknown whether the tanks are empty and what their origin is.

5.3 Recommendations

The site visits showed several Areas of Concern with potential contamination that should be investigated as part of site redevelopment. Table 7 and Figures 7 and 8 summarize the recommending sampling for the identified areas.

Table 7: Recommended soil sampling plan for 20 YFR

AOC	Sample Type	Sample Depth	Target Analytes
1	Grab sample	Surface	VOCs and metals
2	Hand Auger	Below zone of tree roots	VOCs and metals
3	Grab sample	Surface	VOCs and metals
4	Grab sample	Surface	VOCs and metals
5	Grab samples	Surface	ETPHs and VOCs

AOC-1: take a grab sample of the sediment and test for VOCs and metals.

AOC-2: Take at least one sample from the fill material to test for VOCs and metals. It is recommended to use a hand auger to drive past the surface soil with organic materials.

AOC-3: Take a grab sample below the current concrete pad and test for VOCs and metals.

AOC-4: Take least one sample in the general location of the turntable and roundhouse, and test for VOCs and metals.

AOC-5: Take one grab sample underneath each tank, especially if staining is visible. Test for VOCs and petroleum hydrocarbons.

6. 11 Railroad Street

6.1 Site Description and History

The parcel is 5.1 acres in area with a primarily flat topography. Figure 9 shows an overview of the site and Figures 10 through 12 details of the various sections. The parcel has a diesel gasoline AST with a gas pump, which has been used since the removal of two leaking diesel and gasoline fuel USTs in 2017, according to DPW staff. The contaminated soil was removed at the time of the tank's removals. No records were found on the DEEP website related to this incident, except the 2017 report that had the 6 Young’s Field Road address on it.

A parking lot is present along the railroad tracks that constitute the western limit of the proposed development. Based on Google Earth historical imagery, pavement was laid on the parking lot in 2017, prior to which it was a dirt lot. According to DPW staff, a storage container with

household hazardous waste was located in the northern portion of the parking lot and removed from the property, most likely between 2010 and 2012 based on Google Earth historical imagery (Image 5). The parking area has also been used to store plows, so that leaks and spills in the area may have occurred, according to DPW personnel.

6.2 Data Gaps

Based on the site reconnaissance, three AOCs were identified in association with the western portion of the 11 Railroad site, summarized in Table 8.

Table 8: List of identified AOCs

AOC	Description
1	AST containing diesel fuel and its associated pump – potential for petroleum spills
2	Area with the now removed storage container that had household hazardous waste – potential for ground contamination
3	Land bordering the railroad tracks – potential contamination association with railroad use

6.3 Recommendations

Table 9 summarizes the recommended sampling plan to address the three AOCs, also shown in Figures 10 through 12.

Table 9: Recommended soil sampling plan for 11 Railroad Street

AOC	Sample type	Sample depth	Target analytes
1	Hand auger	<5 ft	ETPH, VOCs
2	Grab sample	Surface	VOCs, metals
3	Grab samples (8)	Surface	VOCs, PAHs, metals

It is recommended to take a sample in the area beneath the AST's pump to test for any possible spills via ETPH and VOCs (see Figure 9). A hand auger can be used to drill 5 ft below the surface.

A sample in the general area of the former hazardous waste storage should be taken and tested for VOCs and metals.

Finally, approximately 8 samples should be taken every 200 ft along the railroad track outside the 2 ft easement, to test for VOCs, PAHs and metals often associated with railroad operations.

APPENDICES

Appendix I Figures

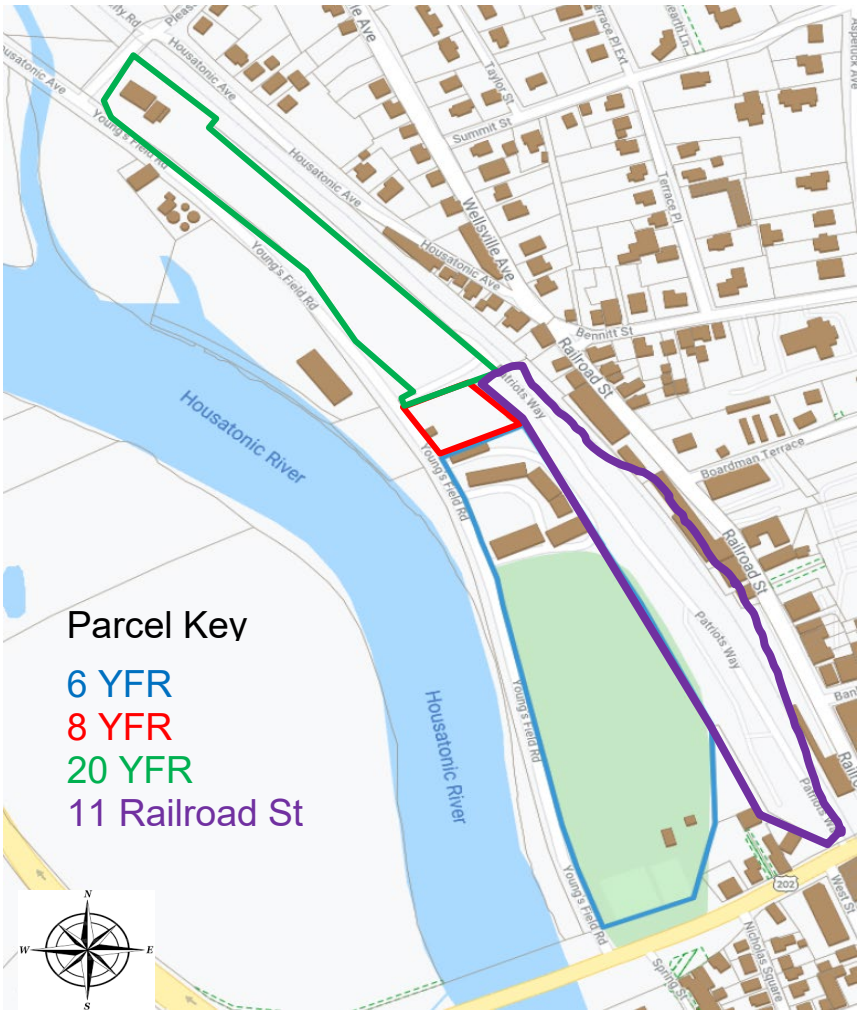

Figure 1. Overview of parcels included in the study – Source: Town of Milford GIS

