



**PHASE III REMEDIAL ACTION PLAN
AND COMPLETION STATEMENT**

**BARGE B120 SPILL
BUZZARDS BAY, MASSACHUSETTS
RTN 4-17786**

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PHASE III REMEDIAL ACTION PLAN AND COMPLETION STATEMENT

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1.0 INTRODUCTION

GeoInsight, Inc. (GeoInsight) prepared this Phase III Remedial Action Plan (RAP) on behalf of Bouchard Transportation Company, Inc. (“Bouchard”) as part of response actions conducted under the Massachusetts Contingency Plan (MCP; 310 CMR 40.0000) associated with a release of No. 6 fuel oil from Bouchard Barge B120 that occurred on April 27, 2003 in Buzzards Bay, Massachusetts (the “Site”). This Phase III RAP was prepared under the direction of Richard J. Wozmak, P.E., P.H. of EnviroSense, Inc., the Licensed Site Professional (LSP)-of-record for this release.

The data and information presented in this Phase III RAP were derived from comprehensive qualitative and quantitative assessments described in the July 27, 2006 Phase II Comprehensive Site Assessment (CSA) report. These assessments include Shoreline Cleanup Assessment Team (SCAT) survey records, Immediate Response Action (IRA) survey records, Phase I and Phase II survey records, analytical data and research, and previous MCP and Natural Resource Damage Assessment (NRDA) reports. The assessment data were used to evaluate potential risks to human health, public welfare, safety, and the environment as part of a Method 3 Risk Characterization included in the Phase II CSA report. The Risk Characterization concluded that a condition of No Significant Risk to human health, public welfare, safety, and the environment was achieved at 61 of the 63 remaining shoreline segments, and these 61 segments were included in the July 27, 2006 Partial Class A-2 Response Action Outcome (RAO) Statement. This Phase III RAP therefore applies to potential response actions to be undertaken at the portions of the remaining two shoreline segments (i.e., W1F-02-Brandt Island West and W2A-10-Long Island and Causeway South) where limited amounts of residual oil are present and a condition of No



Significant Risk to public welfare and/or the environment could not be concluded at this time.
Refer to Figure 1 for the location of these two segments.

This Phase III RAP was prepared in accordance with the MCP. A copy of Bureau of Waste Site (BWSC) Transmittal Form 108 is included in Appendix A.



2.0 BACKGROUND

2.1 REGULATORY HISTORY

On or about April 27, 2003, an unknown volume (estimated to range between 22,000 gallons and 98,000 gallons) of No. 6 fuel oil was released from Bouchard Barge B120 after entering the western approach of Buzzards Bay, Massachusetts. Oil from the release primarily floated on the water surface and was driven by waves, tides, and currents to strand in the intertidal zone. The heaviest oiling occurred on exposed, southwest facing shorelines, such as Barney's Joy or West Island.

The shoreline was initially divided into 149 shoreline segments. Of those 149 segments, 29 segments were found to be unoiled and not part of the Site. The Site was therefore considered to be the 120 shoreline segments that were oiled to varying degrees by the release. A Phase I Initial Site Investigation (ISI) and Conceptual Site Model (CSM) report, Tier Classification, and Conceptual Phase II Scope of Work (SOW) were filed for the Site on May 3, 2004. On May 21, 2004, a Partial Class A-2 Response Action Outcome (RAO) statement was filed for 57 out of the 120 shoreline segments. These 57 shoreline segments were those segments where the maximum degree of initial oiling was characterized as "light" or "very light," as well as three sandy beach segments where the maximum degree of initial oiling was characterized as "moderate." MADEP issued a Tier IA Permit as part of a July 27, 2004 Decision to Grant Permit letter. A Phase II Comprehensive Site Assessment (CSA) SOW and Updated CSM were submitted to MADEP on August 24, 2005. MADEP approved portions of the proposed Phase II CSA SOW, and requested additional information (primarily regarding the proposed ecological risk characterization) in a letter dated January 18, 2006. Additional information was provided to MADEP in a letter dated March 31, 2006, and MADEP issued final approval of the Phase II CSA SOW in a letter dated June 27, 2006.



The updated CSM, previous IRA remedial efforts, and the Phase II CSA report for the remaining 63 segments were used for reference in developing remedial action alternatives in this Phase III RAP for the Leisure Shores and Hoppy's Landing portions of shoreline segments W1F-02 and W2A-10.

2.2 SENSITIVE RECEPTORS

Potential sensitive receptors identified at Leisure Shores and Hoppy's Landing include water resources, critical habitats, threatened and endangered species, and humans. Based upon information obtained and reviewed to evaluate potential sensitive receptors in the Buzzards Bay area from the Natural Heritage & Endangered Species Program (NHESP) and Massachusetts Geographic Information Systems (MassGIS), endangered species and/or fringing salt marshes are present at Leisure Shores and Hoppy's Landing. A portion of the subtidal environment in Buzzards Bay is part of the Site and is identified as a NHESP Estimated Habitat of Rare Wildlife in Wetland Areas. The subtidal zone is a habitat for numerous marine species including organisms that live in the ocean water, as well as in the subtidal sediment (e.g., clams).

In addition to wildlife habitats, residents and visitors also use the beaches located at Leisure Shores and Hoppy's Landing. Hoppy's Landing is a sandy gravel, cobble, and boulder shoreline with fringing salt marshes where as Leisure Shores is primarily a mixed sand and gravel with cobble shoreline. In general, people use these shorelines primarily for seasonal recreational activities, such as swimming, fishing, and walking.

The proposed work area at Leisure Shores and Hoppy's Landing is not in a protected open space or an Area of Critical Environmental Concern. These two shoreline segments are not located within a Zone II, an interim wellhead protection area, a potentially productive aquifer or a sole-source aquifer, and schools are not located in the vicinity of the two shoreline segments. Residences are located within 500 feet of the proposed Leisure Shores work area, but residences are not located in the vicinity of the proposed Hoppy's Landing work area. The residences in the



vicinity of the proposed Leisure Shores work area reportedly obtain potable water from private shallow water supply wells located at individual properties.

The segment-specific MassGIS and NHESP maps for W1F-02 and W2A-10 are included in Figures 2 and 3, respectively.



3.0 RISK CHARACTERIZATION SUMMARY

The Method 3 Risk Characterization (Method 3) prepared by ENTRIX, Inc. (ENTRIX) for the 63 remaining segments was included in the July 2006 Phase II CSA report. Based upon observations made and information collected during environmental investigations of portions of shoreline segments W2A-10 (Hoppy's Landing) and W1F-02 (Leisure Shores), a condition of No Significant Risk exists for human health and safety at these segments. However, portions of these two segments have localized residual oiling that may pose a nuisance condition (such as rubbing off on skin when touched) during warmer weather. The small amount of residual oil particles at a portion of segment W1F-02 was not considered to constitute a significant risk to the environment. A condition of No Significant Risk to the environment at W2A-10 could not be demonstrated at this time due to the presence of pavement at the surface and sheen on tide pools. It was also not possible to conclude conditions of No Significant Risk to public welfare at this time at portions of these segments due to the presence of small amounts of residual oil that potentially could come off to the touch. Additional assessment and/or cleanup activities will be conducted to achieve a condition of No Significant Risk for public welfare (at both segments) and the environment (at segment W2A-10).

The potentially applicable upper concentration limit (UCL) for these two areas is a thickness greater than ½-inch of non-aqueous phase liquid (NAPL). Although small amounts of weathered residual oil splatter are present at Hoppy's Landing and small particles of oil are located at Leisure Shores, the splatter and particles are discontinuous, less than ½ inch thick, and do not constitute a UCL exceedance. Therefore, a feasibility evaluation for reducing the residual oiling to below UCLs was not performed as part of this Phase III RAP.



4.0 INITIAL SCREENING OF REMEDIAL ACTION ALTERNATIVES

The criteria for initial screening identified in 310 CMR 40.0856(1)(a) indicate that a remedial action alternative is feasible if it is reasonably likely to “achieve a Permanent or Temporary Solution.” This Phase III RAP identifies and evaluates remedial action alternatives that are reasonably likely to achieve a level of No Significant Risk in consideration of the nature and extent of No. 6 fuel oil, the impacted media and receptors, and disposal site characteristics. This Phase III RAP also describes and documents remedial action alternatives and the reasoning used to identify the selected remedial action alternative(s) for each location.

The following remedial action alternatives were identified for initial screening that were evaluated for potential use in accordance with criteria established in 310 CMR 40.0850. These criteria include effectiveness, reliability, difficulty, costs, risks, benefits, and non-pecuniary interests. The two locations are discussed separately because remedial efforts differ based upon the nature and extent of residual No. 6 fuel oil-impacted media at each location.

4.1 LEISURE SHORES

Brandt Island West (W1F-02) is classified as primarily a 1D shoreline type (i.e., rip rap seawalls, bulkheads, piers, docks, and pilings) due to the causeway to Brandt Island, but the Leisure Shores portion of the segment is mixed sand and gravel (1C) with cobble. Small particles of oil (colloquially identified as “flecks”) that are typically less than 0.5 centimeters (cm) in diameter are present mixed with the sand in limited, discrete areas of the Leisure Shores portion of shoreline segment W1F-02. Refer to Figure 4 for the approximate area at Leisure Shores where oil particles were observed during previous assessment activities. The particles are not visible on the beach surface, but occasionally appear floating on water that fills in test pits or trenches excavated in this area. A small oil sheen (typically 2 to 3 cm in diameter) may also be present in the test pits associated with the oil particles. In general, the trenches or test pits that exhibit oil particles or sheens are infrequent and not consistently present in the area (i.e., there can be many test pits excavated with no sheen or oil particles present). The oil particles and sheens also



appear to be seasonally-dependent, as the particles and sheens have been observed in the warm summer months, but not during cooler times during the spring, fall or winter. IRA cleanup activities (rototilling) were conducted most recently in July 2005 to expose and remove these residual oil particles. A copy of the figure showing the August 2005 field survey results (i.e., post-rototilling) is included as Figure 5. Refer to the March 2006 IRA Status report for additional information regarding the oil particles and the cleanup operations.

