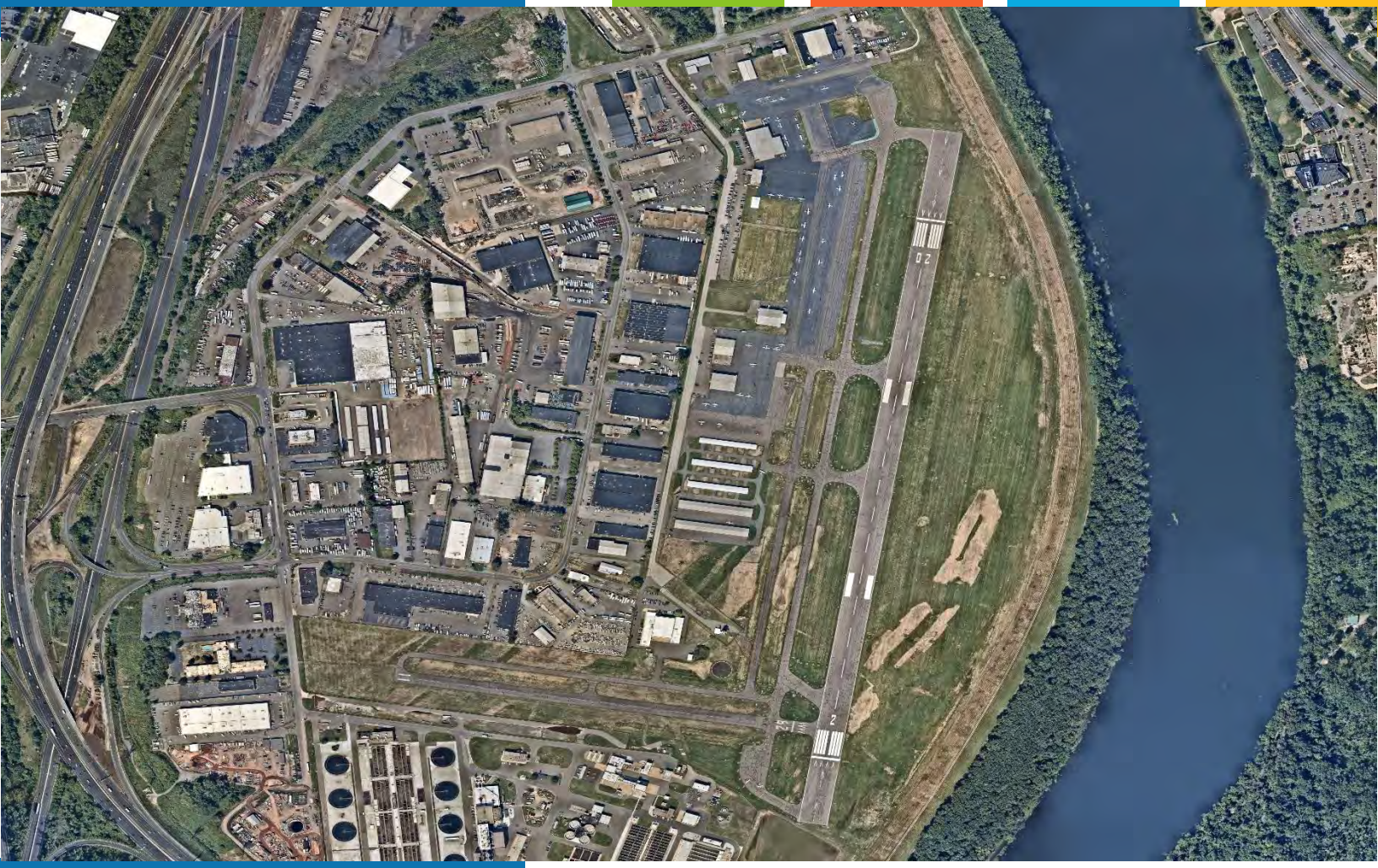

233 Maxim Road & Lindbergh Drive
Hartford, CT

Phase I Environmental Site Assessment

Prepared for

BFJ Planning

April 21, 2023

Tighe&Bond

Tighe&Bond
Engineers | Environmental Specialists

12-5182-001

April 21, 2023

Thomas Madden, AICP
Associate Principal
BFJ Planning
115 Fifth Avenue, 3rd Fl.
New York, NY 10003

Re: **Phase I Environmental Site Assessment**
Hartford-Brainard Airport
233 Maxim Road/Lindbergh Drive
Hartford, CT

Dear Mr. Madden:

Please find enclosed the draft Phase I Environmental Site Assessment (ESA) report for the Hartford-Brainard Airport property located at 233 Maxim Road/Lindbergh Drive in Hartford, Connecticut.

We appreciate the opportunity to provide our services. If you have any questions or comments, please reach out to Jim Olsen at (860) 704-4761 or JTOlsen@tighebond.com.

Very truly yours,

TIGHE & BOND, INC.

James T. Olsen, PG, LEP
Vice President

Kristi Gagnon
Project Scientist

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List of Acronyms and Definitions

AAI	All Appropriate Inquiries
AOC	Area of Concern
MSL	Mean Sea Level
APA	Aquifer Protection Area
AST	Aboveground Storage Tank
ASTM	American Society for Testing and Materials
Bgs	Below Ground Surface
CERCLIS	Comprehensive Environmental Response, Compensation and Liability Information System
CERCLIS-NFRAP	Comprehensive Environmental Response Compensation and Liability Information System Archived sites
CFR	Code of Federal Regulations
COC	Contaminant of Concern
COR	Corrective Action Sites
CPCS	Contaminated or Potentially Contaminated Site
CREC	Controlled Recognized Environmental Condition
Federal EC/IC	Federal Engineering or Institutional Controls
State EC/IC	State Engineering or Institutional Controls
EDR	Environmental Data Resources, Inc.
ERNS	Emergency Response Notification System
ESA	Environmental Site Assessment
FEMA	Federal Emergency Management Agency
HBMA	Hazardous Building Materials Assessment
HREC	Historical Recognized Environmental Condition
LUST	Leaking Underground Storage Tank
NPL	National Priorities List
NRCS	Natural Resource Conservation Survey
pCi/L	Picocuries per Liter
RCRA	Resource Conservation and Recovery Act
RCRA COR ACT	RCRC Corrective Action Site
RCRA GEN	RCRA Hazardous Waste Generator
RCRA TSD	RCRA Hazardous Waste Treatment, Storage and Disposal Facilities
REC	Recognized Environmental Condition
RECRIS	Resource Conservation and Recovery Information System

SDADB	Site Discovery and Assessment Database
SWL	Solid Waste Landfill
USEPA	United States Environmental Protection Agency
USGS	United States Geological Survey
UST	Underground Storage Tank
VES	ASTM Vapor Encroachment Screening
VIC	Vapor Intrusion Condition
VOC	Volatile Organic Compound
WQS	Water Quality Standards
WSS	Web Soil Survey

Section 1
Introduction

1.1 Purpose

Tighe & Bond, Inc. has completed a Phase I Environmental Site Assessment (ESA) on behalf of BFJ Planning (the "Client" & "User") for the Hartford-Brainard Airport located at 233 Maxim Road/Lindbergh Drive in Hartford, Connecticut (the "Site"). The Site location is shown on Figure 1.

The purpose of the Phase I ESA was to identify, to the extent feasible, Recognized Environmental Conditions (RECs), Controlled RECs (CRECs), Historical RECs (HRECs), and Areas of Concern (AOCs). This assessment included a visual Site reconnaissance as well as research and interviews with the User of this report, Site occupants, and regulatory agencies as described herein. This report also renders an opinion as to whether the site would likely be considered an "Establishment" as defined under the Connecticut Property Transfer Act (Sections 22a-134 through 22a-134e of the Connecticut General Statutes).

Tighe & Bond understands this Phase I ESA was commissioned by the User and the Connecticut Department of Economic and Community Development (DECD) on behalf of the state to assess the current and potential alternative uses of the Site.

1.2 Scope of Work

This assessment was prepared in general accordance with the American Society of Testing and Materials (ASTM) Standard Practice for Environmental Site Assessments: Phase I Environmental Site Assessment Process (ASTM Designation: E1527-21), FAA Order 1050.19C, EPA All Appropriate Inquiry (AAI), and the Connecticut Site Characterization Guidance Document (SCGD), except as stated specifically in this report and the scope of services in our proposal to BFJ Planning, signed March 24, 2023. This report contains the limitations inherent in these methodologies in addition to those limitations presented in Appendix H of this report.

This Phase I ESA was conducted to identify AOCs as defined in the Connecticut Department of Energy and Environmental Protection (CTDEEP) SCGD and RECs as defined in ASTM E1527-21 Standard Practice for Environmental Site Assessments (the ASTM Phase I Standard) resulting from past or present activities on the subject property and to determine if surrounding properties have the potential to impact soil, groundwater or soil vapor on the subject property.

The term *area of concern* (AOC) is defined in the CTDEEP SCGD as the location(s) or area(s) at a property where hazardous waste and or hazardous substances (including petroleum products) have been or may have been used, stored, treated, handled, disposed, spilled, and/or released to the environment.

The term *recognized environmental condition* (REC) is defined in ASTM E1527-13 and E1527-21 as the presence or likely presence of any *hazardous substances* or *petroleum products* in, on, or at a *property*: (*1*) due to any *release* to the *environment*; (*2*) under conditions indicative of a *release* to the *environment*; or (*3*) under conditions that pose a *material threat* of a future *release* to the *environment*. *De minimis* (aka, trivial or minor) conditions are not *recognized environmental conditions*.

The term *controlled recognized environmental condition* (CREC) refers to a recognized environmental condition resulting from a past release of hazardous substances or petroleum products that has been addressed to the satisfaction of the applicable regulatory authority. Such satisfaction may be the issuance of a no further action letter or equivalent, or meeting risk-based criteria established by regulatory authority, with hazardous substances or petroleum products allowed to remain in place subject to the implementation of required controls (i.e., property use restrictions, activity and use limitations, institutional controls, or engineering controls). A CREC is used to explain conditions at contaminated sites that have received risk-based regulatory closure, where no further remediation is required but residual contamination still exists, and the property is subject to some sort of control or use restriction. These sites, where contamination is controlled, could still pose ongoing or future obligations on the owner, such as special precautions during construction or grading activities.

The term *historical recognized environmental condition* (HREC) refers to a past release that has been remediated to below "residential" standards and given regulatory closure with no use restrictions. HREC is defined in the ASTM Phase I ESA standard as "a past release of any hazardous substances or petroleum products that has occurred in connection with the property and has been addressed to the satisfaction of the applicable regulatory authority or meeting unrestricted use criteria established by a regulatory authority, without subjecting the property to any required controls." An HREC is distinct from CREC, which applies to a site that has received regulatory closure but is subject to controls.

The assessment consisted of a visual reconnaissance of accessible areas at the Site on March 6, 2023, a review of available municipal records, a review of available CTDEEP files, a review of Connecticut Airport Authority (CAA) files, a review of the Connecticut Historical Society Files (CHS), a review of the United States (US) Army Corps of Engineer files, State and Federal environmental databases as they pertain to the Site and surrounding properties, and local records available online from certain municipal offices as described herein, in addition to interviews with individuals knowledgeable about the Site.

1.3 Significant Assumptions

While this report provides an overview of potential environmental concerns, both past and present, the environmental assessment is limited by the availability of information at the time of the assessment. It is possible that unreported disposal of waste or illegal activities impairing the environmental status of the site may have occurred which could not be identified. The conclusions and recommendations regarding environmental concerns that are presented in this report are based on a scope of work authorized by the Client. Note, however, that virtually no scope of work, no matter how exhaustive, can identify all contaminants or all conditions above and below ground.

1.4 Limitations and Exceptions

The report has been prepared in accordance with generally accepted environmental methodologies referred to in the ASTM Phase I Standard and contains all the limitations inherent in these methodologies in addition to those limitations presented in Appendix H of this report. No other warranties, expressed or implied, are made as to the professional services provided under the terms of our contract and included in this report.

The conclusions of this report are based, in part, on the information provided by others. The possibility remains that unexpected environmental conditions may be encountered at the Site in locations not specifically investigated. Should such an event occur, Tighe & Bond must be notified in order that we may determine if modifications to the conclusions are necessary.

The objective of this report was to assess environmental conditions at the Site, within the context of our contract and existing environmental regulations within the applicable jurisdiction. Evaluating compliance of past or future owners with applicable local, provincial, and federal government laws and regulations was not included in our contract for services. A copy of the complete limitations and exceptions can be reviewed in Appendix H.

1.5 User Reliance

This report has been prepared for the sole and exclusive use of the Client and User (BFJ Planning). Reliance on the information and conclusions in this report by any other person or entity is not authorized without the written consent of Tighe & Bond through a Reliance Letter. Tighe & Bond assumes no liability for use of this report by any person or entity other than the Client and specified user(s) for whom it was prepared.

Section 2
Site Setting

2.1 Location and Legal Description

The Site consists of one parcel of land identified as 233 Maxim Road/Lindbergh Drive in Hartford, CT. According to the City of Hartford Tax Assessor, the airport is also associated with the addresses of 251 Maxim Road, 233-299 Maxim Road, and Lindbergh Drive.

The parcel is identified as Map 333/Block 77/Lot 003 by the City of Hartford's Tax Assessor and includes approximately 200 acres of land. The Site is bounded by commercial/industrial properties to the north, south, and west. The Connecticut River abuts the eastern property boundary transected by the Clark Dike, a flood control structure. According to the City of Hartford, the Site is owned by the State of Connecticut Airport Division – Aeronautics. As of July 1, 2013, all airport-related activity formerly administered by the Connecticut Department of Transportation (ConnDOT), is under the purview of the Connecticut Airport Authority (CAA). The Site location is shown in Figure 1 and a Site plan aerial photograph is presented in Figure 2.

2.2 Site and General Vicinity Characteristics

According to the City of Hartford's zoning maps, the Site is zoned as "ID-1" for industrial use but also overlays the Connecticut River District "CT R". The area surrounding the Site is primarily commercial and industrial with significant asphalt and structure development. The Materials Innovation and Recycling Authority (MIRA) trash to energy facility abuts the northern property boundary. The Metropolitan District Commission (MDC) wastewater treatment plant abuts the southern property boundary. The eastern property boundary abuts the flood containment dike (Clark Dike) followed by the Connecticut River. The western property boundary abuts multiple commercial and industrial businesses. Historically, the regional area was cow pasture and open fields until the development of the airport. The surrounding area became predominately commercial/industrial between the 1960s-1970s. Maxim Road abuts portions of the northern property boundary. Brainard Road abuts a portion of the southwestern property boundary. Lindbergh Drive abuts the majority of the western property boundary. Site access is generally provided from entrances off Maxim Road and Lindbergh Drive.

2.3 Current Use(s) of the Property

The Site is currently leased by the State of the Connecticut to several tenants predominately for aircraft use. The Connecticut Department of Transportation (ConnDOT) is identified as the airport owner, with several main tenants including the Connecticut State Police and Connecticut Urban Search and Rescue (former CT Air National Guard), Hartford Jet Center, VIP Avionics, and the CT Aero Tech School. The following table lists the known Site occupants with a brief description of each the 19 buildings and tenant occupation. Buildings were previously identified alphabetically in the 2012 Phase I ESA by TRC and therefore the nomenclature has been carried over for historical consistency.

Table 2.1 Site Occupants

Building ID	Year Built	Footprint (square feet)[1]	Tenant(s)
*** Most recent tenant as of March 2023[2]**			
H1 – First Base Operator (FBO) Hangar (Building E[3] – 20 Lindbergh Drive)	1984	24,920	Hartford Jet Center*, Atlantic Aviation, Total Aircraft Repair, Air One, Inc., and Exxel Avionics – Airplane Repair and Maintenance
FBO Office/Restaurant (Building D – 20 Lindbergh Drive)	1984	6,000	Hartford Jet Center* – Offices and Restaurant
H2 – FBO Hangar (Building C- address not listed)	1967	11,320	Hartford Jet Center*, Atlantic Aviation – Airplane Repair and Maintenance
H3 – FBO Hangar/Office (Building B – 58 Lindbergh Drive)	1967	15,760	Hartford Jet Center*, VIP Avionics*, Cross Country Aviation – Airplane Repair, Maintenance, and Offices
H4 – FBO Hanger/Office (Building A – address not listed)	~1986	13,000	Vacant*, Aetna – Airplane Storage
CAA – Maintenance Garage (Building F – 233 Maxim Road)	1922	7,000	CAA* – Airport Equipment Maintenance and Storage
CAA – Maintenance Shop (Building G – 239 Maxim Road)	~1940	2,700	CAA* – Airport Manager Office / Fire & Rescue
CAA – Administration (Building H – 251 Maxim Road)	1927	2,600	Vacant*, Bureau of Aviation and US Army Star Base Education Center – Office and Classroom
CT State Police/Urban Search and Rescue/Former National Guard (Building I – 269 Maxim Road)	1945	26,650	CT State Police/CT Urban Search and Rescue*, Former National Guard Armory – Airplane Storage, Vehicular Storage, Emergency Equipment and Supply Storage
T-Hangar 1-10	1960	8,700	Individual Tenants – Airplane Storage
T-Hangar 11-20	1966	9,920	
T-Hangar 21-30	1966	9,920	
T-Hangar (230 Lindbergh Drive)	~2003	20,000	
T-Hangar (240 Lindbergh Drive)	~2003	20,000	
FAA Control Tower	Est. 1990	600	FAA* – Airport Control Tower
CT Aero Technical School (500 Lindbergh Drive)	2008	30,000	State of CT Aero Technical School* – Aviation Maintenance and Repair Courses
Engine Test Cell Building	2008	1,100	State of CT Aero Technical School* storage and aircraft engine testing
CAA – Sand/Urea Shed	1970	1,000	CAA – Salt/Sand Storage Building
CT State Police – Abandoned Building	~1950	1,150	Vacant*
CAA – Airport Rescue and Fire	2013	8,000	CAA* – Airport Equipment

[1] Building footprint determined by approximate structure dimensions.
[2] A tenant list was requested from the FBO however one was not provided at the time of this report.
[3] Previous building nomenclature from the 2012 Phase I ESA prepared by TRC.

Building ID	Year Built	Footprint (square feet)[1]	Tenant(s)
*** Most recent tenant as of March 2023[2]**			
Fighting (ARFF – 4 Maxim Road)			Maintenance and Storage

2.4 Historical Use(s) of the Property

The Site was historically utilized as cow pasture prior to development as the Hartford-Brainard Airport in 1921. The Site, known as Brainard Field, was dedicated as the first municipal "flying field" in New England. The Site is historically known as the first landing spot after Charles Lindbergh's first transatlantic flight. The Connecticut National Guard also utilized the Site for pilot training from 1923 until post World War II.

Historically, the Site has been prone to severe flooding due to the proximity of the Connecticut River. Following significant flooding in 1936 and 1938, the US Army Corps of Engineers constructed the Clark Dike that abuts the eastern property boundary to prevent future events.

2.5 Structures, Roads, and Other Site Improvements

The original airport totaled 351 acres and accommodated four landing strips, three of which have since been abandoned. In 1959, the State of Connecticut purchased the airport, including the current 200 acres and the existing runway 2-20. The crosswind runway 11-29 was constructed in 1966 to provide additional landing in extreme east/west wind conditions.

The Site is currently improved with 20 structures located along the northern and western property boundaries. The airport structures generally consist of maintenance garages, the Federal Aviation Authority (FAA) control tower, various offices, classrooms, and two fuel farms. Each structure is surrounded by paved parking and vehicle access or turf areas. The main helicopter pad is located east of building H1 (20 Lindbergh Drive). A smaller helicopter pad is located east of building H4 (A chain-link fence encompasses the entire Site at the property boundaries. The Site includes three aircraft runways identified as 2-20, runway 11-29, and a turf runway. Each runway is surrounded by turf and limited paved access roadways/taxiways.

A fuel farm operated by the First Base Operator (FBO – Hartford Jet Center) consists of a large concrete containment area with a 12,000-gallon Jet-A AST, a 12,000-gallon Aviation Gas 100 Low-Lead (AvGas 100LL) AST, an approximate 275-gallon gasoline AST, and an approximate 275-gallon diesel AST, associated piping, and dispensary apparatuses located approximately 180 feet northwest of building H1 (20 Lindbergh Drive). The area also contains two catch basins that reportedly discharge to a holding tank in the fuel dispensing area.

A fuel farm operated by the CAA consists of a large compartmentalized 1,000-gallon diesel/1,000-gallon gasoline double-walled steel/concrete containment AST (ConVault tank), associated piping, and dispensary apparatuses located approximately 80 feet south of building CAA ARFF (4 Maxim Road).

A Site plan showing current structures is included as Figure 3.

2.5.1 Utilities Provided to Site

Electricity is provided by Eversource via underground cables from street utility poles. Each building is currently heated by gas provided by the Connecticut Natural Gas Company (CNG) through four- and six-inch mains located beneath Maxim Road and Lindbergh Drive. Service laterals then connect each building to the gas mains. The MDC provides water to the Site through an eight-inch main located east of Lindbergh Drive and south of Maxim Road. Service laterals then connect each building to the water main. The Site is serviced by sanitary sewer provided by the MDC. According to DPW, multiple pump stations service the Site. Historically, three pump stations were referenced to serve buildings situated along Lindbergh Drive. Buildings along the northern property boundary connect to the sanitary sewer via laterals off Maxim Road.

2.6 Current Uses of Adjoining Properties

The following uses were noted for properties abutting the Site:

Adjoining Properties	
North	Maxim Road followed by the following addresses: 200 Maxim Road – Eversource (storage area) 300 Maxim Road – MIRA (trash to energy plant)
South	231 Brainard Road – MDC wastewater treatment plant
East	Clark Dike and the Connecticut River
West	Lindbergh Drive flowed by the following addresses: 195 Maxim Road – Central Auto & Transport, LLC 50 Murphy Road – Rent-A-Car 70 Murphy Road – United States Postal Service 90 Murphy Road – Northeast Electrical Distributors 96 Murphy Road – Cintas Facility Services (janitorial equipment supplier) 110 Murphy Road – Lennox Stores (parts plus, heating equipment supplier), Granite City Electric Supply, and Carrier Enterprise (heating equipment supplier) 120 Murphy Road – Tommy's Garage (auto repair shop) 132/134 Murphy Road – FleetPride (truck parts supplier) 206 Murphy Road – Sid Harvey's (wholesaler of heating, HVAC, and refrigeration) 208 Murphy Road – International Brotherhood of Electrical Workers Local 35 (labor union) 210 Murphy Road – Dumpster Rental Champs 218 Murphy Road – ProSource of Hartford (home improvement store) 220 Murphy Road – Pilkington North America Inc. (auto machine shop) 222 Murphy Road – Mikes Golf Outlet 230 Murphy Road – Fastenal Fulfillment Center – Limited Hours (building materials store) 234 Murphy Road – The Belknap White Group (flooring distributor) 244 Murphy Road – Dalene Flooring Outlet (flooring supplier) The following addresses abut the western portion of the southern property boundary: 250 Murphy Road – Metropolitan District Employees Credit Union 260-262 Murphy Road – O&G Showroom & Mason Supply Store
West	270 Murphy Road – GQ Associates LLC (clothing store) 280-320 – Multiple Tenant Building (Elite Flooring, Hilti, Topcon Solutions, PPG Paint, Club Champion, LawnPro, KE Distribution, Tee's & More, Phantom Brewery, Restaurant Supply, Beer & Wine Makers Warehouse, and Wholesale Club

Adjoining Properties	
	340 Murphy Road – Airgas (welding supply store) 160 Brainard Road – Connecticut Lighting Center The following addresses abut the western property boundary: 185 Brainard Road – Best Western Hartford Hotel & Suites 207 Brainard Road – Appears to be a vacant hotel

Section 3
User Provided Information

The User of this Phase I ESA is BFJ Planning. As such, they are subject to the terms, conditions and limitations referenced herein and as issued in connection with the Agreement and the provisions thereof. Any other use or reliance upon information provided in this report, without the specific written authorization of Tighe & Bond, shall be at the sole risk of other parties who may review this report.

A User Questionnaire was not completed at the time of this report. The CAA provided information relative to this Phase I ESA as described throughout this report. A copy of the User Questionnaire would be provided in Appendix D.

3.1 Land Title Records

Tighe & Bond requested ownership information from the municipal offices and reviewed the current deed and ownership information available on the City of Hartford Clerk's website. Tighe & Bond did not conduct a legal chain-of-title or lien search as part of this scope of work.

3.2 Environmental Liens or Activity and Use Limitations

The User contracted Tighe & Bond to review any environmental cleanup liens, engineering controls, land use restrictions or institutional controls against the Site or property that are filed or recorded under federal, tribal, state, or local law. Tighe & Bond did not identify nor made aware of any environmental liens, Activity and Use Limitations (AULs), Environmental Land Usage Restrictions (ELURs) or other similar documents during the completion of this Phase I ESA scope of work.

3.3 Specialized Knowledge

The User contracted Tighe & Bond to review the environmental history of the property and potential contacts that would have specialized knowledge. The ASTM Phase I Standard describes "specialized knowledge" as "specialized knowledge to identify conditions indicative of releases or threatened releases or that is material to recognized environmental conditions in connection with the property."

3.4 Commonly Known or Reasonably Ascertainable Information

The User indicated they are not aware of past uses of the Site.

3.5 Value Reduction for Environmental Issues

The User is unaware of the Site valuation in relation to potential environmental issues.

3.6 Owner, Property Manager, & Occupant Information

CAA personnel was interviewed and present during the Site reconnaissance visit. Information provided by the CAA or Site tenants are summarized in various sections of this report.

3.7 Reason for Performing the Phase I ESA

This Phase I ESA was prepared with the understanding that this assessment was commissioned to aid in the determination if the airport should remain open or if closure and redevelopment should be sought.

Section 4
Site-Specific Environmental Assessment Reports

The following pertinent environmental reports were made available to Tighe & Bond and their contents are summarized in the sections below. Copies of the available reports are included in Appendix E.

4.1 Hartford Brainard Airport Master Plan Study, Final Draft Technical Report, Hoyle, Tanner, & Associates, Inc., November 1986

The airport was declared Brainard Field on June 10, 1921 and named after Mayor Brainard. The National Guard Air squadron was historically present since 1923. The Site was constructed in the Connecticut River Flood Plan, which after the flood in 1936, the US Army Corps of Engineers built the Clark Dike along the eastern property boundary. The airport previously encompassed 351 acres until the late 1950s and contained four runways (2-20, 9-27, 15-33, and 5-23. All runways had been abandoned except for 2-20. The State of Connecticut purchased the airport from the City of Hartford in the 1960s. Runway 11-29 was constructed in 1966 and exists today.

A provided sketch of the Site dated May 1985 shows a fuel farm located east of building H3 (occupied then by Cross Country Aviation). Corporate Air is shown to occupy building H2. A fuel farm is depicted northeast, northwest, and north of building H1. ASTs are also shown west of the CAA Maintenance Shop (239 Maxim Road), and south of the CAA Maintenance Garage (233 Maxim Road).

Aviation fuel was known to be stored in three locations at the time associated with the FBO. Building H3 had a 12,000-gallon AvGas 100LL UST and a 10,000-gallon Jet-A UST and associated hydrants located east of the hangar. Jet-A fuel was dispensed by a 3,000-gallon and 1,200-gallon fuel trucks, AvGas 100LL was dispensed by a 1,200-gallon fuel truck. Building H1 had two 12,000-gallon Jet-A fuel USTs and a 1,200-gallon Jet-A fuel truck. H1 also had one 12,000-gallon AvGas 100LL UST and dispenser with a 500-gallon fuel truck. CAA had a 2,000-gallon gasoline UST and a 2,000-gallon diesel UST and associated dispensers located west of the CAA Maintenance Shop (239 Maxim Road).

Surface runoff is handled through a system of underground conduits directed by a catch basin system. Flooding at the airport had not been a reported concern.

Soil on the property is described as two to four inches of topsoil, followed by brown silt and fine sand approximately six to 14 feet below ground surface (ftbgs). Beneath the silt at the northern and southern extremes of the property is a layer of fine sands. A sketch of 10 soil boring locations is provided with the study dated September 1985. Soil quality does not appear to have been analyzed during the boring program.

4.2 Connecticut Army National Guard, Underground Storage Tank Program, CONNDPW Project No. BI-2B-760, CONN Military Department Project No. MD-94-Z,

Tank Removal Report, Brainard Field Armory, Hartford, Connecticut, December 1993

On December 2, 1993, a 1,500-gallon UST labeled JP-4 (D1) was removed from the ground after observed to be in poor/rusted condition. A petroleum odor and stained soils were encountered during excavation. Impacted soil was excavated from the tank area however, the presence of a sewer line and the building foundation limited further excavation of the western wall, which appeared to be the most impacted. The tank excavation was advanced to a depth of 9.5 ftbgs where the groundwater table was encountered. Laboratory results indicated final total petroleum hydrocarbons (TPH) concentrations ranged from non-detect at the eastern wall to 675 parts per million (ppm) at the western wall bottom. A total of 59.27 tons of impacted soil was excavated for off-site disposal. Mr. Erik Gothberg of the CTDEEP Oil and Chemical Spills stated further excavation was not feasible based on the physical structure limitations. Soil results also indicated a lack of volatile organic compound (VOC) contamination. A provided sketch shows the location of the tank at the southeastern corner of the State Police/Urban Search and Rescue (269 Maxim Road).

4.3 Task 120 – Preliminary Site Evaluation Assessor's Map 232, Block 3, Lot 1, 233 Maxim Road/Lindbergh Drive Ramp Reconstruction, Brainard Airport – Central Portion, Hartford, Connecticut, Storch Associates, May 1997

ConnDOT contracted Storch to complete a Task 120 for the proposed "ramp reconstruction" in an aircraft parking area north of a group of three storage hangars which are located in the central portion of the Site (T-Hangars, south-southeast of H4). The existing pavement includes a helicopter landing pad.

During the Site visit, three UST vent pipes, a concrete pad with UST fill caps, and three ASTs were observed along the northern side of the Maintenance Hangar/office (Building H3) located approximately 500 feet north of the project area. A typical heating fuel vent for a UST was observed along the western side of the Maintenance Hangar. A fuel dispensing pump was noted at the southeastern corner of that building. Vent pipes were not observed at the three storage hangars adjacent to the reconstruction area.

Captain William Parker, Jr. of the Brainard Airport Fire Department indicated that aviation fuel USTs and ASTs are located in the northwestern corner of the Site. The USTs and contaminated soil were removed from the northern and central portions of the property in the late 1980s and early 1990s. Mr. Parker stated that the three storage hangars to the south of the project never contained USTs.

Emergency incident reports were reviewed between 1974 and 1990. Significant releases include 70-gallons of gasoline to ground in February of 1985, 50-gallons of aviation fuel on June 1985, and 700-gallons of Jet-A fuel in December 1987 at the fuel farm located in the northwest corner of the property. A spill report from December 12, 1975 indicated a pilot reported an oil sheen on the Connecticut River. A letter dated May 3, 1990 from ConnDOT to CTDEEP indicated 1,700 yards of contaminated soil was stockpiled at Brainard. The correspondence is likely related to LUST removals in the 1990s. A memo dated September 28, 1990 from Metcalf & Eddy to CTDEEP indicated an incident with a fuel distribution box and contaminated soils from the northern end of the airport. The sketch included shows a fuel distribution box (1) located south of the State Police/Urban Search and Rescue (269 Maxim Road), with a fuel line leading to the northeast to fuel

distribution box (2). Fuel box (1) was the noted as the original site of the leak. Based on soil analytical results, low level petroleum impacts remained in place below regulatory criteria.

The Task 120 evaluation indicated that a Phase II ESA was conducted by Rizzo Associates Inc. for the Airport Truck Center dated November 1993. The truck center was located on Murphy Road, approximately 1,500 feet northwest of the project area. The study found low level soil and groundwater contamination in localized areas. Contaminated soil was reportedly removed and residual contamination was below regulatory limits. Prior to 1970, this property was part of the Site. Groundwater elevation data collected during the assessment indicated a groundwater divide exists on the property to the south-southwest and to the southeast toward the project area.

Based on the findings of the Task 120, Storch Associates Inc. recommended a Task 210/220 to conduct surficial/exploratory investigations within the proposed project area.

