

## EPA Official Record

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**Notes ID:** C913CA7E93D00D3386257A380051309C

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

**To:** "Bettina Washington" <bettina@wampanoagtribe.net>; "Chuckie Green" <CGreen1@mwtribe.com>

**Copy To:** Michael Stover/R1/USEPA/US@EPA

**Delivered Date:** 08/01/2011 10:34 AM EDT

**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.

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**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  $\frac{1}{2}$  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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- Paleosol Locations.pdf