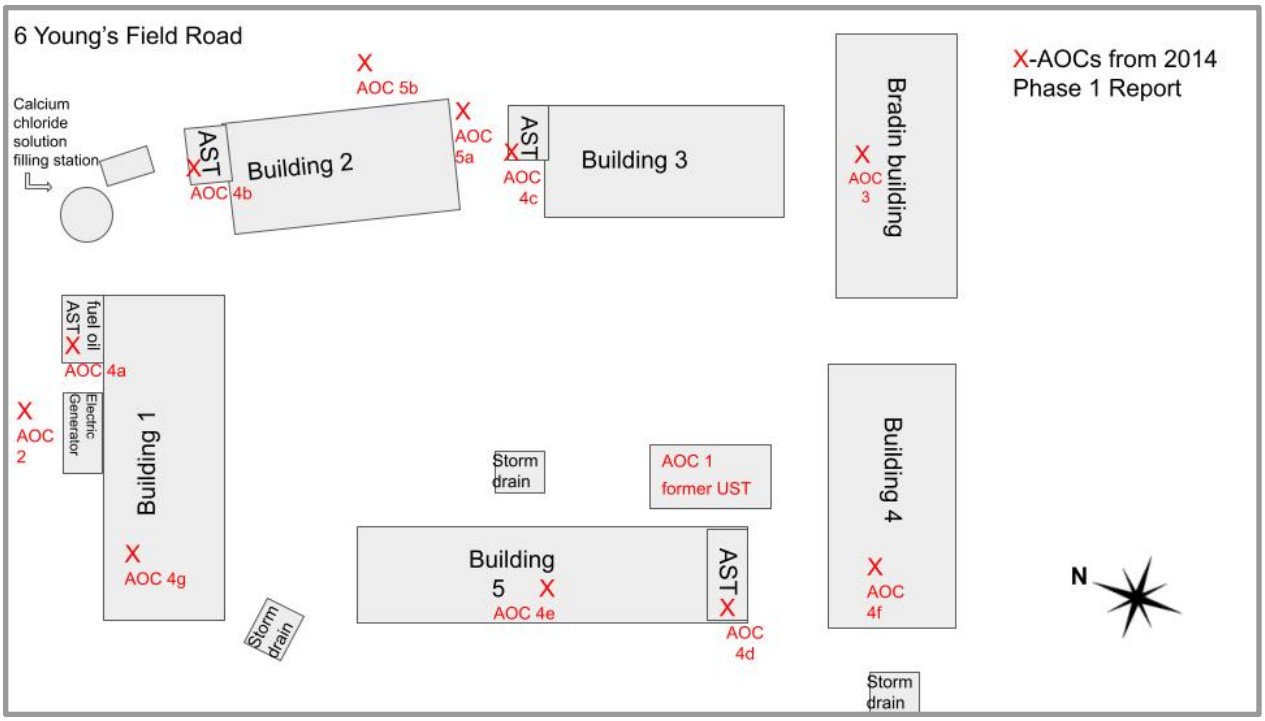

Figure 2. Site outline of 6 Young's Field Road.

Figure 3. Current satellite image of 8 Young's Field Road outlining the location of the potential USTs.

