PHASE I
ENVIRONMENTAL SITE ASSESSMENT
FOR THE I-80 RECONSTRUCTION PROJECT

STROUD TOWNSHIP, STROUDSBURG, AND EAST STROUDSBURG
MONROE COUNTY, PENNSYLVANIA

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INTERNAL QUALITY CONTROL SHEET

This report has been prepared by BrightFields, Inc. (BrightFields) following standard practices and policies for the preparation of an environmental "due diligence" investigation more commonly known as a Phase I Environmental Site Assessment and in accordance with the Pennsylvania Department of Transportation (PennDOT) Publication 281, *The Transportation Project Development Process, Waste Site Evaluation Procedures Handbook.*

To assure accuracy and maintain a high level of quality, all BrightFields Environmental Site Assessments (ESAs) are subjected to an internal review procedure. This Phase I ESA was prepared and reviewed by the following BrightFields personnel.

PHASE I ENVIRONMENTAL SITE ASSESSMENT
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EXECUTIVE SUMMARY

INTRODUCTION

BrightFields, Inc. (BrightFields) has been tasked by AECOM Technical Services, Inc. (AECOM) to perform a Phase I Environmental Site Assessment (ESA) for the I-80 Reconstruction Project (project). The Pennsylvania Department of Transportation (PennDOT) has proposed the reconstruction to enhance overall mobility and improve safety within the I-80 corridor. The study area for this Phase I ESA consists of approximately four miles of I-80 located between Exit 303 and Exit 307 in Stroud Township, Stroudsburg, and East Stroudsburg, Pennsylvania. The study area also includes proposed stormwater basin areas along the interstate, portions of Pennsylvania Route 611 (PA 611), United States Route 209 (US 209), and portions of Stroud Township and Stroudsburg, Pennsylvania (Figure 1). AECOM previously provided maps depicting three alternatives for the project identified as Alternatives 2A, 2B, and 2D. In November 2016, AECOM provided a revised area of potential impact (2016 Revised Phase II Area of Potential Impact). This Phase I ESA was then re-evaluated based on the 2016 Revised Phase II Area of Potential Impact. In June 2017, AECOM provided a table with details for proposed construction activities and proposed stormwater basins within sites of potential concern identified by this Phase I ESA. Recommendations for further investigation of these sites of potential concern were then refined based on the proposed construction activities. Project construction information provided by AECOM is included Appendix A.

PURPOSE

The purpose of the Phase I ESA is to identify existing and potential releases of hazardous substances, inquire into the previous ownership and uses, and identify other environmental concerns on the properties that may be affected by the project. The information gathered from this Phase I ESA will be used in the final design analysis for the project and to identify potential concerns that may be necessary to address when the final design is completed. It is anticipated that additional environmental assessments will be performed during the final design stage of the project in order to provide more detailed recommendations for the identified sites of potential

concern. The Phase I ESA was conducted in conformance with the scope and limitations of PennDOT Publication 281, *The Transportation Project Development Process, Waste Site Evaluation Procedures Handbook.* This was accomplished by:

- Performing an environmental database search of the study area and surrounding properties to identify sites that may pose environmental hazards for the project.
- Performing a site reconnaissance by driving the study area and performing site walks (where necessary) in an effort to identify sites that may pose environmental hazards for the project and to identify the locations of existing underground storage tanks (USTs).
- Reviewing historic maps and aerial photographs in an effort to determine the past use of properties within the study area and surrounding the study area.
- Conducting file reviews at the Pennsylvania Department of Environmental Protection (PADEP) Northeast Regional Office to obtain further information for the sites of potential environmental concern identified on environmental databases.
- Contacting representatives from the Pennsylvania Department of Environmental Protection (PADEP), the Borough of Stroudsburg, and PennDOT to obtain information on potential sites of concern within the study area.
- Interviewing site representatives to obtain additional information (if necessary).
- Evaluating the information obtained for each of the identified sites of potential environmental concern to determine if further investigation is warranted based on the three project alternatives provided by AECOM.

FINDINGS

Based on the conceptual planned construction, the sources reviewed and contacted for this Phase I ESA, and observations made during the site visit, 29 sites of potential concern were identified for the project. The site locations are depicted on Figures 5 and 6. The Fabricated Components site was found to be significantly outside of the study area and is not depicted on Figures 5 and 6.

RECOMMENDATIONS

General Recommendations

No further action is recommended for 19 of the 29 sites of potential concern. Phase III ESAs are recommended at nine of the sites of potential concern (APS Recycling, Biobuffer Solutions, Inc./Pocono Foundry, Former Gas Station, Former Research Laboratory/Chemical Plant, Klingel Cleaners, West Main Street PCE, Main Street Stop & Go, Pocono Gas Station, and Rinehart EM,

Inc.). If intrusive activities will be conducted in the vicinity of the bridge over Brodhead Creek (located within the easternmost portion of the I-80 Corridor Study Area) BrightFields recommends that a soil and sediment management work plan be prepared to provide guidelines to workers to properly manage potentially contaminated soil and/or sediment. Site specific recommendations are detailed in the following section.

1. Conduct surveys for asbestos containing materials (ACM) and lead based paint (LBP) of any bridges or other structures that will be impacted by the project.

2. There is potential for contamination to be present beneath the I-80 corridor as a result of vehicle accidents and spills. Additionally, Sanborn® maps indicate that a railroad corridor was formerly located in many areas where I-80 currently is located and there is potential for contaminated materials, including historic fill, to be present beneath I-80. After the design plans for the project are completed, a Waste Management Plan (WMP), and a site specific Health and Safety Plan (HASP) should be prepared to address soil, sediment, and groundwater management, environmental health, and worker safety during all project construction activities. The WMP should address all known or suspected contaminants that may be associated with the identified sites of potential concern as well as contaminants that may be present beneath I-80.

Site-Specific Recommendations

No Further Action Recommended Sites

Based on the available information reviewed for this study, no further evaluation of the Alumitek/Beaufab Mills, Cottman Transmission, Fabricated Components, Inc., Former Stroudsburg Dyeing and Finishing, Former Gas Station/Oil Storage Facility, Former Total Auto Service, Gray Chevrolet, Gray Chrysler Dodge, JPM Unlimited, KOST Tire & Muffler, Mark Gray's Automotive, Perkins Restaurant, Pocono Record, Pump and Pantry #19, Shell Service Station, Shoppes at Stroud, Sunoco Service Station, Ted's Used Cars, and WS Peeney sites is recommended. For all proposed construction, a WMP and HASP is recommended. The WMP and HASP should be developed based on known or suspected contaminants that may be associated with the identified sites of potential concern as well as contaminants that may be present beneath I-80. If the current project plans change, the need for further assessment of these sites should be re-evaluated.

APS Recycling

The APS Recycling site is a scrap yard facility and Sanborn® maps indicate that the facility has been in operation since at least 1961. Additionally, Sanborn® maps indicate that a NYS &WRR rail yard facility, including an engine repair shop, was previously located where the APS Recycling Site is located. Construction activities anticipated on the site include widening of I-80, construction of mainline bridge over McMichael Creek, and construction of a stormwater basin on the site. The maximum depth for spreading footing at the site is anticipated to be 10 feet below ground surface (bgs) and the maximum depth for pile foundation is anticipated to be 50 feet bgs. The maximum depth for the stormwater basin is anticipated to be 14 feet bgs. Based on the anticipated construction on the APS Recycling Site and the previous uses of the site, BrightFields recommends conducting a Phase III ESA consisting of surface soil sampling, subsurface soil sampling, and groundwater sampling to assess subsurface conditions at the APS Recycling Site. BrightFields recommends advancing 10 Geoprobe® borings across the site to facilitate the soil and groundwater sampling. The soil borings should be advanced to the maximum depth of the proposed stormwater basin, or to the groundwater table, whichever is encountered first. Surface soil samples should be collected from 0-2 feet bgs from each boring. Subsurface soil samples should be collected from immediately above the soil to groundwater interface, where contamination is apparent, or from the maximum depth of the proposed boring. If groundwater is encountered, groundwater samples should be collected from temporary well points installed in at least five of the 10 borings advanced at the site. The soil and groundwater samples should be analyzed for PADEP short list parameters for leaded gasoline, unleaded gasoline, kerosene, diesel fuel, fuel oils, and lubricating oils, polycyclic aromatic hydrocarbons (PAHs), pH, heavy metals, and polychlorinated biphenyls (PCBs).

Biobuffer Solutions, Inc./Pocono Foundry

The Biobuffer Solutions, Inc./Pocono Foundry site was previously used as an iron foundry and Sanborn® maps indicate that the foundry operated from at least 1921 until at least 1961. The Map Findings section of the EDR DataMap™ Area Study report indicates that the Pocono Foundry was first listed as a RCRA Non-Generator in August 1980 and it is likely that the foundry operated until approximately 1980. More recently, Biobuffer Solutions, Inc. operated in the former Pocono Foundry facility. Internet research for Biobuffer Solutions, Inc. indicates that the company was a manufacturer of biological buffers and laboratory reagents intended for use in the biopharm and biotech markets. Construction activities anticipated on the site include widening of I-80, demolition of an existing off ramp, construction of a retaining wall, and

construction of a stormwater basin on the site. The maximum depth of disturbance for widening of I-80, off ramp demolition, and retaining wall construction is anticipated to be 10 feet bgs. The maximum depth for the stormwater basin is anticipated to be 16 feet bgs. Based on the anticipated construction on the Biobuffer Solutions, Inc. and Pocono Foundry Sites, and the previous uses of the site, BrightFields recommends conducting a Phase III ESA consisting of surface soil sampling, subsurface soil sampling, and groundwater sampling to assess subsurface conditions. BrightFields recommends advancing four Geoprobe® borings across the site to facilitate the soil and groundwater sampling. The soil borings should be advanced to the maximum depth of the proposed stormwater basin, or to the groundwater table, whichever is encountered first. Surface soil samples should be collected from 0-2 feet bgs from each boring. Subsurface soil samples should be collected from immediately above the soil to groundwater interface, where contamination is apparent, or from the maximum depth of the proposed boring. If groundwater is encountered, groundwater samples should be collected from temporary well points installed in at least two of the four borings advanced at the site. The soil and groundwater samples should be analyzed for PADEP short list parameters for unleaded gasoline, kerosene, diesel fuel, fuel oils, and lubricating oils, heavy metals, PAHs, and PCBs.

Brodhead Creek NPL Site

The Brodhead Creek National Priorities List (NPL) Site is located to the north of the study area beyond McMichael Creek and McMichael Creek would act as a hydrologic barrier to contamination emanating from the Brodhead Creek NPL Site. However, it is possible that contaminated sediment and/or soil may be present in McMichael Creek and Brodhead Creek. If intrusive activities will be conducted in the vicinity of the bridge over Brodhead Creek (located within the easternmost portion of the I-80 Corridor Study Area) BrightFields recommends that a soil and sediment management work plan be prepared to provide guidelines to workers to properly manage potentially contaminated soil and/or sediment. BrightFields also recommends that the PADEP be contacted prior to any intrusive activities in the vicinity of the Brodhead Creek site NPL Site to determine if any new information for the site is available.

Former Gas Station

Sanborn® maps for the years of 1950 and 1961 indicate that a gas station was previously present at the northeast corner of the intersection of Main Street and North 5th Street (440 Main Street). The property currently is a KFC Restaurant. The Sanborn® maps indicated four USTs present on the property. The 440 Main Street property was not identified on any databases indicating that

USTs were registered at the property or removed from the property. It is possible that USTs remain. Construction activities anticipated on the site include intersection improvements and the maximum depth of disturbance associated with the intersection improvements is anticipated to be five feet bgs. Based on the anticipated construction on the site and the lack of information available for the site regarding the previous gas station, BrightFields recommends performing a Phase III ESA consisting of surface soil sampling, subsurface soil sampling, and groundwater sampling. BrightFields recommends advancing four Geoprobe® borings at the site to facilitate the soil and groundwater sampling. The soil borings should be advanced to the maximum depth of the proposed construction activities, or to the groundwater table, whichever is encountered first. Surface soil samples should be collected from 0-2 feet bgs from each boring. Subsurface soil samples should be collected from immediately above the soil to groundwater interface, where contamination is apparent, or from the maximum depth of the proposed boring. If groundwater is encountered, groundwater samples should be collected from temporary well points installed in at least two of the four borings advanced at the site. The soil and groundwater samples should be analyzed for PADEP short list parameters for leaded gasoline, unleaded gasoline, kerosene, and diesel fuel. Prior to conducting the drilling activities, BrightFields recommends that a geophysical survey be performed of the site in an effort to determine if USTs remain. If USTs are identified and must be removed for project construction, the USTs should be removed in accordance with PADEP regulations.

Former Research Laboratory/Chemical Plant

The Former Research Laboratory/Chemical Plant site was identified on a 1950 Sanborn® map. Construction activities anticipated on the site include widening of I-80, construction of a retaining wall, and construction of a stormwater basin on the site. The maximum depth of disturbance for widening of I-80 and retaining wall construction is anticipated to be five feet bgs. The maximum depth for the stormwater basin is anticipated to be 13 feet bgs. Based on the anticipated construction on the site and the previous use of the site, BrightFields recommends conducting a Phase III ESA consisting of surface soil sampling, subsurface soil sampling, and groundwater sampling to assess subsurface conditions at the Former Research Laboratory/Chemical Plant site. BrightFields recommends advancing two Geoprobe® borings at the site to facilitate the soil and groundwater sampling. The soil borings should be advanced to the maximum depth of the proposed stormwater basin, or to the groundwater table, whichever is encountered first. Surface soil samples should be collected from 0-2 feet bgs from each boring. Subsurface soil samples should be collected from immediately above the soil to groundwater interface, where contamination is apparent, or from the maximum depth of the proposed boring.

If groundwater is encountered, groundwater samples should be collected from temporary well points installed in both of the borings advanced at the site. The soil and groundwater samples should be analyzed for volatile organic compounds (VOCs) and semi-volatile organic compounds (SVOCs).

Klingel Cleaners and West Main Street PCE Sites

Klingel Cleaners has been identified as a responsible party for PCE contamination in soil and groundwater at the West Main Street PCE site. Construction activities anticipated on the site include widening/realignment of West Main Street and construction of a stormwater basin on the site. The maximum depth of disturbance associated with the widening/realignment is anticipated to be 10 feet feet bgs. The maximum depth for the stormwater basin is anticipated to be 15 feet bgs. Based on the anticipated construction and known contamination at the site, BrightFields recommends conducting a Phase III ESA consisting of surface soil sampling, subsurface soil sampling, and groundwater sampling to assess subsurface conditions. BrightFields recommends advancing two Geoprobe® borings to the south of the Klingel Cleaners site along Main Street to facilitate the soil and groundwater sampling. The soil borings should be advanced to the maximum depth of the proposed stormwater basin, or to the groundwater table, whichever is encountered first. Surface soil samples should be collected from 0-2 feet bgs from each boring. Subsurface soil samples should be collected from immediately above the soil to groundwater interface, where contamination is apparent, or from the maximum depth of the proposed boring. If groundwater is encountered, groundwater samples should be collected from temporary well points installed in both of the borings advanced at the site. The soil and groundwater samples should be analyzed for PCE, trichloroethylene, cis-dichloroethene, vinyl chloride, and ethane.

Main Street Stop & Go

Information obtained from the PADEP file review indicates that PCE is present in groundwater at the Main Street Stop & Go site. Construction activities anticipated on the site include widening/realignment of West Main Street, construction of a ramp, and construction of a stormwater basin. The maximum depth of disturbance for widening/realignment of West Main Street is anticipated to be 10 feet bgs. The maximum depth for the stormwater basin is anticipated to be 15 feet bgs. Based on anticipated construction on the site, the known groundwater contamination at the site, and the current and past use of the site as a gasoline filling station, BrightFields recommends conducting a Phase III ESA consisting of surface soil sampling, subsurface soil sampling, and groundwater sampling to assess subsurface conditions.

BrightFields recommends advancing three soil borings on the site to facilitate the soil and groundwater sampling. One boring should be advanced on the northern portion of the site where a portion of a stormwater basin is proposed, one boring should be advanced to the south of the site in the vicinity of the planned construction on West Main Street, and one boring should be advanced along the northeastern boundary of the site where widening of I-80 is proposed. The soil borings should be advanced to the maximum depth of the proposed stormwater basin. Surface soil samples should be collected from 0-2 feet bgs from each boring. Subsurface soil samples should be collected from immediately above the soil to groundwater interface, where contamination is apparent, or from the maximum depth of the proposed boring. If groundwater is encountered, groundwater samples should be collected from temporary well points installed in all three borings advanced at the site. The soil and groundwater samples should be analyzed for PADEP short list parameters for leaded gasoline, unleaded gasoline, diesel fuel, PCE, trichloroethylene, cis-dichloroethene, vinyl chloride, and ethane.

Pocono Gas Station

Information obtained from the PADEP file review indicates that a release was discovered at the Pocono Gas Station site in 2002 and that some petroleum compounds remain in soil at the site. Additionally, the site owner indicated that a release recently occurred from the kerosene dispenser at the site and that the release has not yet been characterized. Construction activities anticipated on the site include widening of I-80, construction of a ramp, and construction of mainline bridge over West Main Street (pier construction). The maximum depth for spreading footing at the site is anticipated to be 10 feet bgs and the maximum depth for pile foundation is anticipated to be 45 feet bgs. Based on the anticipated construction on the site, the current/previous use of the Pocono Gas Station site as a gasoline filling station, and the information obtained from the PADEP file review and site owner, BrightFields recommends conducting a Phase III ESA consisting of surface soil sampling, subsurface soil sampling, and groundwater sampling to assess subsurface conditions in the vicinity of the Pocono Gas Station site. BrightFields recommends advancing two Geoprobe® borings on the site to facilitate the soil and groundwater sampling. The soil borings should be advanced to the maximum depth of the proposed construction activities. Surface soil samples should be collected from 0-2 feet bgs from each boring. Subsurface soil samples should be collected from immediately above the soil to groundwater interface, where contamination is apparent, or from the maximum depth of the proposed boring. If groundwater is encountered, groundwater samples should be collected from temporary well points installed in both of the borings advanced at the site. The soil and

groundwater samples should be analyzed for PADEP short list parameters leaded and unleaded gasoline, diesel fuel, and kerosene.

Rinehart EM, Inc.

Several debris piles and multiple vehicles and storage trailers were observed on the Rinehart EM Inc. site during the site visit. Schlier's Towing Service, K&L Auto Repair, and Body Shop by Jim Schlier were the occupants of the site at the time of the site visit and the site was identified on the Archive UST database in the EDR DataMap™ Area Study report. Based on observations during the site visit and historical aerial photographs, the site appears to have been used as a salvage yard. Construction activities anticipated on the site include interchange reconstruction/ reconfiguration, demolition of an on ramp, construction of two new ramps, widening/realignment of W. Main Street, construction of retaining walls, and construction of a stormwater basin. The maximum depth of disturbance for interchange reconstruction/ reconfiguration, ramp demolition/construction, widening/realignment of W. Main Street, and retaining wall construction is anticipated to be 10 feet bgs for spreading footing and 45 feet bgs for pile foundation. The maximum depth for the stormwater basin is anticipated to be 15 feet bgs. Based on the anticipated construction on the Rinehart EM Inc. site, the current use of site, the identification of the site on the Archive UST database, and the observations made during the site visit, BrightFields recommends conducting a Phase III ESA consisting of surface soil, subsurface soil sampling, and groundwater sampling to assess subsurface conditions. BrightFields recommends advancing eight Geoprobe® borings on the site to facilitate the soil and groundwater sampling. The soil borings should be advanced to the maximum depth of the proposed stormwater basin. Surface soil samples should be collected from 0-2 feet bgs from each boring. Subsurface soil samples should be collected from immediately above the soil to groundwater interface, where contamination is apparent, or from the maximum depth of the proposed boring. If groundwater is encountered, groundwater samples should be collected from temporary well points installed in four of the borings advanced at the site. The soil and groundwater samples should be analyzed for PADEP short list parameters for leaded and unleaded gasoline, heavy metals, pH, and PCBs.

PHASE I ENVIRONMENTAL SITE ASSESSMENT FOR THE I-80 RECONSTRUCTION PROJECT STROUD TOWNSHIP, STROUDSBURG, AND EAST STROUDSBURG MONROE COUNTY, PENNSYLVANIA

1.0 INTRODUCTION

BrightFields, Inc. (BrightFields) has been tasked by AECOM Technical Services, Inc. (AECOM) to perform a Phase I Environmental Site Assessment (ESA) for the I-80 Reconstruction Project (project). The Pennsylvania Department of Transportation (PennDOT) has proposed the reconstruction to enhance overall mobility and improve safety within the I-80 corridor. The study area for this Phase I ESA consists of approximately four miles of I-80 located between Exit 303 and Exit 307 in Stroud Township, Stroudsburg, and East Stroudsburg, Pennsylvania. The study area also includes proposed stormwater basin areas along the interstate, portions of Pennsylvania Route 611 (PA 611), United States Route 209 (US 209), and portions of Stroud Township and Stroudsburg, Pennsylvania (Figure 1). AECOM previously provided maps depicting three alternatives for the project identified as Alternatives 2A, 2B, and 2D). In November 2016, AECOM provided a revised area of potential impact (2016 Revised Phase II Area of Potential Impact). This Phase I ESA was then re-evaluated based on the 2016 Revised Phase II Area of Potential Impact. In June 2017, AECOM provided a table with details for proposed construction activities and proposed stormwater basins within sites of potential concern identified by this Phase I ESA. Recommendations for further investigation of these sites of potential concern were then refined based on the proposed construction activities. Project construction information provided by AECOM is included Appendix A.

1.1 Project Description and Purpose of Report

The purpose of the Phase I ESA is to identify existing and potential releases of hazardous substances, inquire into the previous ownership and uses, and identify other environmental concerns on the properties that may be affected by the project. The information gathered from this Phase I ESA will be used in the final design analysis for the project and to identify potential concerns that may be necessary to address when the final design is completed. It is anticipated that additional environmental assessments will be performed during the final design stage of the project in order to provide more detailed recommendations for the identified sites of potential concern. The Phase I ESA was conducted in conformance with the scope and limitations of

PennDOT Publication 281, *The Transportation Project Development Process, Waste Site Evaluation Procedures Handbook.* This was accomplished by:

- Performing an environmental database search of the study area and surrounding properties to identify sites that may pose environmental hazards for the project.
- Performing a site reconnaissance by driving the study area and performing site walks (where necessary) in an effort to identify sites that may pose environmental hazards for the project and to identify the locations of existing underground storage tanks (USTs).
- Reviewing historic maps and aerial photographs in an effort to determine the past use of properties within the study area and surrounding the study area.
- Conducting file reviews at the Pennsylvania Department of Environmental Protection (PADEP) Northeast Regional Office to obtain further information for the sites of potential environmental concern identified on environmental databases.
- Contacting representatives from the Pennsylvania Department of Environmental Protection (PADEP), the Borough of Stroudsburg, and PennDOT to obtain information on potential sites of concern within the study area.
- Interviewing site representatives to obtain additional information (if necessary).
- Evaluating the information obtained for each of the identified sites of potential environmental concern to determine if further investigation is warranted based on the three project alternatives provided by AECOM.

2.0 ENVIRONMENTAL SETTING

The potential for downward and/or horizontal migration of any contaminant within an area is controlled by the environmental setting of the area. The following sections describe the environmental setting for the study area, including the physiography and geology of the study area, the soil types present within the study area, and the study area watershed and waterways.

2.1 Physiography and Geology

A review of the Commonwealth of Pennsylvania Department of Conservation and Natural Resources (DCNR) Bureau of Topographic and Geologic Survey's Map 13, Physiographic Provinces of Pennsylvania indicates that the study area is located in the Blue Mountain Section of the Ridge and Valley Province of Pennsylvania. The bedrock of the Ridge and Valley Province is severely folded and contains numerous anticlines (ridges) and synclines (valleys). Many of the bedrock units within the Ridge and Valley Province plunge and fold back over other bedrock units. Additionally, there are many thrust faults within the Ridge and Valley Province which has resulted in older bedrock placed above younger bedrock in some areas. The Blue Mountain Section consists of near parallel ridges and valleys stretched across the Section. Surface elevations in the Blue Mountain Section range from 300 to 1,680 feet above mean sea level (amsl).

The DCNR Map 1, Bedrock Geology of Pennsylvania indicates that the following bedrock units are present beneath the study area: Mahantango Formation (Dmh), Marcellus Formation (Dm), Buttermilk Falls Limestone through Esopus Formation (Dbe) (Figure 2).

The Devonian aged Mahantango Formation is present beneath the western portion of the study area and is comprised of gray, brown, and olive siltstone and shale. The Mahantango Formation typically overlies the Marcellus Formation.

The Devonian aged Marcellus Formation is present beneath the central portion of the study area and consists of a black shale that may contain limestone beds, iron pyrite, and iron siderite.

The Devonian aged Buttermilk Falls Limestone through Esopus Formation is present beneath the easternmost portion of the study area and is comprised of Buttermilk Falls Limestone, Palmerton Sandstone, the Schoharie Formation, and the Esopus Formation. The Buttermilk Falls Limestone consists of gray limestone and black chert. The Palmerton Sandstone consists of

white siliceous sandstone. The Schoharie Formation consists of gray calcareous and argillaceous siltstone. The Esopus Formation consists of gray silty shale and sandy siltstone.

2.2 Soils

The USDA Soil Survey of Monroe County Pennsylvania indicates that there are 20 mapping units present within the study area (USDA, 1981. The soil mapping units and the USDA descriptions of the mapping units are presented below. A study area soils map is included as Figure 3.

Mapping Unit Symbol	Mapping Unit Name	Prime Farmland?	Farmland of Statewide Importance?	Highly Erodible?	USDA Description
As	Alluvial Land	No	No	No	A miscellaneous soil type found on flood plains and along frequently flooded drainageways on uplands. Drainage is variable. Along major streams this unit varies from eroded soil material with a high proportion of coarse material to recent alluvial deposits of cobbles, gravel, sand, and silt. Along upland drainageways, the material consists of mixed soil material with many large stones and boulders on the surface. Much of the fine soil material has been removed by rapidly moving floodwaters. Alluvial land has some potential for wildlife habitat and for open space.
BbB	Bath very stony silt loam, 0-8 percent slopes	No	No	Yes	Deep, nearly level and gently sloping soil found on ridgetops and the upper parts of sides of ridges. The parent material consists of loamy till derived mainly from gray and brown siltstone, sandstone, and shale. Permeability is moderate above the fragipan and slow in the fragipan. Available water capacity is low to moderate. Although this soil is well drained, a temporary perched water table is sometimes present in wet seasons. Surface runoff is slow.

Mapping Unit Symbol	Mapping Unit Name	Prime Farmland?	Farmland of Statewide Importance?	Highly Erodible?	USDA Description
BbC	Bath very stony silt loam, 8-25 percent slopes	No	No	Yes	Deep, sloping and moderately steep soil found on the sides of ridges. The parent material consists of loamy till derived mainly from gray and brown siltstone, sandstone, and shale. Permeability is moderate above the fragipan and slow in the fragipan. Available water capacity is low to moderate. Although this soil is well drained, a temporary perched water table is sometimes present in wet seasons. Surface runoff is medium.
BeC	Benson-Rock outcrop complex, 8-25 percent slopes	No	No	Yes	Well drained, sloping and moderately steep soil and rock outcrop found on the upper part of the sides of ridges. The parent material consists of loamy till. This complex is about 60 percent Benson soil, 20 per-cent Rock outcrop, and 20 percent included soils. Permeability is moderate, and available water capacity is low to very low in the Benson soil.
ChA	Chenango gravelly loam, 0-3 percent slopes	Yes	No	No	Level, deep, well drained and some-what excessively drained soil found on outwash plains, terraces, and tops of kames and moraines. The parent material consists of gravelly outwash. Available water capacity is low. Surface runoff is slow.
ChB	Chenango gravelly loam, 3-8 percent slopes	Yes	No	No	Gently sloping, deep, well drained and some-what excessively drained soil found on tops and sides of outwash plains, terraces, kames, eskers, and moraines. The parent material consists of gravelly outwash. Available water capacity is low. Surface runoff is medium. The surface layer is more than 15 percent gravel.

Mapping Unit Symbol	Mapping Unit Name	Prime Farmland?	Farmland of Statewide Importance?	Highly Erodible?	USDA Description
Cy	Cut and Fill Land	No	No	No	A miscellaneous soil type found throughout Monroe County, mainly in urban areas. Slopes range from 0 to 25 percent. This soil type consists of areas where earth-moving operations have disturbed or altered to the soil to the extent that classifying the soil is not feasible.
GP	Pit, Shale, and Gravel	No	No	No	A miscellaneous soil type. This soil type consists of areas where shale and gravel materials have been excavated exposing bedrock or other materials. Slopes range from 0 to 40 percent.
Hy	Holly silt loam	No	No	No	Deep, poorly drained, nearly level soil found on flood plains adjacent to major streams. The parent material consists of loamy alluvium derived from sandstone and shale. Permeability is moderate, and available water capacity is moderate. A high water table is at a depth of 6 inches for most of the year. Surface runoff is slow.
Ph	Philo silt loam	Yes	No	No	Nearly level, deep, moderately well drained soil found on flood plains adjacent to major streams. The parent material consists of coarse loamy alluvium derived from sandstone and siltstone. Permeability is moderate, and available water capacity is high. Surface runoff is slow. A high water table is at a depth of 18 to 36 inches for long periods during wet seasons.
Po	Pope silt loam	Yes	No	No	Nearly level, deep, well drained soil found on flood plains. The parent material consists of coarse loamy alluvium derived from sandstone and siltstone. Permeability is moderate to moderately rapid, and available water capacity is high. Surface runoff is slow. This soil is commonly flooded.

Mapping Unit Symbol	Mapping Unit Name	Prime Farmland?	Farmland of Statewide Importance?	Highly Erodible?	USDA Description
Pp	Pope silt loam, high bottom	Yes	No	No	Nearly level, deep, well drained soil found on high bottoms and low terraces adjacent to major streams. The parent material consists of coarse loamy alluvium derived from sandstone and siltstone. Permeability is moderate to moderately rapid, and available water capacity is high. Surface runoff is slow. This soil is rarely flooded.
ReA	Rexford gravelly silt loam, 0-3 percent slopes	No	Yes	No	Deep, somewhat poorly drained to poorly drained, nearly level soil found on terraces and moraines. The parent material consists of Coarse loamy outwash derived from sandstone and shale. Permeability is slow, and available water capacity is moderate. A seasonal high water table is at a depth of 6 to 18 inches for most of the year. Surface runoff is slow.
ReB	Rexford gravelly silt loam, 3-8 percent slopes	No	Yes	No	Deep, somewhat poorly drained to poorly drained, nearly level soil found on terraces and moraines. The parent material consists of Coarse loamy outwash derived from sandstone and shale. Permeability is slow, and available water capacity is moderate. A seasonal high water table is at a depth of 6 to 18 inches for most of the year. Surface runoff is slow to medium.
VoB	Volusia gravelly silt loam, 3-8 percent slopes	No	Yes	No	Deep, somewhat poorly drained, gently sloping soil found on mountains, ridges, and plateaus. The parent material consists of loamy till derived from interbedded sedimentary rock. Permeability is very slow, and available water capacity is low. A seasonal high water table is at a depth of 6 to 18 inches for most of the year. Surface runoff is slow to medium.

