

Acone, Scott E NAE

From: [REDACTED]
Sent: Friday, October 12, 2012 10:38 AM
To: Melissa G. Taylor; Acone, Scott E NAE; Garry Waldeck; John D'Agostino; Tim Pac; Michael P. Last
Cc: Michael Yunits; Tim Giblin; Brad Bramwell; Bob Kimball; Bob Salvo; Mary Steele; Michelle Brown; Jennifer Carlino; Leon Dumont; Brian Clark; Paul Schleicher; Keith Silver; Ron O'Reilly; gis@spatcherlaw.com; Wayne A. Graf
Subject: EndCap Proposal for Attleboro Landfill Inc.
Attachments: ALI FACT SHEET Aug. 14, 2012 Meeting doc

All,

The Norton Board of Selectmen - in their Comment Letter to Mark Dakers, Acting Bureau Chief of MassDEP Lakeville (dated August 27, 2012) requested that:

"Prior to any approval for work on the Attleboro landfill, we request that DEP seek written response from all parties involved with the Shpack cleanup. We want complete assurance from the engineers, involved in this \$70.5 million dollar clean-up, that the integrity of the site will not be compromised by any work at the Attleboro landfill."

CAST would like to see a proactive approach by the Army Corps of Engineers and US Environmental Protection Agency - in contacting Mark Dakers and Department Commissioner Kenneth Kimmel to express interest in the EndCap Project now.

In spite of intense scrutiny, criticism and opposition to the EndCap Proposal, there is no indication they

are withdrawing their plan. And it is unclear what conditions MassDEP is setting for any revised proposal.

It would be greatly appreciated if the Project Managers for ACOE and US EPA would send a letter of interest to the Acting Bureau Chief and Commissioner at the Department.

Short term impacts include the use of Union Rd. in Norton for EndCap's 18 wheeler dump trucks, at the same time as the inbound trucks for the Shpack cleanup would be using that road. This is certainly a conflict. [See Fact Sheet]

Long term impacts include the dumping of 650,000 cubic yards of 'slightly contaminated' soils and debris onto the ALI Phase B Parcel, raising its elevation to approximately 110 feet above grade (to connect with the existing ALI Phase A Mound). [See Fact Sheet]

Although the plan is to finally (quote) 'Cap' the whole Phase B Parcel, there is no guarantee that there will not be leaching from the newly constructed Mound into the Shpack Site.

From EPA's June 2004 'Shpack Superfund Site; Proposed Plan' (Page 24) 'Groundwater Component':

"Unable to meet ARARS for GW due to continuing releases from the adjacent ALI site". This refers to the ALI Phase A Mound which has been capped and certified by MassDEP.

All of our elected officials representing Norton: local, state and federal (Congressman Barney Frank) have

weighed in on their concerns over the EndCap Proposal.

It is time now for the agencies responsible for Remediation of the Shpack FUSRAP/Superfund Site to request information be provided to them directly.

Please See Attached: 'Fact Sheet Aug. 14, 2012 Meeting'

Thank you,
Heather

FACT SHEET August 14, 2012 'Citizens Advisory Shpack Team'

EndCap Technology LLC Proposal for Attleboro Landfill Inc. (ALI)
'Phase B' Parcel – Approximately 10 Acres.

Volume of Material: 650,000 Cubic Yards
Estimated That Only 30 – 50,000 Cu. Yds. of Material (Clean) – IS
Needed To 'Cap' ALI Phase B.

The Purpose of Importing Approx. 600,000 Cu. Yds. of Excess Material –
Generate Funds for ALI.

Source: Undesirable, 'Slightly Contaminated' Soils and Debris from
Construction/Excavation Projects (Jay Cashman Inc.). Imported from
Boston (Rte. 128 Loop Area), Connecticut and Rhode Island.

Types: Contaminated Urban Setting Soils (Highway Demolition - Asphalt
etc.), Construction & Demolition Debris - Buildings (Brick, Concrete,
Wood etc.), Dredge, Catch Water Basin Cleanings, Street Sweepings.

Trucks: 18 Wheeler, 103,000 Pound Dump Trucks
Average of 35 Dump Trucks Per Day Inbound and 35 Per Day Outbound
Estimated Total: 27,000 Trucks to Deliver 650,000 Cu. Yds. of Material.

Hours of Operation: Monday through Saturday. 7:00 AM to 4:30 PM
EndCap's Trucking Would Be Non-Stop Caravans, Six Days a Week.

Duration of Project: 4 Years Constitutes a Re-opening of the Landfill.

Trucking Routes:

All Inbound Loaded Trucks Would Come Through Taunton & Norton.

Taunton – Rte. 495 To Industrial Park Rd., Myles Standish Blvd., Harvey
St., Norton Ave., Rte. 140.

Norton – Eddy St., John Scott Blvd., S. Worcester St., Union Rd.***

All Outbound Unloaded Trucks Would Pass Through Attleboro
Peckham St, Pike Ave.,**** Rte. 123, Starkey/Holden, Rte. 152, Toner
Blvd., To I -95.

Remediation Activities For The Shpack Superfund Site Have **NOT** Been Completed. US EPA and the PRP Group Will Resume Work at The Site in the Spring of 2013.

***All Inbound Trucks for the Shpack Cleanup Will Continue to Use the Same Route Proposed by EndCap in Norton (Including Union Rd.). There Is Insufficient Width on Union Rd. for Trucks to Pass in Both Directions. The EndCap Trucking Route for All Inbound Trucks in Norton – FAILS.

****Pike Ave. in Attleboro Has A 'No Thru Trucking' Restriction. The EndCap Trucking Route for All Outbound Trucks in Attleboro - FAILS.

CONSIDER: Public Safety Issues, Noise, Vibration, Odor, Dust, Pollutants, Diesel Fuel Emissions, Damage to Roads and Bridges, Wetlands, Wildlife.

Host Community Tipping Fee: EndCap has offered 25 Cents Per Ton to Both Norton and Attleboro. Taunton – Nothing. For Projects Like This Host Communities Get \$1.00 Per Ton, Not 25 Cents.

Correspondence from EndCap's Attorney Richard Nysten to Town Manager Mike Yunits Dated June 7, 2012:

"A Host Community Fee at \$0.25 per ton will be paid to the Town each month with a total of approximately \$162,500.00."

That Is Not Many Dollars For: 27,000 Loaded Trucks over a 4 Year Period Hauling and Dumping 650,000 Cubic Yards of Undesirable Soil & Debris.

On Site Construction Activity: Residents of Maple and Slater St. Area: 4 Years of Activity which constitutes A Reopening of ALI Phase B with: Annoying Sound of Backup Alarms, Racket of Trucks Surging Back and Forth, Bed Lifting, Slamming of Tail Gates. Plus: Noise, Vibration, Disruption, and Potential Pollution of Air & Water Caused by Excavator & Bulldozers Moving Tons of Material Around.

Long Term: Expansion of the Existing Landfill – Phase B's Elevation to be Raised to Meet the 110 Foot ALI Phase A Mound, Potential Increase in Leaching from ALI into the Remediated Shpack Superfund Site (\$70.5 Mill. Spent) and the Surrounds, Impacts to the Environment, Wildlife in Area's Woodlands & Wetlands - Perhaps Displaced Permanently and Lowering of Property Values for Those Whose Homes Back Up to the Site.