

TASK 120 – PRELIMINARY SITE EVALUATION

**NEW BRITAIN-HARTFORD BUSWAY
CONNDOT PROJECT NO. 171-305**

**ELMWOOD STATION
WEST HARTFORD, CONNECTICUT**

Prepared For:

**State of Connecticut
Department of Transportation**

Prepared By:

**Baker Engineering NY, Inc.
2096-B Silas Deane Highway
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May 2003

Baker

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Task 120 - Preliminary Site Evaluation
646-650 New Park Avenue, Assessor's Lot Reference 3776-2-646
642 New Park Avenue, Assessor's Lot Reference 3776-2-642
West Hartford, Connecticut
State Project No. 171-305
Baker Engineering NY Reference No. 25624-43101

I. INTRODUCTION

Baker Engineering NY, Inc. has been retained by the Connecticut Department of Transportation (CDOT) to provide Program Management services in the Pre-Design/Build Phase of the New Britain-Hartford Busway project. This Task 120-Preliminary Site Evaluation is being prepared as part of the initial phase of this project.

The Preliminary Site Evaluation reports in this initial stage will be conducted on the twelve (12) proposed busway station locations and along the Amtrak Corridor. The focus of this report is the proposed Elmwood station site. The objective of the Preliminary Site Evaluation is to identify areas within the property limits where contaminated/ hazardous materials may be encountered. Both past and present land use, record research and visual site conditions are evaluated to determine if any land use activities may have negatively impacted environmental conditions within the property limits. Based on results of the record research and site visit, recommendations will be made regarding the need for further environmental study.

II. PROJECT DESCRIPTION

The Connecticut Department of Transportation (CDOT) is proposing to construct a dedicated Bus Rapid Transit facility between New Britain and Hartford. The 9.4-mile busway will include both a dedicated roadway, which will be utilized by busses only, and up to twelve (12) bus stations to serve commuters. The proposed busway corridor will follow an abandoned rail line in the southern portion and an active Amtrak right-of-way in the northern section. The busway corridor will extend through the communities of New Britain, Newington, West Hartford and Hartford, with busway stations in all four municipalities.

III. EVALUATION METHODOLOGY

In accordance with the Baker Engineering Scope of Work submitted to CDOT on July 15, 2002, the Connecticut Transfer Act (Section 22a-134), and in reference to current ASTM standards for Phase I reports, the following sources were utilized to assess environmental conditions on the subject site:

- Review of environmental mapping to identify the environmental characteristics and setting of the subject property.
- Review of historical records to identify any past land usage which may have impacted environmental conditions at the subject site. Sources referenced include old land records, Price and Lee City Directories and Sanborn Fire Insurance Maps.
- Review of Federal, State and local files to collect site information and relevant agency data. The Connecticut Department of Environmental Protection (CTDEP) records were researched in the following offices: Oil and Chemical Spills, Underground Storage Tanks (USTs), Water Management and Waste Management. West Hartford officials were contacted in the following offices: Planning and Zoning, Building, Fire Marshal, and Engineering Department.
- A site visit to observe and record existing operating conditions and to interview persons knowledgeable of facilities and operating conditions on the property.

IV. SITE INFORMATION

A. Property Data

The proposed Elmwood station site is shown on the U.S. Geological Survey (U.S.G.S.) Map in Appendix A. Based on information in the Final Environmental Impact Statement and Section 4(f) Evaluation December 2001, two total property takes are planned for the construction of this station. The first property is located at 646-650 New Park Avenue in West Hartford (Tax Assessor No. 3776-2-634) and is owned by Bruce Bedrick. A car wash and gas station are present on the site. The property is 0.65 acres and zoned for commercial use. The second property is located at 642 New Park Avenue (Tax Assessor No. 3776-2-642), is owned by Charles Leventis and is the site of an auto repair shop. The property is listed as 0.31 acres and is zoned for commercial use. Properties surrounding the proposed busway station site are: a Monroe Muffler shop to the north; rail track right-of-way to the east; New Britain Avenue to the south and a bar/barber shop/residential homes to the west.