Mapping Unit Symbol	Mapping Unit Name	Prime Farmland?	Farmland of Statewide Importance?	Highly Erodible?	USDA Description
WyA	Wyoming gravelly sandy loam, 0-3 percent slopes	No	Yes	No	Nearly level, deep, somewhat excessively drained soil found on terraces, kames, eskers, and valley trains. Permeability is rapid, and available water capacity is very low to low. Surface runoff is slow. A parent material is not indicated for this mapping unit.
WyB	Wyoming gravelly sandy loam, 3-8 percent slopes	No	Yes	No	Gently sloping, deep, somewhat excessively drained soil found on stream terraces, benches, and broad kames adjacent to streams. Permeability is rapid, and available water capacity is very low to low. Surface runoff is slow to medium. The surface layer is more than 15 percent gravel. A parent material is not indicated for this mapping unit.
WyC	Wyoming gravelly sandy loam, 8-15 percent slopes	No	Yes	No	Sloping, deep, somewhat excessively drained soil found on upper parts of sides of terraces, kames, moraines, and valley trains. Permeability is rapid, and available water capacity is very low to low. The surface layer is more than 15 percent gravel. Surface runoff is medium. A parent material is not indicated for this mapping unit.
WyD	Wyoming gravelly sandy loam, 15-25 percent slopes	No	No	No	Moderately steep, deep, somewhat excessively drained soil found on the sides of kames, terraces, and valley trains. Permeability is rapid, and available water capacity is very low to low. Surface runoff is rapid. The surface layer is more than 15 percent gravel. A parent material is not indicated for this mapping unit.

Mapping Unit Symbol	Mapping Unit Name	Prime Farmland?	Farmland of Statewide Importance?	Highly Erodible?	USDA Description
WyE	Wyoming gravelly sandy loam, 25-70 percent slopes	No	No	No	Steep and very steep, deep, somewhat excessively drained soil found on the sides of terraces, kames, and valley trains. Permeability is rapid, and available water capacity is very low to low. Surface runoff is rapid. The surface layer is more than 15 percent gravel. A parent material is not indicated for this mapping unit.

2.3 Watershed and Waterways

The study area is located in the Middle Delaware-Mongaup-Brodhead subwatershed, which empties into the Delaware River. The Middle Delaware-Mongaup-Brodhead subwatershed encompasses approximately 980,820 acres of land located in Portions of New Jersey, New York, and Pennsylvania (EPA, 2015).

The waterways located within and/or in close proximity to the study area include Big Meadow Run, Brodhead Creek, Flagler Run, Little Pocono Creek, McMichael Creek, Pocono Creek, and Wigwam Run. The locations of these waterways are depicted on Figure 4.

There are two Federal Emergency Management Agency (FEMA) flood zone types present within portions of the study area; Zone AE and Zone X. Zone X is defined as areas outside of the 500 year floodplain determined to be outside of the 1% and 0.2% annual chance floodplain (low to moderate flood risk areas). Zone AE is defined as areas with 1% chance of flooding and for which Base Flood Elevations (BFEs) have been established (moderate to high flood risk areas). The FEMA flood zones present in the study area are depicted on Figure 4.

3.0 ENVIRONMENTAL DATABASE CORRIDOR SEARCH

Environmental Data Resources, Inc. (EDR) was subcontracted to provide Federal, State, and/or local agency databases in order to obtain information regarding sites that may pose potential environmental concerns within the study area and surrounding properties. The EDR search boundary consisted of the original study area provided by AECOM in 2014 plus a one mile buffer. The study area was expanded in April 2015 to include proposed stormwater basin areas located along the interstate. In November 2016, AECOM provided a revised area of potential impact (2016 Revised Phase II Area of Potential Impact) and an updated EDR DataMap™ Area Study Report was obtained based on the revised area of potential impact. The EDR DataMap™ Area Study Reports obtained to complete this Phase I ESA are included in Appendix B. Typically, agencies maintain databases of investigated sites which are then used to identify potential environmental concerns. These databases include, but are not limited to, the following:

- National Priority List (NPL) (of Superfund sites)
- Comprehensive Environmental Response, Compensation and Liability Information System (CERCLIS)
- CERCLIS No Further Remedial Action Planned (NFRAP) list
- Pennsylvania Underground Storage Tanks (UST) Sites
- Pennsylvania Archive Underground Storage Tanks (UST) Sites
- Pennsylvania Aboveground Storage Tanks (AST) Sites
- Pennsylvania Unregulated (UNREG) Leaking Tanks (LTANKS) Sites
- Pennsylvania Leaking Underground Storage Tank (LUST) Sites
- Pennsylvania Historic (HIST) Landfill (LF) Sites
- Pennsylvania Voluntary Cleanup Program (VCP) Sites
- Resource Conservation and Recovery Act Information System (RCRA):
  - RCRA Generator Sites
  - RCRA Treatment, Storage and Disposal (TSD) Sites
  - RCRA CORRACTS and non-CORRACTS (Corrective Action Sites)
- Emergency Response Notification System (ERNS)

Initially, BrightFields evaluated the location and regulatory information provided in the EDR DataMap™ Area Study Report in April 2015. Then, BrightFields evaluated the location and regulatory information provided in the updated EDR DataMap™ Area Study Report in November 2016 for each of the sites identified to assess which sites could present potential environmental hazards within the study area. BrightFields submitted a file review request to the

PADEP to obtain additional information for those sites that appeared to present potential environmental concerns based on their associated regulatory listings and their location in respect to the study area. BrightFields identified 19 sites within or adjacent to the study area that could represent potential environmental areas of concern for the study area. The 19 sites and the regulatory databases on which the sites were identified are summarized on the following table.

Site Name	Regulatory Database Listings
Transistor Devices Alumitek/Beaufab Mills	RCRA Generator, Facility Index System (FINDS), Archive UST, Manifest
Biobuffer Solutions, Inc./Pocono Foundry	RCRA Generator, FINDS, Manifest,
Brodhead Creek NPL Site	Delisted NPL, CERCLIS, State Hazardous Waste Site (SHWS), Engineering Controls, Institutional Controls, Consent, ROD, PRP
Cottman Transmission	RCRA Generator, FINDS
Fabricated Components, Inc.	FINDS, NPDES
Former Total Auto Service	Archive UST
Gray Chevrolet	RCRA Generator, LUST, AST, Manifest
Klingel Cleaners	RCRA Generator, FINDS, Manifest
Main Street Stop & Go	LUST, UST, RGA LUST
Perkins Restaurant	Archive UST
Pocono Gas Station	LUST, UST
Pocono Record	RCRA Generator, FINDS, Archive UST
Pump and Pantry #19	LUST, UST, RGA LUST
Rinehart EM, Inc.	RCRA Generator, FINDS, Archive UST
Shell Service Station	RCRA Generator, FINDS
Shoppes at Stroud	FINDS
Sunoco Service Station	RCRA Generator, FINDS, LUST, UST, RGA LUST
West Main Street PCE	SHWS, Hazardous Substance Cleanup Act (HSCA)
WS Peeney	AST

Please note that the Biobuffer Solutions, Inc./Pocono Foundry site represents two separate database listings, however, they share the same location and therefore are considered one site.

BrightFields submitted an informal file review request to PADEP for these sites except for the West Main Street Cleaners site on August 12, 2014. On September 15 and 16, 2014, BrightFields reviewed the files provided by PADEP in response to the request at the PADEP Northeast Regional Office in Wilkes-Barre, Pennsylvania.

In November 2016, BrightFields obtained an EDR DataMap™ Area Study Report updated with the revised area of potential impact provided be AECOM (see Appendix A). The updated EDR DataMap™ Area Study Report identified one additional site of potential concern was identified (West Main Street PCE) and based on the revised area of potential impact one site of potential concern (Dumitru Residence) was eliminated. BrightFields submitted an informal file review request to PADEP for the West Main Street PCE site and reviewed the files for the site at the PADEP Northeast Regional Office in Wilkes-Barre, Pennsylvania on January 18, 2017. Because the Dumitru Residence site was eliminated as a site of potential concern, the Dumitru Residence site is not discussed further in the following sections of this report. The files obtained from the PADEP for the other 19 sites of potential concern identified by the Environmental Database Corridor Search evaluation are summarized in Section 5.1 and copies of the files are included as Appendix C.

4.0 BACKGROUND REVIEW

BrightFields reviewed Sanborn® fire insurance maps, United States Geological Survey (USGS) topographic maps, and aerial photographs of the study area and surrounding properties in an effort to identify previous property uses that may pose potential environmental hazards.

4.1 Sanborn® Maps

Historic Sanborn® map coverage was available for the western portion of the study area in the vicinity of Stroudsburg. Copies of the Sanborn® maps reviewed are included as Appendix D. The following Sections detail BrightFields' review of the maps and the maps are generally detailed from west to east.

1923 – The eastern portion of the study area was depicted. The portions of the study area in the vicinity of Dreher Avenue and present day I-80 consisted of residential dwellings, the Stroudsburg Cemetery, a Monroe Lumber & Supply Company facility, a H.B. Marsh & Son, Inc. General Foundry Works facility (Biobiffer Solutions, Inc./Pocono Foundry site), and New York, Susquehanna, and Western Rail Road (NYS &WRR) rail lines. A portion of a NYS &WRR rail yard facility was also present within the study area at this location where I-80 currently is located and the remaining portions of the facility were present adjacent to the south of the study area where the APS Recycling facility currently is located. The H.B. Marsh & Son, Inc. General Foundry Works facility consisted of a foundry, storage buildings, a machine shop, and a woodworking shop. The NYS &WRR facility consisted of storage buildings, several machine shops, an engine repair shop, a boiler shop, a paint shop, a car repair shop, a tank shed, and an oil storage building. The portions of the study area in the vicinity of Park Avenue, and Broad Street (to the south of McMichael Creek) consisted of residential dwellings along Park Avenue and Broad Street and NYS &WRR rail lines along McMichael Creek where present day I-80 is located. The portions of the study area to the north of McMichael Creek at the intersection of Main Street and North 5th Street consisted of commercial storefronts, a tavern (Washington House) and a portion of a flour and feed mill. A garage/machine shop with a UST was present adjacent to the north of the study area at the intersection of Main Street and North 5th Street. A Kistler Vinegar Works Company facility and NYS &WRR rail lines were present on the easternmost portion of the study area along McMichael Creek in the vicinity of present day Storm Street.

1930 – No additional portions of the study area were depicted. No significant changes were evident to the portions of the study area in the vicinity of Dreher Avenue and present day I-80. Two gasoline filling stations were present within the study area on formerly vacant land at the corner of Park Avenue and Cherry Street (now Lenox Street). One of the filling stations was located where the Former Total Auto Service site was located. No other significant changes were evident to the study area.

1950 – No additional portions of the study area were depicted. A scrap metal yard was present to the south of Dreher Avenue where the NYS &WRR rail lines were formerly located and I-80 currently is located. The former NYS &WRR facility buildings were operating as a junk warehouse, a machinery warehouse, a department store, and a Herman Perla Inc lighting fixture warehouse. No other significant changes were evident to the portions of the study area in the vicinity of Dreher Avenue and present day I-80. An oil storage warehouse, a pump house, and above ground storage tanks were present near the corner of Park Avenue and Lenox Street, suspected to be associated with one of the gasoline filling stations at this location. The pumphouse may have been associated with an oil production well. No other significant changes were evident to the study area in the vicinity of Park Avenue and Broad. A filling station with four USTs was present within the study area on the northeastern corner of the intersection of Main Street and North 5th Street. The garage/machine shop previously present to the north of the project area the intersection of Main Street and North 5th Street was indicated to be vacant and a UST was no longer depicted. The former flour and feed mill at the intersection of Main Street and North 5th Street was operating as a furniture and bedding factory. The former Kistler Vinegar Works Company facility located along Storm Street was operating as the Belle Meade Winery. Additionally, an underground storage tank was depicted associated with an office building on the property. A cheese manufacturing facility was present within the study area along Storm Street to the west of the office building. A research laboratory/chemical plant (Ingraham Research Laboratory and Chemical Plant) and a chemical warehouse were present within and adjacent to the north of the study area along Storm Street where the existing All Granite & Marble Corporation facility is located (70 Storm Street).

1961 – No additional portions of the study area were depicted. A U.S. Highway 611 by-pass (present day I-80) was present within the study area running through the area where the NYS &WRR rail lines and scrap yard were formerly located. Several of the former NYS

&WRR facility buildings were no longer present to the south of the study area and the building previously occupied by Herman Perla Inc was occupied by the Pocono Shoe Company. A junk yard was present to the south of the Pocono Shoe Company facility (present day APS recycling). No other significant changes were evident to the portions of the study area in the vicinity of Dreher Avenue and present day I-80. A gasoline filling station was present within the study area at the corner of Park Avenue and Barry Street where an existing Sunoco filling station is located (Sunoco Service Station site). The existing Pocono Record Newspaper Publishing building (Pocono Record site) was present adjacent to the south of the study area at the corner of Broad Street and Lenox Street. The U.S. Highway 611 By-Pass (present day I-80) was present to the south of McMichael Creek where NYS &WRR rail lines were formerly located. No significant changes were evident to the portion of the study area north of McMichael Creek. The U.S. Highway 611 By-Pass (present day I-80) was present where one of the Ingraham Research Laboratory and Chemical Plant buildings was formerly located. The former winery building and chemical warehouse were used as appliance warehouses. The former cheese manufacturing facility was operating as a mattress manufacturing and upholstery facility. No other significant changes were evident to the portions of the study area in the vicinity of Storm Street.

Several areas of potential concern were identified within the study area based on a review of the Sanborn® maps.

The former Pocono Foundry facility (Biobuffer Solutions, Inc./Pocono Foundry Site) located adjacent to the area on Foundry Street represents an area of potential concern as foundry operations typically involve the use and/or disposal of hazardous materials such as heavy metals and petroleum hydrocarbons from storage of oily scrap and vehicles. PCBs may also be potential contaminants at foundry sites if the foundry operations involved scrapping capacitors from electrical and lighting fixtures. It is possible that improper use or disposal of such materials has impacted subsurface conditions in the vicinity of the former Pocono Foundry facility.

The portions of the study area in the vicinity of the former NYS &WRR facility location are an area of potential environmental concern as such industrial activities typically involve the use of hazardous and/or potential hazardous materials and improper use or disposal of such materials may have adversely impacted subsurface conditions in this area. The Sanborn® maps also indicate that a railroad corridor was formerly located in many areas where I-80 currently is

located. The former railroad bed represents a potential concern since tracks and switching areas may have oil-contaminated surface soils and rail ballast due to the constant use and repetitive minor leakage of engines and rail cars. Additionally, the oils used in train engines and railcars often contained PCBs. Used oil was historically sprayed on rail beds to suppress dust and control vegetation growth. Arsenic (a heavy metal) and DDT (a pesticide) were also often used to control vegetation growth in and along rail beds. It is also possible that contaminated materials such as creosote-treated wooden railroad ties are present.

The former gas station located inside the project area on the northeastern corner of the intersection of Main Street and North 5th Street represents a potential concern based on the previous use (property is now a KFC restaurant).

The research laboratory/chemical plant (Ingraham Research Laboratory and Chemical Plant) and chemical warehouse formerly located within and adjacent to the north of the study area at 70 Storm Street represents a potential area of concern as improper use or disposal of chemicals at the facility may have impacted subsurface conditions in the area.

4.2 Topographic Maps

Historic topographic maps were reviewed to identify land use and areas of potential land disturbances. The following paragraphs summarize the historic Topographic Maps and discuss the area generally from west to east. Copies of the topographic maps reviewed are included as Appendix E.

USGS 15 Minute Series Topographic Quadrangle-Delaware Water Gap, PA-1893

The majority of the study area was depicted as vacant. However, it is possible that structures were present and were not depicted due to the small scale of the map. On the western portion of the study area, roads were present within the study area where present day Schafers Schoolhouse Road and Route 611 are present. On the central portion of the study area, roads were present within the study area where present day Main Street, Bridge Street, and Dreher Avenue are located. On the eastern portion of the study area, a road was present within the study area where present day Broad Street is located. Multiple structures and buildings were present within the project area to the north of McMichael Creek in the vicinity of the intersection of Main Street and North 5th Street. A NYS &WRR rail line was present crossing the easternmost portion of the study area.

USGS 15 Minute Series Topographic Quadrangle-Delaware Water Gap, PA-1936

Structures were present within the western portion of the study area along Schafers Schoolhouse Road and Route 611. On the central portions of the study area, structures were evident along Main Street and along roads to the north of Main Street indicative of present day Myrtle Street, Hazel Street, and Pokona Avenue. The NYS &WRR rail line was evident crossing the study area to the south of Main Street and structures were depicted along the rail line and along Dreher Avenue. Multiple rail lines and structures were evident within the study area to the southeast of Dreher Avenue, indicative of the former NYS &WRR rail yard facility. Structures indicative of the former foundry facility were evident within the study area to the north of the NYS &WRR rail yard facility. A NYS &WRR rail line was also evident within the eastern portion of the study area running along McMichael Creek and structures were depicted along the rail line and along Broad and Lenox Streets.

USGS 15 Minute Series Topographic Quadrangle-Delaware Water Gap, PA-1942

A road indicative of Park Avenue was evident within the eastern portion of the study area. Structures indicative of former filling station buildings depicted on the Sanborn® maps were evident near the intersection of Park Avenue and Lenox Street. No other significant changes were evident to the study area.

USGS 7.5Minute Series Topographic Quadrangle-Stroudsburg, PA-1955

Additional structures were present along Route 611 on the western portion of the study area and in the vicinity of Main Street and Bridge Street on the central portion of the study area. Additional structures were also depicted along Dreher Avenue and the rail lines associated with the NYS &WRR rail yard facility previously located to the southeast of Dreher Avenue were no longer present. The NYS &WRR rail lines previously located within the eastern portion of the project area were also no longer present. Additional structures associated with a former gasoline filling station (former Gas Station/Oil Storage facility site) were evident at the corner of Park Avenue and Lenox Street and the facility is labeled “Gas” possibly indicating that a gas production well was present at the facility. No other significant changes were evident within the study area.

USGS 7.5Minute Series Topographic Quadrangle-Stroudsburg, PA-1968

Roads indicative of I-80 and Route 209 were evident within the study area. A road indicative of present day Katz Drive was present to the south of the foundry facility and I-80 and a building indicative of the former Pocono Shoe Company building (depicted on Sanborn® Maps) was present. No other significant changes were evident to the study area.

USGS 7.5Minute Series Topographic Quadrangle-Stroudsburg, PA-1973

No significant changes were evident to the study area.

USGS 7.5Minute Series Topographic Quadrangle-Stroudsburg, PA-1992

No significant changes were evident to the study area.

4.3 Aerial Photographs

Aerial photographs were reviewed to identify previous land uses and areas of potential land disturbances. Only photographs from those years for which aerial photographs of the entire study area were available were reviewed. These years included 1957, 1976, 1999, and 2012. Aerial photographs are included as Appendix F and are summarized in the following paragraphs. The following paragraphs generally detail the photographs from west to east across the study area.

1957- The western portion of the study area appeared to consist primarily of farmland and undeveloped wooded areas. A portion of PA 611 was present within the study area and multiple structures and crossroad were evident along PA 611. Due to the poor resolution of the photograph a detailed description of the structures was prohibited. Pocono Creek was evident crossing portions of the western and central portions of the study area. Roads indicative of Bridge Street, Main Street, and Dreher Avenue were present within the central portion of the study area and multiple structures and crossroads were evident along Bridge Street, Main Street, and Dreher Avenue. Structures indicative of the Pocono Foundry site and scrap yard site buildings depicted on the 1950 Sanborn® map were evident within the study area to the southeast of Dreher Avenue. Structures indicative of the Belle Meade Winery and Ingraham Research Laboratory and Chemical

Plant facilities were evident within the easternmost portion of the study area and adjacent to the north of the easternmost portion of the study area along Storm Street.

1976- I-80 was present within the study area. Due to the poor resolution of the 1976 aerial photograph, a detailed description of many structures was prohibited. A structure indicative of one of the existing Gray Chevrolet buildings was present partially within the study area. Additional structures were evident within the study area along West Main Street. Structures indicative of existing APS recycling facility buildings were evident within the study area to the south of I-80. No other significant changes were evident to the study area.

1999- Additional structures were evident on the Gray Chevrolet site indicative of existing buildings. A structure was present on the Alumitek/Beaufab Mills site indicative of the existing warehouse building on the site. Structures indicative of the existing Rinehart EM, Inc., Cottman Transmission, and KOST Tire & Muffler site buildings were present along West Main Street. Structures were also evident along West Main Street on the Main Street Stop & Go, Pocono Gas Station, Shell Service Station, and Pump and Pantry #19 sites. A structure indicative of the existing Econo Lodge motel building was evident of the Former Total Auto Service site. No other significant changes were evident to the study area.

2012- Structures indicative of the existing buildings on the Gray Chrysler-Dodge, WS Peeney, Mark Gray's Automotive, Ted's Used Cars, JPM Unlimited, and Klingel Cleaners sites were present. Multiple above ground storage tanks (ASTs) associated with the WS Peeney site were present within and adjacent to the study area. Additional buildings and piles of scrap materials were evident on the APS Recycling site to the south of the study area. A structure indicative of the existing First Northern Bank & Trust building was present on the Former Gas Station/Oil Storage Facility site at the corner of Park Avenue and Lenox Street. Structures indicative of the existing Sunoco Service Station site building were also evident within the study area at the corner of Park Avenue and Barry Street. No other significant changes were evident to the study area.

5.0 FIELD ASSESSMENT

5.1 Summary of PADEP Files

As indicated in Section 3.0, BrightFields' evaluation of the Environmental Database Corridor Search identified 20 sites within the study area or adjacent to the study area that could present potential environmental concerns for the project. BrightFields conducted file reviews at the PADEP Northeast Regional Office in Wilkes-Barre, Pennsylvania to obtain additional information for these sites of potential environmental concern.

In November 2016, BrightFields obtained an EDR DataMap™ Area Study Report updated with the revised area of potential impact provided be AECOM (see Appendix A). Based on the revised area of potential impact one site of potential concern (Dumitru Residence) was eliminated.

The files obtained for each of the other 19 sites are summarized in the following sections and the locations of the sites are depicted on Figures 5 and 6. Copies of the files obtained from the PADEP are included in Appendix C.

5.1.1 Alumitek/Beaufab Mills

The Alumitek/Beaufab Mills site is located adjacent to the south of the study area at 1901 West Main Street in Stroudsburg. The site consists of an industrial warehouse facility. No regulated tanks currently are registered at the site.

BrightFields reviewed a UST file for the site and files pertaining to a notice of violation (NOV) issued by PADEP for violations of RCRA regulations. The UST file indicated that Beaufab Mills was the previous owner of the site and sold the site to Transistor Devices Alumitek in 1997 and that prior to the sale of the property, one 10,000 gallon heating oil UST and one 5,000 gallon heating oil UST were removed from the site. The files indicated that no contamination was encountered during the UST removals.

5.1.2 Biobuffer Solutions, Inc./Pocono Foundry

The Biobuffer Solutions, Inc./Pocono Foundry site is located adjacent to the study area on Foundry Street in Stroudsburg. The foundry is no longer operational but some of the foundry

buildings remain at the site and currently are occupied by several businesses. The businesses currently located at the site are detailed in Section 5.2.

PADEP provided air quality files for the former Pocono Foundry facility. Because the air quality files are not pertinent to this Phase I ESA they were not reviewed. No other files were provided for the Pocono Foundry facility.

The Biobuffer Solutions, Inc. site is located within the former Pocono Foundry facility at 109 Foundry Street in Stroudsburg. BrightFields reviewed a RCRA Subtitle C Identification Form for the site dated November 20, 2013. The form indicates that the Biobuffer Solutions, Inc. facility closed on January 31, 2012. No other PADEP files were provided for the Biobuffer Solutions, Inc. site.

An internet search for Biobuffer Solutions, Inc. indicates that the company was a manufacturer of biological buffers and laboratory reagents intended for use in the biopharm and biotech markets. The products manufactured by the company included urea, citric acid, ammonium sulfate, guanidine thiocyanate, monoammonium phosphate, guanidine hydrochloride, trizma hydrochloride, and ammonium formate.

5.1.3 Brodhead Creek NPL Site

BrightFields reviewed the following documents for the Brodhead Creek NPL Site:

- *Final Remedial Investigation Report* prepared by Environmental Resources Management, Inc. (ERM) for Pennsylvania Power and Light (PP&L), May 1990.
- *Remedial Investigation, Operable Unit-2* prepared by ERM for PP&L and Union Gas, February 1995.
- *Remedial Action Report* prepared by Remediation Technologies, Inc. for PP&L, December 1997.
- *Field Summary Report* prepared by Haley & Aldrich, Inc. for PPL Services, August 2008.
- *Soil Excavation Summary Report* prepared by Haley & Aldrich, Inc. for PPL Services, September 2008.
- *Targeted Removal Action Completion Report* prepared by Haley & Aldrich, Inc. for PPL Services Corp and UGI Central Penn Gas, Inc., April 2013.

- *Five Year Review Report* prepared by the United States Environmental Protection Agency (EPA) Region III, May 2014.

The Brodhead Creek Superfund site is approximately 12 acres and is located to the south of Main Street between McMichael Creek and Brodhead Creek in Stroudsburg; to the north of the study area. A manufactured gas plant (MGP) operated at the site from approximately 1888 to 1944. Coal tar, a waste product of the MGP process, is present at the site in soil, groundwater, and sediment. The primary contaminants of concern (COCs) at the site include arsenic, benzene, and polycyclic aromatic hydrocarbons. The coal tar generated at the facility was disposed in an open pit on the site until the mid 1940s when the plant was abandoned.

On October 7, 1980, coal tar was observed seeping into Brodhead Creek during construction repairs to a flood control levee at the site. Following the discovery of coal tar seeping into Brodhead Creek, several investigations and emergency response actions were conducted between 1981 and 1984 including:

- Installation of temporary filter fences and underflow dams to intercept coal tar seepage.
- Installation of a temporary coal tar recovery pit on the bank of Brodhead Creek.
- Construction of a subsurface slurry wall to mitigate coal tar migration from the site to Brodhead Creek.
- Excavation of a backwater channel where coal tar seepage appeared to be particularly significant.
- Installation of recovery wells in the main coal tar pool area and recovery of approximately 8,000 gallons of coal tar.

The site was added to the NPL in September 1983 and on July 22, 1985, PP&L and Union Gas Company (the responsible parties) entered into a Consent Decree with PADEP to conduct a Remedial Investigation (RI) of the site. The results of the RI indicated that coal tar was present beneath the site in a stream gravel unit. It was estimated that free and residual coal tar contaminated approximately 4.28 acres of the gravel unit at the site and that approximately 9,000 gallons of free coal tar and between 303,000 an 409,000 gallons of residual coal tar was present beneath the site.

Remediation of the site was addressed under two operable units (OUs); OU1 and OU2. OU1 consists of contaminated subsurface soils containing free coal tar in the stream gravel unit and

OU2 consists of groundwater in the stream gravel unit, including groundwater in bedrock beneath the stream gravel unit.

5.1.3.1 OU1

EPA issued a Record of Decision (ROD) for OU1 on March 29, 1991 which established the following remedial action objectives (RAOs) for OU1:

- Minimizing migration of contaminants in the groundwater.
- Initiating the reduction of toxicity, mobility, and volume of subsurface soil contaminant migration to groundwater.
- Collecting data on contaminant response to remediation measures.

At this time, the EPA considered the OU1 remedy an interim action for subsurface soil contamination at the site and a final action to address subsurface soils and groundwater contamination would be selected in a ROD for OU2 in the future after the data collected during implementation of the OU1 remedy could be evaluated. The selected remedy in the 1991 OU1 ROD included the following remedial components:

1. Installation of extraction wells and injection wells in the free coal tar areas of the subsurface soils.
2. Recovering coal tar and process water from the extraction wells using the innovative technology of enhanced recovery called contained recovery of oily waste (CROW).
3. Separating the coal tar from the process water followed by treatment of the process water.
4. Discharging a portion of the treated process water to Brodhead Creek and re-injecting the remaining process water into the subsurface soils to enhance coal tar recovery.
5. Disposing of the recovered coal tar at an off-site permitted incineration facility.
6. Installing a fence to prevent public access during active remedial activities.
7. Imposing deed restrictions to limit future use of the site.
8. Monitoring of groundwater and biota in Brodhead Creek to ensure protection of human health and the environment.

Development of the remedial design/remedial action (RD/RA) began in September 1992 and was completed in May 1994. Remedy construction began on May 31, 1994.

During implementation of the RD, several unsuccessful attempts were made to quantify the amount of free coal tar present or determine the concentrations of free coal tar in the subsurface at the site. In addition, unexpectedly low yield results from the CROW process suggested that EPA had overestimated the amount of free coal tar present at the site in the original RI for the site.

On June 19, 1994, EPA issued the first Explanation of Significant Differences (ESD) to amend the OU1 remedy based on the findings of RD implementation. The amendments included revising the period of operation for the CROW process. The 1991 OU1 ROD stated that the CROW system should be operated until at least 60 percent of the free coal tar was removed. Since estimates of coal tar volume at the site could not be made, EPA modified to the remedy to require operation of the CROW system until the increase in cumulative recovery of coal tar dropped to 0.5 percent or less per pore volume of water flushed.

Because the CROW system was an innovative technology, EPA divided the remedial action into two phases. The first phase was to implement the CROW technology in the recovery well cluster (RCC) area at the site where the largest accumulation of free coal tar was present. Based on the information gathered during the implementation of CROW in the RCC area, the CROW system would be implemented in the "MW-2" area where less accumulation of free coal tar was present. The CROW system began operation in the RCC area in November 1994 and by June 1996, the system had removed approximately 1,500 gallons of coal tar and had met the performance standard as revised in the 1994 ESD.

Based on the performance of the CROW technology in the RCC area, EPA determined that implementing CROW in the MW-2 area would not be practical because of the small amount of free coal tar in the area. In September 1997, EPA further modified the 1991 OU1 ROD with a second ESD. The second ESD modified the remedy for the MW-2 area substituting intermittent pumping of the CROW system and designated the OU1 ROD interim action as the final remedy for OU1 and the site.

The intermittent pumping of the MW-2 area began on February 29, 1996. Approximately 100 gallons of coal tar were recovered from the MW-2 area between February 1996 and March 1997. Due to the variable nature of the coal tar recovery in the MW-2 area, EPA agreed to suspend continued intermittent pumping of the MW-2 area wells. However, EPA required that the MW-2 wells and any wells in the RCC area that historically contained coal tar be monitored for free

coal tar as part of the long term groundwater monitoring program for the site. If inspections indicated a coal tar layer greater than six inches on top of groundwater within a well, pumping would resume at that time.

5.1.3.2 OU2

On May 29, 1992, PP&L and Union Gas Company entered into a Consent Order with EPA to conduct a focused remedial investigation/feasibility study (RI/FS) to further investigate the groundwater contamination at the site.

