

AMENDMENT OF SOLICITATION/MODIFICATION OF CONTRACT			1. CONTRACT ID CODE J	PAGE OF PAGES 1 18
2. AMENDMENT/MODIFICATION NO. 0002	3. EFFECTIVE DATE 13-May-2004	4. REQUISITION/PURCHASE REQ. NO. W13G86-3349-1437	5. PROJECT NO.(If applicable)	
6. ISSUED BY U S ARMY ENGR DISTRICT, NEW ENGLAND 696 VIRGINIA RD CONCORD MA 01742-2751		7. ADMINISTERED BY (If other than item 6) See Item 6		
8. NAME AND ADDRESS OF CONTRACTOR (No., Street, County, State and Zip Code)		X	9A. AMENDMENT OF SOLICITATION NO. W912WJ-04-R-0003	
		X	9B. DATED (SEE ITEM 11) 09-Apr-2004	
			10A. MOD. OF CONTRACT/ORDER NO.	
			10B. DATED (SEE ITEM 13)	
CODE	FACILITY CODE			
11. THIS ITEM ONLY APPLIES TO AMENDMENTS OF SOLICITATIONS				
<input checked="" type="checkbox"/> The above numbered solicitation is amended as set forth in Item 14. The hour and date specified for receipt of Offer <input type="checkbox"/> is extended, <input checked="" type="checkbox"/> is not extended.				
Offer must acknowledge receipt of this amendment prior to the hour and date specified in the solicitation or as amended by one of the following methods: (a) By completing Items 8 and 15, and returning _____ copies of the amendment; (b) By acknowledging receipt of this amendment on each copy of the offer submitted; or (c) By separate letter or telegram which includes a reference to the solicitation and amendment numbers. FAILURE OF YOUR ACKNOWLEDGMENT TO BE RECEIVED AT THE PLACE DESIGNATED FOR THE RECEIPT OF OFFERS PRIOR TO THE HOUR AND DATE SPECIFIED MAY RESULT IN REJECTION OF YOUR OFFER. If by virtue of this amendment you desire to change an offer already submitted, such change may be made by telegram or letter, provided each telegram or letter makes reference to the solicitation and this amendment, and is received prior to the opening hour and date specified.				
12. ACCOUNTING AND APPROPRIATION DATA (If required)				
13. THIS ITEM APPLIES ONLY TO MODIFICATIONS OF CONTRACTS/ORDERS. IT MODIFIES THE CONTRACT/ORDER NO. AS DESCRIBED IN ITEM 14.				
A. THIS CHANGE ORDER IS ISSUED PURSUANT TO: (Specify authority) THE CHANGES SET FORTH IN ITEM 14 ARE MADE IN THE CONTRACT ORDER NO. IN ITEM 10A.				
B. THE ABOVE NUMBERED CONTRACT/ORDER IS MODIFIED TO REFLECT THE ADMINISTRATIVE CHANGES (such as changes in paying office, appropriation date, etc.) SET FORTH IN ITEM 14, PURSUANT TO THE AUTHORITY OF FAR 43.103(B).				
C. THIS SUPPLEMENTAL AGREEMENT IS ENTERED INTO PURSUANT TO AUTHORITY OF:				
D. OTHER (Specify type of modification and authority)				
E. IMPORTANT: Contractor <input type="checkbox"/> is not, <input type="checkbox"/> is required to sign this document and return _____ copies to the issuing office.				
14. DESCRIPTION OF AMENDMENT/MODIFICATION (Organized by UCF section headings, including solicitation/contract subject matter where feasible.) Amendment necessary to provide clarifications/answers to questions received and to review various sections of the Request for Proposal.				
Except as provided herein, all terms and conditions of the document referenced in Item 9A or 10A, as heretofore changed, remains unchanged and in full force and effect.				
15A. NAME AND TITLE OF SIGNER (Type or print)		16A. NAME AND TITLE OF CONTRACTING OFFICER (Type or print)		
		TEL: _____ EMAIL: _____		
15B. CONTRACTOR/OFFEROR	15C. DATE SIGNED	16B. UNITED STATES OF AMERICA	16C. DATE SIGNED	
_____ (Signature of person authorized to sign)		BY _____ (Signature of Contracting Officer)	13-May-2004	

EXCEPTION TO SF 30
APPROVED BY OIRM 11-84

30-105-04

STANDARD FORM 30 (Rev. 10-83)
Prescribed by GSA
FAR (48 CFR) 53.243

SECTION SF 30 BLOCK 14 CONTINUATION PAGE

SUMMARY OF CHANGES

The following are clarifications/answers to the questions received:

1. Define Year 1 of the contract. Is it one year from the date of award, or is it defined by the calendar year, dredging season, etc?

Response: Year 1 will start at the award of the contract and will go for 365 days thereafter.

2. Is there any analytical information available? The generator is required to adequately characterize the material and disclose any and all constituents making up the material. Are UHC's present or are PCB's the only contaminant of concern?

Response: See attached chemical analytical data.

3. Has the filter cake been tested to assure that the shaking motion of the containers will release no free liquids during shipment?

Response: The solid content of the filter cake will be greater than or equal to 65% and as a result the release of free liquids is not anticipated. The TERC Contractor will be required to achieve greater than or equal to 65% solid content.

4. If "free liquids" are present upon receipt at the disposal facility, is the Corps going to pay to remedy the off-specification?

Response: Free liquids are not expected to be a problem due the high solids content of the filter cake. See Attachment 8, Unit Price Schedule Notes and Instructions – Note 1.

5. What is the expected density of the material i.e. tons/cubic yard, pounds/cubic foot?

Response: Based upon generating filter cake 65% solids the density of the filter cake is expected to be 1.34 ton/cy per the attached lab data.

6. The RFP states that the T&D Coordinator is responsible for "identifying and classifying" the regulated material. This should be the responsibility of the generator. Is the Contractor required to perform analytical and paint filter testing on each load, or is a physical evaluation the only requirement?

Response: All requirements of the waste disposal facility, including testing/analytical requirements should be included in the Waste Management Plan identified in Sections C and L of the solicitation. A sampling and analysis program will be developed and implemented by the Corps through the TERC for the filter cake that will include the disposal facility's testing requirement. The data generated from this program will be

provided to the T&D Contractor for its use in preparing manifests, which includes identifying the appropriate waste code(s). The manifest and associated waste code(s) will be reviewed and approved by the Corps. The Corps will then sign the manifest as the Generator on behalf of US EPA.

7. Does the T&D Coordinator have the ability to reject a load prior to shipment, which does not meet landfill requirements, i.e. (free liquid, frozen load, excess moisture, etc.)?

Response: Yes. However, all disposal facility requirements should be identified in the Waste Management Plan so that the Corps can plan accordingly and work with the TERC to avoid such a situation. The T&D Coordinator should also play a role in the coordination so this situation is avoided.

8. Who is the generator and what is the EPA ID # for the site?

Response: EPA is the generator and the Corps is managing this effort on their behalf. The EPA ID # is MAD980731335.

9. If the press operates 24 hours per day and there are no stockpile capabilities, does the Corps anticipate live loading and shipments on a 24-hour basis?

Response: 24-hour operations are not likely unless a significant amount of project funding is received. If 24-hour operations become necessary, live loading will be a needed to a degree. Minor stockpiling (approx. 300 tons) space is available within the dewatering facility but not enough to handle all material generated during 24-hours of production.

10. Is the TERC Contractor going to call to schedule trucks, or are trucks going to be dispatched on a predetermined schedule?

Response: As outlined on page 15, Section C, Item 5.4, Transportation and Disposal Coordinator, bullet 9, the role of the T&D Coordinator is to coordinate directly with the TERC. It will be the responsibility of the T&D Coordinator to schedule and dispatch the appropriate number of transport containers/vehicles.

11. The RFP states that there are \$5,000/day liquidated damages for failure to supply sufficient equipment to meet the project needs. Is there going to be any provision that protects the T&D contractor if trucks are dispatched and the TERC Contractor either can't load them or there is not sufficient material to fill all the trucks requested?

Response: See previous response.

12. Who pays for damage to equipment caused by the loading operations?

Response: Seek reimbursement through the respective insurance company of the loading contractor.

13. When will the off-site rail yard be ready for use and when will the job site be able to accommodate 90-foot flat cars for inter-modal containers?

Response: Page 6, Section C, Item 3.0, second paragraph of the solicitation specifically states “The Offerors are solely responsible for investigating all existing and proposed transportation infrastructure beyond the project location, including the ongoing New Bedford Redevelopment Authority (NBRA) project to redevelop the North Terminal Rail yard.” It is your responsibility to work with NBRA to determine when the off-site rail yard will be available if you choose to use rail from the site as the mode of transportation. The rail infrastructure at the Dewatering Facility will be available.

14. What are the performance standards that will be applied to this contract? It is unclear in the Award Term Plan.

Response: The Award Term Clause in Section H, Special Contract Requirements provides you with an overall process of how award term(s) is determined. Section J – Attachment 10, Award Term Plan provides a more detailed description of this process including evaluation criteria.

15. The majority of the cost associated with this project is anticipated to be rail transportation and landfill disposal and there are no small business owners of railroads and hazardous waste landfills. Therefore, does the “small business” goal of 58% apply to the total value of the of the contract, or are you going to exclude the transportation and disposal from the goal since it would be impossible to achieve?

Response: The goals are statutory goals stipulated by Congress for any large business contractor over \$500K, which cannot be waived. Offerors should make every effort to try and achieve these goals regardless of transportation method.

16. According to discussions we have had with CSX, the railroad will not hold firm any prices beyond 5 years and will not speculate on price escalators. Will CANAE entertain discussions in years 6 through 11 about potential unit price increases if the railroad increases their rates?

Response: This is a Firm Fixed Price contract for a maximum 11-year period. All Offerors are expected to submit pricing for years 1 through 11. USACE will not entertain discussion in years 6-11 about potential unit price increases.

17. CSX has mentioned that the awardees will be charged a fee per ton to pay for any improvements that they would be required to make to their rail to accommodate this project. Is that your understanding and is this fee to be added to the rail price?

Response: If rail from the site is the Offerors chosen mode of transportation, it is then the responsibility of the Offeror to work with CSX and include all applicable fees in the pricing information to be provided in the unit price schedule (Attachment J) and the cost breakdown required under Volume 2.