B. Groundwater Classification

The groundwater in the vicinity of the subject property, as categorized by the "Water Quality Classification Map for the Connecticut River and South Central Coastal Basins, 1993, is classified as "GB". Class "GB" indicates that the groundwater is within highly urbanized areas or areas of intense industrial activity and where public water supply service is available. The groundwater may not be suitable for direct human consumption due to waste discharges, spills or leaks of chemicals or land use impacts. The state's goal is to prevent further degradation by preventing additional discharges that would cause irreversible contamination.

C. Surface Water Classification

The nearest surface water to the subject property is Trout Brook (located approximately 750 feet to the north), which is classified by the CTDEP as a " B-B/A" water resource in this area. This classification indicates that the surface water may not be "meeting Water Quality Criteria or one or more designated uses. The water quality goal is achievement of Class A Criteria and attainment of Class A designated uses." The subject site is located in the Piper Brook Drainage Basin, which is part of the Southwest Coast Major Basin.

D. Proximity of Public Water Supplies

CTDEP GIS maps were reviewed for the location of public wells within a one-half mile radius of the referenced property. No public wells are located within this radius.

E. Geological Information

According to the "Surficial Materials Map of Connecticut", CTDEP, 1992, the surficial material on the subject property is classified as "fines" and alluvium overlying fines. Fines are described as fine sand, silt and clay. The "Geologic Map of the Hartford South Quadrangle", copyright 1967 denotes the area as "af"- artificial fill, which is composed of generally earth fill.

According to the "Bedrock Geological Map of Connecticut", 1985, the study area is classified as "Jp"-Portland Arkose. The bedrock is defined as a reddish-brown arkose, also known as brownstone.

F. Endangered/Threatened Species

Based on the Natural Diversity Database Digital Data Map, CTDEP, July 2002, there are no listed species or significant natural communities near the subject property.

V. OVERVIEW OF SITE HISTORY

▪ City Directories

Based on research from the Hazardous/Contaminated Risk Sites Evaluation, April 2001, the first listing for 646-650 New Park Avenue was in 1970. The listing was for Super Jet Service Station. The property was listed as Mr. Autowash in the 1985 directory. Royal Auto Service was listed as being present at 642 New Park Avenue from 1950-1980.

▪ Sanborn Fire Insurance Maps

Sanborn Insurance Maps were reviewed for the following years: 1917, 1920, 1923, 1950 & 1979.

The 1917, 1920 and 1923 maps show both properties combined, with a small building labeled as the Elmwood Railroad Station. The N.Y.N.H. rail line is shown along the east side of the property. The 1950 map shows an auto repair facility at 642 New Park Avenue; 646-650 New Park Avenue is not shown on this map. The 1979 map shows a filling station on 646-650 New Park Avenue and an auto repair facility at 642 New Park Avenue.

▪ Municipal Information

There was no information available on past land use in the town of West Hartford offices.

VI. SITE VISIT

A site visit was conducted by Baker Engineering on February 11, 2003. A location map, a site sketch and photographs of the parcel are included in Appendix A. Permission to perform the site visits were granted by the owners of both properties.

The proposed Elmwood station site is adjacent to the eastern side of New Park Avenue in a primarily commercial-residential area. According to preliminary design plans, the station will be constructed on two properties, listed as 646-650 and 642 New Park Avenue. Properties surrounding the proposed busway station site are: a Monroe Muffler shop to the north; rail track right-of-way to the east; New Britain Avenue to the south and a bar/barber shop/ residential homes to the west.

A car wash (Mr. Autowash) is present at 646-650 New Park Avenue. According to owner Bruce Bedrick, the car wash was constructed in 1990. The carwash building is a rectangular cement block structure. The car wash operation is a conveyor track system, which uses a sand interceptor, and oil and grease separator to capture wastes generated from the car wash activities. The water is then discharged to the municipal sewer system after going through the interceptor and separator. Additional areas inside the building include two office areas and a utility room. The heat source is natural gas.

The area around the perimeter of the building is paved. Two gasoline dispenser pumps are present on the west side of the building. According to Mr. Bedrick, three-3,000 gallon underground storage tanks are present on the northern side of the site. The tanks were installed in 1990 and have monitoring systems on the tanks and gas lines for detection of leaks.

