



# Appendix H Supplemental Existing Conditions Analysis

## I-84 Danbury PEL Study

Prepared for: The Connecticut Department of Transportation

August 2025

# I-84 Danbury Project

## Supplemental Existing Conditions Analysis

State Project Number 34-349

July 2022



Prepared for:

The Connecticut Department of Transportation

NEPA Project Team

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## 1.0 Introduction

The Federal Highway Administration (FHWA) and the Connecticut Department of Transportation (CTDOT) are the leading agencies on the I-84 Danbury Project, a planning, engineering analysis, and environmental review process being pursued to reduce congestion and improve mobility on the I-84 corridor in greater Danbury. From 2017 through 2019, the project team developed existing conditions reports for the initial project limits, which extended from Exit 3 and Exit 8. In 2019, the New York State Department of Transportation (NYSDOT) initiated a study for the I-84 and I-684 corridors in Putnam County, New York, extending to the Connecticut state border. In order to align with NYSDOT's long-range planning efforts, CTDOT has extended the study limits of the I-84 Danbury Project to the New York state border. The purpose of the subject assessment is to fill in data gaps and align existing conditions analysis with the updated project extents. This report supplements several stand-alone reports for this area (Human Environment, Natural Environment, Transportation Environment, Utilities, Air Quality, and Hazardous Materials).

The revised study limits encompass additional areas surrounding Exits 1 and 2. The direct and indirect impacts of future improvements in this area could extend further west into New York State. Therefore, the supplemental existing conditions analysis inventoried resources up to Exit 69 (Peach Lake Road), the first exit in New York State, encompassing approximately 5 additional miles of the corridor. The approximate supplemental study area extent is depicted in Figure 1-1.

## 2.0 Human Environment

The initial *Inventory and Analysis of Existing Conditions in the Human Environment* inventoried resources up to the New York state border. This supplemental analysis presents an inventory of resources between the state border and Exit 69 in New York State.

### 2.1 Existing Land Use and Zoning

#### Land Use and Zoning

The I-84 corridor in the town of Southeast, New York, is rural in character. Adjacent land uses include a mix of low-density residential, commercial, agricultural, and vacant lands. The “Other” general land use category includes utility, vacant, and agricultural lands. Vacant lands include undeveloped land and unprotected open space. The area south of I-84 between the state border and Exit 69 is zoned for single-family residential use and consists of single-family residences, forested lands, farmlands, and vacant property. Single-family residences become more prevalent near Peach Lake Road. Enbridge, Inc. (Enbridge) operates the Algonquin natural gas pipeline that parallels I-84 approximately 1,500 feet to the south. Enbridge also maintains a gas transmission facility on Tulip Road just west of the state border.

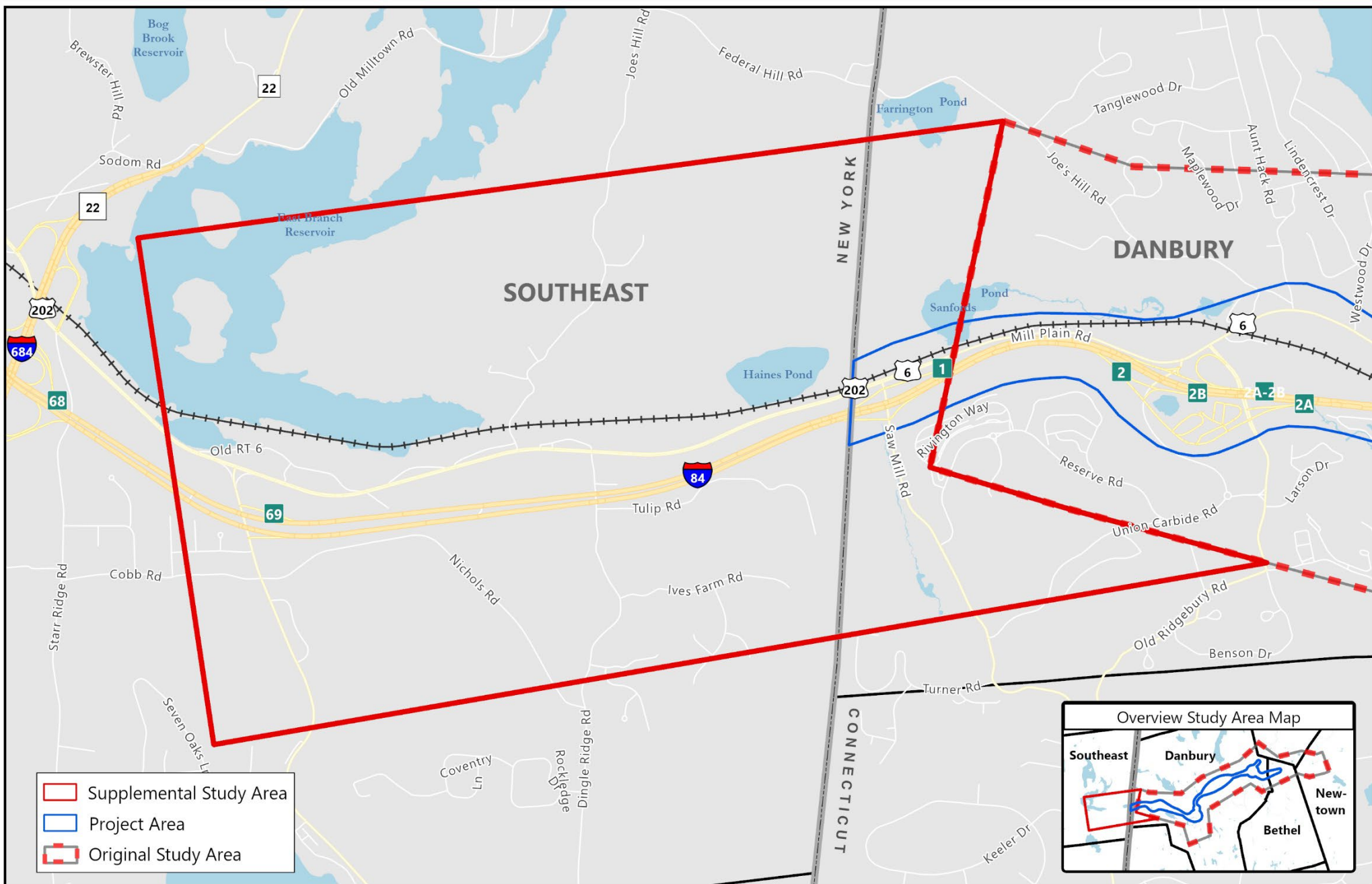


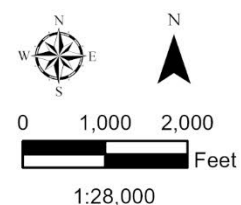
Figure 1-1  
Supplemental Study Area



For general mapping purposes only. Delineations may not be exact.

Date: 1/3/2022

Data Sources:  
CTE911 Roads - CTDSET



The area north of I-84, west of the state border, is primarily made up of commercial and light industrial uses and also contains a small number of single-family residences and a mobile home park. A 210,000-square-foot commercial development known as Stateline Retail Center has been approved on Route 6 between Dingle Ridge Road and Nichols Road. East Branch Reservoir, which is part of New York City's Croton watershed system, is located north of Route 6. Table 2.1 and Figure 2-1 present a summary of land use within the supplemental study area.