On June 30, 1995, EPA issued a ROD for OU2 which selected no further action as the remedy and established a technical impracticability (TI) zone at the site. EPA determined that it would be impracticable to remediate groundwater and residual coal tar contamination. The 1995 OU2 ROD indicated that several site-specific constraints made implementation of engineering solutions to the residual coal tar contamination impracticable, including the following:

- The earthen levee at the site could be damaged during any kind of stabilization process and might need to be removed or replaced.
- Remediation would require rerouting Brodhead Creek to access coal tar-impacted soils beneath the creek bed. This would increase the flow velocity and height of the creek and would require reinforcing the existing I-80 bridge abutments.
- Remedial actions could severely impact or destroy wetland areas on the site and on the south fork of Brodhead Creek.

The 1995 OU2 ROD stated that there is no significant potential for human health impact and no significant risk related to groundwater exposure at the site. The RI/FS for OU2 determined that Brodhead Creek serves as a hydraulic barrier for shallow groundwater contamination. Additionally, the RI/FS indicated that upward flow gradients exist at the site and therefore it is unlikely that the bedrock aquifer at the site will be impacted.

5.1.3.3 Coal Tar Seeps

EPA issued the final close out report for the site in October 26, 2000 and on July 23, 2001, the site was removed from the NPL. Between 2004 and 2006, several flooding events occurred at the site and on August 23, 2007, PP&L notified EPA of a coal tar seep at McMichael Creek.

In 2008, a soil boring investigation using Tar-specific Green Optical Screening Tool (TarGOST) identified coal tar impacted soils at the site approximately 5 to 10 feet below ground surface (bgs). The findings of the 2008 TarGOST investigation verified that the actual extent of coal tar contamination at the site was consistent with the estimate provided in the 1990 RI for the site and that the CROW process was not able to recover as much coal tar as had been anticipated.

Several seepages of coal tar were identified during monitoring activities leading up to the 2008 TarGOST investigation. In August and September 2008, contractors excavated approximately 25 tons of residual coal tar from the site for disposal.

Due to erosion of the north bank of McMichael Creek into an area with partial coal tar contamination, EPA determined that another removal action was necessary. The second removal action began on September 5, 2012 and was completed on October 25, 2012.

In October 2012, a surface water sheen was observed in two areas extending downstream from the target removal area. Additional removal actions included water diversion from the affected area, absorbent booms, additional soil excavation, and backfilling with clean overburden soils. A total of 1,500 tons of coal tar impacted soils were excavated and transported off-site for disposal during the 2012 activities.

5.1.3.4 Fourth Five-Year Review

EPA issued the fourth five-year review for the site on May 8, 2014. The fourth five-year review contains the following statements regarding the protectiveness of the remedy in place at the site:

> **OU1 – Contaminated Subsurface soils containing free coal tar in the stream gravel unit**

The remedy at OU1 currently protects human health and the environment because the practicable extent of source contamination removal has been completed, ongoing monitoring is being performed, institutional controls are in place to prevent exposure, and response actions are being performed, as needed, to address any seepages resulting from natural erosion along the stream banks. However, in order for the remedy to be protective in the long term, the monitoring period needs to be extended to allow for continued monitoring as long as waste remains in place and an evaluation of sediment pore water sampling to replace lamprey larvae sampling should be completed.

OU2 – Groundwater in the stream gravel unit up to and including the bedrock

The remedy at OU2 currently protects human health and the environment because no potential exposure pathways exist to contaminated groundwater or residual subsurface soil contamination.

Site-Wide

Because the remedial actions are protective in the short term, the remedy for the site is protective of human health and the environment in the short term.

5.1.4 Cottman Transmission

The Cottman Transmission site is located adjacent to the north of the study area at 1856 West Main Street in Stroudsburg. BrightFields reviewed a PADEP Hazardous Waste Inspection Report for the site from March 2003 and a RCRA Subtitle C Identification Form for the site from March 2003.

The Hazardous Waste Inspection Report indicates that the site was listed as a RCRA Large Quantity Generator (LQG) facility with EPA and PADEP in 2003. The inspection report indicates that the facility never generated enough waste to be considered a RCRA LQG and that at the time of the inspection, the site appeared to qualify as a RCRA Conditionally Exempt Small Quantity Generator (CESQG) facility. The inspection report indicates that the facility had a monthly service contract with Safety Clean for a parts washing unit to remove and dispose used parts washing fluid. The inspection report also indicates that the facility generated waste oils from automotive servicing and repair activities and that the waste oil was stored on the site in five 275-gallon ASTs.

The RCRA Subtitle C Identification Form indicates that the site never was a RCRA LQG and was a RCRA CESQG in 2003.

5.1.5 Fabricated Components

The Fabricated components site is located outside of the study area at 2044 West Main Street in Stroudsburg. The site was incorrectly mapped in the EDR DataMap™ Area Study Report as located within the study area. BrightFields reviewed a National Pollutant Discharge Elimination System (NPDES) Permit Fact Sheet for the site dated August 20, 2013. The NPDES Permit Fact Sheet indicates that the facility performed metal fabrication, spot welding, arc welding, metal

finishing, and painting of light sheet metal parts and assemblies. No other PADEP files were provided for the Fabricated Components site.

Based on the location of the Fabricated Components site outside of the study area and the information obtained from PADEP, further evaluation of the site is not warranted.

5.1.6 Former Total Auto Service

The Former Total Auto Service site is located adjacent to the study area at 100 Park Avenue and currently is an Econo Lodge motel. No regulated tanks are currently registered at the site.

BrightFields reviewed a UST file for the Former Total Auto Service site. The file indicates that in 1991 two 2,000 gallon gasoline USTs, one 3,000 gallon gasoline UST, and one 4,000 gallon gasoline UST were removed from the site. The file indicates that PADEP found that the UST closure report submitted for the site in 1991 was deficient. In 2006, Mobile Environmental Analytical, Inc. (MEA) re-sampled the site to satisfy the deficiencies of the 1991 closure report. MEA's investigation was summarized in a letter report dated January 30, 2007. The letter report indicates that the Former Total Auto Service site operated as a gasoline filling station from the mid 1950s until 1991. A total of 17 soil samples were collected from the former UST and product dispenser locations and were analyzed for VOCs and lead. M&P xylenes were detected in one of the samples at a concentration of 0.007 mg/kg. No other analytes were detected above the laboratory MDLs.

Based on the results of the investigation performed by MEA, PADEP required no further action at the site.

5.1.7 Gray Chevrolet

BrightFields reviewed the following documents for the Gray Chevrolet site:

- *Site Characterization & Preliminary Fate & Transport, Risk Assessment Report & Remedial Action Plan* prepared by Austin James Associates, Inc. (AJA) for Mr. William Rinehart, June 2006.
- *"Demonstration of Attainment" (DOA) Groundwater Monitoring Report* prepared by AJA for Mr. William Rinehart, June 2006.
- *Remedial Action Completion Report* prepared by AJA for Mr. William Rinehart, May 2008.

The Gray Chevrolet site is located adjacent to the north of the study area at 1245 North 9th Street (PA 611) in Stroudsburg. The site is an automobile dealership. Currently there are no USTs at the Gray Chevrolet site. There is a 10,000 gallon gasoline AST registered as in service at the site.

A release was discovered at the site during the removal of a 4,000 gallon gasoline UST on May 6, 1999. After the removal of the UST, the soils excavated during the UST removal were placed back in the tank grave. Analytical results for soil samples collected during the UST removal activities indicated benzene and naphthalene present in two samples at concentrations exceeding PADEP SHS. Based on the analytical results for the UST closure samples, the UST removal contractor returned to the site on July 9, 1999 to excavate the contaminated soils from the tank grave.

In order to comply with the site characterization requirements of the PADEP UST Program (Chapter 245, Administration of the Storage Tank and Spill Prevention Program), and to determine the remedial action necessary to obtain Relief of Liability for the Site under the Pennsylvania Land Recycling Program (Act 2), AJA, on behalf of Mr. William Rinehart, conducted a subsurface investigation of the site. The purpose of the subsurface investigation was to delineate the source area at the site and to delineate the extent of unleaded gasoline constituents in soil and groundwater at the site.

Soil

AJA conducted soil sampling of the former source area at the site on June 13, 2005. A total of 12 samples were collected from the former tank grave area and submitted for benzene, toluene, ethylbenzene, xylenes (BTEX), methyl tert-butyl ether (MTBE), naphthalene, and cumene analyses. Naphthalene was detected above the MSC in one soil sample, at a concentration of 10.9 mg/kg. All other analytes were either not detected above the laboratory method detection limits or were detected below the respective MSCs.

On October 18, 2006, AJA conducted additional soil sampling around the source area, the existing UST field at the site which consisted of two USTs installed in 1969 (one 2,000 gallon capacity and one 1,000 gallon capacity) used store used motor oil, and MW-1. A total of 24 soil samples were collected and analyzed for BTEX, MTBE, naphthalene, and cumene. Analytical

results for the October 2006 soil samples indicated that no analytes were detected above the residential used aquifer MSCs and therefore, the SHS had been attained for soil at the site.

Groundwater

AJA installed a total of 16 groundwater monitor wells at the site between June 2003 and January 2007 to monitor and characterize contamination in groundwater at the site.

A total of 10 groundwater sampling events were conducted between June 20, 2003 and February 3, 2006. Benzene and MTBE were detected during the sampling events at concentrations exceeding the respective MSCs. Benzene was detected above the MSC at concentrations ranging from 5.1 micrograms per liter (µg/L) to 118 µg/L. MTBE was detected above the MSC at concentrations ranging from 28 µg/L to 157 µg/L. Groundwater level measurements collected during the sampling events indicated that groundwater at the Gray Chevrolet site flows south towards PA 611.

The *Remedial Action Completion Report* indicates that concentrations of regulated unleaded gasoline constituents were not detected above the respective MSCs in groundwater samples collected during the last nine groundwater sampling events performed at the property except for MTBE. AJA demonstrated attainment of the SHS for MTBE using the 75/10x rule. The 75/10x rule is a statistical rule that is meant to assess whether the true site medial concentration of a contaminant is below a given cleanup standard. The rule requires that 75% of the samples collected for demonstration of attainment be equal to or less than the risk-based cleanup standard and that no single sample result exceeds the risk-based standard by more than ten times.

Site Closure

PADEP Correspondence dated July 16, 2008 indicated that the *Remedial Action Completion Report* was approved by PADEP and the LUST case for the site was closed.

5.1.8 Klingel Cleaners

The Klingel Cleaners site is located adjacent to the north of the study area at 1710 West Main Street in Stroudsburg. This site is also a portion of the West Main Street PCE site (see Section 5.1.18). BrightFields reviewed Inspection Report Comments for a facility inspection conducted at the Klingel Cleaners site on August 15, 2000. The Inspection Report Comments indicate that

the Klingel Cleaners site has been in operation since 1975 and at the time of the inspection was disposing of its tetrachloroethene (PCE) wastes through Stroudsburg Township. The facility uses approximately 60 gallons of perc annually and stores perc and perc containing wastes in air tight containers at the facility.

During the inspection, two drums of perc filters were stored inside the building, two five gallon containers of perc waste still bottoms were stored outside the building, and two pans and a scoop were stored outside the building next to the five gallon containers containing still bottom wastes. Arthur Klingel (the facility owner) indicated that the facility generates approximately 15 to 20 gallons of still bottoms per year and four drums of spent perc filters per year. Mr. Klingel stated that he disposed of the wastes annually through the Stroud Township annual cleanup.

PADEP contacted Stroud Township and learned that the township cleanup does not accept hazardous wastes and was not aware that Mr. Klingel was disposing of hazardous wastes through the annual cleanup. Based on this information, PADEP determined that Klingel was operating in violation of state and federal regulations governing hazardous waste.

The PADEP file indicates that PADEP conducted a follow-up inspection at the site on August 30, 2001. The 2001 inspection found that the hazardous wastes that were stored on-site during the previous inspection was disposed of by Safety Kleen Systems and that Mr. Klingel indicated that he would continue to use Safety Kleen Systems to dispose of perc wastes generated at the facility.

No additional information was provided for the Klingel Cleaner site, however, as noted in Section 5.2 of this report, monitor wells were observed on the Klingel Cleaners site during the site visit performed in September 2014. These wells were installed as part of the investigation of the West Main Street PCE site (see Section 5.1.18).

5.1.9 Main Street Stop & Go

BrightFields reviewed the following documents for the Main Street Stop & Go site:

- *Phase II Environmental Site Assessment* prepared by Pennsylvania Tectonics, Inc. for U.S. Mini Marts, Inc., February 2006.
- *Site Characterization Report* prepared by Pennsylvania Tectonics, Inc. for U.S. Mini Marts, Inc., October 2007.

- *Remedial Action Completion Report* prepared by Pennsylvania Tectonics, Inc. for U.S. Mini Marts, Inc., February 2008.

The Main Street Stop & Go site is located adjacent to the north of the study area at 1650 West Main Street in Stroudsburg. This site is also a portion of the West Main Street PCE site (see Section 5.1.18). The site currently is an Exxon gasoline filling station with three 10,000 gallon USTs registered as in service. Two of the USTs are reported to store gasoline and one UST is reported to store diesel fuel. A UST Location Map for the Main Street Stop & Go site is included as Figure 7.

Review of the documents listed above indicated that in October 1999, Meiser & Earl, Inc. submitted a letter report to PADEP summarizing investigation activities conducted at the site, including the investigation of a waste oil UST that was historically used at the site. The waste oil UST was investigated in February 1999 and no evidence of leakage was encountered. PADEP required additional investigation in the vicinity of the waste oil UST, including expanding the investigation to include analyzing samples for solvents. Meiser & Earl returned to the site to install four groundwater monitor wells at the site and conducted quarterly groundwater monitoring activities in November 1999, February 2000, May 2000, and August 2000. PCE was detected above the SHS MSC of 5 µg/L in the groundwater samples collected from three of the four wells, at concentrations ranging from 8 µg/L to 62 µg/L.

In March 2002, Meiser & Earl installed four additional groundwater monitor wells at the site and conducted one round of groundwater monitoring and sampling of the four newly installed monitor wells as well as two of the previously installed monitor wells. PCE was detected above the SHS MSC of 5 µg/L in the groundwater samples collected from four of the six wells, at concentrations ranging from 21 µg/L to 44 µg/L.

In January 2006, SAW Environmental Services, Inc. completed a Phase II Environmental Site Assessment of the site. Five soil borings were advanced at the site and one groundwater sample and one soil sample were submitted for laboratory analysis. The groundwater sample was submitted for VOCs analysis. The soil samples was submitted for Total Petroleum Hydrocarbons (TPH) Gasoline Range Organics (GRO) and TPH Diesel range organics (DRO). Naphthalene was detected in the groundwater sample at a concentration of 110 µg/L, which is above the SHS MSC of 100 µg/L. TPH GRO and TPH DRO were detected at concentrations of

110 mg/kg and 78 mg/kg, respectively, in the soil sample. PADEP was notified of the presence of contamination at the site and PADEP required further investigation.

In February 2006, Pennsylvania Tectonics performed a Phase II ESA of the site to further characterize the soil and groundwater contamination at the site. A total of 14 soil borings were advanced at the site during the February 2006 Phase II ESA. Five soil samples and seven groundwater samples were collected from the borings and submitted for laboratory analysis. The soil and groundwater samples were submitted to be analyzed for PADEP gasoline parameters (leaded and unleaded), diesel fuel parameters, and No. 2 Fuel Oil parameters. Analytical results for the soil and groundwater samples indicated that no analytes were detected above the SHS MSCs for non-residential use in a used aquifer setting. Based on the results of the Phase II ESA, Pennsylvania Tectonics recommended no further action at the site.

PADEP responded in a letter dated March 30, 2006 indicating that site closure could not be granted due to the fact that the PCE concentrations previously detected at the site were not addressed by the Phase II ESA activities.

Pennsylvania Tectonics indicated that the distribution of PCE across the site suggested the presence of an upgradient off-site source of PCE. Additionally, Klingel Cleaners located approximately 300 feet west of the site at an upgradient location represented a potential source. Pennsylvania Tectonics presented this information in a Site Characterization Report submitted in October 2007. PADEP responded and indicated that two groundwater monitor wells should be installed along the western property boundary at the site to demonstrate that the PCE was emanating from and off-site source

In December 2007, Pennsylvania Tectonics installed two additional groundwater monitoring wells at the western property boundary of the site to further investigation the PCE contamination in groundwater. Nine groundwater samples were collected from nine monitor wells at the site and submitted for PCE, trichloroethene (TCE), cis-1,2-dichloroethene (cis-1,2-DCE), trans-1,2-dichloroethene (trans-1,2-DCE), and vinyl chloride. Analytical results for the groundwater samples indicated that PCE was detected above the PADEP MSC of 5 µg/L in seven of the 9 samples, at concentrations ranging from 8.8 µg/L to 30 µg/L.

Based on the additional results, PADEP agreed that the PCE was migrating from an upgradient source and the PCE contamination was therefore considered a background contamination issue. The investigation of the Main Street Stop & Go site was closed in February 2008.

5.1.10 Perkins Restaurant

The Perkins Restaurant site is located within the study area at 1215 West Main Street in Stroudsburg. BrightFields reviewed a storage tank registration for Perkins restaurant dated January 24, 1990. The form indicates that a 10,000 gallon heating oil UST was registered at the site however, a representative for the site indicated that the Perkin Restaurant is connected to natural gas and the representative is not aware of any USTs on the site (see Section 5.3). No regulated tanks are reported to be currently in service at the site.

5.1.11 Pocono Gas Station

The Pocono Gas Station site is located within the study area at 1230 West Main Street, in Stroudsburg. The site currently is a Gulf gas station. BrightFields interviewed Mr. John Peeney, owner of the WS Peeney site and the Pocono Gas Station site, on March 30, 2015 (see Section 5.3). Mr. Peeney indicated that one 8,000 gallon UST storing diesel, two 6,000 gallon USTs storing gasoline, and one 550 gallon UST storing kerosene are present at the site. Information from the EDR DataMap™ Area Study Report indicates that three 6,000 gallon USTs are present at the site. Mr. Peeney indicated that the 8,000 gallon UST was incorrectly indicated as a 6,000 gallon UST on the UST registration form submitted for the site. The location of the existing UST field at the Pocono Gas Station site is depicted on Figure 8.

BrightFields reviewed a UST piping removal/closure report for the site from 2002. The report indicates that piping for several gasoline USTs was removed from the site in April 2002. The report also indicates that evidence of a release at the site was encountered during the piping removal activities. Information from the EDR DataMap™ Area Study Report indicates that BTEX, isopropylbenzene, MTBE, and naphthalene were detected in soil samples collected during the piping removal at concentrations exceeding the Act II SHSs.

PADEP issued a NOV for the release on April 12, 2002 and notified the facility owner (WS Peeney) that interim remedial actions and site characterization activities would need to be performed at the site.

Correspondence from WS Peeney to PADEP dated June 17, 2002 indicates that the contaminated soil was excavated from the site and that soil contamination at the site had been reduced to levels below Act 2 SHSs.

Analytical results for eight soil samples were included in the closure report for the site. Analytical results indicated that ethylbenzene was detected in two of the eight samples at concentrations of 1.056 mg/kg and 75.73 mg/kg. Isopropylbenzene was detected in two of the eight samples at concentrations of 0.385 mg/kg and 10.712 mg/kg. MTBE was detected in one of the samples at a concentration of 0.00515 mg/kg. Naphthalene was detected in two of the eight samples at concentrations of 15.48 mg/kg and 20.295 mg/kg. Toluene was detected in two of the eight samples at concentrations of 15.48 mg/kg and 20.295 mg/kg. Toluene was detected in two of the eight samples at 0.575 mg/kg and 118.269 mg/kg. Xylenes were detected in three of the eight samples at concentrations of 0.00972 mg/kg to 57.364 mg/kg, and 437.43 mg/kg.

5.1.12 Pocono Record

The Pocono Record site is located adjacent to the study area at 511 Lenox Street in Stroudsburg. The Pocono Record is a newspaper printing and publishing company. No regulated USTs are registered as in service at the site.

BrightFields reviewed a UST closure file for the Pocono Record site. Information from the file indicated that a 3,950 gallon gasoline UST was removed from the site in May 1991 and that UST closure samples were collected during the UST removal. The soil samples were analyzed for TPH and BTEX and analytical results indicated that TPH and BTEX were not detected above the laboratory method detection limits (MDLs). The soil samples were analyzed by Hess Environmental Laboratories in East Stroudsburg. A memorandum in the UST closure file dated April 21, 2005 indicates that in 1998, PADEP, EPA, and the U.S. Attorney General completed an investigation of Hess Environmental Laboratories and revealed that the laboratory provided fraudulent sample results to its clients. Based on the results of the investigation, any groundwater or soil sample results reported by Hess Environmental Laboratories between 1988 and 1997 cannot be considered valid and therefore, the gasoline UST removal case cannot be closed until the UST removal area is re-sampled in accordance with the latest version of PADEP Closure Requirements for Underground Storage Tank Systems.

No additional information was provided for the Pocono Record site. BrightFields interviewed Mr. Joe Vanderhoof, President & Publisher for the Pocono Record, on April 15, 2015 (see Section 5.3). Mr. Vanderhoof indicated that his office is located at the Pocono Record property on Lenox Street and that no tanks, underground or above-ground, are located at the property. Mr. Vanderhoof was not aware if the previous location of the gasoline UST was ever re-sampled.

5.1.13 Pump and Pantry #19

BrightFields reviewed the following documents for the Pump and Pantry #19 site:

- *Site Characterization Report and Remedial Action Plan* prepared by Mobile Environmental Analytical, Inc. (MEA) for Mr. Lloyd J. Nolan, January 2007.
- *Site Characterization and Remedial Action Plan Addendum* prepared by MEA for Mr. Scott Quigg, June 2010.
- *Remedial Action Completion Report* prepared by MEA for Mr. Scott Quigg, December 2012.

The Pump and Pantry #19 site is located within the study area at 1229 West Main Street in Stroudsburg. The gas station associated with the site is a Shell gas station (Shell Service Station site) with three 8,000 gallon gasoline USTs registered as in service. The existing UST field at the Pump and Pantry #19/ Shell Service Station sites is depicted on Figure 8.

A Phase II investigation was completed at the site in June 2004. At the time of the Phase II investigation, three 8,000 gallon gasoline USTs were present at the site. A total of six soil borings were advanced around the UST field at the site during the Phase II investigation and groundwater samples were collected from temporary well points installed in the borings. The groundwater samples were submitted for analysis of PADEP unleaded gasoline and diesel fuel parameters. Analytical results indicated that 1,3,5-trimethylbenzene (TMB), 1,2,4-TMB, and naphthalene were detected above the SHS MSCs in one of the six groundwater samples analyzed, at concentrations of 1,400 µg/L, 7,800 µg/L, and 1,100 µg/L, respectively.

Four soil borings were advanced at the site in May 2006 to characterize the area upgradient of the UST field at the site. Temporary well points were installed in the four additional borings and one groundwater sample was collected from each boring. The groundwater samples were submitted for analysis of PADEP unleaded gasoline and diesel fuel parameters. No analytes were detected above the laboratory MDLs in the groundwater samples collected from the four

temporary well point locations. A total of five soil samples were collected from the four additional soil borings and were submitted for analysis of PADEP unleaded gasoline and diesel fuel parameters. 1,2,4-TMB was detected at a concentration of 0.007, which is below the SHS MSC. No other analytes were detected above the laboratory MDLs.

Subsequent investigations, including the installation of permanent groundwater monitor wells, indicated 1,2,4-TMB present in one groundwater monitor well at concentrations exceeding the PADEP MSC of 16 µg/L for a residential used aquifer setting.

MEA performed a fate and transport analysis for the site and results of the analysis indicated that 1,2,4-TMB would not migrate off-site. Based on this information, MEA proposed natural attenuation monitoring to demonstrate attainment of the SHS for 1,2,4-TMB at the site. MEA also recommended evaluation the potential for vapor intrusion into the convenience store building if future groundwater monitoring results warranted it.

A second release was discovered at the site in March 2008 during the attainment monitoring. Investigations indicated that a dispenser at the site was struck by a vehicle causing the second release. MEA submitted a Site Characterization Report and Remedial Action Plan for the second release at the site to PADEP in November 2008 which recommended air sparging and soil vapor extraction (SVE) as the best remedial option. The Site Characterization Report and Remedial Action Plan for the second release was approved by PADEP in December 2010.

A third release was discovered at the site in November 2009 during the attainment monitoring. Analytical results for groundwater samples collected from two leak detection wells (LD-1 and LD-2) and one monitor well (MW-6) indicated analytes present at concentrations exceeding the SHS MSCs. Investigations indicated that the third release was due to a probe cap becoming dislodged from one of the UST at the site. The cap functions as part of the overfill protection for the UST and since the cap was dislodged, the overfill protection system for the UST malfunctioned.

LD-1, LD-2, and MW-6 were sampled again in December 2009 to confirm the November 2009 quarterly sampling results. Analytical results indicated benzene present in all three wells above the SHS MSC of 5 µg/L, at concentrations ranging from 330 µg/L to 1,700 µg/L. Toluene was detected above the SHS MSC of 1,000 µg/L in one sample, at a concentration of 2,300 µg/L. 1,3,5-TMB was detected above the SHS MSC of 16 µg/L in one sample, at a concentration of

330 µg/L. 1,2,4-TMB was detected above the SHS MSC of 16 µg/L in two samples, at concentrations of 620 µg/L and 39 µg/L. Naphthalene was detected above the SHS MSC of 100 µg/L, at a concentration of 230 µg/L. MEA proposed air sparging and SVE as the best remedial option for the site and proposed to run the remediation system until all concentrations at the site were below the SHS MSCs for a residential used aquifer setting.

In December 2012, MEA submitted a Remedial Action Completion report documenting attainment of the SHS for a residential used aquifer setting. PADEP approved the RACR for the site on January 31, 2013 and the Pump and Pantry #19 case was closed.

5.1.14 Rinehart EM Inc.

The Rinehart EM Inc. site is located adjacent to study area at 1875 West Main Street in Stroudsburg. An automobile repair facility and a towing service currently operate at the site. No regulated USTs currently are registered at the site.

BrightFields reviewed a UST file for the Rinehart EM Inc. Site. A review of the files indicates that on January 22, 1999, PADEP issued a Notice of Violation (NOV) for the site. PADEP files had indicated that one or more components of the UST system at the site did not meet performance standards mandated by federal and state regulations.

A tank closure report submitted for the site indicates that in February 1999, a 10,000 gallon gasoline UST and the associated UST piping was removed from the site. The tank closure report indicates that no obvious contamination was observed during the UST removal and that UST closure sample results met the applicable standards for UST closure.

No additional information was provided for the Rinehart EM Inc. site.

5.1.15 Shell Service Station

The Shell Service Station is located within the study area at 1229 West Main Street, and consists of a Shell gas station associated with the Pump and Pantry #19 site. Three 8,000 gallon gasoline USTs are registered as in service at the site. The location of the existing UST field at the Pump and Pantry #19/Shell Service Station sites is included as Figure 8.

Files regarding releases that have occurred at the Shell Service Station are detailed in Section 5.1.13 (Pump and Pantry #19). The Shell Service Station site was identified in the EDR

DataMap™ Area Study Report as a RCRA Non-Generator, indicating that the facility does not presently generate hazardous wastes. Based on the waste codes for the wastes previously generated at the facility, BrightFields suspects that the wastes were generated due to upgrades or maintenance at the gas station.

5.1.16 Shoppes at Stroud

The Shoppes at Stroud site is located adjacent to the south of the study area at the intersection of Heller Road and PA 611 in Stroudsburg. The PADEP files provided at the file review pertained to stormwater permitting for the facility. No files indicating the presence of contamination at the site were provided.

5.1.17 Sunoco Service Station

The Sunoco Service Station site is located adjacent to the study area at 262-266 Park Avenue in Stroudsburg and currently is gas station with two 15,000 gasoline USTs registered as in service. A UST Location Map for the Sunoco Service Station site is included as Figure 9.

BrightFields reviewed a request for closure letter report dated February 12, 1996 prepared by Groundwater & Environmental Services, Inc. (GES) and a closure report dated September 8, 2011 prepared by Aquaterra Technologies, Inc.

The request for closure letter report prepared by GES indicates that a release was discovered at the Sunoco site in 1995 during the removal of three 8,000 gallon gasoline USTs and associated product lines and dispensers. A total of 378.95 tons petroleum impacted soil were removed from the site during the UST removals. Post excavation soil samples were collected and analyzed for BTEX and TPH DRO. Analytical results indicated that no analytes were detected above the SHS. Based on the analytical results for the soil samples, GES requested closure of the LUST case. The Map Findings section of the EDR DataMap™ Area Study Report indicates that the LUST case was subsequently closed in April 1996.

The closure report dated September 8, 2011 documents the removal of four product dispensers from the site. The closure report indicates that no contamination was encountered during the dispenser removals. Soil samples were collected during the dispenser removals and all analytes were not detected above the laboratory MDLs. PADEP correspondence dated September 22,

2011 indicated that based on the closure report, no further action was required for the dispenser removals.

5.1.18 West Main Street PCE

The West Main Street PCE site is located adjacent to the north of the study area and consists of the Main Street Stop & Go site, the Klingel Cleaners site, and the properties surrounding these sites along West Main Street in Stroudsburg and Stroud Township.

As indicated in Section 5.1.9, PCE was detected in groundwater at the Main Street Stop & Go site at concentrations exceeding the applicable PADEP MSC. Investigations performed on the Main Street Stop & Go site indicated that the PCE detected in groundwater at the site was likely migrating from an off-site source.

In December 2009, the PADEP retained Science Applications International Corporation (SAIC) to assist with an investigation to determine the location of the off-site source. SAIC reported the results of the investigation activities in an Initial Investigation Report dated March 2011 and in an Addendum Report (Addendum Report 1) dated March 2012.

A PADEP Response Justification Document dated March 11, 2011 indicates that Klingel Cleaners has been identified as a responsible party for the PCE contamination.

The investigations performed indicate that groundwater in the shallow groundwater aquifer at the site is present between 5 and 7 feet bgs. The Addendum Report 1 indicates that the groundwater table was encountered at 9 feet bgs in a soil boring advanced on the Klingel Cleaners property. The investigations indicated that groundwater beneath the West Main Street PCE site flows to the east.

Shallow soil samples were collected from the Klingel Cleaners property and PCE was detected in these samples at concentrations up to 6.74 mg/kg. Analytical results for the groundwater samples collected indicate that the highest concentrations of PCE have been detected from a shallow well (MW-104S) installed on the northern side of the Klingel Cleaners property. A groundwater sample collected from this location on December 2, 2010 indicated PCE present at a concentration of 291 µg/L (the PADEP Non-Residential MSC for PCE is 5 µg/L). Off-site impacts have been documented and it is likely that PCE-contaminated groundwater is present beneath Main Street in the vicinity of the West Main Street site.

