

U.S. ENVIRONMENTAL PROTECTION AGENCY
POLLUTION/SITUATION REPORT
Lewis Chemical - Removal Polrep
Initial Removal Polrep



UNITED STATES ENVIRONMENTAL PROTECTION AGENCY
Region I

Subject: POLREP #1
Initial
Lewis Chemical
01NE
Hyde Park, MA
Latitude: 42.2528593 Longitude: -71.1197482

To:
From: Athanasios Hatzopoulos, OSC
Date: 4/6/2023
Reporting Period: 3/16/2023 to 4/6/2023

1. Introduction

1.1 Background

Site Number:	01NE	Contract Number:	
D.O. Number:		Action Memo Date:	1/26/2023
Response Authority:		Response Type:	Time-Critical
Response Lead:	EPA	Incident Category:	
NPL Status:	Non NPL	Operable Unit:	
Mobilization Date:	4/4/2023	Start Date:	3/16/2023
Demob Date:		Completion Date:	
CERCLIS ID:	MAD053455911	RCRIS ID:	
ERNS No.:		State Notification:	
FPN#:		Reimbursable Account #:	

1.1.1 Incident Category

Time critical removal action.

1.1.2 Site Description

The Site is approximately a one-acre vacant lot that is contaminated with polychlorinated biphenyls (PCBs), volatile organic compounds (VOCs), and metals. It is located in a mixed commercial residential neighborhood in Hyde Park, Massachusetts, and comprised of three parcels. Two are owned by the City of Boston (city) and the third owned by the Commonwealth of Massachusetts and managed by the Massachusetts Department of Conservation and Recreation (DCR) as environmental preservation land. Approximately 20,858 people reside within one mile of the Site. Also, within one-mile radius there are 15 schools, three nursing homes and six childcare centers. It is adjacent to the Neponset river and based on information in EPA's EJSCREEN environmental justice screening tool, 11 of 12 Environmental Justice Indexes for the area within a one-mile radius of the site exceed the 80th percentile on a state basis and 5 of 12 exceed the 80th percentile on a national basis.

On June 21, 2022, and November 9, 2022, MassDEP and city respectively requested EPA's assistance to address hazardous substances existing at the Site. In October 2022, EPA initiated a Preliminary Assessment/Site Investigation and confirmed that the contaminants in Site soils pose a risk to public health and the environment.

1.1.2.1 Location

The Site is located at Fairmount Court and at 12-24 Fairmount Court. The city acquired Fairmount Court in 1990 through a tax foreclosure and in 2001 became owner of 12-24 Fairmount Court, the larger of the two parcels and the location of former industrial facilities, also through a tax foreclosure. The square footage of the two parcels is approximately 30,120 square feet. The Commonwealth owns the third parcel comprising the Site which is approximately 8,500 square feet, running along the Neponset River. The entire Site abuts the Neponset River to the south, with approximately 580 feet of frontage. The elevated Fairmount Massachusetts Bay Transportation Authority (MBTA) train station and railroad tracks are adjacent and located to the north and northwest of the Site with approximately 520 feet of common boundary. Fairmount Court dead ends at the northeast entrance of the Site. The Site is located at latitude 42° 15' 10.368" N, and longitude 71° 07' 11.136" W.

1.1.2.2 Description of Threat

The primary hazardous substances at the Site include, but are not limited to PCBs, VOCs and metals. These are "hazardous substances" as defined by Section 101(14) of CERCLA and 40 CFR § 302.4. In October 2022, EPA initiated a Preliminary Assessment/Site Investigation (PA/SI) to evaluate if the hazardous substances in Site soils pose a risk to public health or the environment. Sampling data indicate the presence of elevated levels of PCBs, VOCs, and metals in soils. The Site soils are exposed to weathering and are likely migrating to the Neponset River. Access to the Site is largely unrestricted. Human exposures to these contaminants present a potential health threat.

1.1.3 Preliminary Removal Assessment/Removal Site Inspection Results

Historically the city and DCR have performed soil sampling activities at the Site. Soil data collected by

DCR shows that PCBs were detected in 373 of 540 soil samples collected between June 2020 and March 2021 as part of investigations to characterize the extent of PCBs in soil. Concentrations of PCBs in 234 of the 373 soil samples where PCBs were detected contained concentrations above the Massachusetts Contingency Plan (MCP) Method 1, S-1 Standard of 1 mg/kg, and 87 of 373 samples contained PCBs at 50 mg/kg or above. Based on samples collected by the City of Boston, the soil on the city-owned parcels is contaminated with PCBs at levels consistent with Commonwealth-owned parcel. Additionally, both data sets reveal that soil areas where PCBs have been detected are also contaminated with elevated levels of volatile organic compounds (VOCs) and metals. The levels of PCBs, VOCs, and metals are also exceed EPA's Removal Management Levels1 (RMLs). The results of the sampling data can be found in the document section of this website.

2. Current Activities

2.1 Operations Section

2.1.1 Narrative

A time-critical removal action (RA) was recommended in the Site Investigation Closure Memorandum dated December 21, 2022. An Action Memorandum was prepared and signed by the SEMD Director on January 26, 2023. The results of the sampling data can be found in the Lewis Chemical Site file.

2.1.2 Response Actions to Date

On March 16, 2023, EPA, the Superfund Technical Assistance and Response Team (START) and the Emergency Rapid Response Services Contractor (ERRS) conducted a site walk to discuss the scope of work and extent of the removal action. Present were also representatives from the City of Boston, MassDEP and an adjacent property owner (Berkshire Investments LLC).

