

JM Fiske Environmental

NEW BEDFORD REGIONAL AIRPORT
RUNWAY 5-23 – PHASE 4

Reconstruct, Mark, and Groove

Weekly Environmental Report

WEEK 22

September 20 to September 26, 2014

9/20/2014 (Sat.)

Time: **No Inspection**

Weather: **Partly Cloudy, High 75, Winds 5-15 MPH**

Observer – **None**

9/22/2014 (Mon.)

Time: 6:30 AM – 3:30 P M

Weather: **75 Sunny, Light winds. 0.06 inches of rain on September 21.**

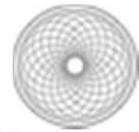
Observer – **Randall Shuey**

Work on th RW5 end this week focuses on finishing the conduit and ground installation for the MLSAR work and preparing the ILS road for paving.

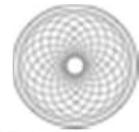


As part of the back filling work the electrical contractor will reposition some silt fence and hay bales. After the work is completed, ETL will come back through and fix any additional sections that need repair.





<p>Because of the narrow work area excavated material was up the side of some hay bales. The bales in very tight sections were leaning out. In no case was there any observation of sediment or materials outside the work zone.</p>	
<p>Inspection of culvert outfalls showed clean water and no sediment discharges</p>	
<p>Grass continues to become established along the sides of the runway.</p>	
<p>Additional loads of organic topsoil were delivered to the wetland replication area. The site was not worked today.</p>	



<p>Trenching and installation of conduit on the RW23 end MLSAR (across New Plainville Road) continues.</p>	
<p>WS conducted inspection of silt fence, vegetation growth and stabilization in preparation for project completion and removal of BMPs</p>	

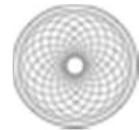
9/23/2014 (Tues.)

Time: 7:00 AM – 3:30 P M

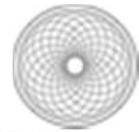
Weather: **68 F, Sunny, 0-15 mph winds. No precipitation.**

Observer – **Randall Shuey**

<p>Grading in preparation of paving at end of week commenced today..</p>	
<p>Backfilling of conduit lines and MLSAR continues on RW5</p>	



<p>RW 5 MLSAR area backfilled and completed. Hay bales and silt fence reset as needed. The area will have a layer of stone for final stabilization per plan.</p>	
<p>Taxiway B was shut down for a portion of the day for additional painting and marking. During the shutdown, the catch basins and swales between the taxiway and runway 14-32 were inspected. Areas where the electrician trenched after the hydro-seeding will need to be touched up.</p>	
<p>Hay bales were removed along the silt fence on the RW23 access road across New Plainville Rd. The established construction zone was too tight to trench and this gave just enough room to work. The hay bales will be replaced as soon as the trench is backfilled and compacted.</p>	
<p>No work on the wetland replication area today. Inspection of outlets showed no water quality issues.</p>	

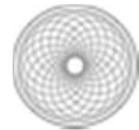


9/24/2014 (Wed.)

Time: 7:00 AM – 3:30 P M

Weather: **68 F, Sunny going to overcast by end of day, 0-15 mph winds. No precipitation.**

<p>ETL received several more loads of wetland topsoil yesterday and the excavator was on site to install.</p>	
<p>In the Wetland Replication Area, hay bales were temporarily removed on the downhill side so that the wetland topsoil could be blended into the existing grade of the adjacent wetland areas.</p>	
<p>Grading on the RW5 ILS road was completed in preparation for paving on Friday.</p>	
<p>Work on the RW5 MALSR backfilling continues. Some areas of hay bales will need to be replaced but the crew made sure the silt fence and where possible the hay bales were in place and functioning.</p>	



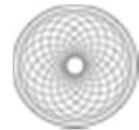
9/25/2014 (Thurs)

Observer – **Earle Chase**

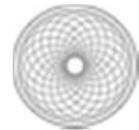
Time: 6:30 AM – 4:00 P M

Weather: Overcast & cool; High temp. of 62 degrees; Wind speed of 5-10 mph; Precip. (.19)

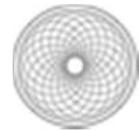
<p>RW 5; ILS Road; Spur Road to MALSR Bldg: Ditch to be excavated today for more conduit – this area is contained between silt fence and hay bales.</p>	
<p>RW 5; the Arch Culvert at entrance of ILS Road: Hard packed sediment has accumulated on the brim of the culvert (from the prior skidding of logs and biomass). As part of the final punch list this should be removed.</p>	
<p>RW 5; ILS Road; MALSR gravel pad; Recent excavation has encroached upon a section of silt fence. ETL was notified and a repair is planned for tomorrow</p>	