5.1.19 WS Peeney

The WS Peeney site is located adjacent to the south of the study area at 1745 West Main Street in Stroudsburg and is a Gulf Oil Co. distribution facility. Nine 15,000 gallon ASTs currently are registered at the WS Peeney site and were installed at the site in 1932. Six of the ASTs are reported to store heating oil, two of the ASTs are reported to store diesel fuel, one of the ASTs is reported to store kerosene. Mr. John Peeney, owner of the WS Peeney site, indicated that an abandoned 550 gallon UST previously used to store heating oil is located in front of the 1745 West Main Street building near the sign in front of the building. Mr. Peeney indicated that no other USTs are located on the site. A UST Location Map for the WS Peeney site is included as Figure 10.

Files reviewed at PADEP indicate the WS Peeney is the owner of the Pocono Gas Station Site. The files provided for WS Peeney pertained to the Pocono Gas Station site and not the WS Peeney distribution facility located a 1745 West Main Street. No other files for the WS Peeney site located 1745 West Main Street were provided by PADEP.

5.2 Site Visits

The purpose of the site visits was to collect information regarding current site conditions for sites identified as potential environmental hazards. Where possible, BrightFields also visually evaluated properties within the study area that were not identified in the EDR database in an effort to determine if they could potentially represent environmental hazards. Several additional areas of potential environmental concern were identified during the site visits. BrightFields conducted the site visit activities on September 23, 2014. Photographs from the site visits are included as Appendix G. Significant observations made during the site visit are detailed in the following Sections.

5.2.1 Sites Identified on Regulatory Databases

BrightFields visited each of the sites identified on regulatory databases in the EDR DataMap™ Area Study Report in an effort to gather additional information regarding potential environmental hazards present on the sites. Significant observations made on these sites are discussed below.

5.2.1.1 Klingel Cleaners

Two monitoring wells and two soil gas sampling points were observed on the Klingel Cleaners site. A monitor well was also observed along West Main Street in front of Klingel Cleaners. A heating oil AST was observed on the western side of the Klingel Cleaners building.

5.2.1.2 Main Street Stop & Go

Multiple groundwater monitor wells were observed on the Main Street Stop & Go site to the west of the gasoline filling station on the property. These wells were installed during the PCE investigation conducted on the site, detailed in Section 5.1. A 55-gallon steel drum was also observed on the western portion of the site.

5.2.1.3 Pocono Foundry

Dawe's Motorsports (auto repair and maintenance facility), Pocono Tire and Brake Co., and BioTriad Environmental, Inc. were observed as current occupants of the Pocono Foundry site. Biobuffer Solutions, Inc. was not observed as an occupant at the site.

5.2.1.4 Rinehart EM Inc.

Two groundwater monitor well covers were observed on the Rinehart EM Inc. site. Schlier's Towing Service, K&L Auto Repair, and Body Shop by Jim Schlier were the occupants of the site at the time of the site visit. BrightFields also observed several debris piles and multiple vehicles and storage trailers on the Rinehart EM Inc. site which indicates that the property appears to have been used as a salvage yard. Mr. Schlier, the owner of the property, indicated that the monitoring well covers were used to cover sewer cleanouts on the property and are not groundwater monitor wells.

5.2.1.5 WS Peeney

BrightFields observed nine ASTs on the WS Peeney site. The ASTs are reported to be 15,000 gallon capacity.

5.2.2 Other Sites

During the site visit activities, BrightFields observed several businesses that may pose potential environmental hazards within and/or adjacent to the Study area that were not identified on regulatory databases or by historic research. Although these sites have not been identified on regulatory databases indicating the presence of hazardous materials, it is possible that releases of hazardous materials may have occurred on these properties that were not reported.

5.2.2.1 West Main Street

BrightFields observed several businesses along West Main Street to the east of US 209 that present potential environmental concerns including Gray Chrysler-Dodge, KOST Tire & Muffler, Mark Gray's Automotive, Ted's Used Cars, and JPM Unlimited Foreign & Domestic Auto Repair. These businesses conduct automobile repair and maintenance activities which involve the use of hazardous and/or potentially hazardous materials including petroleum compounds and solvents (parts washing fluids, degreasers, etc.). It is possible that improper use or disposal of these materials may have impacted subsurface conditions at these sites.

5.2.2.2 APS Recycling

BrightFields observed a scrap yard (APS Recycling) located within the study area to the south of I-80 (Figure 6). The scrap yard was also identified as "junk yard" on a 1961 Sanborn® map (see Section 4.1). The scrap yard is located approximately 250 feet south of the Pocono Foundry site on Katz Drive. Potential environmental concerns typically associated with scrap yard operations include soil and groundwater contamination due to mishandling of vehicular fluids such as gasoline, diesel fuel, oil, etc. Other contaminants that may be found at scrap yards include heavy metals such as cadmium, chromium, copper, lead, and mercury from handling industrial and electronic wastes and polychlorinated biphenyls (PCBs) from hydraulic or electrical equipment.

5.2.2.3 Former Gas Station/Oil Storage Facility

BrightFields visited the Former Gas Station/Oil Storage Facility site located within the study area at 101 Park Avenue and observed that the Former Gas Station/Oil Storage Facility site currently consists of a bank (First Northern Bank & Trust). The Former Gas Station/Oil Storage Facility was identified on Sanborn® maps for the years of 1930 and 1950 (see Section 4.1).

5.2.2.4 Former Research Laboratory/Chemical Plant

BrightFields visited the Former Research Laboratory/Chemical Plant site located within the I-80 corridor and adjacent to the north of the I-80 corridor on Storm Street. The Former Research Laboratory/Chemical Plant site was identified on a 1950 Sanborn® map as "Ingraham Research Laboratory" (see Section 4.1). The site currently consists of the All Granite & Marble Corporation facility and has an address of 70 Storm Street. Structures indicative of the Former Research Laboratory/Chemical Plant site buildings were not observed on the site.

5.3 Interviews

BrightFields contacted representatives of PADEP, the Borough of Stroudsburg, and the Monroe County Control Center in an effort to identify other sites of potential concern within the study area that were not identified by historic research, regulatory databases, or visual observations during the site visit. BrightFields also contacted representatives for the EM Rinehart, Inc., Perkins Restaurant, Pocono Gas Station, and WS Peeny. The following sections summarize the information obtained from the interviews. Interview documentation is included in Appendix H.

5.3.1 PADEP

BrightFields provided copies of maps depicting the study area and the sites identified by regulatory databases, historic research, and site observations to the PADEP, explained the purpose and scope of the Phase I ESA within the context of Publication 281, and requested that PADEP review the maps and provide information for any other sites of potential concern that they may be aware of within or adjacent to the study that were not identified on the maps as well as any information for the sites identified that may not be publicly available.

Ms. Cydney Faul-Halsor of PADEP responded to the request on October 20, 2014 and indicated that she had forwarded the request to the UST, Hazardous Substance Cleanup Act (HSCA), and Land Recycling Sections of the Environmental Cleanup and Brownfields Program. Ms. Faul-Halsor indicated that no additional sites were identified within the study area. Ms. Faul-Halsor indicated one additional site located to the north of the study area identified as the Former Stroudsburg Dyeing and Finishing Site. The Former Stroudsburg Dyeing and Finishing Site was identified in the EDR DataMap™ Area Study Report on the LUST, archive UST, and archive AST databases. The EDR DataMap™ Area Study Report mapped the site as located approximately 0.2 mile north of the study are at Brown Street and Lincoln Avenue. Based on the

location of the site outside of the study area, the site was not included in the informal file review request submitted to the PADEP in 2014. Ms. Faul-Halsor indicated that no contamination was identified along the southern property boundary of the Former Stroudsburg Dyeing and Finishing Site, which is located adjacent to the north of the study area. Ms. Faul-Halsor indicated that there is potential for soil contamination beneath I-80 due to spills from vehicle accidents.

5.3.2 Borough of Stroudsburg

BrightFields provided copies of maps depicting the study area and the sites identified by regulatory databases, historic research, and site observations to the Borough of Stroudsburg Code Enforcement Officer, explained the purpose and scope of the Phase I ESA within the context of Publication 281, and requested that the Borough of Stroudsburg review the maps and provide information for any other sites of potential concern that they may be aware of within or adjacent to the study area that were not identified on the maps as well as any information for the sites identified that may not be publicly available.

BrightFields has not received a response from the Borough of Stroudsburg as of the date of this report. If additional pertinent information is received from the Borough of Stroudsburg it will be provided in a supplemental report.

5.3.3 PennDOT

BrightFields contacted PennDOT on April 7, 2015 and submitted a Right-to-Know request form for any information pertaining to releases of hazardous or potentially hazardous materials (including petroleum) that have occurred on I-80 between Exit 303 and Exit 307.

BrightFields received as response dated April 14, 2015 indicating that no information pertinent to the request was identified in PennDOT's files.

5.3.4 EM Rinehart, Inc.

BrightFields interviewed Mr. Jim Schlier of Schlier's Auto Service on April 1, 2015 regarding the property located at 1875 West Main Street in Stroudsburg, PA. Mr. Schlier indicated that he has owned the 1875 West Main Street property for over 20 years and that the UST previously located at the property was removed prior to him taking ownership of the property. Mr. Schlier indicated that he is not aware of any problems associated with the former UST and that there are

no other USTs located on the property. BrightFields also asked Mr. Schlier about two monitoring well covers that were observed on the property. Mr. Schlier indicated that the covers were used to protect sewer cleanouts on the property and no groundwater monitoring wells are present on the property. Mr. Schlier indicated that he is not aware of any other potential environmental concerns associated with the EM Rinehart, Inc. site.

5.3.5 Perkins Restaurant

BrightFields interviewed Tammy Chapin of JBK Management Co. on March 30, 2015 regarding the Perkins Restaurant site. JBK Management Company manages utility services for the Perkins Restaurant. Ms. Chapin indicated that the Perkins Restaurant at 1215 West Main Street is connected to natural gas and that she is not aware of any USTs present on the property.

5.3.6 Pocono Gas Station/WS Peeney

BrightFields interviewed John Peeney of WS Peeney on March 30, 2015 regarding environmental conditions at the WS Peeney Site (1745 West Main Street) and at the Pocono Gas Station site.

Mr. Peeney indicated that he is aware of two releases that have occurred at the Pocono Gas Station site. The first release was discovered in 2002 during an upgrade to the dispenser canopy at the site. The release occurred due to a dispenser piping leak. Mr. Peeney indicated that the piping was repaired and all contaminated soil was over-excavated for disposal. The second release occurred just a few weeks ago when the kerosene pump at the site was discovered to be leaking. Mr. Peeney indicated that the release was limited in extent and that the release has not yet been characterized. Mr. Peeney indicated that the kerosene pump is located to the east of the existing UST field at the site next to the building on the site.

Mr. Peeney indicated that he is not aware of any releases that have occurred at 1745 West Main Street. Mr. Peeney indicated that an abandoned 550 gallon UST previously used to store heating oil is located in front of the1745 West Main Street building near the sign in front of the building.

5.3.7 Pocono Record

BrightFields interviewed Mr. Joe Vanderhoof, President & Publisher for the Pocono Record, on April 15, 2015. Mr. Vanderhoof indicated that his office is located at the Pocono Record

property on Lenox Street and that no tanks, underground or above-ground, are located at the property. Mr. Vanderhoof was not aware if the previous location of the gasoline UST was ever re-sampled as indicated to be necessary in a PADEP Memorandum dated April 21, 2005.

6.0 FINDINGS

Based on the conceptual planned construction, the sources reviewed and contacted for this Phase I ESA, and observations made during the site visit, 29 sites of potential concern were identified for the project. The site locations are depicted on Figures 5 and 6. The Fabricated Components site was found to be significantly outside of the study area and is not depicted on Figures 5 and 6. The following table summarizes the 29 sites identified, the method by which each site was identified, and the address or location of each site.

Site Name	Method of Identification	Address/Location
Alumitek/Beaufab Mills	EDR DataMap™ Area Study Report	1901 West Main Street
APS Recycling	Site Visit, Aerial Photographs	Katz Drive
Biobuffer Solutions, Inc./Pocono Foundry	Sanborn® Maps, EDR DataMap™ Area Study	Foundry Street
Brodhead Creek NPL Site	EDR DataMap™ Area Study Report	South of Main St. between Brodhead Creek and McMichael Creek
Cottman Transmission	EDR DataMap™ Area Study Report	1856 West Main Street
Fabricated Components, Inc.	EDR DataMap™ Area Study Report	2044 West Main Street
Former Gas Station	Sanborn® Maps	440 Main Street
Former Gas Station/Oil Storage Facility	Sanborn® Maps	101 Park Avenue
Former Research Laboratory/Chemical Plant	Sanborn® Maps	70 Storm Street
Former Stroudsburg Dyeing and Finishing	PADEP Interview	Brown Street and Lincoln Avenue
Former Total Auto Service	EDR DataMap™ Area Study Report	100 Park Avenue
Gray Chevrolet	EDR DataMap™ Area Study Report	1245 North 9th Street
Gray Chrysler Dodge	Site Visit	1875 West Main Street
JPM Unlimited	Site Visit	1717 West Main Street
Klingel Cleaners	EDR DataMap™ Area Study Report	1710 West Main Street

Site Name	Method of Identification	Address/Location
KOST Tire & Muffler	Site Visit	1856 West Main Street
Main Street Stop & Go	EDR DataMap™ Area Study Report	1650 West Main Street
Mark Gray's Automotive	Site Visit	1737 West Main Street
Perkins Restaurant	EDR DataMap™ Area Study Report	1215 West Main Street
Pocono Gas Station	EDR DataMap™ Area Study Report	1230 West Main Street
Pocono Record	EDR DataMap™ Area Study Report	511 Lenox Street
Pump and Pantry #19	EDR DataMap™ Area Study Report	1229 West Main Street
Rinehart EM, Inc.	EDR DataMap™ Area Study Report	1875 West Main Street
Shell Service Station	EDR DataMap™ Area Study Report	1229 West Main Street
Shoppes at Stroud	EDR DataMap™ Area Study Report	Heller Road and PA 611
Sunoco Service Station	EDR DataMap™ Area Study Report	262-266 Park Avenue
Ted's Used Cars	Site Visit	1723 West Main Street
West Main Street PCE	EDR DataMap™ Area Study Report	West Main Street
WS Peeney	EDR DataMap™ Area Study Report	1745 West Main Street

7.0 RECOMMENDATIONS

This section provides general recommendations for managing potential environmental hazards within the study area as well as site-specific recommendations for the 29 sites of potential concern identified by this Phase I ESA. Recommendations are developed based on BrightFields' review of construction information provided by AECOM and requirements specified in Publication 281..

7.1 General Recommendations

1. No further action is recommended for 19 of the 29 sites of potential concern. Phase III ESAs are recommended at nine of the sites of potential concern (APS Recycling, Biobuffer Solutions, Inc./Pocono Foundry, Former Gas Station, Former Research Laboratory/Chemical Plant, Klingel Cleaners, West Main Street PCE, Main Street Stop & Go, Pocono Gas Station, and Rinehart EM, Inc.). If intrusive activities will be conducted in the vicinity of the bridge over Brodhead Creek (located within the easternmost portion of the I-80 Corridor Study Area) BrightFields recommends that a soil and sediment management work plan be prepared to provide guidelines to workers to properly manage potentially contaminated soil and/or sediment. Site specific recommendations are detailed in the following section.

2. Conduct surveys for asbestos containing materials (ACM) and lead based paint (LBP) of any bridges or other structures that will be impacted by the project.

3. There is potential for contamination to be present beneath the I-80 corridor as a result of vehicle accidents and spills. Additionally, Sanborn® maps indicate that a railroad corridor was formerly located in many areas where I-80 currently is located and there is potential for contaminated materials, including historic fill, to be present beneath I-80. After the design plans for the project are completed, a Waste Management Plan (WMP), and a site specific Health and Safety Plan (HASP) should be prepared to address soil, sediment, and groundwater management, environmental health, and worker safety during all project construction activities. The WMP should address all known or suspected contaminants that may be associated with the identified sites of potential concern as well as contaminants that may be present beneath I-80.

7.2 Site-Specific Recommendations

7.2.1 No Further Action Recommended Sites

Based on the available information reviewed for this study, no further evaluation of the Alumitek/Beaufab Mills, Cottman Transmission, Fabricated Components, Inc., Former Stroudsburg Dyeing and Finishing, Former Gas Station/Oil Storage Facility, Former Total Auto Service, Gray Chevrolet, Gray Chrysler Dodge, JPM Unlimited, KOST Tire & Muffler, Mark Gray's Automotive, Perkins Restaurant, Pocono Record, Pump and Pantry #19, Shell Service Station, Shoppes at Stroud, Sunoco Service Station, Ted's Used Cars, and WS Peeney sites is recommended. For all proposed construction, a WMP and HASP is recommended. The WMP and HASP should be developed based on known or suspected contaminants that may be associated with the identified sites of potential concern as well as contaminants that may be present beneath I-80. If the current project plans change, the need for further assessment of these sites should be re-evaluated.

7.2.2 APS Recycling

The APS Recycling site is a scrap yard facility and Sanborn® maps indicate that the facility has been in operation since at least 1961. Additionally, Sanborn® maps indicate that a NYS &WRR rail yard facility, including an engine repair shop, was previously located where the APS Recycling Site is located. Construction activities anticipated on the site include widening of I-80, construction of mainline bridge over McMichael Creek, and construction of a stormwater basin on the site. The maximum depth for spreading footing at the site is anticipated to be 10 feet below ground surface (bgs) and the maximum depth for pile foundation is anticipated to be 50 feet bgs. The maximum depth for the stormwater basin is anticipated to be 14 feet bgs. Based on the anticipated construction on the APS Recycling Site and the previous uses of the site, BrightFields recommends conducting a Phase III ESA consisting of surface soil sampling, subsurface soil sampling, and groundwater sampling to assess subsurface conditions at the APS Recycling Site. BrightFields recommends advancing 10 Geoprobe® borings across the site to facilitate the soil and groundwater sampling. The soil borings should be advanced to the maximum depth of the proposed stormwater basin, or to the groundwater table, whichever is encountered first. Surface soil samples should be collected from 0-2 feet bgs from each boring. Subsurface soil samples should be collected from immediately above the soil to groundwater interface, where contamination is apparent, or from the maximum depth of the proposed boring.

If groundwater is encountered, groundwater samples should be collected from temporary well points installed in at least five of the 10 borings advanced at the site. The soil and groundwater samples should be analyzed for PADEP short list parameters for leaded gasoline, unleaded gasoline, kerosene, diesel fuel, fuel oils, and lubricating oils, polycyclic aromatic hydrocarbons (PAHs), pH, heavy metals, and polychlorinated biphenyls (PCBs).

7.2.3 Biobuffer Solutions, Inc./Pocono Foundry

The Biobuffer Solutions, Inc./Pocono Foundry site was previously used as an iron foundry and Sanborn® maps indicate that the foundry operated from at least 1921 until at least 1961. The Map Findings section of the EDR DataMap™ Area Study report indicates that the Pocono Foundry was first listed as a RCRA Non-Generator in August 1980 and it is likely that the foundry operated until approximately 1980. More recently, Biobuffer Solutions, Inc. operated in the former Pocono Foundry facility. Internet research for Biobuffer Solutions, Inc. indicates that the company was a manufacturer of biological buffers and laboratory reagents intended for use in the biopharm and biotech markets. Construction activities anticipated on the site include widening of I-80, demolition of an existing off ramp, construction of a retaining wall, and construction of a stormwater basin on the site. The maximum depth of disturbance for widening of I-80, off ramp demolition, and retaining wall construction is anticipated to be 10 feet bgs. The maximum depth for the stormwater basin is anticipated to be 16 feet bgs. Based on the anticipated construction on the Biobuffer Solutions, Inc. and Pocono Foundry Sites, and the previous uses of the site, BrightFields recommends conducting a Phase III ESA consisting of surface soil sampling, subsurface soil sampling, and groundwater sampling to assess subsurface conditions. BrightFields recommends advancing four Geoprobe® borings across the site to facilitate the soil and groundwater sampling. The soil borings should be advanced to the maximum depth of the proposed stormwater basin, or to the groundwater table, whichever is encountered first. Surface soil samples should be collected from 0-2 feet bgs from each boring. Subsurface soil samples should be collected from immediately above the soil to groundwater interface, where contamination is apparent, or from the maximum depth of the proposed boring. If groundwater is encountered, groundwater samples should be collected from temporary well points installed in at least two of the four borings advanced at the site. The soil and groundwater samples should be analyzed for PADEP short list parameters for unleaded gasoline, kerosene, diesel fuel, fuel oils, and lubricating oils, heavy metals, PAHs, and PCBs.

7.2.4 Brodhead Creek NPL Site

The Brodhead Creek NPL Site is located to the north of the study area beyond McMichael Creek and McMichael Creek would act as a hydrologic barrier to contamination emanating from the Brodhead Creek NPL Site. However, it is possible that contaminated sediment and/or soil may be present in McMichael Creek and Brodhead Creek. If intrusive activities will be conducted in the vicinity of the bridge over Brodhead Creek (located within the easternmost portion of the I-80 Corridor Study Area) BrightFields recommends that a soil and sediment management work plan be prepared to provide guidelines to workers to properly manage potentially contaminated soil and/or sediment. BrightFields also recommends that the PADEP be contacted prior to any intrusive activities in the vicinity of the Brodhead Creek site NPL Site to determine if any new information for the site is available.

7.2.5 Former Gas Station

Sanborn® maps for the years of 1950 and 1961 indicate that a gas station was previously present at the northeast corner of the intersection of Main Street and North 5th Street (440 Main Street). The property currently is a KFC Restaurant. The Sanborn® maps indicated four USTs present on the property. The 440 Main Street property was not identified on any databases indicating that USTs were registered at the property or removed from the property. It is possible that USTs remain. Construction activities anticipated on the site include intersection improvements and the maximum depth of disturbance associated with the intersection improvements is anticipated to be five feet bgs. Based on the anticipated construction on the site and the lack of information available for the site regarding the previous gas station, BrightFields recommends performing a Phase III ESA consisting of surface soil sampling, subsurface soil sampling, and groundwater sampling. BrightFields recommends advancing four Geoprobe® borings at the site to facilitate the soil and groundwater sampling. The soil borings should be advanced to the maximum depth of the proposed construction activities, or to the groundwater table, whichever is encountered first. Surface soil samples should be collected from 0-2 feet bgs from each boring. Subsurface soil samples should be collected from immediately above the soil to groundwater interface, where contamination is apparent, or from the maximum depth of the proposed boring. If groundwater is encountered, groundwater samples should be collected from temporary well points installed in at least two of the four borings advanced at the site. The soil and groundwater samples should be analyzed for PADEP short list parameters for leaded gasoline, unleaded gasoline, kerosene, and diesel fuel. Prior to conducting the drilling activitites, BrightFields

recommends that a geophysical survey be performed of the site in an effort to determine if USTs remain. If USTs are identified and must be removed for project construction, the USTs should be removed in accordance with PADEP regulations.

7.2.6 Former Research Laboratory/Chemical Plant

The Former Research Laboratory/Chemical Plant site was identified on a 1950 Sanborn® map. Construction activities anticipated on the site include widening of I-80, construction of a retaining wall, and construction of a stormwater basin on the site. The maximum depth of disturbance for widening of I-80 and retaining wall construction is anticipated to be five feet bgs. The maximum depth for the stormwater basin is anticipated to be 13 feet bgs. Based on the anticipated construction on the site and the previous use of the site, BrightFields recommends conducting a Phase III ESA consisting of surface soil sampling, subsurface soil sampling, and groundwater sampling to assess subsurface conditions at the Former Research Laboratory/Chemical Plant site. BrightFields recommends advancing two Geoprobe® borings at the site to facilitate the soil and groundwater sampling. The soil borings should be advanced to the maximum depth of the proposed stormwater basin, or to the groundwater table, whichever is encountered first. Surface soil samples should be collected from 0-2 feet bgs from each boring. Subsurface soil samples should be collected from immediately above the soil to groundwater interface, where contamination is apparent, or from the maximum depth of the proposed boring. If groundwater is encountered, groundwater samples should be collected from temporary well points installed in both of the borings advanced at the site. The soil and groundwater samples should be analyzed for volatile organic compounds (VOCs) and semi-volatile organic compounds (SVOCs).

7.2.7 Klingel Cleaners and West Main Street PCE Sites

Klingel Cleaners has been identified as a responsible party for PCE contamination in soil and groundwater at the West Main Street PCE site. Construction activities anticipated on the site include widening/realignment of West Main Street and construction of a stormwater basin on the site. The maximum depth of disturbance associated with the widening/realignment is anticipated to be 10 feet feet bgs. The maximum depth for the stormwater basin is anticipated to be 15 feet bgs. Based on the anticipated construction and known contamination at the site, BrightFields recommends conducting a Phase III ESA consisting of surface soil sampling, subsurface soil sampling, and groundwater sampling to assess subsurface conditions. BrightFields recommends

advancing two Geoprobe® borings to the south of the Klingel Cleaners site along Main Street to facilitate the soil and groundwater sampling. The soil borings should be advanced to the maximum depth of the proposed stormwater basin, or to the groundwater table, whichever is encountered first. Surface soil samples should be collected from 0-2 feet bgs from each boring. Subsurface soil samples should be collected from immediately above the soil to groundwater interface, where contamination is apparent, or from the maximum depth of the proposed boring. If groundwater is encountered, groundwater samples should be collected from temporary well points installed in both of the borings advanced at the site. The soil and groundwater samples should be analyzed for PCE, trichloroethylene, cis-dichloroethene, vinyl chloride, and ethane.

7.2.8 Main Street Stop & Go

Information obtained from the PADEP file review indicates that PCE is present in groundwater at the Main Street Stop & Go site. Construction activities anticipated on the site include widening/realignment of West Main Street, construction of a ramp, and construction of a stormwater basin. The maximum depth of disturbance for widening/realignment of West Main Street is anticipated to be 10 feet bgs. The maximum depth for the stormwater basin is anticipated to be 15 feet bgs. Based on anticipated construction on the site, the known groundwater contamination at the site, and the current and past use of the site as a gasoline filling station, BrightFields recommends conducting a Phase III ESA consisting of surface soil sampling, subsurface soil sampling, and groundwater sampling to assess subsurface conditions. BrightFields recommends advancing three soil borings on the site to facilitate the soil and groundwater sampling. One boring should be advanced on the northern portion of the site where a portion of a stormwater basin is proposed, one boring should be advanced to the south of the site in the vicinity of the planned construction on West Main Street, and one boring should be advanced along the northeastern boundary of the site where widening of I-80 is proposed. The soil borings should be advanced to the maximum depth of the proposed stormwater basin. Surface soil samples should be collected from 0-2 feet bgs from each boring. Subsurface soil samples should be collected from immediately above the soil to groundwater interface, where contamination is apparent, or from the maximum depth of the proposed boring. If groundwater is encountered, groundwater samples should be collected from temporary well points installed in all three borings advanced at the site. The soil and groundwater samples should be analyzed for PADEP short list parameters for leaded gasoline, unleaded gasoline, diesel fuel, PCE, and the

breakdown products associated with PCE, trichloroethylene, cis-dichloroethene, vinyl chloride, and ethane.

7.2.9 Pocono Gas Station

Information obtained from the PADEP file review indicates that a release was discovered at the Pocono Gas Station site in 2002 and that some petroleum compounds remain in soil at the site. Additionally, the site owner indicated that a release recently occurred from the kerosene dispenser at the site and that the release has not yet been characterized. Construction activities anticipated on the site include widening of I-80, construction of a ramp, and construction of mainline bridge over West Main Street (pier construction). The maximum depth for spreading footing at the site is anticipated to be 10 feet bgs and the maximum depth for pile foundation is anticipated to be 45 feet bgs. Based on the anticipated construction on the site, the current/previous use of the Pocono Gas Station site as a gasoline filling station, and the information obtained from the PADEP file review and site owner, BrightFields recommends conducting a Phase III ESA consisting of surface soil sampling, subsurface soil sampling, and groundwater sampling to assess subsurface conditions in the vicinity of the Pocono Gas Station site. BrightFields recommends advancing two Geoprobe® borings on the site to facilitate the soil and groundwater sampling. The soil borings should be advanced to the maximum depth of the proposed construction activities. Surface soil samples should be collected from 0-2 feet bgs from each boring. Subsurface soil samples should be collected from immediately above the soil to groundwater interface, where contamination is apparent, or from the maximum depth of the proposed boring. If groundwater is encountered, groundwater samples should be collected from temporary well points installed in both of the borings advanced at the site. The soil and groundwater samples should be analyzed for PADEP short list parameters leaded and unleaded gasoline, diesel fuel, and kerosene.

7.2.10 Rinehart EM, Inc.

Several debris piles and multiple vehicles and storage trailers were observed on the Rinehart EM Inc. site during the site visit. Schlier's Towing Service, K&L Auto Repair, and Body Shop by Jim Schlier were the occupants of the site at the time of the site visit and the site was identified on the Archive UST database in the EDR DataMap™ Area Study report. Based on observations during the site visit and historical aerial photographs, the site appears to have been used as a salvage yard. Construction activities anticipated on the site include interchange

reconstruction/reconfiguration, demolition of an on ramp, construction of two new ramps, widening/realignment of W. Main Street, construction of retaining walls, and construction of a stormwater basin. The maximum depth of disturbance for interchange reconstruction/reconfiguration, ramp demolition/construction, widening/realignment of W. Main Street, and retaining wall construction is anticipated to be 10 feet bgs for spreading footing and 45 feet bgs for pile foundation. The maximum depth for the stormwater basin is anticipated to be 15 feet bgs. Based on the anticipated construction on the Rinehart EM Inc. site, the current use of site, the identification of the site on the Archive UST database, and the observations made during the site visit, BrightFields recommends conducting a Phase III ESA consisting of surface soil, subsurface soil sampling, and groundwater sampling to assess subsurface conditions. BrightFields recommends advancing eight Geoprobe® borings on the site to facilitate the soil and groundwater sampling. The soil borings should be advanced to the maximum depth of the proposed stormwater basin. Surface soil samples should be collected from 0-2 feet bgs from each boring. Subsurface soil samples should be collected from immediately above the soil to groundwater interface, where contamination is apparent, or from the maximum depth of the proposed boring. If groundwater is encountered, groundwater samples should be collected from temporary well points installed in four of the borings advanced at the site. The soil and groundwater samples should be analyzed for PADEP short list parameters for leaded and unleaded gasoline, heavy metals, pH, and PCBs.

