

JM Fiske Environmental

NEW BEDFORD REGIONAL AIRPORT
RUNWAY 5-23 – PHASE 4

Reconstruct, Mark, and Groove

Partial Weekly Environmental Report

WEEK 20

September 6 to September 12, 2014

9/06/2014 (Sat.)

Observer – **None**

Time: **Moulison Electrician on site working on runway lighting**

Weather: **Sunny, High 85, Winds 10-20 MPH**

9/08/2014 (Mon.)

Observer – **Randall Shuey**

Time: 6:30 AM – 3:30 PM

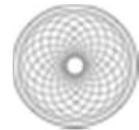
Weather:

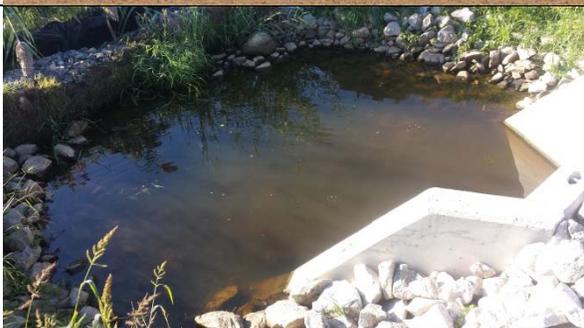
The final section of subgrade in the wetland replication area was completed in the morning. ETL surveyed an as-built of the subgrade for submittal to the EM.

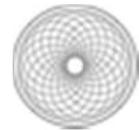


The site received 0.28 inches of rain Sunday night. The bottoms of the pits were saturated in the wetland replication area





<p>Grass continues to germinate on hydro-seeded areas. This is a view of the area round CB 11 on the south side of RW5</p>	
<p>Culvert outfalls were inspected. All were clear with only a brownish tinge to the CB11 outfall.</p>	
<p>The pavement grooving company is on site this morning and is preparing to groove the entire length of runway 5-23</p>	
<p>The electricians are working on the RW5 ILS road and the new lighting along it. Work involves trenching for electrical lines and placement of structures to support the electrical operation and lighting</p>	



In preparation for the FAA runway evaluation tomorrow, all concrete structures not in place must be moved 250 feet of centerline. A location south of the ILS road on the RW23 end was selected outside the silt fence area. This area was greater than 100 feet to any wetland and was swept for turtles. The area is a high, dry area consisting of old fill and debris.



9/09/2014 (Tues.)

Observer – **Randall Shuey**

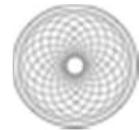
Time – **7:00 AM – 3:30 PM**

Weather: 73 degrees; Wind speed of 5-10, No rain

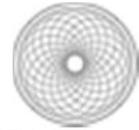
Most construction was shut down during this day as the FAA evaluated the runway. The testing began at 10 AM and lasted past 4:00 PM.



Early morning view of the runway from the ILS road on the RW23 end. In preparation for the FAA testing



<p>A turtle sweep of the temporary location of the concrete electrical structures was swept for turtles. The only creature found was this snail. It was moved out of harms way</p>	
<p>All of the equipment on the Wetland Replication area on the 23 end of the runway had to be moved to the staging area for the FAA flight evaluation</p>	
<p>The MLSAR sites and electrical work was inspected. No issues observed.</p>	
<p>A section of silt fence on the ILS road RW5 end was identified that had a tear in it. ETL was notified and was scheduling a crew to repair it.</p>	



The west ditch buffer was inspected on Tuesday and Wednesday on preparation of a formal report to be submitted under spate cover.



The airport brought out its phragmites mowing machine and had to breach the perimeter controls in several places. The fencing was repaired after they crossed.



9/10/2014 (Wed.)

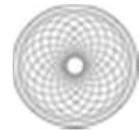
Observer – **Randall Shuey**

Time: 6:30 AM – 3:30 PM

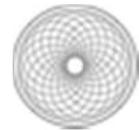
Weather: Overcast, High Temp. of 75 degrees; Wind Speed of 5-15 mph

The RW23 end ILS road was inspected. The fill area for the last MLSAR is stable and grass has germinated on the slopes.

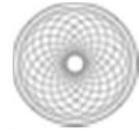




<p>Stormwater outfalls were inspected. All were clear or dry.</p>	
<p>Catch Basin protection was inspected and all were in good working order.</p>	
<p>The grooving operation worked overnight and continued until about 10 AM.</p>	
<p>Some areas of concentrated flows causing rilling in the hydro-mulch were noted. The seeding will be monitored and areas where germination is weak will need to be redone.</p>	



<p>ETL is removing 3-6" of material on the RW23 ILS road in preparation of improving the road.</p>	
<p>Hay bales and silt fence that had been knocked down on the RW5 ILS road were repaired. No water quality issues occurred because this was down.</p>	
<p>Shrubs along the West Ditch buffer that were impacted when the silt fence was installed were re-identified. They were marked with more visible blue flagging and each of the plants was rated for height and health. The results will be reported in a separate report.</p>	
<p>View of the repaired silt fence and hay bales along the ILS road</p>	



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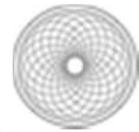
9/11/2014 (Thurs.)

Observer – **Earle Chase**

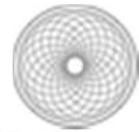
Time – **6:30 AM – 4:30 PM**

Weather: Sunny in the early morning, becoming cloudy, breezy; High Temp. of 78 degrees;
Wind speed of 5 to 10 mph; No Precip: (0.00).