4.1.1 Objectives

Potential remedial action alternatives were selected for the Leisure Shores location based upon the nature and extent of No. 6 fuel oil, site-specific receptors, shoreline properties and access to the shoreline. Based upon the findings in the Phase II CSA report and Method 3 Risk Characterization, the remedial action objectives for Leisure Shores are to reach:

1. a condition of No Significant Risk to public welfare and the environment;
2. a Permanent Solution (if a condition of No Significant Risk is achieved); or
3. a Temporary Solution (if a condition of No Significant Risk is not achieved but substantial hazards are not present)

whichever is more feasible pursuant to 310 CMR 40.0852 (2) of the MCP. The purpose of this Phase III RAP is therefore to identify the remedial action alternative or combination of alternatives that appear most suitable for attaining these objectives.

4.1.2 Initial Screening of Remedial Action Alternatives

The identified remedial action alternatives were those actions that are likely able to remediate residually-oiled sediment at the Leisure Shores disposal site. The third alternative (no action) was included in this evaluation as a reference against which to compare the other alternatives. The following remedial action alternatives were selected as potentially suitable to achieve remedial objectives for the Leisure Shores disposal site:



- Alternative 1 - excavate and replace with new materials;
- Alternative 2 - landfarming; and
- Alternative 3 - no action.

Excavating would require preparing local and state permit applications (e.g., Notice of Intent, etc.), preparing material shipping records (e.g., Bills of Lading), replacing excavated material, potentially preparing permit applications to the United States Army Corps of Engineers, and/or potential ecosystem restoration activities to repair damage as a result of this alternative.

Landfarming (in this case rototilling from IRA activities) was proven reliable and effective at reducing residual petroleum impacts in the Leisure Shores area during IRA activities.

Landfarming and excavating have roughly the same timeframe for completion, and will have the same benefit to the environment and public perception. Therefore, the remaining alternatives were evaluated with respect to non-pecuniary interests, risks, and anticipated costs of each remedial action alternative.

Alternative 1 - Excavate and Replace with New Materials

This remedial alternative involves excavating sediment (i.e., sand and gravel) in areas where oil particles were observed during reconnaissance activities. The excavated sediment is then sent off-site to a facility (e.g., an asphalt batching facility) for proper disposal or recycling. This remedial action alternative would achieve remedial goals and would achieve the level of aesthetic value needed to achieve a Permanent Solution. However, the environmental risks and costs associated with this alternative are high because this alternative essentially removes the ecosystem present in the work area and replaces it with clean sediment and cobble. The ecosystem would then re-colonize the replacement material, and this would likely require several years to fully recover from the cleanup damages. As a result, the environmental cost for this alternative is considered to be very high. Additionally, the costs for permitting, excavation, disposal, and replacement would far exceed the costs for other remedial action alternatives. Therefore, complete excavation of sediment is considered impractical and infeasible and was not considered further.



Alternative 2 - Landfarming

This remedial action alternative involves the use of mechanical equipment to push, pull, drag, and/or turn-over sand and sediment in areas where oil particles were observed during reconnaissance activities. The remedial action would be conducted while the work area in the intertidal zone is under water, to allow the particles to float to the water surface. Oil absorbent material, such as booms, snare, or pads would be used inside and at the perimeter of the work area to remove the released oil particles. This remedial action alternative would achieve remedial goals and would achieve the level of aesthetic value needed to achieve a Permanent Solution. The environmental risks and costs associated with this alternative are moderate because of the use of mechanical equipment but are substantially less detrimental to the environment than Alternative 1 because organisms disturbed by the cleanup are not removed from the work area (in contrast to Alternative 1), and the organisms can re-colonize the work area. In addition, the costs for Alternative 2 are anticipated to be less than Alternative 1.

Alternative 3 - No Action Alternative

A “no action” alternative was considered for the Leisure Shores location for achieving a Temporary Solution under the MCP. This alternative often relies upon the concept that No. 6 fuel oil is persistent but can degrade in the marine environment over time by naturally-occurring microorganisms and/or dynamic processes (e.g., wave action) that would abate the flecks of oil. Long-term monitoring for the Leisure Shores location would be required to evaluate changes in conditions that would require additional response actions. However, long-term monitoring requirements and non-pecuniary interests such as potential aesthetic values makes this remedial action alternative a less likely option to achieve remedial objectives at Leisure Shores in a relatively short timeframe.



4.2 HOPPY'S LANDING

Hoppy's Landing is primarily a sandy gravel, cobble, and boulder beach with fringing marshes. Residual oil at the southern tip of Hoppy's Landing is present primarily in two general locations (shown on Figure 4) and consists primarily of splatter, small areas of pavement, and limited tar mats that are weathered and hardened on the outer surface. The small areas of pavement and splatter are located mostly on the surface of the fringing marsh areas, or adjacent to cobbles. Oil was also encountered beneath cobbles in some of the areas. Although the exposed surface of the residual oil is weathered and hard, the interior may be tacky below the weathered layer. Residual oil in sheltered locations (e.g., under rocks) can also be tacky to the touch when exposed and could produce a sheen. Small sheens can also be present on the water surface in tide pools adjacent to locations where pavement is present. Refer to Figure 6 for the approximate area where residual oil is present at Hoppy's Landing.

4.2.1 Objectives

Potential remedial action alternatives chosen for Hoppy's Landing were based upon the nature and extent of No. 6 fuel oil, site-specific receptors, shoreline properties and access to the shoreline. Based upon the findings in the Phase II CSA report and Method 3 Risk Characterization, the remedial action objectives for Hoppy's Landing are to reach a condition of No Significant Risk to public welfare and the environment to achieve a Permanent Solution (if a condition of No Significant Risk is achieved) or Temporary Solution (if a condition of No Significant Risk is not achieved but substantial hazards are not present), whichever is more feasible pursuant to 310 CMR 40.0852 (2) of the MCP. The purpose of this Phase III RAP is therefore to identify the remedial action alternative or combination of alternatives that appear most suitable for attaining these objectives.



4.2.2 Initial Screening of Remedial Action Alternatives

The identified remedial action alternatives were those actions that are likely able to remediate residually-oiled sediment, fringing salt marsh, and cobbles and boulders at the Hoppy's Landing location. The fourth alternative (no action) was included in this evaluation as a reference to compare the other alternatives. The following remedial action alternatives were selected as potentially suitable to achieve remedial objectives for the Hoppy's Landing location:

- Alternative 1 - excavation and replacement with new materials;
- Alternative 2 - excavation, decontamination, and reuse of cobbles and boulders with targeted excavation of fringing salt marshes;
- Alternative 3 - targeted hand excavation of fringing salt marsh and decontamination of cobbles and boulders in place; and
- Alternative 4 - no action.

The remedial action alternatives (with the exception of no action) would require preparing local and state permit applications (e.g., Notice of Intent, etc.), preparing material shipping records (e.g., Bills of Lading), potentially replacing excavated material, potentially preparing permit applications through the United States Army Corps of Engineers, and potentially replacing a disturbed or destroyed ecosystem. The remedial action alternatives have been proven to be reliable and effective at reducing residual petroleum impacts, are moderately difficult to implement given the release area, will have roughly the same timeframe for completion, and will have the same benefit to the environment and public perception. Therefore, the remaining alternatives were evaluated with respect to non-pecuniary interests, environmental risks, and anticipated costs of each remedial action alternative.

Alternative 1 - Excavation and Replacement with New Materials

This remedial option involves excavating cobbles, boulders, sediment and portions of the fringing salt marsh in areas where residual No. 6 fuel oil was observed during reconnaissance activities. The excavated material is then sent off-site to a facility (e.g., an asphalt batching



facility) for proper disposal or recycling. This remedial action alternative would achieve remedial goals and would cost relatively the same as other remedial action alternatives (with the exception of Alternative 2) for the Hoppy's Landing location. However, the environmental risks and costs associated with this alternative are high because this alternative essentially removes the ecosystem present in the work area and replaces it with clean sediment and cobble. The ecosystem would then re-colonize the replacement material, and this would likely require several years to fully recover from the cleanup damages. As a result, the environmental cost for this alternative is considered to be very high. Therefore, complete excavation of cobbles, boulders, sediment, and the fringing salt marsh is considered impractical and infeasible because of the risk to the environment and was not considered further.

Alternative 2 - Excavation, Decontamination, and Reuse of Cobbles and Boulders with Targeted Excavation of Fringing Salt Marshes

This remedial action alternative involves the use of heavy mechanical equipment to excavate cobbles and boulders where residual No. 6 fuel oil was observed during reconnaissance activities, staging a decontamination area in the parking lot so that the cobbles and boulders can be cleaned using a pressure washer and heated water, returning the decontaminated cobbles and boulders to within close proximity to the original location. The decontamination is not considered to be as effective as the rock cleaning activities conducted under the direction of Unified Command because the current condition of the oil is much harder and more difficult to remove than the fresh oil. This alternative also includes targeted excavation (using mechanical equipment or hand tools) of the fringing salt marsh and sediment. The excavated marsh material and sediment is then sent off-site for proper disposal. This remedial action alternative would achieve remedial goals but would cost substantially more than other remedial action alternatives for the Hoppy's Landing location due to the additional labor to move cobbles and rocks for decontamination and then returning the cleaned material. The environmental risk associated with this alternative is slightly less than Alternative 1 but greater than other alternatives presented in this section of the Phase III RAP because of the use of mechanical equipment. This alternative is considered



infeasible because of the environmental risks and costs associated with excavation activities and was not considered further.

Alternative 3 - Targeted Hand Excavation of Fringing Salt Marsh and Decontamination of Cobbles and Boulders in Place

This remedial action alternative involves the use of hand equipment (e.g., pressure washers, wheel barrels, etc.) to decontaminate cobbles and boulders that are residually oiled, establishing localized containment areas with absorbent booms and pads in and around the decontamination areas, and hand excavating oil-impacted portions of the fringing salt marsh and sediment for off-site disposal. This remedial action alternative would achieve remedial goals for the Hoppy's Landing location in a timely and cost-effective manner and is considered to be less disruptive to the environment than Alternatives 1 and 2.