4.4 Task 210 Subsurface Site Investigation Report, Brainard Airport Maintenance and ARFF Facility, Hartford, Connecticut, July 29, 2011

Maguire Group Inc. conducted a Task 210 to support the construction of the new Maintenance and Aircraft Rescue and Fire Fighting (ARFF) Facility at the Site (current 4 Maxim Road). The facility was constructed west of the existing CAA Maintenance Shop (239 Maxim Road). The facility includes an FAA compliant wash bay and a crane bay with a 3-ton overhead crane for equipment handling.

Soils encountered during the investigation consisted of grayish brown to reddish brown silt with trace clay overlain by reddish brown coarse sand, gravel, and silt. Crushed asphalt was observed in several boring locations from approximately 4.5 to six ftbgs. A petroleum odor was detected in the fill material observed in boring GP-13 between two and four ftbgs. Fifteen soil borings were advanced to a depth of eight ftbgs. One soil sample was collected from each location and analyzed for VOCs, semi-volatile organic compounds (SVOCs), extractable total petroleum hydrocarbons (ETPH), polychlorinated biphenyls (PCBs), and total and synthetic precipitation leaching procedure (SPLP) Resource Conservation Recovery Act (RCRA) eight metals.

ETPH was detected minor concentrations below RSR criteria in soil between one and three ftbgs. Several low-level VOCs below RSR criteria were detected in soil between two and four ftbgs and four to eight ftbgs. Several SVOCs were detected in soil with some concentrations reported above RSR criteria in borings GP-9 and GP-11 between one and three ftbgs, and boring GP-13 between two and four ftbgs. Various low-level metals were detected below RSR criteria. PCBs were not detected.

Groundwater was observed in each boring at depths between 4.5 and seven ftbgs. Two groundwater grab samples were collected from GP-6 and GP-13 and analyzed for VOCs, SVOCs, ETPH, PCBs, and total and dissolved RCRA eight metals (field filtered).

ETPH was detected below effluent limits to surface water. One VOC, toluene, was detected in GP-6 below effluent limits to surface water. SVOCs and PCBs were not detected in either groundwater sample. Several metals were detected, of which arsenic and lead were above effluent limits but below sanitary sewer limits. Dissolved arsenic and lead were not detected.

Based on the investigation results, elevated concentrations of SVOCs above RSR criteria were detected in soil borings GP-9 and GP-13 between one and four ftbgs. Leachable

lead was also detected above RSR criteria from two to four ftbgs. Low concentrations of ETPH and VOCs were also detected below criteria. SVOCs were detected in boring GP-11 above RSR criteria between one and three ftbgs. A low concentration of ETPH was detected below criteria. Groundwater results from GP-6 detected dissolved arsenic at a concentration above the surface water effluent limit. ETPH and toluene were detected but below criteria. ETPH was also detected in GP-13 but below criteria.

Based on the groundwater results, and numerous reported LUSTs on the Site, the entire project limits were designated as an area of environmental concern. Low level concentrations of ETPH, VOC, and/or SVOCs were detected in borings GP-1, GP-3, GP-10, GP-12, GP-14, and GP-15 at depths ranging from one to three ftbgs or four to eight ftbgs.

4.5 Phase I Environmental Site Assessment, TRC Environmental Corporation, September 4, 2012

A total of 51 AOCs, including 4 RECs were identified by TRC in 2012. These environmental concerns/conditions were generally associated with past/present hangars where airplane maintenance, repair and refueling activities were completed as well as past and present USTs, ASTs, oil/water separators, associated piping and/or dispensing equipment.

The information contained in the 2012 Phase I ESA was reviewed for consistency with current Site conditions and records obtained during the completion of this Phase I ESA. Notable information from the 2012 Phase I ESA has been incorporated into this report. The AOC/REC list provided in the 2012 Phase I ESA was refined in this Phase I ESA.

4.6 UST Closure Letter Report, Zuvic, Carr, and Associates Consulting Engineers, May 16, 2019

A 4,000-gallon gasoline UST, a 4,000-gallon diesel UST, associated dispensers and piping were removed from the Site in 2019. The diesel UST was removed on April 24, 2019 in good condition. The gasoline UST was subsequently removed on April 29, 2019 in good condition. Three unknown pipes (not associated with the UST system) were discovered during the excavation at approximately three ftbgs. The pipes were removed along with the dispensers in the area. Staining or petroleum odors were not observed during the removal activities. A concrete pad was observed below the USTs at approximately 11 ftbgs.

Confirmatory soil sampling revealed polycyclic aromatic hydrocarbons (PAHs) above the CTDEEP Remediation Standard Regulation (RSR) criteria in soil collected below the diesel dispenser at 3.5 ftbgs. Soil was excavated below the dispenser, resampled at five ftbgs, and found to contain concentrations of PAHs below RSR criteria. A total of 13.77 tons of impacted soil was excavated for off-site disposal. ETPH was detected at low concentrations below RSR criteria.

Groundwater was observed at approximately seven ftbgs within the excavation. Two samples were collected and noted with a petroleum odor but no sheen. ETPH and total xylenes were detected in groundwater at concentrations just above the Surface Water Protection Criteria (SWPC). PAHs were detected but at concentrations below RSR criteria. Based on the results, the excavation was backfilled and paved.

4.7 HBMA Reports

While HBMA is not included as part of the scope for the Phase I ESA, the following reports were provided by the CAA:

- Asbestos Inspection Report for Brainard Airport Administration (BPW No. 21344) (EA No. 1064), Versar Risk Management Inc., December 1986;
- Asbestos Inspection for Department of Transportation Brainard Airport Maintenance Garage Building #85-003 Brainard Road, Hartford, Connecticut, EnviroMed Services, Inc., October 10 and 11, 2001;
- Lead Inspection Report for Department of Transportation Building #85-003 (Building #3) Brainard Airport Garage, EnviroMed Services, Inc., October 10, 2001;
- Lead Inspection Report for Department of Transportation Buildings #85-002 & #85-004 Brainard Fire Hangar and Crash Unit Brainard Road, Hartford Connecticut, EnviroMed Services, Inc., October 11, 2001;
- Asbestos Inspection for Department of Transportation Brainard Airport Fire Hangar Building #85-002 Crash Unit Building #85-004 Brainard Road, Hartford Connecticut, EnviroMed Services, Inc., October 10 and 11, 2001; and
- 251 Maxim Road, Hartford, CT – Pre-Demolition Hazardous Building Materials Survey, Stantec, October 16, 2020.

Section 5
Records Review

The purpose of the records review is to obtain and review records that will help identify RECs and AOCs in connection with the site. Some records reviewed pertained not only to the site, but also to properties within an additional approximate minimum search distance in order to help assess the likelihood of site environmental impacts from migrating hazardous substances or petroleum products. Unless stated otherwise the approximate minimum search distances listed in the table below were as specified in the ASTM Phase I ESA Standard.

5.1 Standard Environmental Records Search

A database search report that identifies sites listed in state and federal databases within the ASTM-required radii was obtained for the site from Environmental Data Resources, Inc. (EDR) on February 13, 2023. A copy of the complete EDR report is provided as Appendix F.

The report includes the following standard databases specified by the ASTM Phase I protocol:

Database Searched	Search Radius (mile)	Subject Site Listed	Sites Listed
Federal National Priority List (NPL)	1.0	No	0
Federal Delisted NPL	0.5	No	0
Federal CERCLIS List	0.5	No	0
Federal CERCLIS NFRAP List	0.5	No	1
RCRA CORRACT Facilities	1.0	No	4
RCRA non-CORRACTS TSD Facilities	0.5	No	1
RCRA Generators	Site & Abutting	Yes	11
Federal Emergency Response Notification System (ERNS)	Site Only	No	0
Federal Institutional Controls/Engineering Control Registry	Site Only	No	0
State (and Tribal) Hazardous Waste Sites (SHWS)/State-Equivalent NPL & CERCLIS Sites	1.0	No	1
State (and Tribal) Listed Landfills and Solid Waste Facilities	0.5	No	3
State (and Tribal) Leaking USTs	0.5	Yes	24
State (and Tribal) Registered UST/AST	Site & Abutting	Yes	21
State (and Tribal) Institutional Controls/Engineering Control Registries	Site Only	No	0
State (and Tribal) Voluntary Cleanup	0.5	No	6
State (and Tribal) Brownfields	0.5	No	4

5.1.1 Subject Site

The Site is listed in the EDR report under the following databases: CT &, RI MANIFEST, CT National Pollutant Discharge Elimination System (NPDES), CT UST, CT Recovered Government Archive (RGA) LUST/LUST, CT Contaminated or Potentially Contaminated Sites (CPCS), the Facility Index System (FINDS), Enforcement and Compliance History Online (ECHO), EDR Historic Auto, Leachate and Wastewater Discharge System (LWDS), Former Use Defense Sites (FUDS), Unexploded Ordinance Sites (UXO), and RCRA Non-Generator/No Longer Regulated (NLR). Site names listed include CT State of DOT Hartford, Brainard Airport, ConnDOT, Air One Inc., Million Air, Atlantic Aviation Inc., Charter Oak Aviation, Brainard Field, Referred to US Army Engineering and Support Center (CEHNC), Corporate Air Inc., Parcel F, National Guard Armory, and Brainard OMS-7A. The Site listings are associated with 233, 239, and 269 Maxim Road, 20 and 58 Lindbergh Drive, and Maxim Road. The following section identifies the database, Site name, and address associated with the listing, as well as a brief description of the record.

- MANIFEST
    - Refer to Table 5.1 for a record of manifests generated from the Site.

Table 5.1 Manifests

Generator	Manifest ID	Generation Date	Quantity	Substance	Disposal Facility
CT State of DOT Hartford – 233 Maxim Road	CTF0245107	January 10, 1994	140 pounds	Mercury	East Coast Environmental Service Corp. New Haven, CT
Air One Inc – Brainard Airport	RIG0195821	May 21, 2002	15 gallons	D001-Ignitable Waste	Chem-Pak Corporation Cranston, RI
	RIG0198789	July 30, 2002			
	RIG0200310	August 27, 2002			
	RIG0201528	October 16, 2002			
	RIG0206633	January 23, 2003			
Air One Inc – 20 Lindbergh Drive	MAH401908	May 20, 1994	320 gallons		United Oil Recovery Meriden, CT
	CTF0375659	October 5, 1994	250 gallons		
	CTF0408027	April 3, 1995	100 gallons		
Charter Oak Aviation – Brainard Airport	CTF0042338	August 28, 1991	750 gallons		

Generator	Manifest ID	Generation Date	Quantity	Substance	Disposal Facility
Charter Oak Aviation – Brainard Airport	CTF0123861	November 25, 1992	650 gallons	D001-Ignitable Waste	United Oil Recovery Meriden, CT
	CTF0223396	April 13, 1993	720 gallons		
	CTF0284432	December 10, 1993	785 gallons		
	CTF0364675	June 27, 1994	600 gallons		
	MAH428081	February 6, 1995			
	CTF0431627	June 26, 1995	881 gallons		
	CTF0463854	July 26, 1995	150 gallons		
	CTF0536319	August 14, 1996	600 gallons		
Corporate Air Inc. – Brainard Airport	CTA0074993	July 17, 1985	2,500 gallons		

- RCRA Non-Generator/NLR
    - Million Air – 58 Lindbergh Drive
        - The Site is listed in the database with an EPA ID CTR000008599 that no longer generates hazardous waste as of 2013. In 1999, Million Air met the definition of a conditionally exempt, small quantity generator.
    - Air One Inc. – Brainard Airport
        - The Site is listed in the database with an EPA ID CTD108956616 that no longer generates hazardous waste as of 2002. The facility previously generated D001-Ignitable Waste. In 1989, Air One Inc. met the definition of a conditionally exempt, small quantity generator.
- EDR Historic Auto
    - Atlantic Aviation Inc. – 20 Lindbergh Drive
        - The Site is listed in the database from 2002 until 2014 as a hangar and other aircraft storage facility.
    - Charter Oak Aviation Inc. – 58 Lindbergh Drive
        - The Site is listed in the database from 1996 until 2001 as a hangar and other aircraft storage facility.
- CPCS

- Brainard Airport – 233 Maxim Road
  - The Site is listed in the database due to a LUST. Comments include multiple spill reports (Case No. 88-3422, 90-843, 92-3801, and 93-7162). Spill report 88-3422 indicates that a 1,000-gallon diesel tank failed a tightness test on August 1, 1988 and the tank was 31 years old. The tank was reportedly pumped out. Spill report 90-843 states that gasoline was detected in soil. Additional information was not included. LUST status is complete, meaning no significant environmental hazards remain and meets the EPA "LUST Cleanup" criteria.

- NPDES
  - CT State of DOT Hartford – 233 Maxim Road
    - Permit GVM001667 was issued on November 14, 2013 and expired on January 23, 2021 for vehicle maintenance wastewater. The Site also had a former permit (GVM000042). This permit was issued for an additional building with a new oil/water separator. The former permit was incorporated into the new GVM001667.
  - Brainard Airport – 233 Maxim Road
    - Permit GSW001457 was issued on November 15, 1995 and expired on October 1, 1997 for a wastewater general permit.
    - Permit GVM000042 was issued on July 13, 2001 and expired on January 23, 2011 for vehicle maintenance wastewater. The permit description indicates a renewal permit ID (GVS000648).

- UST
  - Brainard Airport – 233 Maxim Road
    - Refer to Table 5.2 below for UST information.

Table 5.2 Historical UST Inventory – 233 Maxim Road

Tank ID	Size	Tank Material	Substance	Installation Date	Removal Date	Comments
A1	4,000	Asphalt Coated or Bare Steel	Gasoline	01/01/1950	01/01/1983	Removed from the ground
A2						
A3						
A4						
A5						
A6						
A7	10,000			1967	1990	
A8						
A9						
A10						
D1	2,000	Asphalt Coated or Bare Steel	Diesel	01/01/1965	08/01/1988	
D2	4,000	Fiberglass		08/01/1988	02/11/2019	

Tank ID	Size	Tank Material	Substance	Installation Date	Removal Date	Comments
		Reinforced Plastic				
F1	2,000	Asphalt Coated or Bare Steel	No. 2 Fuel Oil	01/01/1960	08/01/1988	Removed from the ground
R1			Gasoline	01/01/1977		
U1	4,000	Fiberglass Reinforced Plastic		08/01/1988	02/11/2019	
W1	250	Asphalt Coated or Bare Steel	Used Oil	01/01/1965	08/01/1988	
11	4,000	Not Reported	Not Reported	08/01/1988	04/01/1998	

- UST
    - Brainard Airport – 58 Lindbergh Drive
        - Refer to Table 5.3 below for UST information.

Table 5.3 Historical UST Inventory – 58 Lindbergh Drive

Tank ID	Size	Tank Material	Substance	Installation Date	Removal Date	Comments
B-2	6,000 (potentially 4,000)	Coated & Cathodically Protected Steel (sti-P3)	Aviation Gasoline	10/01/1984	11/01/1998	Removed from the ground
C-3						
D-4						
E-5						
F-6						
G-7						

- UST
    - Parcel F – Brainard Airport
        - Refer to Table 5.4 below for UST information.

Table 5.4 Historical UST Inventory – Parcel F (Charter Oak Aviation, Inc.)

Tank ID	Size	Tank Material	Substance	Installation Date	Removal Date	Comments
A1	10,000	Asphalt Coated or Bare Steel	Gasoline	01/01/1950 *possibly 1973	01/01/1983	Removed from the ground

- UST
    - National Guard Armory – Maxim Road
        - Refer to Table 5.5 below for UST information.

Table 5. 5 Historical UST Inventory – Parcel F (Charter Oak Aviation, Inc.)

Tank ID	Size	Tank Material	Substance	Installation Date	Removal Date	Comments
A1	5,000	Asphalt Coated or Bare Steel	Heating Oil	01/01/1955	12/01/1989	Removed from the ground
A1R1	5,000	Coated & Cathodically Protected Steel (sti-P3)		12/01/1989	09/01/1998	
B1	2,000		Gasoline	01/01/1985	12/01/1995[4]	
C2	1,000	Asphalt Coated or Bare Steel	Diesel	06/01/1974	12/01/1989	Removed from the ground
C2R1	3,000	Coated & Cathodically Protected Steel (sti-P3)		12/01/1989	09/01/1998	
D1 (JP-4)	1,500	Asphalt Coated or Bare Steel	Gasoline	01/01/1955	Not Reported	Tank filled with inert material[5]

- LUST
    - (Site Name Not Listed) – 233 Maxim Road
        - The Site is listed for a LUST (Case No. 0090-00843) for a release of gasoline (Spill No. 64-8620) on March 19, 1990. A second release of diesel is also recorded under the same Spill No. documented on October 25, 1988. Each tank and associated piping were determined to have caused the releases during their removal. LUST status is complete, meaning no significant environmental hazards remain and meets the EPA "LUST Cleanup" criteria.

[4] UST B1 was also reportedly removed September 1, 1998. The December 1, 1995 date is believed to be a clerical error.
[5] The 1997 Storch Task 120 report states this tank was removed from the ground, not abandoned in place.

  - Brainard OMS-7A – 269 Maxim Road
    - The Site is listed for a LUST (Case No. 49370) for a release on September 14, 1998. Comments indicate a release of heating oil from a UST. LUST status is pending, meaning a release is suspected but not yet confirmed. Additional information was not available in the listing.
  - (Site Name Not Listed) – 233 Maxim Road (239 Maxim Road)
    - The Site is listed for a LUST (Case No. 2019-01943) of gasoline and diesel (Spill No. 64-8620) during UST(s) removal. Approximately 13.77 tons of soil was impacted from the release documented on April 30, 2019.

- RGA LUST
  - Brainard Airport – 233 Maxim Road
    - The Site is listed in the database for LUST incidents for the years 1996, 2002 through 2004, 2006, and 2008 through 2012.

- LWDS
  - ConnDOT – Maxim Road (east of intersection)
    - The Site is listed with a leachate and wastewater number (4005009) for active discharge. The Site is also referred to as Hartford Brainard Airport Facility No. 37.

- FUDS
  - Brainard Field – No Address Listed
    - The Site is listed in the database with FUDS No. D01CT0981 and Federal Facility ID CT9799F9036. The former Brainard Field was used by the CT National Guard beginning in 1923. The United States leased approximately 420 acres from the City of Hartford starting around 1940 as a landing for the Army, Navy, and Marine Corps planes. The lease was cancelled on January 13, 1945. The Site is currently owned by the State of Connecticut and retained ~200 acres. The other acreage is owned by multiple other entities. Additional information was not provided in the listing.

- UXO
  - Referred to CEHNC – No Address Listed
    - The Site is listed for a Department of Defense (DOD) component under the FUDS database. This was referred to the CEHNC in Huntsville Center with Site ID 01OEW. The Site type is listed as unexploded munitions and ordnance area.

- FINDS
  - Brainard Airport – 233 Maxim Road
    - FINDS is generally a pointer database to other sources of environmental information. The Site is listed with a Facility ID of 110030381156 under the Connecticut Site Information Management System (SIMS) that harmonizes environmental information for a property and the Integrated Compliance

Information System (ICIS) that identifies enforcement and compliance information of most EPA programs.

- Million Air – 58 Lindbergh Drive
  - The Site is listed with a Facility ID of 110002497511 under RCRA. Violations were not identified for the facility.

- ECHO
  - Brainard Airport – 233 Maxim Road
    - The enforcement and compliance summary identifies that the Site is subject to the Clean Water Act (CWA) with a minor permit (CTGSI0915) and RCRA regulatory programs. One formal enforcement action was identified for RCRA under the ICIS. The violation was administrative (Case No. 01-2018-8001) issued on November 21, 2017 for failing to provide adequate monthly monitoring of USTs.
    - A Pollutant Loading Report states that the receiving water of the Site (the Connecticut River) is listed as impaired due to the presence of pathogens and PCBs.

5.1.2 Surrounding Properties

Tighe & Bond reviewed relevant files for those properties within the ASTM search radii which, due to their regulatory status (i.e. open or closed), distance and/or direction, may have the potential to environmentally impact the site. The EDR report identified numerous properties within the databases and search radii described above in Section 5.1. Only listings deemed environmentally relevant are discussed below.

5.1.2.1 Connecticut Light and Power (CL&P), Connecticut Resources Recovery authority (CRRA), Mid-CT Resource Recovery Facility (Currently MIRA), 100 Reserve Road/300 Maxim Road/20 Reserve Road, Northern Adjacent Parcel

The adjacent northern property is listed in the CT UST, CT LUST, CT SPILLS, CT Manifest, CT NPDES, CT ENG CONTROLS, CT AUL, CT ASBESTOS, CT Significant Environmental Hazard (SEH), PFAS ECHO, and CT/US BROWNFIELDS databases.

- UST
  - The property previously utilized a 2,000-gallon diesel UST (A) installed on December 1, 1988 and removed from the ground November 1, 2000.

- LUST
  - The property is listed for a LUST (Case No. 59179) for a release of diesel (Spill No. 2000-09021) on November 29, 2000 during removal of a UST. Additional information is not provided in the listing.

- SPILLS
  - Refer to Table 5.6 for a list of spills at the adjacent property.

Table 5.6 Spills

Date	Spill No.	Release Quantity	Comments
July 28, 1999	99-04965	25 Gallons	Hydraulic oil released from a hose and container failure.
March 30, 2000	2000-01993	Not Report	A strong chemical odor was reported at the property. Additional information is not provided in the listing.
February 28, 2001	2001-01337	Not Report	An unknown amount of a substance was reported in the trash. CTDEEP Radiation division was contacted. Additional information is not provided in the listing.
April 11, 2002	2002-02270	Not Report	A propane tank exploded on the property. Additional information is not provided in the listing.
September 10, 2009	2009-05121	6 Gallons	Hydraulic oil released from a hose failure.
June 10, 2011	2011-03147	5 Gallons	Hydraulic oil released from a hose failure.
March 12, 2012	2012-01168	Not Reported	A release reportedly did not occur however sewage was reported per their solid waste permit. Additional information is not provided in the listing.
April 30, 2012	2012-02094	5 Gallons	Transmission oil released from a container failure. Some of the release made it to a nearby catch basin.
October 31, 2013	2013-05796	10 Gallons	Hydraulic oil released from a motor vehicle accident.
January 8, 2015	2015-00097	40 Gallons	Hydraulic oil released from a hose failure.
April 1, 2015	2015-01418	3 Gallons	Hydraulic oil released within the building from a hose failure.
November 7, 2015	2015-05926	Not Reported	A release of fire suppression runoff occurred after a fire in the mobile shredder containing solid trash. Water was reportedly used to fight the fire that then entered a storm drain.
April 17, 2017	2017-01809	Not Reported	A propane tank exploded after going through the shredder causing a fire.
March 30, 2022	2022-01283	Not Reported	A fire occurred at the facility noted from propane.

- MANIFEST
    - Manifest: 000439570JJK

        - On January 17, 2007, 490 pounds of flammable liquid (D001-Ignitable Waste) and 80 pounds of corrosive liquid (D002 – Corrosive Waste) was disposed of at Northland Environmental, Inc. in Providence, RI.

- NPDES
    - The property has had several historical permits for either sewer discharge or industrial stormwater.
- CT ENG CONTROLS
    - The property had an engineered control under the PTP. The primary concern on the property is mercury.
- CT AUL
    - An Environmental Land Use Restriction ELUR was placed on the property April 18, 2018.
- CT ASBESTOS
    - ACM was removed from the property in 2019.
- SEH
    - Pollution was detected in groundwater what discharges to a surface water body that may have posed a risk to aquatic life. Groundwater was sampled for site specific conditions and determined to not significantly impact surface water and aquatic life. No further abatement action was deemed necessary.
- PFAS ECHO
    - An EPA dataset indicates this property may have handled or had a release of PFAS.
- CT/US Brownfield
    - The property is listed as an EPA funded brownfield project.

Based on the extensive environmental history, and specifically the engineered control for mercury, known groundwater impacts, and potential PFAS contamination, there is potential that releases from this property may have impacted Site soils and/or groundwater.

5.1.2.2 Central Auto & Transport, 195 Maxim Road, West-Northwestern Adjacent Parcel

The adjacent west-northwestern property is listed in the CT SPILLS and CT MANIFEST databases.

- SPILLS
    - August 25, 2011 – Spill No. 2011-04950 – Four gallons of motor oil released to the road from a leak.
    - December 20, 2020 – Spill No. 2020-05701 – An unquantified amount of motor vehicle fluids and water to extinguish a fire released to the ground surface.
- MANIFEST

- A manifest was generated on April 3, 2017. Additional information is not provided in the listing.

Based on the identified information, proximity to the Site, and presumed groundwater flow to the east-southeast, environmental concerns associated with this property are not likely to impact Site soils and/or groundwater due to the minor quantities associated with each historical release.

5.1.2.3 Tucker Co. (Tucker Mechanical of Division of EMCOR), 189 Maxim Road, West-Northwest, Adjacent Parcel

The property is listed in the CT PROPERTY (Transfer ACT Program) and CT MANIFEST databases.

- CT PROPERTY
  - On February 2, 2007, the property entered the Transfer Act Program after filing a Form III (indicative of a release). The property was verified by an LEP dated May 5, 2015. Additional information was not provided in the listing.
- MANIFEST
  - Manifest: CTC0207776
    - On August 22, 1988, 1,100 gallons of waste liquid (D001-Ignitable Waste) was disposed of at East Coast Environmental Service Corp. in New Haven, CT.
  - Manifest: CTC0177456
    - On June 29, 1990, 110 gallons of waste combustible liquid (D001-Ignitable Waste) and 110 gallons of F002 (spent halogenated solvents) was disposed of at Solvents Recovery Service of New England Inc. in Southington, CT.

Based on the identified information, and specifically the Form III filing, proximity to the Site, presumed groundwater flow to the east-southeast, there is potential for historical releases to impact Site soils and/or groundwater. However, the Site was verified by an LEP in 2015 and therefore the potential for environmental impact is considered low, as any releases would have been delineated and remediated as applicable.

5.1.2.4 Environmental Health Lab/CIGNA, 94 Murphy Road, Western Adjacent Parcel

The adjacent western property is listed in the CT MANIFEST database.

- MANIFEST
  - Several manifests were observed generally between 1987 and 2016. The property generated up to 200 pounds of D001-Ignitable Waste and F003 (spent non-halogenated solvents) several times. Minor quantities of mercury, lead, chromium, corrosive wastes, and reactive wastes have been generated.

Based on the identified information, proximity to the Site, and a lack of identified spills or remedial activities, environmental concerns associated with this property are not likely to impact Site soils and/or groundwater.

5.1.2.5 Tommy's Garage, 120 Murphy Road, Western Adjacent Parcel

The adjacent western property is listed in the CT MANIFEST, RCRA-Very Small Quantity Generator (VSQG), FINDS, and ECHO databases.

- RCRA-VSQG
    - The property is listed with an EPA ID CTD052538493 as a conditionally exempt small quantity generator of D001-Ignitable waste since at least 1989.
- MANIFEST
    - Numerous manifests were observed generally between 1994 and 2016. The property generated typically between 15-20 gallons of D001-Ignitable Waste several times a year. Similar quantities of D018-Benzene, D039-Tetrachloroethylene, and D040-Trichlorotheylene were also generated.
- FINDS
    - The property is listed under the RCRA program.
- ECHO
    - Enforcement or compliance violations were not identified for the property.

Based on the identified information, proximity to the Site, and a lack of identified spills or remedial activities, environmental concerns associated with this property are not likely to impact Site soils and/or groundwater.

5.1.2.6 Eli Whitney Regional Vocational High School, 110 Murphy Road, Western Adjacent Parcel

The adjacent western property is listed in the CT MANIFEST database.

- MANIFEST
    - Several manifests were observed generally between 1992 and 1995. The property has generated three gallons of nitric acid (D001-Ignitable Waste), five gallons of formic acid (U123), 130 gallons of waste paint related material (D001-Ignitable Waste), 55 gallons of waste ethyl alcohol solution (D001-Ignitable Waste), and between 55-165 gallons of F003 (spent nonhalogenated solvents).

Based on the identified information, proximity to the Site, and a lack of identified spills or remediation activities, environmental concerns associated with this property are not likely to impact Site soils and/or groundwater.

5.1.2.7 FleetPride, 130 Murphy Road, West-Northwestern Adjacent Parcel

The adjacent west-northwestern property is listed in the CT MANIFEST database.

- MANIFEST
    - A manifest was generated on March 10, 2011. Additional information is not provided in the listing.

Based on the identified information, proximity to the Site, and a lack of identified spills or remedial activities, environmental concerns associated with this property are not likely to impact Site soils and/or groundwater.

5.1.2.8 Highland Associates, 134 Murphy Road, Western Adjacent Parcel

The adjacent western property is listed in the CT UST, CT SPILLS, and CT MANIFEST databases.

- UST
    - The property previously utilized a 4,000-gallon gasoline UST (A1), a 4,000-gallon gasoline UST (A2), and a 500-gallon used oil UST (B3). Each UST was installed May 1, 1978 and removed from the ground on November 1, 1983.
- SPILLS
    - July 8, 2017 – Spill No. 2017-03404 – Approximately four gallons of hydraulic oil released due to a hose failure.
- MANIFEST
    - Manifest: CTC0265994
        - On July 26, 1989, 1,047 gallons of D001-Ignitable Waste was disposed of at United Soil Recovery Inc. in Meriden CT.

Based on the identified information, proximity to the Site, and a lack of identified LUSTs, or remedial activities, environmental concerns associated with this property are not likely to impact Site soils and/or groundwater.

5.1.2.9 Dalene Flooring, 244 Murphy Road, Western Adjacent Parcel

The adjacent western property is listed in the RCRA-VSQG database.

- RCRA-VSQG
    - The property is listed with an EPA ID CTP00033836 as a conditionally exempt small quantity generator of D001-Ignitable Waste as of 2018.

Based on the identified information, proximity to the Site, and a lack of identified spills or remedial activities, environmental concerns associated with this property are not likely to impact Site soils and/or groundwater.

5.1.2.10 M Q S Inspection Inc., 230 Murphy Road, Western Adjacent Parcel

The adjacent western property is listed in the RCRA Non-Generator/NLR, CT MANIFEST, RI MANIFEST, Finds, and ECHO database.

- RCRA Non-Gen/NLR
    - The property is listed in the database with an EPA ID CTD05258733 that no longer generates hazardous waste. The property previously generated D002-Corrosive Waste and F001-Spent Halogenated Solvents as a Large Quantity Generator from 1990 through 1996. A Consent Order was issued (CO 795) for violations observed in 1995 and 1997. Additional information was not provided in the listing.
- FINDS
    - The property is listed under the RCRA program.
- ECHO
    - Enforcement or compliance violations were not identified for the property.
- MANIFEST

  - Several manifests were observed generally between 1991 and 1996. The property has historically generated between 3,000 and 4,000-gallons of nitric acid or nitric acid/ferric chloride multiple times a year. The property generated 55 gallons of waste petroleum distillate (D001-Ignitable Waste), 55 gallons of corrosive liquid (D002-Corrosive Waste), five gallons and 14 pounds of silver (D011), 50 gallons of F002 (spent halogenated solvents), and a total of 14,969 gallons of D002 in the mid-1990s.

Based on the identified information, and specifically the Consent Order issued for the property, proximity to the Site, and presumed groundwater flow to the east-southeast, there is potential for releases to impact Site soils and/or groundwater. The property historically utilized and stored large quantities of hazardous waste that may have resulted in a release(s).

5.1.2.11 Northeast Printing Plates, 280-320 Murphy Road and 306 Murphy Road, West-Northern Adjacent Parcel

The adjacent northeast property is listed in the RCRA Non-Generator/NLR, FINDS, ECHO, CT MANIFEST, NY MANIFEST, CT Site Discovery and Assessment Database (SDADB), CT PROPERTY, and per-and polyfluoroalkyl subtends (PFAS) ECHO databases.

- RCRA Non-Generator / NLR
  - The property is listed in the database with an EPA ID CTD065531816 that no longer generates hazardous waste as of 2003. The property previously generated D001-Ignitable Waste and U186-1,3-Pentadiene or 1-Methylbutadiene as a conditionally exempt small quantity generator since 1980.
- FINDS
  - The property is listed under the RCRA program.
- ECHO
  - Enforcement or compliance violations were not found.
- MANIFESTs
  - Several manifests were observed generally between 1987 and 1994. Typically around 90 to 100 gallons of waste perchloroethylene (F002-halogenated solvents) was generated annually. The largest generation observed was 180 gallons in 1992. The property also generated 110 gallons of waste cleaning compound liquid in 1994.
- SDADB
  - The property is listed with a Remediation ID 2647. The property was previously in the Transfer Program and was verified by an LEP on October 29, 1993. Additional information was not provided in the listing.
- CT PROPERTY
  - On January 24, 1994, the property entered the Transfer Act Program after filing a Form I (indicative that a release had not occurred). The Remediation ID was stated as 1955. Additional information was not provided in the listing.
- PFAS ECHO

  - An EPA dataset indicates this property may have handled or had a release of PFAS.