**Table 2-1 Generalized Existing Land Use**

General Land Use	Total Area (acres)	Percent of Total Area
Commercial	142.6	4.6%
Industrial	71.5	2.3%
Parks, Recreation, and Open Space	185.2	5.9%
Residential	594.0	19.0%
Other	1,576.9	50.4%
ROW/Water	557.9	17.8%
<b>Total</b>	<b>3,128.0</b>	<b>100%</b>

Source: City of Danbury, Putnam County Geographic Information System

'Other' includes utility, vacant, and agricultural lands.

### Planning Review

The 2014 Town of Southeast Comprehensive Plan serves as a policy guide for future development in the town. The Future Land Use Plan largely retains existing land use patterns in the I-84 corridor. The Route 6 corridor is classified as a higher-density commercial area while the areas south of I-84 are classified as residential areas with higher densities near Peach Lake Road. A 2018 corridor study commissioned by Putnam County further studied zoning and infrastructure along Route 6. Several vacant parcels are located within the corridor; however, the lack of sewer and water infrastructure may inhibit future large-scale development. Extensions of water and sewer infrastructure (either through the City of Danbury or the Peach Lake sewer district) could facilitate additional commercial development in this area. The corridor study also recommends transportation enhancements within the corridor such as access management and intersection improvements.

## 2.2 Socioeconomics and Environmental Justice

Socioeconomic and environmental justice data was reviewed using the 2012 to 2016 American Community Survey (ACS) 5-Year Estimates provided by the United States Census Bureau. Where available, data was reported on the census tract level. Town-level data was used when census tract-level data was not available.

### Socioeconomics

The key socioeconomic trends are summarized below.

- *Population Density*: The population density between the New York state border and Exit 69 is approximately 400 people per square mile. This reflects the low-density land use patterns and high percentage of vacant and undeveloped land that characterizes the area. Population density in the New York portion of the corridor is significantly lower than the population density of Danbury.
- *Population Change*: From 2000 to 2016, the total population for the Town of Southeast grew by about 5.5 percent, from 17,316 residents in 2000 to 18,274 in 2016. This is considerably lower than population growth in the City of Danbury, which grew by about 12 percent during that same time period.
- *Housing*: Residential land uses between the state border and Exit 69 consist primarily of single-family residences. Single-family residences account for just over 80 percent of all housing units in the two census tracts that border I-84. Comparatively, the Danbury portion of the I-84 corridor has a much higher share of multifamily units.
- *Employment*: As of 2016, the Town of Southeast had a total of 8,351 jobs. Approximately 60 percent of all jobs are within the manufacturing, healthcare, education, construction, and retail sectors.
- *Labor Force and Unemployment*: As of 2016, the Town of Southeast had a labor force of 14,738. Unemployment rates peaked at 7.2 percent in 2012 and steadily declined to 4 percent in 2016. Between 2016 and 2019, unemployment rates remained stable at about 4 percent.
- *Commuting Trends*: Commuting trends were analyzed using the United States Census Bureau's 2016 *OnTheMap* tool. The Town of Southeast residents primarily commute to jobs in Westchester County and New York City. The Town of Southeast workers primarily commute from Putnam County, Dutchess County, or the City of Danbury. Most residents travel to work in single-occupant vehicles (71 percent). However, there are also a sizable number of residents who carpool (13 percent) or use public transportation (8 percent).



## Environmental Justice

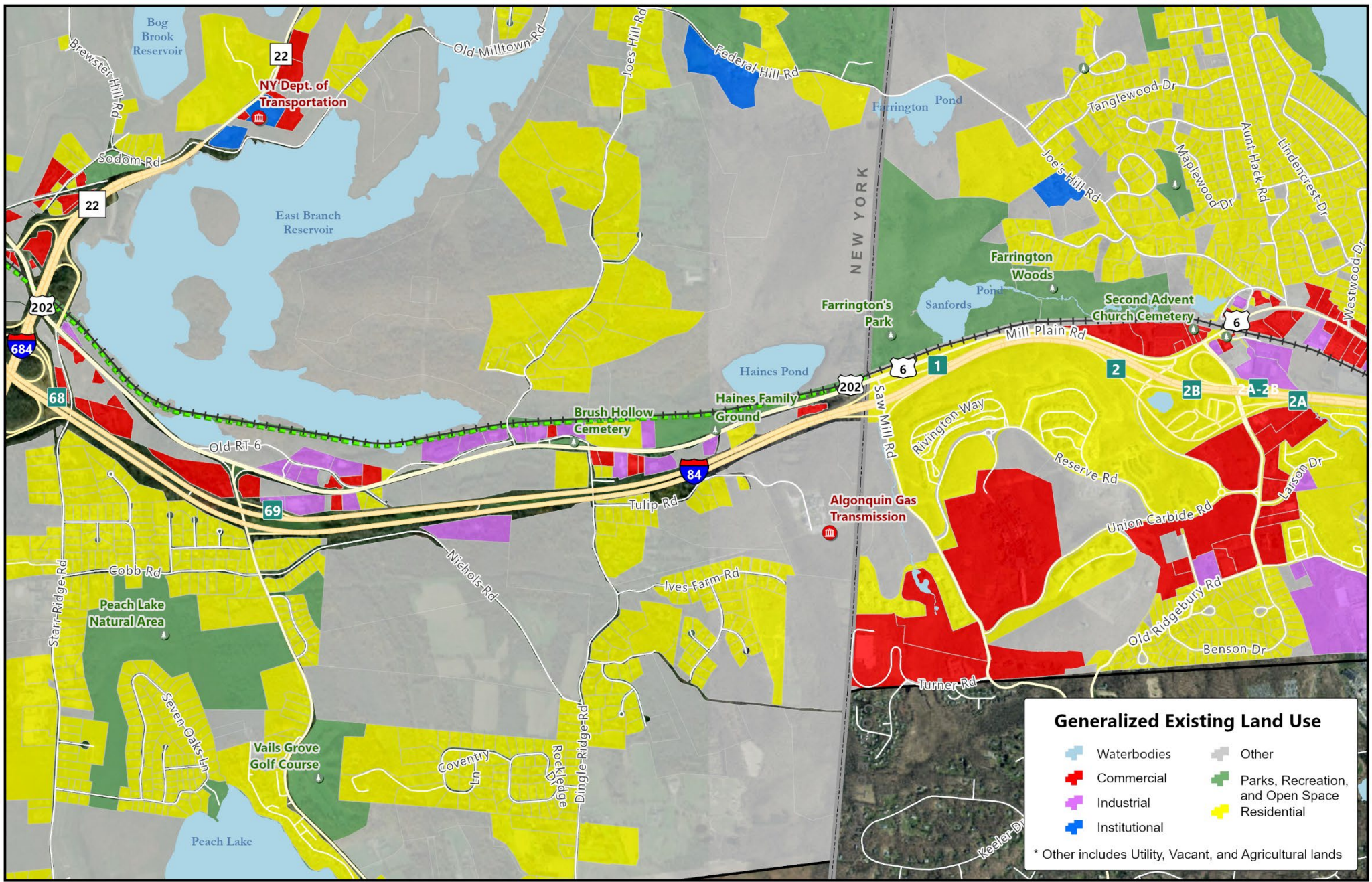
The New York State Metropolitan Transportation Council's (NYMTC) *Environmental Justice and Title VI Report* identifies "communities of concern" based on income, race, and ethnicity. Census tracts with more than 56 percent minority populations or with more than 15 percent of their population in poverty are considered communities of concern. No census tracts within the Town of Southeast meet NYMTC's definition thresholds for being a community of concern.