Alternative 4 - No Action

A "no action" alternative was considered for Hoppy's Landing for achieving a Temporary Solution under the MCP. This alternative often relies upon the concept that No. 6 fuel oil is persistent but can degrade in the marine environment over time by naturally-occurring microorganisms and/or dynamic processes (e.g., wave action) that would abate the residual oil and pavement. Long-term monitoring for Hoppy's Landing would be required to evaluate changes in conditions that would require additional response actions. However, long-term monitoring requirements and non-pecuniary interests such as aesthetic values makes this remedial action alternative a less likely option to achieve remedial objectives at Hoppy's Landing in a relatively short timeframe. In addition, the relative ease in implementing the active alternatives listed above, the overall benefit of actively reducing the residual oil, and the effectiveness and reliability of other remedial action alternatives will have a greater positive impact on the environment and human perception of Hoppy's Landing.



5.0 FEASIBILITY OF ACHIEVING OR APPROACHING BACKGROUND

The following discussion regarding the feasibility of achieving or approaching background was prepared in accordance with the MADEP Policy #WSC-04-160 *Conducting Feasibility Evaluations Under the MCP*, dated July 16, 2004 (the “Policy”).

The constituents of concern at the Hoppy’s Landing and Leisure Shores are derived from No. 6 fuel oil, which is considered to be a persistent material under the Policy. However, it is important to note that the Policy typically addresses releases to soil and ground water at inland locations, where the degree of natural weathering is considerably less than along the Hoppy’s Landing and Leisure Shores shoreline segments. Along some areas, particularly mixed sand and gravel and bedrock shorelines with high wave energy, natural processes are expected to substantially degrade residual oil, and at these locations the residual oil impacts may be considered to be non-persistent (i.e., degradable). However, in other areas (e.g., underneath cobbles and boulders), No. 6 fuel oil is expected to degrade more slowly because natural weathering is comparatively limited in these locations.

As described in the Phase II CSA report, for the purposes of this investigation, background concentrations of extractable petroleum hydrocarbon (EPH) fractions and polynuclear aromatic hydrocarbons (PAH) in intertidal and subtidal sediment were considered to be at or below the laboratory detection limits, and visible petroleum was assumed to be not present. However, there may be local conditions (local conditions are present in a relatively small area when compared to the overall area of a site) where EPH fractions and PAH are present in Buzzards Bay sediments from non-B120 sources, or visible petroleum may be present from non-B120 sources. Therefore, this evaluation focused upon achieving or approaching the background conditions (i.e., conditions present before the B120 release).



5.1 TECHNOLOGICAL EVALUATION

The objective of the technological evaluation is to identify whether remedial technologies are available that can reduce impacts to achieve or approach background. Based upon the remedial actions performed by Unified Command, two alternatives were initially identified as potentially capable of remediating residual oil; these two alternatives were: 1) high-pressure, hot water (hotsy) washing of rocks, using sorbents to catch separate-phase oil produced by the washing, and 2) excavation and disposal of sediment and oiled rocks with replacement. However, residual oil currently remaining on the shoreline is weathered and hardened and hotsy washing is no longer considered to be effective at removing residual weathered oil to background conditions (although this technology is expected to achieve a condition of No Significant Risk). Complete excavation and disposal of oiled rocks with rock replacement (where necessary) is the only technology that is considered feasible to achieve or approach background conditions. However, based upon the initial screening results, complete excavation and disposal of impacted media would substantially impact the existing ecosystem and, therefore, the risks are very high to use this remedial action alternative.

5.2 COST-BENEFIT EVALUATION

Excavation and replacement will have a substantial adverse impact to the local ecosystem. Sediment and rock removal and replacement destroys the ecosystem present in these areas, and the organisms must then re-colonize in this area. While the removal of highly weathered oil splatter may be beneficial from an aesthetic standpoint, the benefit is offset by the destruction of the ecosystem during the remedial action. The ecological costs are considered to be very high. Therefore, the disadvantages and costs for the potential remedial action is substantial and disproportionate to the negligible incremental benefit and it is not considered feasible to achieve background conditions for this release.



6.0 SELECTION OF REMEDIAL ACTION ALTERNATIVE

6.1 SELECTION OF REMEDIAL ACTION ALTERNATIVE(S)

In accordance with 310 CMR 40.0855, the identification and evaluation of remedial action alternatives included an initial screening to identify those remedial action alternatives that will likely achieve a level of No Significant Risk to public welfare (at segments W1F-02 and W2A-10) and to the environment (at segment W2A-10). Based upon the initial screening results, a detailed evaluation of remedial action alternatives is not required because the selected remedial action alternatives for each location will likely achieve a level of No Significant Risk. The implementation of the selected remedial action alternatives will be more cost-effective and timely than would be the implementation of a Temporary Solution.

In consideration of other available alternatives and based upon the initial screening evaluation, Alternative 2 (landfarming) is the best available remedial action alternative for the affected portion of the Leisure Shores location and Alternative 3 (targeted hand excavation of fringing salt marsh and decontamination of cobbles and boulders in place) is the best available remedial action alternative for the affected portion of Hoppy's Landing. The selected remedial action alternatives should achieve a Permanent Solution at each location.

6.2 SCHEDULE FOR IMPLEMENTATION

It is anticipated that the remedial action alternative for the Leisure Shores location will be implemented in September 2006. The remedial action alternative for Hoppy's Landing will be implemented in October or November 2006, after the marsh grass has finished its growing season and has become dormant for the winter.



7.0 PHASE III COMPLETION STATEMENT

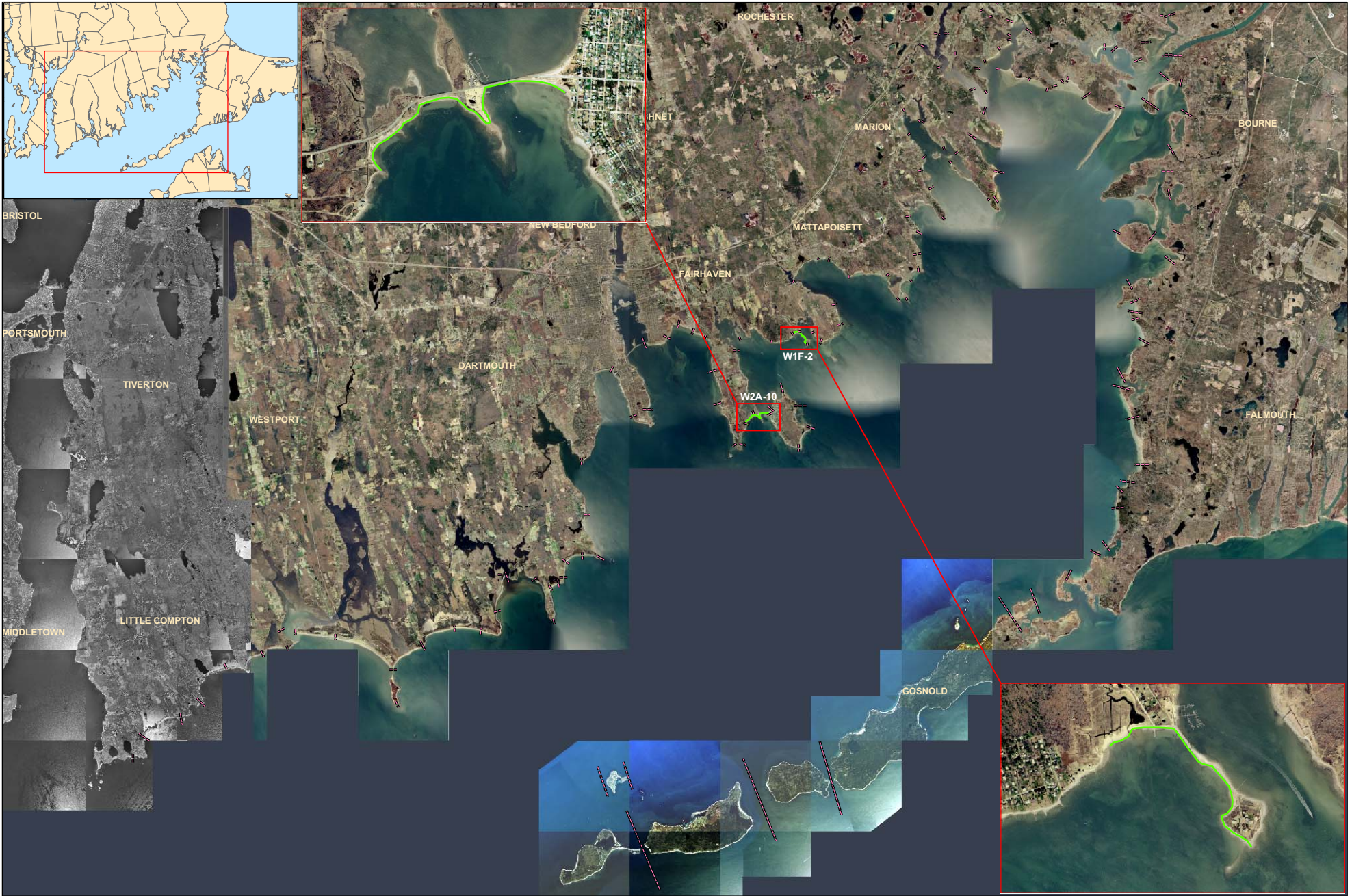
This Phase III RAP was prepared in general accordance with 310 CMR 40.0850 and meets the Phase III performance standards summarized in 310 CMR 40.0853. This Phase III RAP identified and evaluated remedial action alternatives for the Leisure Shores and Hoppy's Landing portions of shoreline segments W1F-02 and W2A-10. Based upon this evaluation, remedial action alternatives which are reasonably likely to achieve a level of No Significant Risk to public welfare and the environment considering the nature and extent of No. 6 fuel oil-impacted media and site characteristics were selected. GeoInsight anticipates that these remedial action alternatives will achieve a Permanent Solution but that it is not feasible to reduce No. 6 fuel oil impacts to background conditions. Therefore, GeoInsight anticipates that a Class A-2 RAO will be achieved by implementing the selected remedial action alternatives in this Phase III RAP.



8.0 PUBLIC INVOLVEMENT

To fulfill the requirements of 310 CMR 40.1403 (3)(f) of the MCP, notice will be provided to the Chief Municipal Officer and the Board of Health concurrently with the submittal of this report to the MADEP. Copies of the notification letters are provided as Appendix B.