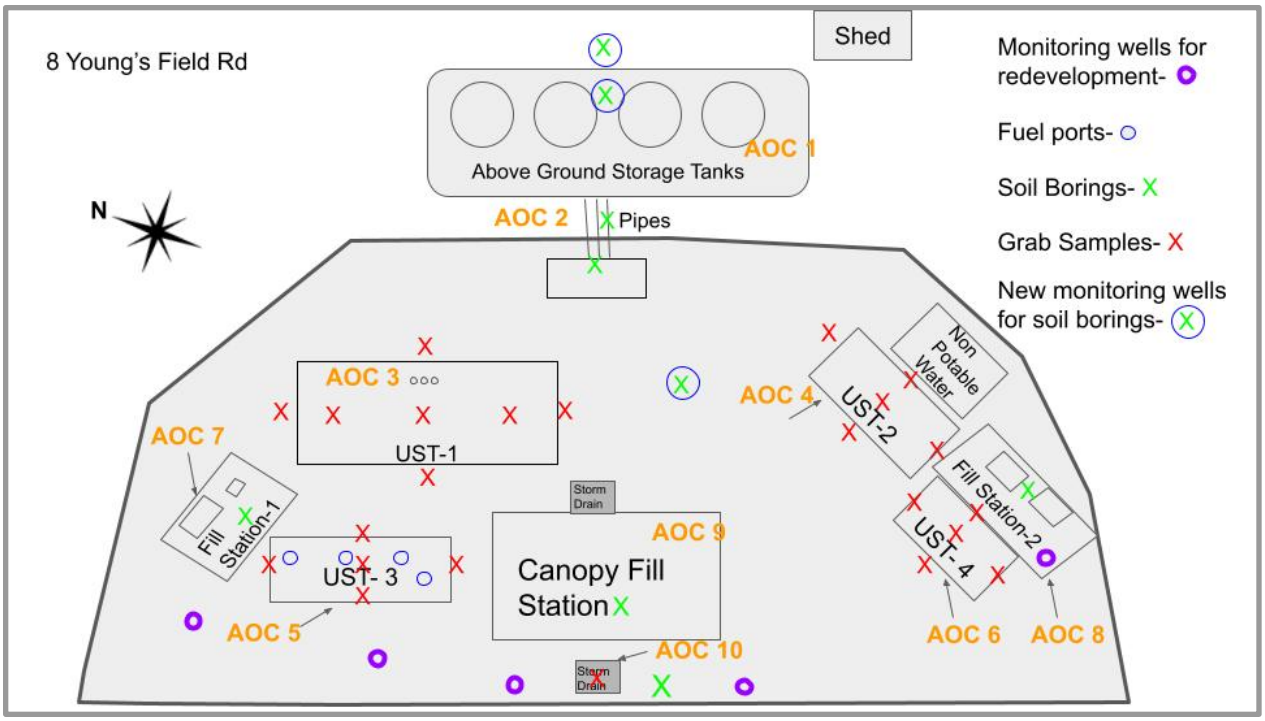

Figure 4. A site overview of 8 Young's Field Road.

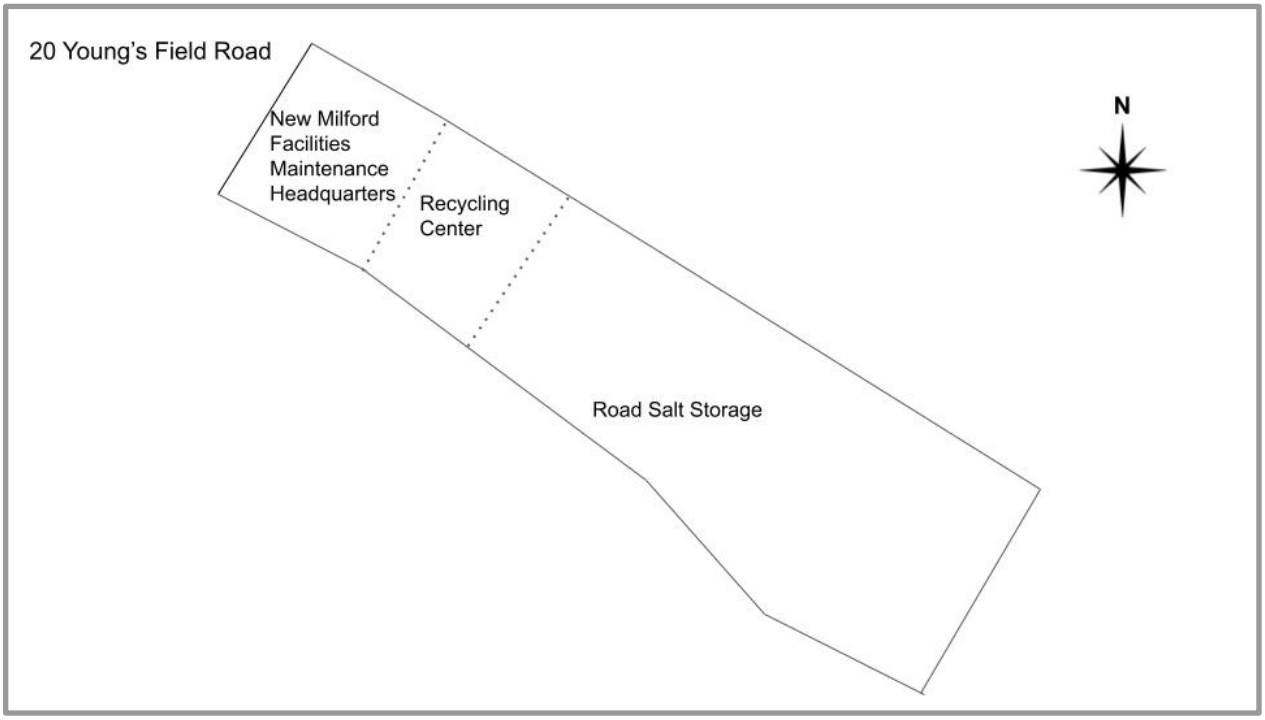

Figure 5. An overview of 20 Young's Field Road. Overviews of each of the three parcel segments are below.