The second property where the Elmwood station will be sited is 642 New Park Avenue, the site of In & Out Lube Center. This property is located to the north of the Mr. Autowash property. Mr. Jim Betz, operator of the lube center, was interviewed for the site visit. According to Mr. Betz, a car service facility has operated on the property for a number of years (no specific timeframe was given). The one building onsite is a one-story concrete block structure with an office/waiting area on the north side of the building and four service bays, which occupy the remainder of the building. One floor drain was observed in one of the service bays. Mr. Betz stated that he was not certain whether the drain was sealed off. According to Mr. Betz, no solvents were used onsite. Spent coolant, grease and waste oil were stored onsite in tanks and fifty five gallon drums in a separate waste storage area on the south side of the building and were removed from the site by licensed transporter(s).

The entrance and front (north and west) sides of the property are paved. The eastern and southern portions of the property appeared to be grass covered. Heavy snow cover during the time of the site inspection prevented a thorough inspection of these areas.

VII. REGULATORY FILE REVIEW

The following sources were reviewed from February 18-March 19, 2003 at the office of the Connecticut Department of Environmental Protection (CTDEP) to obtain environmental information pertinent to the subject property. Information reviewed included inspection reports, permits and related applications, enforcement actions and inclusion on state and federal environmental lists.

The following companies were researched at CTDEP for this report. The companies listed are either past or present tenants of the proposed Elmwood Station site. The companies researched are: Royal Auto Service, In & Out Lube Center, Super Jet gas station, Mr. Autowash, Westside Automotive and General Oil Company of Hartford.

A. Federal and State Lists

- **Connecticut CERCLIS Sites** (List Date August 1996)

The Connecticut CERCLIS Site List incorporates information from the federal National Priority Sites (NPL) list and the list of NPL Associated Sites. The NPL lists identify facilities nationwide warranting priority for remedial action under the federal Superfund program.

There were no listings for the proposed Elmwood station site on the CERCLIS List.

- **Resource Conservation and Recovery Act (RCRA) Notifiers List**

The RCRA List is an inventory of sites which generate hazardous waste.

There were no listings for the proposed Elmwood station site on the RCRA List.

- **Resource Conservation and Recovery Act (RCRA) Treatment, Storage and Disposal Facility (TSDF) List.**

The RCRA TSDF List is an inventory of sites which treat, store or dispose of hazardous waste.

There were no listings for the proposed Elmwood station site on the TSDF List.

- **Inventory of Hazardous Waste Sites in CT (January 1987) and Addendum to the Inventory of Hazardous Waste Sites in CT (April 2000).**

There were no listings for the proposed Elmwood station site on the Inventory List.

- **List of Leaking Underground Storage Tanks (LUST)**

The LUST List is a register of sites which have underground storage tanks that have leaked petroleum products or other chemicals to the environment.

There were no listings for the proposed Elmwood station site on the LUST List.

- **ELUR (Environmental Land Use Restrictions) Listings (September 2002)**

The ELUR List is an inventory of sites on which an environmental land use restriction has been placed.

There were no listings for the proposed Elmwood station site on the ELUR List.

- **Bureau of Water Management–Industrial Permitting & Correspondence Files List (March 2001)**

This list is an inventory of permits issued by CTDEP Water Management Bureau on a town-by-town basis and related correspondence.

There were no listed permits for the proposed Elmwood station site.

- **Bureau of Water Management–Remediation/Superfund/Property Transfer List (April 2001)**

This list provides information on properties undergoing remediation and properties being remediated under the Superfund program. The list also includes properties, which meet the CTDEP criteria for “establishments” and are involved in real estate transactions.

There were three property transfer listings for the proposed Elmwood station site.

- The first property transfer involves the Mr. Autowash property. The property was transferred in September 1989 from General Oil to Bruce Bedrick. A Property Transfer Form II was filed by General Oil, indicating there had been a release of hazardous waste on the property and the release had been remediated. According to a January 1990 letter from General Oil’s attorney to CTDEP, the Form II was filed due to gasoline contamination on the property, even though petroleum contamination is not classified as a “hazardous release”.

- The two additional property transfer listings involve the In & Out Lube Center property. The property transfers were filed in August 1987 and February 1988 respectively. A Property Transfer Form I was filed on both occasions. Filing of a Form I indicates that there was no known release of hazardous waste on the property at the time of the transfer.