- *Poverty*: Poverty rates in the area between Exit 69 and the state border range from 2 percent for neighborhoods north of I-84 to 5 percent for neighborhoods south of I-84. Poverty rates are well below the NYMTC 15 percent poverty threshold for environmental justice communities. In 2016, the per capita income for this area is about \$43,000, which is higher than the Connecticut portion of the interstate corridor.
- *Minority Population*: Approximately 8 percent of the population that lives in the area between Exit 69 and the state border identifies as a minority race or ethnicity. This is far lower than NYMTC's threshold of 56 percent minority population for environmental justice communities.
- *Low-Mobility Communities*: Low-mobility households lack access to a vehicle and must rely on other modes of transportation for their daily travel needs. These modes include but are not limited to bus, rail, walking, or biking. There are few low-mobility households in the Town of Southeast, with less than 5 percent of households lacking access to a vehicle.
- *Limited English Proficiency (LEP) Communities*: A person with LEP is anyone who is at least 14 years old who speaks English less than "very well." As of 2016, there were 485 LEP households in the Town of Southeast, making up 7.3 percent of all households. Of these households, 433 speak Spanish. The number of LEP Spanish-speaking households makes up 6.7 percent of all households and exceeds the Department of Justice's Safe Harbor minimums. Language translation in Spanish is recommended for future public outreach efforts in this area.

## 2.3 Cultural Resources and Section 4(f) Resources

### Cemeteries

There are two small cemeteries within the Route 6 corridor. The Haines Family Ground, a small family cemetery, is located on the north side of Route 6, about a half mile from the Connecticut state border. Brush Hollow Cemetery, also a small family cemetery, is located on the south side Brush Hollow Road (old Route 6), near Dingle Ridge Road. Neither is located immediately adjacent to I-84.



### Generalized Existing Land Use

- Waterbodies
- Commercial
- Industrial
- Institutional
- Other
- Parks, Recreation, and Open Space
- Residential

\* Other includes Utility, Vacant, and Agricultural lands

Figure 2-1

Existing Land Use



**STATE OF CONNECTICUT  
DEPARTMENT OF TRANSPORTATION**



For general mapping purposes only. Delineations may not be exact.

Date: 1/3/2022

#### Data Sources:

Parcel Data - Towns of Danbury, CT  
and Putnam County GIS  
Southeast Open Space - Putnam  
County GIS



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Feet

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### **Historic Resources**

There are no state or nationally listed historic resources in the supplemental study area. However, the Town of Southeast Plan of Conservation and Development (POCD) and Town Historic Sites and Historic District ordinances note several locally important historic resources in the project vicinity. Starr Ridge Road is designated as a Local Scenic and Historic Route in the town ordinances. The POCD also recommends that Dingle Ridge Road be designated a Scenic and Historic Route, although it currently lacks formal designation. Two structures along Dingle Ridge Road are designated as Local Historic Sites, the D.F. Bailey House and the A.P. Brush House, and are located at 214 Dingle Ridge Road. These properties are located about 0.75 miles south of I-84.

### **Section 4(f) Resources**

Section 4(f) refers to the original section within the United States Department of Transportation Act of 1966 that provided for consideration of publicly accessible park and recreation lands, wildlife and waterfowl refuges, and historic sites during transportation project development.

There are no state or federally listed historic resources or publicly owned open space or recreation lands located between the state border and Exit 69. Farrington's Park, located just across the state border in Danbury, was identified as a potential Section 4(f) resource in prior studies. The Maybrook Trailway, a linear recreational trail that runs adjacent to the Maybrook Rail Line, is a potential Section 4(f) resource. This resource is located on private property but is open to the public, with public access secured via easements. Consultation with NYSDOT, FHWA, and the New York State Historic Preservation Office (SHPO) would be necessary to determine Section 4(f) status for this resource as part of any future project.

Figure 2-2 presents cultural, historic, and Section 4(f) resources.