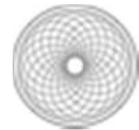
<p>RW 5; ILS Road; A second MALSR gravel pad; Recent excavation has encroached upon a section of silt fence. ETL was notified and a repair is planned for tomorrow</p>	
<p>RW 5; The earlier ETL Equipment and Storage Area used as a temporary dewatering basin: The RW grindings have been hauled away, the basin filled in, and loamed.</p>	
<p>Mitigation Area: Early am spreading of wetland soil.</p>	
<p>RW23 end; ILS Road (across from the New Plainville Road): The MLSAR excavation at the edge of the road has been refilled and smoothed.</p>	



<p>RW 23; Adjacent Taxiway: Moulison equipment and a truck were parked too close to the wetland resource area. Upon request the equipment and truck was removed.</p>	
<p>Mitigation Area: Late Thursday afternoon - the wetland soil installment has been completed.</p> <p>MON indicated a plant delivery date of Wednesday or Thursday of next week (by telephone on Friday).</p>	
<p>Mitigation Area: The adjacent upland area at the Mitigation Area was also loamed.</p>	
<p>Mitigation Area: Woody debris and brush is being collected (edge of hay bales) to eventually spread onto the pit and mound topography. 10% of the total square footage will be covered. Larger logs/stumps will be included as well.</p>	



<p>ILS Road (off the Plainville Road): Due to a trailer truck hauling wetland soil cutting a corner too sharply, a section of silt fence and row of hay bales has been repaired three separate times in less than a week.</p>	
<p>The weekly field office meeting was attended today by Earle Chase of JM Fiske Environmental.</p> <p>Mr. Chase also reviewed the project site with the New Bedford Conservation Administrator. It was requested that adequate final measures be taken to assure that the ILS Road (RW 5 side) be properly put to rest.</p>	



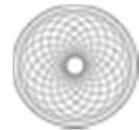
9/26/2014 (Fri.)

Observer – **Earle Chase**

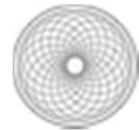
Time: 7:00 AM – 3:30 P M

**Weather: Sunny & clear; High temp. – 70F; Wind speed of 10-17 mph;
(0.00) Precipitation.**

<p>RW 5; The project site received 0.19 inches of precipitation yesterday evening. All discharge points were checked. At the first headwall (off access road) water quality was excellent.</p>	
<p>RW 5: Even w/ the (0.19) rain received last night, the headwall at the foot of the swale (along access road) showed no evidence of discharge. All precipitation appeared to be absorbed into the adjacent loamed area.</p>	
<p>RW 5; Outlet/discharge from CB 11; No discharge was noted with last night's rain. The Water clarity was a bit cloudy probably due to a re-suspension of very fine soil/sediment within the outfall.</p>	



<p>RW 5: Loam applications continue on both sides of the runway.</p>	
<p>RW 5; ILS Road; MALSR pad; Gravel that was almost overtopping the existing row of hay bales was pulled back, straightened, and tightened by Pam and Mark of ETL in a very conscientious and methodical manner.</p>	
<p>RW 5; ILS Road; MALSR pad; Silt fence repair completed (earlier photo). An extra effort was noted here by Pam and Mark of ETL as this required shifting a substantial of gravel w/hand shovels from against and the top of a toppled row of hay bales. New hay bales were installed and staked.</p>	
<p>RW 5; ILS Road; MALSR pad; A second silt fence repair was completed at a second MALSR pad. Old bales that had been damaged by the earlier excavation were replaced and double staked.</p>	



<p>RW 5; ILS Road; MALSR pad; A silt fence repair was completed at a third MALSR pad. Old bales that had been damaged by the earlier excavation were replaced and double staked. The silt fence was also tightened.</p> <p>JM Fiske assisted by finding and transporting the replacement hay bales.</p>	
<p>RW 23 Side; ILS Road (off the Plainville Road); The Terminus MALSR pad; ¾ inch stone being placed.</p>	
<p>RW 23 Side: Limited activity noted on the RW 23 side. The gate was semi-closed to discourage entry.</p>	

NOTE:

As part of the completion of the project, new catch basins will need to be inspected to ensure they are clean before the system is turned on. If needed, they will need to be vacuumed out. Also it is recommended that the airport consider cleaning the old existing catch basins that connect to the new system so that they are not a source of sediment to the new system and cause turbid discharges to the wetlands.