- **Summary of Oil & Chemical Spill Incidents 1992-1996**

This list includes all oil and chemical spills reported to CTDEP from 1992-1996 and any corrective actions taken.

No information on the proposed Elmwood station site was located.

B. General State File Information

- **Water Management Bureau** (Inspection Reports, Notices Of Violation, General Correspondence)

No information on the proposed Elmwood station site was located.

- **Waste Management Information** (Inspection Reports, Notices of Violation, General Correspondence)

No information on the proposed Elmwood station site was located.

- **Oil and Chemical Spill Reports/Correspondence Files**

The following spill reports were located in CTDEP files:

650 New Park Avenue

December 1976- 100 gallons of fuel oil was spilled due to truck overfill. The spill was contained and removed.

March 1978- 35 gallons of gasoline leaked from around gas dispensers. Source of the leak was unknown. The spill was removed and contained and the source of the spill was investigated. No additional information on the spill was located.

February 1982-10 gallons of gasoline were released from a pipe failure. The spill was onto pavement and was contained and removed.

August 1991- Petroleum contaminated soil was found on the southern portion of this property during excavation for a new natural gas line. The source of the contamination was listed as unknown. Approximately 40 cubic yards of soil was removed and further excavation work for the gas line was suspended.

- **Underground Storage Facility Notification**

There was one notification located for the proposed Elmwood station site. The notification was filed for 646-650 New Park Avenue (present site of Mr. Autowash) by General Oil Company, who owned the property at that time. The notification indicated that four underground storage tanks were removed from the property in June 1989. The tanks were listed as one (1,000 gallon) heating oil tank, two (30,000 gallon) kerosene tanks and one (15,000 gallon) gasoline tank. The tanks were single wall steel construction and installed in October 1959.

Note- There was no Underground Storage Facility Notification for Mr. Autowash located during the CTDEP file search or in the EDR database information. According to the site owner, underground gasoline tanks were installed in 1990, when the car wash was constructed.

- **Miscellaneous CTDEP File Information**

The following correspondence relative to the proposed Elmwood station site was located in CTDEP files. The correspondence concerns the present Mr. Autowash property.

August 1989- A letter report to General Oil (then owner of the property) from their environmental consultant was present in the files. The letter makes reference to soil samples taken after removal of underground storage tanks from the property. According to the letter, contaminated soil was found on the south and west sides of the property. The letter report recommends that contaminated soil be removed from the site.

September 1989- An internal memo from a CTDEP Oil & Chemical Spills Inspector was located in the files. The memo state that the Inspector was present during removal of the underground storage tanks and that 600 cubic yards of contaminated soil was removed from the property.

C. Local File Information

- **Building Department**

There was no information on file regarding the subject properties.

- **Fire Marshal's Office**

There was a copy of the September 1989 memo from CTDEP Oil & Chemical Spills regarding the removal of the underground storage tanks/contaminated soil.

- **Planning & Zoning Department/Engineering Department**

There was no information on file regarding the subject properties.

Information on surrounding properties

Information was located for 643 New Park Avenue, the present site of a Monro Muffler shop, which directly borders the Elmwood station site to the north. A Sunoco gasoline station operated from the property in the past. According to a CTDEP Oil & Chemical Spill report dated October 1992, free phase gasoline was found in a hole during excavation for a sewer line. The owner of the property at the time was listed as Sunoco Oil Co. The company accepted responsibility for the gasoline contamination and the report stated that the company was hiring a consultant to study the property. No additional information concerning the spill or any environmental study on the property was located during the file search.

VIII. DATABASE INFORMATION

Environmental Data Resources, Inc (EDR) completed an environmental database search for Baker Engineering on January 21, 2003. The database searches both federal and state environmental records within a geographic area around the subject site. The search radius is defined by ASTM Standard Practice for Environmental Site Assessments. A summary of pertinent information within the database search is detailed below:

- Three (3) large quantity generators of hazardous waste were listed within ¼ mile of the subject site.
- One small quantity generator of hazardous waste was listed within ¼ mile of the subject site.
- One CERCLIS site was listed within ¼ mile of the subject site.
- Eight (8) leaking underground tank sites (LUST) were listed within ¼ mile of the subject site.
- Sixteen (16) underground storage tank sites (UST) were listed within ¼ mile of the subject site (listing includes the subject site).
- Five (5) sites on the Site Discovery & Assessment Database (SDADB) were listed within ¼ mile of the subject site (listing includes the Mr. Autowash site).
- Two (2) State Hazardous Waste Site were listed within 1 mile of the subject site.