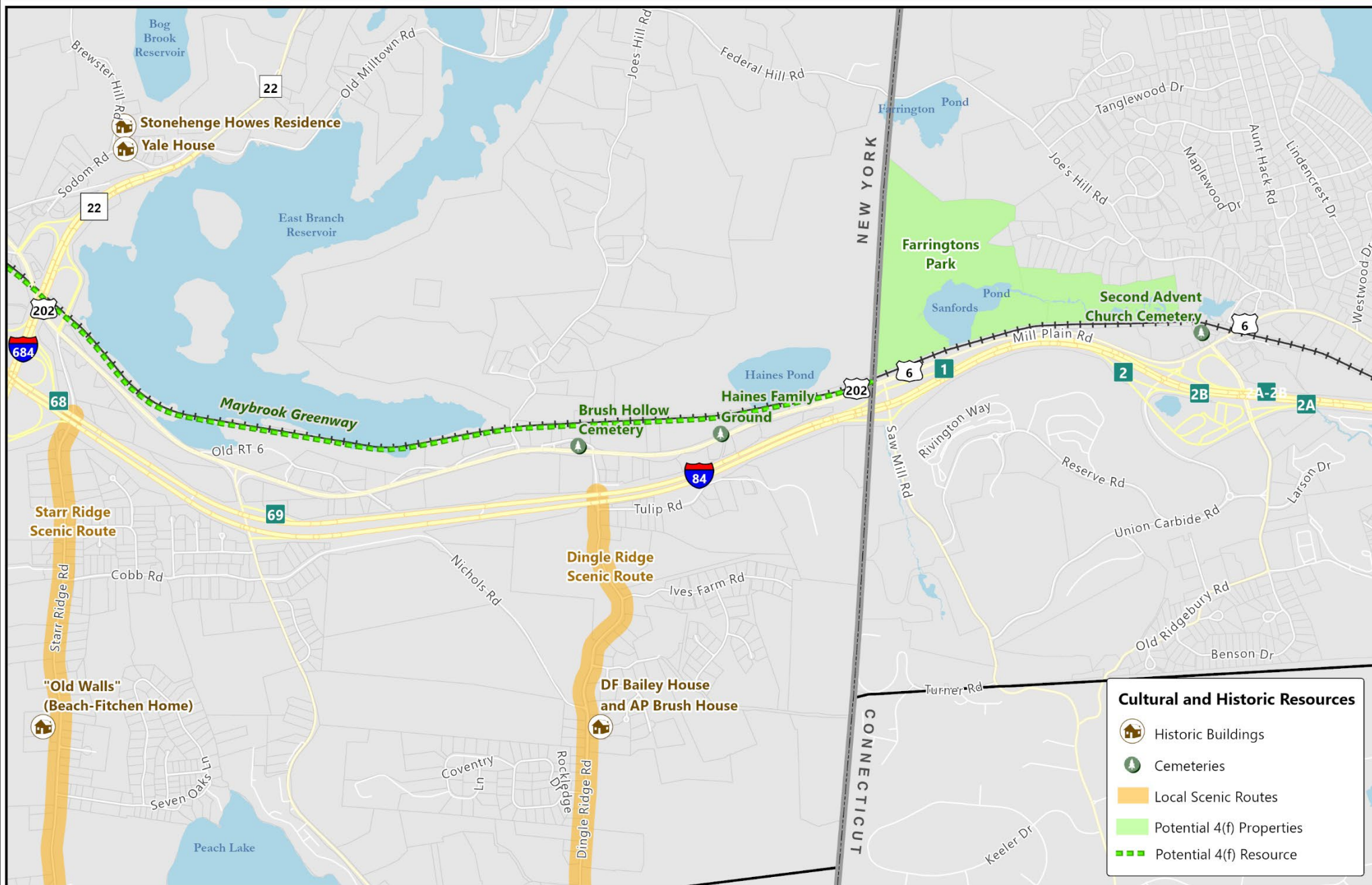


Figure 2-2

Cultural, Historic, and  
Potential 4(f) Resources



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DEPARTMENT OF TRANSPORTATION**



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Date: 12/28/2021

**Data Sources:**

Historic District - Town of Southeast  
Website  
Historic Properties - Southeast  
Comprehensive Plan 2014  
Cemeteries - MMI Land Use Analysis  
Potential 4(f) Properties - FHWA 4(f)  
Guidelines



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### 3.0 Natural Environment

The initial *Inventory and Analysis of Existing Conditions in the Natural Environment* inventoried resources between Exit 2 and Exit 9. In addition, the project team delineated wetlands as far west as Exit 2b. This supplemental analysis relies on a desktop-level analysis of critical resources between Exit 2 and Exit 69 in New York State. Field delineations were not conducted as part of this assessment.

#### 3.1 Water Resources

Similar to the primary study area between Exits 2b and 8, the I-84 corridor between Exit 69 in New York and Exit 2b in Connecticut displays a number of wetland and watercourse resources that parallel or exist in close proximity to the highway. The wetland resources here consist of a broad palustrine corridor north of the highway, originating at the outlet of Sanford's Pond, which is also the headwater of the Still River. A narrow drainage corridor south of the highway flows north at the New York state border and empties into Sanford's Pond. West of here and just into the New York state border, a small area of the Still River watershed is present, although a drainage divide exists within a half mile of the state border. Wetland areas within this portion of the study area may be regulated by state and federal regulations.

Within New York State, wetlands and watercourses cross beneath the highway in at least five locations between the Connecticut border and Exit 69. These wetlands are mapped by the National Wetland Inventory (NWI) of the United States Fish and Wildlife Service (USFWS) as primarily palustrine scrub shrub wetlands. Wetland resources in this area, within New York but outside of the Still River watershed, are afforded an additional layer of regulation as these systems are located in the New York City Department of Environmental Protection drinking supply watershed. Surface drainage feeds into the East Branch Reservoir located north of I-84 and east of I-684. Additionally, a principal supply aquifer underlies much of this area.

#### 3.2 Natural Resources

In addition to the wetland and watercourse resources, the area between Exit 69 in New York and Exit 2 in Connecticut displays a number of natural resources. Portions of these areas are mapped by the Connecticut Department of Energy & Environmental Protection (CTDEEP) Natural Diversity Database as potential habitats for state-listed flora and fauna. Similarly, portions of this area are mapped by the New York State Natural Heritage and Endangered Species Program as potential habitats for endangered or threatened bats or animals. USFWS returned a list of two animal species listed as "threatened" under the Endangered Species Act (16 U.S.C. 1531 et seq.) that may occur in the supplemental study area: the northern long-eared bat (*Myotis septentrionalis*) and the bog turtle (*Clemmys muhlenbergii*). Both species are also listed as "endangered" at the state level under the Connecticut Endangered Species Act (CGSs, Chapter 495).

The initial study identified eight primary terrestrial resources within the study areas:

1. Pavement and urban structure
2. Railroad
3. Construction and mining stockpiles
4. Brushy cleared land
5. Mowed lawn with trees
6. Pavement and mowed lawn
7. Cropland
8. Woodland, upland, and wetland, including woodland edge

Moving west from the heavily developed urban core of Danbury, the supplemental study area is dominated by a mix of woodland, upland and wetland, cropland, and mowed lawn with trees. A railroad corridor lies north of I-84.

