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April 19, 2022

Anthony Bollasina, P.G.
NYS Department of Environmental Conservation
Project Manager
Division of Environmental Remediation

Re: New Hangar Excavation Work Plan
Sullivan County International Airport

Dear Mr. Bollasina,

In response to your letter to Commissioner McAndrew, dated January 31, 2022, below is an explanation of our intended project approach and excavation work plan. These details are based on the site/grading plan and previous geotechnical evaluation of the project area.

The proposed hangar location slopes gently from east to west, with grades changing from Elevation 1405' at the existing apron to 1403' at the back of the building. Proposed shallow excavation depths will vary between 2' and 4', with a finish floor concrete slab elevation of 1406.45'. Test pits indicate 1 to 6 inches of topsoil underlain by very dense, stable, and essentially incompressible material with boulders, cobbles and rock slabs. Given the nature of the material it will likely be unusable as embankment or backfill. Structural fill will be imported from a local quarry and will be in accordance with DER-10 Chapter 5.4(e):

"5. Material other than soil imported to a site. The following material may be imported, without chemical testing, to be used as backfill beneath pavement, buildings or as part of the final site cover, provided that it contains less than 10% by weight material which would pass through a size 80 sieve and consists of:
i. gravel, rock or stone, consisting of virgin material from a permitted mine or quarry;"

<u>Excavated Material</u>:
All topsoil and excavated material generated from the project will be moved approximately 500' to an existing spoil fill area. The material will be placed in a contained manner to prevent the movement of any stormwater that may contact it, using earthen berms. The placed material will be surrounded by silt fence and hydroseeded as soon as practicable. See attached site sketch.

Groundwater:
Based on the geotechnical evaluation and proposed excavation depths we do not anticipate encountering groundwater. If dewatering is necessary to continue construction operations, these operations shall cease until the water has receded. During rain events, site conditions will be monitored and if dewatering is required, construction shall cease until the water has receded.

Dust:
Like all projects completed at the airport, dust control is a priority due to the close proximity of aircraft operations. Dust will be controlled by means of light application of clean water as needed to maintain soil moisture content. A community air monitoring plan (CAMP) will be implemented during ground intrusive activities. The CAMP will include real-time monitoring of particulates at one upwind and one downwind perimeter location.

Particulate monitoring response and action levels include:

• If the downwind PM-10 particulate level is 100 micrograms per cubic meter (µg/m3) greater than background (upwind perimeter) for the 15-minute period or if airborne dust is observed leaving the work area, then dust suppression techniques must be employed. Work may continue with dust suppression techniques provided that downwind PM-10 particulate levels do not exceed 150 µg/m3 above the upwind level and provided that no visible dust is migrating from the work area.

• If, after implementation of dust suppression techniques, downwind PM-10 particulate levels are greater than 150 µg/m3 above the upwind level, work must be stopped and a reevaluation of activities initiated. Work can resume provided that dust suppression measures and other controls are successful in reducing the downwind PM-10 particulate concentration to within 150 µg/m3 of the upwind level and in preventing visible dust migration.

Offsite Tracking of Material:
A stabilized construction entrance will be constructed and maintained throughout the project duration at the one entrance to the site to avoid tracking of material out of the project area. A truck washing station will be established near the project entrance. Any trucks or equipment leaving the project area that contain soil from the site will be rinsed cleaned.

Site Stabilization:
During construction, temporary soil stabilization practices will be utilized to prevent sediment laden soil from moving outside the project area including seeding and mulching and installing silt fencing. Final site stabilization will be completed as soon as practicable by hydroseeding. Silt fencing will be installed prior to any ground disturbing activities. All exposed soil, including the relocated excavation material will be stabilized as soon as earthmoving operations temporarily or permanently cease.

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If you have any questions or need additional information, please do not hesitate to contact me.