18. According to CSX, the on-site rail improvements are the responsibility of the awardees. Have all the improvements been made, or are additional improvements going to be required and are they the responsibility of the T&D Contractor?

Response: No rail improvements will be required of the T&D Contractor at the Dewatering Facility located on Herman Melville Boulevard/Hervey Tichon Avenue. All rail improvements at the facility are being completed by U.S. Army Corps of Engineers through a contractor.

19. In Section 5.5, page 17, last paragraph, the RFP states the following:

“Shipments of contaminated material shall remain packaged after leaving the project site and remain packaged until it arrives at the approved disposal facility.”

How are we to interpret this statement, does this mean that the material must be delivered in the container that it was shipped in?

Response: This statement will be deleted from the solicitation. Transferring of the material to different vehicle/container is allowed as suggested on page 16, Section C, Item 5.5, fifth paragraph and page 61, Section L, Item 5.0 (c), Sub-Factor 2 – Methods and Procedures. If material is to be transferred from one vehicle/ container to another, the transfer/transload facility must be licensed/approved in accordance with all applicable federal, state, and local regulations.

20. Can the material be shipped off-site by truck and transferred from the truck at a trans-load facility into gondola rail cars for shipment and then transferred from the rail gondola cars into trucks and delivered to the disposal facility?

Response: See reply to previous question

21. Are inter-modal rail containers the only method, except direct truck shipments, that the material can be shipped, if rail is utilized?

Response: Shipment of material is not restricted to intermodal rail containers. See reply to previous question.

22. In Section 5.5, page 16, 2nd paragraph from the bottom, the RFP refers to use of a “transload facility”, does “transload” mean changing the mode of transportation i.e. from truck to rail, or does it mean transferring/emptying the contents of a truck into a rail car?

Response: See reply to previous question. Changing mode of transportation and/or container type can occur at a transload facility.

23. Has a “Standard Transportation Commodity Code” (STCC) number been designated to the “filter cake” for the purposes of rail transportation? Railroad rates are based on the assignment of this commodity code by the shipper.

Response: A STCC has not been designated as this is the responsibility of the T&D Contractor if rail is the preferred mode of transportation.

24. Page 11, Section 5.1 Par. 4-Will the T&D contractor or the TERC contractor be responsible for providing the “on site rail car pusher” used for moving rail cars in and out of the dewatering facility?

Response: Page 14, Section C, Item 5.4, Task Order No.1; second bullet specifically states “the movement of empty rail cars from Track 1 to Track 3 for loading , and the movement of the loaded rail cars from Track 3 to Track 2 for temporary storage;” It is the responsibility of the T&D Contractor to move rail cars in/out of the processing building for loading purposes if rail is the T&D Contractors chosen mode of transportation.

25. The dewatering facility can produce 300-600 tons/day and will operate 24 hours day. Storage space is also identified as “2-3 trucks/hour”. Is there any additional ability to stage, stockpile or store the dewatered material or is it anticipated that the transportation either via truck or rail will also occur 24 hours/day?

Response: 24-hour operations are not likely unless a significant amount of project funding is received. If 24-hour operations become necessary, live loading will be a needed to a degree. Minor stockpiling space (approx. 300 tons) is available within the dewatering facility but not enough to handle all material generated during 24-hours of production.

26. Page 20, Section 5.16-This section states that the T&D contractor is responsible to “maintain adequate records to support information provided to the Contracting Officer...regarding exception reports, annual reports, and biennial reports”. Please clarify who will be responsible for the actual completion and submission of the specified reports as well as any additional reporting that must be done by the Generator.

Response: The referenced sentence on page 29, Section C, Item 5.16 will be amended to read as follows: “The T&D Contractor shall be responsible for maintaining adequate records to support any information provided to the Contracting Officer or his/her designated representative.” The T&D Contractor is responsible for preparing reports as specified in the solicitation on pages 25 & 26, Section C, Item 6.2 including a monthly report, an annual report and a report at the end of each task order.

27. Please provide representative test data of the “filter cake”. Additional detail relating to chemical constituents is required to properly characterize the waste for disposal, to generate disposal cost estimates and to supply documentation required in the RFP (i.e. Land Disposal Restriction Notification forms, Underlying Hazardous Constituents, etc.).

Response: See attached representative chemical analytical and physical data.

28. Page 24, Section 6.2, Definitions, “Receipt” refers to a “Bates” number. Please define what is meant by a “bates” number.

Response: Bates numbering is a unified way to refer to and track documents and pages by number rather than name. Bates number is normally a series of letters followed by sequential numbers. The term “Bates Number” comes from the Bates Manufacturing Co., which was incorporated on September 13, 1890 in New York State. The Bates Manufacturing Co. manufactured and sold automatic hand-held numbering machines. Each manifest generated by the T&D Contractor is to have a unique identification number.

29. Page 33 identifies the insurance coverage’s required. What entity must carry the specified transportation coverage’s? The Prime Contractor or the transportation subcontractor? Are the specified limits required at submission or prior to award

Response: The Prime contractor is required to have all necessary licenses and insurances per the requirements of the Request for Proposal

30. Page 34, Award Term Clause-5 years is identified as the minimum contract period. Please clarify the purpose of the evaluation in years 2 and 3 for award years 4 and 5? Is the actual contract period minimum 3 years?

Response: The purpose of the performing the evaluation after year 1 and thereafter is to establish a history and therefore more evidence to support a decision on awarding year 6.

31. Page 65, Subfactor 1-Cost-, Specifies that the offeror shall provide “...price information as requested in Section J, Attachment 10...and that a “...complete breakout of costs...” be provided. Please note that Section J is not included in Attachment 10. Is the “breakout of costs” to be provided as requested and if so to what level of detail.

Response: The referenced sentence will be amended to change the attachment number in Section J to Attachment 7. Further, the sentence is meant to imply that the price information requested on Attachment 7 in Section J is to be provided in Volume II of the Offeror’s proposal. In addition, a breakout of costs showing how the unit prices were derived is also to be included in Volume II. The level of detail to be provided is up to the Offeror to decide but enough information should be provided in order for the Government to evaluate the costs for affordability, realism, and reasonableness. At a minimum the information following should be provided: manhours/labor, indirect rates, direct materials and supplies, subcontracting, other direct costs, and profit.

32. The following questions pertain to Attachment 8 “Supplies or Services and Prices/Costs” Item 1-It is difficult for the T&D contractor to assume in its cost estimate, financial contingencies in order to prevent price adjustments to the Government for “loading demurrage ...free liquids, excess moisture...” If each of these occurs on a consistent basis, with no responsibility by the T&D contractor, substantial additional costs will be incurred. Is it a reasonable request to ask that the T&D contractor assume liability for the dewatering process and operation?

Response: See Attachment 8, Unit Prices Schedule notes & Instructions – Note 1

33. Item 4-Please clarify that payment to the T&D contractor will be made based on the on site scale weights. If this is the case, how will discrepancies between the on site scale and the disposal facility scale be addressed? The quantity discrepancies that will inevitably occur will cause issues relating to how the facility invoices the T&D contractor (costs incurred for disposal will not match quantities billed to the government), how the facility reports tonnage disposed to State and Federal regulators (the quantity reported by the facility will be either lower or higher than what has been measured on site). This will also create issues relating to the payment of any applicable fees (i.e. if the tonnage at the facility is higher than what was measured on site, the T&D contractor will incur costs that cannot be billed for). It is suggested that the on site scale be only utilized to monitor the weights for outgoing loads and to utilize the facility scale for all aspects of billing, payment of fees, reporting, etc. There is significant past performance experience to support this approach.

Response: The on-site scale will be used for payment purposes. If discrepancies are found between the on-site scale and the facilities scale, then it is up to the T&D Contractor to resolve the discrepancy. The discrepancy could arise for many reasons which are all beyond the control of the Government once the waste leaves the facility. The Government scale will be certified and deemed accurate.

34. Section 5.1 Has the loading building been designed to accept the 90' long intermodal cars? Is it the responsibility of the TERC contractor to line the gondolas or intermodal containers?

Response: The loadout portion of the dewatering facility has been designed to accept one 90' long intermodal car as specified in the solicitation on page 12, Section C, Item 5.1, first full paragraph. The TERC will be responsible for lining and covering the containers however, the lining and covers will be supplied by the Transportation & Disposal contractor. This activity will be completed in accordance with criteria specified by the T&D Contractor.

35. If transport from the site to the facility is performed utilizing semi-trailer trucks is the site capable of providing a certified weight scale ticket for each load?

Response: A certified truck weigh scale will be installed at the site.

36. It is assumed that the filter cake must pass the Paint Filter Test. Is this correct? If so, please clarify how the testing requirement will be built into the process treatment train, who is responsible for performing and reporting the test, and who is responsible for certifying the material passes this test prior to loading the material into transport conveyances.

Response: The filter cake should easily pass the paint filter test as the solid content is expected to be greater than or equal to 65%. As for the sampling/testing requirements, all requirements of the T&D Contractor/waste disposal facility, including testing/analytical requirements should be included in the Waste Management Plan identified in Sections C and L of the solicitation. A sampling and analysis program will be developed and implemented by the Corps through the TERC for the filter cake that will include the disposal facility's testing requirement. The data generated from this program will be provided to the T&D Contractor for its use in preparing manifests and determining if the waste can be accepted by the disposal facility.

37. There is no representative chemical or physical analytical data for the sediments. Chemical data is required to profile the waste stream against facility permit acceptance criteria. In particular, it is used to determine if Underlying Hazardous Constituents are present at concentrations exceeding the proposed receiving facilities' permits. Will representative data be supplied?

Response: See attached chemical analytical data.

38. RFP *Section C, Item 5.4, Transportation and Disposal Coordinator* indicates that the TERC Contractor will be performing the sampling and analysis work for disposal characterization and waste profiling. How and when will the sampling/analysis be performed and coordinated with the Transportation and Disposal Contractor to ensure enough time for waste profiling, receiving facility acceptance, and submittal of draft shipping documents to U.S. Army Corps of Engineers, New England District?

Response: Sampling and Analysis will be done immediately based on batch amount and frequency specified by the Transportation & Disposal Contractor.