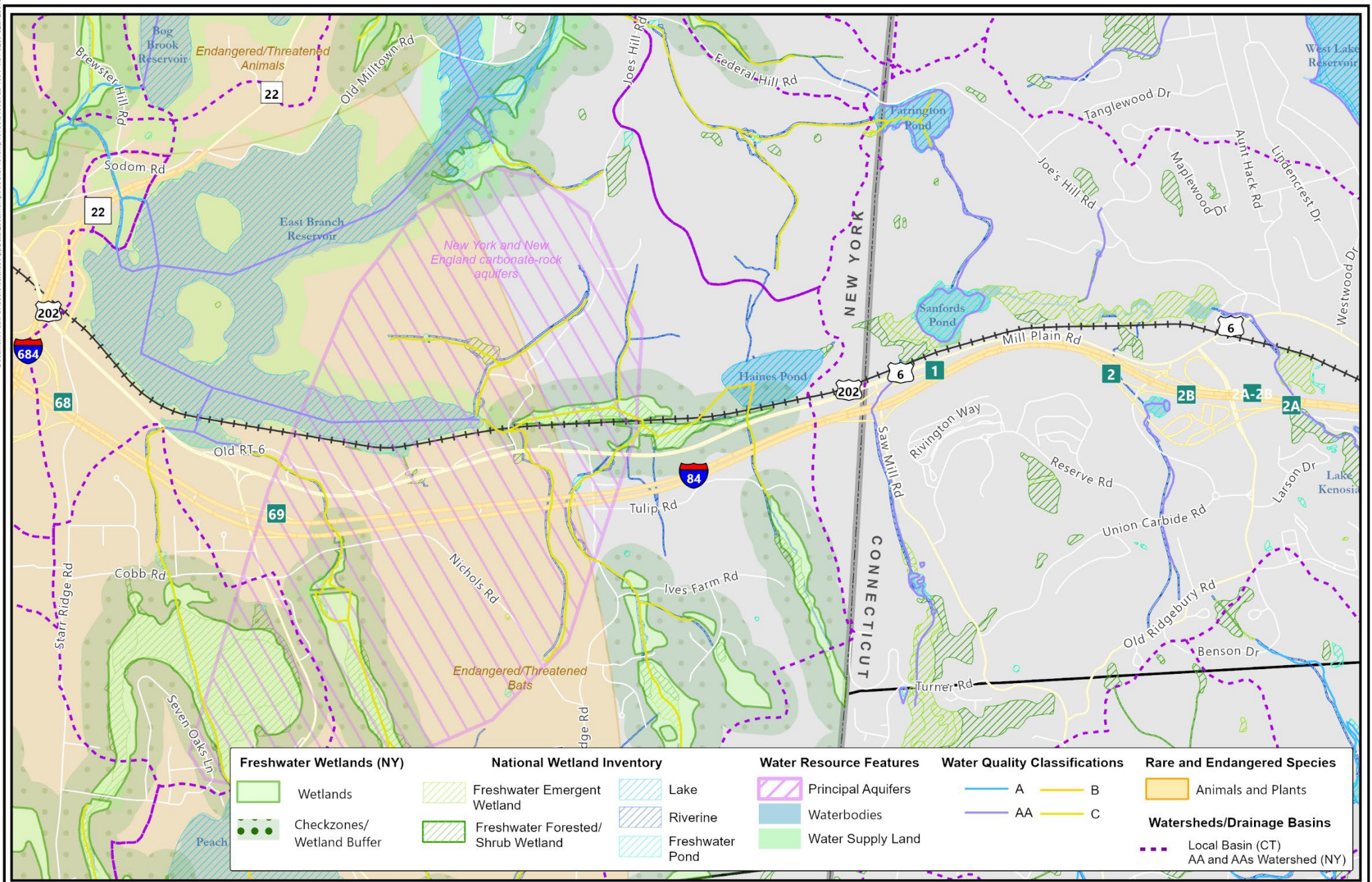


Figure 3-1  
Natural Resources

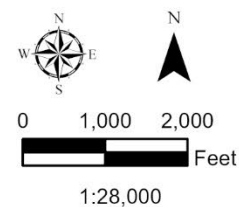


For general mapping purposes only. Delineations may not be exact.

Date: 1/3/2022

**Data Sources:**

Wetlands - NYSDEC, NWI  
Water Quality Classifications - NYSDEC, CTDEEP  
Principal Aquifers - NYSDEC  
Watersheds - NYSDEC, CTDEEP  
Water Supply Land - Putnam County GIS  
Rare/Endangered Species - NYSDEC





## 4.0 Transportation Environment

The initial *Inventory and Analysis of Existing Conditions in the Transportation Environment* evaluated resources between Exit 2 and Exit 9. This supplemental analysis conducts a desktop-level analysis of critical transportation resources between Exit 2 and Exit 69 in New York State. Figure 4-1 presents transportation resources.

### 4.1 Roadways

I-84 passes through a primarily rural area between Exit 2 and Peach Lake Road (Exit 69) in New York. As of 2016, NYSDOT reports annual average daily traffic volumes of 76,633 vehicles per day on this stretch of I-84. U.S. Route 6/202 parallels I-84 through the entire portion of this area. Route 6 has two lanes in each direction and carries 7,609 vehicles per day between the Connecticut state border and Peach Lake Road. According to CTDOT, traffic volumes increase to about 8,500 vehicles per day at Saw Mill Road near Exit 1. Local roads crossing I-84 are Peach Lake Road, Dingle Ridge Road, and Saw Mill Road.

### 4.2 Railroads

The Maybrook rail line parallels the I-84 corridor just north of Route 6. The Maybrook rail line connects Danbury to Hopewell Junction, New York. The Housatonic Railroad Company (HRRC) owns the Connecticut portion of the rail line while the Metropolitan Transportation Authority (MTA) Metro-North owns the New York State portion. The HRRC maintains trackage rights for the New York portion of the line, although there are no current freight customers. As of the 2011 *Housatonic Region Rail Freight Study*, the Connecticut portion of the line is maintained at Federal Railroad Administration (FRA) Class 1 standards, limiting speeds to 10 miles per hour for freight. The New York portion of the line is currently out of service but intact.

As of 2020, the MTA and NYMTC are conducting the *Connecticut Link Planning Feasibility Study*, which is evaluating the feasibility of implementing a commuter rail shuttle on the Maybrook line between the Danbury and Southeast stations. Many Connecticut residents commute to Harlem Line train stations in Putnam and Westchester Counties, resulting in parking shortages at these stations. The rail shuttle is seen as a potential way of alleviating parking shortages by providing a direct transit connection to the Harlem Line for Connecticut residents.





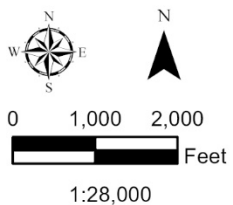
Figure 4-1  
Transportation Resources



For general mapping purposes only. Delineations may not be exact.

Date: 1/31/2022

Data Sources:  
Bus Routes - HARTtransit  
Roads - Division of Statewide  
Emergency Telecommunications  
(DSET)



### 4.3 Bus Transit

Housatonic Area Regional Transit (HART) operates one fixed-route and three shuttle routes that serve adjacent portions of New York State. The CityBus 3 Route travels along Mill Plain Road from the Pulse Point in downtown Danbury. Most trips end at the Exit 2 Park & Ride while three outbound and seven inbound routes continue to the Brewster Metro-North train station. Service on this route has been reduced in recent years due to scheduling challenges caused, in part, by congestion on local roadways. Three shuttle routes connect residents in the Greater Danbury Area to the Brewster, Southeast, and Katonah stations on the Harlem Line.

Putnam Area Regional Transit (PART) operates four fixed routes in Putnam County. PART 1 operates in Brewster, Southeast, and Putnam Lake and provides hourly service between Brewster Village, Putnam Hospital, and surrounding residential and commercial areas.

### 4.4 Bicycle and Pedestrian Infrastructure

The Maybrook Trailway is a "rail-with-trail" that parallels the Maybrook rail line for roughly 25 miles between Brewster and Hopewell Junction, New York. The initial phase opened in 2016 and runs from East Main Street in Brewster to the state border. Subsequent phases will connect the trail to Hopewell Junction. The trail is set to be completed in 2021 and will serve as a critical link in the Empire State Trail, a 750-mile trail stretching from New York City to Canada and from Albany to Buffalo. When completed, the Maybrook Trailway will connect with the Putnam Trailway and the Dutchess Rail Trail and Walkway over the Hudson State Park. While the rail line is not currently active, one existing track along the route will remain intact for possible future use. Outside of the Maybrook Trailway, bicycle and pedestrian infrastructure on the roadways adjacent to I-84 is lacking.

## 5.0 Utilities

This section provides information on existing utilities near I-84 in the city of Danbury from the New York state border to Exit 3. It also includes some information on utilities in New York immediately adjacent to Connecticut up to Peach Lake Road – Exit 69 (formerly Exit 21). Information regarding the nature and extent of existing utilities was compiled from consultation with various utility companies that serve the area.

The area around I-84 is serviced by utilities typical of an urban and suburban setting. Although there are no utilities that are carried by I-84, various utilities are present in the project area as noted in Table 5-1 and Figure 5-1.

**Table 5-1 Utility Companies**

Service	Company
Cable TV	Comcast of Connecticut, Inc.
Communications	Level 3 Communications, LLC AKA CenturyLink Communications, LLC
	Lighttower Fiber Networks I, LLC DBA Crown Castle Fiber
	The Southern New England Telephone Company (SNET) DBA Frontier Communications of Connecticut
Electric Distribution	The Connecticut Light and Power Company (CL&P) DBA Eversource Energy – Electric Distribution
	New York State Electric & Gas Corporation (NYSEG)
Gas	Algonquin Gas Transmission Company DBA Enbridge
	Yankee Gas Services Company DBA Eversource Energy – Gas Distribution
	New York State Electric & Gas Corporation (NYSEG)
Water	Aquarion Water Company of Connecticut
	City of Danbury
	Town of Southeast
	Village of Brewster

### 5.1 Potable Water

Water service near I-84 (within Connecticut) is primarily provided by the City of Danbury. Drinking water for the area is surface water that comes primarily from the West Lake and Margerie Reservoirs. There are no major water facilities (treatment plants or reservoirs) in the vicinity of I-84 between Exits 1 and 3. The Town of Southeast operates seven community water systems and is also partially served by the Village of Brewster Water Department.