FIGURES



Legend

- Phase III Segment
- Segment Break

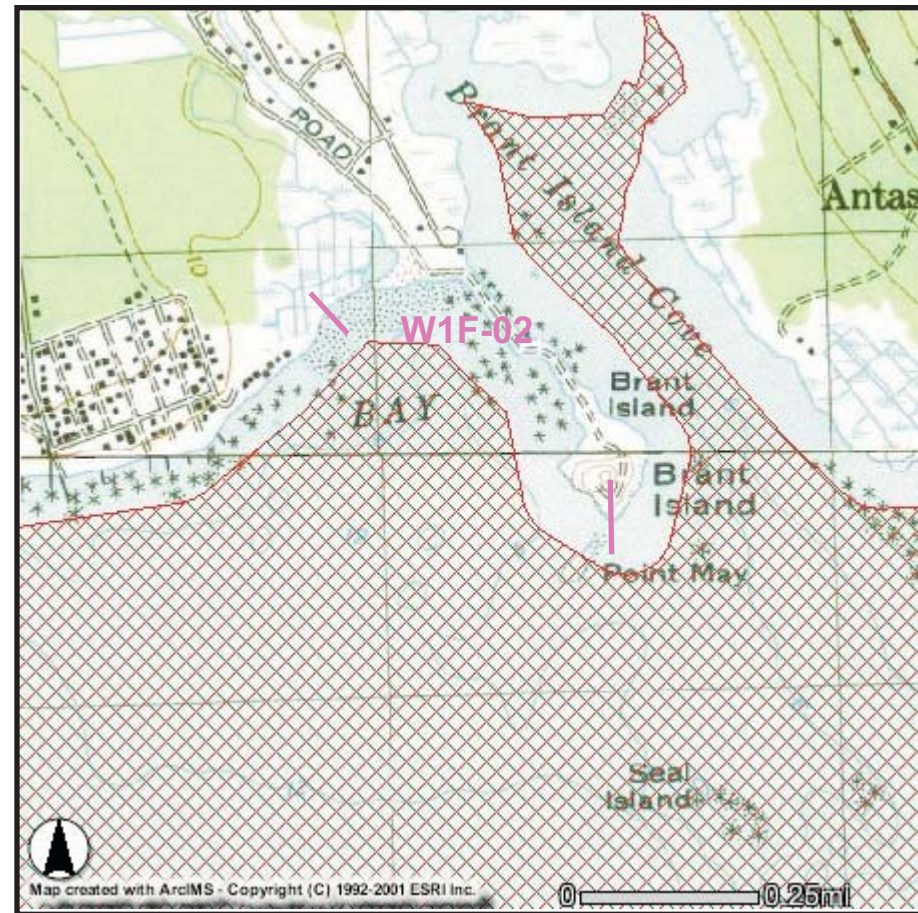
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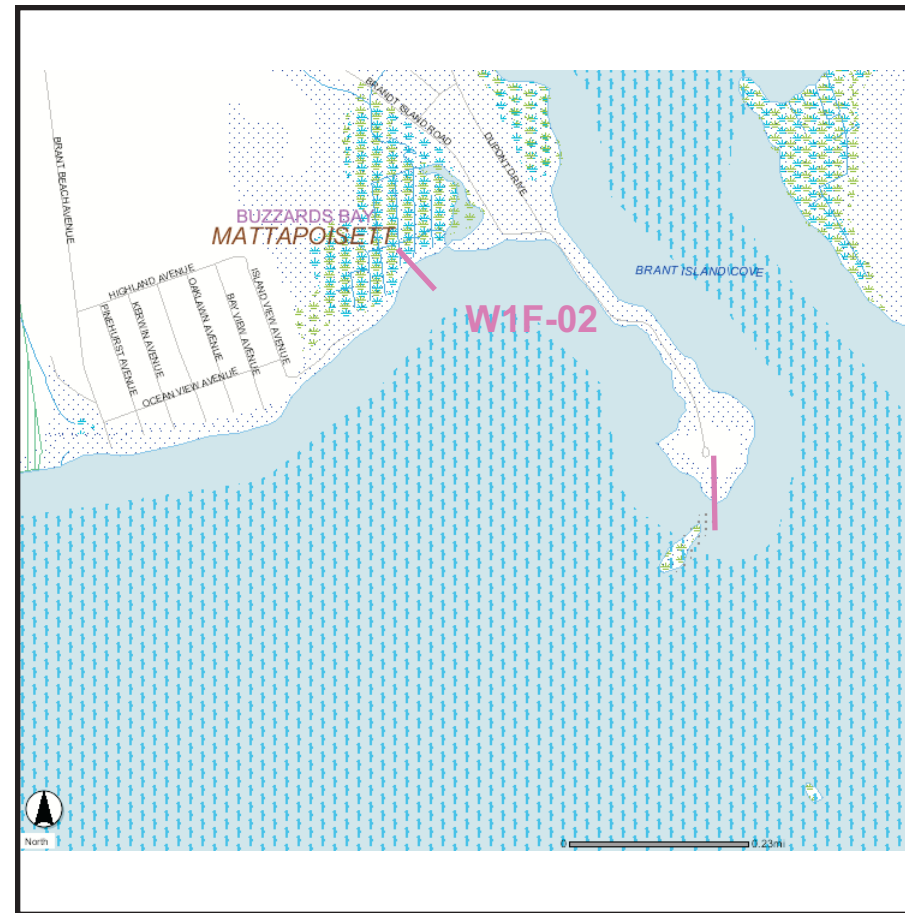
ENTRIX

Figure 1
Phase III Segment Locations:
W1F-02 and W2A-10
Bouchard B No. 120 Oil Spill
Buzzards Bay, MA

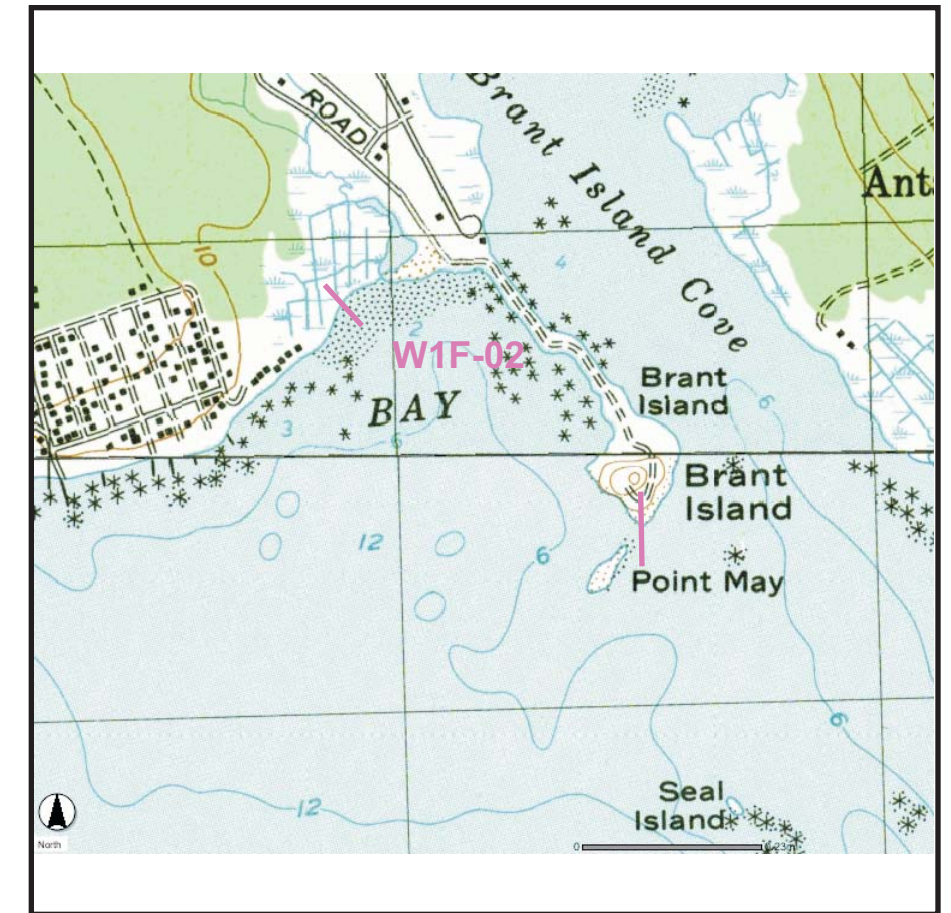
NATURAL HERITAGE AND ENDANGERED SPECIES MAP