IX. SUMMARY AND CONCLUSIONS

The proposed Elmwood busway station site is currently occupied by a carwash, gas station and auto repair facility. A gasoline station was present on the car wash property in the past, with four large underground tanks in use for over thirty years. There have been recorded incidents of petroleum releases, and contaminated soil has been encountered in several areas of the property. It appears from the file research that some remediation has been performed in limited areas of the property in 1989. Petroleum contaminated soil was found in 1991, indicating that additional areas of contamination were still present on the site and that full remediation of the property was not complete.

The second property, which will be acquired for the Elmwood station site, has been in use as an auto repair facility for over fifty years. Although wastes generated appear to be properly handled at the present time, past waste disposal practices could not be determined. A floor drain was noted in the interior of the building during the site inspection. The discharge point and past use of the drain could not be determined and there is potential for onsite disposal. Additionally, a gas station operated from a property directly bordering the station site (present Monro Muffler site). According to file information, gasoline contamination was found on the property and there is a significant possibility of petroleum contamination migrating from this off-site source and impacting the proposed Elmwood station site.

X. RECOMMENDATIONS

Based on a review of construction plans for this project, a busway station will be sited on this property and the several properties will be purchased as a total take. Based on this Task 120 - Preliminary Site Evaluation of 646-650 New Park Avenue in West Hartford (Tax Assessor No. 3776-2-634 and 642 New Park Avenue (Tax Assessor No. 3776-2-642), in West Hartford, Connecticut, it is the recommendation of Baker Engineering that further study under the guidelines of a Task 220 -Exploratory Site Investigation be conducted.

XI. LIMITATIONS

The activities described and the results, conclusions, and recommendations included herein are based on information gathered during a preliminary investigation of the subject site that was limited in accordance with our agreement. This investigation was further limited by the availability of information regarding potential contamination of the subject property from contiguous properties or from regional sources. A fuller investigation, which may be conducted later, may produce different or additional results. The information contained herein was prepared for your exclusive use solely in conjunction with the subject investigation. The conclusions and recommendations set forth herein are based on the conditions encountered at the subject site when the investigation was conducted. Future investigations and findings could change the contents of this report. This report was prepared in accordance with generally accepted scientific and engineering practices. No other expressed or implied warranty is made. This report is not a legal opinion.