### 5.2 Sanitary Sewer

The City of Danbury provides sanitary sewer services near I-84. The city oversees the operation and maintenance of an extensive sewer system, which includes 20 sewer pump stations, 164 miles of pipeline, 4,500 sewer manholes, and a 9-million-gallon-per-day wastewater treatment plant. Sanitary sewer services in the town of Southeast, New York, include the Peach Lake Sewer District and the Village of Brewster Sewer Department. All properties in close proximity to I-84 in New York State are served by onsite septic systems.

### 5.3 Stormwater System

The City of Danbury's stormwater system consists of an extensive network of storm drainage piping, approximately 11,440 catch basins, and approximately 1,355 outfalls. Most of the city's outfalls discharge into the Still River. In New York State, the stormwater system is maintained by the Town of Southeast Highway Department and the Putnam County Department of Highways and Facilities.

### 5.4 Electric Service

Electric service near I-84 is provided by Eversource Energy – Electric Distribution and Transmission (formerly The Connecticut Light and Power Company). Mapping provided by Eversource showed numerous utility ducts that cross over or under I-84. The utility ducts that cross over I-84 are carried by the bridge superstructure of the crossing street. The utility ducts that cross under I-84 are typically in a duct underground in the roadway that crosses under I-84. There are no major electric facilities (transmission lines or substations) in the vicinity of I-84 between Exits 1 and 3. Electric service in the town of Southeast, New York, is provided by the New York State Electric & Gas Corporation (NYSEG). More specific information regarding transmission lines, substations, etc. was not available. During the information-gathering process, the New York utility companies were not responsive to multiple requests for more detailed information.

### 5.5 Natural Gas

Natural gas service near I-84 is provided by Eversource Energy – Gas Distribution (formerly Yankee Gas Services Company). Mapping provided by Eversource showed a utility duct that crosses over I-84 carried by the bridge superstructure of Old Ridgebury Road. Natural gas service in the town of Southeast, New York, is provided by the New York State Electric & Gas Corporation. Enbridge (formerly The Algonquin Gas Transmission Company) owns and operates two high-pressure gas lines (a 42-inch diameter and a 30-inch diameter) that run underground through New York and Danbury. These two lines cross under I-84 near the Connecticut Welcome Center at Exit 2. There is also an Algonquin facility in New York.

### 5.6 Communications

Four companies provide communications services near I-84 in Danbury: Comcast of Connecticut, Inc., Crown Castle Fiber, Frontier Communications of Connecticut, and Level 3 Communications, LLC. Level 3 Communications, LLC has no facilities within the vicinity of I-84. Crown Castle Fiber facilities cross underground in the roadways that travel underneath I-84 as well as facilities that are carried by the superstructure in roads that cross over I-84. Crown Castle Fiber considers all these facilities to be backbone or major feeds (see Figure 5-1). More specific information regarding how services are carried was not able to be obtained. During the information-gathering process, the New York utility companies were not responsive to multiple requests for more detailed information.



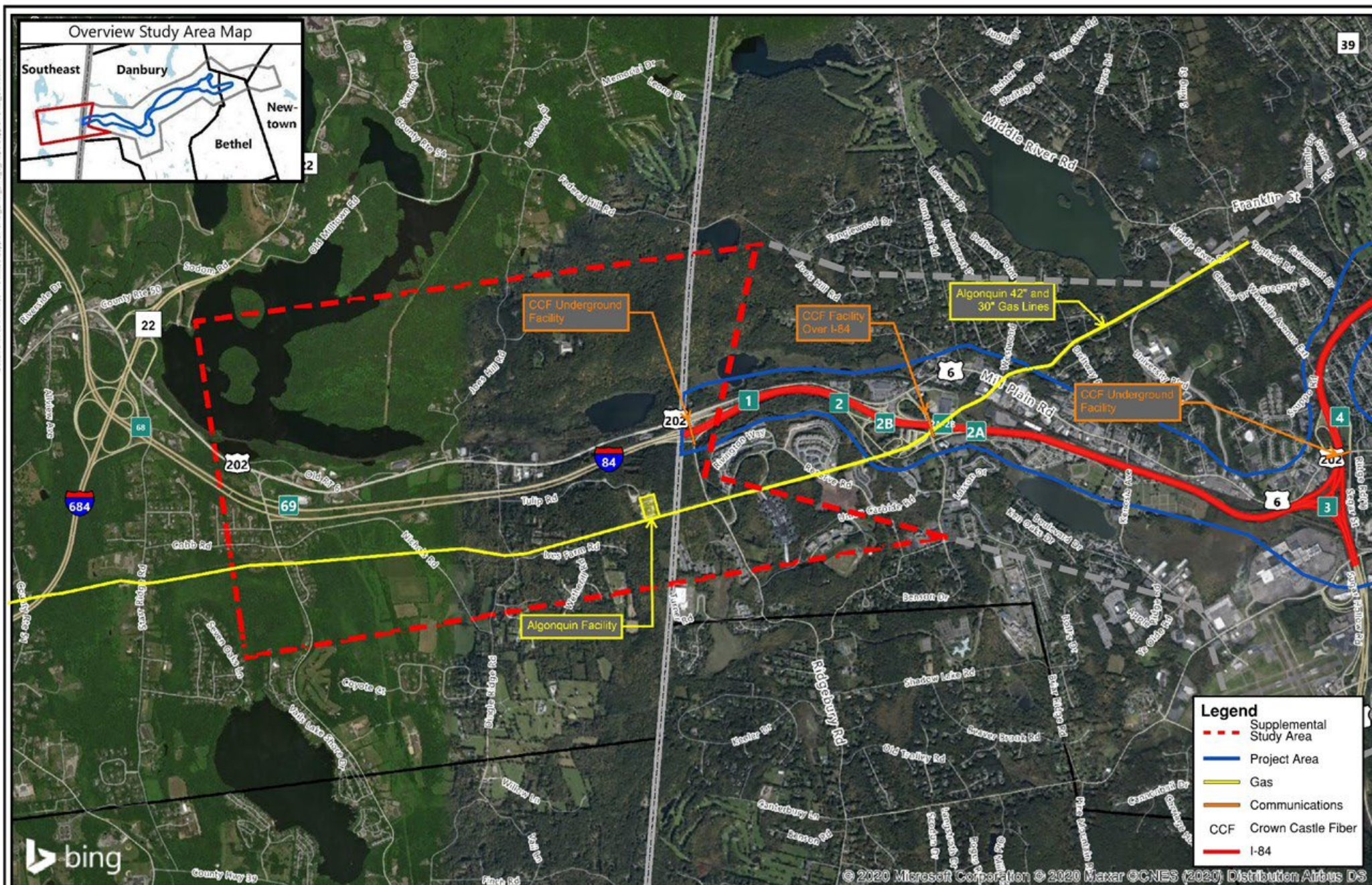


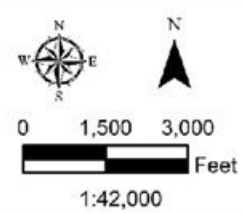
Figure 5-1  
Major Utility Facilities Map

 **STATE OF CONNECTICUT  
DEPARTMENT OF TRANSPORTATION**

For general mapping purposes only. Delineations may not be exact.

