



JM Fiske Environmental

NEW BEDFORD REGIONAL AIRPORT
RUNWAY 5-23 – PHASE 4
Reconstruct, Mark and Grove
Weekly Environmental Report
WEEK 10
2014 June 28-July 5

7/4/14 – July 4 Holiday – Hurricane Arthur dropped 6.36 inches of rain on site.

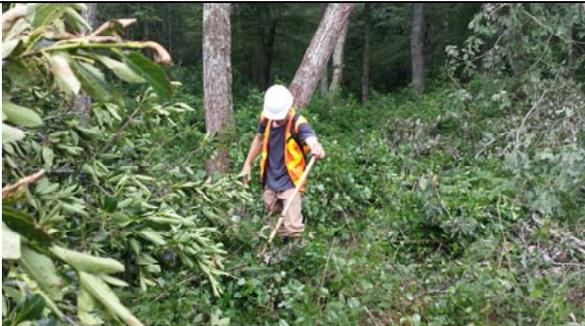
7/5/14 – Epsilon Associates (EM) along with ETL and Airport Solutions Group conducted preliminary assessment of damage stormwater issues. See separate report from Epsilon Associates

7/7/2014

Observer –**Randall Shuey**

Time – **6:00 AM – 4:30 PM**

Weather: **Mostly Sunny, High 80, 10-20 mph winds**

<p>JM Fiske was on site at 6AM to review site conditions in the logging area. Turtle sweeping was limited due to the amount of flooding resulting from the 6.36 inches of rain over the weekend. JM Fiske Turtle sweeping with Oxbow. Majority of logging area flooded.</p>	
<p>One box turtle found at end of timber mat road.</p>	



<p>2 spotted turtles were located on the ILS road. Oxbow documented the turtles and they were put back out of the way of equipment.</p>	
<p>Because of the flooding, Wagner Wood only worked off the existing timber mat road and removed previously cut timber adjacent to the road. In the afternoon, it was noted that flexing of the timber mats was causing some isolated and localized disturbance of soils. The logging operation was shut down for the day while a solution was identified.</p>	
<p>The area between taxiway A and the 5 end of the runway was still flooded on Monday from the rain over the weekend. The equipment that was in the area had already been moved. The single catch basin in this area was covered with fabric and no drainage into the system was occurring at the time of the inspection.</p>	
<p>The outlet from the catch basin in the flooded area by taxiway A was clear, however there was some evidence that fine sediment did discharge from this point however the sediment did not have sufficient size or depth to be removed. The fence and hay bales were repaired by the end of the day Monday 7/7/2014</p>	



<p>This is a photo of the outlet to the cross culvert under that access road on the north side of the 5 End. Sediment for the swales und slopes above the inlet overwhelmed the stone check dams that were in place and the water undermined both the hay bales and silt fence.</p>	
<p>On Monday afternoon, ETL had a crew at the outlet to remove the riprap, excavate the sediment, repair the silt fence and hay bales and replace the stone. Work was completed on July 7, 2014</p>	
<p>Several sections of silt fence and hay bales were dislodged around the airport. These were all repaired by Wednesday July 9.</p>	
<p>The silt fence near the proposed extension of taxiway A at the 23End was knocked over in the storm event. This was repaired on Wednesday July 9. No sediment discharge was observed.</p>	



<p>The silt fence and hay bales on the north side of the 23 End were undermined. This area was a concern at the start of the project. The storm water that gets to this point is not from the existing construction. The fence was repair and stone was added to help prevent further undermining.</p>	
<p>Silt fence was down in several places along the south side of the 5 End. The silt fence was repaired. And the sediment was removed by hand.</p>	
<p>ETL was very proactive and repaired all silt fence and hay bales. They hand removed sediment that got beyond the BMPs as needed and identified.</p>	

7/8/2014

Time – **6:00 AM – 4:00 PM**

Weather: **Sunny, High 87, 10-25 mph winds**

Observer – **Randall Shuey**

<p>Work continues on 23 End with electrical, drainage and runway preparation.</p>	
<p>Lynch continues to pave 5 end of runway.</p>	



<p>Caution Tape was used in the clearing area to identify the limits of turtle sweep done daily.</p>	
<p>Wagner Wood worked on timber mats for all equipment with the feller buncher and excavator grapplers working on their own set of mats. Cut trees were transferred from the feller buncher to the grappler, who transferred the logs to the timber mat road. From there the logs were picked up by the forwarder and transferred to the processing area at the end of the ILS road.</p>	
<p>The forwarder picked up the trees from the edge of the timber mat road and moved out. The timber mat road was monitored for flexing and to ensure there were no water quality issues. The mats were adjusted in several locations and extra layers added to make the road more rigid. In addition mats were removed and replaced to make bridge sections that would allow the free flow of water.</p>	
<p>Photo of a grappler transferring cut trees toward the timber mat road.</p>	