From March 20 to 31, 2023, the following actions were accomplished:

- Requested and received access from Berkshire Investments LLC to allow EPA to use a portion of his property for easier entrance and exit of the hazardous waste transportation and disposal (T&D) trucks, in and out of the Site.
- Requested and received additional access from the city to remove the existing boundary fence to a new area located outside the Site property boundary to allow more efficient maneuvering of truck T&D within the Site.
- Requested and received the road utility markings from Digsafe.
- Requested meeting at the Site with MBTA officials to discuss the RA and the development of a truck T&D traffic plan that will be initiated to allow efficient and safe T&D for the incoming and outgoing trucks.
- Requested and received meeting date with Eversource (electrical utility) to remove and reposition a electrical pole to a new location to allow more efficient maneuvering of truck T&D within the Site.

On April 4, 2023, EPA, ERRS and START contractors begin the mobilization of personnel and equipment to establish the command post area, erosion controls, additional security needs, take fence measurements to reinstall fence at a different location, and grubbing and land clearing activities. Additionally, START started collecting soils samples to verify that certain areas of the Site were hazard free for the setup of office and crew trailers.

On April 5, 2023, ERRS continued removing and repositioning the existing fence and gate. START completed its soil collection activities. Soil samples will be analyzed at EPA's New England Regional Laboratory (NERL).

On April 6, 2023, ERRS completed the repositioning of the fence. EPA, START, ERRS, and MBTA/Keolis representatives met at the Site to discuss the RA and possible impacts to the MBTA station and its commuters. To direct foot traffic safely towards the entrance/exit platform, all agreed that EPA will install a metal fence beginning from the Site's front gate to the entrance/exit of the train station. The fence will be installed on the city sidewalk and will be adjacent to the MBTA sidewalk. In addition, during any incoming/outgoing truck activity from the Site, EPA will use a flagman in front of the station entrance as well as at the intersection of Fairmount Court and Fairmount Avenue.

2.1.3 Enforcement Activities, Identity of Potentially Responsible Parties (PRPs)

2.1.4 Progress Metrics

<i>Waste Stream</i>	<i>Medium</i>	<i>Quantity</i>	<i>Manifest #</i>	<i>Treatment</i>	<i>Disposal</i>

2.2 Planning Section

2.2.1 Anticipated Activities

The goal of the RA is to minimize the direct contact threat and remove the source contamination by excavating and disposing of soils contaminated with PCBs and other hazardous substances. The excavated areas will be resampled, delineated with geotechnical fabric, and backfilled with clean soil. After EPA has completed removal and cleanup work, post-removal site controls (such as deed restrictions if necessary) will be implemented by the city or by DCR under MassDEP oversight.

2.2.1.1 Planned Response Activities

- Continue developing and implementing a Community Involvement Plan for the duration of the RA.
- Continue developing/amending the scope of work as the RA progresses.
- Establishing site security as necessary based on conditions.
- Mobilizing additional personnel and equipment.
- Delineating work zones and decontamination area.

- Performing air monitoring and implementing dust control and suppression for worker protection and public health, as needed.
- Continue grubbing and clearing activities.
- Excavating soil contaminated with PCBs and other collocated contaminants.
- Treating and disposing surface/ground water accumulated in excavated areas if necessary.
- Conducting onsite decontamination of larger debris, and segregating hazard-free debris.
- Developing a traffic management plan for the disposal of hazardous wastes and incoming clean soil. The plan will be discussed and agreed upon with city and MBTA officials.
- Conducting post-excavation soil characterization to verify and document conditions that remain
- Providing and placing geotextile fabric and warning barrier across excavation areas.
- Transporting and disposing of contaminated soil at EPA approved disposal facilities. Removing and disposing other hazardous substances discovered during this removal action.
- Backfilling excavated areas and capping the excavated footprint of the Site.
- Repairing response related damages; and
- Demobilizing resources.

2.2.1.2 Next Steps

Next steps include the activities outlined in the previous two sections.

2.2.2 Issues

None at the moment

2.3 Logistics Section

n/a

2.4 Finance Section

Estimated Costs *

	Budgeted	Total To Date	Remaining	% Remaining
Extramural Costs				
ERRS - Cleanup Contractor	\$3,080,000.00	\$7,000.00	\$3,073,000.00	99.77%
START	\$185,000.00	\$15,000.00	\$170,000.00	91.89%
Extramural Contingency 20%	\$653,000.00	\$0.00	\$653,000.00	100.00%
Intramural Costs				
USEPA - Direct	\$100,000.00	\$5,000.00	\$95,000.00	95.00%
Total Site Costs	\$4,018,000.00	\$27,000.00	\$3,991,000.00	99.33%

* The above accounting of expenditures is an estimate based on figures known to the OSC at the time this report was written. The OSC does not necessarily receive specific figures on final payments made to any contractor(s). Other financial data which the OSC must rely upon may not be entirely up-to-date. The cost accounting provided in this report does not necessarily represent an exact monetary figure which the government may include in any claim for cost recovery.

2.5 Other Command Staff

2.5.1 Safety Officer

A. Hatzopoulos

2.5.2 Liaison Officer

none

2.5.3 Information Officer

Zanetta Purnell

3. Participating Entities

3.1 Unified Command

n/a

3.2 Cooperating Agencies

MassDEP/DCR

City of Boston

4. Personnel On Site

EPA OSC

START-3 staff

ERRS-6 staff

5. Definition of Terms

No information available at this time.

6. Additional sources of information

No information available at this time.

7. Situational Reference Materials

No information available at this time.