Date: 7/8/2020

Data Sources:  
Correspondence with Utility  
Companies



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## 6.0 Air Quality

The United States Environmental Protection Agency (EPA) has established National Ambient Air Quality Standards (NAAQS) for criteria pollutants to protect public health and welfare. Ambient air is generally defined as the portion of the atmosphere external to buildings to which the public has access. NAAQS establishes standards for six criteria pollutants. The project team reviewed the *November 2019 Transportation Conformity Determination* from NYMTC, the metropolitan planning organization for Putnam County. Putnam County is listed as a Maintenance Area for 8-Hour Ozone. Future improvements in Putnam County will need to demonstrate transportation conformity with the region's air quality goals in order to move forward to construction.

## 7.0 Hazardous Materials and Environmental Risk Sites

As part of the initial *Inventory and Analysis of Existing Hazardous Materials and Environmental Risk Sites*, hazardous materials and environmental risk sites were inventoried in the area that ran roughly from Exit 1 to Exit 9. In order to align with the new project limits, the subject analysis is focused on inventorying and analyzing existing hazardous materials and environmental risk sites between Exit 69 in New York and Exit 1.

### 7.1 Study Area and Methodology

The hazardous materials screening assessment described herein was conducted for properties within 500 feet of the anticipated project area between Exit 69 in New York and Exit 1. The analysis was conducted to identify Potential Areas of Concern (PAOCs). The supplemental hazardous materials study extent is shown on Figure 7-1. The scope of work for this assessment included the following:

- Hazardous materials study area reconnaissance
- Historical records review
- Review of federal and state records
- Inquiries with federal and state agencies

The following data sources were used in this section:

- A historical database search was provided by Environmental Data Resources (EDR) of Shelton, Connecticut. The database request included historical information, including aerial photographs, United States Geological Survey (USGS) topographic maps, city directories, and state and federal records.
- The EDR report provided a search of state and environmental records for the study area. These records included information from EPA, CTDEEP, and New York State Department of Environmental Conservation (NYDEC). File reviews were not conducted at the state agencies (CTDEEP, NYDEC) due to pandemic concerns related to COVID-19 that were ongoing during the time of this report. A copy of the EDR report is provided in Appendix B.

On May 22, 2020, site reconnaissance was completed to verify the EDR information, complete a visual inspection of the parcel for potential sources of contamination, identify potential areas of environmental concern, and inspect remaining parcels within the study area to identify additional PAOCs not listed in the EDR report. The initial inspection list based upon the EDR report was 22 listed properties near or within the study area. Sites outside of the study area were included to verify locations that would be subsequently removed from PAOCs for the project. Based on field observations, the listed properties that were within the study area or could have had potential impact to the study area were reduced to 12 sites. Two additional sites were added to the PAOCs based upon the visual inspection and identification of potential contaminants. The 22 properties were inspected from the public right-of-way with only the exterior areas inspected. These identified sites include auto repair garages, industrial and commercial buildings, and utility areas. Three of the PAOCs include listed NYDEC waste storage areas utilized during construction activities along the median of I-84. As such, they were no longer present but have been included based on the potential storage of impacted soil or construction materials at their time of use.

## 7.2 Historic Records Review

This section provides a summary of the historical records provided in the EDR report, including aerials and USGS topographic maps.

### Historical Aerial Review

The EDR report provided aerial photographs for the following years: 1934, 1941, 1949, 1954, 1962, 1974, 1985, 1994, 2006, 2009, 2013, and 2017, as shown in Appendix C. Based on these images, Danbury Road (Route 6) was present in 1934, with a rail line running parallel to the north of the roadway. The 1941 aerial is similar to the 1934 photograph. In the 1949 and 1954 photographs, it appears that some development has occurred along Route 6, and the roadway looks wider than previous photographs. The 1962 aerial photograph depicts a portion of the newly constructed I-84, previously Route 6, where it lies today. The western extent of I-84 within the study area was under construction. The majority of the area surrounding Route 6 and I-84 was agricultural at that time, with the development of industrial and residential land uses to the north and south along Route 6. The construction of I-84 appears complete in the 1971 aerial photograph, with additional development in the area. From 1971 through 2017, the area appears similar to how I-84 and Route 6 appear today, with increased development over time.

### Historical Topographic Map Review

The EDR report provided USGS topographic maps for the following years: 1946, 1951, 1958, 1970, 1984, and 2013, as shown in Appendix D. The 1946, 1951, and 1958 maps depict the New York, New Haven, and Hartford railroad tracks (presently referred to as the Maybrook Line) to the north of the study area; Route 6 is identified as a highway. The 1958 map shows I-84, with the highway ending just north of Kenosha Lake. The 1970 map depicts I-84 continuing west into New York along its present-day line and is similar in the 1984 and 2013 maps, with additional development shown along Route 6 and within the study area.

## 7.3 Environmental Database Review

### **Superfund Enterprise Management System/Superfund Enterprise Management System Archive**

The Superfund Enterprise Management System (SEMS) tracks hazardous waste sites, potentially hazardous waste sites, and remedial activities performed in support of EPA's Superfund Program across the United States. The list was formerly known as Comprehensive Environmental Response Compensation and Liability Information System (CERCLIS) but was renamed to SEMS by EPA in 2015. The list contains data on potentially hazardous waste sites that have been reported to the USEPA by states, municipalities, private companies, and private persons pursuant to Section 103 of the Comprehensive Environmental Response, Compensation, and Liability Act (CERCLA). This dataset also contains sites that are either proposed for listing or listed on the National Priorities List (NPL) and sites that are in the screening and assessment phase for possible inclusion on the NPL. No sites within the study area were identified in the SEMS database.

### **Leaking Underground Storage Tanks**

The Leaking Underground Storage Tank (LUST) database contains an inventory of reported leaking underground storage tank incidents. The Connecticut Recovered Government Archives Leaking Underground Storage Tank (CT RGA LUST) database contains information on historic LUST sites. No sites within the study area were identified in the Connecticut LUST database. The New York database identified nine total tanks within the study area.

### **Spill Sites for Connecticut and New York**

The Spills database for Connecticut and New York contains reports pertaining to any reported oil and chemical spills within the study area. However, the exact location may not be provided and is only a reference for potential concerns. There were no listings for Connecticut in the database. A total of seven emergency release reports were documented for New York, and 33 spills were listed.

### **Federal Resource Conservation and Recovery Act (RCRA) Generators List**

This federal database provides a listing of large-quantity and small-quantity generators of hazardous waste maintained by EPA. Based on the report, there are three sites listed as large-quantity generators, three sites as small-quantity generators, and two sites as very-small-quantity generators.