7/9/2014

Time – **6:00 AM – 4:00 PM**

Weather: **Sunny, High 82, 10-20 mph winds**

<p>JM Fiske conducted a total of 5 hours of turtle sweeping</p>	
<p>Work continues on 23 End with electrical, drainage and runway preparation.</p>	
<p>Lynch continues to pave 5 end of runway and the taxiway A on the 5 end.</p>	
<p>The culvert outfall on the north side of the 5 end was re-inspected. Everything was in place and appears ready for the next storm.</p>	
<p>The storm water protections on the inlet side of the cross culvert at the north side of the 5 end were beefed up including the addition of a large stone berm and the removal of sediment in the swale above the inlet. Loaming of the slopes around the 5 end of the runway has begun along with final construction of the infiltration trenches.</p>	
<p>The silt fence and hay bales at the 23 end Taxiway A extension as noted on the Monday 7/7/2014 report were repaired today.</p>	



<p>The hay bales and silt fence on the north side of Runway 23 were repaired today. Stone was added to both the infiltration trench and to underneath the hay bales to allow for a relief vale for storm water. This section of fence is a turtle barrier and does not receive construction storm water.</p>	
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7/10/2014

Time – **6:00 AM – 4:00 PM**

Observer –**Randall Shuey**

Weather: **Sunny, High 82, 10-20 mph winds**

<p>Work continues on 23 End with electrical, drainage and runway preparation.</p>	
<p>Lynch continues to pave 5 end of runway and the taxiway A on the 5 end.</p>	
<p>Wagner Wood continues to work on clearing and is working with JM Fiske to monitor and modify activities in order to maintain water quality in area.</p>	
<p>Additional stone was added to the swale at the cross culvert at the 5 End of the runway.</p>	



During the weekly inspection with Sarah Porter, City of New Bedford, we observed a slight increase in turbidity in the outfall from the new drainage from the area between Taxiway A and the 5 End of the runway. There is some evidence of sediment on the other side but this is most likely the result of the rain from the hurricane. Additional measures are planned for this location including increased protection around the single catch basin flowing into this structure and additional hay bales to increase the amount of water storage



7/11/2014

Time – **6:00 AM – 4:00 PM**

Weather: **Sunny, High 82, 10-20 mph winds**

Observer –**Randall Shuey / Earle Chase**

Final paving is occurring on 5 End of runway



Lynch is removing the excess asphalt stock pile from the 5 End of the Runway.



Turtle Sweeping by JM Fiske occurred from 6:15-8:15 AM. Two People 4 hours total. ETL established the limit of clearing on the clearing.



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WEEK 11
2014 June 11

The following is a supplement to the weekly report based on finding and actions taken on Thursday and Friday.

7/11/2014

Time – **6:00 AM – 4:00 PM**

Weather: **Sunny, High 82, 10-20 mph winds**

Observer –**Randall Shuey / Earle Chase**

<p>The Best Management Practices for the catch basin in the center of the area between Taxiway A and the 5 End of the runway had become dislodged. Upon discovery, ETL immediately mobilized to repair and replace the catch basin protection. This was completed before the end of the day on July 11, 2014</p>	
<p>The timber mat road continues to be monitored multiple times per day. . The use of wooden mats has been critical in minimizing impact and disturbance within the cut-over wetland.</p>	



Brush was piled against the edge of wooden mats to help bind any dislodged organic soils as the heavy forwarder passed over the mat road.



Action Items:

ILS Road – The ILS Road is being used by forwarders to transport the trees and logs from the clearing operation to the processing point at 5 End RSA. The plan has called for the installation of filter socks in place of hay bales and silt fence to reduce the potential for damage by the forwarders. Overall, the socks are in good working order. There are a couple of locations where the filter socks have become dislodged and a few areas where they have been partially buried by dirt from the road, dragged by the trees. Although the filter logs are partially buried, there is no evidence that sediment is being dislodged into the wetlands. In discussion with the EM and Sarah Porter, City of New Bedford Conservation Agent; it was discussed and is recommended here that wood chips being processed on site would be a good mulch cover in the disturbed areas.

The clearing will not be occurring Monday and Tuesday this coming week. In addition, ETL and its subcontractors are starting an 81 hour straight phase to work on the intersection of the 2 runways. During this time, the airport will be shut down to fixed wing aircraft. The WS will monitor the ILS road during this time and determine if immediate action is needed or if the stabilization can wait until the end of the week.

Turtle Gates – One turtle gate was identified this week as not having sufficient soil to reach the top of the ramp. This will be corrected this coming week. In addition all other turtle gates will be re-inspected to ensure compliance with design specifications.

West Ditch – The west ditch and its buffer held up well even though portions were under water. No silt fence repairs were required in these areas. No additional plants have died beyond the 2 of 55 previously reported.