39. Unit Price Schedules for transportation and disposal costs are required for each of the 11 years, the base contract is 5 years, and bond pricing is only required for Base Year 1. How will these price schedules be evaluated for contract award?

Response: As specified on page 79, Section M, Volume II Sub-Factor 1 will be subjectively evaluated to determine reasonableness, affordability, the adequacy and value of the cost data throughout the life of the contract (11 years), whether the costs are realistic for the work to be performed, and whether the costs reflect the offeror's understanding of the requirements.

40. Is there any storage capability/capacity at the dewatering facility? At the filter cake production rate of 300 tons per day, it will take 2 hours to generate enough material to fill a dump trailer. Even if trucks arrive every 2 hours, inevitably there will either be demurrage time or there will be the need for a small amount of on-site storage.

Response: Minor stockpiling space (Approx. 300 tons) is available within the dewatering facility but not enough to handle all material generated during 24-hours of production. There is enough stockpile space to avoid demurrage.

41. Will the U.S. Army Corps of Engineers – New England District supply on-site office space and telephone and modem connections in the operations building for the Transportation and Disposal Contractor?

Response: Yes.

42. The RFP indicates that the TERC Contractor will decontaminate the Transportation and Disposal Contractor's vehicles. It is assumed that the decontamination will be performed immediately following the loading operation. Is this correct? For pricing (demurrage) considerations, how much time is the decontamination process expected to take?

Response: Decontamination will be performed immediately following the loading operation. The estimated time for decontamination is 20 - 40 minutes per container.

43. RFP *Section L, Sub-Factor 6, Resumes of Key Personnel*: Please clarify the following statement, "Include name and current telephone number of the contact that has knowledge of the performance of the individual named?"

Response: This is self explanatory, we are looking for a reference for your employee(s).

44. RFP *Section B, Item 3* indicates Task Order No. 1 will be performed during 2004 and 2005 (Base Years 1 and 2). RFP *Section C, Item 4.6, Project Schedule* indicates that Task Order No. 1 will consist of the transportation and disposal of 20,000 tons for 2 to 3 months beginning in September 2004. Please clarify the discrepancy.

Response: Task Order No. 1 will consist of the transportation and disposal of approx. 20,000 tons beginning approx. in September 2004. This task order will not extend past the first base year of the contract. The first base year will start at award of the contract and will go 365 days thereafter.

45. RFP *Section L, Sub-Factor 4, Management Services*: Offerers are required to describe how they will coordinate and schedule all transportation and disposal services with the On-Site TERC Contractor. Please provide additional information about the TERC Contractor personnel and operations, including management structure, work schedules, and roles and responsibilities for TERC personnel who will be coordinating with the Transportation and Disposal Contractor.

Response: Since the TERC contractor has not yet mobilized, the roles and responsibilities of the on-site TERC staff have not yet been defined. However, an appropriate point of contact in the correct position from the TERC will be established who will be responsible for coordinating with the T&D Disposal Coordinator.

46. What are the landfill/ disposal facility selection and evaluation criteria?
Will TSCA landfill be preferred over non-TSCA landfills?

Response: It is the responsibility of the Offeror to select a landfill that can legally accept the waste (> 50 ppm PCBs) generated from the site. The Offeror must demonstrate in their proposal, as specified in the solicitation, that the chosen disposal facility is acceptable and in compliance. The majority of information relative to the disposal facility must be contained in the Waste Management Plan that the Offeror must submit as part of Volume I of their proposal. The point is that the Offeror must demonstrate that the disposal facility they chose to use meets all applicable regulations and can accept the type of waste that will be generated from the New Bedford Superfund Project.

47. Does the ROD and/or RFP allow the disposal of bulk PCB remediation waste in a RCRA sub part C landfill IAW 40 CFR 761.61(a)(5)(i)(B)?

Response: Yes. Reference 40 C.F.R. sec 761.61(a)(5)(i)(B)(2)(iii) which states: "Bulk PCB remediation wastes with a PCB concentration equal or greater than 50 ppm shall be disposed of in a hazardous waste landfill permitted by EPA under section 3004 of RCRA, or by a State authorized under section 3006 of RCRA, or a PCB disposal facility approved under this part.

48. Regulations and Standards for the waste stream: considering the source and nature of this PCB waste, would it be appropriate to assume, that the waste will meet the applicable standards for being considered a PCB Mega-Rule waste?

Response: Yes. The filter cake can be considered a PCB remediation waste and disposed of in an appropriate RCRA facility. Also see the previous response.

49. What are the unique EPA issued disposal restrictions or exceptions for this super fund project?

Response: There are no unique restrictions or exceptions.

50. In your discussion of the maritime bulkhead you indicated that the bulkhead included a fendering system with a fronting water depth of approximately -20 feet Mean Low Water. Can you provide us with the following information:

a. What is the surface elevation of the bulkhead?

Response: The surface elevation of the bulkhead is approximately +9.5 ft NGVD.

b. What is the mean water depth at the bulkhead?

Response: Please reference Attachment No. 5 - Bulkhead Cap Site Plan of the solicitation. The bathymetric contours along the bulkhead are indicated on this plan. Contours are in one-foot increments and the -25 ft NGVD contour is labeled. The depth of water increases from north to south along the bulkhead.

c. What are the water depth gradients 275' from the bulkhead.

Response: Please reference a navigation chart of New Bedford Harbor for this information.

d. What is the serviceable length of the bulkhead?

Response: Approximately 250 feet.

e. Are there any soundings available for the approaches to the bulkhead?

Response: Please reference a navigation chart of New Bedford Harbor for this information.

51. Is the on-site TERC contractor required to load the conveyance with a "full load" so that transportation resources can be accurately priced?

Response: Yes.

52. Please confirm that the USACE or the on-site TERC contractor is responsible for producing a filter cake that will remain in a solid form during transit.

Response: The TERC is required to produce a filter cake with a solid content that is greater than or equal to 65% and as a result the release of free liquids is not anticipated.

53. Please clarify that decontamination after final use applies to when the equipment is transferred to unlimited use and does not apply when conveyance equipment is "cycled" for subsequent loads on this project.

Response: Yes, complete decontamination after final use applies to when the equipment is transferred to unlimited use. All dedicated conveyance equipment must comply with DOT decontamination regulations when cycled for subsequent loads.

54. Since there are multiple awards the bond amount is overstated. Will the bond amount be reduced to 50% of the first year base bid?

Response: No. Bonding may be required for each task order. It will be at the discretion of the Government to determine if the need for bonding will extend beyond the first year/task order or if a reduced bonding amount will be offered.

55. How will work with multiple disposal contractors be arranged? (Simultaneous, consecutive, every other movement...)

Response: If multiple awards are made, task orders will be issued such that just one contractor is working on the site at any given time.

56. Are we correct in assuming that the collected performance questionnaires contained in sealed envelopes only require submission of the original but not 2 additional copies or inclusion on the CD-ROM?

Response: Correct. The sealed questionnaires should only be included with the original proposal and no the copies.

57. For manifesting purposes who is the generator of the waste? Was the sediment received by the dewatering facility as a manifested waste? Is the dewatering facility a licensed Massachusetts treatment, storage and disposal facility (TSDF)? Is the filter cake considered an internally generated waste?

Response: EPA is the generator and the Corps is managing this effort on their behalf. The Corps will sign the manifests on behalf of EPA. The Dewatering Facility is not a Hazardous Waste RCRA Facility since it is operated under CERCLA and the applicable or relevant and appropriate requirements. The dredging sediment, (not the filter cake) received by the dewatering facility is not required to be manifested as it is being transported within the site's area of concern/boundaries.

58. For the purpose of obtaining an exemption from Massachusetts transportation tax 801 CMR 4.07(4) -- Is this waste from a response action taken by USEPA and is the contractor consider employed by the EPA fulfilling the requirement for Massachusetts 801 CMR 4.07(4)?

Response: Yes. Because the New Bedford Harbor Site is a Federal Lead site and the State is responsible for paying 10% of the remedial costs, the Hazardous Transporter fee does not apply to any Hazardous Waste (includes PCB TSCA waste above 50 ppm) manifested from the Site. The generator is required to use a manifest for transportation of all Hazard Waste from the Site. Place the state Release Tracking Number "RTN 4-0122" before the Generators Name on the manifest, so the DEP knows that the manifest is from a Superfund

Site exempt from the transporter fee. Also, the transporter may want to place “Superfund Site, Exempt from Transporter Fee” on the manifest. However, the VID Fee is not exempt.

59. Will the USACOE pursue an exemption from the state of Massachusetts for relief from the Massachusetts Transportation Fee (tax)? Presently the unit cost is \$46.00 / ton and could have an effect of increasing the cost of this project by approximately \$53,000,000.00 .

Response: See the above stated response.

60. If the USACOE is not successful in securing an exemption of the Massachusetts Transportation Fee and recognizing that the cost of bonding this amount could exceed \$1.3MM; will the USACOE consider removing the bonding requirement for the amount of the projected total of the Massachusetts Transportation Fees.

Response: See previous response.

61. Please delete 52.228-16; this unnecessarily increases the cost to the government because the government is already protected by the liquidated damages clause.

Response: Contract Clause 52.228-16 Performance and Payment Bonds – Other Than Construction JUL 2000 will NOT be deleted. Bonding is required for this project as specified.

62. This section states that the “On-Site TERC Contractor will support the On-Site Facility operations. Activities performed by the On-Site TERC Contractor will include loading operations, inspections, preview of shipping documents, decontamination of equipment and personnel, operation of environmental controls, and general housekeeping associated with the area and operations. The On-Site TERC will maintain the loading system and the associated scale.” Will the TERC Contractor install liners in the gondola’s or Intermodal rail containers?

Response: The TERC will be responsible for installing covers and liners in accordance with the criteria provided to the Government. The Transportation & Disposal contractor will be responsible for supplying the lining and covers.

63. This section states that the “On-Site TERC Contractor will support the On-Site Facility operations. Activities performed by the On-Site TERC Contractor will include loading operations, inspections, preview of shipping documents, decontamination of equipment and personnel, operation of environmental controls, and general housekeeping associated with the area and operations. The On-Site TERC will maintain the loading system and the associated scale.” Will the TERC Contractor install liners and top covers in the gondola’s or Intermodal rail containers?