Prepared by:
BAKER ENGINEERING



Gale Maretsky
Task Manager



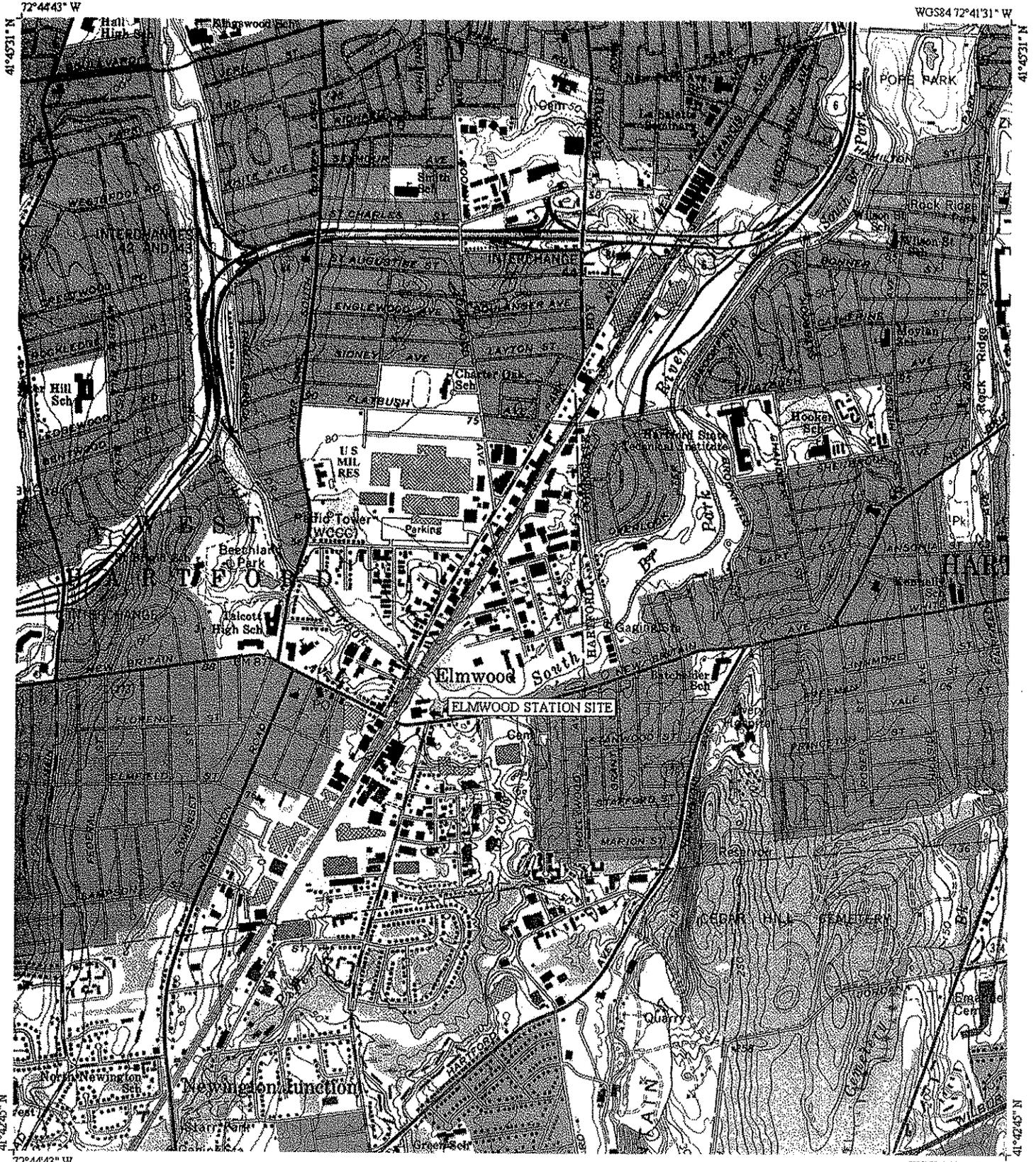
Jeff Quay, P.E.
Project Manager

TASK 120 - APPENDIX A

SITE LOCATION MAP

SITE SKETCH

PHOTOGRAPHS



72°44'43" W

WGS84 72°41'31" W

41°45'31" N

41°45'31" N

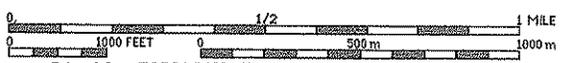
41°42'45" N

WGS84 72°41'31" W

72°44'43" W

WGS84 72°41'31" W

MN 15°



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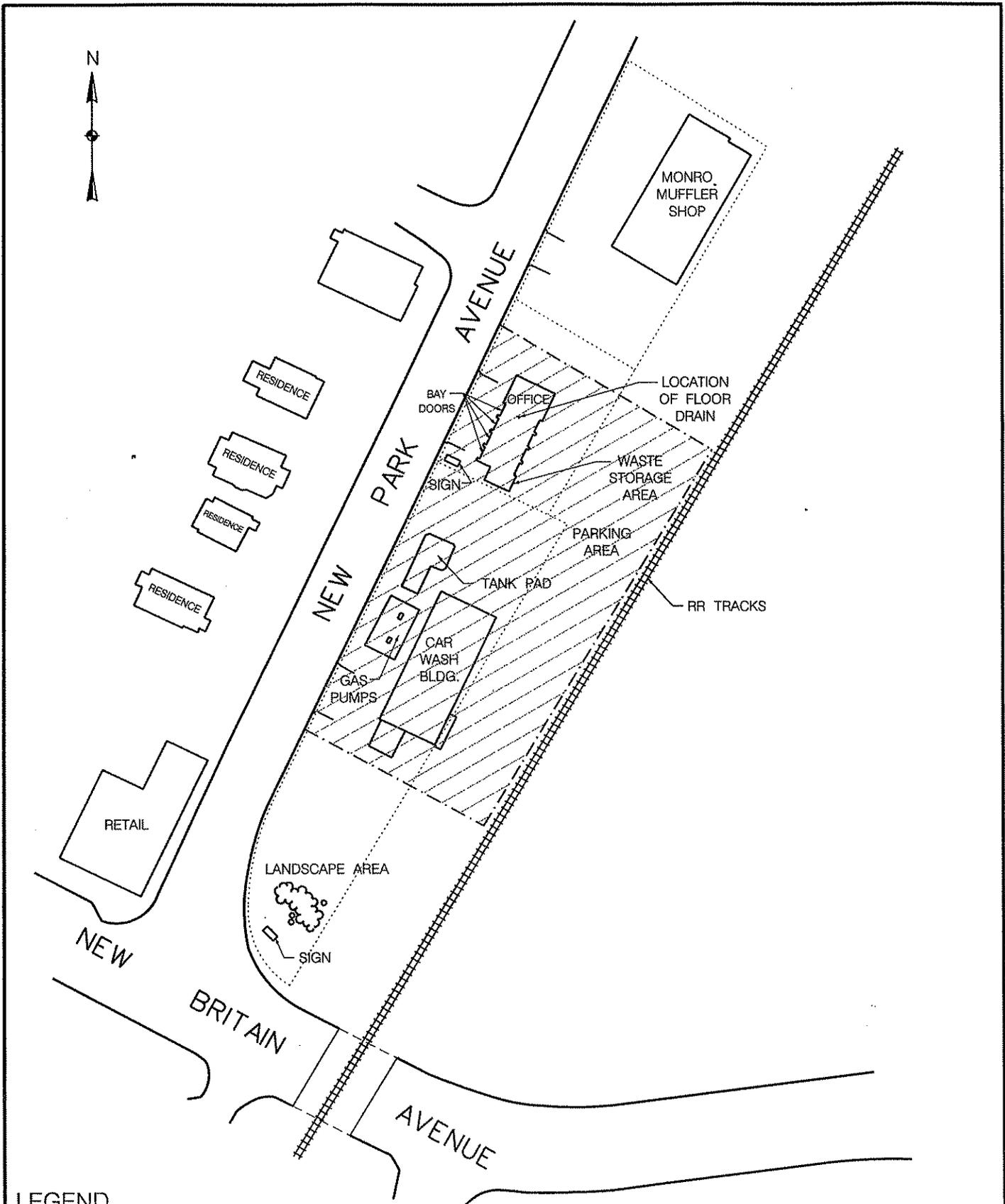


HARTFORD-NEW BRITAIN BUSWAY

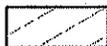
State Project No. 171-305

2096-B Silas Deane Highway