2IE PRIORITY RESOURCE MAP




TOPOGRAPHIC MAP











































LEGEND


 NHESP 2005 MA PRIORITY HABITATS FOR STATE-PROTECTED RARE SPECIES

 NHESP 2005 MA ESTIMATED HABITATS OF RARE WILDLIFE

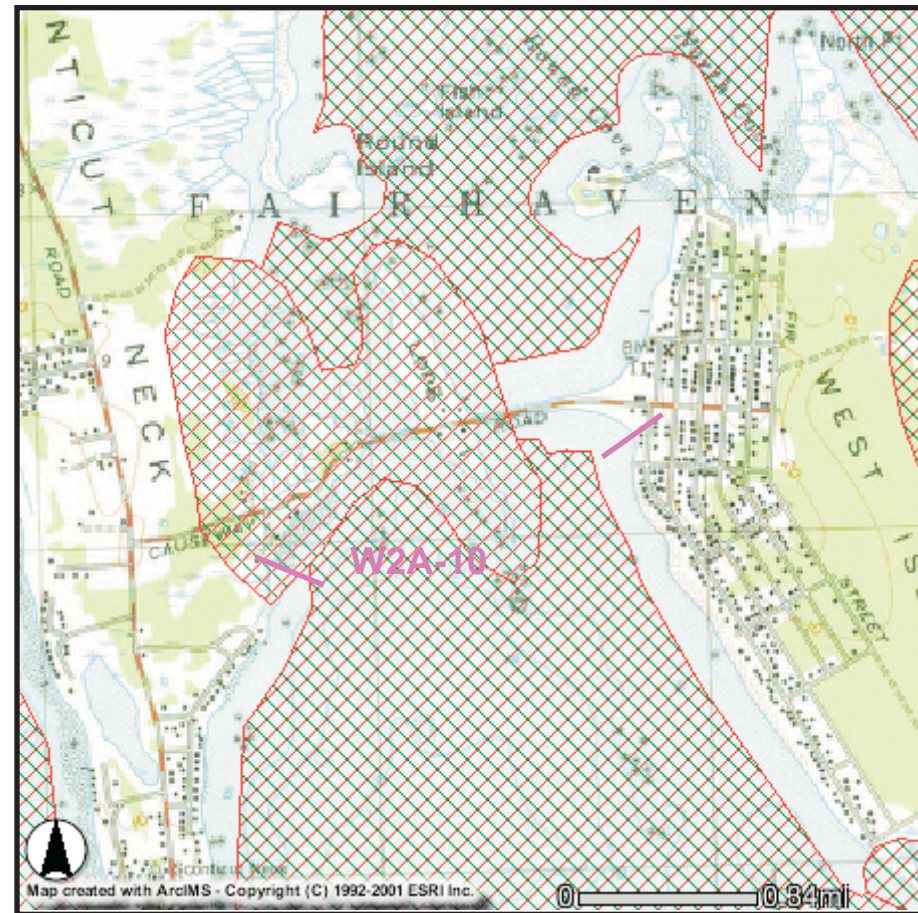
DEP MCP 21e Map Legend

-  Zone IIs
-  IWPAs
-  Zone A
-  Sole Source Aquifers
-  Solid Waste Sites
-  Protected Openspace
-  ACECs
-  NHESP Estimated Habitat of Rare Wildlife in Wetland Areas
-  Certified Vernal Pools 2003 NHESP
-  Subbasins
-  Mass Major Basins
-  DEP Region
-  Town Arcs
-  County Boundaries
-  HIGH YIELD
-  MEDIUM YIELD
-  HIGH YIELD
-  MEDIUM YIELD
-  100 YEAR FLOODPLAIN
-  WATER
-  RESERVOIR
-  WETLANDS
-  SALT WATER WETLANDS
-  FLATS SHOALS
-  PERENNIAL
-  INTERMITTENT
-  SHORELINE
-  MAN MADE SHORE
-  DAM
-  AQUEDUCT
-  LIMITED ACCESS HIGHWAY
-  MULTILANE HWY. NOT LIMITED ACCESS
-  OTHER NUMBERED HWY
-  MAJOR ROAD - COLLECTOR
-  MINOR STREET OR ROAD, RAMP
-  TRACK
-  TRAIL
-  PIPELINE
-  POWERLINE
-  TRAIN

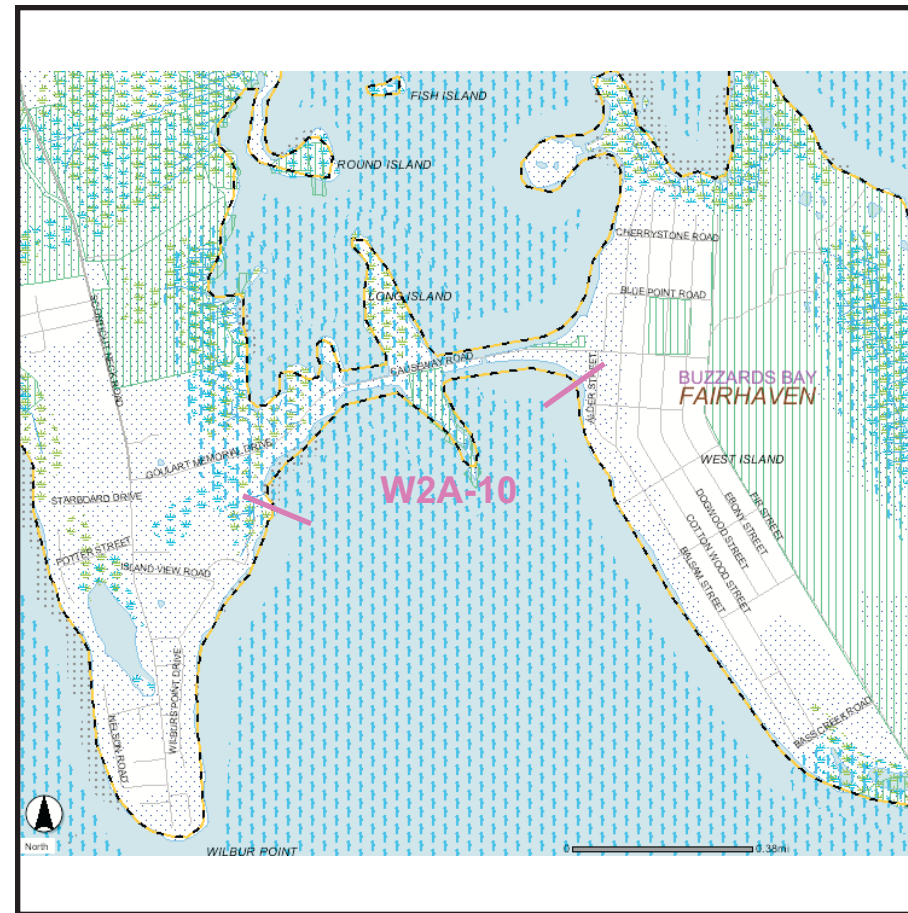


		PROJECT:		B120 OIL SPILL	
		LOCATION:		BUZZARDS BAY, MA	
TITLE:					
SUPPORTING MAPS - WIF-02					
DESIGNED:	DRAWN:	CHECKED:	APPROVED:	FIGURE #:	
LAC	JKB	KDT	MJW		
SCALE:	DATE:	FILE:	PROJECT #:	2	
AS SHOWN	7/10/06	3871WIF-02	3871-002		

NATURAL HERITAGE AND ENDANGERED SPECIES MAP



21E PRIORITY RESOURCE MAP



TOPOGRAPHIC MAP



LEGEND

NHESP 2005 MA PRIORITY HABITATS FOR STATE-PROTECTED RARE SPECIES

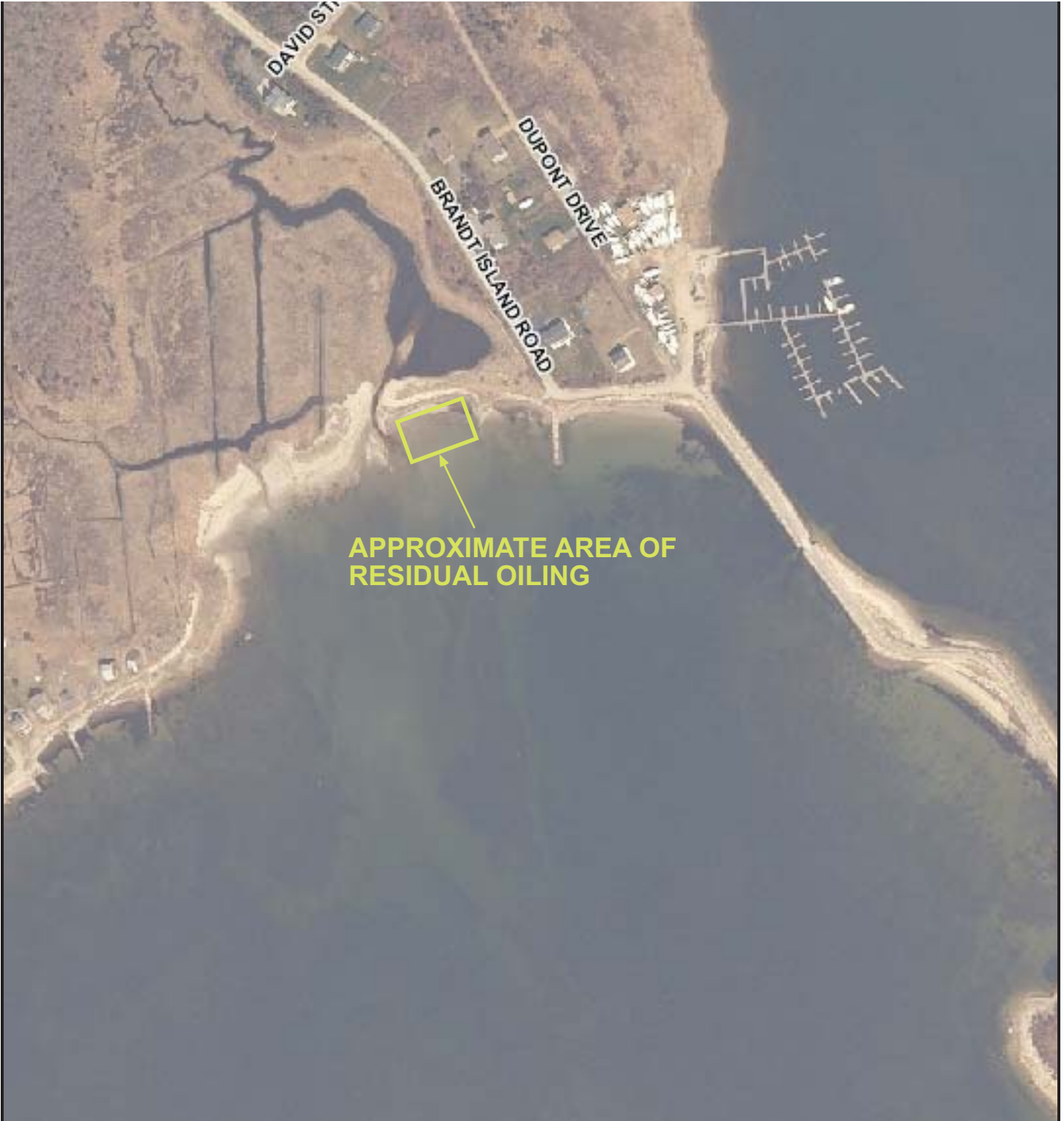
NHESP 2005 MA ESTIMATED HABITATS OF RARE WILDLIFE