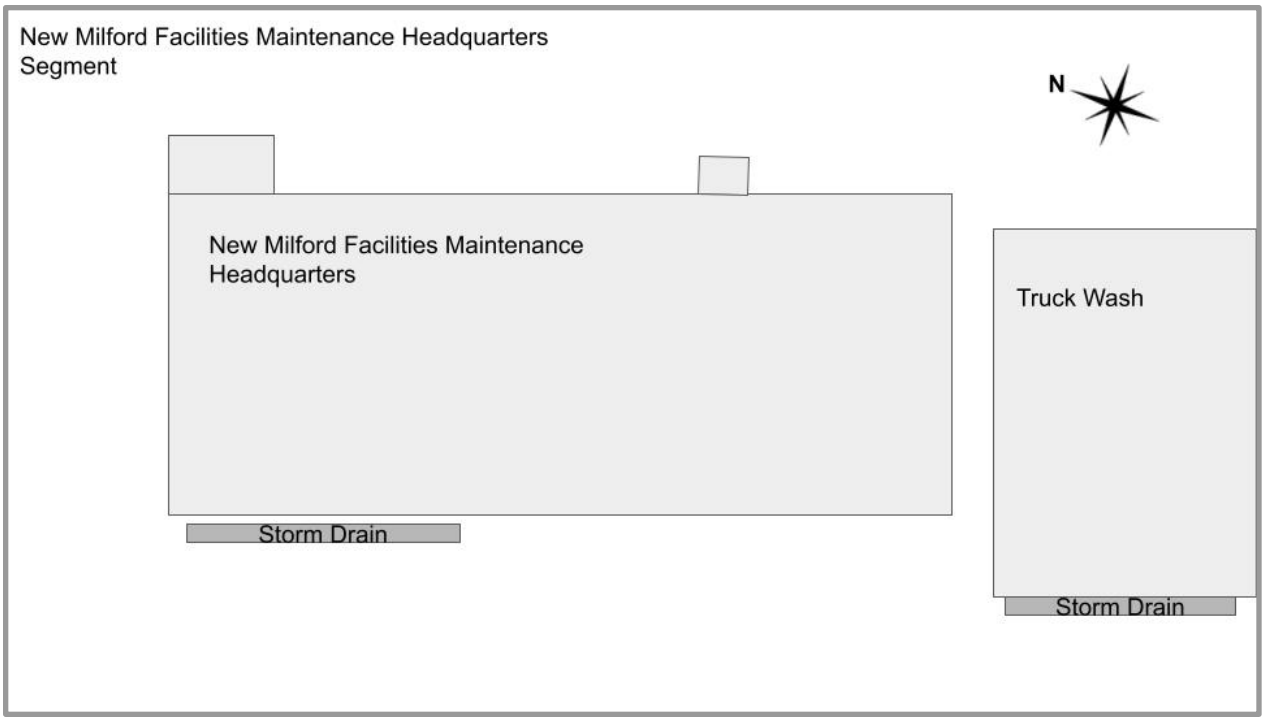

Figure 6. An overview of 20 Young's Field Road's New Milford Facilities Maintenance Headquarters Segment.

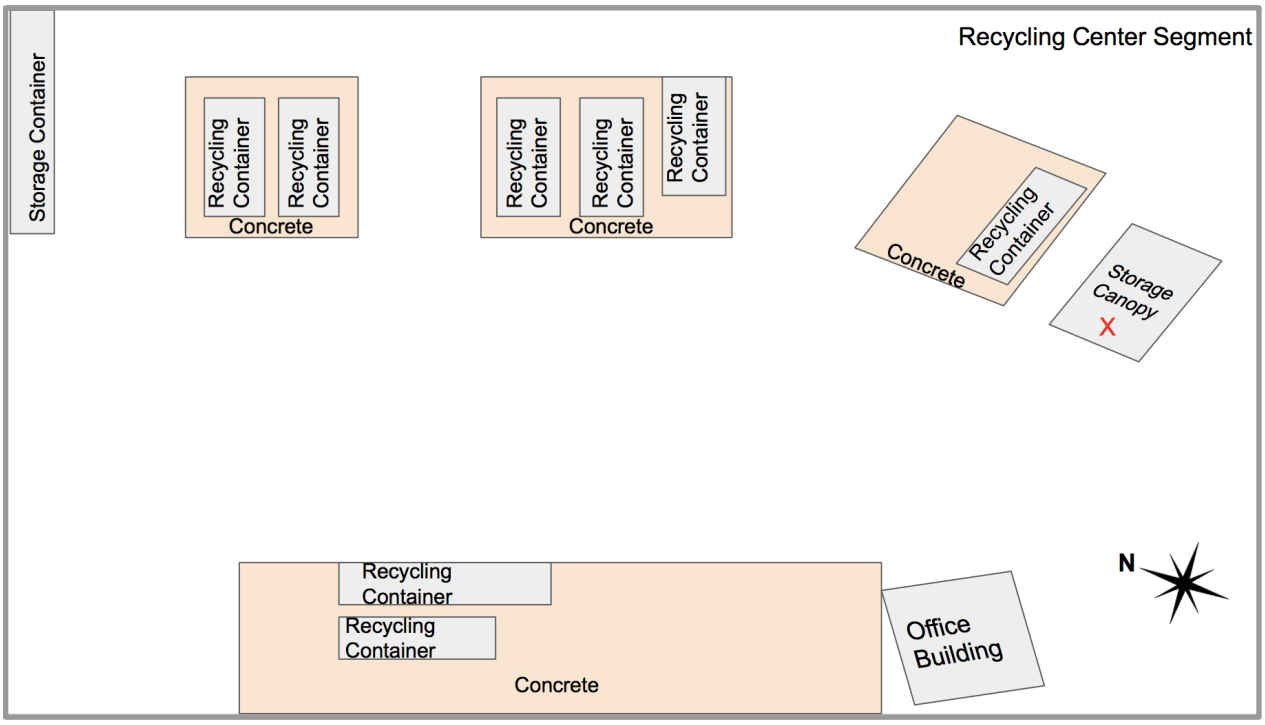

Figure 7. An overview of 20 Young's Field Road's recycling center segment.