Based on the identified information, proximity to the Site, and presumed groundwater flow to the east-southeast, there is potential for environmental concerns associated with this property to impact the surrounding area, including Site soils and/or groundwater concerning PFAS.

5.1.2.12 W.E. Andrews Co. Inc. of CT, 206 Murphy Road, Western, Adjacent Parcel

The adjacent western property is listed in the CT SDADB, CT MANIFEST, NY MANIFEST, RCRA Non-Generator/NLR, FINDS, and ECHO databases.

- SDADB
  - The property is listed with a Remediation ID 4483. The property was previously in the Transfer Program and was verified by an LEP on November 17, 1997. Additional information was not provided in the listing.
- MANIFEST
  - Several manifests were observed generally between 1995 and 2000. Between 165 and 270 gallons of waste cleaning compound liquid (D001-Ignitable Waste) was generated several times a year. Flammable liquid was also generated (D001) at quantities around 300 gallons per event.
- RCRA Non-Generator/NLR
  - The property is listed in the database with an EPA ID CT5000001214 that no longer generates hazardous waste as of 2002. The property previously generated D001-Ignitable Waste, U055-Benzene (methyl ethyl), and U230-Benzene (dimethyl or xylene) as a small quantity generator since 1994. A generation in 1999 included 165 gallons of waste cleaning liquid as F003 (non-halogenated solvents)
- FINDS
  - The property is listed under the RCRA program.
- ECHO
  - Enforcement or compliance violations were not found.

Based on the identified information, and specifically the SDADB listing, proximity to the Site, presumed groundwater flow to the east-southeast, there is potential for releases to impact Site soils and/or groundwater. Although the Site was verified by an LEP in 1997 and the potential for environmental impact associated with releases prior to the 1997 Verification is considered low, potential Transfer Act triggering operations appeared to have continued since that time (based on hazardous waste generation dates). However, there have been no reported spills or new database entries in connection with this property and potential environmental concerns associated with this property is not likely to impact Site soils and/or groundwater.

5.1.2.13 Crosier Business Forms, 320 Murphy Road, West-Southwest-Northern Adjacent Parcel

The adjacent west-southwest-northern property is listed in the CT MANIFEST database.

- MANIFEST

- Several manifests were observed generally for 1990. The property has generated various hazardous wastes including five gallons of flammable liquid (D001-Ignitable Waste), 40 to 120 pounds of corrosive liquid (D002-Corrosive Waste), 900 pounds of waste flammable liquid (D001), 10 pounds of compressed gas (D001), five gallons of waste petroleum distillate (D001), five pounds of waste oxidizer (D001), five gallons of waste liquid with methylene chloride (F002), and 150 gallons of waste tetrachloroethylene (U-210).

Based on the identified information, proximity to the Site, and a lack of identified spills or remediation activities, environmental concerns associated with this property is not likely impacting Site soils and/or groundwater.

5.1.2.14 Murphy Road Recycling, Inc., 123-143 Rear Murphy Road, Approximately 384 Feet West-Northwest from the Site

The property is listed in the solid waste facility (SWF)/land fill (LF) database.

- SWF/LF
  - The property has a permit to operate as a volume reduction facility. The permit expired on June 28, 2009.

Based on the identified information, proximity to the Site, and a lack of identified spills or remediation activities, environmental concerns associated with this property are not likely to impact Site soils and/or groundwater.

5.1.2.15 United States Postal Service, 70 Murphy Road, Western Adjacent Parcel

The adjacent western property is listed in the CT SPILLS and CT MANIFEST databases.

- SPILLS
  - December 21, 2001 – Spill No. 2001-10812 – A package with unidentified white powder was found and sampled. Additional information was not provided in the listing.
- MANIFEST
  - One manifest was observed for 700 and 230 pounds of mercury (D009) generated on March 27, 2000 and disposed of at Northeast Lamp Recycling Inc. in East Windsor, CT.

Based on the identified information, proximity to the Site, and a lack of identified spills or remediation activities, environmental concerns associated with this property are not likely to impact Site soils and/or groundwater.

5.1.2.16 Mid-CT Regional Recycling Center (CRR/Amandi Services), 211 Murphy Road, Approximately 390 Feet West-Northwest of the Site

The property is listed in the PFAS ECHO, CT SPILLS, CT MANIFEST, and CT NPDES database.

- PFAS ECHO
  - An EPA dataset indicates this property may be handling or have had a release of PFAS.
- SPILLS

  - May 26, 2005 – Spill Case No. 200503245 – 20 gallons of hydraulic oil released due to broken hose.
  - May 3, 2010 – Spill Case No. 201002585 – Less than five gallons of hydraulic oil released from a motor vehicle accident.
  - January 5, 2012 – Spill Case No. 210200059 – Three gallons of hydraulic oil released from a hose failure.
  - October 23, 2012 – Spill Case No. 201205797 – Fire and smoke was reported within the building.
  - December 8, 2016 – Spill Case No. 201606672 – Less than two gallons of hydraulic oil released from a hose failure.
  - July 19, 2017 – Spill Case No. 201703640 – One gallon of hydraulic oil released from a hose failure.
  - April 19, 2022 – Spill Case No. 202201544 – One gallon of hydrochloric acid released.
- MANFIESTs
  - In 2006, 330 gallons 250 pounds of D008-Lead liquid was generated from the property.
- NPDES
  - The property has a permit for stormwater industrial activities.

Based on the identified information, proximity to the Site, and presumed groundwater flow to the east-southeast, there is potential for this property to impact the surrounding area including Site soils and/or groundwater concerning PFAS.

5.1.2.17 O & G Industries, 260 Murphy Road, West-Northern Adjacent Parcel

The property is listed in the NY MANIFEST database however additional information is not provided in the listing.

Based on a lack of identified information, environmental concerns associated with this property are not likely to impact Site soils and/or groundwater.

5.1.2.18 All Waste Incorporated, 143 Murphy Road, Approximately 403 Feet West-Northwest of the Site

The property is listed in the CT UST, CT LUST, CT SPILLS, CT MANIFEST, NJ MANIFEST, RCRA-SQG, CT SWF/LF, and CT ASBESTOS databases.

- UST
  - The property is currently using a 4,000-gallon sti-P3 diesel UST (A1) and a 10,000-gallon sti-P3 diesel UST (B2) installed May 01, 1991.
- LUST
  - A LUST was reported for a release of 2,000-gallons of diesel (Case No. 2009-02057) on April 23, 2009.
- SPILLS
  - April 23, 2009 – Spill No. 2009-02057 – Approximately 2,000 gallons of diesel fuel released from an overfill. LUST status states cleanup initiated, meaning CTDEEP has been notified of corrective actions.

  - September 3, 2010 – Spill No. 201005328 – Approximately 500 gallons of diesel fuel released.
  - May 26, 2012 – Spill No. 201202634 – Approximately 54 gallons of diesel released from an overfill.
- MANIFEST
  - Several manifests were observed generally from 2005 to 2007. The property generated around 40 gallons of combustible liquid (D001-Ignitable Waste) multiple times a year. Other generations included 500 to 1,290 gallons of leaded liquid in 2001. Multiple manifests were observed from 2016 to 2018 however additional information was not provided in the listing.
- ASBESTOS
  - Asbestos containing material (ACM) was reportedly removed from the property in 2015.
- RCRA-SQG
  - The property is listed with an EPA ID CTR000501619 as a small quantity generator of D001-Ignitable Waste, D018-Benzene, D039-Tetrachloroethylene, and D040-Trichloroethylene since at least 2007. A general violation for transporters was observed in 2001.
- SWF/LF
  - The property is listed for handling construction and demolition waste, municipal solid waste, and recyclables.

Based on the identified information, proximity to the Site, and presumed groundwater flow to the east-southeast, there is potential for this property to impact the surrounding area including Site soils and/or groundwater. Several large quantity spills diesel spills have occurred on the property and the UST currently in use is beyond the typical 30-year life expectancy.

5.1.2.19 Healthcare Waste Solutions, Inc., 117 Murphy Road, Approximately 405 Feet West of the Site

The property is listed in the RCRA-Non-Gen/NLR, CT MANIFEST, and CT NPDES databases.

- RCRA Non-Gen/NLR
  - The property is listed in the database with an EPA ID CTR4000506535 that no longer generates hazardous waste as of 2007.
- MANIFEST
  - The property previously generated 55-gallons of D001-Ignitable Waste in 2000.
- NPDES
  - The property has a stormwater industrial activity permit that expires in 2024.

Based on the identified information, proximity to the Site, and a lack of identified spills or remediation activities, environmental concerns associated with this property are not likely to impact Site soils and/or groundwater.

5.1.2.20 Ryder Truck Rental, 99 Murphy Road, Approximately 406 Feet West of the Site

The property is listed in the RCRA-VSQG, CT MANIFEST, NY MANIFEST, NJ MANIFEST, FINDS, ECHO, CT CPCS, CT SPILLS, CT UST, CT LUST, and CT Voluntary Cleanup Program (VCP) databases.

- MANIFEST
    - A manifest from 1985 showed 150 gallons of D001-Ignitable waste had been generated from the property. Additional manifests were listed between 2016 and 2018 however, additional information was not provided in the listing.
- SDADB
    - The property is listed for hydrocarbon and/or fuel oil and non-chlorinated VOC wastes reported August 5, 1994.
- RCRA-VSQG
    - The property is listed with an EPA ID CTD162219646 as a conditionally exempt small quantity generator of F001 (spent nonhalogenated solvents), F002 (spent halogenated solvents), F003 (spent non halogenated solvents), F004 (spent nonhalogenated solvents), and F005 (spent nonhalogenated solvents) since at least 2003.
- FINDS
    - The property is listed under the RCRA and CT SIMS programs.
- ECHO
    - Enforcement or compliance violations were not found.
- UST
    - The property previously used multiple USTs, including several 10,000-gallon or 12,000-gallon USTs for motor fuels between the 1960s and 2019.
- LUST
    - A LUST was reported for a release of gasoline, diesel, and waste oil from UST(s) removal on September 1, 1989. Approximately nine cubic yards of impacted soil was removed from the property.
    - A LUST was reported for a release of waste oil on December 14, 1989.
    - A LUST was reported for a release of five gallons of diesel on June 13, 2018 from a spill bucket.
    - A LUST was reported for a release of motor oil on January 24, 2019 from a UST removal.
    - A LUST was reported for a release of gasoline and diesel on October 29, 2019 from a UST(s) removal.
- VCP
    - The property entered the VCP August 30, 2004 with Remediation ID 6383.
- SPILLS

  - January 5, 2001 – Spill Case No. 200100165 – Approximately 30 gallons of diesel fuel released from an overfill.

Based on the identified information, and specifically the VCP and LUST information, proximity to the Site, and presumed groundwater flow to the east-southeast, there is potential for this property to impact the surrounding area including Site soils and/or groundwater.

5.1.2.22 Reliable Electric Motor Inc., 285 Murphy Road, Approximately 411 Feet West of the Site

The property is listed in the CT MANIFEST, NY MANIFEST, RCRA Non-Gen/MLR, FINDS, ECHO databases.

- MANIFESTS
  - Historic manifests show limited generation of 32-55-gallons of D001-Ignitable Wastes from the property. Five gallons of D006-Cadmium liquid waste was generated in 1999. Additional manifests were listed between 2013 and 2017 however, additional information was not provided in the listing.
- RCRA Non-Gen/NLR
  - The property is listed with an EPA ID CTD981893654 as a non-generated dated 1986. The property previously generated D000-Not Defined, D001-Ignitable Waste, and D002-Corrosive Waste.
- FINDS
  - The property is listed under the RCRA program.
- ECHO
  - Enforcement or compliance violations were not found.

Based on the identified information, proximity to the Site, and a lack of identified spills or remediation activities, environmental concerns associated with this property are not likely to impact Site soils and/or groundwater.

5.1.2.23 Barrieau Moving & St./Barrieau Express Inc., 301 Murphy Road, Approximately 413 Feet West of the Site

The property is listed in the CT UST, RCRA Non-Gen/NLR, and CT MANIFEST databases.

- UST
  - The property historically utilized several 4,000-gallon gasoline USTs between the 1980s and mid-1990s.
- RCRA Non-Gen/NLR
  - The property is listed with an EPA ID CTD00182982 as a non-generated dated 2012. The property previously generated D001-Ignitable Waste as a conditionally exempt small quantity generator in 1986.
- MANIFEST
  - The property historically generated 20-70 gallons of F003 (spent nonhalogenated solvents) since 1997. 1,000 pounds of D001-Ignitable Waste paint material was generated in 2004.

Based on the identified information, proximity to the Site, and a lack of identified spills or remediation activities, environmental concerns associated with this property are not likely to impact Site soils and/or groundwater.

5.1.3 Orphan Site Summary

Due to discrepancies in the location of some facilities in the databases arising from incorrect or incomplete addresses, some facilities may be listed as un-mappable (i.e., Orphan Sites). Fifteen orphan site listings were reviewed by Tighe & Bond. EDR provides live links to additional limited information for some of the orphan sites listed in their report.

Two listings in the Orphan Summary identify the Site in the following databases:

- RGA LUST
    - Brainard Airport – Brainard Road
        - The Site is listed in the database for LUST incident(s) for the years 1996, 2002 through 2004, 2006, and 2008 through 2011.
- CPCS
    - Million Airways – 20 Lindbergh Drive Brainard Road
    - The Site is listed in the database due to a LUST. Comments include Jet-A fuel, transportation, and tank and soil removal. LUST status is complete meaning no significant environmental hazards remain and meets the EPA "LUST Cleanup" criteria.
- LUST
    - Million Airways – 20 Lindbergh Drive Brainard Road
        - The Site is listed for a LUST (Case No. 35409) for a release of Jet-A fuel (Spill No. 99-00654) on January 26, 1999. LUST status is complete meaning no significant environmental hazards remain and meets the EPA "LUST Cleanup" criteria.

5.2 Local File Review

Tighe & Bond contacted municipal offices in the City of Hartford to obtain records relevant to the Site via available online resources. Specifically, Tighe & Bond contacted or reviewed information from the Clerk's office, Assessor's Office, Health Department, Planning and Zoning Department/Licenses and Inspections, Water Department, Fire Marshal, and Engineering Department/Public Works. Information obtained from these sources is summarized in the following sections. Copies of pertinent municipal records are provided in Appendix B.

5.2.1 City Clerk's Office

Tighe & Bond review available information via the online land records database available through the City of Hartford on March 20, 2023. A Statutory Quit Claim Deed between the State of Connecticut and the CAA on June 20, 2013 recorded in volume 6703, page 260. An Acknowledgment Agreement between the CAA and CT Hangar Association was observed dated May 28, 2014 recorded in volume 6817 on page 154. A Clearance Easement Agreement between the City of Hartford and CAA was observed dated December 21, 2022 in volume 8055 on page 215. A Temporary Encroachment Permit

between the MDC and the CAA was observed dated January 20, 2023 recorded in book 8060 on page 45.

5.2.2 Tax Assessor's Office

Tighe & Bond reviewed the Tax Assessor online database for the City of Hartford which included access to the current property field cards. The current owner of the Site is the State of Connecticut Airport Division - Aeronautics as previously discussed in Section 2. The property field cards are included in Appendix B.

Tighe & Bond contacted the Hartford Assessor's Office on February 8, 2023 via email regarding historical property cards. Tighe & Bond followed up on March 1, 2023 with a second email to which personnel responded the same day with several files as follows.

- Building 1 (Administrative Office – 251 Maxim Road) – The first floor of the building was constructed in 1928 and the second floor was an addition in 1948. The building was reportedly heated by oil. Occupancy use states office and a basement.

- Building 2 (Maintenance Garage – 233 Maxim Road) – The single-story structure was used to store and repair trucks. The building was reportedly heated by oil with unfinished floors. The year of construction is not included on the card.

- Building 3 (FBO Hangar H3 – 58 Lindbergh Drive) – The single-story structure was constructed in 1920 with an addition in 1962. The building was reportedly heated by gas.

- Building 4 (FBO Hangar H2 – Lindbergh Drive) – The single-story structure was constructed in 1967 and used as an airplane hangar with a note of repair activities. The building was reportedly heated by gas.

- Building 5 (FBO Hangar H1 – 20 Lindbergh Drive) – The single-story structure was constructed in 1956. The building was used as a flight school and for airplane service. The building was reportedly heated by gas.

- Buildings 6, 7, and 8 (T-Hangers #4, 5 and 6) – The single-story structure was constructed in 1969. Each building has storage for up to 10 small planes. The building was reportedly not heated. The floor consisted of concrete and crushed rock.

- Building 9 (State Police/Urban Search and Rescue – 269 Maxim Road) – The two-story structure was constructed in sometime in the 1930s. The office was reportedly heated by steam and the hangar was unheated.

- A Site plan prepared by Hoyle, tanner & Associates, Inc. dated November of 1986 depicts up to 12 existing buildings. Eight proposed buildings are depicted (including four hangars, the FAA tower, and three additional structures). A small building northeast of Buildings 11 and 12 was slated for removal. A former fuel farm is depicted east/southeast of Building 12 (located southeast of H3) as well as a fuel hydrant south of Building 9 (H2).

5.2.3 Health and Human Services

Tighe & Bond contacted Health and Human Services on February 8, 2023 via email regarding pertinent information for the Site. Tighe & Bond followed up with a second email on March 1, 2023 to which personnel from the Health Department responded the same day to resubmit the inquiry using the online request portal for Hartford. On March 6, 2023, Tighe & Bond received a message through the request portal that no records were identified for the Site.

5.2.4 Planning and Zoning Department/Licenses and Inspections

Tighe & Bond contacted the Planning and Zoning Department on February 8, 2023 via email requesting pertinent information the Site. Personnel from the department responded on February 8, 2023 that scanned documents for the Site can be found online via Hartford GIS mapping. Only documents pertaining to the environmental quality of the Site are discussed below. According to multiple building permit records, there have been several additions to buildings, as well demolition of former structures, throughout the Site. Tighe & Bond also contacted the Licenses and Inspections Department via the online Freedom of Information Act (FOIA) request system on March 1, 2023. Tighe & Bond received a response on March 13, 2023 that files would be available via the online GIS mapping. All files provided by the department are included in Appendix B.

- December 5, 1927 – Heating Division Application – An application (No. 1800) was approved for the installation of a 5,000-gallon heating oil UST at the Pratt and Whitney aircraft building (former location unknown). The tank was reportedly six by twenty-four feet.

- April 24, 1929 – Certificate of Occupancy – A building certificate indicates that zone 6 constructed under permit 401-G was occupied by a repair shop. An included sketch shows a metal shop adjacent to an aircraft hangar used by Pratt & Whitney (former location unknown).

- June 22, 1936 – Correspondence Letter – A letter from the Office of Board of Health Commission granted the installation of a septic tank at Brainard Field for the Descomb Company, temporarily, and to be connected to the sewer system when completed.

- November 10, 1936 – Lighting Plan – The layout for field lighting shows former police pistol range was located somewhere on the southern portion of the property when the airport was originally configured.

- April 9, 1941 – Certificate of Occupancy – A building certificate indicates that a light industrial building at Brainard Field, South Meadows, West Side of Aviation Road was occupied by a one-story machine shop.

5.2.5 Fire Department

Tighe & Bond contacted the Hartford Fire Marshal on February 8, 2023 via the online record request. Tighe & Bond followed up with the Fire Marshal on February 27, 2023 and received the following documents:

UST Notifications:

- July 20, 1987 – UST Notification and Sketch – The state form indicates tanks F1, D1, W1, and R1 were currently in use. F1 reportedly held fuel oil, D1 reportedly held diesel fuel, W1 reportedly held waste oil, and R1 reportedly held unleaded gasoline. The tanks were installed between 1960 and 1977. The sketch shows F1 located east of Building 85-003 (Maintenance Shop – 239 maxim Road). R1 is located southwest of Building 85-003. D1 is located southwest of Building 85-002 (Maintenance Garage – 233 Maxim Road) and W1 is located southeast of Building 85-002.

- Date Illegible – UST Notification and Sketch – The state form indicates two fiberglass reinforced plastic tanks (U1 and D2) are located southwest of Building 85-003 (labeled Maintenance) adjacent to the next building. An oil/water separator is also located on the east side of Building 85-003.

- Date Illegible – UST Notification – The state form indicates tanks F1, D1, W1, and R1 had been removed in August of 1988. Tanks U1 and D2 were installed in August of 1988 and were currently in use. U1 reportedly held 4,000-gallons of unleaded gasoline. D2 reportedly held 4,000-gallons of diesel fuel.

- April 5, 1990 – UST Notification – The state form indicates tanks A1 through A10 had been removed. Each tank reportedly held aviation fuel and were removed in 1983.

- January 14, 2015 – A UST notification form indicates that tanks U1 and D2 were currently in use. Each UST was installed on August 8, 1988. Typical life expectancy for a fiberglass tank is 30 years.

Letter Correspondence:

- February 28, 1990 – Removal of Aviation Fuel Tanks – A correspondence between the Fire Marshal and ConnDOT indicated the intent to remove six 4,000-gallon and four 10,000-gallon USTs starting March 13, 1990.

Building Records:

- April 18, 1972 – A building inspection of 233 Maxim Road (occupied by ConnDOT, Bureau of Aeronautics Administrative Building) indicated the building was heated by oil. Chemicals were not observed to be stored.

- May 7, 1996 – A building inspection of 58 Lindbergh Drive (occupied by Million Air office and lounge) indicated the building was heated by gas. An inspection of the same address but of the service hangar and office indicated the building was also heated by gas. Approximately 250-gallons of cleaning fluids stored in drums and smaller containers was observed in the southeast corner of the hanger. Chemicals were noted to be stored on the hangar floor.

Tier II (Emergency and Hazardous Chemical Inventory) Reports:

- 2005, 2011/2012 – The following chemical description was provided for 233 Maxim Road. Safety Datasheets (SDS) were provided for each substance, as well as for sodium chloride salt and No. 2 fuel oil.

    - Diesel Fuel

  - Unleaded Gasoline

- 2014 – The following chemical description was provided for 1 Lindbergh Drive.
  - Sulfuric Acid

The following documents were reviewed from the Fire Marshal by TRC during the 2012 Phase I ESA but were not available for review at the time of this report.

- Four historic USTs were identified on the Site in 1967 including a 1,000-gallon, 2,000-gallon, and 3,000-gallon petroleum USTs associated with the Hartford Airmotive business. The tanks were replaced with four 10,000-gallon USTs at the Site. The Fire Marshal indicated that the old tanks were still in the ground with two of the four new tanks installed. A follow up visit indicated the old tanks were still in the ground and reportedly being used for auto fuel and used oil storage. The location of the tanks was not specified.

- Documents include existing USTs in 1982 associated with the CAA Maintenance Garage (233 Maim Road) and USTs associated with the State Police/Urban Search and Rescue (269 Maxim Road).

- A 1,000-gallon gasoline and 500-gallon used oil tank were also identified to be associated with the State Police/Urban Search and Rescue (269 Maxim Road). A sketch provided shows the location of the 1,000-gallon tank but not the 500-gallon tank.

5.2.6 Water Department (MDC)

Tighe & Bond contacted the MDC on March 1, 2023 via email requesting pertinent information for the Site. MDC personnel responded on March 2, 2023 with eight maps showing existing water lateral connections for the following address. Several of the maps reference existing soil conditions to be clay or a mixture of sand and clay.

- Maxim Road (General Cross Reference) – dated April 1968
- 233 Maxim Road (Servair Inc.) – dated October 5, 1960
- 251 Maxim Road (ConnDOT Aeronautics Office) – dated June 23, 1962
- Lindbergh Drive (General Cross Reference) – dated February 9, 1966
- Lindbergh Drive (General Cross Reference) – dated February 10, 1966
- Lindbergh Drive (Connair Inc.) – dated April 21, 1967
- Lindbergh Drive (Air One Inc.) – date October 25, 1984
- 500 Lindbergh Drive (Aviation School) – dated October 8, 2008

5.2.7 Public Works - Engineering

Tighe & Bond contacted the Engineering Department on March 1, 2023 via the online record request. Tighe & Bond also visited the department on March 2, 2023 and reviewed three maps dated October 1, 1984 that depict the Site parcel and general surrounding area structure features. Tighe & Bond received a response to the FOIA request on March 13, 2023 that files would be available via the online GIS mapping. Tighe & Bond also had a meeting with the Department of Public Works (DPW) on March

24, 2023. DPW provided the following report on March 27, 2023: "Hartford Flood Control System Toe Drain and Toe Ditch Repair Project Soil Sampling and Testing Program" prepared by GEI Consultants September 22, 2021. According to the report, five composite soil samples were collected along the Clark Dike and from a stockpile noted at Maxim Road. PCBs were detected at 2.5 mg/kg above RSR criteria in sample COMP 4 (southeastern Dike area). The metals cadmium and leachable cadmium and leachable lead were detected above apparent background concentrations in samples collected in sample COMP 4 (based on review of the data summary table). TPH was detected at 11,000 mg/kg above RSR criteria in sample COMP 4. SVOCs were detected above RSR criteria in samples COMP 3 and COMP 4. Pesticides were detected above RSR criteria in sample COMP 2. VOCs were detected below RSR criteria in sample COMP 4.

5.3 CTDEEP File Review

Tighe & Bond visited the CTDEEP Public File Room in Hartford, CT on February 16, 2023. Limited files were observed. Tighe & Bond emailed Joanna Burnham, Coordinator for Records Management at CTDEEP on February 16, 2023 regarding files that may be located off-site to be scanned as part of an ongoing effort to make records electronically available. Ms. Burnham, along with additional CTDEEP staff (Ryan Mowrey and Veronica Tanguay), responded the same day that files were found for nearby properties but not for the Site. Tighe & Bond also followed up with Claire Quinn, Supervisor of the North Central District at CTDEEP on March 1, 2023 to see if any additional information could be found for the Site. Ms. Quinn responded that the Remediation Division also did a file search on the Site last July in response to a citizen request but they did not find any additional information. Ms. Quinn provided the response letter to that inquiry for review. Tighe & Bond emailed the PCB Department as well on February 15, 2023 to which one spill report was provided. Tighe & Bond also reviewed records available through the online document portal. The following pertinent environment records were identified and provided in Appendix C.

<u>CTDEEP Document eSearch</u>

- Tank Removal Report
    - **March 26, 1999 – Statewide Underground Storage Tank Program, DPW Project No. BI-2B-760-B335, Brainard OMS-7A (Site A334), Hartford, Connecticut, Tank Removal Report, Gasoline, Diesel, and Heating-Oil USTs**

      A report prepared by Fuss & O'Neill Inc. documents the removal of one 2,000-gallon gasoline UST, one 3,000-gallon diesel UST, and one 5,000-gallon heating-oil UST at the Site. The USTs were removed from the State Police/Urban Search and Rescue (269 Maxim Road). Minor concentrations of TPH and lead were detected in the grave of the 2,000-gallon gasoline UST below current RSR criteria. TPH was detected in the grave of the 3,000-gallon diesel UST below current RSR criteria. TPH was detected in the grave of the 5,000-gallon heating oil UST above RSR criteria at the southern and western sidewalls. TPH was also detected above RSR criteria at the pipe trench of the 5,000-gallon UST after the excavation was backfilled. VOCs were detected in groundwater below RSR criteria in the area of the 5,000-gallon UST.

- Spills[6]
    - Refer to the table below for a list of spills reported at the Site.

Table 5.7 Spills - CTDEEP

Date	Spill No.	Release Quantity	Comments[7]
October 19, 1974	Not Reported	60 Gallons	Gasoline released during refueling of a tanker truck. The majority of the material is said to have evaporated.
December 12, 1975	Not Reported	Not Reported	A sheen was noticed on the Connecticut River after takeoff.
January 7, 1984	Not Reported	Not Reported	Five trailers stored at the end of the runway released liquified methane.
February 28, 1985	234	70 Gallons	Gasoline released when a hose fell off a truck during refueling.
June 7, 1985	772	50 Gallons	Aviation fuel was released during discharge/refueling.
February 14, 1986	169	20 Gallons	A puddle of fuel oil was observed on the pavement.
May 5, 1987	732	10 Gallons	Jet-A fuel released from a tank overfill.
December 5, 1987	2296	700 Gallons	Jet-A fuel released at the fuel farm when a valve became stuck while refueling a tanker truck. Soil was reportedly to be excavated from the area.
March 19, 1990	843	Not Reported	An emergency incident report states gasoline in soil was observed halfway down the access road toward the control tower. A DOT tank removal was noted in progress.
November 8, 1990	4336	5 Gallons	A release of carbon tetrachloride was identified by a night shift firefighter from a container in the corner of the hangar.
August 31, 1993	93-4649	< 1 Gallon	Jet-A fuel was released from a plane crash on August 30, 1993 at 251 Maxim Road.
December 10, 1996	95-06474	300 Gallons	Jet-A fuel released from an overfill.
October 18, 1997	97-	10 Gallons	

[6] Incorrect spelling of the Site addresses was noted in numerous files but mostly for Lindbergh Drive.
[7] Unless otherwise noted, the location of identified releases could not be readily determined based on the information in the spill record.

Date	Spill No.	Release Quantity	Comments[7]
	05999		
November 30, 1997	97-06943	25 Gallons	AvGas 100LL was released from a plane crash at 251 Maxim Road.
December 18, 1997	97-07317	15 Gallons	Jet-A fuel released from an overfill.
July 25, 1998	98-04815	12 Gallons	While attempting to fuel an aircraft, a driveshaft broke striking the gas tank at 20 Lindbergh Drive (occupied by Million Air). Approximately 15-gallons of AvGas 100LL released onto the pavement.
September 17, 1998	98-06296	15 Gallons	No. 2 fuel oil released from a UST pipe while being removed from the ground. Soil was slated to be excavated from around the State Police/Urban Search and Rescue (269 Maxim Road).
January 26, 1999	99-00654	20 Gallons	Aviation fuel released during a tank removal. Soil was reportedly excavated and groundwater impacts were observed from a UST located at 20 Lindbergh Drive (Million Airways).
February 9, 2000	2000-00789	10 Gallons	Aviation fuel released from a minor plane crash. Two planes hit on the runway causing a tank to rupture.
July 27, 2000	2000-05525	50 Gallons	Aviation fuel released to a catch basin due to an interior discharge at 20 Lindbergh Drive (Million Air Aviation).
April 2, 2001	2001-02021	5 Gallons	Jet-A fuel released from an overfill.
March 19, 2002	2002-01693	Not Reported	Chrysotile asbestos was reported in the armory building.
March 8, 2003	2003-02042	Not Reported	A large oil spill was reported by an airplane just east of the airport.
June 2, 2004	2004-03613	Not Reported	An oily substance about a half mile long was reported by an airplane.
April 21, 2005	2005-2334	300 Gallons	A release occurred approximately eight feet by 30 feet east of the fuel truck parking area. Soil was excavated with confirmatory sampling via Petroflag analysis. Approximately 51.38 tons of impacted soil was removed and taken for Phoenix Soils, LLC in Waterbury, CT.
November 22,	2005-	1 Gallon	Transformer oil released on Lindbergh

Date	Spill No.	Release Quantity	Comments[7]
2005	07982		Drive.
March 9, 2007	2007-01412	4 Gallons	Transformer oil released to the road surface recorded at 58 Lindbergh Drive.
October 28, 2008	2008-06872	Not Reported	An oil sheen was spotted on the Connecticut River.
December 12, 2008	2008-07815	3 Gallons	Propylene glycol and waste oil released on 251 Maxim Road from a barrel overflow onto the parking lot.
June 30, 2012	2012-03426	17 Gallons	Hydraulic fluid released at 251 Maxim Road on the flood control dike from a hose failure.
June 2, 2014	2014-02052	< 1 Gallon	Jet fuel released at Building 85 at 20 Lindbergh Drive from a mechanical failure.

- Manifests
    - Refer to the Table 5.8 below for a list of manifests reported at the Site.