Rocky Hill, Connecticut 06067

Site Location Map-Elmwood Station
West Hartford



LEGEND



PROPOSED STATION SITE



PROPERTY LINE
(BASED ON #### SURVEY)

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2096-B Silas Deane Highway
Rocky Hill, Connecticut 06067

HARTFORD-NEW BRITAIN BUSWAY

STATE PROJECT No. 171-305

SITE SKETCH- PROPOSED ELMWOOD STATION

NOT TO SCALE

Hartford-New Britain Busway
State Project No. 171-305

Photographs of proposed Elmwood Station site, West Hartford (646 New Park Avenue)

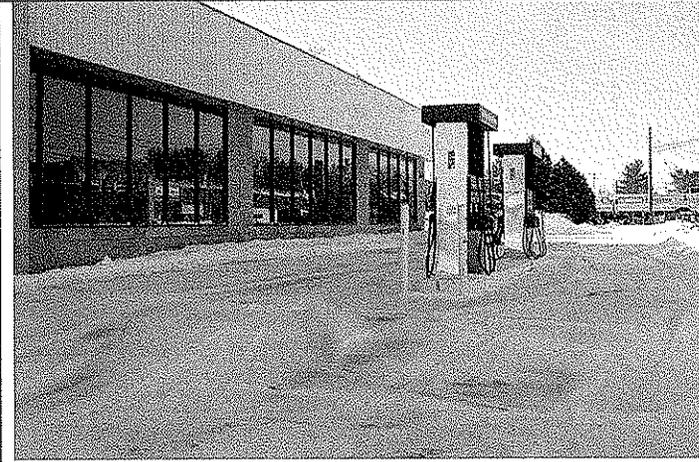


Photo #: 1
Photo of front of Mr. Autowash building, looking south.