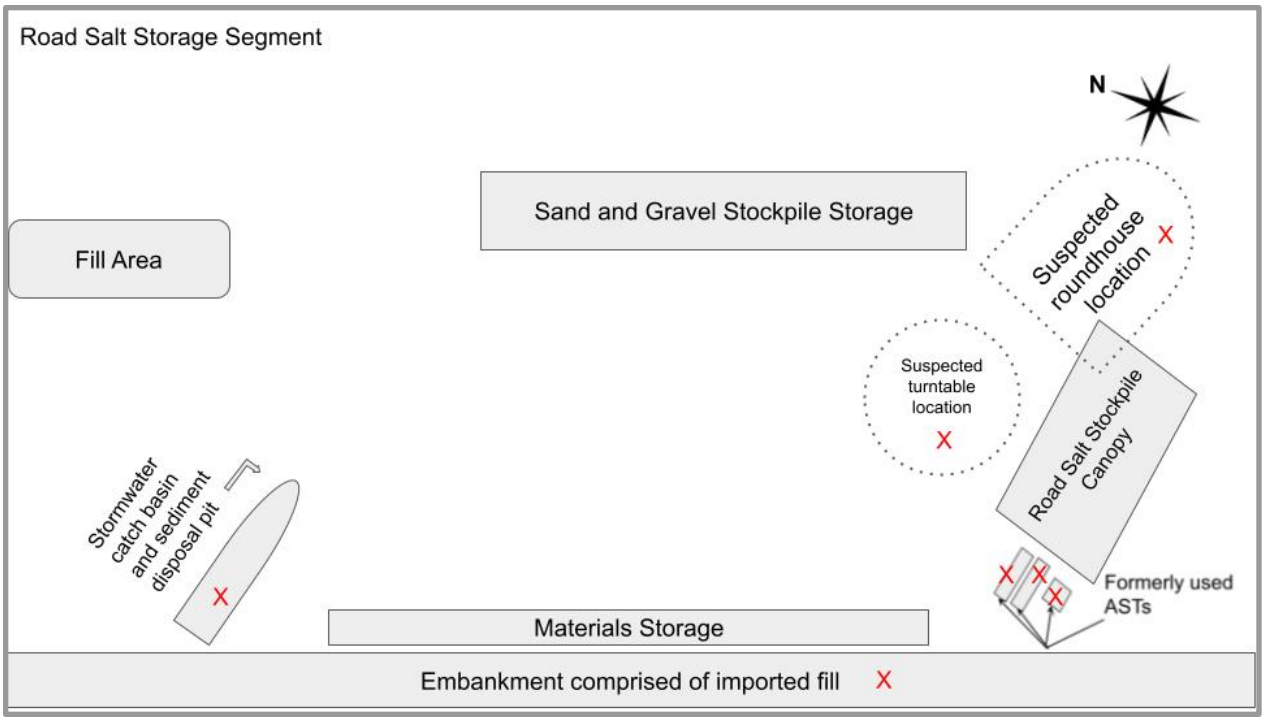

Figure 8. An overview of 20 Young's Field Road's road salt storage segment.

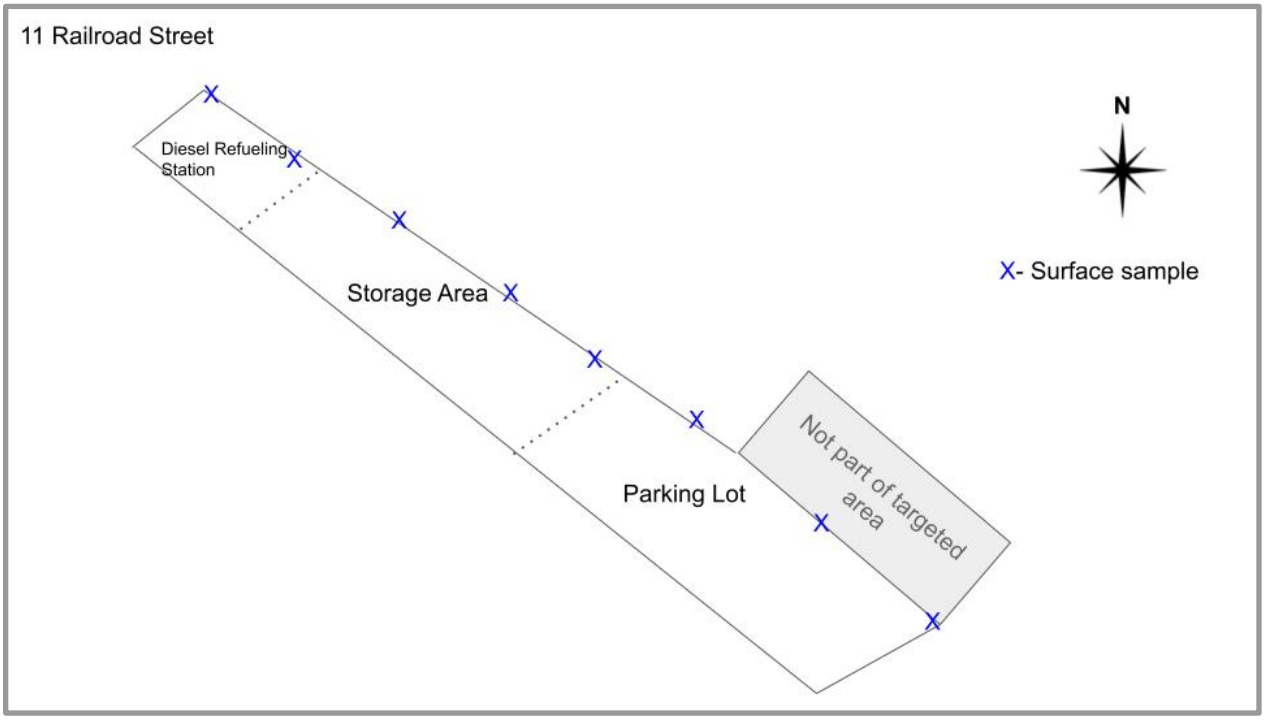

Figure 9. An overview of 11 Railroad Street. Overviews of the parcel's three segments are below.

