

EPA Official Record

Notes ID: 095EC251BE36E3CA86257A3800513093
From: "Davis, Gary (DCR)" <gary.davis@state.ma.us>
To: Michael Stover/R1/USEPA/US@EPA
Delivered Date: 08/01/2011 03:19 PM EDT
Subject: Re: FW: Pile Driving Pilot Test

Yes

From: Michael Stover [mailto:Stover.Michael@epamail.epa.gov]
Sent: Monday, August 01, 2011 01:58 PM
To: Davis, Gary (ENV)
Subject: Re: FW: Pile Driving Pilot Test

Yes, my error. Does Wednesday at 9am work?

Mike Stover, PE
Indian Program Manager
EPA - New England, Region 1
5 Post Office Square, Suite 100
Mail Code OEP06-3
Boston, MA 02109-3912
(617) 918-1123
stover.michael@epa.gov

From: "Davis, Gary (DCR)" <gary.davis@state.ma.us>
To: Michael Stover/R1/USEPA/US@EPA
Date: 08/01/2011 01:45 PM
Subject: Re: FW: Pile Driving Pilot Test

As stated in my previous email I am available tomorrow am and wednesday am

From: Michael Stover [<mailto:Stover.Michael@epamail.epa.gov>]
Sent: Monday, August 01, 2011 01:39 PM

To : Davis, Gary (ENV)

Subject : Re: FW: Pile Driving Pilot Test

OK, I will reschedule.

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From: "Davis, Gary (DCR)" <gary.davis@state.ma.us>

To: Michael Stover/R1/USEPA/US@EPA, "bettina@wampanoagtribe.net" <bettina@wampanoagtribe.net>, "cgreen@mwtribe.com" <cgreen@mwtribe.com>

Date: 08/01/2011 01:34 PM

Subject: Re: FW: Pile Driving Pilot Test

I am unavailable.

From : Michael Stover [<mailto:Stover.Michael@epamail.epa.gov>]

Sent : Monday, August 01, 2011 01:29 PM

To : Davis, Gary (ENV); bettina@wampanoagtribe.net <bettina@wampanoagtribe.net>; cgreen@mwtribe.com <cgreen@mwtribe.com>

Subject : Re: FW: Pile Driving Pilot Test

Gary, Bettina and Chuckie....

I have established a conference line for 1:00 pm tomorrow (Tuesday, August 2nd). Call-in information is as follows:

Dial-In Number: (617) 918-2824

Password: 441393#

Thanks,

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From: "Davis, Gary (DCR)" <gary.davis@state.ma.us>
To: Michael Stover/R1/USEPA/US@EPA
Date: 08/01/2011 01:18 PM
Subject: Re: FW: Pile Driving Pilot Test

I am available early tomorrow and wednesday.

From : Michael Stover [<mailto:Stover.Michael@epamail.epa.gov>]
Sent : Monday, August 01, 2011 01:13 PM
To : Davis, Gary (ENV)
Cc : 'Bettina Washington' <bettina@wampanoagtribe.net>; 'Chuckie Green' <CGreen1@mwtribe.com>
Subject : Re: FW: Pile Driving Pilot Test

Gary,

Chuckie Green, Bettina Washington and I would like to set up a conference call to discuss this activity and to confirm the tentative meeting this Friday at 10:30. I understand that you will be out of the office for the remainder of the afternoon. Please let me know of your availability tomorrow afternoon to participate in a conference call. Once we have a firm time, I will set up a conference line for the call and will relay the call-in number.

Thank you,

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From: "Davis, Gary (DCR)" <gary.davis@state.ma.us>
To: "'Bettina Washington'" <bettina@wampanoagtribe.net>, "'Chuckie Green'" <CGreen1@mwtribe.com>
Cc: Michael Stover/R1/USEPA/US@EPA
Date: 08/01/2011 10:34 AM
Subject: FW: Pile Driving Pilot Test

Dear Ms. Washington and Mr. Green. I write to inform you that we plan on conducting some pile driving tests sometime this week. I have taken the liberty of providing you with a brief description of the work we propose to do. Please call me if you have any questions or concerns. /gd

Gary Davis, Jr.
General Counsel
Executive Office of Energy & Environmental Affairs
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Boston, MA 02114
office - 617-626-4983

From: Chet Myers [<mailto:cmyers@apexc.com>]
Sent: Tuesday, July 26, 2011 12:49 PM
To: Davis, Gary (ENV)
Subject: RE: Pile Driving Pilot Test

Hi Gary,

The pile-driving will take place along the eastern face of the proposed facility, which, even at the southern-most edge of the bulkhead, is still between 250 and 300 feet from the nearest boundary of either Paleosol (see attached figure).

During the driving process, the barge will be located to the east of the driving operation, such that it should be located further away than the test pile (which, as stated earlier, will already be between 250 and 300 feet from the nearest boundary of a paleosol, at its closest).

The sheets will be driven and removed. The sheets are shaped in a Z, are approximately 1.5 feet wide and approximately ½ in thickness, and are 30-40 feet in length.

At present, we anticipate driving 5 sheets in 5 separate locations. The sheets will be driven, and then removed. We anticipate that they will slip into the subsurface without causing a major disturbance, and that they will similarly be removed without any major disturbance.

The purpose of the pilot test is to generate a higher degree of certainty regarding the anticipated penetration of the sheets during construction.

Thanks,

Chet Myers, PE, LSP
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