DEP MCP 21e Map Legend

- Zone IIs
 - IWPA's
 - Zone A
 - Sole Source Aquifers
 - Solid Waste Sites
 - Protected Openspace
 - ACECs
 - NHESP Estimated Habitat of Rare Wildlife in Wetland Areas
 - Certified Vernal Pools 2003 NHESP
 - Subbasins
 - Mass Major Basins
 - DEP Region
 - Town Arcs
 - County Boundaries
- Aquifers, By Yield
 - HIGH YIELD
 - MEDIUM YIELD
 - Non Potential Drinking Water Source Area
 - HIGH YIELD
 - MEDIUM YIELD
 - FEMA Floodplains
 - 100 YEAR FLOODPLAIN
- WATER
 - RESERVOIR
 - WETLANDS
 - SALT WATER WETLANDS
 - FLATS SHOALS
 - RIVERS AND STREAMS
 - PERENNIAL
 - INTERMITTENT
 - SHORELINE
 - MAN MADE SHORE
 - DAM
 - AQUEDUCT
- EOT-OTP Roads
 - LIMITED ACCESS HIGHWAY
 - MULTILANE HWY, NOT LIMITED ACCESS
 - OTHER NUMBERED HWY
 - MAJOR ROAD - COLLECTOR
 - MINOR STREET OR ROAD, RAMP
 - TRACKS AND TRAILS MHD
 - TRACK
 - TRAIL
 - TRANSMISSION LINES
 - PIPELINE
 - POWERLINE
 - TRAIN



		PROJECT:		B120 OIL SPILL	
		LOCATION:		BUZZARDS BAY, MA	
TITLE:					
SUPPORTING MAPS - W2A-10					
DESIGNED:	DRAWN:	CHECKED:	APPROVED:		
LAC	JKB	KDT	MJW		
SCALE:	DATE:	FILE:	PROJECT #:		
AS SHOWN	07/10/06	3871W2A-10	3871-002		



**APPROXIMATE AREA OF
RESIDUAL OILING**



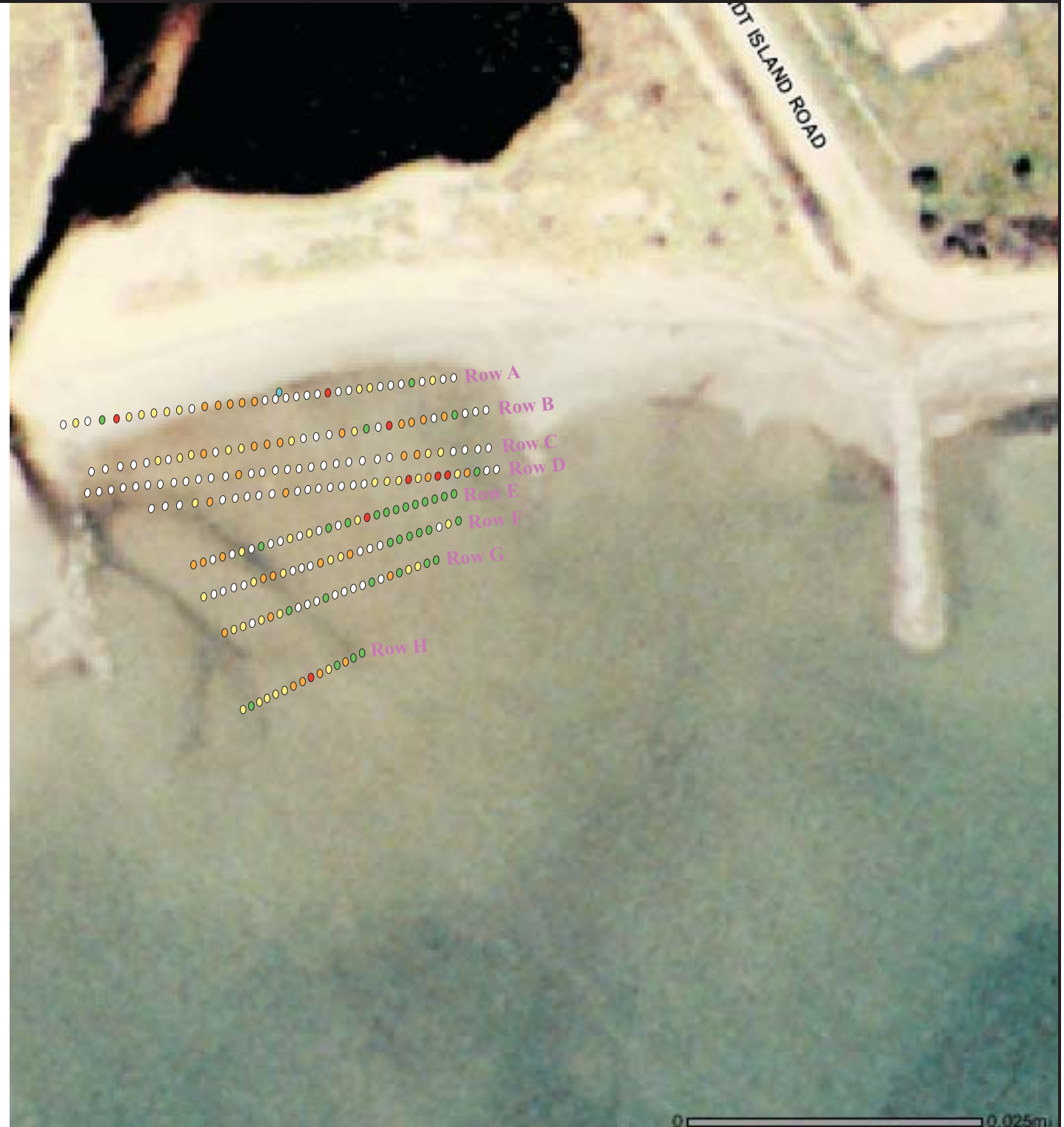
PROJECT:
B120 OIL SPILL
LOCATION:
BUZZARDS BAY,
MASSACHUSETTS

TITLE:
RESIDUAL OILING - WIF-02

DESIGNED: KDT	DRAWN: KDT/LAC	CHECKED: LAC	APPROVED: KDT	FIGURE #: 4
SCALE: AS SHOWN	DATE: 6/17/05	FILE: 387ILS	PROJECT #: 387I-000	



DT ISLAND ROAD




MAXIMUM DEGREE OF RESIDUAL OIL OBSERVED IN TRENCHES


- NO EVIDENCE OF OIL.
- SHEEN.
- PINHEAD-SIZE (LESS THAN 1 MILLIMETER) PARTICLES OF FLOATING OIL.
- LESS THAN 12 PARTICLES OF OIL (1 TO 7 MILLIMETERS IN DIAMETER).
- PARTICLE(S) OF FLOATING OIL (7 MM TO 3 CM IN DIAMETER) OR GREATER THAN 12 PARTICLES OF FLOATING OIL (1 TO 7 MM IN DIAMETER).
- OILED SEDIMENT (GREATER THAN 3 CM IN DIAMETER).



NOTE: TRENCH SIZE AND LOCATIONS ARE APPROXIMATE.

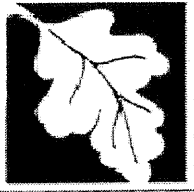
		PROJECT:		B120 OIL SPILL	
		LOCATION:		WIF-02 MATTAPoisETT, MA	
TITLE:					
AUGUST 2, 2005 TRENCH LOCATIONS					
DESIGNED:	DRAWN:	CHECKED:	APPROVED:	FIGURE #:	
LAC	KDT/LAC	KDT	KDT	5	
SCALE:	DATE:	FILE:	PROJECT #:		
AS SHOWN	7/20/06	AUG 2005	3871-002		



		PROJECT:		B120 OIL SPILL	
		LOCATION:		BUZZARDS BAY, MASSACHUSETTS	
TITLE:					
RESIDUAL OILING - W2A-10					
DESIGNED:	DRAWN:	CHECKED:	APPROVED:	FIGURE #:	
KDT	KDT	KDT	MJW	6	
SCALE:	DATE:	FILE:	PROJECT #:		
AS SHOWN	7/10/06	W2A10-F3	3871-002		

APPENDIX A

Copy of BWSC108



**COMPREHENSIVE RESPONSE ACTION TRANSMITTAL
FORM & PHASE I COMPLETION STATEMENT**

Release Tracking Number

4 - 17786

Pursuant to 310 CMR 40.0484 (Subpart D) and 40.0800 (Subpart H)

A. SITE LOCATION:

1. Site Name: Barge B120 Spill

2. Street Address: N/A

3. City/Town: Buzzards Bay

4. ZIP Code: N/A

5. UTM Coordinates: a. UTM N: _____ b. UTME: _____

6. Check here if a Tier Classification Submittal has been provided to DEP for this disposal site.

a. Tier IA b. Tier IB c. Tier IC d. Tier II

7. If applicable, provide the Permit Number: W050019

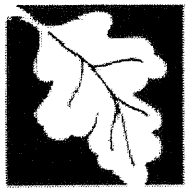
B. THIS FORM IS BEING USED TO: (check all that apply)

- 1. Submit a **Phase I Completion Statement**, pursuant to 310 CMR 40.0484.
- 2. Submit a **Revised Phase I Completion Statement**, pursuant to 310 CMR 40.0484.
- 3. Submit a **Phase II Scope of Work**, pursuant to 310 CMR 40.0834.
- 4. Submit an **interim Phase II Report**. This report does not satisfy the response action deadline requirements in 310 CMR 40.0500.
- 5. Submit a **final Phase II Report and Completion Statement**, pursuant to 310 CMR 40.0836.
- 6. Submit a **Revised Phase II Report and Completion Statement**, pursuant to 310 CMR 40.0836.
- 7. Submit a **Phase III Remedial Action Plan and Completion Statement**, pursuant to 310 CMR 40.0862.
- 8. Submit a **Revised Phase III Remedial Action Plan and Completion Statement**, pursuant to 310 CMR 40.0862.
- 9. Submit a **Phase IV Remedy Implementation Plan**, pursuant to 310 CMR 40.0874.
- 10. Submit a **Modified Phase IV Remedy Implementation Plan**, pursuant to 310 CMR 40.0874.
- 11. Submit an **As-Built Construction Report**, pursuant to 310 CMR 40.0875.
- 12. Submit a **Phase IV Status Report**, pursuant to 310 CMR 40.0877.
- 13. Submit a **Phase IV Completion Statement**, pursuant to 310 CMR 40.0878 and 40.0879.