Table 5.8 Manifests - CTDEEP

Manifest ID	Generation Date	Quantity	Substance	Disposal Facility
CTC0167379	September 26, 1988	200 Gallons	Flammable Liquid (D001-Ignitable Waste)	United Oil Recovery Inc. Meriden, CT.
RIG0008880	August 1, 1990	20 Gallons		Chem-Pak Corporation Cranston, RI.
RIG0009433	August 30, 1990	10 Gallons	Combustible Liquid (D001-Ignitable Waste)	
RIG0009971	September 16, 1990	20 Gallons		
RIG0019709	January 15, 1992	16 Gallons	Combustible Liquid (D001-Ignitable Waste)	Chem-Pak Corporation Cranston, RI.
RIG0020399	February 12, 1992	16 Gallons	Flammable Liquid (D001-Ignitable) Waste)	
RIG0021866	April 8, 1992	14 Gallons		

Manifest ID	Generation Date	Quantity	Substance	Disposal Facility
CTF0117818	January 13, 1993	25 Gallons	Combustible Liquid (D001-Ignitable Waste)	Safety-Kleen Corp West Hartford, CT.
CTF0245107	January 20, 1994	140 Pounds	Mercury	East Coast Environmental Service Corporation New Haven, CT.
		139 Ballasts	PCB-Containing	
RIG0050062	April 5, 1994	18 Gallons	Flammable Liquid (D001-Ignitable Waste)	Chem-Pak Corporation Cranston, RI.
RIG0065178	February 20, 1995	16 Gallons		
CTF0654165	August 25, 1997	111 Gallons	Waste Paint Related Material (D001-Ignitable Waste)	United Oil Recovery Inc. in Meriden, CT
		70 Gallons	State Regulated Waste (Driveway Sealer and Grease)	
CTF0766023	January 26, 1999	1,005 Gallons	Flammable Liquid (D001-Ignitable Waste)	

CTDEEP File Review – Remediation Division

Limited UST information was available from the Public File Room.

- **April 5, 1990 – UST Notification and Sketch**

  The state form indicates tanks A-1 through A-10 holding aviation fuel were removed in 1983. A Site plan prepared by ConnDOT, dated October 4, 1989, and labeled "Removal of Aviation Fuel Tanks at Hartford Brainard Airport" shows a general location of each of the USTs.

- **October 8, 2003 – Tank Tightness Testing**

  Pennoni Associates performed testing on two fiberglass tanks (tank IDs not provided) holding regular and diesel fuel of which both tanks passed.

- **July 28, 2022 – Correspondence Letter to Citizen Compliant**

  CTDEEP received a compliant on April 28, 2022 about soil, groundwater, and surface contamination at Brainard Airport. CTDEEP reviewed 28 documented releases of petroleum products having occurred at the Site from 1996 to 2007. Incident volumes to the ground surface ranged from one to 300 gallons in volume of which corrective measures were implemented for each release. CTDEEP

indicated they are aware of known sources of pollution in soil at one or more properties near the Site, three of which are immediately adjacent to the western border of the Site. These three areas contain arsenic and PCB concentrations in soil that is covered by an engineered control.

CTDEEP File Review – PCB Program

One spill incident was provided as follows:

- **July 6, 2012 – Spill**
  A release of eight gallons of transformer oil from a pole-mounted unit occurred from pole 9092 at 20 Lindbergh Drive. Laboratory analysis showed the oil was non-detect for PCBs. Clean Harbors responded and cleaned the release area.

5.4 Connecticut Airport Authority (CAA)

CAA provided several documents to Tighe & Bond for review. Documents determined to have environmental relevance to the Site are discussed below.

- **LUST Lookup via CTDEEP Databases**
  - **March 19, 1990 – 233 Maxim Road**

    A LUST is reported associated with Spill Case No. 2008-07815. The Facility ID is No. 28344. Correspondence for the listing states a 1,000-gallon diesel UST failed a tightness test August 1, 1988. The tank was 31 years old and reportedly pumped out (Spill Case No. 88-3422). According to the LUST master list, one 10,000-gallon and one 4,000-gallon diesel fuel USTs and contaminated soil were removed from the subject facility on October 25, 1988. Spill Case No. 90-843 states that gasoline was detected in soil half-way down the access road toward the control tower. A LUST was removed as a result of the release on March 19, 1990. Spill Case No. 92-3801 states a 2,000-gallon diesel and a 2,000-gallon No. 2 fuel oil LUST were removed. Four 10,000-gallon USTs and six 4,000-gallon USTS (A2-A10) and contaminated soil were removed from the Site on March 19, 1990. A correspondence letter from CAA to CTDEEP arranges for the disposal of 1,700 cubic yards of contaminated soil currently stockpiled at the Site.

    Spill Case No 93-7162 states that a 1,500-gallon (JP-4) UST and 10-20 cubic yards of contaminated soil were removed. Further excavation of the tank grave was noted as necessary.

  - **July 28, 1992 – Brainard Airport**

    A LUST is reported associated with Spill Case No. 92-3801 for a release associated with a 2,000-gallon diesel and 2,000-gallon No. 2 fuel oil USTs. LUST status is cleanup initiated. A correspondence dated September 11, 1992 from CTDEEP states USTs and contaminated soil were removed from the Site. Groundwater analytical samples were collected but not included for reference. The Facility ID is identified as No. 31633.

  - **September 14, 1998 – National Guard**

    A LUST is reported at the State Police/Urban Search & Rescue (269 Maxim Road) for a heating oil UST. The Spill Case No. was not identified. LUST status is pending, meaning a release is suspected but confirmed at the time of entry. A correspondence of a tank closure assessment report was

recorded on April 7, 1999 by Fuss & O'Neill for the removal of a 2,000-gallon gasoline, a 3,000-gallon diesel, and a 5,000-gallon heating oil USTs. Impacts were not identified in soils below the diesel and gasoline tanks. Impacted soils were excavated from below the heating oil UST. Confirmation soil samples showed constituents of concern (COC) above RSR criteria. The Facility ID is identified as No. 49370.

- **January 26, 1999 – Million Airways**

  A LUST is recorded at 20 Lindbergh Drive for a release of Jet-A fuel. The UST and soil were removed from the area. The release is associated with Spill Case No. 99-00654. LUST status is complete, meaning no significant environmental hazards remain at the Site and meet the EPA "LUST Cleanup" criteria. The Facility ID is identified as No. 35409.

- **UST Notification Forms**

  - **May 5, 1986 – Maintenance Shop No. 7**

    The state notification form indicates that USTs A1 (2,500-gallon gasoline) and B2 (2,000 gasoline) were in use associated with the State Police/Urban Search & Rescue (269 Maxim Road).

  - **October 17, 1986 – Maintenance Shop No. 7**

    The state notification form indicates that UST 1 (2,000-gallon gasoline) and 2 (1,000-gallon diesel) were in use associated with the State Police/Urban Search & Rescue (269 Maxim Road) building. This form appears to have been submitted as a correction to the aforementioned, May 5, 1986 notification.

  - **November 22, 1989 – Parcel F (Character Oak Aviation/Previous Corporate Air Inc.)**

    The state notification form indicates that UST A1 (10,000-gallon AvGas 100LL) was removed from the ground.

  - **December 23, 1992 – National Guard (current State Police/Urban Search & Rescue)**

    The state notification form indicates that USTs A1 (5,000-gallon heating oil) and C2 (1,000-gallon diesel) had been removed while A1R1 (5,000-gallon heating oil), B1 (2,000-gallon gasoline), and C2R1 (3,000-gallon diesel) USTs were in use. UST D1 (1,500-gallon diesel) was reportedly abandoned in place. The attached sketch depicts the eastern side of the State Police/Urban Search and Rescue with a 5,000-gallon fuel tank adjacent to the building, a 3,000-gallon diesel and a 2,000-gallon gasoline tank in the gravel parking area, and another tank listed as existing fuel tank (removed) from the northwest corner of the parking area.

  - **September 6, 1997 – Brainard Maintenance**

    The state notification form indicates the following USTs were removed from the Site:

    - F1 (2,000-gallon No. 2 fuel oil)
    - D1 (2,000-gallon diesel)
    - W1 (250-gallon waste oil)

- R1 (2,000-gallon gasoline)

USTs U1 (4,000-gallon gasoline), and D2 (4,000-gallon diesel) were in use. The provided sketch depicts F1 north of the CAA Maintenance Shop (239 Maxim Road), and D1 south, W1 southeast, and R1 north of CAA Maintenance Shop (233 Maxim Road).

- **March 15, 1998 – National Guard (current State Police/Urban Search & Rescue)**

  The state notification form indicates a tank (A) was installed approximately in 1955 with a capacity of 5,000-gallons for No. 2 fuel oil. The provided sketch depicts the tank on the northeastern corner of the building.

- **January 29, 1999 – National Guard (current State Police/Urban Search & Rescue)**

  The state notification form and a correspondence letter indicate that USTs A1R1, B1, and C2R1 were removed in September of 1998. USTs B1 and C2R1 were replaced with a 4,000-gallon AST to dispense diesel fuel. UST A1R1 was removed and replaced by natural gas fuel.

- **September 6, 2006 – National Guard (current State Police/Urban Search & Rescue)**

  The state notification form indicates that USTs A1 (2,500-gallon gasoline) and B2 (2,000-gallon diesel) USTs were removed and last used in 1989 and 1994, respectively.

- **September 6, 2006 – CAA Maintenance Shop**

  The state notification form indicates two USTs labeled U1 and D2 are associated with the CAA Maintenance Shop (239 Maxim Road). The tanks were located just north of CAA Maintenance Garage (233 Maxim Road) followed by two fuel dispensers. An oil/water separator was also depicted west of the CAA Maintenance Shop.

- **Site Plan, June 1985 (revised June 1988 and December 1990)**

  A historical Site plan depicts the property with five fuel storage areas previously discussed in this report. Fire gates were identified along with several tenants of the buildings at the time.

- **Manifest: CTA0074993, July 17, 1985**

  2,500 gallons of waste oil combustible liquid (D001-Ignitable Waste) was disposed of at United Oil Recovery in Meriden, CT as previously discussed. The description indicates the material was waste fuel from a tank cleaning.

- **EPA Notification of Hazardous Waste Activity, October 11, 1989**

  The federal form was completed by Air One Inc., located at Brainard Airport with EPA ID No. CTD108956616. The form states Air One generates less than 100 kilograms per month.

- **Tank Removal Notification, November 27, 1989**

  A 10,000-gallon UST (A1) that was located at "Parcel F" at the airport was removed. One soil sample showed constituents were below detection. A provided sketch shows the location of the tank south of the former DOT office (since

demolished), and north of the Air One (FBO) Fuel Farm. A passing tank tightness test was also observed for a tank listed for Corporate Air that had a capacity of 8,020 gallons. A provided sketch shows the 8,020-gallon on the northside of a hangar adjacent to a 4,000-gallon tank labeled "dead tank" to the east, followed by a dispenser. The UST sketch is believed to be associated with H2.

- **National Pollutant Discharge Elimination System Report – Part 1, Group Application, March 14, 1991**

  The following is a list of materials known to be stored outside at the Site at the time of the NPDES report:

  - Fuel Farms:
    - (4) 6,000-gallon steel Jet-A fuel USTs installed in 1985
    - (2) 6,000-gallon steel AvGas 100LL USTs installed in 1985
    - (1) 4,000-gallon steel diesel UST installed in 1988
    - (1) 4,000-gallon steel gasoline UST installed in 1988
    - (1) 12,000-gallon steel Jet-A AST installed in 1989
    - (1) steel AvGas 100LL installed in 1989 (capacity not listed)
  - Waste Oil:
    - (1) 275-gallon located at Air One (H1)
    - (1) 275-gallon located at Charter Oak (likely H3 and/or H4)
  - Ethylene Glycol:
    - 100-gallon storage and 50-gallon applicator at both Air One (H1) and Charter Oak (likely H3 and/or H4) (the material is stored inside, but applied outside)

- **Stormwater Pollution Prevention Plan for Brainard General Aviation Airport, Metcalf & Eddy, Inc., November 17, 1995**

  The report indicated there are four storm water point discharges at the Site (Discharge A through D). Discharge A receives runoff from the major portions of the runways, hangars west of runway 2-20, and the Million Air, Inc. hangars that discharges to the Connecticut River. Discharge B also discharges directly to the Connecticut River, but airport buildings are not associated with this drainage location. Discharge C is connected to the MDC storm sewer system at the south-western end of the Site and includes discharges from the western end of runway 11-29, taxiways, infield areas, various Site buildings, the T-hangars, and from the control tower. Discharge D is also connected to the MDC sewage system at the northwestern end of the Site and includes discharges from the CAA office buildings, State Police/Urban Search and Rescue, and other nearby buildings.

  Significant material storage was observed via 55-gallon drums delivered to the various Site tenants, subsequently unloaded outside the tenant facilities and then stored within the hangars. On-site drummed materials are generally moved with hand trucks. Fuels are delivered by tank trucks and transferred through dispensers located near the USTs. Aircraft fuel is taken from the USTs and delivered via tanker trucks. Known hazardous wastes were not previously identified at the Site however, waste oil is a common Connecticut regulated

waste (CR02) identified with the individual tenants. Pesticides, fertilizers, and herbicides were not knowingly used at the Site.

The building at 239 Maxim Road, identified as the ConnDOT Fire facility (current CAA Maintenance Shop), includes an office and vehicle garage. Fire equipment is kept inside most of the time. Two 4,000-gallon USTs containing diesel and gasoline are located outside the CAA Maintenance Garage at 233 Maxim Road. Waste oil, mineral spirts, and paint were located within the Maintenance facility in 55-gallon drums. Two floor drains exist in the firefighting facility. One drain is located in Maintenance facility. These drains with sumps were installed in 1995 and are connected to the oil/water separator to the sanitary sewer.

The State Police/Urban Search and Rescue (269 Maxim Road) was observed to include various waste oil and vehicle fuel tanks in the large gravel parking area located to the east. The facility contained storage of waste oil and dirty rages in 55-gallon drums within the building. Some additional storage is included within the fenced gravel area as well as a 275-gallon waste oil AST and an abandoned waste oil AST. Two USTs containing gasoline and diesel are located within the gravel storage area with associated dispensers. Two large storage sheds were also used to store vehicle oil. A 5,000-gallon heating oil UST was located just outside the main structure. A vehicle washing area is included in the gravel storage area where wash water is collected and discharged through a 1,500-gallon oil water separator to the sanitary sewer or holding tank.

Million Air, Inc. (H1) was the Fixed Based Operator (FBO) for Brainard at the time and operated two fuel farm facilities and mobile fuel trucks. The first fuel farm consists of two 12,000-gallon ASTs located in the northwestern portion of the Site containing Jet-A and AvGas 100LL. A second fuel farm contains six 6,000-gallon USTs located just south of the AST fuel farm. Approximately 1,000,000-gallons of aircraft fuel is consumed annually from the Site. Million Air South (H3 and H4) include aircraft maintenance areas (oil changes, minor painting). Waste oil, detergents, and ethylene glycol were observed to be stored. Aircraft washing happens both within and outside the hangars. The new fuel farm area consists of ASTs with 110 percent secondary containment. Releases in this area are directed to a catch basin back into the containment area. Aircraft deicing is performed by Million Air within the hangars with about 20-50-gallons of deicing used yearly. A 275-gallon waste oil tank was observed to be located outside the building (north of H1).

- **Master Plan Technical Report, Hartford-Brainard Airport, Hartford, Connecticut, The Louis Berger Group, Inc., July 1999**

  The Site includes an Airport Rescue and Fire Fighting (ARFF) operation that operates out of the CAA Maintenance Shop (239 Maxim Road). ARFF vehicles include a 1991 Ford Rapid Intervention Vehicle equipped with a 500-lb dry chemical system, and a 1977 Chevrolet Quick Response Vehicle. Fuel storage was also documented and included two 12,000-gallon Jet-A and AvGas 100LL ASTs operated by Million Air and located north of fuel storage 1 and west of the guard ramp. Two 4,000-gallon diesel and gasoline USTs operated by CAA are located west of the State Police/Urban Search and Rescue (269 Maxim Road). A 3,000-gallon diesel and a 2,000-gallon gasoline UST operated by the former National Guard are located north of the sand shed. A provided sketch depicts the location of each fuel storage area, including the existence of former USTs or ASTs north of H1.

- **Draft 2001 Master Transportation Plan, 2022-2011, ConnDOT, 2001**

The Site is classified as a reliever airport for Bradley International Airport but is also utilized for general aviation and military operations. The pavement used on the Site is an FAA approved mix which is close to but not the same as ConnDOT's class 1 pavement mix. The structural life for the constructed pavement is 20 years. The T-Hangars were reportedly rehabilitated in 1998. Environmental concerns potentially affecting the Site functionality include the presence of trees penetrating the Federal Aviation Regulations (FAR) Part 77 imaginary flight surfaces. The trees are located in a flood plan and will likely require permits from CTDEEP and the Army Corps of Engineers and location coordination. Another concern is to expand the runway safety areas which would require land rights from the MDC.

- **Vegetation Management Plan (VMP), ENSR Corporation, January 2004**

  Intended chemical (herbicide) control methods included the application to fully developed leaves, stems, needles, or blades of a plant. The herbicide is mixed or diluted with water as a uniform spray, applied from early June through early Fall. Low volume foliage techniques include hand-operated pumps or motorized backpack sprayers with herbicide concentrations of 3-20%. Anti-drift agents are added to the mix or solution to reduce potential migration from the target vegetation. Surfactants and emulsifiers are added to the mix or solution to increase herbicide efficacy. Cut stump techniques include application of an herbicide to the cut stump using a 50% herbicide concentration. Equipment that requires refueling may only be refueled using a "closed system" in wetlands. Small equipment may be refueled with jugs set up in plastic tubs with soak up pads.

- **General Permit for Contaminated Soil and/or Sediment Management (Staging and Transfer), CTDEEP, December 18, 2008**

  The letter states that the application for a registration to transfer and temporarily stage contaminated soil at an off-site location in volumes less than 10,000-cubic yards was received and processed. The off-site location is Brainard Road Ramp over Route 5/15, Bristol, CT. Additional information was not provided.

- **Stormwater Pollution Prevention Plan, McFarland Johnson, December 2018**

  An Information for Planning and Conservation (IPaC) online screening tool was referenced on January 11, 2018 to obtain information on potential endangered species. IPaC identified 26 migratory bird species, including the bald eagle, with distributional ranges that include the Site.

  A majority of the stormwater runoff at the Site is listed as impaired water in the CT 2016 303(d) List. The Site discharges stormwater to a portion of the Connecticut River listed as impaired for "fish consumption" by PCBs and for recreation by E. Coli. PCBs may be due to industrial discharges, municipal discharges, landfills, illegal dumping, remediation sites, and groundwater impacts. E. Coli impairment may be sourced from illegal discharges, combined sewer overflows, insufficient on-site/treatment septic systems, or agricultural activities.

  The CAA ARFF floor drain discharges to the sanitary sewer as authorized by a CT General Permit for the Discharge of Vehicle Maintenance Wastewater (Permit ID #GVM000042) and a general permit (Permit ID #075-0308-GPEE). Floor drains are located in most conventional hangars and CAA buildings. Floor drains discharge to oil/water separators and the sanitary sewer.

The report includes an inventory of exposed and potentially exposed materials, including the location of the material, associated outfall area and potential exposure pathway as Table 3. Deicing material application areas is listed as not applicable. A table of potential pollutants is included as Table 4 listing the industrial activity, pollutant source, and potential pollutants. A list of spills and leaks of five gallons or more of petroleum products or hazardous substances is also included. See Appendix C for Tables and list of spills associated with this Stormwater Pollution Prevention Plan.

Best management practices include inspecting catch basins and removing sediment when 60% of the sump is filled or sediment is within 6" of the bottom outlet pipe. Oil/water separators should be inspected for spills or leaks and cleaned according to manufacturer's recommendations or when sludge accumulates to 20% of the distance between the separator base and static liquid level. Outfalls should be inspected for debris.

CAA owns the one fuel farm and associated pumps located southeast of the CAA ARFF facility. The Hartford Jet Center (FBO) leases the tanks and provides fuel services to the Site. Table 5 included in the report (Appendix C) lists the follow potential pollutants from tanks as below.

Tank	Size (gallons)	Substance	Location	Operator
AST	12,000	Jet-A	Fuel Farm (northwest of H1)	FBO
	12,000	AvGas 100LL		
Mobile Fuel Trucks	2,200 & 2,600	Jet-A	Fuel Truck Parking Area (east of H1)	FBO
	(2) 1,000	AvGas 100LL		
UST	4,000	Gasoline	CAA Maintenance Garage (north of 233 Maxim Road)	CAA
		Diesel		
	5,000	Heating Oil	Firehouse Building	
Generator	250	Diesel	CT Aero Tech School	
AST	275	Waste Oil	East of 269 Maxim Road (State Police/Former National Guard)	State Police/Former National Guard
Generator	300	Diesel	West of CAA ARFF Building (4 Maxim Road)	CAA
UST	6,000	Gasoline	Maintenance Garage	CAA

Runway deicing activities are conducted with the use of FAA approved sand and sodium formate/acetate as necessary. Deicing operations of aircrafts takes place on the FBO ramp and can include glycol compounds. Deicing fluid runoff is captured by a closed stormwater drainage system and discharged to the MDC combined sewer/stormwater system.

The most recent round of water quality sampling conducted for the Airport was completed on June 4, 2008 of the outfalls from Drainage Areas A and B that discharge to the Connecticut River. Benchmarks were not exceeded after sampling and therefore subsequent sampling was not performed. Oil and grease were not detected in either sample.

- **Tier II (Emergency and Hazardous Chemical Inventory) Report**

  2022 – The following reportable chemicals are listed at the Site.

  - Batteries, Wet, Filled With Acid
  - Diesel Fuel
  - Petroleum Distillates
  - Unleaded Gasoline

5.5 US Army Corps of Engineers

Tighe & Bond contacted the US Army Corps of Engineers at Huntsville Center (CEHNC) on March 2, 2023 via email regarding the former military use of the Site and as to why the Site is included in the EDR UXO database. Tighe & Bond received a response on March 9, 2023 that processing can take up to 30 days after providing a willingness to pay for the file review. To date, Tighe & Bond has not received a response with potential files. An addendum will be submitted if environmentally relevant information is provided to Tighe & Bond.

5.6 Connecticut Historical Society

Tighe & Bond contacted the Connecticut Historical Society on March 7, 2023 regarding historical information at the Site and submitted a research request. To date, Tighe & Bond has not received a response with potential files. An addendum will be submitted if environmentally relevant information is provided to Tighe & Bond. Ten aerial photographs were publicly available online. Photographs of environmental significance are described below.

- A photograph of Charles Lindbergh with the plane "Spirt of St. Louis" is depicted on the Site from July 20, 1927 after completing the world-famous transatlantic flight.
- A former hangar is depicted with Hartford painted on the roof. Two small structures are located adjacent to the hangar. The picture is undated; however, the photograph appears to be from the 1930s.
- Several hangars with adjacent structures are depicted along the northern portion of the property. The hangar with Hartford painted on the roof is located adjacent to the Connecticut River. The CAA Administrative Building is visible west of the structures. The picture is labeled NCCNG Building and appears to be undated, however the photograph is likely from the 1930s.
- An aerial photograph shows the northern portion of the Site and adjacent northern property as an open field. The current power plant has not been

constructed yet. The photograph appears to show at least nine or ten large structures on the Site. The CAA Administrative Building is visible between the former structures. The picture is undated; however, the photograph appears to be from the 1930s.

- An aerial photograph shows the original orientation of the four runways at the Site. The southern adjacent parcel appears to be developed with initial wastewater treatment structures. The picture is undated; however, the photograph appears to be from the 1930s.
- A photograph from March 20, 1936 shows the northern portion of the Site, as well as the adjacent northern property catastrophically flooded. The rooftops of several buildings are still visible on the property placing the water level at approximately 12 feet above ground.
- An aerial photograph shows the Site with the National Guard Hangar (State Police/Urban Search & Rescue) being built adjacent to the Connecticut River. Two larger hangars or aircraft support buildings are visible west of the National Guard Hangar. The former runway areas were significantly larger expanding the airport further west. The surrounding property is undeveloped except for the southern adjacent property with apparent wastewater structures.
- A photograph from October 20, 1939 shows the completed National Guard Hangar (current State Police/Urban Search & Rescue).

5.7 Physical Setting

5.7.1 Topography and Groundwater Flow

According to Connecticut Environmental Conditions Online (CTECO), the surface elevation of the Site is approximately 13 to 16 feet above the National Geodetic Vertical Datum (NGVD). Topography across the Site is generally flat sloping gently to the east toward the man-made Clark Dike, which is along the eastern Site property boundary. The elevation of the Dike is reported to be 32 feet above the NGVD. Regional topography around the Site is similarly flat and developed with buildings, roads, and associated paved surfaces (i.e., parking). Based on this information, and historical groundwater data reviewed for the Site, overburden groundwater flow on Site is likely to southeast and southwest toward the Connecticut River that flows east and south of the Site. The Connecticut River is considered tidal up to approximately Windsor Locks, CT and therefore, groundwater on the Site is subject to regional ebb and flow. Previous reports have indicated that groundwater on the Site exists at depths of 4.5 to 7 ftbgs.

5.7.2 Soil Information

According to the National Resources Conservation Service (NRCS) Web Soil Survey (WSS) for the State of Connecticut (NRCS Webpage, 2009), soil on the eastern portion of the Site is mapped as Winooski silt loam. The remainder of the Site is mapped as Urban Land. A soils map of the Site is provided as Figure 4.

According to MDC records, soil in the area is described as sand and clay.

5.7.3 Geology

According to the Surficial Materials Map of Connecticut (U.S. Geological Survey, 1992), the Site is underlain by alluvium overlying fines. Alluvium is characterized as a floodplain material of which areas along large river systems, like the Connecticut River, can be

upwards of 25 feet thick. Previous investigations indicate that subsurface soils consist of reddish-brown sand, gravel, and silt overlying greyish-brown/reddish-brown clay. Portions of the Site may also contain urban fill or dumped materials due to the historical industry in the area. A surficial materials map of the Site is provided as Figure 5.

According to the Bedrock Geologic Map of Connecticut (U.S. Geological Survey, 1985), the Site is underlain by the Portland Arkose (JP) formation. The formation is characteristically reddish-brown arkose, also known as sandstone. Based on previous investigations, bedrock was not encountered in the top 20 feet of soil. A bedrock geology map of the Site is provided as Figure 5.

5.7.4 Groundwater and Surface Water Quality

Groundwater at the Site is classified by the CTDEEP Bureau Water Protection and Land Reuse as "GB". GB classified groundwaters are groundwater resources that are presumed to be degraded and not suitable for human consumption. A water classification map of the Site is provided as Figure 7.

The closest surface water body is the Connecticut River, that generally flows along the east/south property boundary on the opposite side of the Clark Dike. An unnamed pond is also approximately 400 feet north of the Site at 300 Maxim Road. The Connecticut River is classified by CTDEEP as Class "SB". CTDEEP indicates that Class SB designated uses are habitat for marine fish, aquatic life, and wildlife, commercial shellfish harvesting, recreation, industrial water supply, and navigation.

According to a Pollutant Loading Report observed through EDR, the Connecticut River is listed as impaired due to the presence of pathogens and PCBs.

5.7.5 Flood Plain, Wetlands, Aquifer Protection Area, and Natural Diversity Information

A review of the Federal Emergency Management Agency (FEMA) Flood Insurance Map of the area indicates the Site is located in an area with a reduced flood risk due to a levee along the east property boundary (Clark Dike). The Connecticut River located on the other side of the Clark Dike is a special flood hazard area.

The northern, eastern, and southern portions of the Site are located within a CTDEEP Natural Diversity Database Area (NDDB). NDDB maps represent approximate locations of endangered, threatened, and special concern species and significant natural communities in Connecticut. On the day of the Site reconnaissance discussed in Section 6, a bald eagle was spotted while touring the Clark Dike.

According to the National Wetland Inventory, wetlands are not located on the Site. The closest mapped wetlands are a freshwater forested/shrub wetland located east of the Clark Dike. During the Site reconnaissance, a small detention area with phragmites was observed northwest of the engine test cell building associated with the CT Aero Tech School.

According to the CTDEEP GIS data, the Site is not located within an Aquifer Protection Area (APA).

Flood Plains, Wetlands, Aquifer Protection areas, and Natural Diversity areas are provided as Figure 6 (Environmental Resources Map).

5.7.6 Environmental Justice Areas

According to the 2022 Connecticut Department of Economic and Community Development (CTDECD) Distressed Municipality list, the City of Hartford is listed as the number 5th distressed municipality in Connecticut. Therefore, the Site is located within an Environmental Justice area. Environmental Justice is the fair treatment and meaningful involvement of all people regardless of race, color, national origin, English language proficiency, or income with respect to the development, implementation, and enforcement of environmental laws, regulations, and policies.

5.8 Historic Use Information

The objective of consulting historical sources is to develop a history of the previous uses of the site to help identify the likelihood of past uses having led to RECs and AOCs in connection with the Site back to 1939 or first developed use. Tighe & Bond reviewed various historical information sources and conducted interviews as described in this report. Typical historical sources include Sanborn Fire Insurance Maps, city directories, aerial photographs, topographic and other maps, and municipal records.

5.8.1 City Directories

Historical city directories of the site and surrounding areas were searched by EDR. Below is a summary of the Site and surrounding properties. City directories are included in Appendix G.

City Directories		
Year	**Site**	**Surrounding Properties[8]**
1936	Not listed	Not Listed
1941	Maxim Road: - Hartford Municipal Airport - Brainard Field Airport - Hartford Municipal Airport Administration Building - Department of Aeronautics Administration Office - American Air Lines (Aviation Road ends) - Aviation Service Co. Inc. - Descomb Flying Service Inc. School - Brainard Field Repair Shops - Civil Aeronautics Authority - Hartford Flying Service - Connecticut National Guard 43d Division Aviation - Army Engineers Lindbergh Drive: Not Listed	Maxim Road: Not Listed

[8] City directories provided are listed alphabetically and therefore surrounding addresses like Murphy, Reserve, or Brainard Road are not included. Maxim Road and Lindbergh Drive were requested from the EDR report.

City Directories		
Year	**Site**	**Surrounding Properties[8]**
1946	Maxim Road: - Hartford Municipal Airport - Brainard Field Airport (Airport Road ends) - Hartford Municipal Airport Administration Building - Civil Aeronautics Authority Control Tower - Skyehef Restaurant - American Air Lines - U.S. Weather Bureau - Aviation Service Co. Inc. - Descomb Flying Service Inc. - Conn. Aviation Corp. - Department of Aeronautics Administration Office - National Guard Hangar Lindbergh Drive: Not Listed	Maxim Road: Not Listed
1951	Maxim Road: - Flying Tiger Line Inc. - Wiggins Airways (Brainard Road begins, Airport Road ends) - Hartford Municipal Airport - Brainard Field Airport - Hartford Municipal Airport Administration Building - Civil Aeronautics Administration Control Tower - Airport Restaurant - Slick Airways Inc. - U.S. weather Bureau (Aviation Road ends) - Aviation Service Co. Inc. - Descomb Flying Service Inc. - Hartford Flying Service Inc. - Department of Aeronautics Administration Office - National Guard Hangar Lindbergh Drive: Not Listed	Maxim Road: Not Listed
1956	Maxim Road: - Hartford Aviation Co. (Brainard Road begins, Airport Road ends) - Hartford Municipal Airport - Brainard Field Airport - Hartford Municipal Airport Administration Building - Aviation Service Co. Inc. - Descomb Flying Service Inc. - Department of Aeronautics - National Guard Hangar Lindbergh Drive: Not Listed	Maxim Road: Not Listed
1960	Maxim Road: - Hartford Municipal Airport - Brainard Field Airport - 43d Division Light Aviation Section - 43d Military Police Co. (43d Infantry Div.) - U.S. Army Advisor 43d Infantry Div. - Headquarters 43d Infantry Div. - Hartford Municipal Airport Administration Building (Reserve Road ends) - Simsbury Flying Service - Department of Aeronautics - National Guard Hangar Lindbergh Drive: Not Listed	Maxim Road: Horn Construction Co.