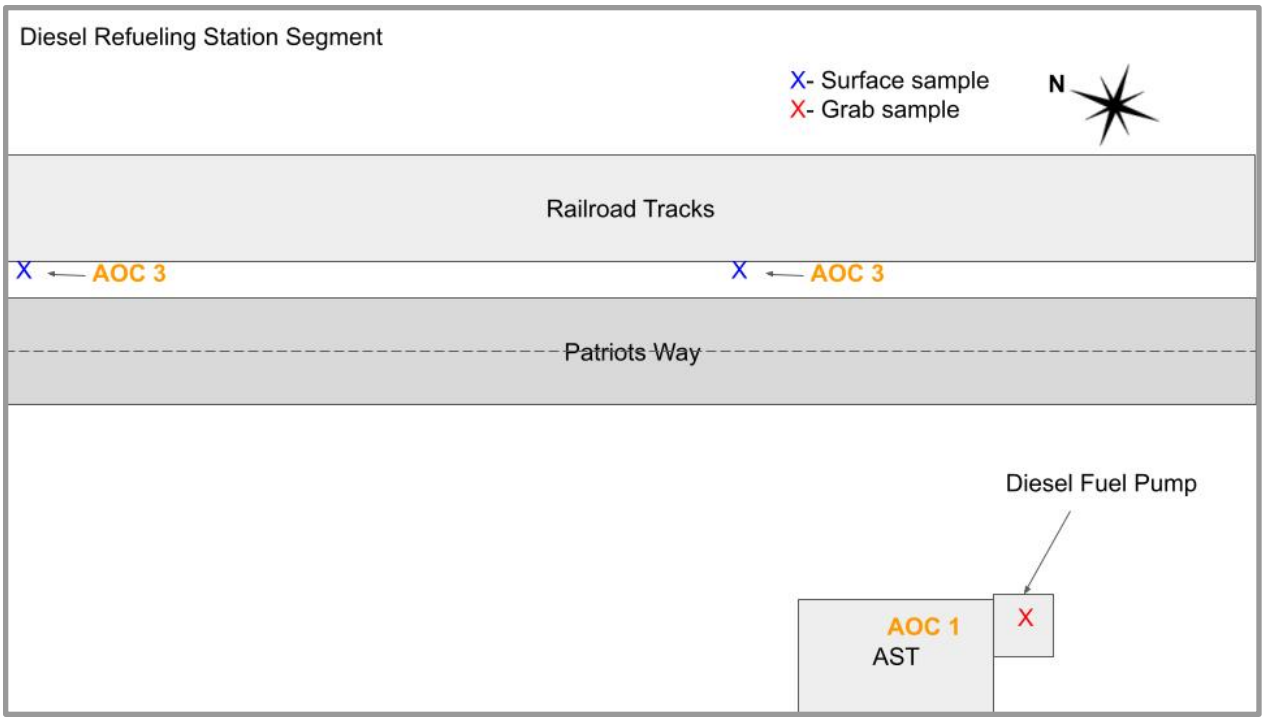

Figure 10. An overview of 11 Railroad Street's diesel refueling station segment.

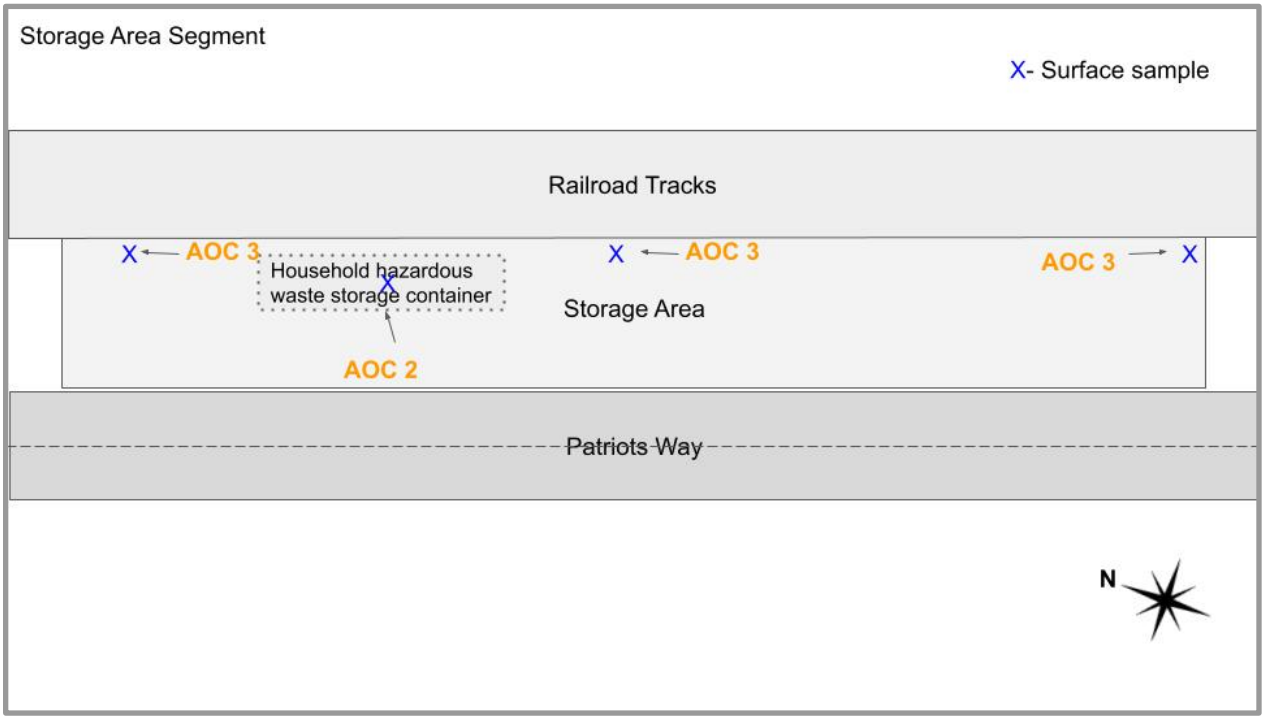

Figure 11. An overview of 11 Railroad Street's storage area segment.

