



JM Fiske Environmental

NEW BEDFORD REGIONAL AIRPORT  
RUNWAY 5-23 – PHASE 4

Reconstruct, Mark and Grove

Weekly Environmental Report

WEEK 12

2014 July 12-July 18

**7/12/2014**

Time – No Work

Weather: **High 82, 0-10 mph winds**



Observer –

**7/14/2014**




Time – **7:00 AM – 3:30 PM, 7:00PM – 8:00PM**

Weather: **Mostly Sunny, High 80, 0-10 mph winds**

Observer –**Randall Shuey**

JM Fiske was on site a 7 AM - No clearing, no turtle sweeps in North Dartmouth section.	
Minimal crew during day. Preparation for 81-hour shutdown	
ETL added stone around a catch basin that will be used as a pump out chamber to discharge water to the RW5 end swale	
All turtle gates were re-inspected. Any turtle gate with a gap between the plywood and the earthen ramp was repaired.	



<p>A total of 6 of the 28 turtle gates were repaired by adding material to the ramp.</p>	
<p>All outlets were inspected to ensure silt fence and hay bales were in place in preparation of the 81-hour shut-down and the pending rain storms. This is the outlet from the area between taxiway A and RW5 runway. The cloudiness and sheen in the ponded water were investigated and appear to be organic in nature.</p>	
<p>All silt fence on the entire perimeter was inspected. No gaps in fences or hay bale barriers were observed.</p>	
<p>A hay bale check dam was added above the stone apron installed at the end on the RW5 swale. Dewatering of the existing storm drain system to the swale began at 3:00PM</p>	



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The swale and discharge were inspected after 7:00 PM and before the shutdown officially started. Water was clear and no turbid discharges were occurring.



**7/15/2014**

Time – **7:00 AM – 5:00 PM**

Weather: **Overcast, High 80, 10-20 mph winds**

Observer –**Randall Shuey**



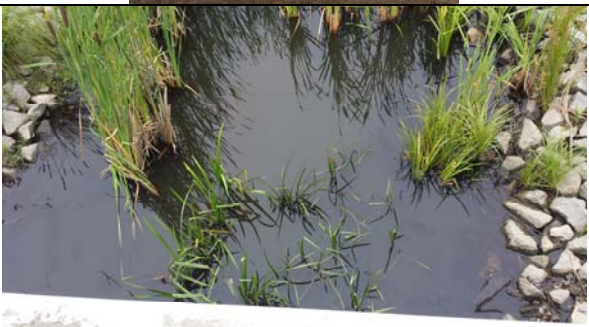

JM Fiske was on site a 7 AM - No clearing, no turtle sweeps in North Dartmouth section.

81-hour shut down continues



81 hour shut down is well underway by 7:00AM, grinding of pavement has been completed, electrical and storm drain trenches are being dug and loam piles are being shifted out of the area.



<p>An additional stone check dam was added on the RW23 end in the shutdown area to create a sediment trap and allow flows from the dewatering operation to continue to flow.</p>	 A photograph showing a stone check dam constructed across a ditch. The dam is made of numerous light-colored, irregularly shaped stones. Water is visible flowing over the dam from the background towards the foreground.
<p>View of the discharge into the RW5 swale at the upper end. Discharge water was continuously monitored and no turbid discharges were observed.</p>	 A photograph showing a long, straight discharge pipe or channel running through a dirt area. A line of water is flowing along the length of the pipe, which is surrounded by brown soil. The background shows a flat, open area under a cloudy sky.
<p>Water quality was also monitored in the west ditch as part of the verification of no degradation.</p>	 A photograph of a ditch filled with water. The water is dark and still, reflecting the surrounding green grass and trees. The banks of the ditch are lined with rocks and more vegetation.
<p>Seed and mulch put down in the Taxiway B area by the hydro-seeder has been washed into clumps and will need to be re-done. Grass germination is evident after 10 days.</p>	 A photograph of a large, flat area of land, likely a taxiway or runway. The ground is covered with patches of green grass growing through a light-colored, sandy or silty soil. The grass appears to be in the early stages of germination.



The west ditch buffer was inspected. Area is stable and all erosion control remained intact.



At the outfall by Taxiway A, a second row of silt fence was placed between the existing fence and the hay bales to fill any holes in the silt fence.




Electrical work was ongoing along the RW23 end of the runway.