8.0 REFERENCES

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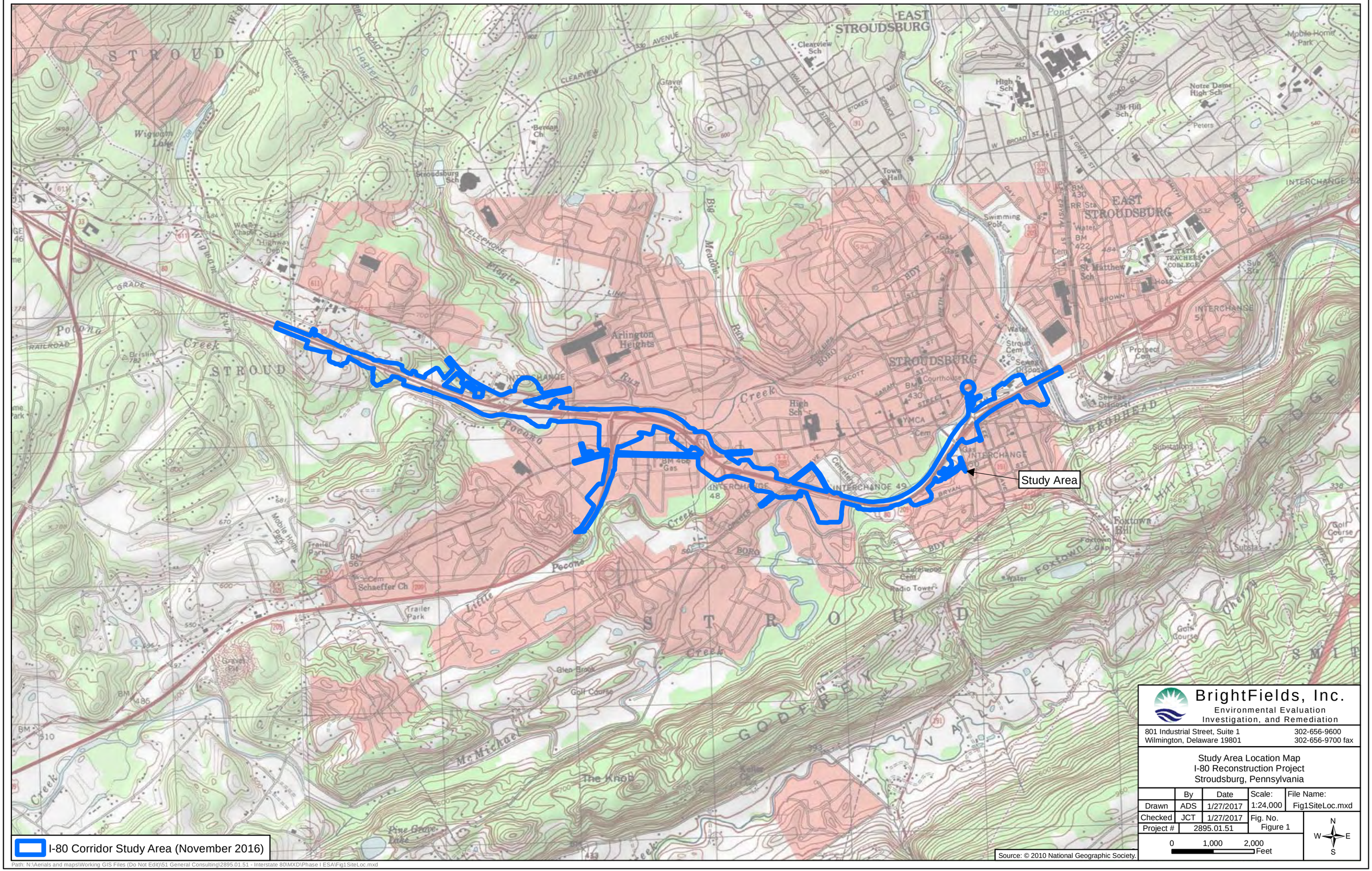
FIGURES



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Study Area Location Map
I-80 Reconstruction Project
Stroudsburg, Pennsylvania

	By	Date	Scale:	File Name:
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Checked	JCT	1/27/2017	Fig. No. Figure 1	
Project #	2895.01.51			

0 1,000 2,000 Feet

N W E S

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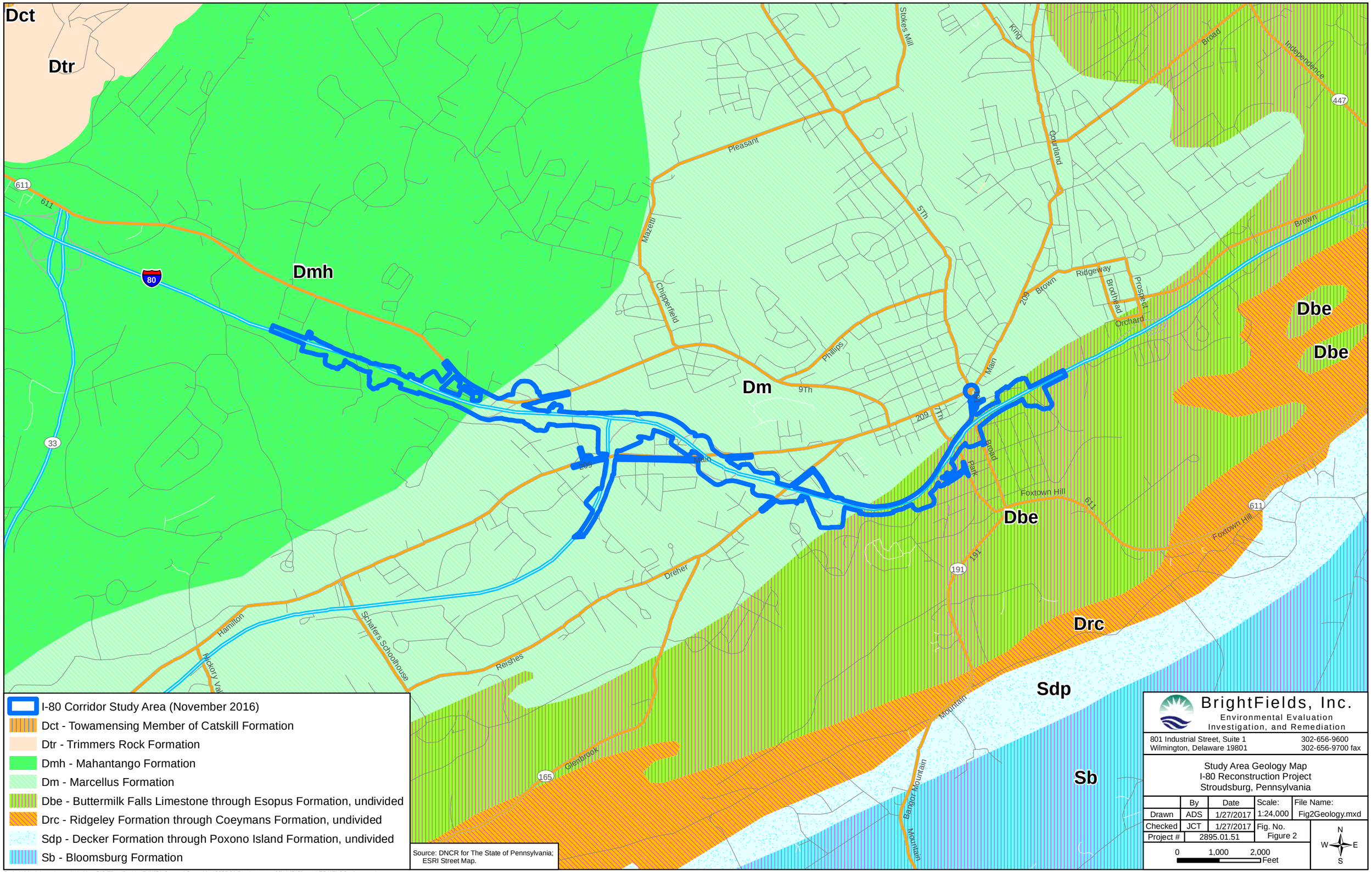

- I-80 Corridor Study Area (November 2016)
- Dct - Towamensing Member of Catskill Formation
- Dtr - Trimmers Rock Formation
- Dmh - Mahantango Formation
- Dm - Marcellus Formation
- Dbe - Buttermilk Falls Limestone through Esopus Formation, undivided
- Drc - Ridgeley Formation through Coeymans Formation, undivided
- Sdp - Decker Formation through Poxono Island Formation, undivided
- Sb - Bloomsburg Formation

Source: DNCR for The State of Pennsylvania; ESRI Street Map.

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Study Area Geology Map
I-80 Reconstruction Project
Stroudsburg, Pennsylvania

	By	Date	Scale:	File Name:
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Checked	JCT	1/27/2017	Fig. No. Figure 2	
Project #	2895.01.51			

0 1,000 2,000 Feet

N W E S

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I-80 Corridor Study Area (November 2016)

USDA Soil Map Unit

Source: NRCS SCS for Monroe County, PA.

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Study Area Soils Map
I-80 Reconstruction Project
Stroudsburg, Pennsylvania

	By	Date	Scale:	File Name:
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Checked	JCT	1/30/2017	Fig. No. Figure 3	
Project #	2895.01.51			

0 600 1,200 Feet

N W E S

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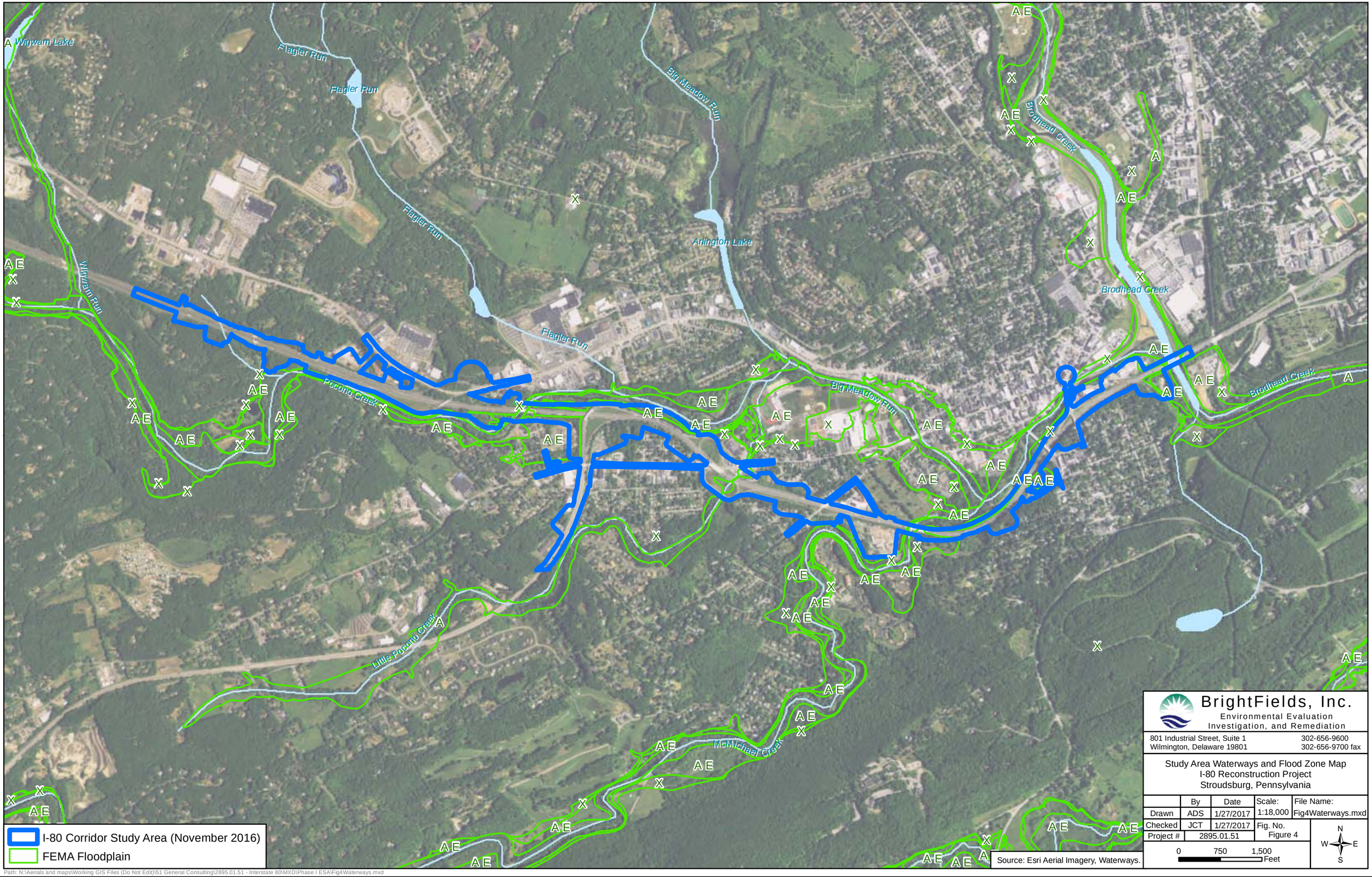

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Study Area Waterways and Flood Zone Map
I-80 Reconstruction Project
Stroudsburg, Pennsylvania

	By	Date	Scale:	File Name:
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Checked	JCT	1/27/2017	Fig. No. Figure 4	
Project #	2895.01.51			

0 750 1,500 Feet

N W E S

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Gray Chevrolet
Shoppes at Stroud
Flagler
Fairview
Fritz
Park
611
Bridge
80
Linden
Palmer
Ginger
Jodi
Miller
Pocono Park
Tantie
Rinehart EM, Inc
Cottman Transmission
KOST Tire & Muffler
Myrtle
Maple
Pearl
Pokona
Hazel
Ted's Used Cars
Klingel Cleaners
Main Street Stop & Go
Main
Mark Gray's Automotive
JPM Unlimited
Gray Chrysler-Dodge
WS Peeney
Alumitek/Beaufab Mills
Jane
Arlington
Honeysuckle
King David
Greene
Hemlock
Rosebriar
Hamilton
Howard
Evergreen
209
Green
Douglas
Sweetfern
Anna
Wade
Katz
165
Ridge
Remega Ridge
Pocono Gas Station
Pump and Pantry #19
Shell Service Station
Perkins
Garden

- Sites of Potential Concern (Further Investigation Not Recommended)
- Sites of Potential Concern (Further Investigation Recommended)
- West Main Street PCE Site
- I-80 Corridor Study Area (November 2016)
- Potential Stormwater Basins (based on Alt 2B & 2D)

Source: Esri Aerial Imagery.

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Sites of Potential Concern - Part 1
I-80 Reconstruction Project
Stroudsburg, Pennsylvania

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Project #	2895.01.51			

0 200 400 Feet

N W E S

Sites of Potential Concern (Further Investigation Not Recommended)
Sites of Potential Concern (Further Investigation Recommended)
I-80 Corridor Study Area (November 2016)
Potential Stormwater Basins (based on Alt 2B & 2D)

Brodhead Creek NPL Site
Former Stroudsburg Dyeing and Finishing Site
Former Gas Station
Former Research Laboratory/Chemical Plant
Former Gas Station/ Oil Storage Facility
Former Total Auto Service
Sunoco Service Station
Pocono Record
Biobuffers Solutions, Inc./ Pocono Foundry
APS Recycling

Ransey
5Th
Mcconnell
4Th
Kitson
Lincoln
Woodroe
Scott
9Th
611
Store
Thomas
Sarah
9Th
Monroe
7Th
Quaker
209
Hood
Storm
191
Veterans
10Th
Borough
8Th
7Th
Elm
Cherry
Ann
Colbert
Huston
Collins
Stokes
Elizabeth
Wayne
Hamilton
Mill
Williams
Main
9Th
Palmer
Lenox
Barry
Lee
Clermont
Feihernan
Dreher
Snyder
Ed Christine
Waverly
165
Robeson
Broad
Park
Bryant
Erie
Foundry
Club
Foxtown Hill
611
Village
Katz
80
Sunset
Woodcliff
Clermont
Morningside
191
Godfrey Ridge
Village
Sparrow
Turtle

Source: Esri Aerial Imagery.

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Sites of Potential Concern - Part 2
I-80 Reconstruction Project
Stroudsburg, Pennsylvania

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Checked	JCT	6/14/2017	Fig. No. Figure 6	
Project #	2895.01.51			

0 225 450 Feet

N W E S

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UST Location Map - Main Street Stop & Go
I-80 Reconstruction Project
Stroudsburg, Pennsylvania

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Checked	JCT	1/27/2017	Fig. No. Figure 7	
Project #	2895.01.51			

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UST Location Map - Pocono Gas Station and
Pump and Pantry #19/Shell Service Station
I-80 Reconstruction Project
Stroudsburg, Pennsylvania

	By	Date	Scale:	File Name:
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Checked	JCT	1/27/2017	Fig. No. Figure 8	
Project #	2895.01.51			

Source: Esri Aerial Imagery.

0 35 70 Feet

N
W E
S

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UST Location Map - Sunoco Service Station
I-80 Reconstruction Project
Stroudsburg, Pennsylvania

	By	Date	Scale:	File Name:
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Checked	JCT	1/27/2017	Fig. No. Figure 9	
Project #	2895.01.51			

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UST Location Map - WS Peeney
I-80 Reconstruction Project
Stroudsburg, Pennsylvania

	By	Date	Scale:	File Name:
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APPENDICES

Appendix A

Project Construction Information

A.1

2016 Revised Phase II Area of Potential Impact

I-80 RECONSTRUCTION PROJECT

Phase II (2014) vs. Revised Phase II (2016)
Area of Potential Impact

2016 Revised Phase II Area of Potential Impact

2014 Phase II Alternatives Cut/Fill LOD

The 2016 Revised Phase II Area of Potential Impact includes cut/fill lines and other areas of anticipated direct impacts for Phase II Alternatives 2B and 2D

N

0 583 1,166 Feet

AECOM

11/4/2016

A.2

2017 Proposed Construction Activities

I-80 Reconstruction Project
Phase I ESA (March 2017 Update) Summary of Findings and Proposed Construction Activities
June 2017

Site Name	Address	Concern	Recommended Phase II/Phase III Action	Proposed Highway Construction Activities within Site for Alternative 2B and/or 2D with Total Area and Maximum Depth	Proposed Basin Construction Activities within Site for Alternative 2B and/or 2D with Total Area and Maximum Depth
APS Recycling	Katz Drive	Previous use as scrap yard and rail yard. *No known contamination.*	Phase III ESA - surface soil sampling, subsurface soil sampling, and groundwater Sampling.	Activity: Widening of I-80 Mainline; demolition of existing Exit 306 on ramp; construction of mainline bridge over McMichael Creek (assume pile foundation); associated cut/fill Total Area of Permanent Impact: 0.25 acre Total Area of TCE: 1.11 acres Maximum Depth: 10' for spread footing, 50' for pile foundation	Basin No. 1155 Total Area of Permanent Impact: 5.84 acres Total Area of TCE: 0.71 acre Maximum Depth: 14'
Biobuffer Solutions, Inc. and Pocono Foundry Sites	109 Foundry Street	Previous use as iron foundry and manufacturer of biological buffers and laboratory reagents. *No known contamination.*	Phase II ESA - surface soil sampling.	Activity: Mainline widening; demolition of existing Exit 306 off ramp; construction of parallel retaining wall; associated cut/fill Total Area of Permanent Impact: 0.02 acre Total Area of TCE: 0.78 acre Maximum Depth: 10'	Basin No. 1150 Total Area of Permanent Impact: 2.08 acres Total Area of TCE: 0.03 acre Maximum Depth: 16'
Brodhead Creek NPL Site	South of Main Street between McMichael Creek and Brodhead Creek	Former manufactured gas site. Potential coal tar seeps. *Contamination likely.*	Soil and sediment management work plan If intrusive activities will be conducted in the vicinity of the bridge over Brodhead Creek	N/A	N/A
Former Gas Station	440 Main Street	Possible USTs. *No known contamination.*	Phase III ESA - surface soil sampling, subsurface soil sampling, and groundwater sampling. Geophysical survey for USTs	Activity: Potential intersection improvements at 5-way Ann Street intersection in downtown Stroudsburg Total Area of Permanent Impact: 0.19* Total Area of TCE: 0.10* Maximum Depth: 5'	N/A
Former Research Laboratory/Chemical Plant	70 Storm Street	Previous use of the site. *No known contamination.*	Phase III ESA - surface soil sampling, subsurface soil sampling, and groundwater sampling.	Activity: Widening of I-80 mainline; construction of parallel retaining wall; associated cut/fill (TCE impact only) Total Area of Permanent Impact: 0 acre Total Area of TCE: 0.09 acre Maximum Depth: 5'	Basin No. 1210 Total Area of Permanent Impact: 0.16 acre Total Area of TCE: 0.02 acre Maximum Depth: 13'
Klingel Cleaners and West Main Street PCE Sites	1710 West Main Street	Use as dry cleaners and presence of monitoring wells. No known contamination, but *groundwater contamination likely.*	Phase III ESA - surface soil sampling, subsurface soil sampling, and groundwater sampling.	Activity: Widening/realignment of W. Main St; associated cut/fill Total Area of Permanent Impact: 0.48 acre Total Area of TCE: 0.88 acre Maximum Depth: 10'	Basin No. 1117 Total Area of Permanent Impact: 0.15 acre Total Area of TCE: 0.33 acre Maximum Depth: 15'

Main Street Stop & Go	1650 West Main Street	Past and present use as gas station. *Known PCE in groundwater.*	Phase III ESA - surface soil sampling, subsurface soil sampling, and groundwater sampling.	Activity: Mainline widening/realignment; construction of ramp K; widening/realignment of W. Main St; associated cut/fill Total Area of Permanent Impact: [included above in Klingel Cleaners/West Main Street PCE] Total Area of TCE: [included above " "] Maximum Depth: 10'	Basin No. 1117 Total Area of Permanent Impact: [included above in Klingel Cleaners/West Main Street PCE] Total Area of TCE: [included above " "] Maximum Depth: 15'
Pocono Gas Station	1230 West Main Street	Past and present use as gas station. *Known soil contamination.* Recent release not characterized.	Phase III ESA - surface soil sampling, subsurface soil sampling, and groundwater sampling.	Activity: Mainline widening/realignment; construction of ramp H; widening/realignment of West Main street; construction of mainline bridge over West Main Street (pier construction); associated cut/fill Total Area of Permanent Impact: 0.40 Total Area of TCE: 0.19 Maximum Depth: 10' for spread footing, 45' for pile foundation	N/A
Rinehart EM, Inc.	1875 West Main Street	Present and past industrial use. Archive underground storage tank list. *No known contamination.*	Phase II ESA - surface soil sampling.	Activity: Interchange reconstruction/ reconfiguration; demolition of existing Exit 304 on ramp; construction of Ramps J & K; widening/realignment of W. Main Street; construction of retaining walls, associated cut/fill Total Area of Permanent Impact: 2.68 Total Area of TCE: 1.51 Maximum Depth: 10' for spread footing, 45' for pile foundation	Basin Nos. 1101 & 1105 Total Area of Permanent Impact: 3.74 acres Total Area of TCE: 1.17 acres Maximum Depth: 15'

* indicates theoretical impacts estimated by area within a certain radius around the intersection due to unknown nature/extent of intersection improvements

I-80 RECONSTRUCTION PROJECT

IMPACTS ANALYSIS

Activities within Sites of Concern for
Potential Hazardous Waste Contamination

- Phase II API (revised 2016)
- Phase II Area of Potential TCE
- Combined Basins w/Basin Number
- Alternatives 2B & 2D Impacts to Haz Site Parcels
- Alts. 2B & 2D TCE Impacts to Haz Site Parcels
- Basins 2B & 2D Impacts to Haz Site Parcels*
- Basins 2B & 2D TCE Impacts to Haz Site Parcels*

Source: PennDOT, Brightfields, AECOM

The 2016 Revised Phase II Area of Potential Impact includescut/fill lines and other areas of anticipated direct impacts for Phase II Alternatives 2B and 2D.

The combined 2014 & 2017 basin alignments were used in order to capture the largest potential anticipated impact due to basin construction.

**Excludes impact areas overlapping with Alternative & Alternative TCE impact areas.*

N

0 125 Feet

AECOM

5/26/2017

I-80 RECONSTRUCTION PROJECT

IMPACTS ANALYSIS

Activities within Sites of Concern for Potential Hazardous Waste Contamination

- Phase II API (revised 2016)
- Phase II Area of Potential TCE
- Combined Basins w/Basin Number
- Alternatives 2B & 2D Impacts to Haz Site Parcels
- Alts. 2B & 2D TCE Impacts to Haz Site Parcels
- Basins 2B & 2D Impacts to Haz Site Parcels*
- Basins 2B & 2D TCE Impacts to Haz Site Parcels*

The 2016 Revised Phase II Area of Potential Impact includescut/fill lines and other areas of anticipated direct impacts for Phase II Alternatives 2B and 2D.

The combined 2014 & 2017 basin alignments were used in order to capture the largest potential anticipated impact due to basin construction.

**Excludes impact areas overlapping with Alternative & Alternative TCE impact areas.*

N

0 125 Feet

AECOM

5/26/2017

I-80 RECONSTRUCTION PROJECT
IMPACTS ANALYSIS
Activities within Sites of Concern for Potential Hazardous Waste Contamination

- Phase II API (revised 2016)
- Phase II Area of Potential TCE
- Combined Basins w/Basin Number
- Alternatives 2B & 2D Impacts to Haz Site Parcels
- Alts. 2B & 2D TCE Impacts to Haz Site Parcels
- Basins 2B & 2D Impacts to Haz Site Parcels*
- Basins 2B & 2D TCE Impacts to Haz Site Parcels*

Source: PennDOT, Brightfields, AECOM

The 2016 Revised Phase II Area of Potential Impact includescut/fill lines and other areas of anticipated direct impacts for Phase II Alternatives 2B and 2D.

The combined 2014 & 2017 basin alignments were used in order to capture the largest potential anticipated impact due to basin construction.

**Excludes impact areas overlapping with Alternative & Alternative TCE impact areas.*

N

0 125 Feet

AECOM

5/26/2017

I-80 RECONSTRUCTION PROJECT

IMPACTS ANALYSIS

Activities within Sites of Concern for
Potential Hazardous Waste Contamination

- Phase II API (revised 2016)
- Phase II Area of Potential TCE
- Combined Basins w/Basin Number
- Alternatives 2B & 2D Impacts to Haz Site Parcels
- Alts. 2B & 2D TCE Impacts to Haz Site Parcels
- Basins 2B & 2D Impacts to Haz Site Parcels*
- Basins 2B & 2D TCE Impacts to Haz Site Parcels*

Source: PennDOT, Brightfields, AECOM

The 2016 Revised Phase II Area of Potential Impact includescut/fill lines and other areas of anticipated direct impacts for Phase II Alternatives 2B and 2D.

The combined 2014 & 2017 basin alignments were used in order to capture the largest potential anticipated impact due to basin construction.

**Excludes impact areas overlapping with Alternative & Alternative TCE impact areas.*

N

0 125 Feet

AECOM

5/26/2017

I-80 RECONSTRUCTION PROJECT

IMPACTS ANALYSIS

Activities within Sites of Concern for
Potential Hazardous Waste Contamination

- Phase II API (revised 2016)
- Phase II Area of Potential TCE
- Combined Basins w/Basin Number
- Alternatives 2B & 2D Impacts to Haz Site Parcels
- Alts. 2B & 2D TCE Impacts to Haz Site Parcels
- Basins 2B & 2D Impacts to Haz Site Parcels*
- Basins 2B & 2D TCE Impacts to Haz Site Parcels*

Source: PennDOT, Brightfields, AECOM

The 2016 Revised Phase II Area of Potential Impact includescut/fill lines and other areas of anticipated direct impacts for Phase II Alternatives 2B and 2D.

The combined 2014 & 2017 basin alignments were used in order to capture the largest potential anticipated impact due to basin construction.

**Excludes impact areas overlapping with Alternative & Alternative TCE impact areas.*

N

0 125 Feet

AECOM

5/26/2017

I-80 RECONSTRUCTION PROJECT

IMPACTS ANALYSIS

Activities within Sites of Concern for
Potential Hazardous Waste Contamination

- Phase II API (revised 2016)
- Phase II Area of Potential TCE
- Combined Basins w/Basin Number
- Alternatives 2B & 2D Impacts to Haz Site Parcels
- Alts. 2B & 2D TCE Impacts to Haz Site Parcels
- Basins 2B & 2D Impacts to Haz Site Parcels*
- Basins 2B & 2D TCE Impacts to Haz Site Parcels*

Source: PennDOT, Brightfields, AECOM

The 2016 Revised Phase II Area of Potential Impact includescut/fill lines and other areas of anticipated direct impacts for Phase II Alternatives 2B and 2D.

The combined 2014 & 2017 basin alignments were used in order to capture the largest potential anticipated impact due to basin construction.

**Excludes impact areas overlapping with Alternative & Alternative TCE impact areas.*

N

0 125 Feet

AECOM

5/26/2017

I-80 RECONSTRUCTION PROJECT

IMPACTS ANALYSIS

Activities within Sites of Concern for
Potential Hazardous Waste Contamination

- Phase II API (revised 2016)
- Phase II Area of Potential TCE
- Combined Basins w/Basin Number
- Alternatives 2B & 2D Impacts to Haz Site Parcels
- Alts. 2B & 2D TCE Impacts to Haz Site Parcels
- Basins 2B & 2D Impacts to Haz Site Parcels*
- Basins 2B & 2D TCE Impacts to Haz Site Parcels*

Source: PennDOT, Brightfields, AECOM

The 2016 Revised Phase II Area of Potential Impact includescut/fill lines and other areas of anticipated direct impacts for Phase II Alternatives 2B and 2D.

The combined 2014 & 2017 basin alignments were used in order to capture the largest potential anticipated impact due to basin construction.

**Excludes impact areas overlapping with Alternative & Alternative TCE impact areas.*

N

0 125 Feet

AECOM

5/26/2017

Appendix B

EDR DataMap™ Area Study Reports

(Electronic)

Appendix C

PADEP Files

(Electronic)

Appendix D

Sanborn® Maps

I-80 Corridor Study Area (November 2016)

Source: Sanborns provided by Environmental Data Resources Inc.