City Directories		
Year	**Site**	**Surrounding Properties[8]**
1968	Maxim Road: - C & R Conn. Air Inc. - Hartford Airmotive Inc. - Brainard Airport Maintenance Garage Department of Aeronautics - Connecticut National Guard (U.S. Army Advisor 43D Brigade 26th Infantry Division) - Connecticut National Guard (43D Brigade Headquarters Yankee Division 26th Infantry Division) - Connecticut National Guard (Headquarters & Headquarters Co. 43D. Brigade 26th Infantry Division) - Connecticut National Guard (Company A/ Air Mobile/ 26th Aviation BN 43D Brigade) - Connecticut National Guard (Army Aviation Maintenance Shop) Lindbergh Drive: Not Listed	Maxim Road: Commercial/industrial listings
1986	Maxim Road: - VIP Aeronautical Lindbergh Drive: Not Listed	Maxim Road: Commercial/industrial listings
1992	Maxim Road: Not Listed Lindbergh Drive: Not Listed	Maxim Road: Commercial/industrial listings
1995	269 Maxim Road: - Army National Guard 20 Lindbergh Drive: - Air Transport SVC - Brainard Flight SRV - Connecticut Air Motive Inc. - IES Inc. - Logans Restaurant - Professional Training Intl. - U.S. Transportation Department 58 Lindbergh Drive: - Charter Oak Aviation Inc. 100 Lindbergh Drive: - Chaplin Trading Co. - Doyle Group - Doyle John A. - McNamara & Co. Inc. - Sutton, James Inc.	Maxim Road: Commercial/industrial listings
2000	251 Maxim Road: - Connecticut State of Firearms Permit Examiners BD - U.S. Government Army Department 20 Lindbergh Drive: - Enterprise Rent A Car - First Systems Corporation Inc. - Labor & Logistics Management - Merrill Clark Inc. - Total Aircraft Parts - Wolfe Tone Productions Inc. 50 Lindbergh Drive: - Shoreline Aircraft Maintenance Inc. 58 Lindbergh Drive: - Charter Oak Aviation Inc. Million Air 100 Lindbergh Drive: - Creative Change Inc. - Doyle Group - Doyle John A. - Gibraltar Aviation Limited	300 Maxim Road: - Metropolitan District the MID Connecticut Project

City Directories		
Year	**Site**	**Surrounding Properties[8]**
2005	Maxim Road: Not Listed 20 Lindbergh Drive: - Atlantic Aviation - EFOIL Inc. - Enterprise Rent A Car - Exxel Avionics - Hertz - Labor & Logistics Management - Lark Aviation LLC - Metro Flight Services LLC - Total Aircraft Parts Inc. - Wings Sports Bar LLC 50 Lindbergh Drive: - Szigeti Air Services LLC 58 Lindbergh Drive: - Charter Oak Aviation Inc. Million Air - Occupant Unknown - Professional Flight Training Inc. - VIP Avionics 100 Lindbergh Drive: - Doyle John A. - Gibraltar Aviation Limited - Sutton, James Inc.	Maxim Road: Generally commercial/industrial listings
2010	251 Maxim Road: - Hartford Brainard Airport BDL - U.S. Army National Guard 1 Lindbergh Drive: - U.S. Air Traffic Control 20 Lindbergh Drive: - Brainard Airport SVC - Charter Oak Aviation Million - Connecticut Flight Academy - EFOIL Inc. - Exxel Avionics - RJM Aviation Assoc. - Total Aircraft Parts Inc. - Wings Sports Bar LLC 58 Lindbergh Drive: - Executive Jet Management - Premier Flight CTR LLC - VIP Avionics 100 Lindbergh Drive: - Doyle & Damore - Sutton, James Inc.	Maxim Road: Generally commercial/industrial listings 300 Maxim Road: - Connecticut Resources Recovery

City Directories		
Year	**Site**	**Surrounding Properties[8]**
2014	269 Maxim Road: - Royal Charter Composite Squadron Cap - Willis, Mark 8 Lindbergh Drive: - Thompson, Henry S. 20 Lindbergh Drive: - Atlantic Aviation - Brainard Airport Services - Charter Oak Aviation Million Air - Connecticut Flight Academy - Exxel Avionics - Fly G Force LLC - Total Aircraft Parts Inc. - Wesoja, Paul K. - Wings Sports Bar LLC 28 Lindbergh Drive: - Palowski, Tiffany 58 Lindbergh Drive: - Dodenhoff, Robert MD 65 Lindbergh Drive: - Brian, Sean 100 Lindbergh Drive: - Doyle & Damore - Sutton, James Inc.	Maxim Road: Generally commercial/industrial listings 300 Maxim Road: - Connecticut Resources Recovery
2017	251 Maxim Road: - CT Airport Authority 269 Maxim Road: - Royal Charter Composite Squadron Cap 20 Lindbergh Drive: - Brainard Airport Services - Charter Oak Aviation Inc. Million Air - Connecticut Flight Academy - Exxel Avionics - Hartford Jet Center - Total Aircraft Parts - Wings Sports Bar & Grill 58 Lindbergh Drive: - Premier Flight Center - Dodenhoff, Robert MD 65 Lindbergh Drive: - Brian, Sean 100 Lindbergh Drive: - Doyle & Damore - Sutton, James Inc.	Maxim Road: Generally commercial/industrial listings 300 Maxim Road: - Connecticut Resources Recovery

5.8.2 Aerial Photographs

Historical aerial photographs of the Site and surrounding areas were searched by EDR. Below is a summary of the available imagery and Tighe & Bond's observations for the Site and surrounding properties. Aerial photographs are included in Appendix G.

Aerial Photographs		
Year	**Site**	**Surrounding Properties**
1934	The Site is shown as an open field with at least 11 structures/hangars along the northern property boundary. At least three of the buildings at the western, northern, and eastern property limits appear to be partially outside the current property boundary.	The area surrounding the Site is predominately undeveloped consisted of open fields and various access roads. The Connecticut River is viewable east of the Site.
1941	The Site is shown with several runways in a triangular orientation. The same structures are visible as previously shown in the 1934 aerial. Several structures in the northeastern portion of the Site have been razed and replaced with what appears to be the current building at 269 Maxim Road. The buildings at 233, 239, and 251 Maxim Road also appear to be visible west of 269. The lower portion of the Site is not visible in the photograph.	Additional roadways and limited structures are visible surrounding the Site.
1943	The two former structures observed on the eastern side of the property have been razed and the area appears to be utilized for parking. The Clark Dike is visible adjacent to the eastern property boundary. The entire Site configuration is now visible with four runways and associates taxi-ways. The buildings at 233, 239, 251, and 269 Maxim Road are more clearly outlined. The abandoned structure is visible northeast of that building at 269.	A large compound of structures is located west of the Site, adjacent to the current western boundary of Runway 11/29. The water treatment plant at 300 Maxim Road is now visible with multiple tank structures.
1952	The four runways on Site appear to be paved with the same configuration as previously shown on the 1943 aerial.	Several large structures are visible to the northwest of the Site adjacent to a railroad track.
1959	The Site appears similar to the 1952 aerial with the addition of several taxiways. The aerial image is difficult to discern. The two western most hangars along Maxim Road are no longer a part of the current Site parcel boundary.	The surrounding area appears similar to the 1952 aerial.
1962	The Site is shown with the same configuration as previously discussed.	A new commercial development with multiple structures is visible west of the Site. A new structure is also visible northwest of the current runway 11/29.
1967	The Site depicts the current property boundary with a new runway (11/29) located in the southern portion. Buildings H2, H3, and three of T-Hangars are now visible along the western property boundary, east of Lindbergh Drive.	Large storage tanks are visible in the surrounding area north of the Site. Additional development is visible along the now Murphy Road.
1970	The Site appears similar to the 1967 aerial. Small aircrafts are stored predominately north and south of the T-Hangars. The northern portion of the Site is not shown in the aerial.	A large expansion is visible at the southern adjacent water treatment facility. Additional development is visible west of Lindbergh Drive along Murphy Road.
1972	The Site appears similar to the 1970 aerial; however, the image is difficult to discern.	Additional development is visible west of Lindbergh Drive along Murphy Road. Two large lagoon areas are visible at the wastewater treatment plant located south of the Site.
1985	Buildings H1 and the adjacent office/restaurant is now visible. Asphalt paving and additional taxiways are shown throughout the Site. The control tower is visible at the central portion of the Site. The ConnDOT Shed is visible southeast of the 269 Maxim Road building. Two tank pads appear to be visible in the grass areas north of H1.	Significant changes were not observed subsequent to the 1972 aerial photograph. The adjacent northern parcel appears to be undergoing development.

Aerial Photographs		
Year	**Site**	**Surrounding Properties**
1989	Significant changes were not observed after the 1985 aerial photograph. The southern portion of the Site is not shorn in the aerial.	The northern adjacent parcel is now developed with a portion of the trash to energy power plant located north of the Site.
1990	Significant changes were not observed after the 1989 aerial photograph. Several areas of apparent new asphalt paving are visible south of building H2, southeast of building H3, south of the southern helipad, southeast of the office/restaurant/ and north of building H1. Two ASTs appear to be visible in the area of the current tank farm located northwest of H1.	Significant changes were not observed after the 1989 aerial photograph.
1995	Building H4 is now visible southeast of H3.	Significant changes were not observed after the 1990 aerial photograph.
2006	T-Hangars located at 230 and 240 Lindbergh Drive are now visible south of the three original T-Hangars. A tank and dispenser pad are visible north of the Maintenance Building at 233 Maxim Road.	Significant changes were not observed after the 1995 aerial photograph.
2010	The CT Aero Tech School is now visible, along the engine test cell, electrical vault, and generators located west of the control tower.	Significant changes were not observed after the 2006 aerial photograph.
2014-2018	A portion of the CAA Maintenance Garage located at 233 Maxim Road has been razed from the southwest corner of the building. The new CAA ARFF is visible in the northwest corner of the Site. The Site now appears to reflect current conditions.	Significant changes were not observed after the 2010 aerial photograph.

5.8.3 Topographic Maps

Historical topographic maps of the Site and surrounding area were searched by EDR. Below is a summary of the site and surrounding properties. Topographic maps are included in Appendix G.

Topographic Maps		
Year	**The Site**	**Surrounding Properties**
1892-1906	The Site appears generally flat and undeveloped.	The surrounding area appears sparsely developed with a railroad track to the west and the Connecticut River to the east.
1944-1953	The Site appears with the original airport configuration. At least four structures are located at the northern portion of the property. The Clark Dike is visible along the eastern property boundary.	The surrounding area has become increasingly developed. The wastewater treatment is visible to the south with two pond features to the east. The northern adjacent property is shown as a water feature, followed by the trash to energy plant with multiple large AST features to the west.
1963 & 1964	The Site appears with the property boundary that currently exists today.	Additional development west of the Site is visible along Maxim and Brainard Road. The Connecticut River is depicted with a tidal flat area east of the Clark Dike.
1972-1984	The Site appears with additional tarmac. The T-Hangars, H3, H2, and the buildings at 233, 238, 251, and 269 Maxim Road.	The surrounding area has become increasingly developed.
1992	Buildings H4, H1, and the restaurant/office are now visible along the western property boundary.	Significant changes were not observed after the 1984 map.
2012-2018	Significant changes were not observed after the 1972 Topographic Map.	Individual buildings are no longer depicted on the map. The Connecticut River lists the area as the Clay Banks Bar Channel.

5.8.4 Fire Insurance Maps

Fire Insurance Maps for the Site and vicinity dating between 1917 and 1979 were searched by EDR. However, pertinent features were only shown on the 1950 and 1979 Sanborn Fire Insurance Maps. Below is a summary of the site and surrounding properties. The Sanborn Fire Insurance Maps provided by EDR are included in Appendix G.

Sanborn Fire Insurance Maps

Year	The Site	Surrounding Properties
1950	The northern portion of the Site is depicted with buildings located at 233, 239, 251, 269 Maxim Road. 233 Maxim Road is labeled "Municipal Hangar". 239 Maxim Road is labeled as "Shop". 251 Maxim Road is labeled as the "CT Department of Aeronautics". 269 Maxim Road is labeled as the "USA 43rd Division Air Service Building". A gas tank is shown northwest of the 251 Maxim Road and north of the 259 Maxim Road buildings.	The surrounding property to the west of the northern portion of the Site includes the Aviation Service Co. and Descomb Flying Service hangars, which now appear to be located outside the Site. A gas tank is located south of each building, and west of the Aviation building.
1979	The northern portion of the Site is depicted with buildings located at 233, 239, 251, 269 Maxim Road. Significant changes were not observed after the 1950 Sanborn Fire Insurance Map, except for 233 Maxim Road is labeled "Municipal Hangar" with a possible garage structure and office located to the southwest and the abandoned structure northeast of 269 Maxim Road is visible and labeled "Storage". The southern portion of the Site is not depicted on the map.	A separate map depicts the surrounding area northwest of the Site with various commercial structures, one of which is labeled sheet metal works that appears to have been located west of the current Lindbergh Drive. An eight-inch water pipe is shown below Maxim Road.

5.9 Historic Adjoining Property Use

The objective of consulting historical sources is to develop a history of the previous uses of the surrounding properties to help identify the likelihood of past uses having led to RECs and AOCs in connection with the property. The historical uses of adjoining properties to the site were evaluated using the standard historical sources noted above.

The trash to energy facility, most recently occupied by MIRA, is located north of the Site at 300 Maxim Road and Reserve Road. The facility formerly utilized coal and fuel oil prior to trash conversion sometime in the 1970s. The facility has been in operation since at least the 1930s and is slated for closure by the state. The area surrounding the trash plant is generally understood to be impacted by historical industrial activity (dumping, ash, etc.)

The MDC wastewater treatment facility is located south of the Site at 231 Brainard Road. The treatment plant was established in the 1920s, with multiple expansions projects, including the construction and use of two lagoons located south of runway 2-20. Due to the nature of wastewater treatment, any system overflows or compromises in the wastewater system design could impact the surrounding area.

The adjacent properties to the west of the Site are occupied by various commercial/light industrial operations. The area became increasingly developed in the 1960s-1970s. Most of the adjacent properties were observed to historically utilize, store, and generate hazardous waste.

5.10 Potential for Vapor Encroachment

The ASTM Phase I Standard requires an assessment of the potential for hazardous vapors to migrate onto or within the subject property. Migrate/migration is defined as "the movement of hazardous substances or petroleum products in any form, including, for example, solid and liquid at the surface or subsurface, and vapor in the subsurface." The ASTM Phase I Standard also states that the "practice should not be construed to require application of the Guide E2600 standard to achieve compliance with all appropriate inquiries." Guide E2600 refers to ASTM E2600-10, Standard Guide for Vapor Encroachment Screening (VES) on Property Involved in Real Estate Transactions. It was not within the scope of services to provide a VES in accordance with ASTM E2600-10. However, much of the information gathered through a Phase I ESA is duplicative of that used in Guide E2600 for a "Tier 1" VES; therefore, Tighe & Bond has used evaluation principles consistent with the Tier 1 approach to assess the potential for hazardous vapors to migrate onto or within the subject property that could create a Potential Vapor Intrusion Condition (PVIC) at the site.

Based on information provided in the EDR Report and obtained from the various file reviews and previous environmental reports, there have been numerous spills and/or LUSTs on the Site. Surrounding properties have had several recorded spills or LUSTs or have been identified in state programs like the VCP or PTP. Groundwater impacts have been documented on the northern adjacent property, as well properties in the regional area. Groundwater flow is likely to the southeast towards the Connecticut River. Based on this information, a PVIC may exist on the Site.

Section 6
Site Reconnaissance

6.1 Methodology and Limiting Conditions

Ms. Kristi Gagnon and Mr. Mark Paulsson of Tighe & Bond conducted a Site reconnaissance on March 6, 2023. Photographs taken during the reconnaissance are included in Appendix A.

The Site reconnaissance included a visual assessment of Site conditions on the day of the inspection. A visual assessment of adjoining properties from the subject property line, public rights-of-way and/or other vantage points (e.g., aerial photography) including a visual assessment where hazardous substances may be or may have been stored, treated, handled or disposed was also conducted.

Tighe & Bond was unable to fully inspect the interior portions of several buildings in areas where concrete floors had been coated or painted, or storage covered flooring areas. Buildings with numerous rooms like the State Police/Urban Search and Rescue and the CT Aero Tech School were observed with a focus on chemical/storage and/or potential AOCs. A representative portion of each building was observed; areas not observed included offices or classrooms.

The CAA Administration building was not entered due to documented dilapidation from flooding per the CAA. A walkthrough video of the building condition and 2020 HBMA report were also provided to Tighe & Bond for review.

6.1.1 Non-Scope Considerations

Non-scope considerations or services as defined in the ASTM Phase I Standard (e.g., Business Environmental Risks including asbestos containing materials, lead paint, etc.) were not evaluated as part of the Phase I ESA.

6.2 Visual Site Inspection

Tighe & Bond visually observed accessible building interior and exterior areas of the Site on March 6, 2023. An aerial Ste plan is provided as Figure 2. A Site Plan is included as Figures 3, 3-1 and 3-2.

6.2.1 Interior Observations

The following table summarizes specific ASTM conditions of concern noted during the interior inspection and where in this report those are described further.

INTERIOR INSPECTION			
Condition	Observed		Further Described
	Yes	No	
Hazardous Substances/Petroleum Products in Containers	X		Report Section 6.3.1
Unidentified Substances in Containers	X		Report Section 6.3.1
Storage Tanks	X		Report Section 6.3.2
Drains, Trenches or Sumps	X		Report Section 6.3.3
Wastewater Discharge	X		Report Section 6.3.3

Wells		X	Report Section 6.3.3
Odors (strong, pungent, noxious)		X	Report Section 6.3.4
Pools of Liquid	X		Report Section 6.3.5
Potential PCB Containing Equipment	X		Report Section 6.3.6
Stains or Corrosion	X		Report Section 6.3.8
Other	X		Report Section 6.3.11

6.2.2 Exterior Observations

The following table summarizes specific ASTM conditions of concern noted during the exterior inspection and where in this report those are described further.

EXTERIOR INSPECTION			
Condition	Observed		Further Described
	Yes	No	
Hazardous Substances or Petroleum Products in Containers	X		Report Section 6.3.1
Unidentified Substances in Containers	X		Report Section 6.3.1
Storage Tanks	X		Report Section 6.3.2
Wastewater/Storm Water Discharges	X		Report Section 6.3.3
Manholes/Catch Basins	X		Report Section 6.3.3
Septic Systems/Cesspools		X	Report Section 6.3.3
Wells (Drinking Water, Monitoring, Etc.)	X		Report Section 6.3.3
Odors (strong, pungent, noxious)		X	Report Section 6.3.4
Pools of Liquid		X	Report Section 6.3.5
Potential PCB Containing Equipment	X		Report Section 6.3.6
Pits, Ponds, Lagoons		X	Report Section 6.3.7
Stained Soil or Pavement		X	Report Section 6.3.8
Stressed Vegetation		X	Report Section 6.3.9
Solid Waste/Debris	X		Report Section 6.3.10
Other	X		Report Section 6.3.11

6.3 Summary of Environmental Site Features

6.3.1 Hazardous Substances and Petroleum Products (Drums & Containers)

The following is a list of significant storage areas observed with hazardous substances or petroleum products by building.

Building ID	Location	Hazardous Substances or Petroleum Products[9]
N/A	West of Clark Dike	-A jet fuel valve was identified along the toe of the Clark Dike. The 2012 TRC report states that a jet fuel pipeline enters the Site from the south and then exists the airport property to the north.

[9] Given the quantity and variety of materials stored, the list of hazardous substances or petroleum products may not be inclusive of all materials utilized or stored on the Site.

Building ID	Location	Hazardous Substances or Petroleum Products[9]
H1 – FBO Hangar (20 Lindbergh Drive)	1st Floor – Machine Shop (eastern portion of the building)	-Significant storage of paint, petroleum products, solvents, etc. (mostly stored in cabinets with some 5-gallon containers stored on the concrete) -(1) Parts Washer
H1 – FBO Hangar (20 Lindbergh Drive)	Eastern Wall of Hangar – Battery Room	-Battery Storage/Charging Station
	Eastern Wall of Hangar – Compressor Room	-(1) Compressor (staining observed to the concrete) -Numerous 1-quart containers of oil
	Eastern Wall of Hangar – Storage Area	-(1) 55-Gallon Drums – Mineral Spirits (within containment) -(2) 55-Gallon Drums – Speedy Dry, Aircraft Cleaner II
	Northwestern Wall of Hangar	-(2) 55-Gallon Drums – AvGas 100LL (on containment) -(2) 55-Gallon Drums – Av Gas 100LL, Dice Fuel Ice Inhibitor -(1) 55-Gallon Drum – FSII Fuel Ice Inhibitor -(1) 55-Gallon Drum – Prist Fuel Ice Inhibitor (within containment)
	Western Wall of Hangar	-(1) Flammable Cabinet (various small quantity products, minor staining and corrosion observed at the bottom of the cabinet)
	Southern Exterior	-(1) 65-Gallon Spill Kit
	Eastern Exterior Area	-(4) Fuel Trucks Jet-A or AvGas 100LL
H2 – FBO Hangar (Lindbergh Drive)	Southern Wall of Hangar – 1st Floor Storage Room	-Numerous 5-gallon containers or less of paint, petroleum products, solvents, etc.
	Southern Wall of Hangar – East of Storage Room	-(1) Parts Washer
	Southeastern Wall of Hangar	-(1) ~5-Gallon Hydraulic Tank (for hangar door)
	Northeastern Wall of Hangar	-(1) Flammable Cabinet (various small quantity products) -(15) 55-Gallon Drums – AvGas 100LL, Oils, Antifreeze (some on containment) -(1) Generator (portable) -Several gasoline containers -(1) 5-Gallon Container – Frank's Special Cleaner -(2) Wheeled fire extinguishers reportedly containing chlorodifluorobromomethane compressed gas
	Northeastern Exterior	-(1) Fuel Truck Jet-A (labeled Hartford Jet Center)
H3 – FBO Hangar/Office (58 Lindbergh Drive)	Southwestern Wall of Hangar	-(1) Compressor

Building ID	Location	Hazardous Substances or Petroleum Products[9]
H3 – FBO Hangar/Office (58 Lindbergh Drive)	Southern Wall of Hangar – Storage Area	-Minor quantities of various petroleum products.
	Southern Wall of Hangar	-(1) ~30-Gallon Gasoline Tank (portable) -(1) Parts Washer
H3 – FBO Hangar/Office (58 Lindbergh Drive)	Southeastern Wall of Hangar	-Several 5-gallon containers – Contents Unknown -Batteries
H3 – FBO Hangar/Office (58 Lindbergh Drive)	Northeastern Wall of Hangar	-(1) 55-gallon Drum – AvGas 100LL -(1) Overpack Drum – Contents Unknown -Several 5-gallon empty/residual oil containers (minor staining observed to the concrete floor)
	Northern Wall of Hangar	-(1) 55-Gallon Drum – AvGas 100 LL (on containment) -(2) 55-Gallon Drums – Isopropyl Alcohol (on containment) -(2) 5-Gallon Containers (wash thinner) -Battery Storage/Charging Station
	Southwestern Wall of Hangar	-(1) Compressor
	Northwestern Wall of Hangar	-(1) Flammable Cabinet (various small quantity products)
H4 – FBO Hanger/Office (Lindbergh Drive)	Southeastern Wall of Hangar	-(1) 55-Gallon Drum – Mineral Spirits (within containment) -(1) ~30-Gallon Gasoline Tank (portable)
	Northeastern Wall of Hangar	-(2) Overpack Drums – Contents Unknown -(1) Compressor -Several 5-gallon empty/residual oil containers within a containment area.
FBO - Office/Restaurant (20 Lindbergh Drive)	N/A	N/A
CAA – Maintenance Garage (233 Maxim Road)	Eastern Wall of Hangar	-(1) Flammable Cabinet (various small quantity products) -(1) Parts Washer
	Northeastern Wall of Hangar	-Several 55-gallon drums and 5-gallon containers of various petroleum products (stored on containment, **minor staining was observed to the concrete**) -(1) Compressor **(staining observed to the concrete)**
	Northern Wall of Hangar	-(2) Flammable Cabinets (various small quantity products) -Several 55-Gallons – Paint
	Western Exterior	-A fire rescue truck is parked at the exterior. According to Bill Borowiec (CAA Environmental Analyst) unknown if aqueous film forming foam (AFFF) was previously utilized within the unit.
CAA – Maintenance Shop (239 Maxim Road)	Southern Garage Bay	-A fire rescue truck with a 40-gallon tank of AFFF is parked within.
	Northern Garage Bay	-Several 55-Gallon Drums – Paint -Several 5-gallon containers of Purple K (dry powder fire suppression) are stored on a pallet. -(1) 5-Gallon Container – AFFF (apparently empty) -(1) Compressor

Building ID	Location	Hazardous Substances or Petroleum Products[9]
CAA – Maintenance Shop (239 Maxim Road)	Northern Garage Bay – Storage Office	-Minor quantities of petroleum products and solvents.
CAA – Administration (251 Maxim Road)	Not Observed	Not Observed
CT State Police/Urban Search and Rescue/Former National Guard (269 Maxim Road)	North Central Portion of Hangar	-(1) Flammable Cabinet (various small quantity products) -Multiple Generators (portable, presumed empty)
	Northern Wall of Hangar	-(2) Flammable Cabinets (various small quantity products)
	Northern Wall – Storage Room	-Small equipment and minor quantities of petroleum products, paint, solvents, etc.
	Northern Wall – Radiological Equipment Storage	-Stored equipment like dosimeter badges and Geiger counters.
	Northern Police Garage (Not Observed)	Not Observed (minor quantities of petroleum products and solvents are presumed to exist)
	Eastern Exterior	-(1) Generator (not operational)
T-Hangar 1-10	Not Observed	Not Observed (minor quantities of petroleum products and solvents are presumed to exist)
T-Hangar 11-20		
T-Hangar 21-30		
T-Hangar (230 Lindbergh Drive)		
T-Hangar (240 Lindbergh Drive)	Unit -9/Unit-14	-Not all interior spaces observed -Minor quantities of petroleum products, paints, solvents, etc. (minor staining observed to concrete in each unit)
FAA Control Tower (1 Lindbergh Drive)	Not Observed	-Not Observed -(1) Diesel Generator
CT Aero Technical School (500 Lindbergh Drive)	Southeastern Portion of School - Paint Booths	-Walk-In-Booth and Wall Booth
	Southeastern Portion of School - Hazardous Storage Room	-Several flammable cabinets with petroleum products, pain, solvents -(55)-Gallon Drum – Presumed Oil
	Southeastern Portion of School - Hallway	-(1) Flammable Cabinet (various small quantity products)
	Southeastern Portion of School – Composite Room	-(1) Compressor

Building ID	Location	Hazardous Substances or Petroleum Products[9]
CT Aero Technical School (500 Lindbergh Drive)	Southeastern Portion of School – Utility Room	-(2) Compressors
	Southeastern Portion of School – Acid Battery Room	-Acid Battery Storage
	Southeastern Portion of School – NiCad Battery Room	-Nickel-Cadmium Battery Storage
	Southern Portion of School – Carburetor Room	-Minor Fuel Quantities
	Northeastern Portion of School	-(1) Parts Washer
	Western Wall of Hangar	-(1) Flammable Cabinet (various small quantity products)
	Western Wall of Hangar – Storage Room	-(2) Flammable Cabinets (various small quantity products) -Significant storage of small quantity petroleum products, paints, solvents, etc.
	Southern Utility Area – Western Wall	-(2) Flammable Cabinets (various small quantity products) -Landscape equipment -(1) Compressor
	Southern Utility Area – Fire Suppression Room	-(2) 55-Gallon Drums – AFFF (adjacent to (2) AFFF storage tanks)
	Southern Exterior	-(1) Diesel Generator
CT Aero Technical School – Engine Test Room (500 Lindbergh Drive)	North Room	-(1) ~30-Gallon Gasoline Tank (portable)
	South Room	-(6) 55-Gallon Drums – Fuel Ice Inhibitors, Mineral Spirits, Oil, and Antifreeze
CAA – Electrical Vault	Western Exterior	-(1) Diesel Generator
CAA – Sand/Urea Shed	N/A	N/A
CT State Police – Abandoned Building	Northeastern Area	-Several metal drums were observed dumped by the fence. The drums appeared empty; contents are unknown.
CAA – ARFF (4 Maxim Road)	East Garage – Southeastern Wall	-(1) Flammable Cabinet (various small quantity products)

Building ID	Location	Hazardous Substances or Petroleum Products[9]
CAA – ARFF (4 Maxim Road)	East Garage – Eastern Wall	-(2) 55-gallon drums and several 5-gallon containers of various petroleum products (on containment) -Several 55-Gallon Drums – Paint
	East Garage – Western Wall	-(1) Flammable Cabinet (9) 2.5-Gallon Containers – Ranger Pro Herbicide
	Compressor Room	-(1) Compressor
	Garage Bay	-(1) 3-Ton Overhead Crane (possibly hydraulic)
	South Garage – Western Wall	-Several 5-Gallon Containers – Paint -Several 2.5-Gallon Containers – Prosecutor Herbicide and Applicator Tank
CAA – ARFF (4 Maxim Road)	South Garage – Northern Wall	-(5) 55-Gallon Drums – AFFF (stored on pallets) -Numerous 5-Gallon Containers – AFFF (presumed empty on metal pallet)
	Northwest Exterior	-(1) Diesel Generator
CAA Fuel Farm	Southern Exterior	-(1) 55-Gallon Drum – Contents Unknown (likely spill kit)
FBO Fuel Farm	Northern Exterior	-(1) Flammable Cabinet (decanting containers) -(1) 65-Gallon Spill Kit

6.3.2 Underground and Aboveground Storage Tanks

The following is a list of observed ASTs by building.

Building ID	Location	AST
H1 – FBO Hangar (20 Lindbergh Drive)	N/A	N/A
H2 – FBO Hangar (Lindbergh Drive)	Northeastern Wall of Hangar	-(1) ~275-Gallon Waste Oil (within plastic containment)
	Northern Exterior	-(2) ~275-Gallon (appeared empty and stored)
H3 – FBO Hangar/Office (58 Lindbergh Drive)	Northwestern Exterior	-(1) 275-Gallon Waste Oil (within metal containment)
H4 – FBO Hanger/Office (Lindbergh Drive)	N/A	N/A
FBO - Office/Restaurant (20 Lindbergh Drive)	N/A	N/A
CAA – Maintenance Garage (233 Maxim Road)	Hangar	-(1) ~200-Gallon Asphalt Sealant (portable)
CAA – Maintenance Shop (239 Maxim Road)	N/A	N/A
CAA – Administration (251 Maxim Road)	Not Observed	Not Observed

Building ID	Location	AST
CT State Police/Urban Search and Rescue/Former National Guard (269 Maxim Road)	N/A	N/A
T-Hangar 1-10	Not Observed	Not Observed
T-Hangar 11-20		
T-Hangar 21-30		
T-Hangar (230 Lindbergh Drive)		
T-Hangar (240 Lindbergh Drive)	Unit -9/Unit-14	-Not all interior spaces observed
FAA Control Tower (1 Lindbergh Drive)	Not Observed	-Not Observed
CT Aero Technical School (500 Lindbergh Drive)	Southern Utility Area – Fire Suppression Room	-(2) 3,028-Gallon AFFF
CT Aero Technical School – Engine Test Room (500 Lindbergh Drive)	N/A	N/A
CAA – Electrical Vault	N/A	N/A
CAA – Sand/Urea Shed	N/A	N/A
CT State Police – Abandoned Building	N/A	N/A
CAA – ARFF (4 Maxim Road)	N/A	N/A
CAA Fuel Farm	Southwest of CAA - ARFF	-(1) Compartmentalized 1,000-Gallon Gasoline/1,000-Gallon Diesel Double-Walled Steel/Concrete
FBO Fuel Farm	North of H1	-(1) 12-000-Gallon – Jet-A Fuel (within concrete containment) -(1) 12,000-Gallon – AvGas 100LL (within concrete containment) -(1) 500-Gallon – Gasoline (within concrete containment, staining observed) -(1) ~300-Gallon – Diesel (within concrete containment, staining observed)

No other evidence of existing storage tanks was observed during the Site reconnaissance.

6.3.3 Wells, Drywells, Floor Drains, Trenches, Sumps, Manholes, Catch Basins, and Oil/Water Separators

The following is a list of observed wells, floor drains, trenches, or catch basins by building, unit, and most recent tenant.