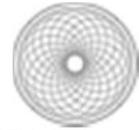
<p>RW 23; Northwest side of RW; Grass evident, approximately 3 to 4 inches long</p>	
<p>RW 23; Southeast side of RW; Grass evident, approximately 3 to 4 inches long</p>	
<p>In the earlier photos, a large percentage of the grass was established in the indentations created by the prior tracking practice.</p>	



<p>Between RW 23 and the Taxiway; Excavation completed for runway lightning.</p>	
<p>Between RW 23 and the Taxiway; More excavation for runway lightning.</p>	
<p>RW 5 Side; ILS Road; Conduit being installed; The adjacent erosion control bmps are preventing migration of disturbed soils to the nearby wetlands.</p>	
<p>ILS Road; Adjacent MALSR gravel pad; Concrete footings being installed/positioned.</p>	



<p>ILS Road; Adjacent MALSR gravel pad; Concrete footings after installation with excavated ditch lines.</p>	
<p>RW 5; Approximately 500 feet of RW is being grooved in a day; Approximately 10 days is needed to finalize the necessary grooving. The tailings from the grooving are being taken to a dewatering basin in the ETL earlier equipment/parking area.</p>	
<p>RW 5; An up close photo of the grooving – the grooving helps to keep the runway free of any standing water.</p>	
<p>ILS Road off the Plainville Road; this service road is being upgraded with a recycled 1 ½ inch minus surface.</p> <p>A Construction Meeting took place today at the field office.</p> <p>Met with the new Bedford Conservation Administrator. Viewed the ILS Road on the RW 5 side with Frank and the Mitigation Area with Frank and Amanda. No major issues were noted by the administrator.</p>	



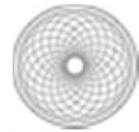
9/12/2014 (Fri.)

Observer – **Earle Chase**

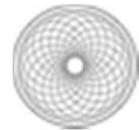
Time – **6:30 AM – 4:30 PM**

Weather: Sunny & clear; High Temp of 74 degrees; Wind speed of 5 to 10 mph; No Precip.
(0.00)

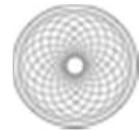
<p>RW 5; CB 11; The area surrounding CB 11 has germinated well. It has been recommended that the discharge outlet be de-watered and cleaned of any excess sediment.</p>	
<p>RW 5; ILS Road; a 30 to 35 foot section of silt fence along this road needs to be repaired. This section is situated just beyond the wildlife gate on the north side. It has been scheduled for repair w/ETL for early next week.</p>	
<p>RW 5 Side; Earlier ETL Equipment/Parking Area; Dewatering Basin; RW tailings/slurry are being properly contained here.</p>	



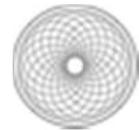
<p>RW 23 Side; Earlier ETL Equipment/Parking Area; Dewatering Basin; RW tailings/slurry are being properly contained here.</p>		
<p>RW 23; Between the Taxiway and RW; The ditch lines installed yesterday for conduit have been filled in and a top layer of loam was being raked out.</p>		
<p>RW 23; RW lighting in place on the south side of RW 23. There is no evidence of the previous ditch line and the surface area is well grassed.</p>		
<p>RW 23; The entire perimeter of the silt fence on the RW 23 side was swept for box turtles – none were found</p>		



<p>RW 23; (As above) the entire perimeter of the silt fence on the RW 23 side was swept for box turtles - This photo shows the north perimeter of silt fence – (as above) no turtles were observed.</p>		
<p>RW 23; Drainage Swale; North side; Three storm drains are positioned here. These have been scheduled for inspection next week with Frank and ETL.</p>		
<p>RW 23; Between the Drainage Swale and Northern Silt Fence Perimeter; Two other storm drains were noted – both contained sediment. It is unclear at this time if these two storm drains are connected with the storms drains in the last photo. If there is a connection (i.e., not abandoned), these two storm drains should be cleaned.</p>		
<p>RW 5 Side; ILS Road; More conduit being installed.</p>		



<p>RW 5 Side; ILS Road; MALSR gravel pad; The gravel needs to be pulled back from the silt fence/hay bale bmp (north perimeter). .</p>	
<p>RW 5 Side; ILS Road; Adjacent Wetland Area; Phragmites mowing taking place.</p>	
<p>RW 5 Side; The Wetland Cut-Area; The area adjacent the river was inspected. There is no evidence of soil migration from the cut area towards the river. The surface water within the river was crystal clear and there was no evidence of any adjacent erosion.</p>	
<p>RW 5 Side; The Wetland Cut-Area; A second area adjacent the river was inspected. Again, the water was very clear with no evidence of any soil migration.</p>	



<p>RW 5 Side; The Wetland Cut-Area; The Area immediate adjacent the river; A very thick layer of logging debris/brush is evident. This layer not only covers any exposed soils but would slow any movement of water that occurs. It was also noted that a new herb layer was becoming established.</p>	
<p>RW 5 Side; The Wetland Cut-Area; The Area immediate adjacent the river; This photo shows a close-up of the remaining logging residue. In many places it is piled two to three feet thick. It is difficult to see how existing soils would become mobile and be a potential issue here.</p>	
<p>RW 23; ILS Road; A new road surface was installed.</p>	