BrightFields, Inc.
Environmental Evaluation
Investigation, and Remediation
801 Industrial Street, Suite 1
Wilmington, Delaware 19801
302-656-9600
302-656-9700 fax

1923 Sanborn
I-80 Reconstruction Project
Stroudsburg, Pennsylvania

	By	Date	Scale:	File Name:
Drawn	ADS	1/27/2017	1:3,600	Sanborn1923a.mxd
Checked	JCT	1/27/2017	Appendix D	
Project #	2895.01.51			

0 150 300 Feet

N W E S

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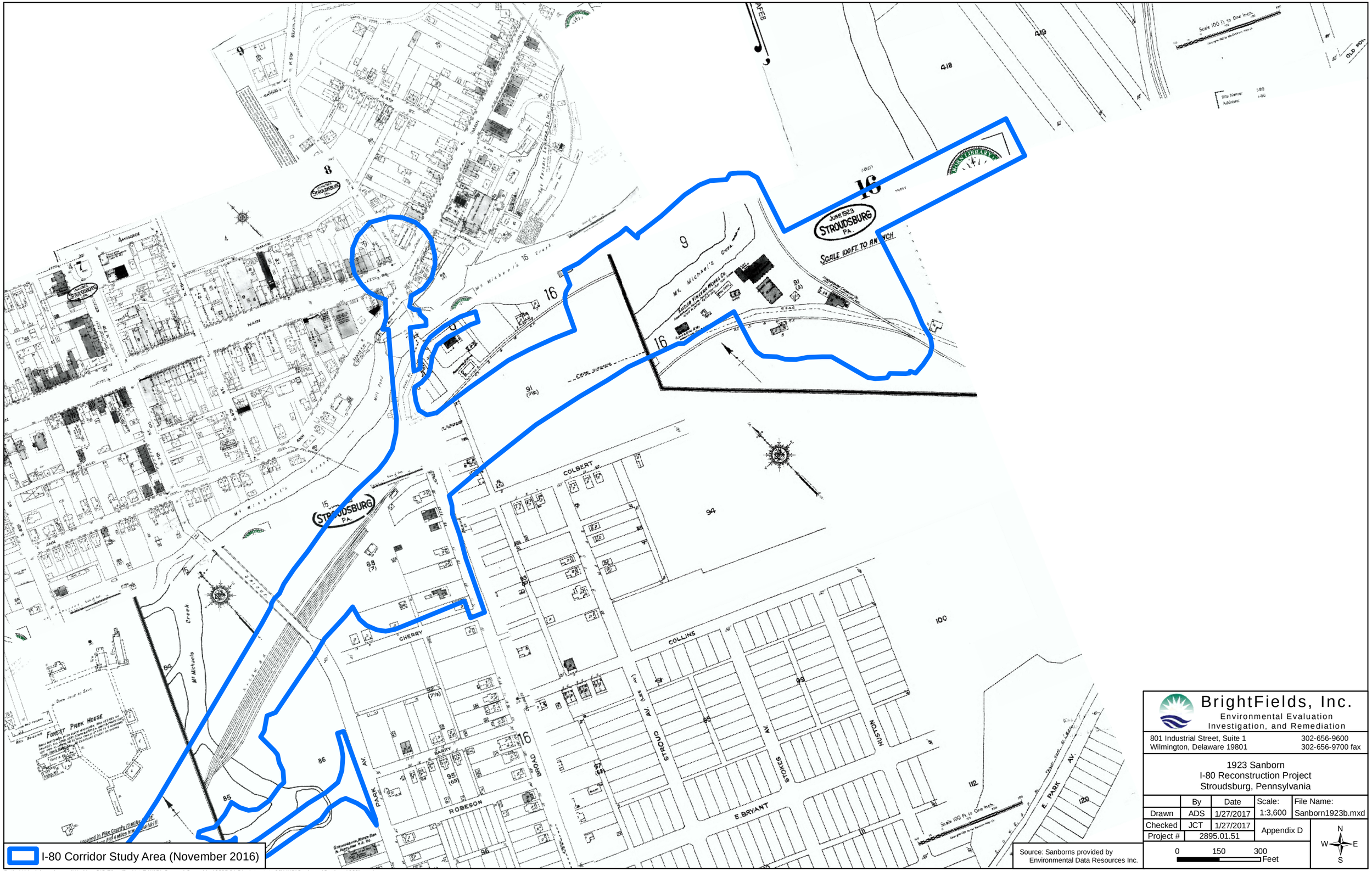

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BrightFields, Inc.
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Investigation, and Remediation

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Wilmington, Delaware 19801

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302-656-9700 fax

1923 Sanborn
I-80 Reconstruction Project
Stroudsburg, Pennsylvania

	By	Date	Scale:	File Name:
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Checked	JCT	1/27/2017		
Project #	2895.01.51		Appendix D	

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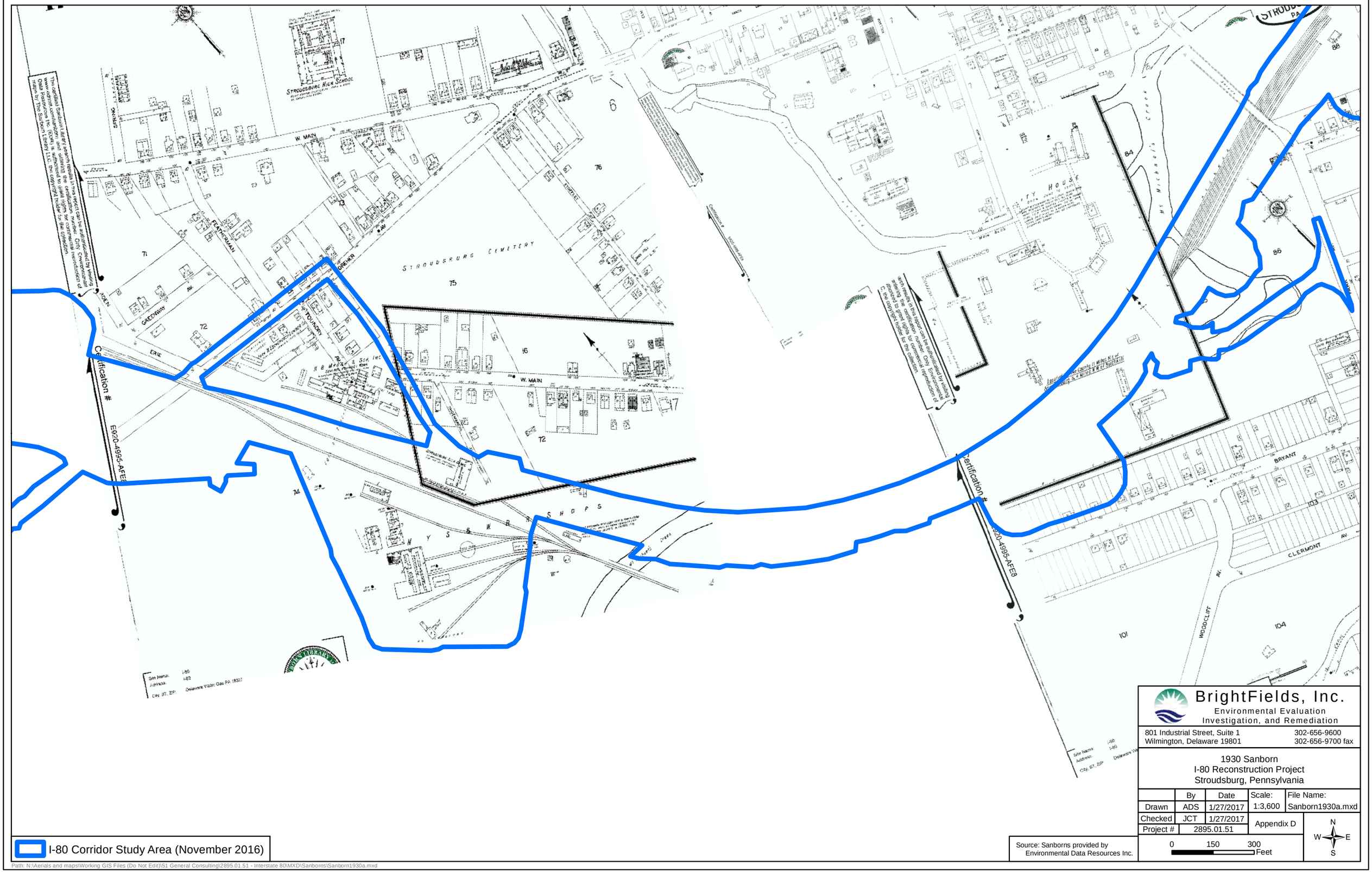

I-80 Corridor Study Area (November 2016)

Source: Sanborns provided by Environmental Data Resources Inc.

BrightFields, Inc.
Environmental Evaluation
Investigation, and Remediation
801 Industrial Street, Suite 1
Wilmington, Delaware 19801
302-656-9600
302-656-9700 fax

1930 Sanborn
I-80 Reconstruction Project
Stroudsburg, Pennsylvania

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Checked	JCT	1/27/2017	Appendix D	
Project #	2895.01.51			

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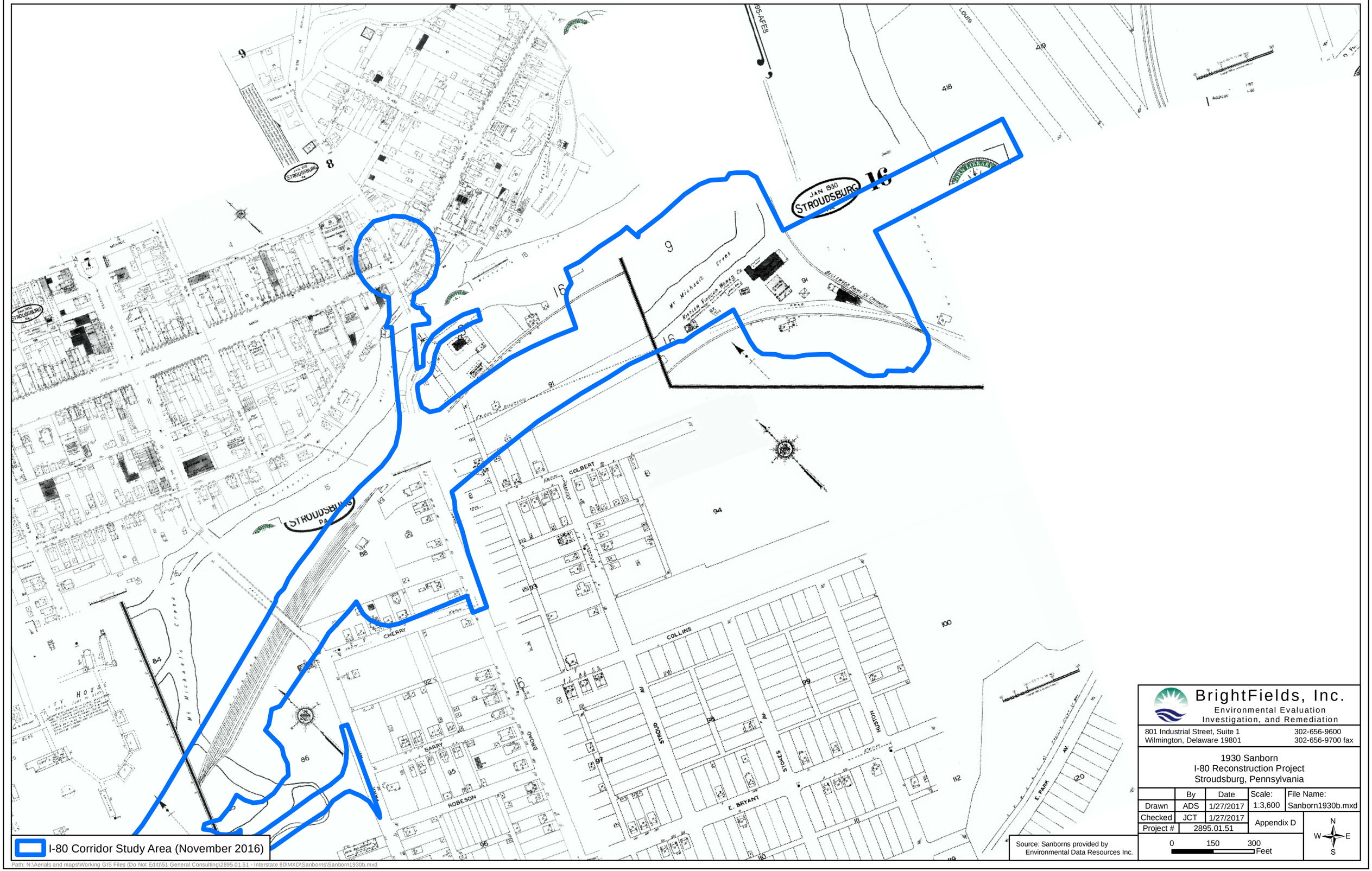

Source: Sanborns provided by Environmental Data Resources Inc.

0 150 300 Feet

N W E S

BrightFields, Inc.
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Wilmington, Delaware 19801
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1930 Sanborn
I-80 Reconstruction Project
Stroudsburg, Pennsylvania

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Checked	JCT	1/27/2017	Appendix D	
Project #	2895.01.51			

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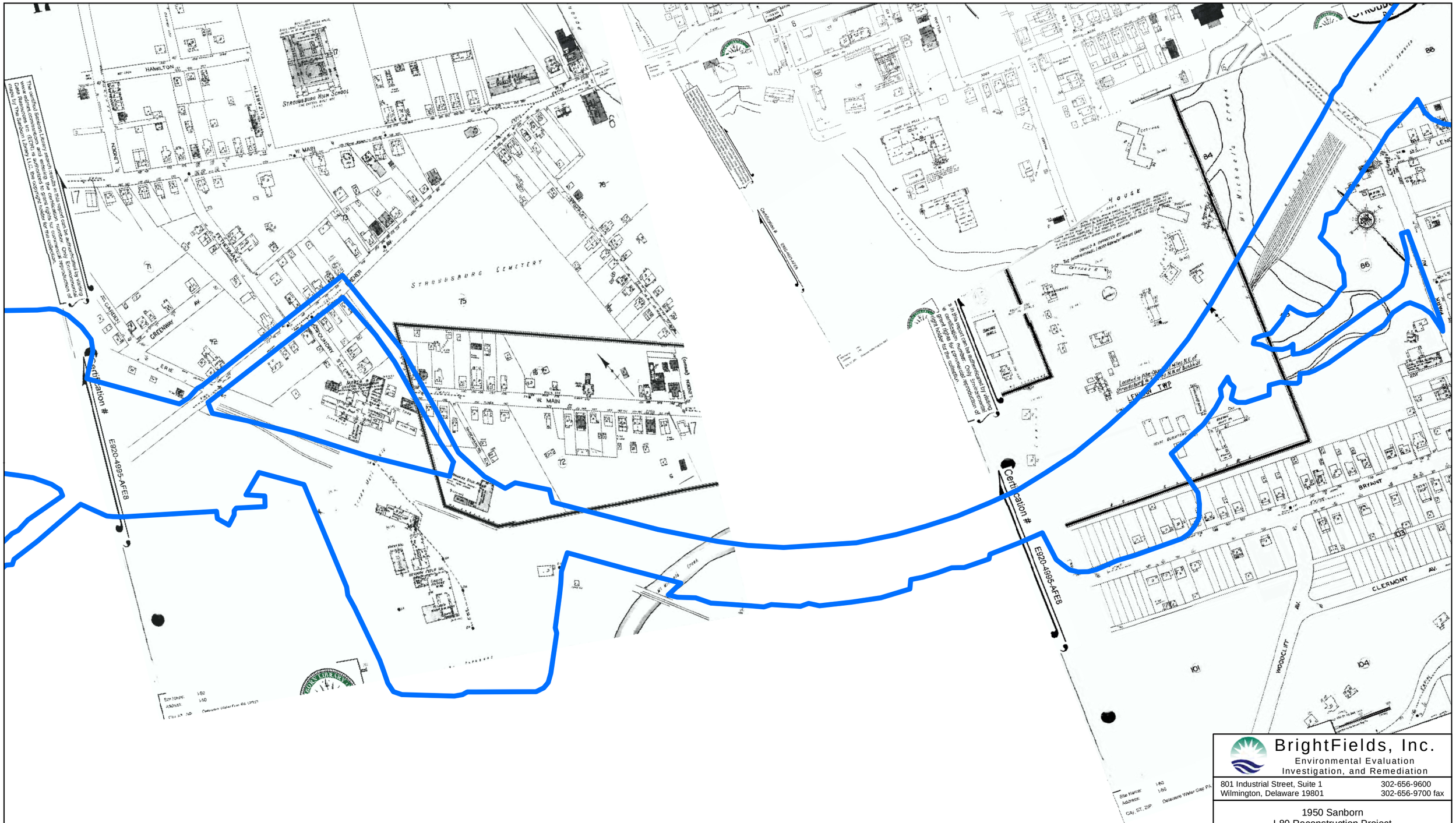

I-80 Corridor Study Area (November 2016)

Source: Sanborns provided by Environmental Data Resources Inc.

BrightFields, Inc.
Environmental Evaluation
Investigation, and Remediation
801 Industrial Street, Suite 1
Wilmington, Delaware 19801
302-656-9600
302-656-9700 fax

1950 Sanborn
I-80 Reconstruction Project
Stroudsburg, Pennsylvania

	By	Date	Scale:	File Name:
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Checked	JCT	1/27/2017	Appendix D	
Project #	2895.01.51			

0 150 300 Feet

N W E S

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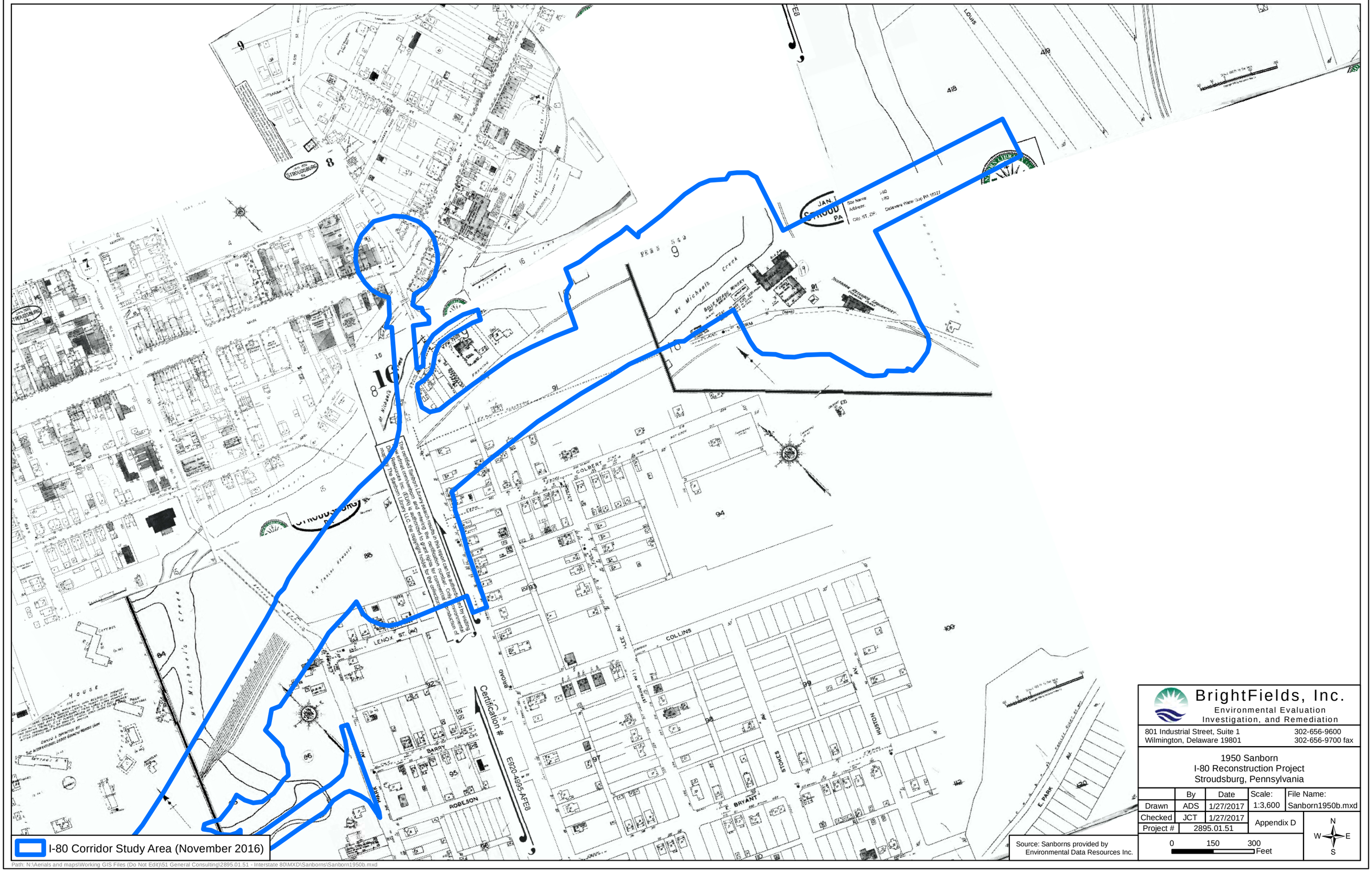

BrightFields, Inc.
Environmental Evaluation
Investigation, and Remediation

801 Industrial Street, Suite 1
Wilmington, Delaware 19801

302-656-9600
302-656-9700 fax

1950 Sanborn
I-80 Reconstruction Project
Stroudsburg, Pennsylvania

	By	Date	Scale:	File Name:
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Project #	2895.01.51			

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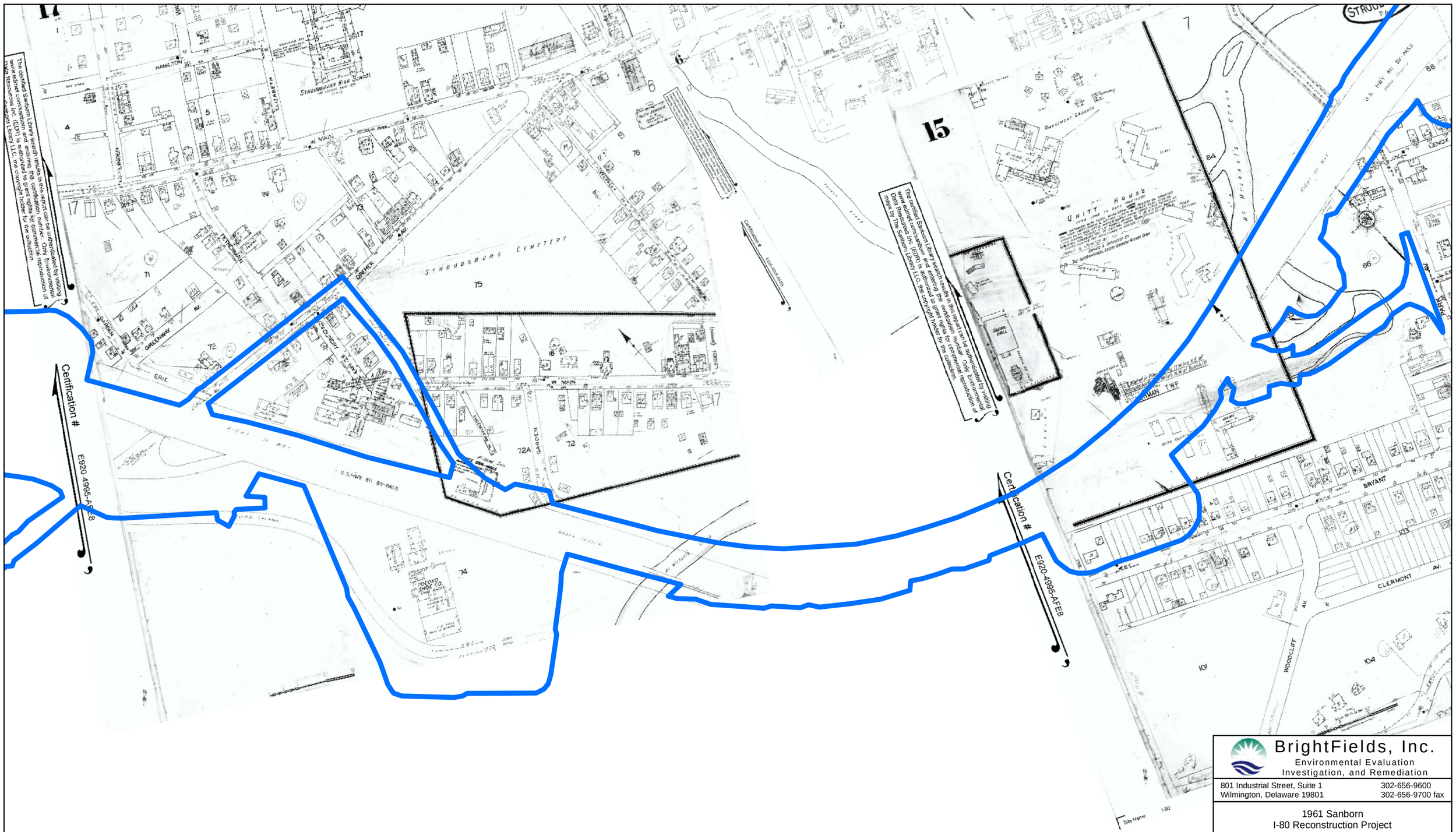

I-80 Corridor Study Area (November 2016)

Source: Sanborns provided by Environmental Data Resources Inc.

BrightFields, Inc.
Environmental Evaluation
Investigation, and Remediation

801 Industrial Street, Suite 1
Wilmington, Delaware 19801

302-656-9600
302-656-9700 fax

1961 Sanborn
I-80 Reconstruction Project
Stroudsburg, Pennsylvania

	By	Date	Scale:	File Name:
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Checked	JCT	1/27/2017	Appendix D	
Project #	2895.01.51			

0 150 300 Feet

N W E S

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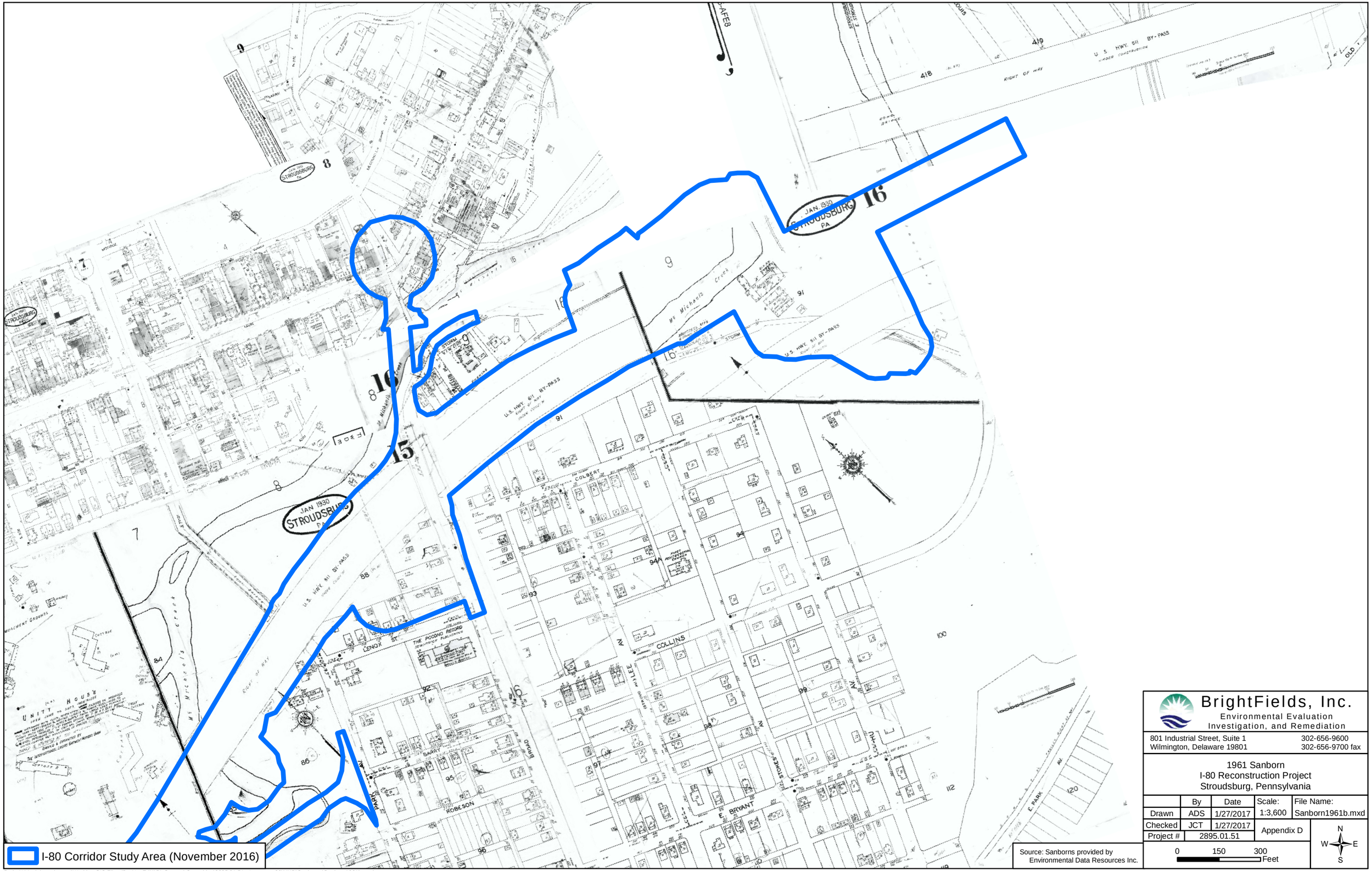

BrightFields, Inc.
Environmental Evaluation
Investigation, and Remediation

801 Industrial Street, Suite 1
Wilmington, Delaware 19801
302-656-9600
302-656-9700 fax

1961 Sanborn
I-80 Reconstruction Project
Stroudsburg, Pennsylvania

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Checked	JCT	1/27/2017	Appendix D	
Project #	2895.01.51			

0 150 300 Feet

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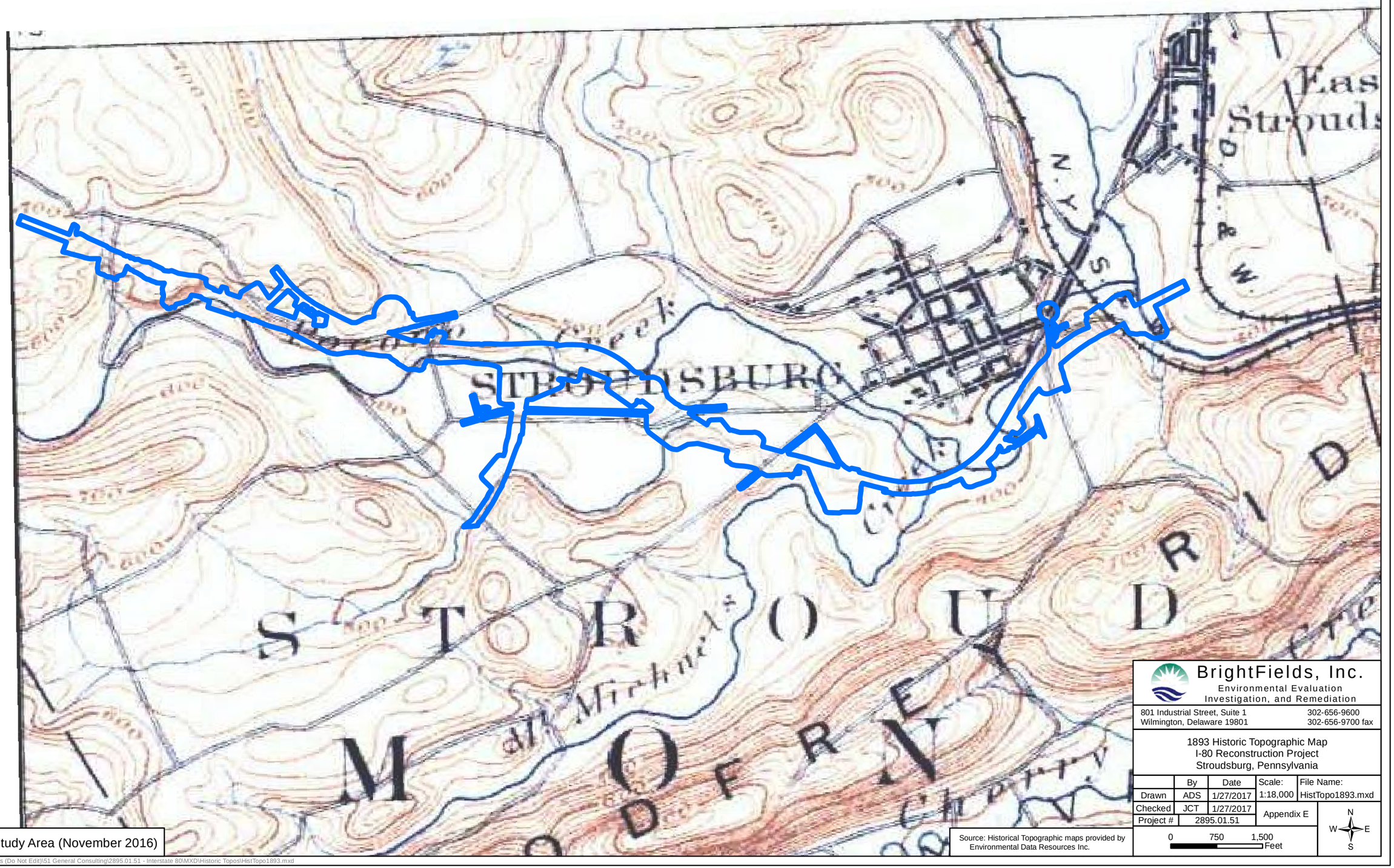
Appendix E

USGS Topographic Maps



I-80 Corridor Study Area (November 2016)

Source: Historical Topographic maps provided by Environmental Data Resources Inc.