Building ID	Location	Description[10]
Site	Throughout	An extensive catch basin system is located throughout the Site associated with Drainage Areas (A through D). Drainage A and B connect to the Connecticut River. Drainage C and D connect to the MDC sanitary sewer, including drains from the building interiors.
H1 – FBO Hangar (20 Lindbergh Drive)	Hangar	-(6) Square Floor Drains (staining observed around the southeastern most drain) -(1) Oil/Water Separator (presumed to be located below the southwest corner of the hangar)
H2 – FBO Hangar (Lindbergh Drive)	Hangar	-(4) Round Floor Drains -(1) Oil/Water Separator (apparent shared connection to the unit located northwest of H3)
H3 – FBO Hangar/Office (58 Lindbergh Drive)	Hangar	-(1) Floor Trench Drain
	Northwestern Exterior	-(1) Oil/Water Separator (apparent shared connection with H2) -(1) Former Oil/Water Separator (located southwest of the current unit)
H4 – FBO Hanger/Office (Lindbergh Drive)	Hangar	-(4) Round Floor Drains
	Northern Exterior	-(1) Oil/Water Separator
FBO - Office/Restaurant (20 Lindbergh Drive)	Restroom	-(1) Round Floor Drain
CAA – Maintenance Garage (233 Maxim Road)	Hangar	-(2) Square Floor Drains
	Northeastern Exterior	-(1) Oil/Water Separator (apparent shared connection with CAA – Maintenance Shop)
CAA – Maintenance Shop (239 Maxim Road)	Southern Garage Bay	-(1) Floor Drain (reported, not observed)
	Eastern Exterior	-(1) Oil/Water Separator (apparent shared connection with CAA – Maintenance Garage)
CAA – Administration (251 Maxim Road)	Not Observed	Not Observed (floor drains likely exist associated with restroom or utility rooms)
CT State Police/Urban Search and Rescue/Former National Guard (269 Maxim Road)	Basement Furnace Room	-(2) Round Floor Drains -Sump
	Hangar	-(2) Floor Trench Drains
	1st Floor	-(1) Round Floor Drain (eastern hallway, staining observed) -Several potential floor drain/sump areas were observed on the first floor near door areas. Two were observed in the hangar, and one in eastern hallway.

[10] Given the presence of stored equipment, materials, and vehicles and other access limitations, the list of drainage features identified may not be comprehensive.

Building ID	Location	Description[10]
CT State Police/Urban Search and Rescue/Former National Guard (269 Maxim Road)	Eastern Parking Area	-Vehicle wash water from the washing station is reportedly collected into a holding tank
T-Hangar 1-10	Not Observed	Not Observed (drains are not anticipated to exist)
T-Hangar 11-20		
T-Hangar 21-30		
T-Hangar (230 Lindbergh Drive)		
T-Hangar (240 Lindbergh Drive)	Unit -9/Unit-14	-Not all interior spaces observed (drains are not anticipated to exist)
FAA Control Tower (1 Lindbergh Drive)	Not Observed	Not Observed (floor drains likely exist associated with restroom or utility rooms)
CT Aero Technical School (500 Lindbergh Drive)	Hangar	-(1) Floor Trench Drain
	Hangar/Classrooms	-(4) Round Floor Drains (mostly at eye wash stations)
	Southeastern Portion of School – Utility Room	-(1) Round Floor Drain (condensate)
	Southern Utility Area – Fire Suppression Room	-(1) Round Floor Drain
CT Aero Technical School (500 Lindbergh Drive)	Southern Exterior	-(1) Oil/Water Separator
CT Aero Technical School – Engine Test Room (500 Lindbergh Drive)	N/A	N/A
CAA – Electrical Vault	N/A	N/A
CAA – Sand/Urea Shed	N/A	N/A
CT State Police – Abandoned Building	N/A	N/A
CAA – ARFF (4 Maxim Road)	East Garage Bay	-(2) Round Floor Drains -(1) Floor Trench Drain
	Custodial Closet	-(2) Round Floor Drains
	Furnace Room	-(5) Round Floor Drains (staining observed to one drain)
	Restrooms	-(4) Round Floor Drains

Building ID	Location	Description[10]
CAA – ARFF (4 Maxim Road)	South Garage Bay	-(1) Floor Trench Drain
	Southern Exterior	-(1) Oil/Water Separator
CAA Fuel Farm	N/A	N/A
FBO Fuel Farm	Within and North of Concrete Containment	-(2) Square Catch Basins (reportedly connected to a holding tank, each basin appeared to be full of water with a petroleum sheen)

A reported toe drain was observed along the Clark Dike within the southeast portion of the Site. The toe drain flows southerly and through a culvert to the adjacent south property (MDC).

6.3.4 Odors

Tighe & Bond noticed a slight petroleum odor within the containment area of the FBO fuel farm on the day of the Site reconnaissance.

6.3.5 Pools of Liquid

Tighe & Bond did not note any pools of liquid on the day of the Site reconnaissance.

6.3.6 Potential Polychlorinated Biphenyls (PCBs)

PCBs were used until 1978 and have extremely high physical and chemical stabilities which led to their being used in many applications, including heat transfer fluids, hydraulic fluids, and dielectrics. PCBs are often found in transformers, capacitors, and hydraulic systems. PCBs can also be present in building materials; however, assessment of hazardous building materials is outside the scope of the ASTM Standard. The following table is a list of potential PCB containing material observed on the Site on the days of the inspection.

Building ID	Location	Potential PCB Containing Equipment
N/A	Maxim Road	-Pole-mounted transformers were observed along Maxim Road that appear to be adjacent to the Site. It should be noted that the exact property boundary could not be determined in the field, and it is possible that these transformers could be on the Site.
H1 – FBO Hangar (20 Lindbergh Drive)	Northern Exterior	-(1) Pad-Mounted Transformer
H2 – FBO Hangar (Lindbergh Drive)	N/A	N/A
H3 – FBO Hangar/Office (58 Lindbergh Drive)	N/A	N/A
H4 – FBO Hanger/Office (Lindbergh Drive)	N/A	N/A
FBO - Office/Restaurant (20 Lindbergh Drive)	N/A	N/A

Building ID	Location	Potential PCB Containing Equipment
CAA – Maintenance Garage (233 Maxim Road)	N/A	N/A
CAA – Maintenance Shop (239 Maxim Road)	N/A	-(1) Pad-Mounted Transformer
CAA – Administration (251 Maxim Road)	N/A	N/A
CT State Police/Urban Search and Rescue/Former National Guard (269 Maxim Road)	Eastern Parking Area	-(1) Pad-Mounted Transformer -(3) Pole-Mounted Transformers
T-Hangar 1-10	N/A	N/A
T-Hangar 11-20		
T-Hangar 21-30		
T-Hangar (230 Lindbergh Drive)		
T-Hangar (240 Lindbergh Drive)		
FAA Control Tower (1 Lindbergh Drive)	Not Observed	-Not Observed -(1) Pad-Mounted Transformer
CT Aero Technical School (500 Lindbergh Drive)	Southern Exterior	-(1) Pad-Mounted Transformer (a non-PCB label with less than 2 ppm dielectric fluid was observed)
CT Aero Technical School – Engine Test Room (500 Lindbergh Drive)	N/A	N/A
CAA – Electrical Vault	Southern Exterior	-(1) Pad-Mounted Transformer
CAA – Sand/Urea Shed	N/A	N/A
CT State Police – Abandoned Building	N/A	N/A
CAA – ARFF (4 Maxim Road)	Western Exterior	-(1) Pad-Mounted Transformer (a non-PCB label with less than 2 ppm dielectric fluid was observed)
CAA Fuel Farm	N/A	N/A
FBO Fuel Farm	N/A	N/A

Although not specifically called out in the table above, the potential exists for PCB containing hydraulic fluid is used in connection with the hangar door hydraulic system at the H2 – FBO Hangar. In addition, PCBs may be associated with the compressors identified in Section 6.3.1. However, based on the apparent age and type of equipment, the potential for PCBs to be present is minimal.

6.3.7 Pits, Ponds, and Lagoons

Tighe & Bond did not observe any pits, ponds, or lagoons on the property. A potential wetland/drainage feature was observed north of the CT Aero Tech School Engine Test Room. Two lagoon areas are located on the southern adjacent property, associated with the MDC wastewater treatment plant. The northern most lagoon has been filled in as an anticipated land swap agreement to potentially lengthen runway 2-20.

6.3.8 Staining – Interior Floors, Exterior Soil, and Pavement

The following table is a list of the most notable staining observed on the day of the Site reconnaissance by building.

Building ID	Location	Staining
N/A	Site Asphalt	De minimis staining of the asphalt is present in typical parking areas.
H1 – FBO Hangar (20 Lindbergh Drive)	Eastern Wall of Hangar – Compressor Room	-Staining was observed to the concrete around the compressor.
	Southeastern Portion of the Hangar	-Staining of the concrete was observed leading to the floor drain.
	Western Wall of Hangar	-Minor staining and corrosion were observed at the bottom of the flammable cabinet.
H2 – FBO Hangar (Lindbergh Drive)	Southeastern Portion of the Hangar	-Minor staining was observed to the concrete.
H3 – FBO Hangar/Office (58 Lindbergh Drive)	Northeastern Wall of Hangar	-Minor staining was observed to the concrete floor near empty 5-gallon oil containers.
H4 – FBO Hanger/Office (Lindbergh Drive)	N/A	N/A
FBO - Office/Restaurant (20 Lindbergh Drive)	N/A	N/A
CAA – Maintenance Garage (233 Maxim Road)	Northeastern Wall of Hangar	-Minor staining of the concrete was observed to the concrete in the northern portion of the bay. -Staining was observed to the concrete around the compressor.
CAA – Maintenance Shop (239 Maxim Road)	N/A	N/A
CAA – Administration (251 Maxim Road)	Not Observed	Not Observed
CT State Police/Urban Search and Rescue/Former National Guard (269 Maxim Road)	1st Floor	-Localized staining was observed leading to the floor drain.

Building ID	Location	Staining
T-Hangar 1-10	Not Observed	Not Observed (de minimis staining of the concrete floor likely exists throughout the leased spaces)
T-Hangar 11-20		
T-Hangar 21-30		
T-Hangar (230 Lindbergh Drive)		
T-Hangar (240 Lindbergh Drive)	Unit -9/Unit-14	-Not all interior spaces observed -Minor staining observed to concrete in each unit
FAA Control Tower (1 Lindbergh Drive)	Not Observed	-Not Observed
CT Aero Technical School (500 Lindbergh Drive)	N/A	N/A
CT Aero Technical School – Engine Test Room (500 Lindbergh Drive)	N/A	N/A
CAA – Electrical Vault	N/A	N/A
CAA – Sand/Urea Shed	N/A	N/A
CT State Police – Abandoned Building	N/A	N/A
CAA – ARFF (4 Maxim Road)	Electric Utility Room	-Staining was observed on the concrete floor.
	Furnace Room	-Staining was observed around one floor drain.
CAA Fuel Farm	N/A	N/A
FBO Fuel Farm	Within Concrete Containment	-The asphalt appeared stained in the northern portion of the containment. Staining to the concrete was observed around the western diesel AST. The catch basins located within and north of the containment appeared full with a petroleum sheen on the water.

6.3.9 Stressed Vegetation

Tighe & Bond did not observe stressed vegetation on the day of the Site reconnaissance however, the visit did occur during the winter season. CAA personnel did not indicate that they are aware of any stressed vegetation. An area of bare vegetation was observed at the plane crash site from January 28, 2003 just east of runway 2-20.

6.3.10 Solid Waste, Debris, and Disposal

The following table is a list of observed solid waste and general debris by building.

Building ID	Location	Description
H1 – FBO Hangar (20 Lindbergh Drive)	North Exterior	-(1) Solid Waste Dumpster
	Northwestern Exterior	-Former Solid Waste Dumpster Area (near Lindbergh Drive)

Building ID	Location	Description
H2 – FBO Hangar (Lindbergh Drive)	N/A	N/A
H3 – FBO Hangar/Office (58 Lindbergh Drive)	Northwestern Exterior	-(3) Solid Waste Dumpsters
H4 – FBO Hanger/Office (Lindbergh Drive)	N/A	N/A
FBO - Office/Restaurant (20 Lindbergh Drive)	N/A	N/A
CAA – Maintenance Garage (233 Maxim Road)	N/A	N/A
CAA – Maintenance Shop (239 Maxim Road)	N/A	N/A
CAA – Administration (251 Maxim Road)	N/A	N/A
CT State Police/Urban Search and Rescue/Former National Guard (269 Maxim Road)	Eastern Parking Area	-(4) Solid Waste Dumpsters
T-Hangar 1-10	N/A	N/A
T-Hangar 11-20		
T-Hangar 21-30		
T-Hangar (230 Lindbergh Drive)		
T-Hangar (240 Lindbergh Drive)		
FAA Control Tower (1 Lindbergh Drive)	North of Driveway	-Not Observed -(1) Solid Waste Dumpster
CT Aero Technical School (500 Lindbergh Drive)	Southwest of Structure	-(1) Solid Waste Dumpster
CT Aero Technical School – Engine Test Room (500 Lindbergh Drive)	N/A	N/A
CAA – Electrical Vault	N/A	N/A
CAA – Sand/Urea Shed	N/A	N/A
CT State Police – Abandoned Building	Eastern Exterior	-Wood and general debris was observed east of the structure.
CAA – ARFF	Southern	-(1) Solid Waste Dumpster

Building ID	Location	Description
(4 Maxim Road)	Exterior	
CAA Fuel Farm	N/A	N/A
FBO Fuel Farm	N/A	N/A

6.3.11 Other

Tighe & Bond observed several metal storage containers (conex boxes) located throughout the Site. The interior of each container was not inspected on the day of the Site reconnaissance. The containers east of the building at 269 Maxim Road (State Police/Former National Guard) were reportedly empty with possibly one empty generator stored within. A small shed is located south of the FBO restaurant/office that was also not inspected on the day of the Site reconnaissance. A large soil pile with woody debris was observed east of the abandoned structure. The source of the soil pile is unknown.

Section 7
Interviews

7.1 Owner

As of July 1, 2013, all airport-related activity formerly administered by ConnDOT is under the purview of the CAA. Therefore, the following CAA personnel were interviewed on February 27, 2023.

- Robert Bruno, Director of Planning, Engineering and Environmental Services
- Bill Borowiec, Environmental Analyst Regulatory Compliance
- John Moody, General Aviation Airports Manager

During the February 27, 2023 meeting, CAA disclosed that the Administrative Building (Building H) flooded several years ago and has since been in a significantly dilapidated condition. A former structure was demolished on the southwest corner of Building F (CAA Maintenance Garage) sometime around 2011. There are three known diesel generators on the Site, including one within an electrical vault south of the CT Aero Tech School. A new transformer was installed with a new building constructed in 2013 at the northwest corner of the Site. Minor solid waste dumping has occasionally occurred off-site on Maxim Road near the northeast portion of the property. The Site has never utilized a deicing pad as the property includes heated storage. CAA is aware that aircraft repair and maintenance takes place in multiple buildings. The CAA intends on incorporating part of the current MDC property in the future at the southern boundary that formerly housed two lagoons.

On the day of the Site reconnaissance (March 6, 2023), Mr. Robert Pellegrino, Airport Coordinator, stated that CAA only used sand in the CAA Sand/Urea Shed. Chemicals like sodium acetate (NaAc) are not used on the Site. As a follow-up to the Site visit, Mr. Borowiec stated that there are five known oil/water separators and three known areas of AFFF storage. The unused fire truck located west of 239 Maxim Road (CAA Maintenance Shop) previously may have utilized AFFF. According to both personnel, only water was utilized during the latest plane crash on January 28, 2023. Environmental Services, Inc. collected surficial soil soils on February 7th after two roll-off containers of soil were excavated from the area. A summary of the work has not yet been received by the CAA. While access to the T-Hangars was mostly inaccessible, CAA did indicate that the tenant space is restricted to storage only. T-Hangars 1 through 30 are not heated. The T-Hangars 230 and 240 Lindbergh Drive are heated by natural gas. The FAA Control Tower has a propane generator located on the southern side of the building.

7.2 Site Manager/Occupants

Ms. Sarah Gould, Executive Assistant of the Hartford Jet Center, provided the tour of the FBO hangars and restaurant/office. Ms. Gould indicated where general operations of each building occurred. Ms. Gould was not aware of the origin of two observed ~275-gallon ASTs located north of H3. Mr. Lindsey Rutka, Principal of the Hartford Jet Center (FBO), provided access to Unit 9 and Unit 14 of the 240 Lindbergh Drive T-Hangar. Mr. Rutka expressed environmental concerns may be present near the toe drain conduit located along the southern portion of the Clark Dike. Mr. Fabian Amuso, Building Maintenance Supervisor of the CT Aero Tech School, provided the tour of the facility and general building operations.

7.3 Local Government

Local government officials were contacted during the municipal office research although not specifically interviewed except for the Hartford Flood Control and Department of Public Works. Information obtained from the officials is included in the municipal file review portion (Section 5.2) of this report.

On March 8, 2023, Tighe & Bond discussed the Site with Mr. Mike McGarry, the Hartford Flood Control Commissioner. Mr. McGarry stated that any intrusive work on or near the Clark Dike will require Flood Control approval. The current property easement ranges from 25-50 feet along the dike. Mr. McGarry is aware of environmental concerns on/near the property as indicated by Mr. Rutka. Mr. McGarry stated the Site was previously built up in the 1920s to construct the airport.

On March 24, 2023, Tighe & Bond discussed the Site with Frank Dellaripa and Nicholas Casparino of the Department of Public Works (DPW). DPW stated that the City of Hartford first built a levee in the 1920s to protect the airport and local area. The levee was overrun by surface water during the flood of 1936 which ultimately toppled the levee. The City rebuilt the levee and the US Army Core of Engineers subsequently built the Clark Dike. River silt may have been utilized to construct some of the dike. DPW stated that the floodwall encompasses the northern adjacent trash burning facility and that the toe drain system connects through the Clark Dike along the Site. DPW reclarified that Flood Control approval is not necessary as long as any future Site investigation is planned solely on the property and not the levee or dike.

Section 8
Findings & Property Transfer Act

8.1 Findings and Conceptual Site Model

Based on a review of historic records, the Site was first developed in 1921 as Brainard Field. The National Guard Air squadron was historically present since 1923. The Department of Defense utilized the airport from approximately 1940 to 1945, during World War II. The Site was constructed in the Connecticut River Flood Plain, to which the City of Hartford built a levee in the 1920s to protect the Hartford area of South Meadows. After the catastrophic flood in 1936, the City rebuilt the levee and the US Army Corps of Engineers then built the Clark Dike along the eastern property boundary. The Site is currently leased by the State of Connecticut to several tenants and operates as a regional airport.

Previous environmental reports or studies of the Site were reviewed between 1986 and 2019. Reports that involved subsurface investigations determined that COCs were present on Site associated with former USTs, of which numerous USTs have been identified on the Site. Documentation regarding UST history, and specifically UST locations, were found to be mostly generalized across the Site. Most of the USTs were not registered with the state. The Site has also utilized several ASTs with a similar lack of known history.

Records reviewed as part of this assessment indicate that hazardous waste has been generated from the Site, previous RCRA tenants operated at the Site, 20 and 58 Lindbergh Drive were recognized as historic auto shops for aircraft, the Site has had numerous USTs, LUSTs, and spills, and the Site was formerly utilized by the Department of Defense.

Based on the completion of this Phase I ESA, Tighe & Bond has identified 5 Recognized Environmental Conditions (RECs) and 23 Areas of Concern (AOCs) for the Site. Off-site AOCs were also identified in the surrounding properties.

REC-1: Historical Releases (developed portions of the Site)

Numerous spills have been identified at the Site since at least 1974. Several of the spills included large quantity releases (greater than 50 gallons). For example, approximately 700 gallons of Jet-A fuel released in 1987 during refueling a tanker truck. Excavation or soil sampling was not documented for the 1987 release, or for the majority of the spills reviewed. The specific location of each occurrence was not observed except the following release in 2005.

1. Location: East of FBO Hangar H1 (20 Lindbergh Drive) – Turf Island

   A release occurred in April 2005 of approximately 300-gallons of aviation gasoline. The release encompassed an eight foot by 30-foot area east of the fuel truck parking within the turf island. Approximately 51.38 tons of impacted soil was excavated and disposed of off-site. Groundwater was not assessed. Current soil and groundwater conditions are unknown.

AOC-1: Historical Hangar Operations (two locations)

Historical operations likely included airplane maintenance and repair which involves the storage, use, and disposal of petroleum products, solvents, paints, fuel, or other potential contaminants. A building file from 1941 also documented the presence of a

former machine shop at one of the Brainard Field hangars, likely the north historical hangars; however, records of the exact location are limited. The National Guard was documented on the Site since 1923 and therefore military operations likely occurred in one more of the historic hangars prior to the construction of the building at 269 Maxim Road in the late 1930s.

1. Location: Northern Property Boundary – East of 251 Maxim Road

   At least three historic hangars were identified between the 1920s-1940s east of 251 Maxim Road.

2. Location: Northern Property Boundary – West of 251 Maxim Road

   One historic hangar was identified on a 1934 Sanborn map west of 251 Maxim Road.

AOC-2/REC-2: Underground Storage Tanks (twenty-eight locations)

The Site has an extensive history of USTs throughout the operation as an airport. The last known/registered USTs were removed from the Site in 2019 near the CAA Machine Shop and Maintenance Garage. Documentation regarding UST use and overall history was found to be limited, and therefore, additional unregistered USTs may exist on the Site. Several of the registered USTs were observed to be utilized beyond their typical life expectancy of 30 years. Potential spills or releases may have occurred directly to the ground surface during refueling or dispensing. Releases to soil and groundwater may have occurred if the integrity of the UST(s) and/or piping was compromised. Release may have also occurred during removal activities as applicable.

1. Former 2,500-Gallon Gasoline UST (A1) and 2,000-Gallon Gasoline (B1) and Dispenser

   Location: State Police/Urban Search and Rescue (269 Maxim Road) – Eastern Gravel Lot

   The USTs and associated dispensers are depicted on the southern portion of the lot east of the building. UST A1 was likely removed in 1985 and replaced by UST B1 that was subsequently removed in 1998. UST closure reports or sampling data was not observed for either tank.

2. Former 1,000-Gallon Diesel UST (C2) and 3,000-Gallon Diesel UST (C2R1) and Dispenser

   Location: State Police/Urban Search and Rescue (269 Maxim Road) – Eastern Gravel Lot

   The USTs and associated dispensers are depicted on the southern portion of the lot adjacent to the location of USTs A1 and B1. UST C2 was likely removed in 1989 and replaced with C2R1 that was subsequently removed in 1998. UST closure reports or sampling data was not observed for either tank.

3. Former (2) 5,000-Gallon No. 2 Fuel Oil USTs (A1 and A1R1)

   Location: State Police/Urban Search and Rescue (269 Maxim Road) – Eastern Asphalt Lot

   Located east of the building at 269 Maxim Road in the paved parking lot. UST A1 was removed in 1989 and replaced with UST A1R1 that was subsequently removed in 1998. TPH was detected in the grave above RSR criteria. TPH was also detected above criteria below the pipe trench after the excavation had

already been backfilled. VOCs were detected in groundwater below RSR criteria. Current soil and groundwater conditions are unknown.

4. Former 500-Gallon Waste Oil UST

   Location: State Police/Urban Search and Rescue (269 Maxim Road) – Eastern Gravel Lot

   TRC identified a waste oil UST (unknown size or history) in 2012 in the northwest corner of the parking lot, below the vehicle wash station. UST closure reports or sampling data was not observed.

5. Former UST

   Location: State Police/Urban Search and Rescue (269 Maxim Road) – Southern Asphalt Ramp

   A former UST location was observed in the southern ramp area of the building. The size, contents, and history of the UST are unknown. A UST closure report or sampling data was not observed.

6. Former 1,500-Gallon Jet Fuel UST (D1/JP-4)

   Location: State Police/Urban Search and Rescue (269 Maxim Road) – Eastern Asphalt Lot

   The UST was removed in 1993 in poor condition from the southeast corner of the building exterior. Impacted soil was excavated from the tank area however, the presence of a sewer line and the building foundation limited further excavation of the western wall where RSR criteria was exceeded. Groundwater was not assessed at the time of removal. A total of 59.27 tons of impacted soil was excavated for off-site disposal. CTDEEP Oil and Chemical Spills stated further excavation was not feasible based on the physical structure limitations. Current soil and groundwater conditions are unknown.

7. Former 550-Gallon and 2,000-Gallon Gasoline USTs

   Location: CAA Administration (251 Maxim Road) – Northern Asphalt Lot

   The 550-gallon UST was reportedly installed in 1929. The 2,000-gallon UST was reportedly installed in 1945. UST closure reports, or sampling data was not observed for either tank.

8. Potential Former Heating Oil UST

   Location: CAA Administration (251 Maxim Road) – Eastern Turf

   A fuel oil product delivery line was identified in the basement leading out to the northeast by TRC in 2012.

9. Former 5,000-Gallon Heating Oil UST

   Location: Unknown – Likely Northern Portion of the Site near Historic Hangars

   A heating application from December 5, 1927 approved the installation of a 5,000-gallon heating oil UST at the Pratt & Whitney aircraft building. Based on the year of installation, there is potential the UST may have been located on the northern portion of the property. A UST closure report or sampling data was not observed.

10. Former 2,000-Gallon Heating Oil UST (F1)

    Location: CAA Maintenance Shop (239 Maxim Road) – Northern Turf

The former heating oil UST was identified northeast of the building. The UST was installed in 1960 and reportedly removed in 1988. A UST closure report or sampling data was not observed.

11. Former Gasoline UST

    Location: CAA Maintenance Shop (239 Maxim Road) – Northern Turf

    A former gasoline UST (unknown size or history) was identified northwest of the building on a 1950 fire insurance map. A UST closure report or sampling data was not observed.

12. Former 4,000-Gallon Gasoline UST (U1) and 4,000-Gallon Diesel UST (D2) and Associated Dispenser Island

    Location: CAA Maintenance Shop (239 Maxim Road) – Southwest of Building

    The USTs and dispenser island were removed in 2019 from the asphalt lot southwest of the building. PAHs were detected above RSR criteria in soil collected below the diesel dispenser. Soil was excavated from the area, resampled, and found to contain concentrations of PAHs below RSR criteria. A total of 13.77 tons of impacted soil was excavated for off-site disposal. ETPH was detected at low concentrations below RSR criteria. ETPH and total xylenes were detected in groundwater at low concentrations but above the SWPC. PAHs were detected in groundwater at concentrations below RSR criteria. Based on the results, the excavation was backfilled and paved.

13. Former 2,000-Gallon Gasoline UST (R1)

    Location: CAA Maintenance Garage (233 Maxim Road) – Northeastern Turf

    The former gasoline UST was reportedly installed in 1977 and removed in 1988. Soil and groundwater impacts were identified in the nearby UST grave of tanks U1 and D2 located to the west. A UST closure report or sampling data was not observed.

14. Former 2,000-Gallon Diesel UST (D1)

    Location: CAA Maintenance Garage (233 Maxim Road) – Southern Asphalt Tie-Down Area

    The former diesel UST was reportedly installed in 1965 and removed in 1988. A UST closure report or sampling data was not observed.

15. Former (2) 10,000-Gallon AvGas 100LL USTs

    Location: CAA Maintenance Garage (233 Maxim Road) – Southern Asphalt Tie-Down Area

    Two former 10,000-gallon potential AvGas 100LL USTs (history unknown) were located southeast of the CAA Maintenance Garage. UST closure reports or sampling data were not observed.

16. Former Fuel Oil UST

    Location: CAA Maintenance Garage (233 Maxim Road) – West of Demolished Former Fire and Resource Office

    A former fuel oil UST was reportedly located west of the demolished structure. A UST closure report or sampling data was not observed.

17. Former (2) 10,000-Gallon Jet-A USTs

Location: CAA Maintenance Garage (233 Maxim Road) – Southern Turf/Asphalt Area

Two former 10,000-gallon potential Jet-A USTs (history unknown) were located southwest of the CAA Maintenance Garage. UST closure reports or sampling data were not observed.

18. Former 10,000-Gallon UST (A1)

    Location: FBO Hangar H1 (20 Lindbergh Drive) – Northern Turf/Asphalt Area

    The former 10,000-gallon UST (noted only as gasoline) was installed in either 1950 or 1973 and removed in 1983. The UST was identified with "Parcel F" of the Site. A UST closure report or sampling data was not observed.

19. FBO Fuel Farm Drainage Holding UST

    Location: FBO Fuel Farm – Northwest of Hangar H1

    A holding tank is reportedly connected to a catch basin located within the northern ramp area. A second catch basin within the concrete containment area is also believed to connect to the holding tank. A petroleum sheen was observable on the water surface within each catch basin. A slight petroleum odor was noticeable in the area of the ASTs. The service history (pumping or cleaning the tank) was not observed. If the tank is compromised or not properly functioning, a release to the surrounding area could occur.

20. Potential Former Location (6) 6,000-Gallon AvGas 100LL and Jet-A USTs (A1 through A6)

    Location: FBO Fuel Farm – Northwest of Hangar H1 and South of FBO Fuel Farm

    Six former 6,000-Gallon USTs were reportedly installed in 1950 and removed in 1983. UST closure reports or sampling data were not observed.

21. Former 250-Gallon Waste Oil UST (W1)

    Location: CAA Maintenance Garage (233 Maxim Road) – Southeast Turf/Asphalt Area

    The former 250-gallon waste oil UST was installed in 1965 and removed in 1988. A UST closure report or sampling data was not observed.

22. Potential Former 10,000-Gallon AvGas 100LL and 10,000-Gallon Jet-A USTs

    Location: FBO Hangar H1 (20 Lindbergh Drive) – Northwestern Turf Area

    Two potential 10,000-gallon ASTs were reportedly located northwest of the building. UST closure reports or sampling data were not observed.

23. Potential Former Location (4) 6,000-Gallon Jet-A USTs and (2) 6,000-Gallon AvGas 100 LL USTs (A1 through A6)

    Location: FBO Hangar H1 (20 Lindbergh Drive) – North of Building in Concrete Area

    The area north of the building below the current concrete pad is the second potential location determined for USTs A1 through A6 (AOC-2 No. 20). UST closure reports or sampling data were not observed.

24. Potential Former Location 8,000-Gallon UST and 4,000-Gallon UST and Associated Dispenser

Location: FBO Hangar H2 – East and North of Building

A sketch of the tanks and associated dispenser was depicted at a hangar occupied by Corporate Air in 1984 however, the orientation of the building and taxiway do not align with the directional compass. While the location of this area is likely east of H2, it is also possible along the northern building exterior. UST closure reports or sampling data were not observed.

25. Potential Former Location 8,000-Gallon UST and 4,000-Gallon UST and Associated Dispenser

    Location: FBO Hangar H3 – East and North of Building

    The area east and north of the building is the second potential location determined for the 8,000-gallon and 4,000-gallon USTs and dispenser. A figure from 1997 depicts a fuel pump south of the tanks that may coincide with the 1984 sketch. UST closure reports or sampling data were not observed.

26. Potential Former Location (3) 4,000-Gallon USTs (B2 through G7) and Hydrant Dispenser

    Location: FBO Hangar H2 – South of Building

    A former location of at least three 4,000-gallon gasoline USTs and hydrant dispenser were depicted south of the building. UST closure reports or sampling data were not observed.

27. Potential Former Location (3) 4,000-Gallon USTs (B2 through G7) and Hydrant Dispenser

    Location: FBO Hangar H4 – Northeast of Building

    The area northeast of the building is the potential location another three 4,000-gallon gasoline USTs and hydrant dispenser. UST closure reports or sampling data were not observed.

28. Potential Former Fuel Farm

    Location: FBO Hangar H3 – East of Building

    The area east of H3 was identified on a historic figure depicting "fuel farm". UST closure reports or sampling data were not observed.

AOC-3: Aboveground Storage Tanks (twelve locations)

The Site has utilized numerous known ASTs. The State of Connecticut does not currently maintain a list of registered ASTs. It is likely additional ASTs have been utilized on the Site beyond those identified below. Potential spills and releases may have occurred to the ground surface during material transfer and/or from leaking tanks and piping.

1. Former ~275-Gallon Waste Oil AST

   Location: State Police/Urban Search and Rescue (269 Maxim Road) – Eastern Asphalt Lot

   Located southeast of the building at 269 Maxim Road adjacent to the fence.

2. Former Waste Oil AST (size unknown)

   Location: State Police/Urban Search and Rescue (269 Maxim Road) – Eastern Gravel Lot

TRC identified a waste oil AST within or near a former hazardous waste storage container located in the northwest corner of the gravel parking lot.

3. Former Waste Oil AST (size unknown)

   Location: State Police/Urban Search and Rescue (269 Maxim Road) – Eastern Gravel Lot

   An AST labeled "abandoned" was observed to in the southern portion of the gravel parking lot and west of the former UST(s) (A1/B1/C2/C2R1) location.