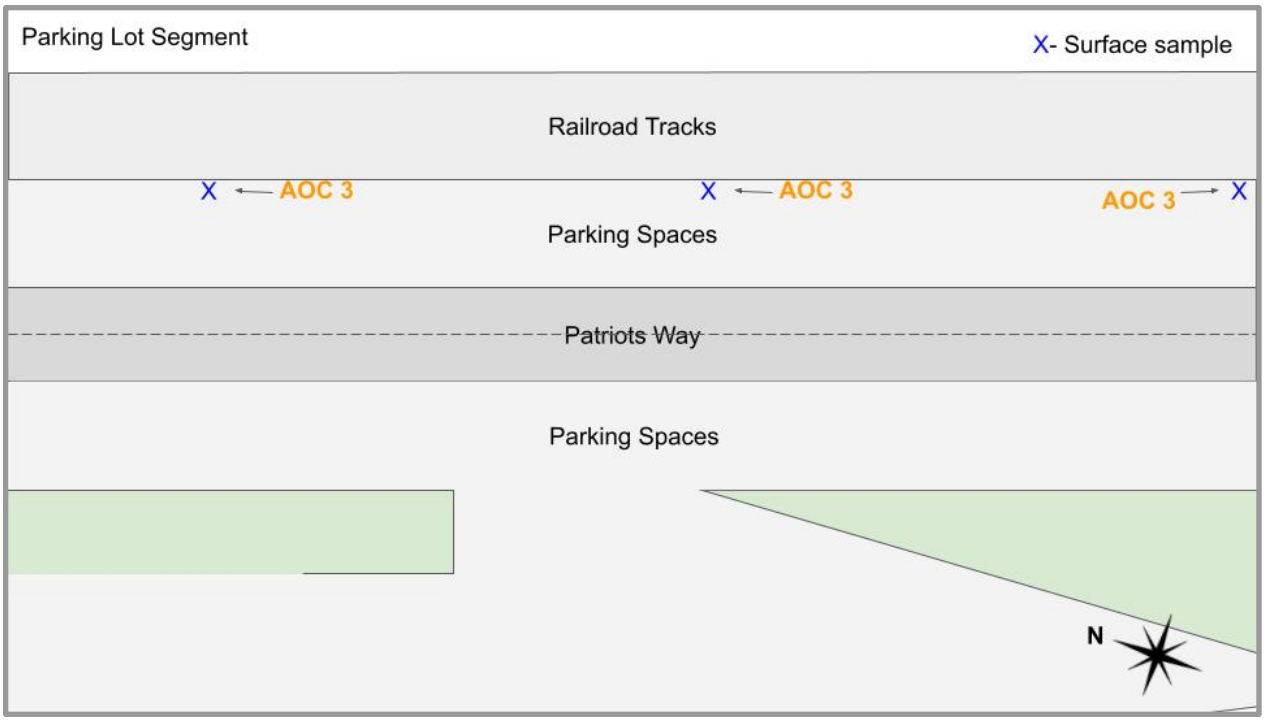

Figure 12. An overview of 11 Railroad Street's parking lot segment.