Photo #: 2
Photo of interior of Mr. Autowash building.

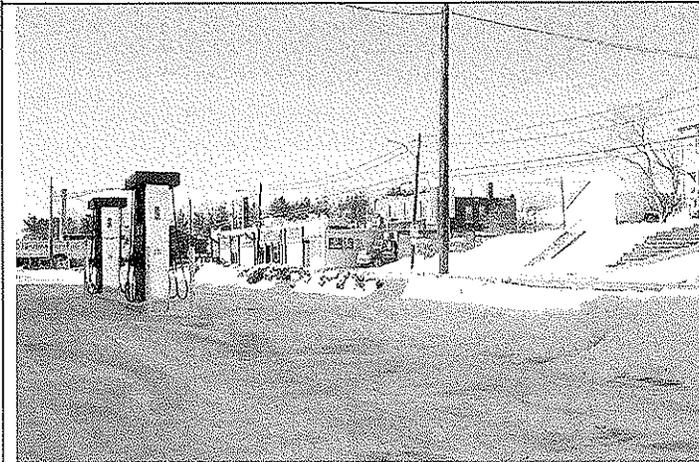


Photo #: 3
Photo of fuel pumps in front of (west side) of Mr. Autowash building.



Photo #: 4
Photo of south side of Mr. Autowash property, looking south towards New Britain Avenue.

Hartford-New Britain Busway
State Project No. 171-305

Photographs of proposed Elmwood Station site, West Hartford (642 New Park Avenue)

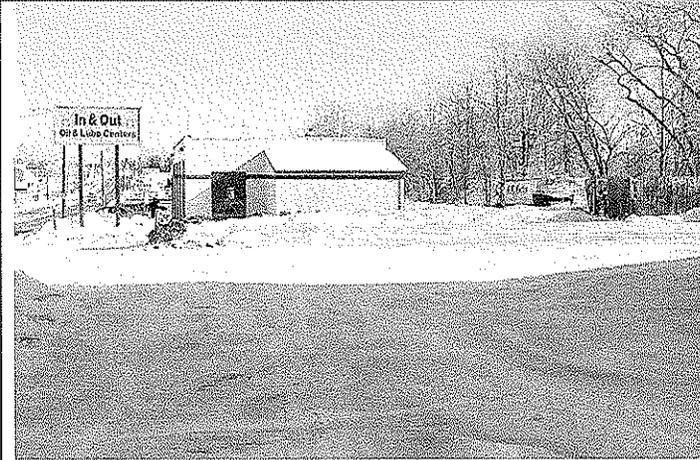


Photo #: 5
Photo of In & Out Lube building.

Photo #: 6
Photo of interior of In & Out Lube building.

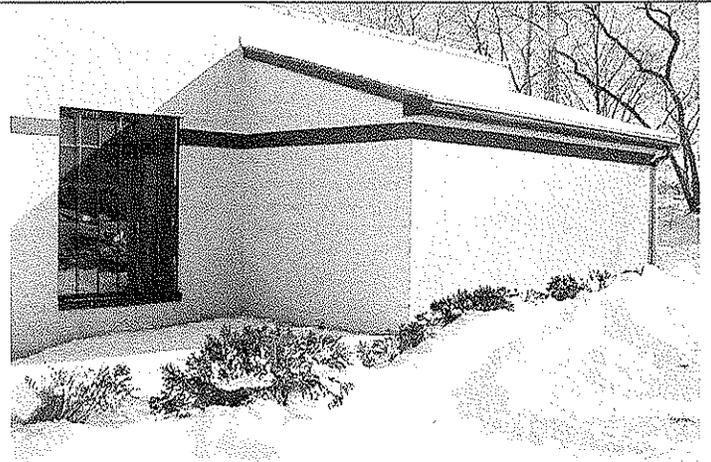


Photo #: 7
Photo of front of In & Out Lube building, looking south.

Photo #: 8
Photo of waste storage area of In & Out Lube building, south side of building.