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<p>Loam piles were being relocated outside the 81-hour shut down area in preparation for final grading and stabilization.</p>	
<p>Lynch was marking out and measuring in preparation of placing asphalt overnight, weather dependent.</p>	

**7/16/2014**





Observer –Earle Chase

Tim: 6:00 AM – 5:00 PM

Weather: Heavy rain at intervals throughout day; the rain commencing late Wednesday night; High temp. of 75 degrees; Wind speed at 10-24, a Total of 2.44 inches received



<p>CB-11 between Taxiway A &amp; RW5: The recently placed bmp was overtopped by overnight rains</p>	
<p>The immediate area surrounding CB-11 between Taxiway A &amp; RW5: The bmp that was placed on 7/11/2014 although overtopped prevented the direct discharge of flowage to the Concrete Headwall situated on south side of Taxiway A.</p>	



<p>The Concrete Headwall situated on south side of Taxiway A: Turbid flowage was noted w/an improvement in clarity after the silt fence/hay bale bmp once the rained slowed. JM Fiske will complete a closer investigation on 7/21/2014 for any accumulation of sediment at the perimeter of the adjacent wetland.</p>	
<p>West Ditch: A failure occurred here during the late morning of 7/16/2014. At this time a hay bale and section of silt fence was pushed over by surfacial flowage.</p>	
<p>Concrete Headwall - Inlet - North Side of RW 5 – Western End: A hay bale was dislodged here plugging the main inlet (at the time it could not be seen) and forcing a large percentage of the incoming flowage down along the access road towards the West Ditch.</p>	
<p>Concrete Headwall - Outlet - North Side of RW 5 – Western End: The bmp at the outlet was compromised by the heavy flowage on 7/16/2014. Turbidity was again noted. Due to the blockage at the inlet, coarse sedimentation would have been limited.</p>	



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<p>The Wetland adjacent the Concrete Headwall - North Side of RW 5 – Western End: Turbidity was noted during the rain event.</p>	
<p>Concrete Headwall - Outlet - North Side of RW 5 – Eastern End: This bmp was compromised by the volume of flowage. The respective silt fence and hay bales were both compromised. The 81 hour shut-down commitment at the center of the runways restrained a timely response to necessary erosion control measures.</p>	

**7/17/2014**

Observer –**Earle Chase**



Time: **6:00 AM – 4:00 PM**

Weather: **Clearing off, cloudy, overcast; High temp. of 81 degrees; Wind speed at 0 - 10**

<p>81-hour shut down in progress. 2 crews working 12-hour shifts from ETL and all sub contractors.</p>	
<p>Additional log mats were placed at one section along the edge of the main access road down to the cut area to protect the adjacent wetland contingent.</p>	



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<p>The bmp's at the edge of the access road to and from the log yard have deteriorated from the twitching of logs. Sections of silt socks have been buried by soil or have been torn apart. Bmp measures need to added to prevent the movement of soils towards the wetlands.</p>	
<p>Many of the hay bales that were placed at the edge of the access road to prevent the migration of soils need to be repositioned or replaced as needed. The width of the log twitches need to adjusted to minimize damage to the adjacent bmps.</p>	

**7/18/2014**





Observer –**Earle Chase**

Time: **6:00 AM – 4:00 PM**





Weather: **Sunny, partly cloudy; High temp. of 81 degrees; Wind speed at 0 -10**

<p>81-hour shut down completed by 7:00AM. ETL provided 3 laborers, plus equipment operators to focus on erosion and sediment control repairs.</p>	
<p>This photo shows the limits of the cut-over are on 7/18/2014 – ETL is monitoring cut and estimates 200 more feet needs to be cleared before the side line is reached.</p>	



<p>The main access road down to the cut-over area was scraped clean, soils were peeled back from the existing socks (if intact), and a row of biomass chips were installed where socks were missing. Hay mulching was placed onto any exposed soil. A good start was made and the work will continue on 7/21/2014.</p>	
<p>This is a close-up of the row of chips that was installed along the log twitch road. It stands 6 to 8 inches tall. Excess soils between the pavement and row of chips were removed.</p>	
<p>This photo shows the excavator peeling back excess soils at an intact sock.</p>	
<p>West Ditch: Hay bales were re-installed. The silt fence at the back is still compromised. This needs to be toed-in properly and re-staked.</p>	



<p>A painted turtle was observed on a basking log in the section of wetland between the western and eastern Concrete Headwalls - North Side of RW 5 along the main road. Earlier in the day five painted turtles were observed here.</p>	
<p>Concrete Headwall - Outlet - North Side of RW 5 – Western End: An extra row of hay bales were installed here to provide some additional rigidity, however the silt fence still needs to be properly toed in.</p>	
<p>Concrete Headwall - Inlet - North Side of RW 5 – Western End: A hay bale was removed from blocking the inlet and replaced again at the row of hay bales.</p>	
<p>Concrete Headwall - Outlet - North Side of RW 5 – Eastern End: an extra row of hay bales was added. The silt fence at the back still needs to be toed-in correctly. The standing water in the ponded area below the outletlowage was very clear.</p>	



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CB-11 between Taxiway A & RW5: Fabric was placed on the storm drain to back up flowage, to maximize infiltration in the area adjacent the storm drain and to prevent outflow flowage from reaching the Concrete Headwall situated on south side of Taxiway A.