4. FBO Fuel Farm 12,000-Gallon AvGas 100LL AST, 12,000-Gallon Jet-A AST, ~300-Gallon Diesel AST, and ~500-Gallon Gasoline AST

   Location: FBO Fuel Farm – Northwest of Hangar H1

   A fuel farm is located within a concrete containment in the northwest portion of the Site. A slight petroleum odor was detected within the containment area. Black staining was observed around the northern portion of the containment area. Black staining was also notable around the diesel AST.

5. Former (2) 250-Gallon ASTs

   Location: FBO Fuel Farm – Western Area

   Two former 250-gallon ASTs (content and history unknown) were reportedly located west of the current FBO Fuel Farm.

6. Former 250-Gallon Waste Oil AST

   Location: FBO Hangar H1 (20 Lindbergh Drive) – Northwest Corner of Building Exterior

   A former 250-gallon waste oil AST (history unknown) was reportedly located northwest of the FBO Hangar H1.

7. Former (2) 275-Gallon Waste AvGas 100LL ASTs

   Location: FBO Hangar H1 (20 Lindbergh Drive) – Northwest Corner of Building Exterior

   Two former 275-gallon waste AvGas 100LL ASTs (history unknown) were reportedly located northwest of the building.

8. 250-Gallon Waste Oil AST

   Location: FBO Hangar H3 – Northwest Corner of Building Exterior

   The 250-gallon waste oil AST was observed within a metal containment at the northwest corner of the building. Minor black staining was previously noted on the asphalt surface beneath the fill port (eastern end of the tank).

9. Former (3) ASTs (size and contents unknown)

   Location: FBO Hangar H3 – North Asphalt Area

   Three ASTs (history unknown) were depicted north of the building.

10. CAA Fuel Farm Compartmentalized 1,000-Gallon Gasoline/1,000-Gallon Diesel AST and Dispensers

    Location: CAA Fuel Farm – South of CAA ARFF

One compartmentalized double-walled steel/concrete AST was located south of the CAA ARFF and northeast of the FBO Fuel Farm. The tanks and dispensers were installed around 2013.

11. ~275-Gallon West Oil AST

    Location: FBO Hangar H2 – Northeast Interior of Hangar

    One AST was observed in a containment in the northeast corner of the hangar.

12. (2) ~200-Gallon ASTs (contents unknown)

    Location: FBO Hangar H2 – North of Building

    Two unlabeled ASTs appeared to be stored at the northern exterior of the hangar. The use or history of each AST is unknown.

AOC-4: Former Hazardous Waste Storage Container

Location: State Police/Urban Search and Rescue (269 Maxim Road) – Gravel Lot

TRC identified a former hazardous waste storage container in 2012 in the northwestern corner of the lot, adjacent to the fence and vehicle wash station. It's unknown when the container was removed from the Site or if other satellite areas existed.

AOC-5/REC-3: Former Fuel Distribution Boxes and Product Delivery Line

Location: State Police/Urban Search and Rescue (269 Maxim Road) – Southern Asphalt Ramp

A former fuel line was depicted south-southeast of the building. In 1990, fuel box (1) was the noted as the origination of a leak. Based on soil analytical results collected on September 14, 17, and 19, 1990, low level petroleum impacts remained in place below RSR criteria. Groundwater was not assessed at the time of the incident. Current soil and groundwater conditions are unknown.

AOC-6: Oil/Water Separator (eight locations)

A total of eight oil/water separators (seven current and one former) have been identified at the Site. Releases to soil and/or groundwater can occur if the systems become compromised or overflows.

1. Location: State Police/Urban Search and Rescue (269 Maxim Road) – Eastern Gravel Lot (north of vehicle wash station)

   As noted in the 2012 Phase I ESA, drainage from the vehicle wash station is directed towards the oil/water separator.

2. Location: CAA Maintenance Shop (239 Maxim Road) – Eastern Asphalt Lot

3. Location: FBO Hangar H1 (20 Lindbergh Drive) – Below Hangar

   The oil/water separator is believed to be located in the southeast corner of the building footprint. A possible cleanout/access to the unit was observed during the Site reconnaissance in this area. A figure from 2005 documented the unit below the northeast corner of the building. The 2018 SPCC report documented the unit below the concrete pad north of the building. Therefore, the location of the unit needs to be verified.

4. Location: FBO Hangar H3 (58 Lindbergh Drive) – Northwest of Hangar

The current oil/water separator is located adjacent to the fence within the asphalt parking lot located northwest of H3. Hangar H2 is reportedly connected to this unit.

5. Location: FBO Hangar H3 (58 Lindbergh Drive) – Southwest of Current Oil/Water Separator

   A former oil/water separator is located immediately southwest of the current unit. The history, potential abandonment or potential removal of the unit was not observed.

6. Location: FBO Hangar H4 – North of Hangar
7. Location: CT Aero Tech School (500 Lindbergh Drive) – South of Hangar
8. Location: CAA ARFF (4 Maxim Road) – South of Building

AOC-7: Airport Maintenance Facility (three locations)

Three buildings are utilized by the CAA for airport maintenance. Maintenance operations involve the storage, use, and disposal of petroleum products, solvents, paints, fuel, pesticides, or other potential contaminants.

1. Location: CAA Maintenance Shop (239 Maxim Road)

   This building has been utilized for maintenance for approximately a century.

2. Location: CAA Maintenance Garage (233 Maxim Road)

   This building has been utilized for maintenance for approximately a century. Black staining was observed to the concrete below the compressor. Minor black staining was also observed in the northern portion of the garage.

3. Location: CAA ARFF (4 Maxim Road)

   This building has been utilized for maintenance for approximately a decade. Black staining was observed on the concrete in the northern electrical room, as well as around a floor drain in the furnace room.

AOC-8: Aircraft Maintenance and Repair Facility (five locations)

Multiple buildings on the Site are currently or may have been formerly utilized for aircraft maintenance and repair. Each hangar involves the storage, use, and disposal of petroleum products, solvents, paints, fuel, or other potential contaminants.

1. Location: State Police/Urban Search and Rescue (269 Maxim Road)

   While the hangar does not appear to be currently utilized for aircraft maintenance and repair, the building was originally constructed in the late 1930s for the National Guard as a military hangar. Black staining was observed on the concrete around a floor drain in the eastern portion of the building. The military has had a historic presence on the Site from approximately 1923 to 1945. The Site is also listed for environmental interest on the Former Use Defense (FUD) and Unexploded Munition Ordnance (UXO) databases.

2. Location: FBO Hangar H1 (20 Lindbergh Drive)

   The hangar contains multiple aircraft that appear to be undergoing maintenance or repairs. 20 Lindbergh Drive has been recognized as a historic auto hangar. A machine shop is located in the eastern portion of the hangar on the first floor. Black staining was observed around the southeasternmost floor drain, as well as

the concrete around the compressor. Staining and corrosion was observed to the bottom of a flammable cabinet located centrally at the western wall.

3. Location: FBO Hangar H2

   The hangar contains multiple aircraft that appear to be undergoing maintenance or repairs. Minor black staining was observed in the southeast corner of the hangar.

4. Location: FBO Hangar H3 (58 Lindbergh Drive)

   The hangar contains multiple aircraft that appear to be undergoing maintenance or repairs. 58 Lindbergh Drive has been recognized as a historic auto hangar. Minor black staining was observed in the northeast corner of the hangar.

5. Location: FBO Hangar H4

   The hangar appears to be currently utilized for storing aircraft.

AOC-9: Aircraft Deicing

According to the 2018 SPCC, aircraft deicing operations occur mainly south of the FBO Hangar H1 in the asphalt ramp area. Deicing fluids can be contaminated with 1,4-Dioxane. Smaller deicing operations likely could have occurred on the ramps outside of each hangar as well.

AOC-10: Fuel Truck Parking (three locations)

Fuel trucks were observed at Site and are known to have been historically used to fuel aircraft. Potential releases could have occurred during fueling operations and/or from leaking equipment. Areas of outside long-term storage of fuel trucks represents a concern for releases.

1. Location: FBO Hangar H1 (20 Lindbergh Drive) – Eastern Asphalt Lot

   Historically, multiple fuel trucks are kept parked in this area of the Site.

2. Location: FBO Hangar H3 (58 Lindbergh Drive) – Northeastern Asphalt Lot

   This area was reportedly a historical fuel truck parking area.

3. Location: FBO Hangar H2 – North of Building

   A fuel truck was parked/stored adjacent to the northern building exterior.

AOC-11: T-Hanger Buildings (five adjacent locations)

T-Hangars are used by private individuals for the storage of their aircraft. Although restricted, minor maintenance or repair, washing, and deicing activities may have occurred. The T-Hangars are located south of H4. Minor black staining was observed to the concrete in both Unit 9 and Unit 14 in the 240 Lindbergh T-Hangar observed during the Site reconnaissance. Minor quantities of various petroleum products, paints, solvents, etc. were also observed.

AOC-12: CT Aero Tech School

The aviation school has been a Site occupant since 2008, providing hands-on mechanical experience to students. The school includes the storage, use, and disposal of petroleum products, solvents, paints, fuel, or other potential contaminants. A walk-in paint booth, wall unit paint booth, and a composite room exist in the southern portion of the school. The school includes an engine test building located southeast of the main structure where various engines and chemical storage was observed.

AOC-13/REC-4: Soil and Groundwater Impacts from Historical Airport Activities and/or Historical Fill Utilized at the Site

A Task 210 was completed for the northwestern portion of the Site in 2011 to support the construction of the current CAA ARFF. Low level concentrations of ETPH, VOC, and/or SVOCs were detected in multiple soil borings at depths ranging from one to three ftbgs or four to eight ftbgs. Based on the soil and groundwater results, and numerous reported LUSTs on the Site, the entire project limits were designated as an area of environmental concern.

In addition, pesticides, which may have contained lead and arsenic, are known to have been used at the Site. Pesticides are currently used and stored at the Site.

AOC-14: Electrical Transformers (multiple locations)

Transformers containing dielectric fluids were noted at several locations at the Site. It is possible that these transformers or historical transformers utilized PCB-containing fluids that could have released. Tighe & Bond noted the following transformer locations that appear to be within the Site limits: It should be noted that other utility poles containing pole-mounted transformers were observed along Maxim Road. Although likely off-Site, the exact Site limits could not be determined in the field.

1. Location: Maxim Road near CAA Maintenance Shop (239 Maxim Road)

   A pole-mounted transformer exists on a utility pole on Maxim Road adjacent to the building. A PCB label was not observed on any of the units.

2. Location: State Police/Urban Search and Rescue (269 Maxim Road) – East of Building at Parking Lot Fence

   A pad-mounted transformer is located adjacent to gravel parking lot entrance. Three pole-mounted transformers are located on the utility pole nearby. A PCB label was not observed on any of the units.

3. FBO Hangar H1 (20 Lindbergh Drive) – Southeastern Exterior

   A pad-mounted transformer is located adjacent to the building. A PCB label was not observed.

4. FAA Control Tower – Southern Exterior

   A pad-mounted transformer is located adjacent to the building. A PCB label was could not be observed.

5. Location: CT Aero Tech School (500 Lindbergh Drive) – South of Building

   A pad-mounted transformer is located adjacent to the building. A PCB label indicating less than 2 ppm dielectric fluid was observed.

6. Location: CAA ARFF (4 Maxim Road) – West of Building

   A pad-mounted transformer is located adjacent to the building in the northwest corner of the Site. A PCB label indicating less than 2 ppm dielectric fluid was observed.

7. CAA Electrical Vault – Southern Exterior

   A pad-mounted transformer is located adjacent to the building. A PCB label was not observed.

AOC-15: Diesel Generators (four locations)

1. Location: State Police/Urban Search and Rescue (269 Maxim Road) – East of Building

   A defunct diesel generator with an underbelly tank was observed adjacent to the building in the eastern parking lot.

2. Location: CT Aero Tech School (500 Lindbergh Drive) – South of Building

   A diesel generator with an underbelly tank was observed south of the asphalt parking lot adjacent and near the CAA Electrical Vault.

3. Location: CAA Electrical Vault – South of CT Aero Tech School

   A diesel generator with an underbelly tank was observed immediately southeast of the CT Aero Tech School generator.

4. Location: CAA ARFF (4 Maxim Road) – West of Building

   A diesel generator with an underbelly tank was observed immediately west of the building in the northwest portion of the Site.

AOC-16: Dumpsters (seven locations)

Disposal areas are viewed as an AOC due to the potential for petroleum products, solvents, or other containments to be placed in the containers. Wrongful use or illegal dumping is also a concern for the area.

1. Location: FBO Hangar H1 (20 Lindbergh Drive) – Northern Exterior Area

   A solid waste dumpster was observed in the turf/asphalt area north of the concrete pad of H1.

2. Location: FBO Hangar H1 (20 Lindbergh Drive) – Northwestern Exterior Area

   A former dumpster was observed in the asphalt parking lot located northwest of H1 outside of the fenced perimeter.

3. Location: FBO Hangar H3 (58 Lindbergh Drive) – Northwest Asphalt Lot

   Three solid waste dumpsters were observed in the parking lot northwest of the hangar outside of the fenced perimeter.

4. Location: FAA Control Tower – Western Exterior North of Asphalt Entrance

   A solid waste dumpster was observed in the turf area north of the asphalt entrance.

5. Location: CT Aero Tech School (500 Lindbergh Drive) – Southwest of Building

   A solid waste dumpster was observed in the asphalt parking lot southeast of the school.

6. Location: CAA ARFF (4 Maxim Road) – Southeast of Building

   A solid waste dumpster was observed in the turf area southeast of the building.

7. Location: State Police/Urban Search and Rescue (269 Maxim Road) – Eastern Gravel Lot

   Two solid waste dumpsters were observed in the northwest corner of the gravel lot. Two larger, approximately 40-cubic yard solid water dumpsters were observed nearby just east of the vehicle wash station.

AOC-17: Main Regional Jet Fuel Supply Line

A jet fuel valve was identified along the toe of the Clark Dike. The 2012 TRC report states the pipeline enters the Site from the south and then exists the airport property to the north.

AOC-18: Soil Pile

A soil pile is located east of the abandoned structure. Various wood debris was observed around the pile. Several empty metal drums were observed near the pile at the northeast corner of the fence.

AOC-19: Potential Surficial Impacts From Hazardous Building Materials (past and present building envelopes)

Multiple HBMA reports were observed for the Site documenting the presence of lead, ACM, and PCB materials at some of the northern structures, including the razed former Fire Rescue Office located off the southwest corner of the CAA Maintenance Garage. Leaching or deterioration of HBM can directly impact surrounding soils. In addition, pesticides could have been applied along foundations.

Demolition of former buildings could have released hazardous building materials.

AOC-20: Aqueous Film-Forming Foam (six locations)

Aqueous film-forming foam (AFFF) is an AOC due to the presence of per- and polyfluoroalkyl substances (PFAS).

1. Location: CAA Maintenance Shop (239 Maxim Road) – Southern Bay

   A fire truck known to have a 40-gallon tank containing AFFF parked in the southern bay.

2. Location: CAA Maintenance Shop (239 Maxim Road) – Northern Bay

   A 5-gallon container labeled AFFF (apparently empty) was observed stored centrally in the northern bay on the concrete.

3. Location: CAA Maintenance Garage (233 Maxim Road) – Western Exterior

   A fire truck is parked at the western exterior of the garage that formerly held AFFF.

4. Location: CT Aero Tech School (500 Lindbergh Drive) – Southern Utility Area – Fire Suppression Room

   Two 3,028-gallon ASTs of AFFF are located in the southern utility room connected to the school fire suppression system. Two 55-gallon drums of AFFF were observed stored adjacent to the two ASTs.

5. Location: CAA ARFF – Southern Bay

   At least five 55-gallon drums of AFFF stored on pallets was observed in the northern portion of the bay. Numerous 5-gallon containers labeled AFFF (presumed empty/residuals) were observed nearby on a metal pallet.

6. Location: Unknown – Associated with Aircraft Accidents

   Multiple aircraft accidents have been associated with the airport. PFAS were patented in firefighting foam in 1963 and at least three planes have been recorded at the Site since 1970 and therefore AFFF may have been utilized.

AOC-21/REC-5: Aircraft Accidents

Limited information was available regarding the history of aircraft incidents that have occurred at or near the Site. The following table includes dates and limited information compiled from news reporting and emergency reports.

Date	Incident Description	Additional Information
8/29/1928	Plane crash near landing	Not Observed
9/1928	Plane struck a fence	
1/31/1970	Two plane collision into Connecticut River and East Hartford	The incident was recorded off-site.
11/28/1978	Plane exploded approximately 300 feet off the runway after taking off	Incident is likely considered off-site.
8/17/1993	Plane crash in Connecticut River	The incident was recorded off-site.
8/30/1993	Plane crash	Not Observed
11/30/1997	Plane accident	
2/9/2000	Two planes hit on the runway	Not Observed
1/28/2023	Plane crash	According to CAA personnel, only water was utilized during the plane crash on January 28, 2023. Environmental Services, Inc. collected surficial soil soils on February 7th after two roll-off containers of soil was excavated from the area. A summary of the work has not yet been received by the CAA.

AOC-22: Former Police Firing Range

A former police pistol range was depicted on a 1936 figure in the southern portion of the property when the airport.

AOC-23: Outfalls at Connecticut River (two locations)

Two outfalls are reportedly located along the Connecticut River. Runoff from exterior portions of the Site discharge at one of two outfalls located beyond the Site limits, along the Connecticut River. COCs associated with airport operations may impact soil and surface water at these locations.

1. North Outfall – East of the North End of Runway 2-20

2. South Outfall – Off Southeast Corner of Site

Off-site AOC: Potentially Impacted Groundwater Migrating to the Site from Off-Site Sources

Based on historical information, interviews, and information observed through EDR environmental databases, the following surrounding properties present a potential environmental concern to Site soils and/or groundwater.

1. Eastern Adjacent Parcel – Clark Dike
2. Eastern Surrounding Area – Connecticut River
3. Northern Adjacent Parcel – Materials Innovation and Recycling Authority
4. Southern Adjacent Parcel – Metropolitan District Commission Wastewater Treatment Plant
5. Western Adjacent Parcels – Various Commercial Properties

The results of this assessment have not revealed **Controlled Recognized Environmental Conditions (CRECs)** associated with the subject Site.

The results of this assessment have not revealed **Historical Recognized Environmental Conditions (HRECs)** associated with the subject Site.

The results of this assessment have revealed the following **Business Environmental Risks (BERs)** associated with the subject site.

BER-1 Hazardous Building Materials

Based on the age of several of the Site, and prior HBMA reports, hazardous building materials including lead, asbestos, and PCBs are known to be present. Prior to any renovations or potential demolition, a hazardous building material assessment should be conducted.

8.2 CT Property Transfer Act

Pursuant to the Connecticut Property Transfer Act (CTA), Conn. Gen. Stat. §§ 22a-134, et. seq. (the "Transfer Act"), an "Establishment" is defined as any real property at which or any business operation from which (A) on or after November 19, 1980, there was generated more than one hundred kilograms of hazardous waste in any one month, except as the result of (i) the one-time generation of such hazardous waste or (ii) one or more of the following: (I) the remediation of polluted soil, groundwater or sediment, (II) the removal or abatement of building materials, (III) the removal of unused chemicals or materials as a result of the emptying or clearing out of a building, or (IV) the complete cessation of business operation; (B) hazardous waste generated at a different location was recycled, reclaimed, reused, stored, handled, treated, transported or disposed of; (C) the process of dry cleaning was conducted on or after May 1, 1967; (D) furniture stripping was conducted on or after May 1, 1967; or (E) a vehicle body repair facility was located on or after May 1, 1967.

Based on the findings of this Phase I ESA, the Site appears to meet the definition of an "Establishment" due to multiple generations of hazardous waste (D001-Ingitable Waste) over 100kg in one month and the identification of historic aircraft maintenance and repair facilities.

Section 9
Opinion

Tighe & Bond identified 5 RECs and 23 AOCs for the Site during the performance of this Phase I ESA. Based on current and historical Site conditions, environmental impacts to the underlying soil and/or groundwater are likely present. Tighe & Bond recommends the completion of a Phase II Environmental Site Assessment (ESA) to further evaluate previously identified impacts to soil and groundwater and to evaluate impacts to the environment associated with RECs/AOCs that have not previously been investigated.

Also, as detailed in Section 8.2, the Site appears to meet the definition of an "Establishment" as defined in the Connecticut Property Transfer Act. Whether the Transfer Act applies to the sale of a property, or a business is a legal issue and therefore it is recommended that environmental legal counsel be consulted prior to transfer of the property or business.

9.1 Data Gaps

Based upon Tighe & Bond's research in an attempt to satisfy all the requirements set forth in the ASTM Phase I Standard and the SCGD, the following data gaps were encountered:

- A User Questionnaire was not completed; however, due to the information obtained during the completion of this Phase I ESA and the level of research completed, this data gap has been fully addressed.
- Tighe & Bond was unable to access the interior of the Administration Building located at 251 Maxim Road. The CAA provided an HBMA report for review and a walkthrough video of the property from 2020. Based on the prior assessment by TRC in 2012, and the recent HMBA survey, this data gap is not considered significant.
- Tighe & Bond was unable to access the interior of the FAA Control Tower on the day of the Site reconnaissance. Based on the prior assessment by TRC in 2012, this data gap is not considered significant.
- Tighe & Bond did not receive a response from the Connecticut Historical Society prior to the completion of this report. Available historical information was reviewed through the EDR report and various municipal offices and therefore this data gap is not considered significant.
- Following a meeting with the City of Hartford Department of Public Works on March 24th, additional hangar files and water sampling of the Clark Dike toe swale were discussed. The files were not provided for Tighe & Bond to review prior to the completion of this report. The historical hangars as well as the Clark Dike has already been identified for potential environmental impacts and therefore this data gap is not considered significant.
- Tighe & Bond did not receive a response from the US Army Core of Engineers prior to the completion of this report. Information related to the Department of Defense use in the 1940s and the listing under an unexploded munition ordinance is deemed a data gap.

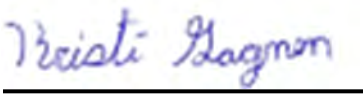
Section 10
Signature of Environmental Professional

As required by 40 CFR 312.21(d), the Phase I ESA report shall include the following statements of the environmental professional(s) responsible for conducting the Phase I ESA and preparation of the report.

I declare that, to the best of my professional knowledge and belief, I, James Olsen, meet the definition of Environmental Professional as defined in §312.10 of this part (40 CFR 312). I have the specific qualifications based on education, training, and experience to assess a property of the nature, history, and setting of the site. I have developed and *performed the all-appropriate inquiries in conformance with the standards and practices set forth in 40 CFR Part 312.*

April 21, 2023

Signature of Environmental Professional — Date
James Olsen, LEP



April 21, 2023

Report Prepared by — Date
Kristi Gagnon, Project Scientist

Tighe&Bond

FIGURES

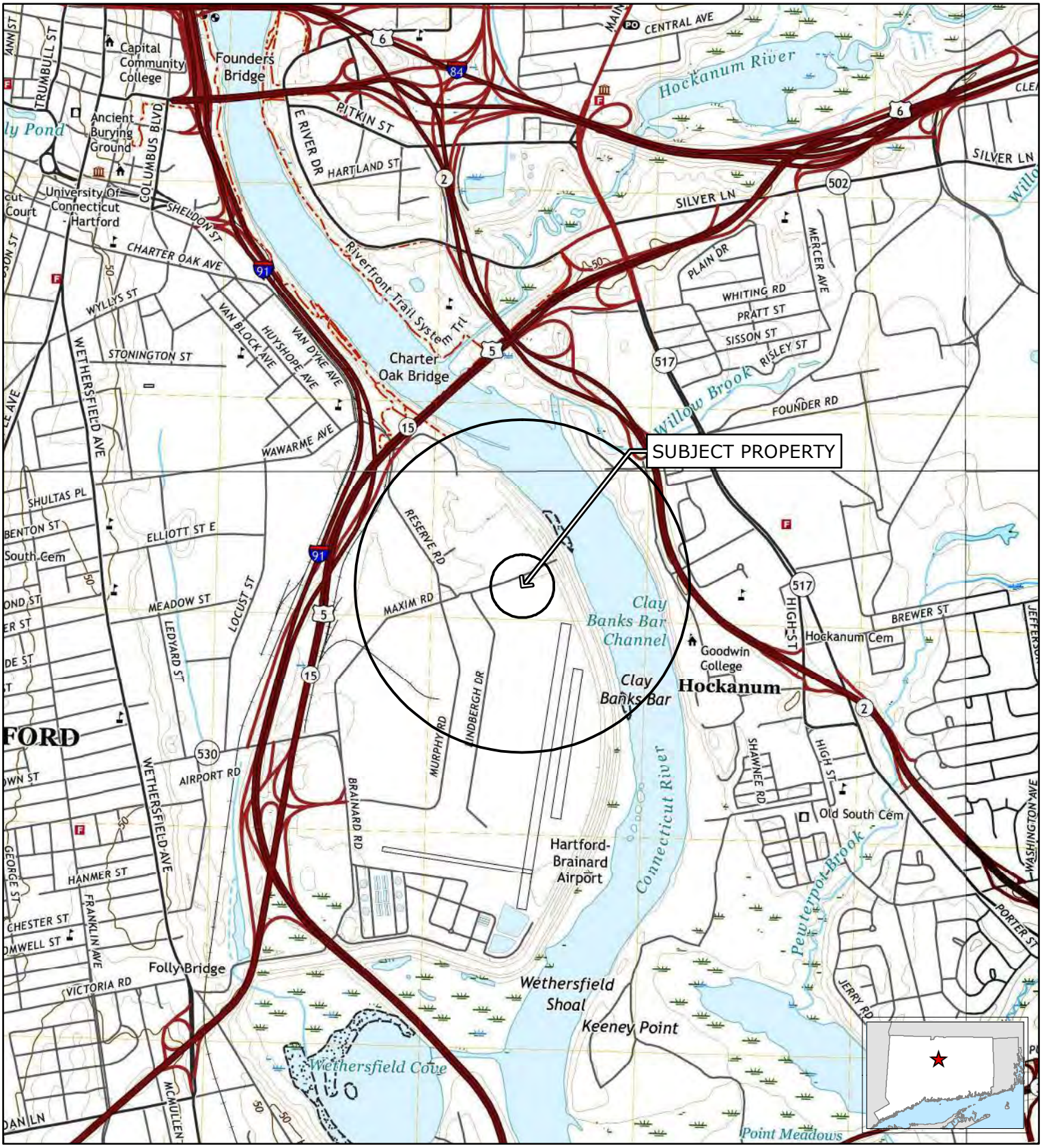


FIGURE 1
SITE LOCATION MAP

Hartford-Brainard Airport
20 Lindbergh Drive
Hartford, Connecticut

March 2023

Tighe&Bond

Based on USGS Topographic Map for
Hartford South, CT Revised 2021.
Hartford North, CT Revised 2021.
Manchester, CT Revised 2021.
Glastonbury, CT Revised 2021.
Contour Interval Equals 10 ft.
Circles indicate 500-foot and half-mile radii

1:24,000
0 1,000 2,000
Feet

N

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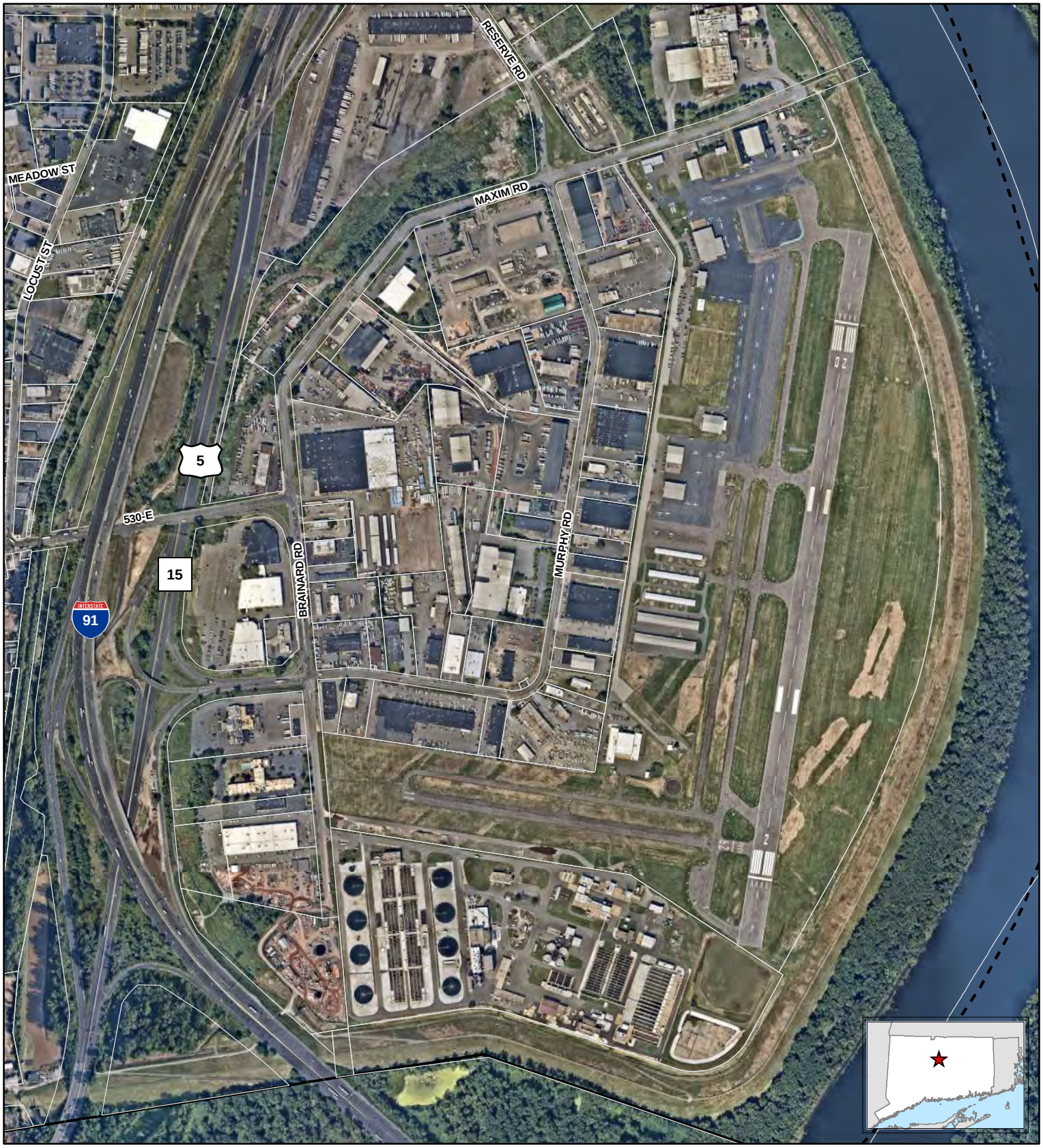

LEGEND

Approximate Parcel Boundary

CT Municipal Boundary

Tighe&Bond

Based on 2019 Statewide Leaf-Off Orthophotography, Courtesy of CTECO.