BrightFields, Inc.
Environmental Evaluation
Investigation, and Remediation

801 Industrial Street, Suite 1
Wilmington, Delaware 19801

302-656-9600
302-656-9700 fax

1893 Historic Topographic Map
I-80 Reconstruction Project
Stroudsburg, Pennsylvania

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Checked	JCT	1/27/2017	Appendix E	
Project #	2895.01.51			

0 750 1,500 Feet

N W E S

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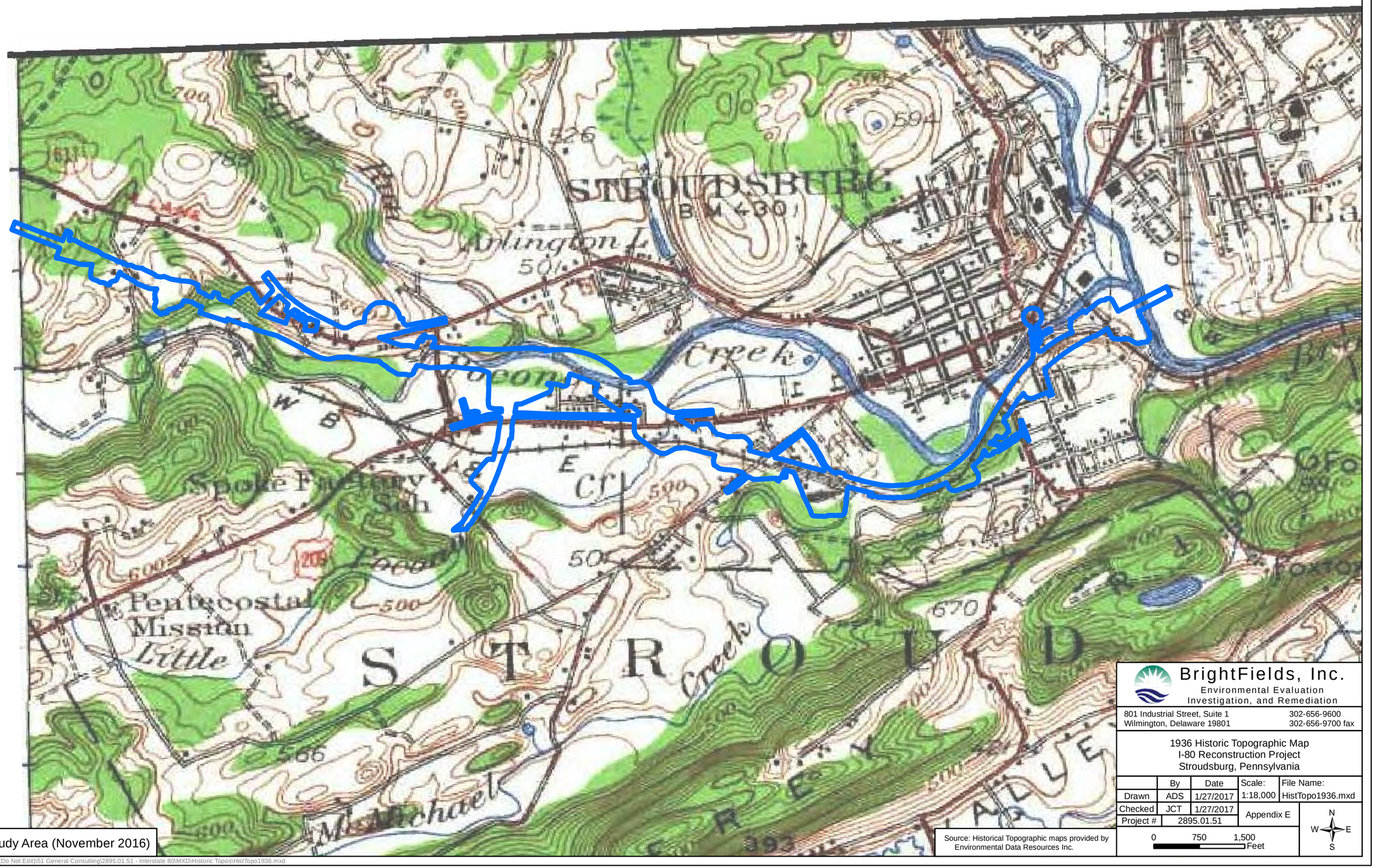

Source: Historical Topographic maps provided by Environmental Data Resources Inc.

BrightFields, Inc.
Environmental Evaluation
Investigation, and Remediation
801 Industrial Street, Suite 1
Wilmington, Delaware 19801
302-656-9600
302-656-9700 fax

1936 Historic Topographic Map
I-80 Reconstruction Project
Stroudsburg, Pennsylvania

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Project #	2895.01.51			

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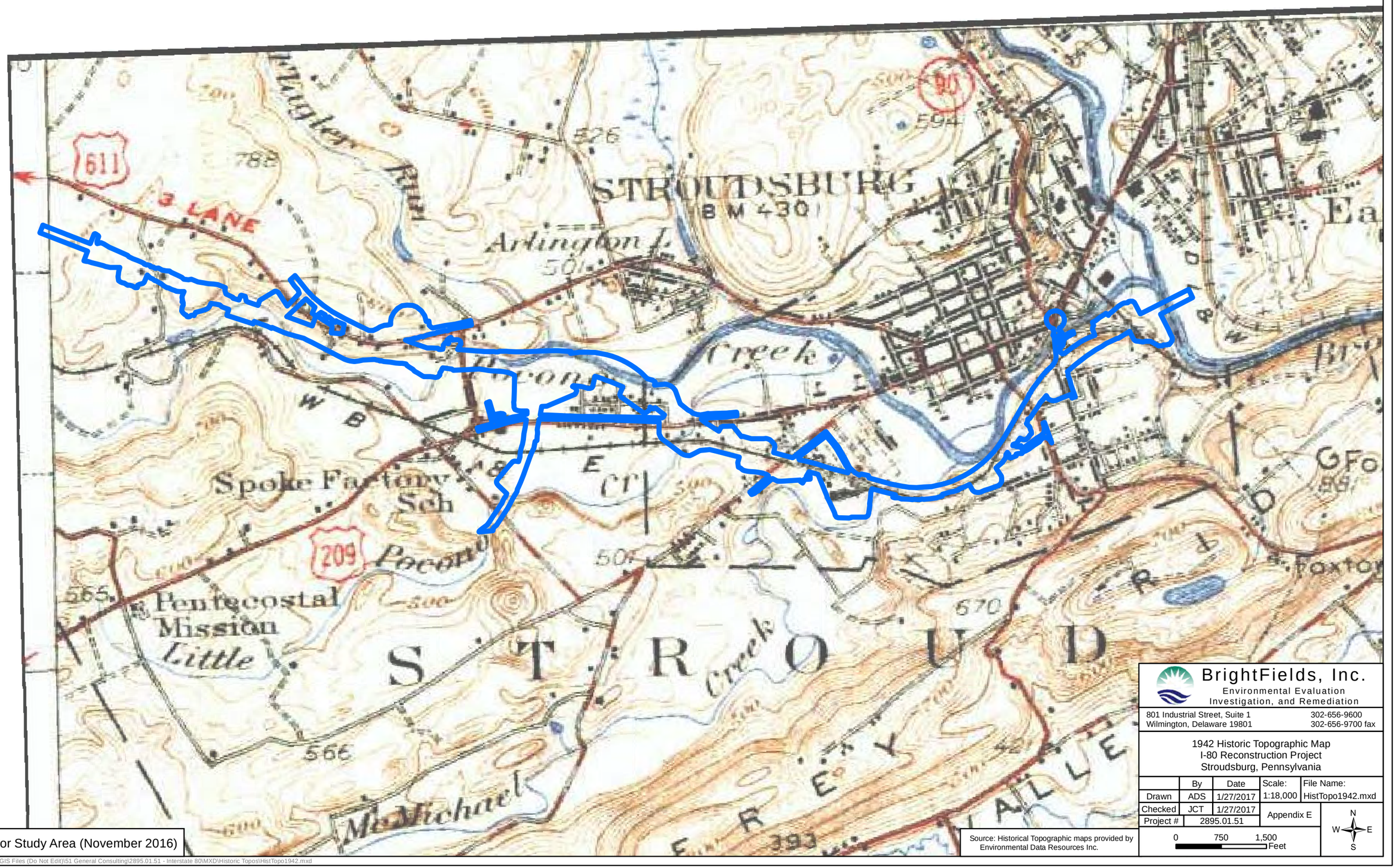

I-80 Corridor Study Area (November 2016)

Source: Historical Topographic maps provided by Environmental Data Resources Inc.

BrightFields, Inc.
Environmental Evaluation
Investigation, and Remediation
801 Industrial Street, Suite 1
Wilmington, Delaware 19801
302-656-9600
302-656-9700 fax

1942 Historic Topographic Map
I-80 Reconstruction Project
Stroudsburg, Pennsylvania

	By	Date	Scale:	File Name:
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Project #	2895.01.51			

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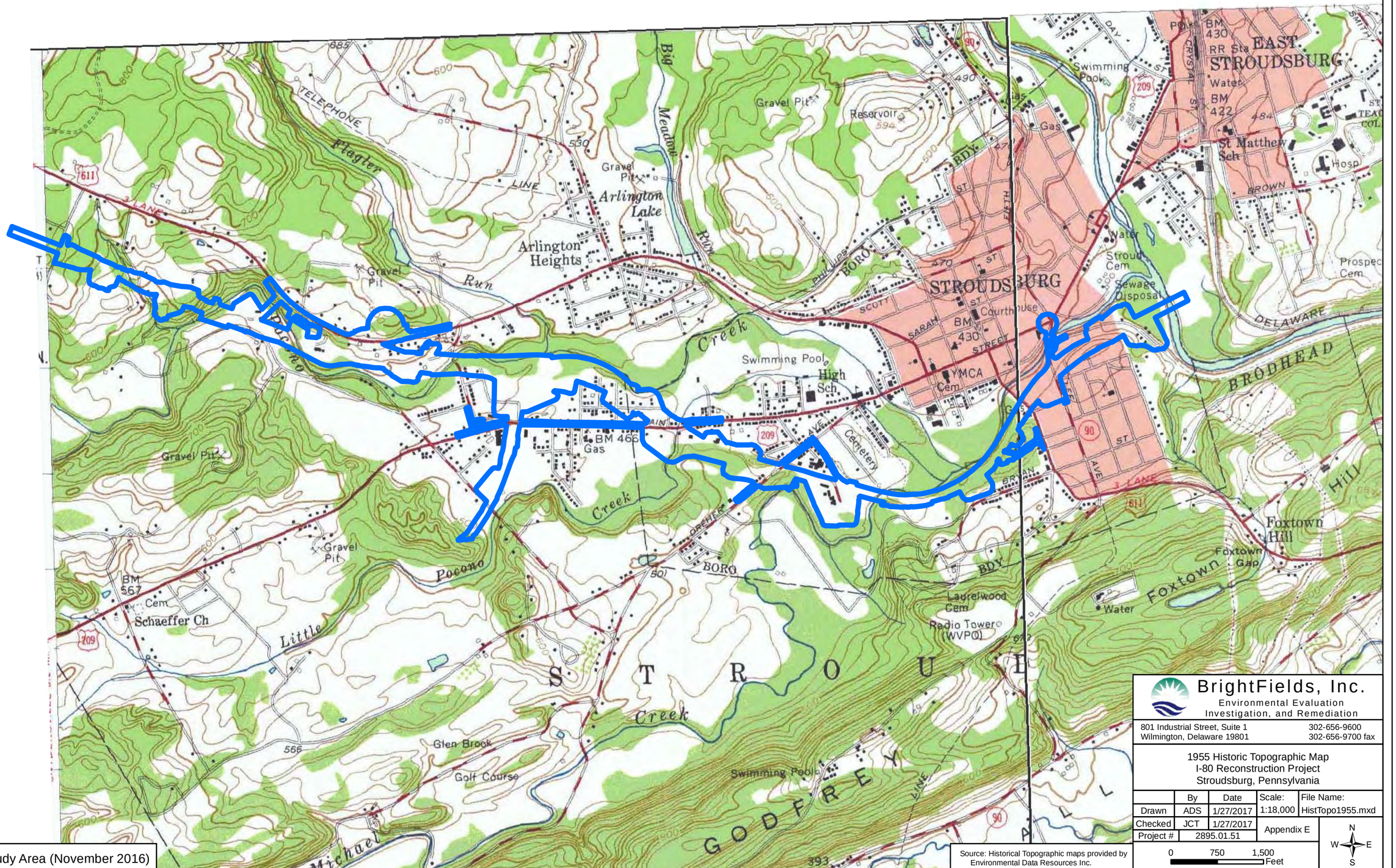

I-80 Corridor Study Area (November 2016)

Source: Historical Topographic maps provided by Environmental Data Resources Inc.

BrightFields, Inc.
Environmental Evaluation
Investigation, and Remediation

801 Industrial Street, Suite 1
Wilmington, Delaware 19801

302-656-9600
302-656-9700 fax

1955 Historic Topographic Map
I-80 Reconstruction Project
Stroudsburg, Pennsylvania

	By	Date	Scale:	File Name:
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Project #	2895.01.51			

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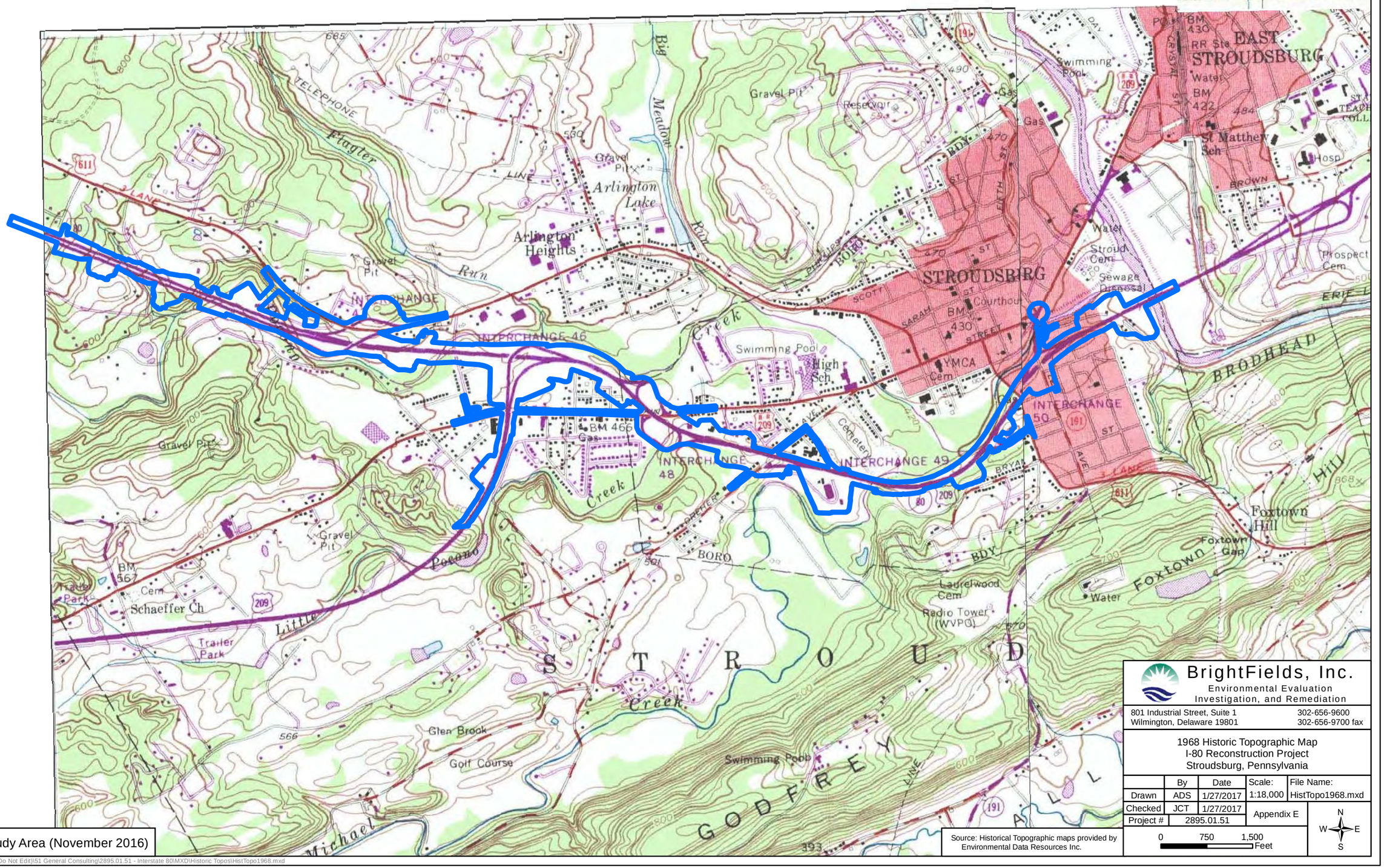

I-80 Corridor Study Area (November 2016)

Source: Historical Topographic maps provided by Environmental Data Resources Inc.

BrightFields, Inc.
Environmental Evaluation
Investigation, and Remediation

801 Industrial Street, Suite 1
Wilmington, Delaware 19801

302-656-9600
302-656-9700 fax

1968 Historic Topographic Map
I-80 Reconstruction Project
Stroudsburg, Pennsylvania

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Checked	JCT	1/27/2017	Appendix E	
Project #	2895.01.51			

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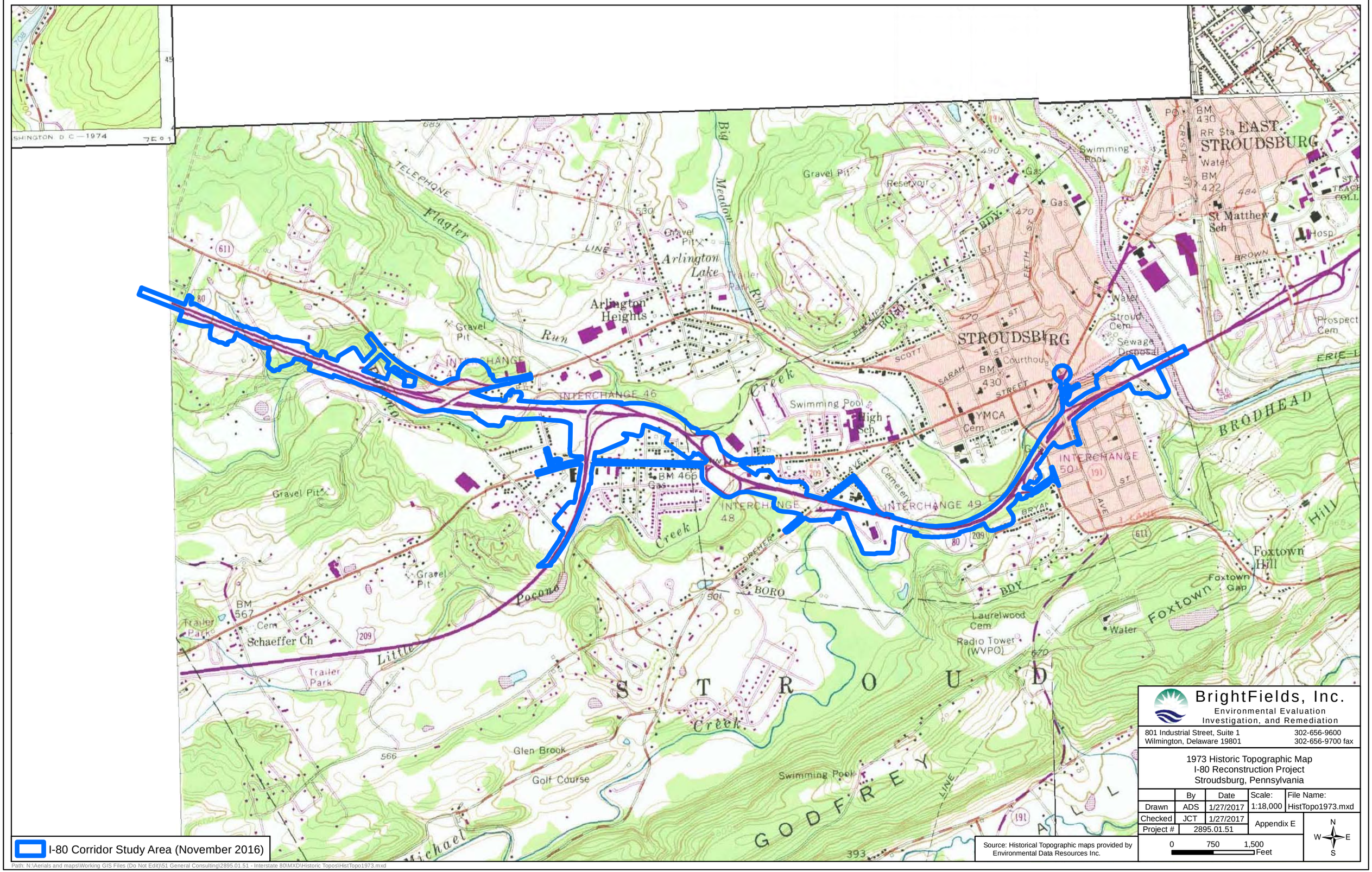

I-80 Corridor Study Area (November 2016)

Source: Historical Topographic maps provided by Environmental Data Resources Inc.

BrightFields, Inc.
Environmental Evaluation
Investigation, and Remediation
801 Industrial Street, Suite 1
Wilmington, Delaware 19801
302-656-9600
302-656-9700 fax

1973 Historic Topographic Map
I-80 Reconstruction Project
Stroudsburg, Pennsylvania

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Checked	JCT	1/27/2017		
Project #	2895.01.51		Appendix E	

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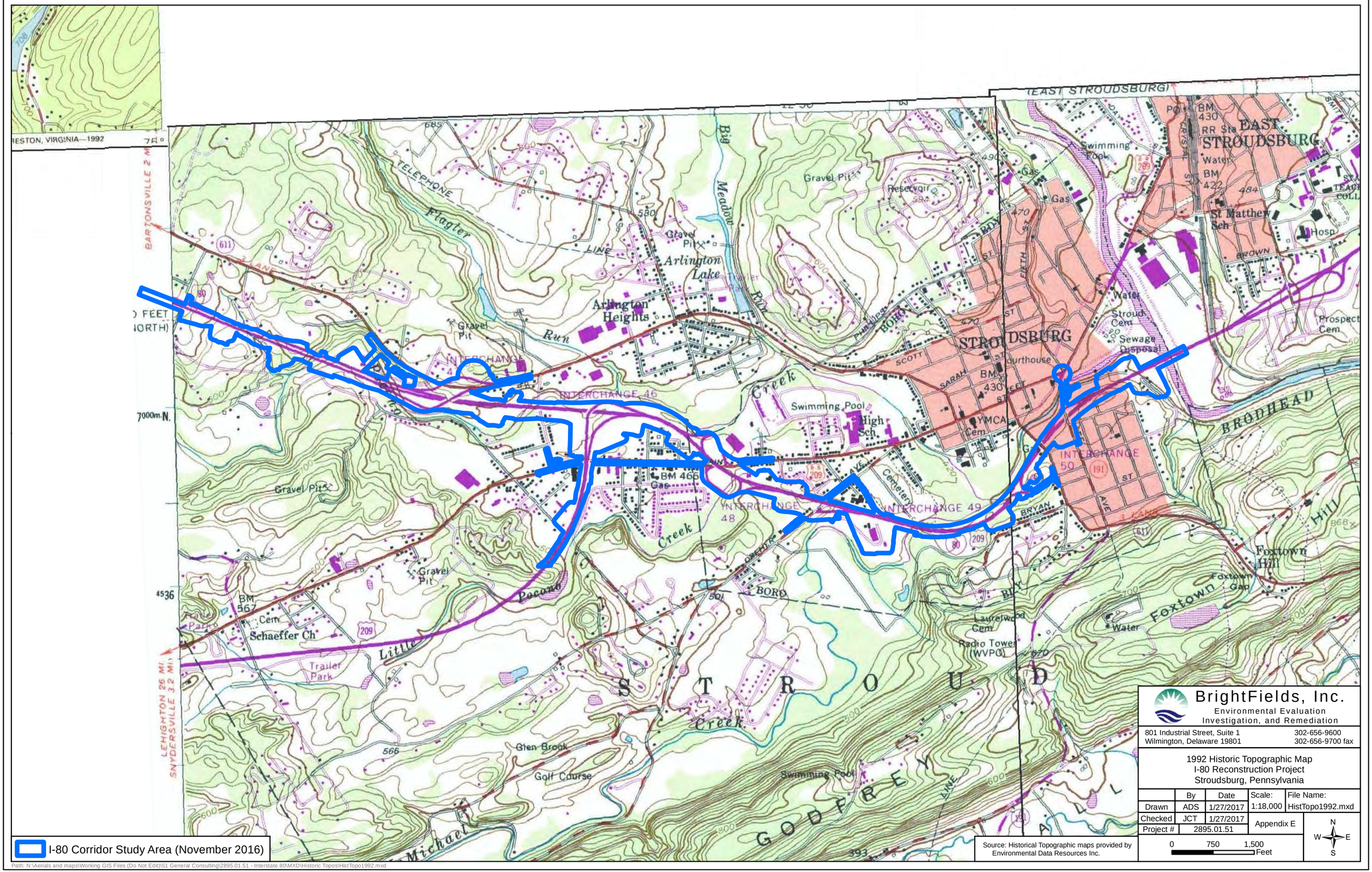

I-80 Corridor Study Area (November 2016)

Source: Historical Topographic maps provided by Environmental Data Resources Inc.

BrightFields, Inc.
Environmental Evaluation
Investigation, and Remediation

801 Industrial Street, Suite 1
Wilmington, Delaware 19801

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302-656-9700 fax

1992 Historic Topographic Map
I-80 Reconstruction Project
Stroudsburg, Pennsylvania

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Checked	JCT	1/27/2017	Appendix E	
Project #	2895.01.51			

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N W E S

Path: N:\Aerials and maps\Working GIS Files (Do Not Edit)\51 General Consulting\2895.01.51 - Interstate 80\MXD\Historic Topos\HistTopo1992.mxd

Appendix F

Aerial Photographs

Source: Historic Aerial provided by Environmental Data Resources Inc.

BrightFields, Inc.
Environmental Evaluation
Investigation, and Remediation

801 Industrial Street, Suite 1
Wilmington, Delaware 19801

302-656-9600
302-656-9700 fax

1957 Aerial
I-80 Reconstruction Project
Stroudsburg, Pennsylvania

	By	Date	Scale:	File Name:
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Checked	JCT	1/27/2017	Appendix F	
Project #	2895.01.51			

0 750 1,500 Feet

N W E S

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Source: Historic Aerial provided by Environmental Data Resources Inc.

BrightFields, Inc.
Environmental Evaluation
Investigation, and Remediation
801 Industrial Street, Suite 1
Wilmington, Delaware 19801
302-656-9600
302-656-9700 fax

1976 Aerial
I-80 Reconstruction Project
Stroudsburg, Pennsylvania

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I-80 Corridor Study Area (November 2016)

Source: Historic Aerial provided by Environmental Data Resources Inc.

BrightFields, Inc.
Environmental Evaluation
Investigation, and Remediation

801 Industrial Street, Suite 1
Wilmington, Delaware 19801

302-656-9600
302-656-9700 fax

1999 Aerial
I-80 Reconstruction Project
Stroudsburg, Pennsylvania

	By	Date	Scale:	File Name:
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Checked	JCT	1/27/2017	Appendix F	
Project #	2895.01.51			

0 750 1,500 Feet

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W E
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Path: N:\Aerials and maps\Working GIS Files (Do Not Edit)\51 General Consulting\2895.01.51 - Interstate 80\MXD\Aerials\Aerial1999.mxd

I-80 Corridor Study Area (November 2016)

Source: ESRI Aerial Imagery.

BrightFields, Inc.
Environmental Evaluation
Investigation, and Remediation

801 Industrial Street, Suite 1
Wilmington, Delaware 19801

302-656-9600
302-656-9700 fax

2012 Aerial
I-80 Reconstruction Project
Stroudsburg, Pennsylvania

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0 750 1,500 Feet

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Path: N:\Aerials and maps\Working GIS Files (Do Not Edit)\51 General Consulting\2895.01.51 - Interstate 80\MXD\Aerials\Aerial2012.mxd

Appendix G

Site Photographs

Appendix G - Site Photographs
I-80 Reconstruction Project ♦ BrightFields File: 2895.01.51

PHOTOGRAPH 1

Alumitek/Beaufab Mills site, view to the south.

PHOTOGRAPH 2

Alumitek/Beaufab Mills site, view to the southwest.

PHOTOGRAPH 3

APS Recycling site, view to the east.

PHOTOGRAPH 4

APS Recycling site, view to the northeast.

Appendix G - Site Photographs
I-80 Reconstruction Project ♦ BrightFields File: 2895.01.51

PHOTOGRAPH 5

Biobuffer Solutions, Inc. site located within Pocono Foundry Site, view to the west.

PHOTOGRAPH 6

Cottman Transmission site, view to the northeast.

PHOTOGRAPH 7

Former Gas Station/Oil Storage Facility site, view to the west.

PHOTOGRAPH 8

Gray Chevrolet site, view to the northeast.

Appendix G - Site Photographs
I-80 Reconstruction Project ♦ BrightFields File: 2895.01.51

PHOTOGRAPH 9

Gray Chrysler-Dodge site, view to the south.

PHOTOGRAPH 10

JPM Unlimited site, view to the southwest.

Appendix G - Site Photographs
I-80 Reconstruction Project ♦ BrightFields File: 2895.01.51

PHOTOGRAPH 11

Klingel Cleaners site, view to the north.

PHOTOGRAPH 12

Monitor well observed on Klingel Cleaners site, view to the north.

Appendix G - Site Photographs
I-80 Reconstruction Project ♦ BrightFields File: 2895.01.51

PHOTOGRAPH 13

Heating oil AST observed adjacent to Klingel Cleaners building, view to the east.

PHOTOGRAPH 14

Monitor well observed in Main Street right of way in front of Klingel Cleaners, view to the east.