Specify the outcome of Phase IV activities: (check one)

- a. Phase V Operation, Maintenance or Monitoring of the Comprehensive Remedial Action is necessary to achieve a Response Action Outcome.
- b. The requirements of a Class A Response Action Outcome have been met. No additional Operation, Maintenance or Monitoring is necessary to ensure the integrity of the Response Action Outcome. A completed Response Action Outcome Statement and Report (BWSC104) will be submitted to DEP.
- c. The requirements of a Class C Response Action Outcome have been met. No additional Operation, Maintenance or Monitoring is necessary to ensure the integrity of the Response Action Outcome. A completed Response Action Outcome Statement and Report (BWSC104) will be submitted to DEP.
- d. The requirements of a Class C Response Action Outcome have been met. Further Operation, Maintenance or Monitoring of the remedial action is necessary to ensure that conditions are maintained and that further progress is made toward a Permanent Solution. A completed Response Action Outcome Statement and Report (BWSC104) will be submitted to DEP.

(All sections of this transmittal form must be filled out unless otherwise noted above)



**COMPREHENSIVE RESPONSE ACTION TRANSMITTAL
FORM & PHASE I COMPLETION STATEMENT**

Release Tracking Number

4 - 17786

Pursuant to 310 CMR 40.0484 (Subpart D) and 40.0800 (Subpart H)

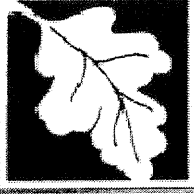
B. THIS FORM IS BEING USED TO (cont.): (check all that apply)

14. Submit a **Revised Phase IV Completion Statement**, pursuant to 310 CMR 40.0878 and 40.0879.
15. Submit a **Phase V Status Report**, pursuant to 310 CMR 40.0892.
16. Submit a **Remedial Monitoring Report**. (This report can only be submitted through eDEP.)
- a. Type of Report: (check one) i. Initial Report ii. Interim Report iii. Final Report
- b. Frequency of Submittal: (check all that apply)
- i. A Remedial Monitoring Report(s) submitted monthly to address an Imminent Hazard.
- ii. A Remedial Monitoring Report(s) submitted monthly to address a Condition of Substantial Release Migration.
- iii. A Remedial Monitoring Report(s) submitted concurrent with a Status Report.
- c. Status of Site: (check one) i. Phase V ii. Remedy Operation Status iii. Class C RAO
- d. Number of Remedial Systems and/or Monitoring Programs: _____
- A separate BWSC108A, CRA Remedial Monitoring Report, must be filled out for each Remedial System and/or Monitoring Program addressed by this transmittal form.
17. Submit a **Remedy Operation Status**, pursuant to 310 CMR 40.0893.
18. Submit a **Status Report to maintain a Remedy Operation Status**, pursuant to 310 CMR 40.0893(2).
19. Submit a **Modification of a Remedy Operation Status**, pursuant to 310 CMR 40.0893(5).
20. Submit a **Termination of a Remedy Operation Status**, pursuant to 310 CMR 40.0893(6).
21. Submit a **Phase V Completion Statement**, pursuant to 310 CMR 40.0894.

Specify the outcome of Phase V activities: (check one)

- a. The requirements of a Class A Response Action Outcome have been met. No additional Operation, Maintenance or Monitoring is necessary to ensure the integrity of the Response Action Outcome. A completed Response Action Outcome Statement (BWSC104) will be submitted to DEP.
- b. The requirements of a Class C Response Action Outcome have been met. No additional Operation, Maintenance or Monitoring is necessary to ensure the integrity of the Response Action Outcome. A completed Response Action Outcome Statement and Report (BWSC104) will be submitted to DEP.
- c. The requirements of a Class C Response Action Outcome have been met. Further Operation, Maintenance or Monitoring of the remedial action is necessary to ensure that conditions are maintained and/or that further progress is made toward a Permanent Solution. A completed Response Action Outcome Statement and Report (BWSC104) will be submitted to DEP.
22. Submit a **Revised Phase V Completion Statement**, pursuant to 310 CMR 40.0894.
23. Submit a **Post-Class C Response Action Outcome Status Report**, pursuant to 310 CMR 40.0898.

(All sections of this transmittal form must be filled out unless otherwise noted above)



**COMPREHENSIVE RESPONSE ACTION TRANSMITTAL
FORM & PHASE I COMPLETION STATEMENT**

Release Tracking Number

4 - 17786

Pursuant to 310 CMR 40.0484 (Subpart D) and 40.0800 (Subpart H)

C. LSP SIGNATURE AND STAMP:

I attest under the pains and penalties of perjury that I have personally examined and am familiar with this transmittal form, including any and all documents accompanying this submittal. In my professional opinion and judgment based upon application of (i) the standard of care in 309 CMR 4.02(1), (ii) the applicable provisions of 309 CMR 4.02(2) and (3), and 309 CMR 4.03(2), and (iii) the provisions of 309 CMR 4.03(3), to the best of my knowledge, information and belief,

> if Section B indicates that a **Phase I, Phase II, Phase III, Phase IV or Phase V Completion Statement** is being submitted, the response action(s) that is (are) the subject of this submittal (i) has (have) been developed and implemented in accordance with the applicable provisions of M.G.L. c. 21E and 310 CMR 40.0000, (ii) is (are) appropriate and reasonable to accomplish the purposes of such response action(s) as set forth in the applicable provisions of M.G.L. c. 21E and 310 CMR 40.0000, and (iii) comply(ies) with the identified provisions of all orders, permits, and approvals identified in this submittal;

> if Section B indicates that a **Phase II Scope of Work or a Phase IV Remedy Implementation Plan** is being submitted, the response action(s) that is (are) the subject of this submittal (i) has (have) been developed in accordance with the applicable provisions of M.G.L. c. 21E and 310 CMR 40.0000, (ii) is (are) appropriate and reasonable to accomplish the purposes of such response action(s) as set forth in the applicable provisions of M.G.L. c. 21E and 310 CMR 40.0000, and (iii) comply(ies) with the identified provisions of all orders, permits, and approvals identified in this submittal;

> if Section B indicates that an **As-Built Construction Report, a Remedy Operation Status, a Phase IV, Phase V or Post-Class C RAO Status Report, a Status Report to Maintain a Remedy Operation Status and/or a Remedial Monitoring Report** is being submitted, the response action(s) that is (are) the subject of this submittal (i) is (are) being implemented in accordance with the applicable provisions of M.G.L. c. 21E and 310 CMR 40.0000, (ii) is (are) appropriate and reasonable to accomplish the purposes of such response action(s) as set forth in the applicable provisions of M.G.L. c. 21E and 310 CMR 40.0000, and (iii) comply(ies) with the identified provisions of all orders, permits, and approvals identified in this submittal.

I am aware that significant penalties may result, including, but not limited to, possible fines and imprisonment, if I submit information which I know to be false, inaccurate or materially incomplete.

1. LSP #: 5463

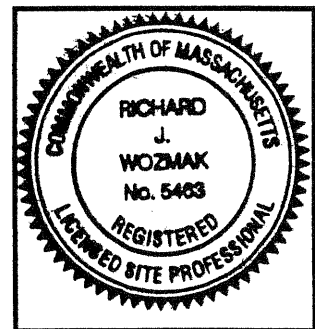
2. First Name: Richard 3. Last Name: Wozmak

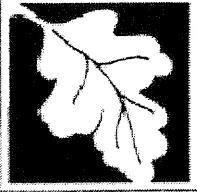
4. Telephone: 603-437-8227 5. Ext.: _____ 6. FAX: 603-437-0500

7. Signature:

8. Date: 7/31/2006
(mm/dd/yyyy)

9. LSP Stamp:





**COMPREHENSIVE RESPONSE ACTION TRANSMITTAL
FORM & PHASE I COMPLETION STATEMENT**

Release Tracking Number

4 - 17786

Pursuant to 310 CMR 40.0484 (Subpart D) and 40.0800 (Subpart H)

D. PERSON UNDERTAKING RESPONSE ACTIONS:

1. Check all that apply: a. change in contact name b. change of address c. change in the person undertaking response actions
2. Name of Organization: Bouchard Transportation Co., Inc.
3. Contact First Name: W. Lawrence 4. Last Name: Lopez
5. Street: 58 South Service Road, Suite 150 6. Title: Risk Manager
7. City/Town: Melville 8. State: NY 9. ZIP Code: 11747
10. Telephone: 516-681-4900 11. Ext.: _____ 12. FAX: _____

E. RELATIONSHIP TO SITE OF PERSON UNDERTAKING RESPONSE ACTIONS:

1. RP or PRP a. Owner b. Operator c. Generator d. Transporter
 e. Other RP or PRP Specify: _____
2. Fiduciary, Secured Lender or Municipality with Exempt Status (as defined by M.G.L. c. 21E, s. 2)
3. Agency or Public Utility on a Right of Way (as defined by M.G.L. c. 21E, s. 5(j))
4. Any Other Person Undertaking Response Actions Specify Relationship: _____

F. REQUIRED ATTACHMENT AND SUBMITTALS:

1. Check here if the Response Action(s) on which this opinion is based, if any, are (were) subject to any order(s), permit(s) and/or approval(s) issued by DEP or EPA. If the box is checked, you MUST attach a statement identifying the applicable provisions thereof.
2. Check here to certify that the Chief Municipal Officer and the Local Board of Health have been notified of the submittal of any Phase Reports to DEP.
3. Check here to certify that the Chief Municipal Officer and the Local Board of Health have been notified of the availability of a Phase III Remedial Action Plan.
4. Check here to certify that the Chief Municipal Officer and the Local Board of Health have been notified of the availability of a Phase IV Remedy Implementation Plan.
5. Check here to certify that the Chief Municipal Officer and the Local Board of Health have been notified of any field work involving the implementation of a Phase IV Remedial Action.
6. If submitting a Modification of a Remedy Operation Status, check here to certify that a statement detailing the compliance history, as per 310 CMR 40.0893(5), for the person making this submittal is attached.
7. If submitting a Modification of a Remedy Operation Status, check here to certify that written consent of the person who submitted the Remedy Operation Status submittal, as per 310 CMR 40.0893(5), is attached.
8. Check here if any non-updatable information provided on this form is incorrect, e.g. Site Name. Send corrections to the DEP Regional Office.
9. Check here to certify that the LSP Opinion containing the material facts, data, and other information is attached.