Response: See response to the above listed question.

64. The southern most rail spur (Track 3) that serves the loading building is drawn showing the track ending within the building. We recommend a design change, as it will be imperative for the

track to pass through the building (track extension typical of the two northern adjacent parallel spurs (Tracks 1 and 2)). Standard designs for rail transloading facilities always provides for equivalent track beyond the building to push loaded cars through, this will effectively increase the utility use of the loading building track.

Response: Offeror's shall prepare their proposals using the existing condition that the Track 3 ends inside the loadout portion of the Dewatering Facility.

65. Section F - Deliveries or Performance (52.211-11) Liquidated Damages: States if the Contractor fails to deliver the supplies or perform the services within the time specified in this contract, the Contractor shall, in place of actual damages, pay to the Government liquidated damages of \$5000.00 per calendar day of delay. What reciprocal protection does the contractor have when the government fails to load transportation equipment (intermodal boxes, gondolas, containers, etc.) or does not bring forth at least 300 tons of waste on any given workday; the contractor will incur specific direct cost (labor and equipment) that costs what will the mechanism be for providing compensation for government and TERC contractor delays?

Response: Page 13, Section C, Item 5.4, first sentence of the solicitation states that it is estimated that the daily production rate under the first task order will be 300 to 600 tons per 24-hour day. There are no guarantees provided in the solicitation that a minimum daily amount of sediment will be provided for off-site T&D. Task orders will be awarded for a total volume over a specific time period with no guarantees on the daily volumes requiring off-site T&D. The main tool in avoiding coordination problems is the T&D Coordinator whose responsibility is to communicate regularly with the TERC and the Government so that issues like the incorrect number of containers being brought to the site on a daily basis and improper loading are avoided.

66. Service Contract Act (Wage Rates) States that "all work" is considered service and is covered by Service Wage Rates. The Service Contract Act covers all service employees wherever they perform their duties and whether they are offsite or on-site is not relevant. Explain the applicability of personnel administratively involved in billing, filing, or logging information, data, at an off-site office location in, say Charlotte, North Carolina?

Response: The Wage Determination provided in the Request for Proposal applies to all personnel regardless of location.

67. Mechanical De-Watering: The dredge material (i.e., clay, silts, and sand) will be de-sanded, this denotes that the waste will be classified in some manner. Would you explain what method(s) of material classification and separation will be utilized and to what extent sand and larger debris will be removed from the waste media prior to dewatering?

Response: The purpose for desanding the sediments is two-fold. First, the sand should be have very low concentrations of or contain no PCBs and will therefore be less costly to dispose of. Secondly, sand will negatively impact the dewatering equipment and pumping equipment. Large debris is being removed because it cannot be hydraulically transported and of course is a totally different waste stream from sediments. The

classification of the desanded/dewatered sediments will be made solely upon the chemical constituents within and NOT the mechanical processes (shaker, screens, hydrocyclones, etc.) the sediment underwent to have the debris and sand removed. See attached analytical data.

Mechanical De-Watering: The dredge material (i.e., clay, silts, and sand) will be de-sanded and then mechanically dewatered utilizing a state-of-the-art dewatering process. Would you provide details of the dewatering process including equipment specification as well as type and percentages of chemical additives including diatomaceous earth.

68. Please elaborate on the physical and chemical characteristics of the resulting filter cake:
1. Provide a particle size classification
 2. Provide the compressibility of the cake
 3. Provide the chemical constituents of the caked.
 4. Identify the water content
 5. Identify the PCB concentration

Response: The sediments will be dewatered using six (6) 219 cubic foot, 225 psi recessed chamber filter presses which are manufactured by JWI. Polymer will be added prior to the dewatering to assist in achieving the highest solids content as possible. The type of polymer has yet to be defined. See attached lab/chemical data.

69. Will USACE be responsible to construct and maintain rail track into the buildings? Will the rail track be connected with a class A or short line railroad?

Response: USACE will be responsible for construction and maintenance of the tracks on the Dewatering Facility property. We have designed the track so that it can be directly connected with the possible future track construction of the NBRA railyard.

70. Section 5.4 of the solicitation states that the T&D Contractor shall provide an alternate means of transportation. Please indicate where you would like the discussion on our alternate included in our proposal.

Response: The alternate means of transportation should mainly be addressed in Sub-Factor 2 of Volume 1. If the alternate involves changing the type of transportation equipment, then it should also be addressed in Sub-Factor 1 of Volume 1.

71. Please indicate in which Volume/Section the completed SF33 should be included.

Response: The completed and signed SF33 should be in the front of Volume 1.

The following sections of the Request for Proposal are revised as follows:

SECTION C, Paragraph 4.0, GENERAL REQUIREMENTS AND RESPONSIBILITIES.

Add the following new subparagraph:

4.8 Taxes & Fees

The New Bedford Harbor Site is a Federal Lead site and the State is responsible for paying 10% of the remedial costs, the Hazardous Transporter fee does not apply to any Hazardous Waste (includes PCB TSCA waste above 50 ppm) manifested from the Site. The generator is required to use a manifest for transportation of all Hazard Waste from the Site. Place the state Release Tracking Number "RTN 4-0122" before the Generators Name on the manifest, so the DEP knows that the manifest is from a Superfund Site exempt from the transporter fee. Also, the transporter may want to place "Superfund Site, Exempt from Transporter Fee" on the manifest. However, the Massachusetts VID Fee is not exempt.

Paragraph 5.0, WASTE TRANSPORT REQUIREMENTS AND RESPONSIBILITIES.

1) Subparagraph 5.5, Transportation Vehicles and Containers. Delete the last paragraph of this section in that states: "Shipments of contaminated material shall remain packaged after leaving the project site and remain packaged until it arrives at the approved disposal facility."

Paragraph 5.16, Reporting and Coordination Requirements. Delete the last sentence in its entirety and replace with the following:

"The T&D Contractor shall be responsible for maintaining adequate records to support any information provided to the Contracting Officer or his/her designated representative."

SECTION L, INSTRUCTIONS, CONDITIONS AND NOTICES TO OFFERORS

1) VOLUME I: TECHNCIAL APPROACH, EXPERIENCE, PAST PERFORMANCE AND RESUME OF KEY PERSONNEL

Transportation and Disposal Services Sub-Factor 1 - Transportation Equipment:

The first bullet, second sentence is revised as follows:

"As a minimum, the Offeror shall be able to accept the quantities given in Section J – Attachment 7 of this solicitation but must also demonstrate their capability to accept maximum quantities of material estimated on a total project and annual basis as specified in Section C, paragraph 3.0."

2) VOLUME II:

COST, LICENSES, TRANSPORTATION AGREEMENTS, PROOF OF INSURANCE, AND CERTIFICATION OF BONDING CAPACITY

Sub-Factor 1 – Cost

The first sentence has been revised to read as follows:

“Offerors shall submit, in Volume II, the price information as requested in Section J, Attachment 7 of this solicitation.”

ATTACHMENTS:

The attached information provides data that is representative of the physical and chemical characteristics of the Bulk PCB Remediation Waste (Filter Cake) that will be generated at the Dewatering Facility. The types of data includes the following:

1. Data generated as part of bench scale dewatering studies utilizing sediments that are chemically and physically representative of condition within the Upper New Bedford Harbor.
2. Data generated as part of the New Bedford Harbor Remedial Alternatives Evaluations for Hot Spot Sediments. This information provides a chemical profile of sediments that were dredged as part of the “Hot Spot” remediation project and should be considered as “worst case” in terms of the level of other hazardous constituents that are expected throughout the harbor.

(End of Summary of Changes)

New Bedford Harbor Project Testing Summary

Overview

The week of July 24, 2000, personnel from Koester Environmental Services, Inc. (KES), Steve Bassett, Don Seibert, Mike Kreilein, Rich Otoski and Hank Santicola of Vulcan Chemical, performed a series of dewatering tests of sediments from New Bedford Harbor.

Equipment

- Trailer mounted diaphragm plate filter press. The unit is equipped with a compressor to operate an air driven sludge feed pump and inflate the diaphragm plate. The press is comprised of two 470 mm x 470 mm (18" X 18") plates - one recessed chamber the other a diaphragm plate - with a pre-squeeze thickness of 35 mm (1.4")
- Polymers and equipment to test flocculation
- A true lab scale press that generates a one inch thick by two inch diameter "hockey puck" cake to aid in polymer choice before proceeding to the larger trailer unit
- 3/8" sieve screen for coarse material removal
- #200 sieve to separate sand from the sample
- Lab scales and oven
- Digital moisture balance using infrared heat for quick moisture analyses
- Torvane shear tester for unconfined compressive strength
- Miscellaneous lab hardware

Sediment Prep

Twelve (12) five gallon insitu samples were made available for analyses. Each bucket was mixed and a sample taken to Tibbetts Engineering Corp in Taunton, MA for specific gravity and % solids by weight:

Sample	As-Received Specific Gravity (G/cc)	% Solids (Total Wt. Basis)	Water Content (%)
1	1.21	36.5	174.0
2	1.46	52.2	91.6
3	1.32	47.9	108.7
4	1.26	44.2	126.2
5	1.34	43.3	130.9
6	1.26	39.8	151.2
7	1.39	52.2	91.6
8	1.35	49.2	103.3
9	1.23	41.5	141.0
10	1.38	51.4	94.6
11	1.19	33.4	199.4
12	1.46	52.0	92.3

See Attachment "A" report dated 7/19/00

1.32

45.3

125.9

The unused samples were composited into one, and four wet sieve analyses were run. The results with curves are attached and labeled A thru D dated 7/20/00. ~~Weight of the material was 200 gms.~~ See Attachment "B"

A dry specific gravity of composite material was performed which resulted in a S.G. of 2.41. See Attachment "C"

Each of the remaining twelve buckets were split and placed into two 35-gallon containers. The insitu material was mixed and samples were taken and analyzed for specific gravity and percent solids by weight:

	Sample ID	As-Received Specific Gravity (G/cc)	% Solids (Total Wt. Basis)	Water Content (%)
From container A	A171	1.33	42.6	134.7
From container A	A172	1.37	42.5	135.3
From container B	B171	1.32	42.6	134.7
From container B	B172	1.30	43.7	128.8

See Attachment "D"

Harbor water was added on a volumetric basis of two parts water to one part sample. This was done to replicate what would be done on a full-scale basis to prepare the sediments for coarse screening/desanding and subsequent polymer addition.