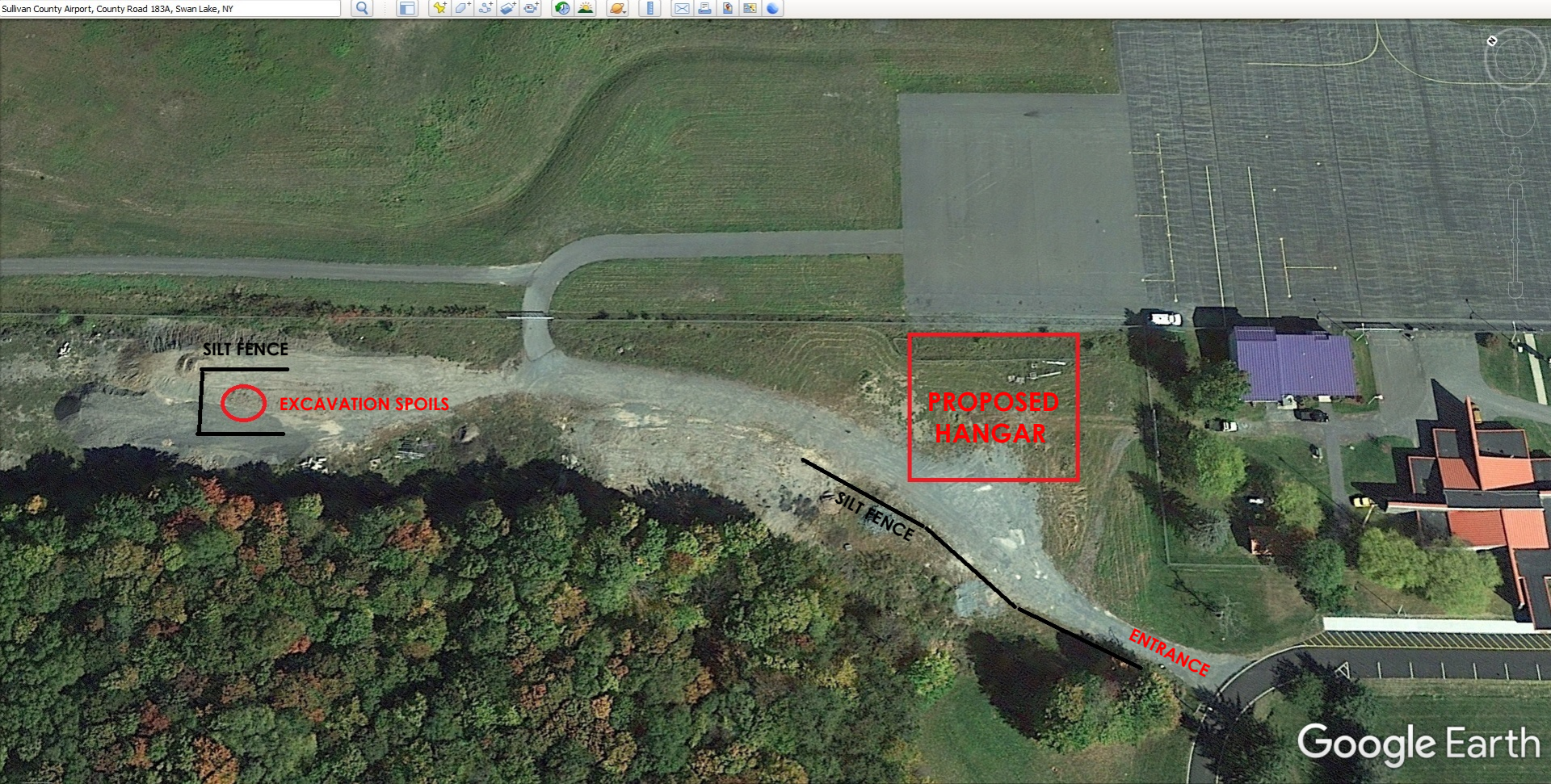
Very Truly yours,

Matt Nissen, PE

Senior Project Manager

cc: Ed McAndrew (Sullivan County DPW)

James Arnott (Sullivan County Airport)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