Appendix II Aerial images and Sanborn maps

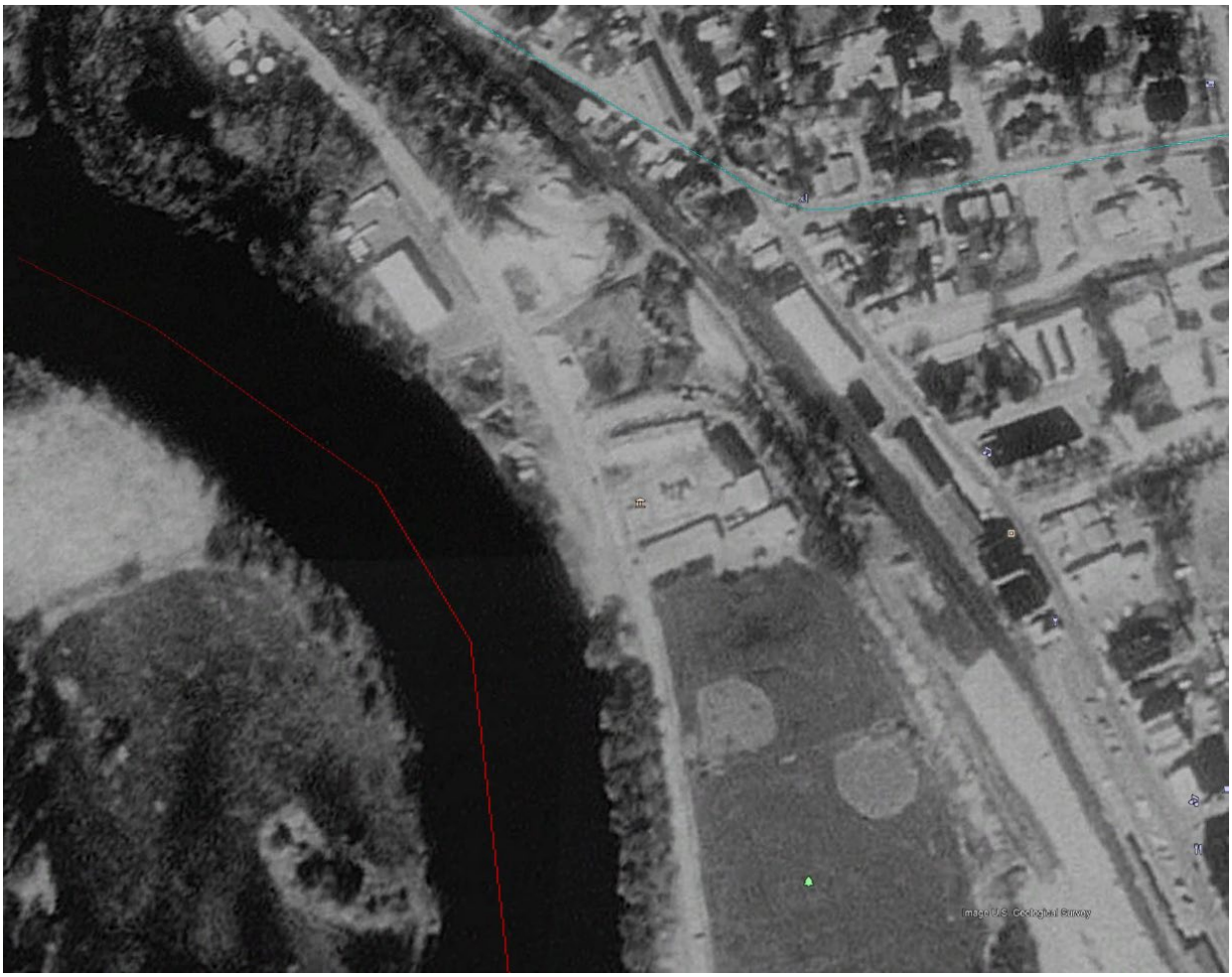

Image 1. Google Earth view of the Site on 3/30/1991

Image 2. Google Earth view of the Site on 7/2/2008

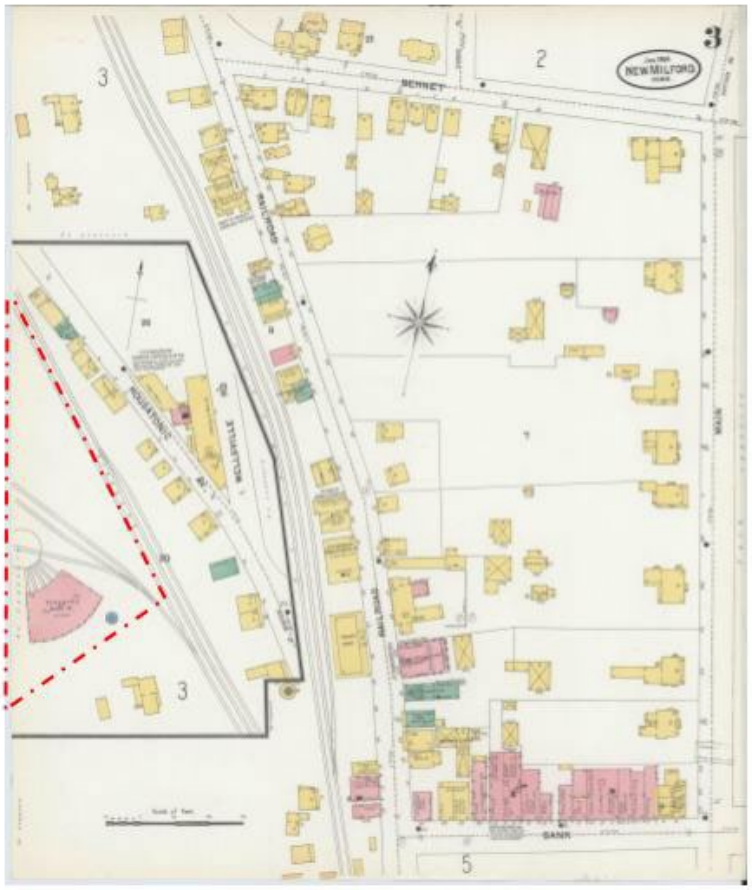

Image 3. The area outlined in red is what is shown of 20 Young's Field Road's southeastern part of the parcel.

Image 4. Google Earth view of area behind canopy on 20 YFR in 2016 (top) and 2017 (bottom)

Image 5. Google Earth view of parking lot area behind 6 YFR in 2010 (top) and 2012 (bottom)

Additional CT DEEP files beyond what was in the 2014 report

Case No.: 2017-01711
Staff Receiving Call: 208 MONARCA, VINCENT **Assigned To:** 000 NO RESPONSE
Date Reported: 04/12/2017 **Time Reported:** 9:53
Date of Release: 04/12/2017 **Time of Release:** UNKNOWN
Town of Release: NEW MILFORD **State of Release:** CT
Location of Reported Release: 6 YOUNGSFIELD RD
Reported By: BEN TIMME **Phone:** (203) 509-1351 **Ext:**
Representing: BDL ENVIRONMENTAL
Responsible Party: TOWN OF NEW MILFORD (ALLEN RUSSO) **Phone:** (860) 355-6040
Street Address:
Town: **State:** **Zip Code:**
Does the Responsible Party Accept Financial Responsibility?
Release Type: PETROLEUM
Release Substance: DIESEL FUEL & GASOLINE
Media: GROUND SURFACE
Total Quantity: 0 **Gallons** 6 **Cubic Yards** 0 **Cubic Feet** 0 **Drums** 0 **Pounds**
Emergency Measures: 8000g lust 6000g lust. no free produt or ground water.
Has the Release Been Terminated?: YES
Type of Waterbody Affected:
Name of Waterbody Affected:
Total Quantity Recovered: 0 **Total Quantity in Water:** 0
Corrective Actions Taken: CONTRACTED

Emergency incident field report was filed for 6 Young's Field Road

Appendix III Site photos taken on 03/06/2021 visit

Photograph 1: View of AOC-2 on 6 YFR, looking towards the east

Photograph 2: View of AOC-2 on 6 YFR, looking towards the south

Photograph 3&4: ASTs containing Waste oil, AST for virgin motor and hydraulic oil tanks, miscellaneous vehicle maintenance fluid bulk storage, and parts cleaner in 6 Young's Field Road's Building 5.

Photograph 5: Floor staining in Building 4

Photograph 6. View of 8 Young's Field Road's four ASTs and shed from 11 Railroad Street.

Photograph 7. 8 Young's Field Road's ASTs and pipes connecting them to the western portion of the parcel.

Photograph 8. View of UST- 1 (middle of picture) and partial view of UST- 3 (bottom of picture) on 8 Young's Field Road.

Photograph 9. Gas refueling station and UST- 4 on 8 Young's Field Road (referred to as Fill Station-2 in Figure 3).

Photograph 10. Diesel refueling station on 8 Young's Field Road (referred to as Fill Station-1 in Figure 3).

Photograph 11. View of canopy fill station on 8 Young's Field Road.

Photograph 12. Storm drain in front of canopy fill station on 8 Young's Field Road.

Photograph 13. Catch basin sediment disposal pit on 20 YFR

Photograph No 14. Former oil storage tanks on 20 Young's Field Road.