Appendix G - Site Photographs
I-80 Reconstruction Project ♦ BrightFields File: 2895.01.51

PHOTOGRAPH 15

KOST Tire & Muffler, view to the northwest.

PHOTOGRAPH 16

Main Street Stop and Go site, view to the northeast.

PHOTOGRAPH 17

Monitor well observed on Main Street Stop and Go site, view to the northeast.

PHOTOGRAPH 18

55-gallon steel drum observed on Main Street Stop and Go site, view to the east.

Appendix G - Site Photographs
I-80 Reconstruction Project ♦ BrightFields File: 2895.01.51

PHOTOGRAPH 19

Mark Gray's Automotive, view to the east.

PHOTOGRAPH 20

Perkins Restaurant, view to the southwest.

Appendix G - Site Photographs
I-80 Reconstruction Project ♦ BrightFields File: 2895.01.51

PHOTOGRAPH 21

Pocono Foundry site, view to the southeast from Foundry Street.

PHOTOGRAPH 22

Pocono Gas Station site, view to the northeast.

Appendix G - Site Photographs
I-80 Reconstruction Project ♦ BrightFields File: 2895.01.51

PHOTOGRAPH 23

Pocono Record, view to the southwest.

PHOTOGRAPH 24

Pump and Pantry #19 and Shell Service Station sites, view to the east.

Appendix G - Site Photographs
I-80 Reconstruction Project ♦ BrightFields File: 2895.01.51

PHOTOGRAPH 25

Rinehart EM, Inc. site, view to the northwest.

PHOTOGRAPH 26

Sunoco Service station site, view to the north.

PHOTOGRAPH 27

Ted's Used Cars site, view to the south.

PHOTOGRAPH 28

Former Total Auto Service site, view to the southeast.

PHOTOGRAPH 29

WS Peeney site from West Main Street, view to the southwest.

PHOTOGRAPH 30

WS Peeney site from parking lot, view to the southeast.

Appendix H

Interview Documentation

James Thompson

From: Faul-Halsor, Cydney [cfaulhalso@pa.gov]
Sent: Monday, October 20, 2014 1:21 PM
To: James Thompson
Subject: RE: I-80 Reconstruction Project
Attachments: Fmr Str Dye + Finishing_201410201305.pdf

James—as indicated, I forwarded your maps to the ECB Program (UST, HSCA and Land Recycling Sections) and did not receive any additional sites that were missed. I identified one site that is adjacent to the boundary you had drawn and indicated the location on your drawings. The facility was the former Stroudsburg Dyeing and Finishing property, which is now occupied by several businesses, including Wal-Mart and Friendly's restaurant, and potentially others. The identified soil contamination was not located near the southern property boundary, adjoining the drawn study area line. The only other potential for soil contamination would be related to vehicle/truck accidents along the I-80 corridor and subsequent emergency response actions. Any of these potential type of cases are not in a location-based database—it would be difficult to identify any that potentially occurred in the past—unless you talked directly to the NERO Emergency Response coordinator.

Regards,

Cydney

Cydney Faul-Halsor | Licensed Professional Geologist
Department of Environmental Protection | Environmental Cleanup and Brownfields Program
Northeast Regional Office
2 Public Square |Wilkes-Barre, PA 18701-1915
Phone: 570.830.3118 | Fax: 570.820.4907
www.depweb.state.pa.us

From: James Thompson [mailto:JThompson@brightfieldsinc.com]
Sent: Monday, October 20, 2014 12:43 PM
To: Faul-Halsor, Cydney
Subject: RE: I-80 Reconstruction Project

Good Afternoon Cydney,

Below is a table summarizing the sites depicted on the figures. Apologies for the delay in getting this over to you.

Site Name	Method of Identification	Address/Location
Alumitek/Beaufab Mills	EDR DataMap™ Area Study Report	1901 West Main Street
APS Recycling	Site Visit, Aerial Photographs	Katz Drive
Biobuffer Solutions, Inc.	EDR DataMap™ Area Study Report	109 Foundry Street
Brodhead Creek	EDR DataMap™ Area Study Report	South of Main St. between Brodhead Creek and McMichael's Creek
Cottman Transmission	EDR DataMap™ Area Study Report	1856 West Main Street
Dumitru Residence	EDR DataMap™ Area Study Report	113 Lee Avenue

Site Name	Method of Identification	Address/Location
Fabricated Components, Inc.	EDR DataMap™ Area Study Report	2044 West Main Street
Former Gas Station	Sanborn® Maps	Dreher Avenue and West Main Street
Former Gas Station/Oil Storage Facility	Sanborn® Maps	101 Park Avenue,
Former Research Laboratory/Chemical Plant	Sanborn® Maps	Storm Street (south of I-80)
Gray Chevrolet	EDR DataMap™ Area Study Report	1245 North 9th Street
JPM Unlimited	Site Visit	1717 West Main Street
Klingel Cleaners	EDR DataMap™ Area Study Report	1710 West Main Street
KOST Tire & Muffler	Site Visit	1856 West Main Street
Main Street Stop & Go	EDR DataMap™ Area Study Report	1650 West Main Street
Mark Gray's Automotive	Site Visit	1737 West Main Street
Perkins Restaurant	EDR DataMap™ Area Study Report	1215 West Main Street
Pocono Foundry	Sanborn® Maps, EDR DataMap™ Area Study Report	Foundry Street
Pocono Gas Station	EDR DataMap™ Area Study Report	I-80 and West Main Street
Pocono Record	EDR DataMap™ Area Study Report	511 Lenox Street
Pump and Pantry #19	EDR DataMap™ Area Study Report	1229 West Main Street
Rinehart EM, Inc.	EDR DataMap™ Area Study Report	1875 West Main Street
Shell Service Station	EDR DataMap™ Area Study Report	1230 West Main Street
Shoppes at Stroud	EDR DataMap™ Area Study Report	Heller Road and PA 611
Sunoco Service Station	EDR DataMap™ Area Study Report	134 Park Avenue
Ted's Used Cars	Site Visit	1723 West Main Street
Total Auto Service	EDR DataMap™ Area Study Report	100 Park Avenue
WS Peeney	EDR DataMap™ Area Study Report	1745 West Main Street

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jthompson@brightfieldsinc.com
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From: Faul-Halsor, Cydney [mailto:cfaulhalso@pa.gov]
Sent: Wednesday, October 15, 2014 9:48 AM
To: James Thompson
Subject: RE: I-80 Reconstruction Project

Hi James—I received your email, but didn't receive the table. I emailed the figures to co-workers in the Env. Cleanup & Brownfields Program (Storage Tanks Section, Haz. Sites and Land Recycling Sections) and should be able to get back to you shortly.

Regards, Cydney

Cydney Faul-Halsor | Licensed Professional Geologist
Department of Environmental Protection | Environmental Cleanup and Brownfields Program
Northeast Regional Office
2 Public Square |Wilkes-Barre, PA 18701-1915
Phone: 570.830.3118 | Fax: 570.820.4907
www.depweb.state.pa.us

From: James Thompson [mailto:JThompson@brightfieldsinc.com]
Sent: Wednesday, October 08, 2014 3:30 PM
To: Faul-Halsor, Cydney
Subject: I-80 Reconstruction Project

Good Afternoon Cydney,

Thank you very much for getting back to me regarding this project. As we discussed in our phone call, we are conducting a "Waste Site Evaluation" on behalf of PennDOT for the I-80 reconstruction and expansion project. The purpose of the evaluation is to identify existing and potential releases of hazardous substances, inquire into the previous ownership and uses, and identify other environmental concerns on the properties that will be affected by the project in conformance with the scope and limitations of PennDOT Publication 281, *The Transportation Project Development Process, Waste Site Evaluation Procedures Handbook*. In general, we are trying to identify sites with known or potential soil and/or groundwater contamination so that plans can be made to properly manage/mitigate potential impacts to human health or the environment that could result from disturbing such contaminants in soil and groundwater during project construction.

I have attached figures showing the project study areas well as the "sites of potential concern" that we have identified thus far. I have also attached a table with the site names and location information. These sites were identified based on a review of historic maps and aerial photographs, a search of regulatory databases (performed by EDR), and a review of regulatory files at the PADEP Northeast Regional Office in Wilkes-Barre, PA. For many of these site, no further evaluation or investigation will be recommended. However, if project plans will require intrusive activities in close proximity to sites with known contamination or sites with potential for contamination, soil and groundwater sampling may be recommended to characterize subsurface conditions prior to conducting the intrusive construction activities.

If PADEP has any information regarding additional sites with known soil or groundwater contamination within the study area or any general areas where soil and groundwater contamination has been encountered that we have not identified that information would be greatly appreciated.

I realize that this is a very broad and unusual request. I also realize that some information may be confidential and cannot be provided. As we discussed, please feel free to forward the request to any other PADEP Programs that may have pertinent information.

Best Regards,

James C. Thompson
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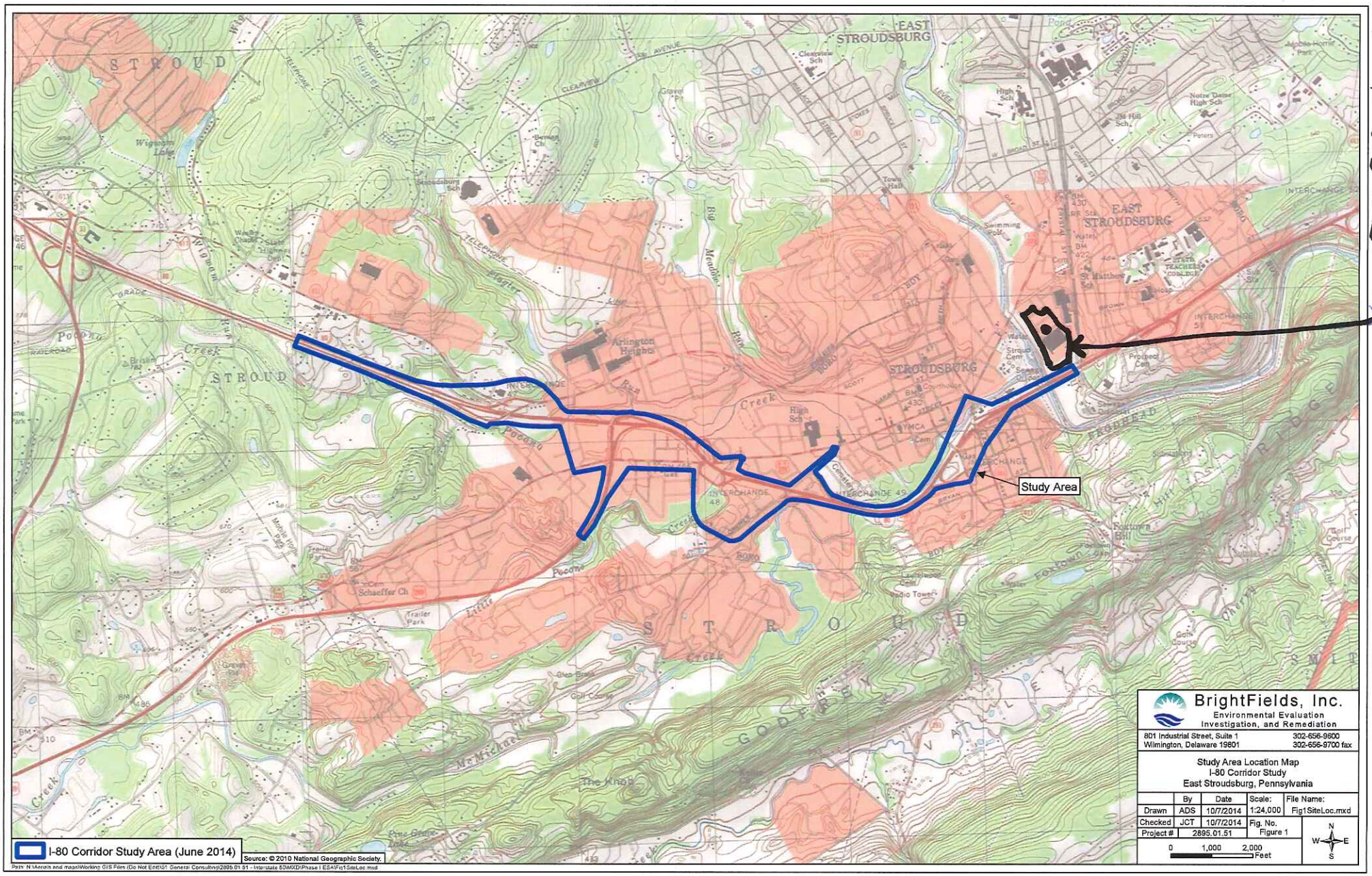
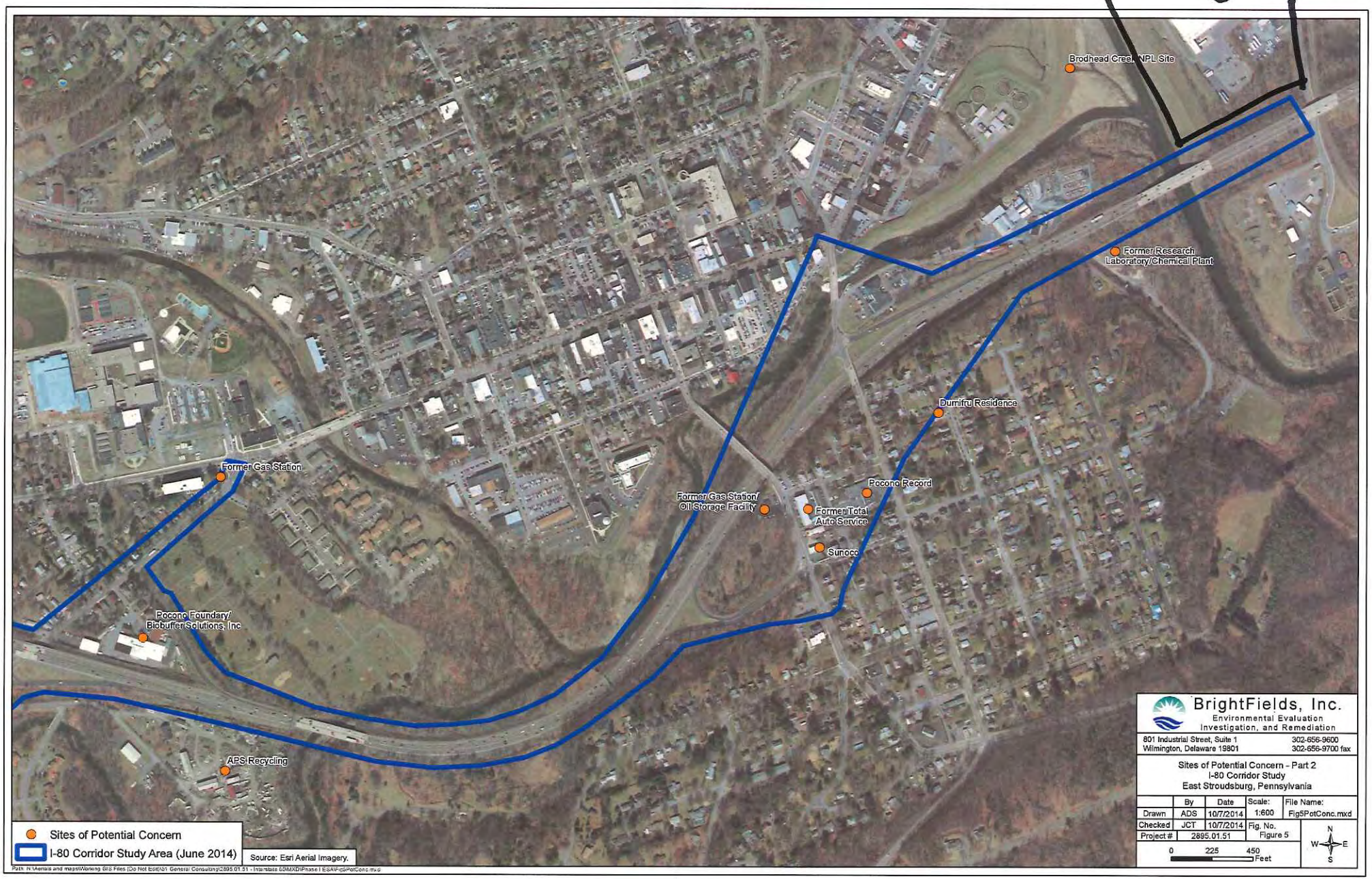
jthompson@brightfieldsinc.com
www.brightfieldsinc.com


Study Area
I-80 Corridor Study Area (June 2014)
Source: © 2010 National Geographic Society.
BrightFields, Inc.
Environmental Evaluation
Investigation, and Remediation
801 Industrial Street, Suite 1
Wilmington, Delaware 19801
302-656-9600
302-656-9700 fax
Study Area Location Map
I-80 Corridor Study
East Stroudsburg, Pennsylvania
Drawn ADS 10/7/2014 1:24,000 Fig1SiteLoc.mxd
Checked JCT 10/7/2014 Fig. No. Figure 1
Project # 2895.01.51
0 1,000 2,000 Feet
N
W E
S


Former Stroudsburg Dyeing + Finishing
Brodhead Creek NPL Site
Former Research Laboratory/Chemical Plant
Dumiru Residence
Pocono Record
Former Total Auto Service
Former Gas Station/ Oil Storage Facility
Sunoco
Former Gas Station
Pocono Foundary/ Biobuffer Solutions, Inc
APS Recycling
Sites of Potential Concern
I-80 Corridor Study Area (June 2014)
Source: Esri Aerial Imagery.
BrightFields, Inc.
Environmental Evaluation Investigation, and Remediation
801 Industrial Street, Suite 1
Wilmington, Delaware 19801
302-656-9600
302-656-9700 fax
Sites of Potential Concern - Part 2
I-80 Corridor Study
East Stroudsburg, Pennsylvania
By ADS
Date 10/7/2014
Scale: 1:600
File Name: Fig5PotConc.mxd
Drawn
Checked JCT 10/7/2014
Project # 2895.01.51
Fig. No. Figure 5
0 225 450 Feet
N W E S

James Thompson

From: James Thompson
Sent: Monday, October 20, 2014 12:42 PM
To: 'Jeff Wilkins'
Subject: RE: I-80 Reconstruction Project

Good Afternoon Jeff,

Below is a table summarizing the Sites depicted on the maps I gave. Apologies for the delay in getting this to you.

Site Name	Method of Identification	Address/Location
Alumitek/Beaufab Mills	EDR DataMap™ Area Study Report	1901 West Main Street
APS Recycling	Site Visit, Aerial Photographs	Katz Drive
Biobuffer Solutions, Inc.	EDR DataMap™ Area Study Report	109 Foundry Street
Brodhead Creek	EDR DataMap™ Area Study Report	South of Main St. between Brodhead Creek and McMichael's Creek
Cottman Transmission	EDR DataMap™ Area Study Report	1856 West Main Street
Dumitru Residence	EDR DataMap™ Area Study Report	113 Lee Avenue
Fabricated Components, Inc.	EDR DataMap™ Area Study Report	2044 West Main Street
Former Gas Station	Sanborn® Maps	Dreher Avenue and West Main Street
Former Gas Station/Oil Storage Facility	Sanborn® Maps	101 Park Avenue,
Former Research Laboratory/Chemical Plant	Sanborn® Maps	Storm Street (south of I-80)
Gray Chevrolet	EDR DataMap™ Area Study Report	1245 North 9th Street
JPM Unlimited	Site Visit	1717 West Main Street
Klingel Cleaners	EDR DataMap™ Area Study Report	1710 West Main Street
KOST Tire & Muffler	Site Visit	1856 West Main Street
Main Street Stop & Go	EDR DataMap™ Area Study Report	1650 West Main Street
Mark Gray's Automotive	Site Visit	1737 West Main Street
Perkins Restaurant	EDR DataMap™ Area Study Report	1215 West Main Street
Pocono Foundry	Sanborn® Maps, EDR DataMap™ Area Study Report	Foundry Street

Site Name	Method of Identification	Address/Location
Pocono Gas Station	EDR DataMap™ Area Study Report	I-80 and West Main Street
Pocono Record	EDR DataMap™ Area Study Report	511 Lenox Street
Pump and Pantry #19	EDR DataMap™ Area Study Report	1229 West Main Street
Rinehart EM, Inc.	EDR DataMap™ Area Study Report	1875 West Main Street
Shell Service Station	EDR DataMap™ Area Study Report	1230 West Main Street
Shoppes at Stroud	EDR DataMap™ Area Study Report	Heller Road and PA 611
Sunoco Service Station	EDR DataMap™ Area Study Report	134 Park Avenue
Ted's Used Cars	Site Visit	1723 West Main Street
Total Auto Service	EDR DataMap™ Area Study Report	100 Park Avenue
WS Peeney	EDR DataMap™ Area Study Report	1745 West Main Street

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BrightFields, Inc.

From: Jeff Wilkins [mailto:jeffw@choiceonemail.com]
Sent: Wednesday, October 15, 2014 12:32 PM
To: James Thompson
Subject: RE: I-80 Reconstruction Project

Thanks

Jeffrey B. Wilkins
Code Enforcement Officer
Borough Of Stroudsburg
700 Sarah Street
Stroudsburg, PA 18360
Phone (570) 421-5444
Fax (570)421-2690

From: James Thompson [mailto:JThompson@brightfieldsinc.com]
Sent: Wednesday, October 15, 2014 12:29 PM

To: Jeff Wilkins
Subject: RE: I-80 Reconstruction Project

Hi Jeff,

I have attached the maps. I am working on putting a table together with site addresses.

James C. Thompson
Environmental Analyst
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jthompson@brightfieldsinc.com
www.brightfieldsinc.com

BrightFields, Inc.

From: Jeff Wilkins [mailto:jeffw@choiceonemail.com]
Sent: Wednesday, October 15, 2014 11:25 AM
To: James Thompson
Subject: RE: I-80 Reconstruction Project

James,

I think the problem is fixed. Please resend the information.

Jeff

Jeffrey B. Wilkins
Code Enforcement Officer
Borough Of Stroudsburg
700 Sarah Street
Stroudsburg, PA 18360
Phone (570) 421-5444
Fax (570)421-2690

From: James Thompson [mailto:JThompson@brightfieldsinc.com]
Sent: Monday, October 13, 2014 4:22 PM
To: Jeff Wilkins
Subject: RE: I-80 Reconstruction Project

Good Afternoon Jeff,

I just wanted to follow up on our emails from last week. Is there an email that I could send the maps to without it getting rejected?

James C. Thompson
Environmental Analyst
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Office: 302.656.9600, Ext. 125
jthompson@brightfieldsinc.com
www.brightfieldsinc.com

From: James Thompson
Sent: Wednesday, October 08, 2014 3:33 PM
To: 'Jeff Wilkins'
Subject: RE: I-80 Reconstruction Project

Great, thank you very much.

I tried to email some maps showing the study area and the sites we have identified in my original email but it kept getting kicked back. I know that sometime emails are set up to not accept attachments for security purposes and I am guessing that is what happened because when I emailed you without attaching the maps the email went through. Is there a way I could email the maps without getting them kicked back?

I was thinking you could take a look at the maps and then we could discuss in a phone call at a time that is convenient for you. We would like to know if there are any specific locations or general areas within the study area that the Borough is aware of where there are known contamination issues. Also, if you have any knowledge or experience of encountering contamination at any of the sites we have already identified that would also be helpful information.

Thanks again for getting back to me, your help is greatly appreciated.

James C. Thompson
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From: Jeff Wilkins [mailto:jeffw@choiceonemail.com]
Sent: Wednesday, October 08, 2014 1:45 PM
To: James Thompson
Subject: RE: I-80 Reconstruction Project

James,

I would be glad to help you out provided you provide me with the properties included in the “study area”.

Jeff

Jeffrey B. Wilkins
Code Enforcement Officer
Borough Of Stroudsburg
700 Sarah Street
Stroudsburg, PA 18360
Phone (570) 421-5444
Fax (570)421-2690

From: James Thompson [mailto:JThompson@brightfieldsinc.com]
Sent: Wednesday, October 08, 2014 11:51 AM
To: jeffw@choiceonemail.com
Subject: I-80 Reconstruction Project

Good Morning Mr. Wilkins,

I am currently conducting a Waste Site Evaluation on behalf of PennDOT for reconstruction and expansion of I-80 in Stroudsburg, PA. The purpose of the evaluation is to identify existing and potential releases of hazardous substances, inquire into the previous ownership and uses, and identify other environmental concerns on the properties that will be affected by the project in conformance with the scope and limitations of PennDOT Publication 281, *The Transportation Project Development Process, Waste Site Evaluation Procedures Handbook*. The evaluation is a "due diligence" study to ensure that wastes that may be encountered during the project will be properly managed.

So far we have reviewed historic resources (Sanborn Maps, aerial photographs, topographic maps), searched regulatory databases, and conducted a file review at the PADEP Northeast Regional Office to identify potential waste sites that could be affected by the project.

PennDOT Publication 281 states that state or local officials who may have information pertaining to soil or groundwater contamination in the project area should be interviewed as part of the evaluation. I was wondering if I could interview someone familiar with the area. I was hoping that someone could review the study area and the sites we have identified so far to see if they are aware of any other potential waste sites in the study area.

If this will be possible please let me know.

Best Regards,

James C. Thompson
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Office: 302.656.9600, Ext. 125
jthompson@brightfieldsinc.com
www.brightfieldsinc.com

OS-2 (1-13)

pennsylvania
DEPARTMENT OF TRANSPORTATION

Mailing Date: April 14, 2015

James Thompson
BrightFields, Inc.
801 Industrial Street
Wilmington, DE 19801

Re: Right to Know Law Request No. 6252

Dear Mr. Thompson:

This letter acknowledges receipt by the Pennsylvania Department of Transportation ("PennDOT") of your written request, which is being processed under the Pennsylvania Right-to-Know Law ("RTKL"), 65 P.S. §§ 67.101 *et seq*. Our Open Records Office logged your request as received on April 7, 2015. A copy of your request is enclosed.

Your request stated the following:

> I am currently conducting an environmental assessment of a portion of I-80 located between Exit 303 and Exit 307 in Stroudsburg, PA. I am requesting any information pertaining to releases of petroleum or other chemicals that may have occurred due to vehicle accidents on this portion of I-80.

PennDOT personnel have diligently searched the appropriate files and we do not have in this agency's possession, custody or control any records pertaining to the release of petroleum or other chemicals or vehicle accidents that resulted in a release of petroleum or other chemicals on the portion of highway described in your request. As stated in the RTKL, "an agency shall not be required to create a record which does not currently exist or to compile, maintain, format or organize a record in a manner in which the agency does not currently compile, maintain, format or organize the record." 65 P.S. § 67.705. Pursuant to the Office of Open Records Final Decision in *Jenkins vs. Pennsylvania Department of State,* Docket # AP 2009-065, it should be noted that: "[i]t is not a denial of access when an agency does not possess records and [there is no] legal obligation to obtain them (*see, e.g.* section 67.506 (d)(1))."

You may have a right to appeal this response in writing to the Executive Director, Office of Open Records (OOR), Commonwealth Keystone Building, 400 North Street, 4th Floor, Harrisburg, Pennsylvania 17120. If you choose to file an appeal you must do so within 15 business days of the mailing date of this response and send to the OOR:

1) this response;
2) your request; and
3) the reason why you think the agency is incorrect in its response.

Also, the OOR has an appeal form available on the OOR website at:

RECEIVED
APR 16 2015
BY: .....

https://www.dced.state.pa.us/public/oor/appealformgeneral.pdf.

Please be advised that this correspondence will serve to close your RTKL request with our office as permitted by law.

Sincerely,

E. Sheffey
Agency Open Records Officer
PENNDOT-RightToKnow@pa.gov

BrightFields, Inc.

Record of Telephone Conversation:

Date: 04/01/15 Time: 0820
Project Name: I-80 Reconstruction Phase I
Project Number: 2895.01.51
Contact: Jim Schlier
Telephone Number: (570) 629-0293

Subject of Discussion:

JCT spoke to Jim Schlier of Schlier's Auto Service on April 1, 2015 regarding the property located at 1875 West Main Street in Stroudsburg, PA. Mr. Schlier indicated that he has owned the 1875 West Main Street property for over 20 years and that the UST was removed prior to him taking ownership of the property. Mr. Schlier indicated that he is not aware of any problems associated with the former UST and that there are no other USTs located on the property. JCT asked Mr. Schlier about two monitoring well covers that were observed on the property. Mr. Schlier indicated that the covers were used to protect sewer cleanouts on the property and no groundwater monitoring wells are present on the property. Mr. Schlier indicated that he is not aware of any other potential environmental concerns for the property.

Signature: 

BrightFields, Inc.

Record of Telephone Conversation:

Date: 03/30/15 Time: 1510
Project Name: I-80 Reconstruction Phase I
Project Number: 2895.01.51
Contact: Tammy Chapin
Telephone Number: (570) 784-0111

Subject of Discussion:

JCT contacted Tammy Chapin of JBK Management Co. regarding the Perkins Restaurant site. JBK Management Company manages utility services for the Perkins Restaurant. Ms. Chapin indicated that the Perkins Restaurant at 1215 West Main Street is connected to natural gas and that she is not aware of any USTs present on the property.

Signature: 

BrightFields, Inc.

Record of Telephone Conversation:

Date: 03/30/15 Time: 1600
Project Name: I-80 Reconstruction Phase I
Project Number: 2895.01.51
Contact: John Peeney
Telephone Number: (570) 421-9080

Subject of Discussion:

JCT contacted John Peeney of WS Peeney on March 30, 2015 regarding environmental conditions at the WS Peeney Site (1745 West Main Street) and at the Pocono Gas Station site.

Mr. Peeney indicated that he is aware of two releases that have occurred at the Pocono Gas Station site. The first release was discovered in 2002 during an upgrade to the dispenser canopy at the site. The release occurred due to a dispenser piping leak. Mr. Peeney indicated that the piping was repaired and all contaminated soil was over-excavated for disposal. The second release occurred just a few weeks ago when the kerosene pump at the site was discovered to be leaking. Mr. Peeney indicated that the release was limited in extent and that the release has not yet been characterized. Mr. Peeney indicated that the kerosene pump is located to the east of the existing UST field at the site against the building on the site.

Mr. Peeney indicated that he is not aware of any releases that have occurred at 1745 West Main Street. Mr. Peeney indicated that an abandoned 550 gallon UST previously used to store heating oil is located in front of the1745 West Main Street building near the sign in front of the building.

Signature: 

BrightFields, Inc.

Record of Telephone Conversation:

Date: 04/15/15 Time: 1100
Project Name: I-80 Reconstruction Phase I
Project Number: 2895.01.51
Contact: Joe Vanderhoof
Telephone Number: (845) 346-3011

Subject of Discussion:

JCT interviewed Mr. Joe Vanderhoof, President & Publisher for the Pocono Record, on April 15, 2015. Mr. Vanderhoof indicated that his office is located at the Pocono Record property on Lenox Street and that no tanks, underground or above-ground, are located at the property. Mr. Vanderhoof was not aware if the previous location of the gasoline UST was ever re-sampled as indicated necessary in a PADEP Memorandum dated April 21, 2005.

Signature: