DECOULOS & COMPANY

ENVIRONMENTAL ENGINEERING & LAND PLANNING

VIA EMAIL

Wednesday, November 24, 2004

Jonathan E. Hobill, Regional Engineer DEP Bureau of Waste Site Cleanup 20 Riverside Drive Lakeville, MA 02347

RE: Eagle Gas Station, 131 Main Street, Carver (the Site); RTNs 4-12848, 4-13333 and 4-17582

Dear Mr. Hobill:

On behalf of Eagle Gas, Inc., we would like to clarify recent allegations raised in the Phase II Scope of Work (SOW) filed by Nantais Realty Trust dated November 10, 2004.

As stated in the Phase I Report dated April 30, 2004 (Eagle Phase I), four separate releases are currently on-file with DEP related to the Site: RTNs 4-12848, 4-13333, 4-17582 and 4-17825. Two of the releases occurred prior to Eagle's operation. The third release (17582) appears to be caused by Eagle and the source of the release (the diesel fuel fill pipe) has been eliminated. The extent of NAPL discovered from this release appears limited.

The fourth release appears historic, with many potential **surface** sources contributing to significant cumulative depositions within the Main Street stormwater collection system. Headspace screenings of stormwater structures show strong correlation of impact to the collection system from the Site.

RTNs 4-17582 and 4-17825 were linked in the Eagle Phase I in order to reduce unnecessary compliance fees.

On page 1 of his cover letter to the Phase II SOW, David C. Bennett asserts that the NAPL release (17582) has caused:

...impact to abutting wetlands and downgradient dissolved phase groundwater impact, as overlapping and masking the historic dissolved phase groundwater impact.

We disagree with these assertions.

First, there are no facts before the Department to suggest that the NAPL release has caused an impact to any wetland resource. One of our immediate assessment actions was to determine any potential link between the NAPL release and the collection of petroleum constituents in the stormwater system (with the backfill of the subsurface stormwater collection system acting as a potential preferential pathway). The effort involved the installation of microwells directly adjacent to the stormwater collection system (microwells DCW-1, DCW-2 and DCW-3).

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Although trace amounts of diesel constituents have been identified in DCW-1, no subsurface migration of NAPL has been observed migrating outside the stormwater collection system. We have seen no impact to wetland resources from the NAPL release caused by the failure of the diesel fuel fill pipe.

Second, the evidence collected to date shows minimal "overlap" or "masking" of the gasoline release (13333) with the diesel release (17582). Microwell DCW-1 is the only groundwater point that supports this "overlap" theory. The Interpreted Plume Map included in the Phase II SOW shows a "Diesel/LNAPL Plume" extending to microwells BP-2 and BP-3. We have not observed any diesel impact to these two wells in two separate groundwater sampling rounds.

Furthermore, page 1 of the Phase II SOW states that the diesel release (17582) has:

...occurred in the same vicinity as the older RTN 4-13333 gasoline release, resulting in a dramatically more pronounced environmental impact wherein several feet of free phase diesel fuel is found on groundwater and has migrated into the storm water conveyance system and eventually discharged into the downgradient wetland.

There is no credible basis for this statement. The releases occurred from different sources; have not developed into a monster greater than the sum of their two separate parts; and, the diesel release has not migrated into the stormwater collection system or wetland resources.

Please feel free to call or email if you have any questions or concerns. Thank you.

Very truly yours,

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