After mixing, the sediments were screened through a 3/8" mesh coarse screen and placed into two 35-gallon containers. The reject was retained in a 5-gallon container and taken by FW Personnel for analyses. Screened sediment samples were taken for specific gravity and percent solids by weight:

	Sample ID	As-Received Specific Gravity (G/cc)	% Solids (Total Wt. Basis)	Water Content (%)
From container A	193	1.07	14.5	589.7
From container A	194	1.06	14.6	584.9
From container B	195	1.09	16.0	525.0
From container B	196	1.10	18.0	455.6

See Attachment "D"

The coarse screened sediments were then screened through a 200 sieve. The approximately 1 1/2 gallon of reject was placed in a 5 gallon bucket. To better replicate what would happen on a 200 mesh linear motion vibrating screen, 1 1/2 gallon of harbor water was mixed with the reject, allowed to settle, then "dirty" water poured off. This procedure was done twice and the "washed" screenings were taken by FW personnel for analyses. Samples were taken of the desanded sediment for specific gravity and percent solids by weight:

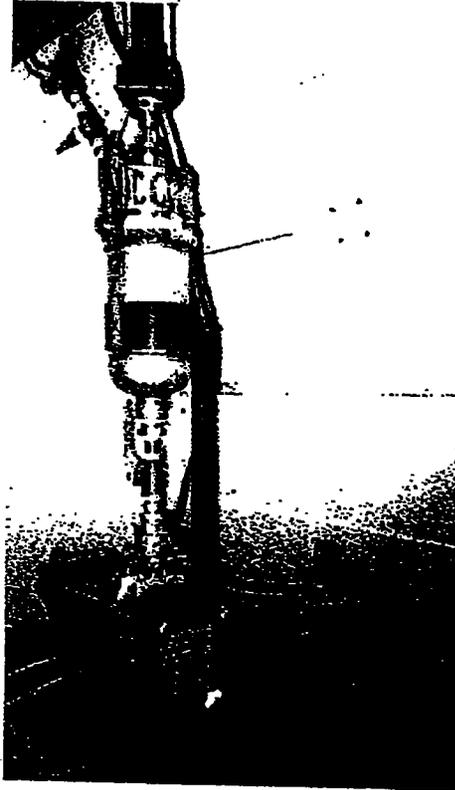
	Sample ID	As-Received Specific Gravity (G/cc)	% Solids (Total Wt. Basis)	Water Content (%)
From container A	A191	1.08	15.0	566.7
From container A	A192	1.11	18.2	449.5
From container B	B191	1.08	15.2	557.9
From container B	B192	1.13	16.2	517.3

See Attachment "D"

Dewatering Tests

Desanded sediment samples were put through a phase of jar tests to determine which polymers would produce the desired consistency of flocculation for water release and filtration treatment. Nine polymers were used during the jar tests and two produced results that were desirable. Two lab scale dewatering tests were run to verify the performance of the polymers.

On site lab scale tests were conducted using a high-pressure cylinder with a motorized mixer, discharging to a 1" x 2" cylinder with a filtration fabric. This device consumes about one liter of sediments to quickly screen which polymer provides the best choice for the process in regard to cake dryness and cost.

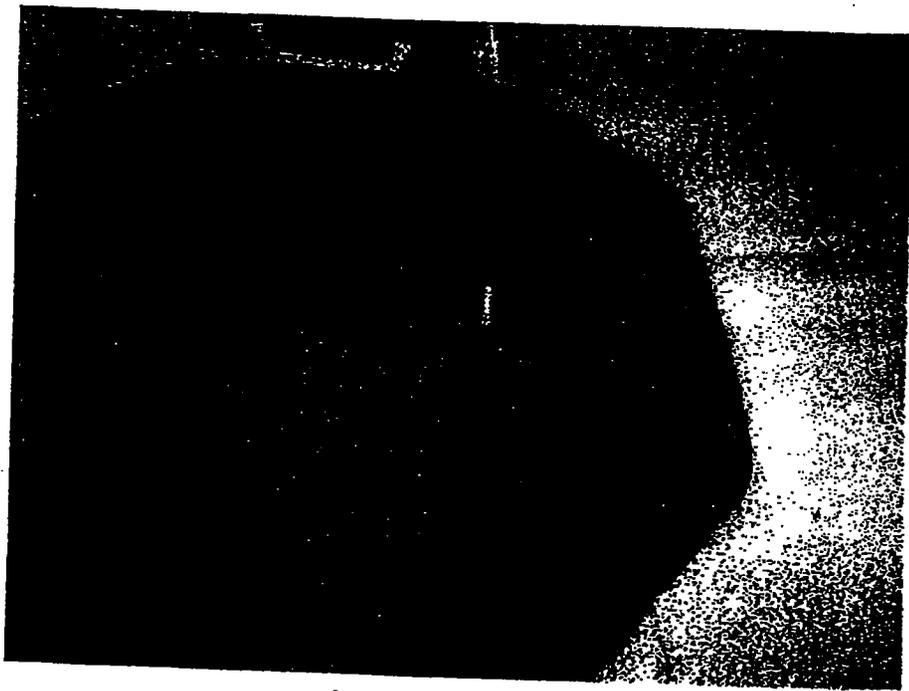


The test apparatus simulates a recess chamber filter press. The operation of the test involves filling the pressure cylinder with the diluted sludge mixed with polymer, and closing the cylinder with a top mounted electric mixer. The electric mixer keeps the polymerized sludge in suspension in the pressure cylinder so that the sludge will not coagulate in the cylinder stem. Nitrogen is then discharged into the pressure cylinder using a pressure regulator until the maximum pressure of 100 psi (pounds per square inch) is reached. This pressurization of the cylinder simulates the operation of the feed pump from the sludge mix tanks. The polymerized sludge is forced into the plate cylinder by the nitrogen, and the filtrate water is discharged through two pieces of filter fabric (3-5 micron) on either side of the cylinder. The filtrate water is discharged through two tubes into a graduated cylinder to measure the filtrate rate and total filtrate produced. The test is run until the filtrate slows to 10 ml or less during a five-minute interval. The pressure is then released from the pressure cylinder and the small 1" x 2" wet cake is removed from the cake cylinder for analysis.

Both polymers performed well with percent solids of each "hockey puck" approximately 55%.

After the lab tests were completed, four tests were conducted using the trailer mounted diaphragm test press. This unit is comprised of two 470 mm x 470 mm plates forming a single chamber. One plate is a recessed design; the other has the diaphragm. The cake produced is much smaller in area compared to a full-sized unit but the cake thickness is similar which aids us in production values.

The plates are held into position with a hydraulic power ram pressurized to 4500 psi. Each plate has a filter fabric (3-5 micron) cloth installed over the plate. Filtrate water is discharged through the filter fabric into four discharge lines. The influent feed pump is operated until the filtrate discharged has slowed to about 500ml in a five-minute interval. The head plate valve is then closed and the diaphragm chamber plate is pressurized to 125 psi. The expansion of the diaphragm chamber forces additional water from the sludge cake. The pressure on the diaphragm chamber plate is maintained until the filtrate discharge has decreased to about 100ml in a five-minute interval. The pressure is then released from the diaphragm chamber plate, the hydraulic ram is de-pressurized, and the cake is removed from the test press for analysis.



Vulcan Chemical Polymer #3725 was used in one test, #8725 used in three tests to precondition the sediments prior to pumping into the press. The average run time for the tests from the influent feed pump start to the de-pressurization of the diaphragm chamber plate was 50 minutes. The cake produced by the tests was then analyzed for density measured in pounds per cubic foot, and percent solids by weight. A Torvane shear test was also conducted on the filter cake produced by the test press. On all occasions, the filter cake unconfined compressive strength exceeded 2,000 pounds per square foot. The results of the diaphragm press tests are at Attachment "E"

ATTACHMENT A



tibbetts engineering corp

716 County Street, Taunton MA 02780

CONSULTING ENGINEERS
Tel. (508) 822-6934 Fax. (508) 880-7811

Client: Koester Environmental Services
10 Greenmeadow Lane
Bedford, NH 03110

Job No. 10750.010
Date: 7/19/00

Project: New Bedford Harbor NPL Site
New Bedford, MA

Unit Weight and Solids Content Test Results

Twelve (12) samples of dredge spoils were delivered to our laboratory by Rich Oroski on July 13, 2000

Client Sample ID	Unit Weight -g/cc (As Received)	% Solids (Total Wt. Basis)
1	1.21	36.5
2	1.46	52.2
3	1.32	47.9
4	1.26	44.2
5	1.34	43.3
6	1.26	39.8
7	1.39	52.2
8	1.35	49.2
9	1.23	41.5
10	1.38	51.4
11	1.19	33.4
12	1.46	52.0

Unit Weight (Specific Gravity) - The "as delivered" sample was homogenized, then a representative portion was transferred to a volumetric container and the weight determined.

Moisture/Solids Content (ASTMD 2974) - The "as delivered" sample was homogenized, then a representative portion was dried to a stable weight at 105 degrees Celsius.

*composite - 241 g. (2 runs)
or dry from
12 sample
composite*

Walter Galuska
Laboratory Supervisor

ATTACHMENT B



tibbetts engineering corp

716 County Street, Taurton MA 02780

CONSULTING ENGINEERS
Tel. (508) 822-6934 Fax. (508) 880-7811

Report of Aggregate Wet Sieve Analysis (AASHTO T27 & T11)

Client: **Koester Environmental Services**
10 Greenmeadow Lane
Bedford, NH 03110

Job No. 10750.010
Date: 07/20/00
Report No.: MA0195A

Project: New Bedford FWENC
Material: Dredge Spoils
Location: Vol./Vol. Composite of Samples #1-#12 (Run-A)

Specifications: N/A

Sampled By: Client
Tested By: A. Best

Date Sampled: Rec. 7/13/00
Date Tested: 7/14/00

ANALYSIS RESULTS

Sieve Size	Weight Retained (Grams)	% Retained	% Passing
1/2"	0.00	0.0	100.0
3/8"	0.00	0.0	100.0
No. 4	3.20	1.4	98.6
No. 10	4.20	1.9	96.7
No. 40	17.40	7.8	88.9
No. 100	37.40	16.7	72.3
No. 140	12.60	5.6	66.7
No. 200	4.20	1.9	64.8
Pan	145.30		

Sample Wt.(g) = 224.30

Specification Gradation Limits
Min. - Max.

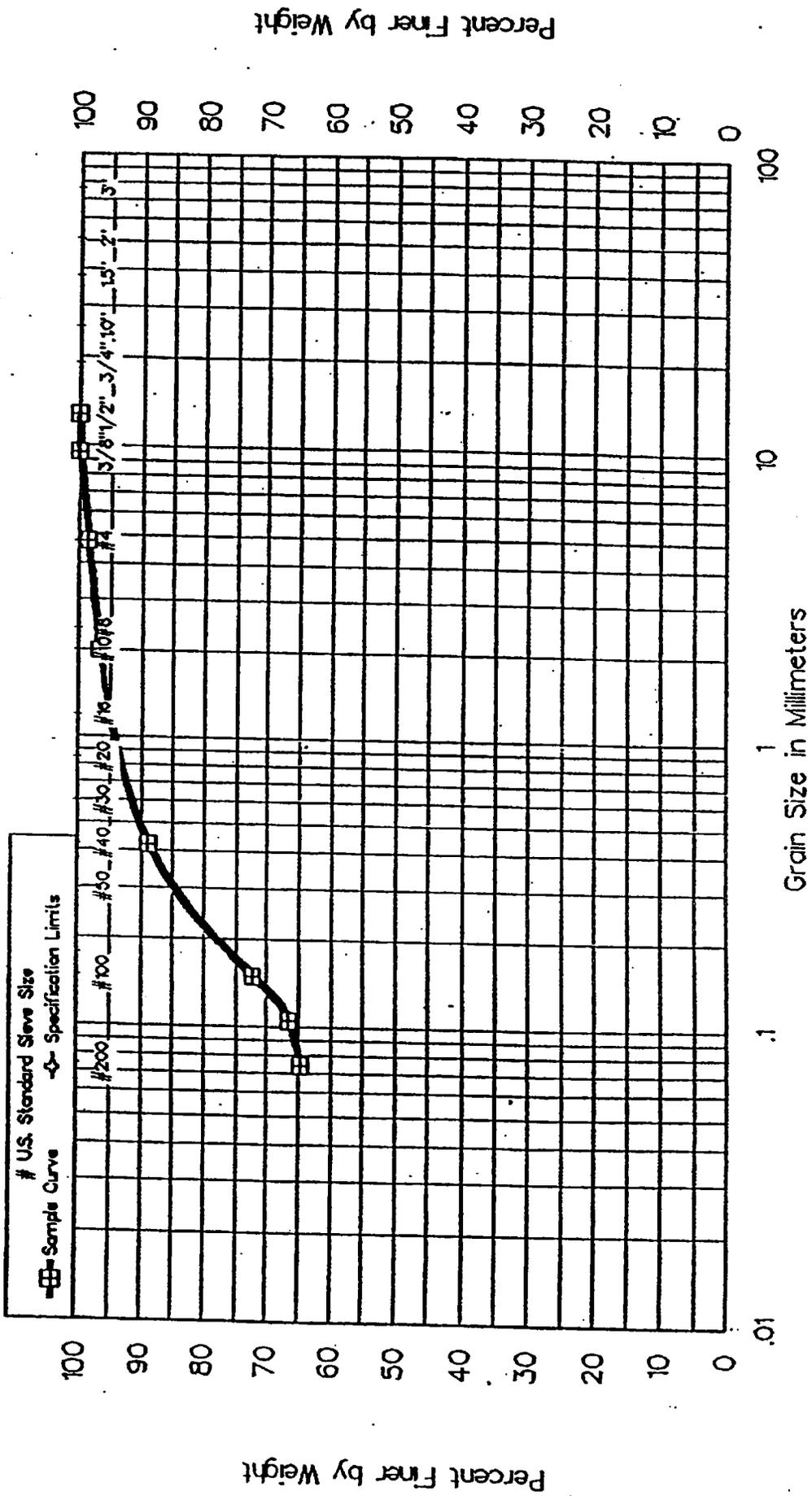
Remarks:

Walter P. Galuska
Laboratory Supervisor

Aaron Best
Laboratory Technician

TIBBETTS ENGINEERING CORP.

Graph of Dredge Spoils Sieve Analysis Results
Using AASHTO T27 & T11 Date: 7/20/00



Job No. 10750.010
Project: New Bedford EMENT



tibbets engineering corp

716 County Street, Taunton MA 02780

CONSULTING ENGINEERS
Tel. (508) 822-6934 Fax. (508) 880-7811

Report of Aggregate Wet Sieve Analysis (AASHTO T27 & T11)

Client:	Koester Environmental Services 10 Greenmeadow Lane Bedford, NH 03110	Job No.	10750.010
		Date:	07/20/00
		Report No.:	MA0195B

Project:	New Bedford FWENC
Material:	Dredge Spoils
Location:	Vol./Vol. Composite of Samples #1-#12 (Run-B)

Specifications: N/A

Sampled By:	Client
Tested By:	A. Best

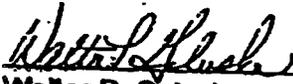
Date Sampled:	Rec. 7/13/00
Date Tested:	7/17/00

ANALYSIS RESULTS

Sample Wt.(g) = 249.10

<u>Sieve Size</u>	<u>Weight Retained</u> (Grams)	<u>% Retained</u>	<u>% Passing</u>	<u>Specification Gradation Limits</u>	
				Min.	Max.
1/2"	0.00	0.0	100.0		
3/8"	2.60	1.0	99.0		
No. 4	3.00	1.2	97.8		
No. 10	4.60	1.8	95.9		
No. 40	20.40	8.2	87.7		
No. 100	37.00	14.9	72.9		
No. 140	14.80	5.9	66.9		
No. 200	9.60	3.9	63.1		
Pan	157.10				

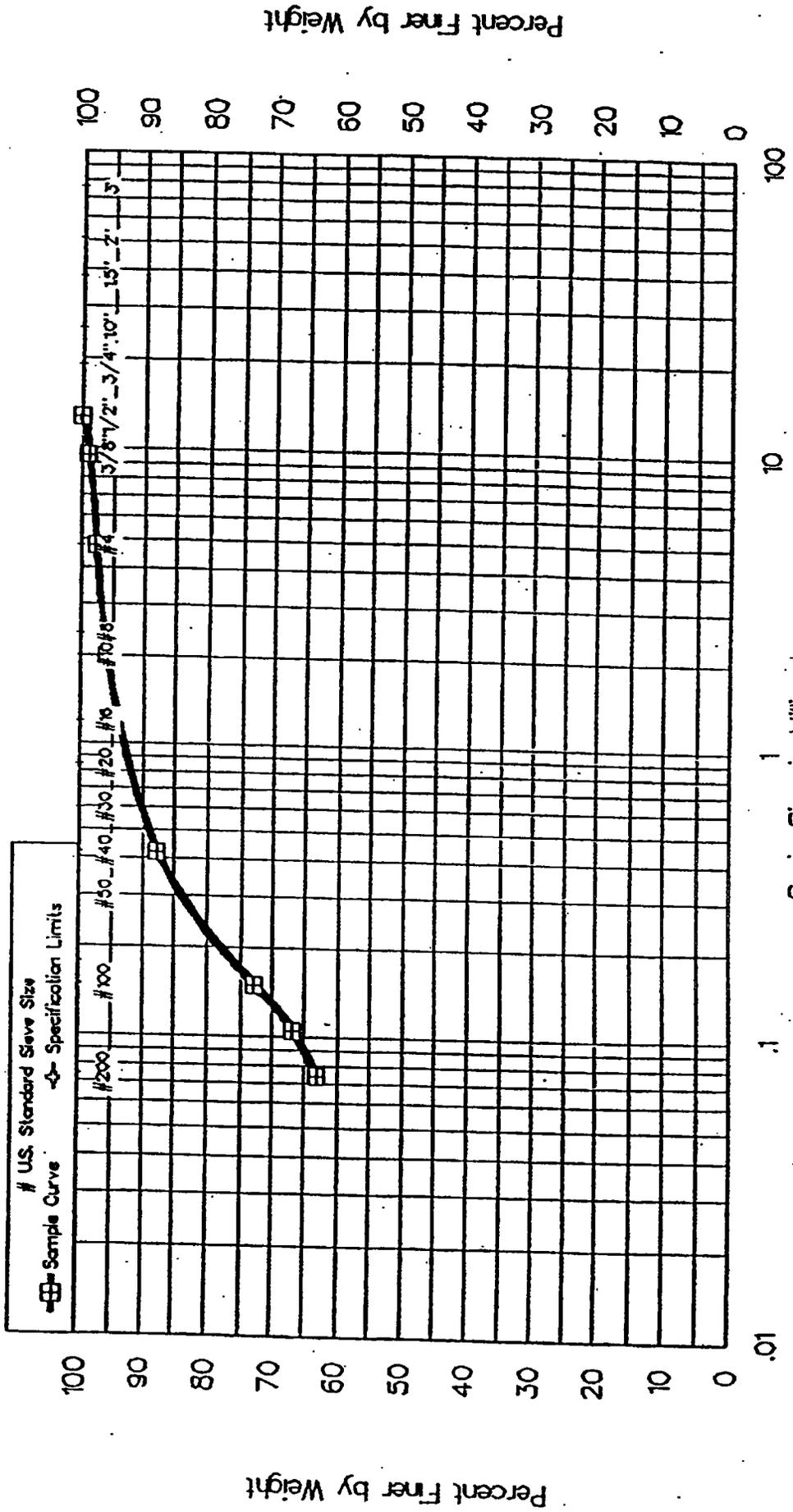
Remarks:


Walter P. Galuska
 Laboratory Supervisor

Aaron Best
 Laboratory Technician

TIBBETTS ENGINEERING CORP.

Graph of Dredge Spoils Analysis Results
 Using AASHTO T27 & T11 Date: 7/20/00



Job No. 10750.010
 Project: New Bedford FWENC



tibbetts engineering corp

716 County Street, Taunton MA 02780

CONSULTING ENGINEERS
Tel. (508) 822-6934 Fax. (508) 880-7811

Report of Aggregate Wet Sieve Analysis (AASHTO T27 & T11)

Client:	<i>Koester Environmental Services</i>	Job No.	<i>10750.010</i>
	<i>10 Greenmeadow Lane</i>	Date:	<i>07/20/00</i>
	<i>Bedford, NH 03110</i>	Report No.:	<i>MA0195C</i>

Project:	<i>New Bedford FWENC</i>
Material:	<i>Dredge Spoils</i>
Location:	<i>Vol./Vol. Composite of Samples #1-#12 (Run-C)</i>

Specifications: *N/A*

Sampled By:	<i>Client</i>	Date Sampled:	<i>Rec. 7/13/00</i>
Tested By:	<i>A. Best</i>	Date Tested:	<i>7/18/00</i>

ANALYSIS RESULTS

Sample Wt. (g) = 199.90

<u>Sieve Size</u>	<u>Weight Retained</u> (Grams)	<u>% Retained</u>	<u>% Passing</u>	<u>Specification Gradation Limits</u>	
				Min.	Max.
1/2"	0.00	0.0	100.0		
3/8"	0.00	0.0	100.0		
No. 4	3.20	1.6	98.4		
No. 10	3.40	1.7	96.7		
No. 40	15.40	7.7	89.0		
No. 100	41.20	20.6	68.4		
No. 140	10.20	5.1	63.3		
No. 200	13.00	6.5	56.8		
Pan	113.50				

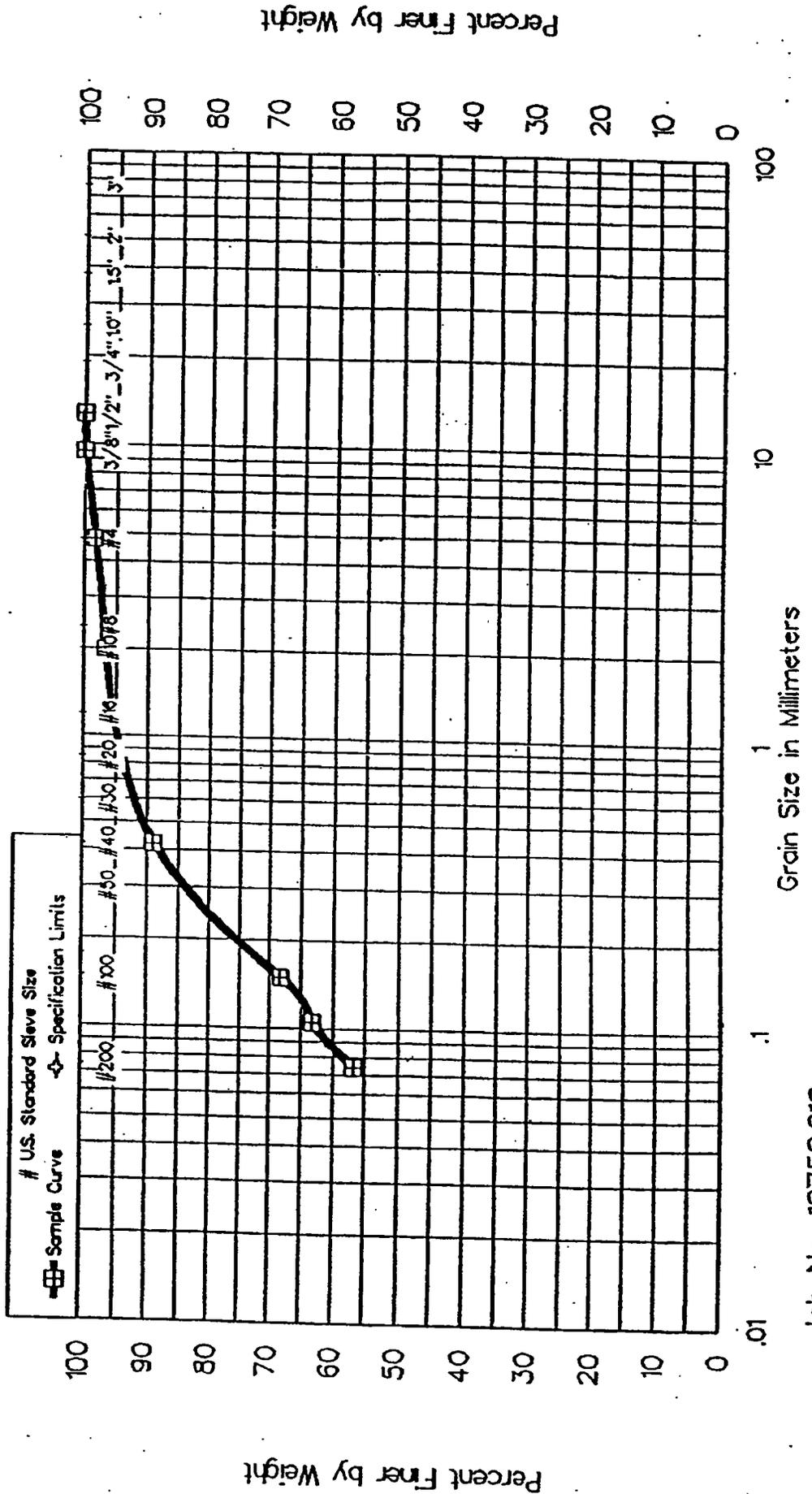
Remarks:

Walter P. Galuska
Walter P. Galuska
 Laboratory Supervisor

Aaron Best
 Laboratory Technician

TIBBETTS ENGINEERING CORP.

Graph of Dredge Spoils Sieve Analysis Results
 Using AASHTO T27 & T11 Ddte: 7/20/00





tibbetts engineering corp

716 County Street, Taunton MA 02780

CONSULTING ENGINEERS
Tel. (508) 822-6934 Fax. (508) 880-7811

Report of Aggregate Wet Sieve Analysis (AASHTO T27 & T11)

Client: **Koester Environmental Services**
10 Greenmeadow Lane
Bedford, NH 03110

Job No. **10750.010**
Date: **07/20/00**
Report No.: **MA0195D**

Project: **New Bedford FWENC**
Material: **Dredge Spoils**
Location: **Vol./Vol. Composite of Samples #1-#12 (Run-D)**

Specifications: **N/A**

Sampled By: **Client**
Tested By: **A. Best**

Date Sampled: **Rec. 7/13/00**
Date Tested: **7/18/00**

ANALYSIS RESULTS

Sample Wt.(g) = 193.40

<u>Sieve Size</u>	<u>Weight Retained</u> (Grams)	<u>% Retained</u>	<u>% Passing</u>
1/2"	0.00	0.0	100.0
3/8"	0.00	0.0	100.0
No. 4	2.60	1.3	98.7
No. 10	3.20	1.7	97.0
No. 40	15.20	7.9	89.1
No. 100	28.60	14.8	74.4
No. 140	5.00	2.6	71.8
No. 200	15.20	7.9	63.9
Pan	123.60		

<u>Specification Gradation Limits</u>	
Min.	Max.
-	-

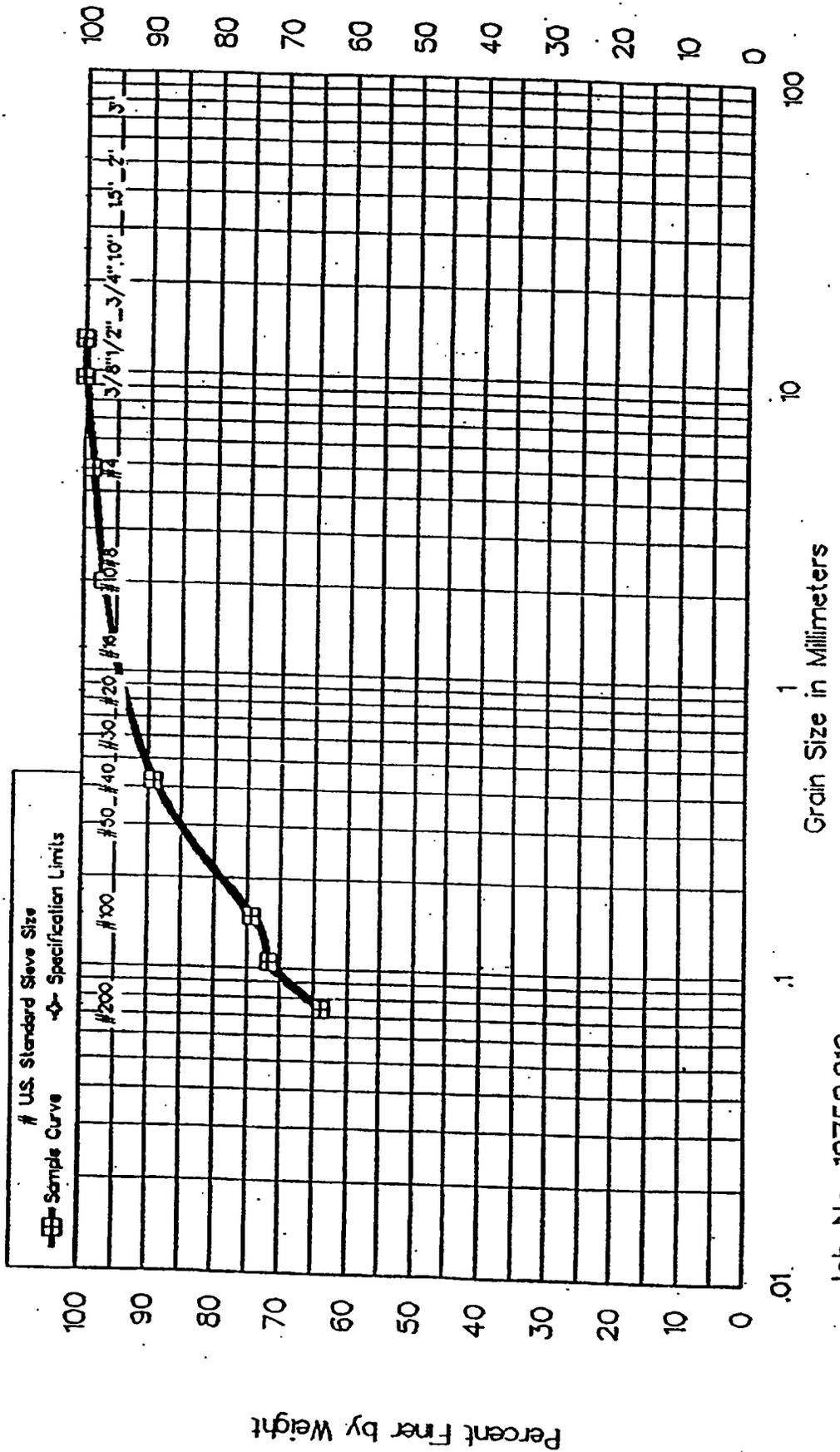
Remarks:

Walter P. Galuska
Laboratory Supervisor

Aaron Best
Laboratory Technician

TIBBETTS ENGINEERING CORP.

Graph of Dredge Spill Ssieve Analysis Results
Using AASHTO T27 & T11 Date: 7/20/00



Job No: 10750.010
Project: New Bedford Municipal

ATTACHMENT C



tibbetts engineering corp

716 County Street, Taunton MA 02780

CONSULTING ENGINEERS

Tel. (508) 822-6934 Fax. (508) 880-7811

Client: Koester Environmental Services
10 Greenmeadow Lane
Bedford, NH 03110

Job No. 10750.010

Report No. SGO195

Project: New Bedford Harbor NPL Site
New Bedford, MA

Date: 7/24/00

Test Performed: Specific Gravity (ASTM D854 MTH B)

Scope: Determine the dry specific gravity of a Vol. : Vol. composite sample of dredge spoils made from samples #1 through #12 delivered to TEC on 7/13/00.

Results: Sp. Gr. = 2.41 (Avg. of 2 runs)

Remarks: Includes water soluble matter (ie: sodium chloride)


Walter Galuska
Laboratory Supervisor

Aaron Best
Laboratory Technician

ATTACHMENT D



tibbets engineering corp.

716 County Street, Taunton MA 02780

CONSULTING ENGINEERS

Tel. (508) 822-6934 Fax. (508) 880-7811

Client: Koester Environmental Services
10 Greenmeadow Lane
Bedford, NH 03110

Job No. 10750.010

Date: 7/26/00

Project: New Bedford Harbor NPL Site
New Bedford, MA

Unit Weight and Solids Content Test Results

Twelve (12) samples of dredge spoils were delivered to our laboratory by Rich Otoski on July 19, 2000.

<u>2:1 ratio</u>	Client Sample ID	Unit Weight -g/cc (As Received)	% Solids (Total Wt. Basis)
<u>send thru</u> <u>1/3 only</u>	193	1.07	14.5
	194	1.06	14.6
	195	1.09	16.0
	196	1.10	18.0
	A171	1.33	42.6
	A172	1.37	42.5
<u>send</u>	- A191	1.08	15.0
<u>send</u>	- A192	1.11	18.2
	B171	1.32	42.6
	B172	1.30	43.7
<u>send</u>	- B191	1.08	15.2
<u>send</u>	- B192	1.13	16.2

) in situ

) in situ

Unit Weight (Specific Gravity) - The "as delivered" sample was homogenized, then a representative portion was transferred to a volumetric container and the weight determined.

Moisture/Solids Content (ASTMD 2974) - The "as delivered" sample was homogenized, then a representative portion was dried to a stable weight at 105 degrees Celsius.

Walter Galuska
Laboratory Supervisor

ATTACHMENT E

ESS Laboratory

Division of Thielsch Engineering, Inc.

"HOT SPOT" SEDIMENT

CERTIFICATE OF ANALYSIS

Client Name: Foster Wheeler
Client Project ID: NBH-Hot Spots
Client Sample ID: Sediment NBH-S-1

ESS Project ID: 99050028
ESS Sample ID: 99050028-04
Date Sampled: 4/29/99

Test Name	Result	Units	MRL	Date Analyzed	Method	Analyst
Corrosivity (pH)	7.68	S.U.	N/A	5/7/99	9045	VSC
Reactive Cyanide	ND	mg/Kg dry wt.	2	5/7/99	7.3.3.2	VSC
Reactive Sulfide	ND	mg/Kg dry wt.	2	5/7/99	7.3.4.1	VSC

MRL = Method Reporting Limit

ND = Not Detected above MRL

Approved By: LA'S

Date: 5/10/99

ESS Laboratory

Division of Thielsch Engineering, Inc.

CERTIFICATE OF ANALYSIS

Volatile TCLP Constituents by Methods 1311/8260B

Client Name: Foster Wheeler
Client Project ID: NBH-Hot Spots
Client Sample ID: Sediment NBH-S-1
Date Sampled: 4/29/99
TCLP Date: 5/10/99
Date Analyzed: 5/11/99

ESS Project ID: 99050028
ESS Sample ID: 99050028-04
Units: mg/L
Dilution: 5
Analyst: DMH
Sample Amount: 5 ml

Compound Name	Result	MRL	TCLP Limit
1,1-Dichloroethene	ND	0.005	0.7
1,2-Dichloroethane	ND	0.005	0.5
1,4-Dichlorobenzene	ND	0.005	7.5
2-Butanone	ND	0.05	200
Benzene	ND	0.005	0.5
Carbon Tetrachloride	ND	0.005	0.5
Chlorobenzene	ND	0.005	100
Chloroform	ND	0.005	6
Tetrachloroethene	ND	0.005	0.7
Trichloroethene	ND	0.005	0.5
Vinyl Chloride	ND	0.005	0.2

MRL = Method Reporting Limit.

ND = Not Detected above MRL.

Approved By: CAS

Date: 5/12/99

ESS Laboratory

Division of Thielsch Engineering, Inc.

CERTIFICATE OF ANALYSIS

Semi-Volatile TCLP Constituents By EPA Method 8270C

Client Name: Foster Wheeler
Client Project ID: NBH-Hot Spots
Client Sample ID: Sediment NBH-S-1
Date Sampled: 4/29/99
Date Extracted: 5/7/99
Date Analyzed: 5/11/99
Analyst: RS

ESS Project ID: 99050028
ESS Sample ID: 99050028-04
Units: mg/L
Dilution: 1
Percent Solid: N/A
Sample Amount: 200 ml
TCLP Date: 5/5/99

Test Name	Result	MRL	TCLP Limit
2,4,5-Trichlorophenol	ND	0.25	2
2,4,6-Trichlorophenol	ND	0.05	400
2,4-Dinitrotoluene	ND	0.05	0.13
Hexachlorobenzene	ND	0.02	0.13
Hexachlorobutadiene	ND	0.05	0.5
Hexachloroethane	ND	0.04	3
Methylphenols (Total)	ND	0.05	200
Nitrobenzene	ND	0.05	2
Pentachlorophenol	ND	0.25	100
Pyridine	ND	0.05	5

MRL = Method Reporting Limit.

ND = Not Detected above MRL.

Approved By: EEB

Date: 5/11/99

ESS Laboratory

Division of Thielsch Engineering, Inc.

CERTIFICATE OF ANALYSIS

POLYCHLORINATED BIPHENYLS METHOD 3545/8082

Client: Foster Wheeler Environmental

Client Project ID: NBH - Hot Spots

Client Sample ID: Sediment NBH-S-1

Date Sampled: 4/29/99

Date Analyzed: 5/12/99

Percent Solid: 27

ESS Project ID: 99050028

ESS Sample ID: 99050028-04

Date Extracted: 5/12/99

Dilution Factor: 50x

Sample Amount: 1g

Analyst: KRB

Parameter	Results (mg/Kg dry wt)	MRL
Arochlor 1016	ND	926
Arochlor 1221	ND	1850
Arochlor 1232	ND	926
Arochlor 1242	3450	926
Arochlor 1248	ND	926
Arochlor 1254	ND	926
Arochlor 1260	ND	926

MRL = Method Reporting Limit.

ND = Not Detected above MRL.

N/A = Not Applicable

Approved by: CTB

Date: 5/12/99

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CERTIFICATE OF ANALYSIS

Total Metals

Client Name: Foster Wheeler
Client Project ID: NBH-Hot Spots
Client Sample ID: Sediment NBH-S-1
Date Sampled: 4/29/99
Percent Solid: 27

ESS Project ID: 99050028
ESS Sample ID: 99050028-04
Units: mg/Kg dry weight
Mercury Dilution: 2
Dilution: 0

Test Name	Result	MRL	Date Analyzed	Analyst	Method
Arsenic	16.4	4.46	5/5/99	SAM	6010
Cadmium	14.4	2.23	5/5/99	SAM	6010
Chromium	298	11.2	5/5/99	SAM	6010
Lead	504	22.3	5/5/99	SAM	6010
Mercury	1.27	0.22	5/7/99	AR	7471

MRL = Method Reporting Limit.

ND = Not Detected above MRL.

Approved By: LAB

Date: 5/11/99

ESS Laboratory

Division of Thielsch Engineering, Inc.

CERTIFICATE OF ANALYSIS

TCLP Metals

Client Name: Foster Wheeler

Client Project ID: NBH-Hot Spots

Client Sample ID: Sediment NBH-S-1

Date Sampled: 4/29/99

TCLP Extraction Date: 5/5/99

ESS Project ID: 99050028

ESS Sample ID: 99050028-04

Units: mg/L

Dilution: 1

Mercury Dilution: 1

Test Name	Result	MRL	TCLP Limit	Date Analyzed	Analyst	Method
Arsenic	ND	0.1	5	5/6/99	SAM	1311/6010
Barium	0.3	0.2	100	5/6/99	SAM	1311/6010
Cadmium	ND	0.005	1	5/6/99	SAM	1311/6010
Chromium	ND	0.02	5	5/6/99	SAM	1311/6010
Lead	ND	0.1	5	5/6/99	SAM	1311/6010
Mercury	ND	0.0005	0.2	5/7/99	AR	1311/7470
Selenium	ND	0.1	1	5/6/99	SAM	1311/6010
Silver	ND	0.01	5	5/6/99	SAM	1311/6010

MRL = Method Reporting Limit.

ND = Not Detected above MRL.

Approved By: LAS

Date: 5/11/99