### **Federal Emergency Response Notification System**

One site is listed in the Federal Emergency Response Notification System (ERNS) database at 1 Peach Lake Road. This site is located just outside of the study area.

### **State and Tribal Registered Storage Tank List**

This database contains registered storage tanks within the State of New York. Based on the database, there are two registered underground storage tanks (USTs) and two aboveground storage tanks (ASTs).



## Review of Database Results

The database listings were reviewed for types and levels of contamination, date, location of incident, and evidence of remediation and spill/closure. The EDR report identified 22 potential properties within the database search. Based on the review, only 11 of the listed sites were areas with potential to impact the environment within the study area. An additional site was added to the list based upon field observations during site reconnaissance. These sites are summarized in Table 7-1 below.

**Table 7-1 Potential Areas of Concern (PAOCs)**

PAOC	SOURCE	MAP	FACILITY	STREET	CITY	STATE
1	EDR	6	NYSDOT/I-84/DINGLE RIDGE ROAD BIN 1032621	Dingle Ridge Road	Brewster	NY
2	EDR	D13	NYSDOT BIN 1032611 AND 1032612	I-84 over Route 121	Brewster	NY
	EDR	D15	NYSDOT BIN 1032611 AND 1032612	I-84 over Route 121	Brewster	NY
3	EDR	E16	IPPI LUBRICANTS	3635 Danbury Road	Brewster	NY
4	EDR	E18	GH BERLIN OIL, CO.	3635 Danbury Road	Brewster	NY
5	EDR	E21	DUNMORE CORPORATION	3633 Danbury Road	Brewster	NY
6	EDR	E25	CAMVAC INTERNATIONAL, INC.	Route 6	Brewster	NY
7	EDR	G42	PUTNAM PRECISION PRODUCTS, INC.	3859 Danbury Road (Route 6)	Brewster	NY
8	EDR	H38	BRUNDIGE OIL	Old Route 67	Ballston Spa	NY
9	EDR	H41	AMERICAN AUTO CLASSICS (Billy's Auto Repair)	3651 Danbury Road (Route 6)	Brewster	NY
10	EDR	J49	NORTH EAST RADIOLOGY, INC.	3839 Danbury Road at Route 6	Brewster	NY
11	EDR	L57	ALGONQUIN GAS SOUTHEAST COMPRESSOR STATION	142 Tulip Road	Brewster	NY
12	MMI	Not Listed	RRC AUTOMOTIVE	3925 Route 6	Brewster	NY

Site-specific details of each PAOC are described in greater detail in Appendix A.

## 7.4 Conclusions

If any selection of designs occur, for the Supplemental Study Area, some of the identified PAOCs may require further investigation and should be evaluated based on the proposed improvements. If soil and/or groundwater sampling is required within the areas of disturbance, a subsurface investigation scope should be developed and implemented to assess the potential presence, type, and level of contamination that may be present. Sample locations should be based on the areas of excavation according to the engineering design as well as potential release areas. The results of the soil and groundwater sampling, if appropriate, will ultimately be used to develop project construction plans and specifications. The specifications may include but not be limited to procedures for hazardous materials handling, controlled materials handling, waste disposal, groundwater control, and project contractor health and safety.

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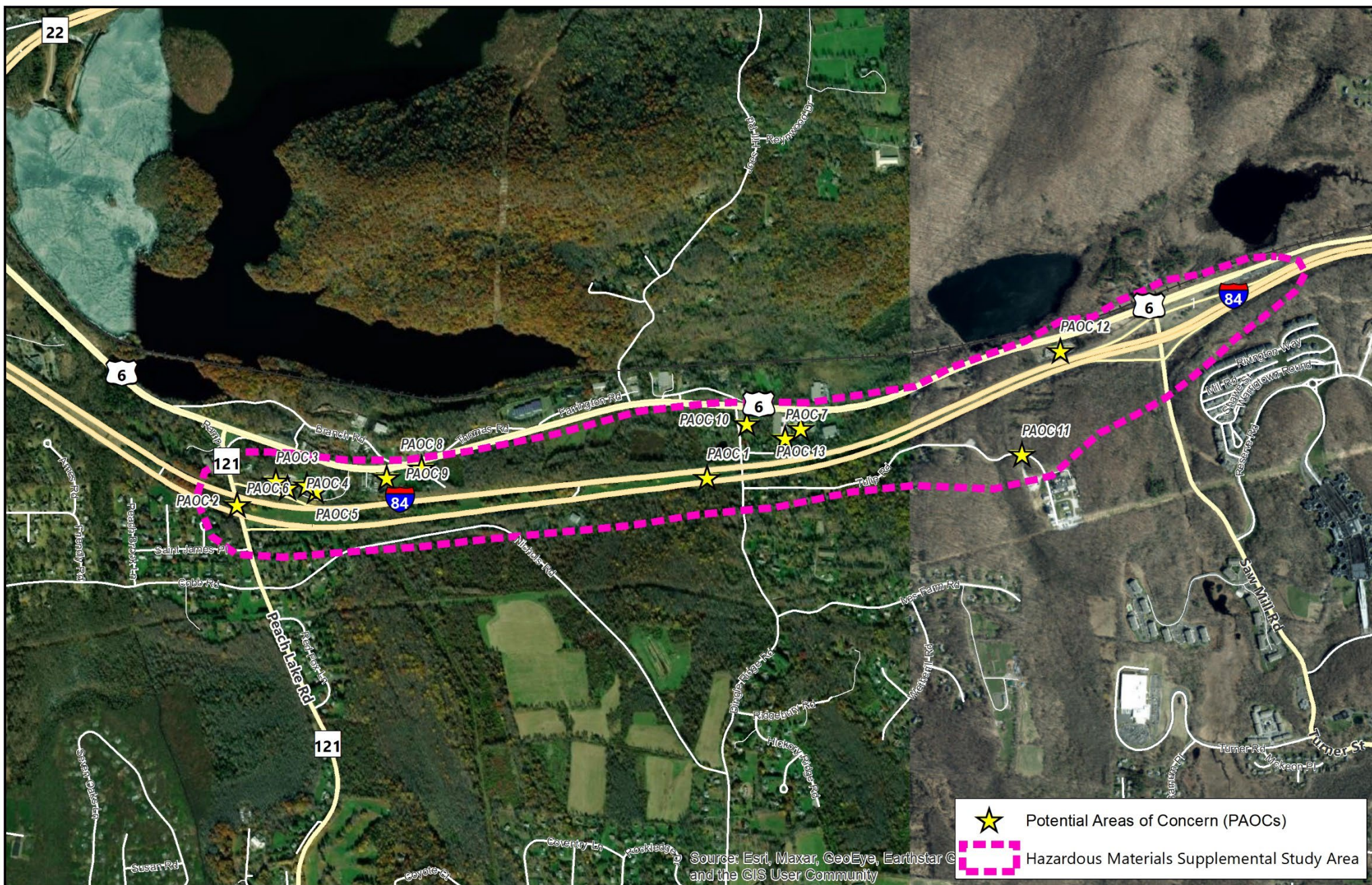


Figure 7-1  
Hazardous Materials Supplemental  
Study Area



For general mapping purposes only. Delineations may not be exact.

Date: 12/28/2021

Data Sources:

