



JM Fiske Environmental

NEW BEDFORD REGIONAL AIRPORT
RUNWAY 5-23 – PHASE 4

Reconstruct, Mark and Grove

Partial Weekly Environmental Report

WEEK 13

July 19 to 25 2014

Point of Clarification – The WS team has been informed that regulators reviewing these reports are under the impression that ETL purposely removed hay bales along the west ditch, thereby causing a BMP failure. This apparently was brought up at a recent pre-construction meeting for another project. This was based on assumptions by GZA during their inspection and reporting of July 16, 2014. During the several inspections of that area during that day and the next, the WS monitored the area and found no indication of tampering with the BMP. The depth was at least 1 foot and possibly much deeper. The excessive pressure of the water on the hay bale and silt fence undermined the measure in this location. There is no evidence or indication that the hay bale was removed by anything other than pressure of excess water

We would respectfully request that in the future, all inspectors and reviewers of reports not jump to conclusions based on a single observation.

7/19/14 – Saturday – No Work

7/21/2014

Observer –**Randall Shuey**





Time – **6:00 AM – 5:30 PM**

Weather: **Overcast, High 75, 0-10 mph winds. 0.67 inches rain overnight starting at 9:00PM July 20.**




Outfall after Catch Basin 1.
Water slightly turbid. Evidence of sediment in plunge pool. Silt fence on back of 2 rows of hay bales failed. Water elevation difference between plunge pool and wetland about 6”.





<p>Failed silt at ross culvert on access road. This is on the north side of RW5. Sediment trail leads into upland area. No sediment in wetland. This section has been repaired once already and a second row of hay bales added.</p>	
<p>Photo of Catch Basin 11 in the area between Taxiway A and RW5. The catch basin is covered with fabric and no water is discharging to the culvert and outfall.</p>	
<p>View of the flooded area between Taxiway A and RW5 because CB-11 is blocked off.</p>	
<p>This is the discharge point from CB-11. While there is some cloudiness in the water some of this is due to the organic nature of the surrounding soils. See photo for July 22, 2014</p>	



<p>View of silt fence and hay bales along the proposed Taxiway extension on RW23 end. There was no breach in the silt fence and water was discharging clear.</p>	
<p>Wagner Wood and the WS continue to monitor the timber mat road and adjust mays and add BMPs as needed.</p>	
<p>The ILS road is being monitored as swept as needed.</p>	



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7/22/2014

Time – **5:300 AM** –

Weather: **Sunny, High 82, 0-5 mph winds.**

Observer –**Randall Shuey**



The start of a beautiful day in New Bedford





Detail of water clarity in outfall from CB-1 near beginning of access road. Water is slowly filtering through 2 rows of hay bales and silt fence. Silt fence and hay bales will be secured by end of today.



View of silt fence to be reinstalled by end of day. Marking are for ETL crew to identify repair areas.





<p>View of blow out at cross culvert at end of access road. Area to be repaired by end of day today and all sediment outside wetland to be removed by hand shovel.</p>	
<p>ETL crew marking additional area of repair on cross culvert outfall.</p>	
<p>Outfall on Taxiway A from CB-11. Water is still cloudy but appears to be from natural source and not sediment. No discharge occurring.</p>	
<p>ETL crew marked area to be repaired by end of day today.</p>	



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ETL to reposition filter sock and stake in place. CB-11 to remain covered and area ponded until it either dries up or ETL is ready to finish stabilization.



7/23/2014

Time – **6:00 AM – 4:00 PM**

Weather: **Sunny, High 90, 0-20 mph winds.**

Observer –**Randall Shuey**

Outfall after Catch Basin 1. Water is clear. Silt Fence was repaired yesterday. The water is discharging through a small gap in the double silt fence row but at a slow rate. The difference in water elevation between the ponded areas within the silt fence and the adjacent wetland is 12". The outlet pipe is totally submerged. It is recommended that no further action be taken here until the design and construction team meet and recommend a solution. Adding a wire backed fence to this would only raise the water elevation and may create a scour on the wetland side of fence if the water reaches the top of the fence.



The outfall on the cross culvert under the access road. The silt fence was repaired and re-anchored. Sediment was removed from the upland. The wetlands adjacent to the discharge were investigated and no sediment was observed in the resource area.





<p>The inlet to the cross culvert was restabilized. Stone was removed from the bottom of the inlet and repositioned around the existing hay bales.</p>	
<p>Steep slopes along the ILS road were mulched with hay and wood chips. Hay bales that were damaged were repositioned and silt fence was reset. Wagner is adding logs along areas of silt fence and hay bales to protect the BMPs</p>	
<p>The silt fence on the Taxiway A outfall was re-anchored and re-staked. Additional stone was added. Water was clear and no sediment build-up was observed outside the silt fence.</p>	
<p>The clearing operation has is aproximately half completed and continues.</p>	







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7/24/2014

Observer – **Earle Chase**


Time – **6:00 AM – 5:00 PM**

Weather: Cloudy, **High Temp. of 79, 0-10 mph winds, .01 Precipitation**

<p>RW 23 -Work Area IV: Dewatering into upland grassy area (outlet end). Flowage was clear.</p>	
<p>RW 23 -Work Area IV: Dewatering (inlet end) from temporary detention basin. Inlet of hose was protected.</p>	
<p>RW 5 – Area south and adjacent the Access Road – along the Drainage Swale and Infiltration Trench (directed to the west): The area between the airstrip and access road was loamed.</p>	
<p>RW 5 – Area south of Access Road – along the Drainage Swale (looking in the opposite direction in an easterly direction):</p>	



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<p>CB-1 near beginning of access road: Discharge noted flowing underneath silt fence – will be repaired on 7/25.</p> <p>Note: This repair was made on 7/25/2014.</p> <p>Participated in Thursday's Construction Meeting at the Field Trailer.</p> <p>Viewed site with the New Bedford and Dartmouth Conservation personnel.</p>	
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7/25/2014





Observer –**Earle Chase**

Time – **6:00 AM – 5:00 PM**




Weather: Sunny, **High Temp. of 79, 0-12 mph winds, No precipitation**

<p>Entrance/exit to RW 23: Pavement sprayed (10 am).</p>	
<p>RW 23 -Work Area IV: Newly excavated ditchline – dewatering not necessary</p>	



<p>RW 23 -Work Area IV: Water being applied to the internal construction work area.</p>	
<p>RW 23 -Work Area IV: Spreading materials and grading.</p>	
<p>RW 5 – Area south of Access Road: between Drainage Swale and Airstrip (directed in an easterly direction): Further loaming was completed today.</p>	
<p>West Ditch: This section of silt fence was trenched and toed-in properly.</p>	



<p>West Ditch: The sedimentation within the resource area behind the silt fence was removed by hand shovel and then mulched.</p>	
<p>West Ditch: Hay bales put back in place and double staked. This repair was finalized.</p>	
<p>Road from Log Landing to Log Mats: A load of chips was transferred to the very end section of this road where the chips will be used as a bmp at edge of road to prevent migration of soils into the adjacent wetlands.</p> <p>ETL was advised to further delineate the back cut area.</p>	
<p>CB2 at Corner of Access Road: This cover at this storm drain was lifted to visually inspect for any accumulation of sediment from prior dewatering activities – there was no evidence of sediment in either the incoming or outgoing pipes and trap; and the drainage water was clear.</p>	