1:9,600

0 400 800

Feet

N

FIGURE 2
ORTHOPHOTOGRAPH

Hartford-Brainard Airport
20 Lindbergh Drive
Hartford, Connecticut

March 2023

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C-5182

LEGEND

- PROPERTY BOUNDARY
- EDGE OF ROAD
- EDGE OF GRAVEL
- BUILDING
- EDGE OF RIVER
- [2] RUNWAY NUMBER

NOTES

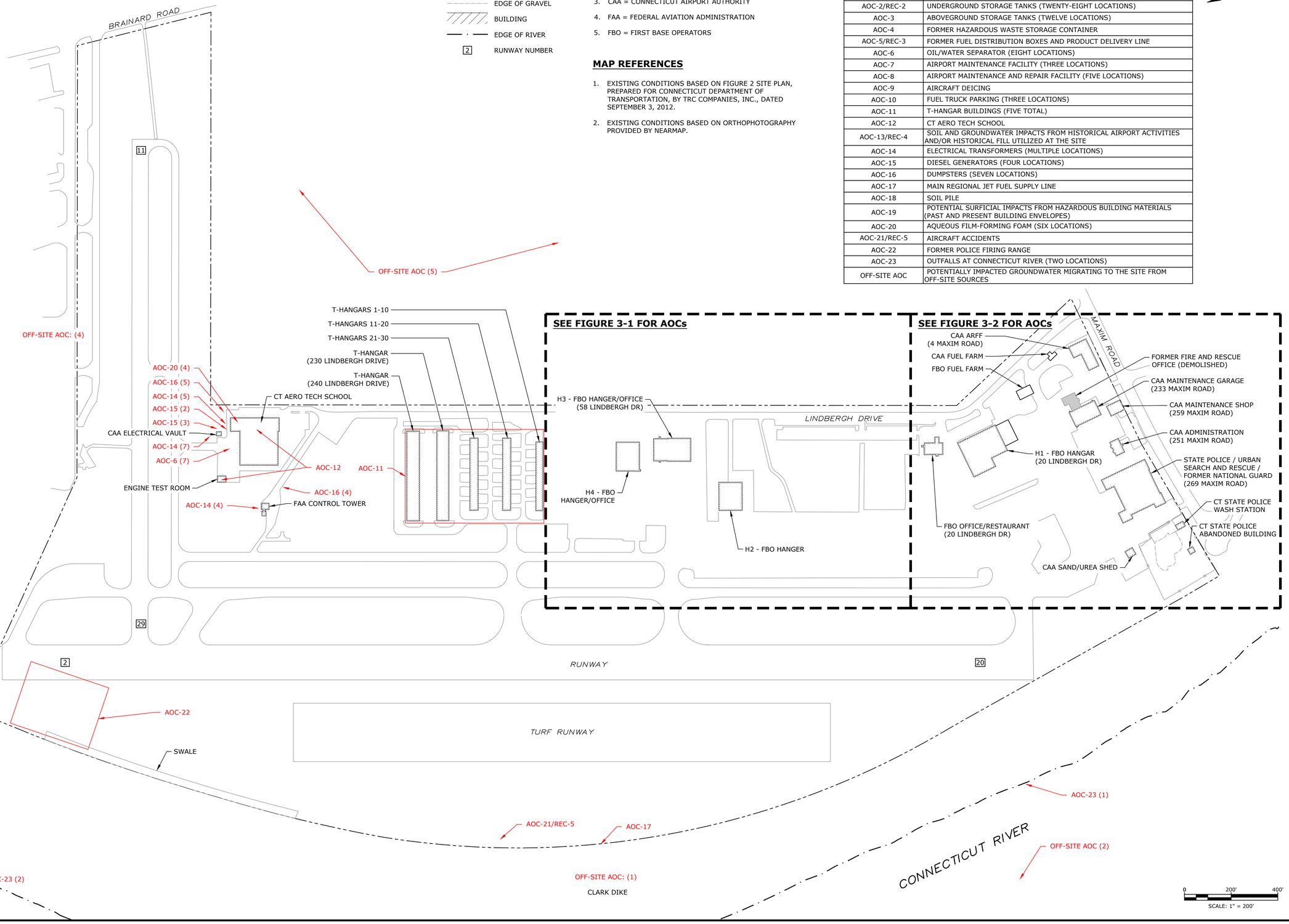
1. AOC = AREA OF CONCERN
2. REC = RECOGNIZED ENVIRONMENTAL CONDITION
3. CAA = CONNECTICUT AIRPORT AUTHORITY
4. FAA = FEDERAL AVIATION ADMINISTRATION
5. FBO = FIRST BASE OPERATORS

MAP REFERENCES

1. EXISTING CONDITIONS BASED ON FIGURE 2 SITE PLAN, PREPARED FOR CONNECTICUT DEPARTMENT OF TRANSPORTATION, BY TRC COMPANIES, INC., DATED SEPTEMBER 3, 2012.
2. EXISTING CONDITIONS BASED ON ORTHOPHOTOGRAPHY PROVIDED BY NEARMAP.

AREAS OF CONCERN/RECOGNIZED ENVIRONMENTAL CONDITION

AOC # / REC #	DESCRIPTION
REC-1	HISTORICAL RELEASES (DEVELOPED PORTIONS OF THE SITE)
AOC-1	HISTORICAL HANGAR OPERATIONS (TWO LOCATIONS)
AOC-2/REC-2	UNDERGROUND STORAGE TANKS (TWENTY-EIGHT LOCATIONS)
AOC-3	ABOVEGROUND STORAGE TANKS (TWELVE LOCATIONS)
AOC-4	FORMER HAZARDOUS WASTE STORAGE CONTAINER
AOC-5/REC-3	FORMER FUEL DISTRIBUTION BOXES AND PRODUCT DELIVERY LINE
AOC-6	OIL/WATER SEPARATOR (EIGHT LOCATIONS)
AOC-7	AIRPORT MAINTENANCE FACILITY (THREE LOCATIONS)
AOC-8	AIRPORT MAINTENANCE AND REPAIR FACILITY (FIVE LOCATIONS)
AOC-9	AIRCRAFT DEICING
AOC-10	FUEL TRUCK PARKING (THREE LOCATIONS)
AOC-11	T-HANGAR BUILDINGS (FIVE TOTAL)
AOC-12	CT AERO TECH SCHOOL
AOC-13/REC-4	SOIL AND GROUNDWATER IMPACTS FROM HISTORICAL AIRPORT ACTIVITIES AND/OR HISTORICAL FILL UTILIZED AT THE SITE
AOC-14	ELECTRICAL TRANSFORMERS (MULTIPLE LOCATIONS)
AOC-15	DIESEL GENERATORS (FOUR LOCATIONS)
AOC-16	DUMPSTERS (SEVEN LOCATIONS)
AOC-17	MAIN REGIONAL JET FUEL SUPPLY LINE
AOC-18	SOIL PILE
AOC-19	POTENTIAL SURFICIAL IMPACTS FROM HAZARDOUS BUILDING MATERIALS (PAST AND PRESENT BUILDING ENVELOPES)
AOC-20	AQUEOUS FILM-FORMING FOAM (SIX LOCATIONS)
AOC-21/REC-5	AIRCRAFT ACCIDENTS
AOC-22	FORMER POLICE FIRING RANGE
AOC-23	OUTFALLS AT CONNECTICUT RIVER (TWO LOCATIONS)
OFF-SITE AOC	POTENTIALLY IMPACTED GROUNDWATER MIGRATING TO THE SITE FROM OFF-SITE SOURCES



Tighe&Bond

Hartford - Brainard Airport Phase I ESA

BFJ Planning

Hartford, Connecticut

MARK	DATE	DESCRIPTION

PROJECT NO:	C-5182-001
DATE:	3/28/2023
FILE:	C-5182-001-B-SP.dwg
DRAWN BY:	IFA
CHECKED BY:	KAG/MEP
APPROVED BY:	JTO

SITE PLAN

SCALE: AS SHOWN

FIGURE 3

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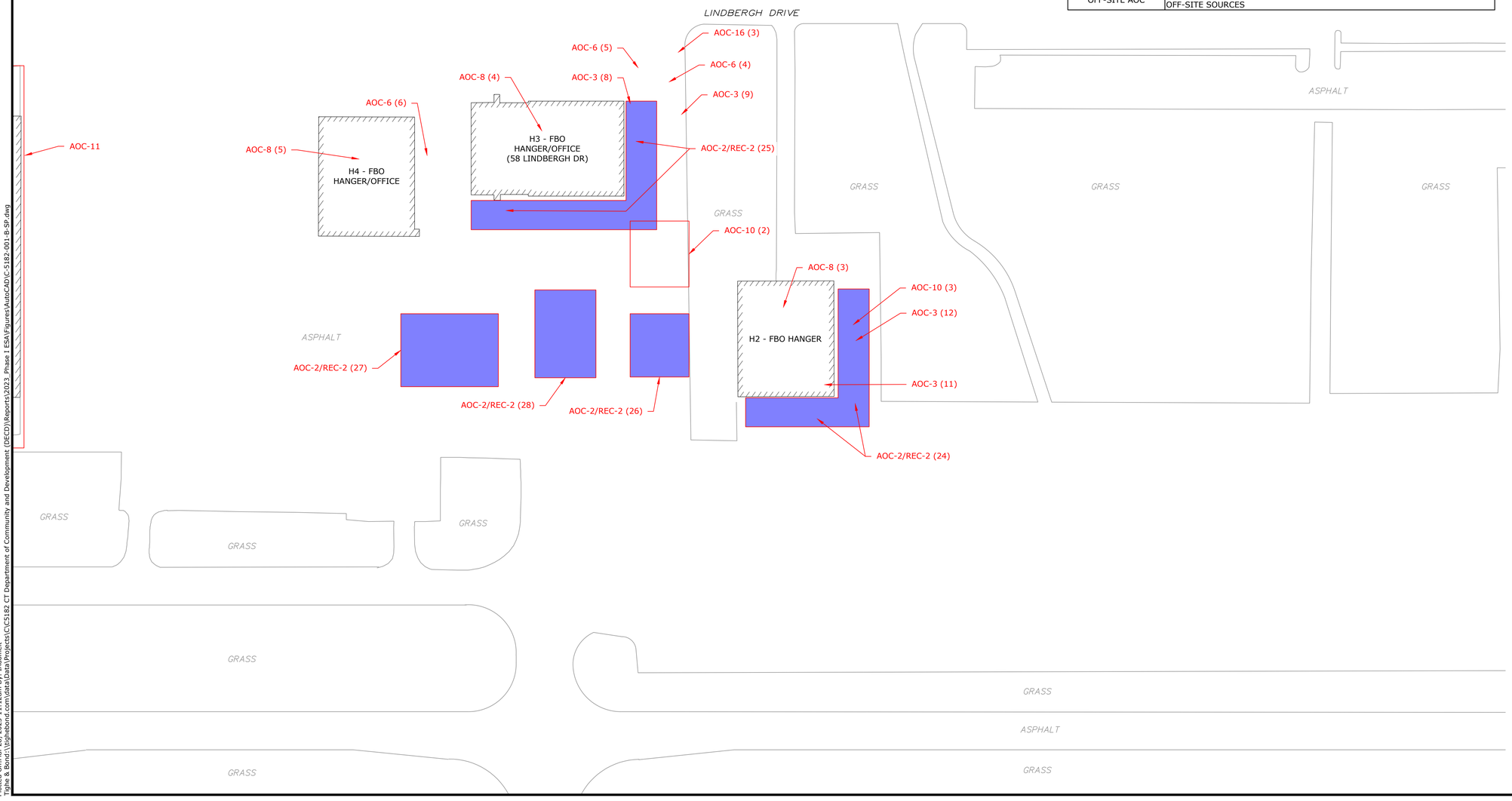
Tighe & Bond:\\tighebond.com\data\Projects\C\C5182 CT Department of Community and Development (DECD)\Reports\2023_Phase I ESA\Figures\AutoCAD\C-5182-001-B-SP.dwg

AREAS OF CONCERN/RECOGNIZED ENVIRONMENTAL CONDITION	
AOC # / REC #	DESCRIPTION
REC-1	HISTORICAL RELEASES (DEVELOPED PORTIONS OF THE SITE)
AOC-1	HISTORICAL HANGAR OPERATIONS (TWO LOCATIONS)
AOC-2/REC-2	UNDERGROUND STORAGE TANKS (TWENTY-EIGHT LOCATIONS)
AOC-3	ABOVEGROUND STORAGE TANKS (TWELVE LOCATIONS)
AOC-4	FORMER HAZARDOUS WASTE STORAGE CONTAINER
AOC-5/REC-3	FORMER FUEL DISTRIBUTION BOXES AND PRODUCT DELIVERY LINE
AOC-6	OIL/WATER SEPARATOR (EIGHT LOCATIONS)
AOC-7	AIRPORT MAINTENANCE FACILITY (THREE LOCATIONS)
AOC-8	AIRPORT MAINTENANCE AND REPAIR FACILITY (FIVE LOCATIONS)
AOC-9	AIRCRAFT DEICING
AOC-10	FUEL TRUCK PARKING (THREE LOCATIONS)
AOC-11	T-HANGAR BUILDINGS (FIVE TOTAL)
AOC-12	CT AERO TECH SCHOOL
AOC-13/REC-4	SOIL AND GROUNDWATER IMPACTS FROM HISTORICAL AIRPORT ACTIVITIES AND/OR HISTORICAL FILL UTILIZED AT THE SITE
AOC-14	ELECTRICAL TRANSFORMERS (MULTIPLE LOCATIONS)
AOC-15	DIESEL GENERATORS (FOUR LOCATIONS)
AOC-16	DUMPSTERS (SEVEN LOCATIONS)
AOC-17	MAIN REGIONAL JET FUEL SUPPLY LINE
AOC-18	SOIL PILE
AOC-19	POTENTIAL SURFICIAL IMPACTS FROM HAZARDOUS BUILDING MATERIALS (PAST AND PRESENT BUILDING ENVELOPES)
AOC-20	AQUEOUS FILM-FORMING FOAM (SIX LOCATIONS)
AOC-21/REC-5	AIRCRAFT ACCIDENTS
AOC-22	FORMER POLICE FIRING RANGE
AOC-23	OUTFALLS AT CONNECTICUT RIVER (TWO LOCATIONS)
OFF-SITE AOC	POTENTIALLY IMPACTED GROUNDWATER MIGRATING TO THE SITE FROM OFF-SITE SOURCES



N

LEGEND

- PROPERTY BOUNDARY
- EDGE OF ROAD
- BUILDING
- POTENTIAL FORMER UST

0 60' 120'

SCALE: 1" = 60'

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Hartford - Brainard Airport Phase I ESA

BFJ Planning

Hartford, Connecticut

MARK	DATE	DESCRIPTION

PROJECT NO:	C-5182-001
DATE:	3/28/2023
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CHECKED BY:	KAG/MEP
APPROVED BY:	JTO

SITE PLAN - DETAIL 1

SCALE: AS SHOWN

FIGURE 3-1

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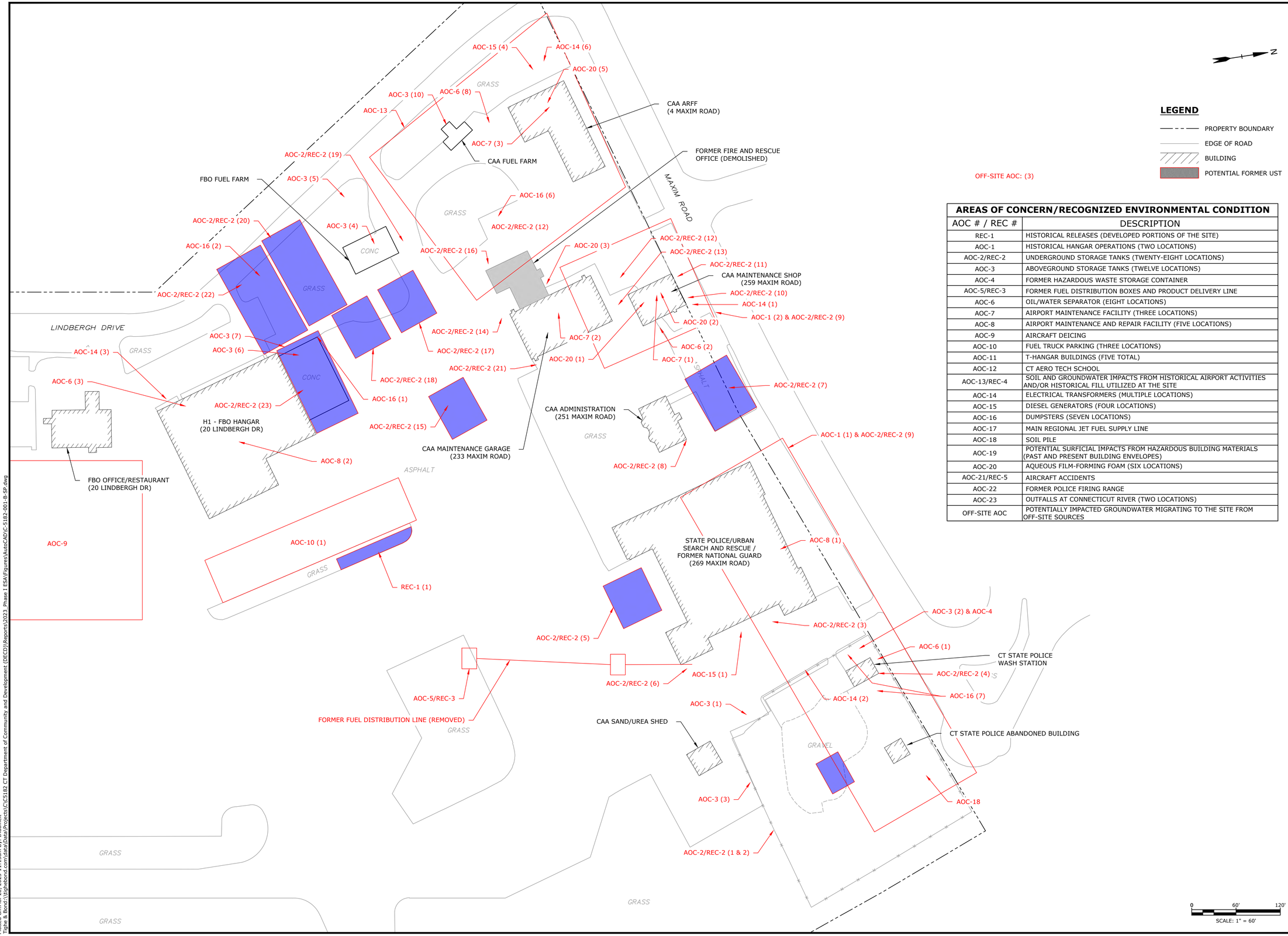

OFF-SITE AOC: (3)

LEGEND

- PROPERTY BOUNDARY
- EDGE OF ROAD
- BUILDING
- POTENTIAL FORMER UST

AREAS OF CONCERN/RECOGNIZED ENVIRONMENTAL CONDITION

AOC # / REC #	DESCRIPTION
REC-1	HISTORICAL RELEASES (DEVELOPED PORTIONS OF THE SITE)
AOC-1	HISTORICAL HANGAR OPERATIONS (TWO LOCATIONS)
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Tighe&Bond

Hartford - Brainard Airport Phase I ESA

BFJ Planning

Hartford, Connecticut

MARK	DATE	DESCRIPTION

PROJECT NO:	C-5182-001
DATE:	3/28/2023
FILE:	C-5182-001-B-SP.dwg
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CHECKED BY:	KAG/MEP
APPROVED BY:	JTO

SITE PLAN - DETAIL 2

SCALE: AS SHOWN

FIGURE 3-2

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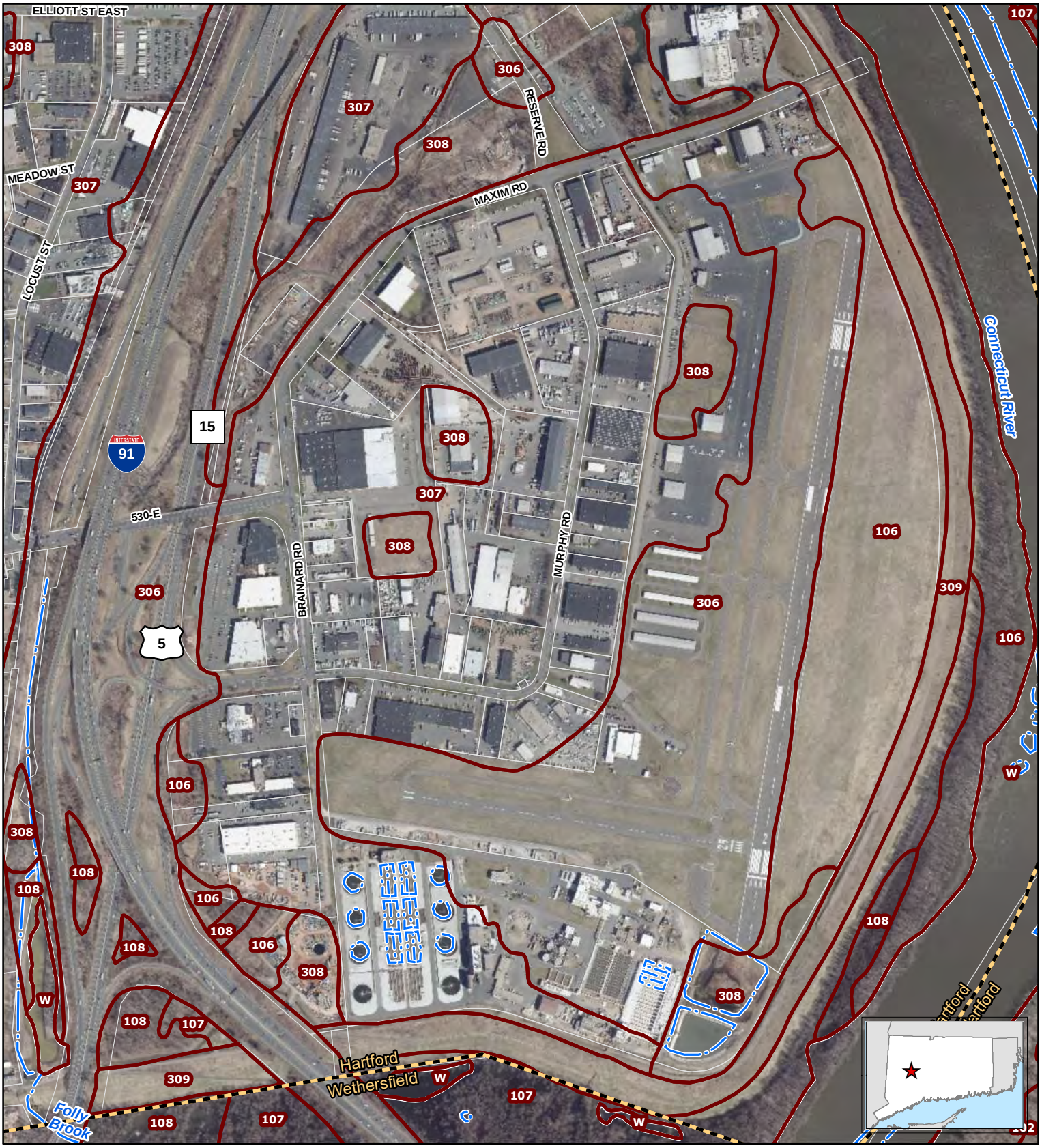

LEGEND

- Watercourse
- Approximate Parcel Boundary
- Soil Boundary
- CT Municipal Boundary

Source:
Based on 2019 Statewide Leaf-Off Orthophotography, Courtesy of CTECO.
Soil Boundary data obtained from the United States Department of Agriculture Natural Resources Conservation Service (NRCS; http://soildatamart.nrcs.usda.gov/).

1:9,600
0 400 800
Feet

N

FIGURE 3
SOILS MAP

Hartford-Brainard Airport
20 Lindbergh Drive
Hartford, Connecticut

March 2023

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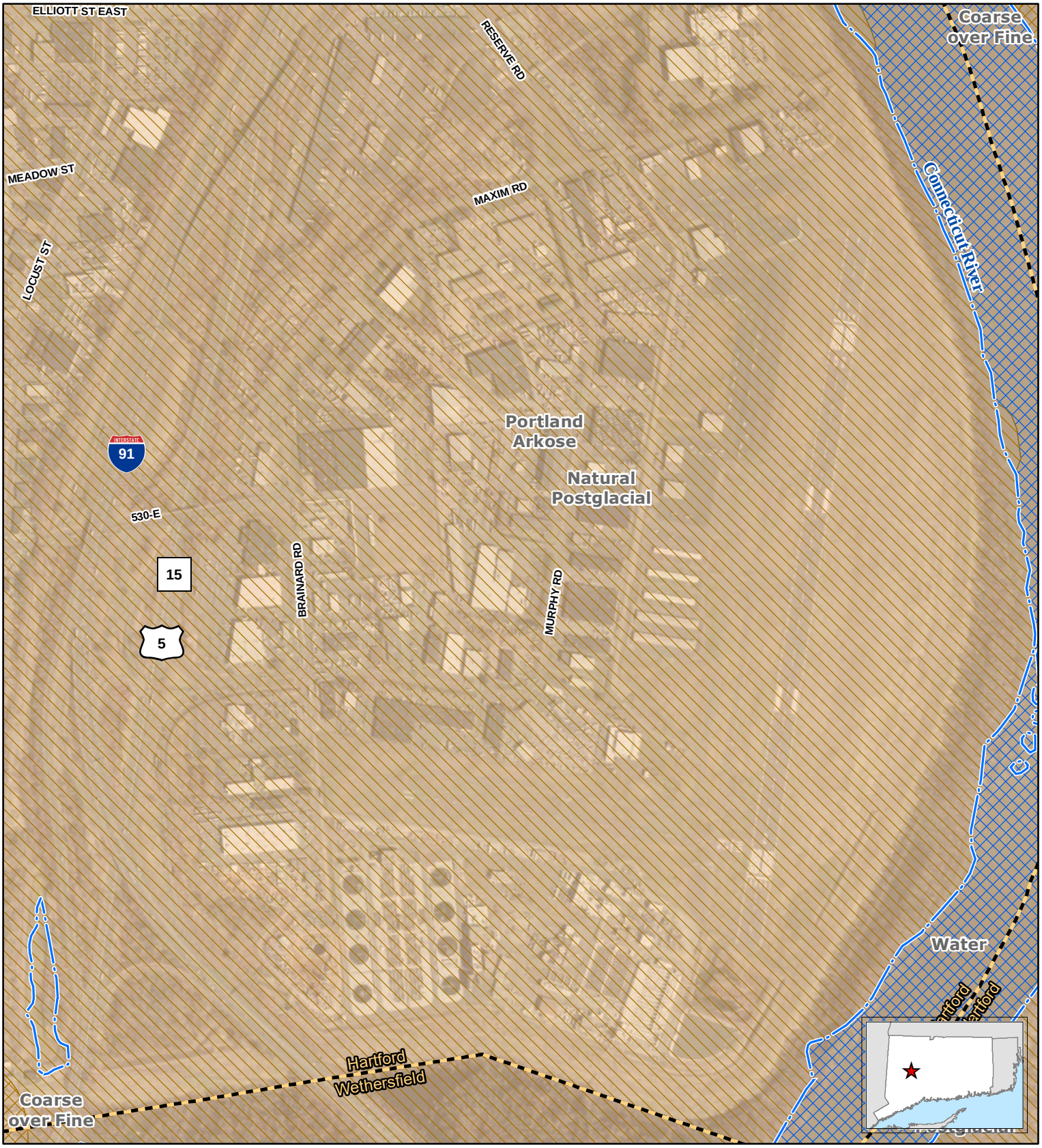

LEGEND

Surficial Materials

- Coarse over Fine
- Natural Postglacial
- Water

Bedrock Geology

- Portland Arkose

- Watercourse
- CT Municipal Boundary

Source:
GIS data layers displayed on this map were obtained from CTDEEP's data library (http://www.ct.gov/deep). Surficial Materials data was derived from the U.S Geological Survey Surficial Materials Map of Connecticut (Stone and others; 1992) and the Quaternary Geologic Map of Connecticut and Long Island Sound Basin (Stone and others;2005). Bedrock Geology data was derived from the Bedrock Geological Map of Connecticut (Rodgers; 1985). Based on 2019 Statewide Leaf-Off Orthophotography, Courtesy of CTECO.

1:9,600

0 400 800

Feet

N

FIGURE 5
SURFICIAL MATERIALS AND BEDROCK GEOLOGY MAP

Hartford-Brainard Airport
20 Lindbergh Drive
Hartford, Connecticut

March 2023

Tighe&Bond

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C-5182

LEGEND

- Railroad
- Contour (5')
- Watercourse
- Waterbody
- Critical Habitat
- Natural Diversity Database Area
- NWI Wetland
- Inland Wetland Soils
- Final Adopted Aquifer Protection
- Final Aquifer Protection
- Preliminary Aquifer Protection
- Protected Open Space
- 100-Year Flood Zone
- 500-Year Flood Zone

Tighe&Bond

Based on 2019 Statewide Leaf-Off Orthophotography, Courtesy of University of Connecticut.
Parcel Boundaries are approximate, provided by CTDEEP.
Resource Data provided by CTDEEP.

1:9,600

0 400 800

Feet

N

FIGURE 5
RESOURCE MAP

Hartford-Brainard Airport
20 Lindbergh Drive
Hartford, Connecticut

March 2023

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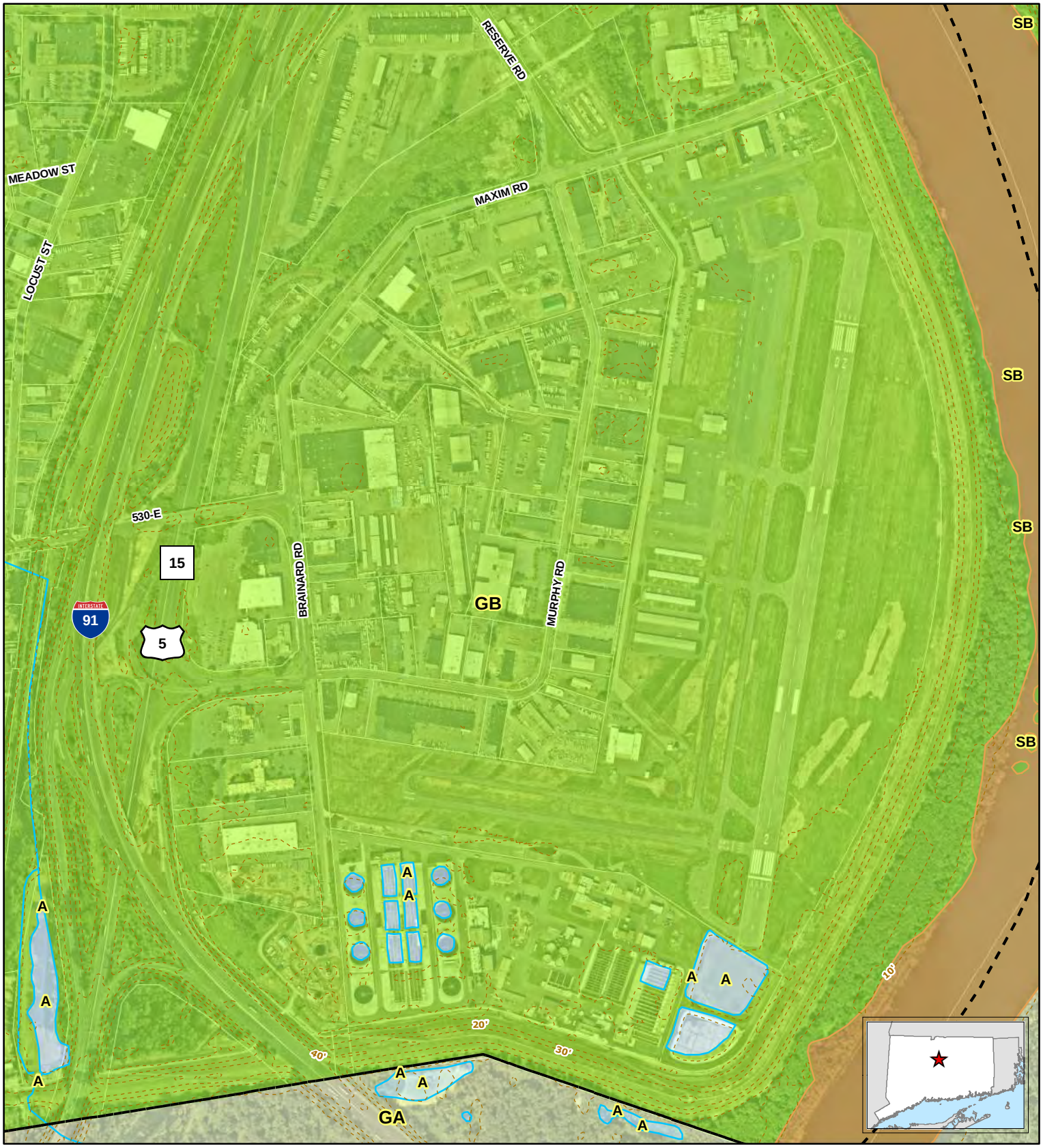

LEGEND

Surface Water Quality Ground Water Quality

A	GA
AA	GAA, GAAs
B, B*	GB
SA	GC
SB	GA, GAA May be impaired

Surface Water Quality

A	Contour Line (10-foot)
AA	CT Municipal Boundary
B, B*	
SA	
SB	

Tighe&Bond

Based on 2019 Statewide Leaf-Off Orthophotography, Courtesy of CTECO. Data acquired from CTDEEP GIS

1:9,600

0 400 800

Feet

N

FIGURE 7
WATER CLASSIFICATIONS

Hartford-Brainard Airport
20 Lindbergh Drive
Hartford, Connecticut

March 2023

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