**COMPREHENSIVE RESPONSE ACTION TRANSMITTAL
FORM & PHASE I COMPLETION STATEMENT**

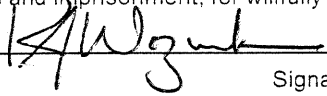
Release Tracking Number

4 - 17786

Pursuant to 310 CMR 40.0484 (Subpart D) and 40.0800 (Subpart H)

G. CERTIFICATION OF PERSON UNDERTAKING RESPONSE ACTIONS:

1. I, Richard Wozmak, attest under the pains and penalties of perjury (i) that I have personally examined and am familiar with the information contained in this submittal, including any and all documents accompanying this transmittal form, (ii) that, based on my inquiry of those individuals immediately responsible for obtaining the information, the material information contained in this submittal is, to the best of my knowledge and belief, true, accurate and complete, and (iii) that I am fully authorized to make this attestation on behalf of the entity legally responsible for this submittal. I/the person or entity on whose behalf this submittal is made am/is aware that there are significant penalties, including, but not limited to, possible fines and imprisonment, for willfully submitting false, inaccurate, or incomplete information.

2. By:  3. Title: Licensed Site Professional
Signature

4. For: Agent for Bouchard Transportation Co., Inc. 5. Date: 07/31/2006
(Name of person or entity recorded in Section D) (mm/dd/yyyy)

6. Check here if the address of the person providing certification is different from address recorded in Section D.

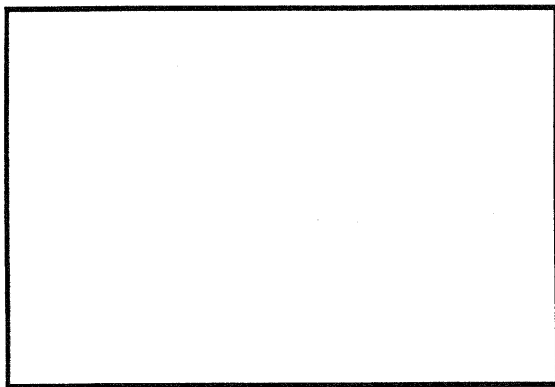
7. Street: _____

8. City/Town: _____ 9. State: _____ 10. ZIP Code: _____

11. Telephone: _____ 12. Ext.: _____ 13. FAX: _____

YOU ARE SUBJECT TO AN ANNUAL COMPLIANCE ASSURANCE FEE OF UP TO \$10,000 PER BILLABLE YEAR FOR THIS DISPOSAL SITE. YOU MUST LEGIBLY COMPLETE ALL RELEVANT SECTIONS OF THIS FORM OR DEP MAY RETURN THE DOCUMENT AS INCOMPLETE. IF YOU SUBMIT AN INCOMPLETE FORM, YOU MAY BE PENALIZED FOR MISSING A REQUIRED DEADLINE.

Date Stamp (DEP USE ONLY:)



Supplement to BWSC108, Section F
Barge B120 Release
Buzzards Bay, Massachusetts
4-17786

Section F – Required Attachments and Submittals

1. Check here if the Response Action(s) on which this opinion is based, if any, are (were) subject to any order(s), permit(s) and/or approval(s) issued by DEP or EPA. If the box is checked, you MUST attach a statement identifying the applicable provisions thereof.

Massachusetts Department of Environmental Protection Orders, Permits, and/or Approvals:

- September 8, 2003 Request for IRA with Interim Deadlines;
- July 27, 2004 Decision to Grant Permit;
- January 18, 2006 Phase II Scope of Work Conditional Approval/Interim Deadline;
- June 27, 2006 Phase II SOW Addendum Approval.

Bouchard Transportation Co., Inc.

ATLANTIC COAST • LONG ISLAND SOUND
GREAT LAKES • GULF COAST

58 South Service Road, Suite 150
Melville, New York 11747
Tel.: (631) 390-4900
Fax: (631) 390-4905

January 29, 2004

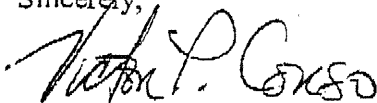
Richard J. Wozmak
GeoInsight, Inc.
319 Littleton Road, Suite 105
Westford, MA 01886

RE: B120 Oil Release
RTN 4-17786
Buzzards Bay, Massachusetts

Dear Mr. Wozmak:

In accordance with 310 CMR 40.0009 (2), this letter is to serve as written authorization for you to act as an agent for Bouchard Transportation Company, Inc. for the purposes of making written declarations required under 301 CMR 40.0000. This authorization applies to written declarations for the release of oil from Bouchard Barge B120 on April 27, 2003 (release tracking number 4-17786).

Sincerely,



Victor P. Corso, Esq.
Risk Manager

APPENDIX B

Notice of Document Availability



GeoInsight, Inc.
25 Sundial Avenue, Suite 515 West
Manchester, NH 03103
TEL 603-314-0820
FAX 603-314-0821
www.geoinsightinc.com

GeoInsight, Inc.
5 Lan Drive, Suite 200
Westford, MA 01886
TEL 978-692-1114
FAX 978-692-1115

GeoInsight, Inc.
Corporate Ten Center
1781 Highland Avenue, Suite 207
Cheshire, CT 06410
TEL 203-271-8036
FAX 203-271-8038

August 3, 2006

GeoInsight Project 3871-002

Jeffrey Osuch
Fairhaven Board of Selectmen
Town Hall
40 Center Street
Fairhaven, Massachusetts 02719

delivered by Certified Mail

RE: Notice of Document Availability
Phase III Remedial Action Plan
Barge B120 Spill
Buzzards Bay, Massachusetts
Release Tracking Number (RTN) 4-17786

Dear Mr. Osuch:

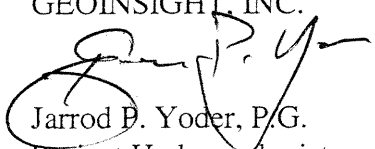
In accordance with Public Notification requirements of the Massachusetts Contingency Plan (MCP; 310 CMR 40.1403), please accept this letter as notification that a Phase III Remedial Action Plan for a portion of Hoppy's Landing on Long Island will be filed with and available for your review after August 3, 2006 at:

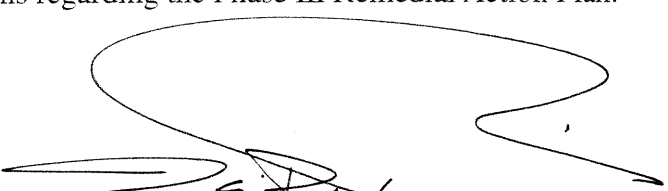
Massachusetts Department of Environmental Protection
Southeast Regional Office
Bureau of Waste Site Cleanup
20 Riverside Drive
Lakeville, Massachusetts 02347
Service Center: 508-946-2718
Fax: 508-946-2865

<http://www.mass.gov/dep/about/region/serofile.htm>

File reviews are conducted Tuesdays and Wednesdays from 9:00 a.m. to 11:30 a.m. and 2:00 p.m. to 4:30 p.m. (except state holidays). An electronic copy of this report will also be posted at www.buzzardsbay.org. We trust this information is sufficient for your files. Please contact us at (978) 692-1114 if you have questions regarding the Phase III Remedial Action Plan.

Sincerely,
GEOINSIGHT, INC.


Jarrod B. Yoder, P.G.
Project Hydrogeologist


Kevin D. Trainer, C.P.G., P.G., L.S.P.
Senior Project Geologist

cc: MADEP, SERO – Lakeville, Massachusetts
Fairhaven Board of Health – Patricia Fowle
Richard J. Wozmak, P.E., P.H., L.S.P. – EnviroSense, Inc.



August 3, 2006

GeoInsight, Inc.
25 Sundial Avenue, Suite 515 West
Manchester, NH 03103
TEL 603-314-0820
FAX 603-314-0821
www.geoinsightinc.com

GeoInsight, Inc.
5 Lan Drive, Suite 200
Westford, MA 01886
TEL 978-692-1114
FAX 978-692-1115

GeoInsight, Inc.
Corporate Ten Center
1781 Highland Avenue, Suite 207
Cheshire, CT 06410
TEL 203-271-8036
FAX 203-271-8038

GeoInsight Project 3871-002

Jordan C. Collyer, Chairman
Mattapoisett Board of Selectmen
P.O. Box 435
Mattapoisett, Massachusetts 02739

delivered by Certified Mail

RE: Notice of Document Availability
Phase III Remedial Action Plan
Barge B120 Spill
Buzzards Bay, Massachusetts
Release Tracking Number (RTN) 4-17786

Dear Sir or Madam:


In accordance with Public Notification requirements of the Massachusetts Contingency Plan (MCP; 310 CMR 40.1403), please accept this letter as notification that a Phase III Remedial Action Plan for a portion of Leisure Shores will be filed with and available for your review after August 3, 2006 at:

Massachusetts Department of Environmental Protection
Southeast Regional Office
Bureau of Waste Site Cleanup
20 Riverside Drive
Lakeville, Massachusetts 02347
Service Center: 508-946-2718
Fax: 508-946-2865

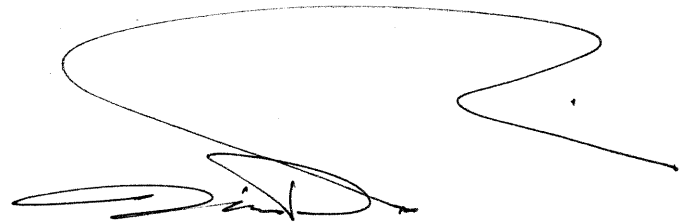
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Senior Project Geologist

cc: MADEP, SERO – Lakeville, Massachusetts
Mattapoisett Board of Health – Daniel C. Lee, Jr., Chairman
Richard J. Wozmak, P.E., P.H., L.S.P. – EnviroSense, Inc.