

Theodore D. Schade
Air Pollution Control Officer



GREAT BASIN UNIFIED AIR POLLUTION CONTROL DISTRICT

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Tel: 760-872-8211 Fax: 760-872-6109 info@gbuapcd.org

June 25, 2009

RECEIVED

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PBS&J

Kara Bymers
PBS&J
555 Double Eagle Court, Suite 2000
Reno, VN 89521

Re: Dust control, Lee Vining Airport runway reconstruction project

Dear Ms. Bymers,

I received your letter of June 9, 2009, which I requested so that I could ascertain whether the District's secondary source permitting rules would apply to the above-stated project. Upon review, there does not appear to be any new commercial building, commercial parking area or residential units that would trigger permitting. Be advised that the construction activities are subject to District Rules 400 – Ringelmann Chart, 401 – Fugitive Dust and 402 – Nuisance (available on our website at <http://www.gbuapcd.org/rulesandregulations/index.htm>).

If the District receives complaints about the project or determines that these rules are being violated, penalties may be assessed and a dust control plan may be required to ensure future compliance. Such a plan could include the following conditions:

1. Dust control

- a. The lead construction company shall be responsible for dust control from commencement of this project to final completion. The lead construction company shall also be responsible for insuring their subcontractor(s), employees, and all other persons connected with the project abide by the conditions of this plan. (District Rules 101.U & 401).
- b. If wind conditions are such that the lead construction company cannot control dust, the lead construction company shall shut down all operations (except for equipment used for dust control). (Origin of Condition, District Rule 401).
- c. The lead construction company shall not discharge into the atmosphere from any single source of emission whatsoever, any air contaminant for a period or periods aggregating more than three minutes in any one hour which is as dark, or darker, in shade as that designated as No. 1 on the Ringelmann Chart (as published by the US Bureau of Mines) or of such opacity as to obscure an observer's view to a degree equal to or greater than 20%.

- d. The lead construction company shall log and maintain a daily record of each water truck's hours of operations and water tank fills. These records shall be readily accessible
- e. The lead construction company shall apply water or chemical stabilizers to disturbed soils prior to wind events.

2. Haul road emissions

- a. 15 mph speed limit signs shall be posted. During daily activity, all traffic, including the lead construction company's employees and contractor(s), shall observe this speed limit while traveling on all unpaved roads and surfaces throughout the project. The speed limit shall be strictly enforced.
- b. In order to prevent violations of District Rules 400 (Opacity), and 401 (Fugitive Dust Rule), at least two water trucks shall be available on a full-time basis to apply water to the open surface areas. In the event a water truck fails or suffers a breakdown condition beyond routine truck maintenance, reporting of this breakdown shall be forwarded to the District according to the terms specified in Condition 4.

3. Track-Out

The lead construction company shall remove track-out as necessary, but at least at the end of the workday. If track-out cleanup is accomplished with a rotary brush/broom, there shall be sufficient moisture to limit visible emission to less than 20% opacity.

4. Project Area and abandonment

- a. The lead construction company shall keep the active disturbance areas as small as possible.
- b. At the termination of project, and prior to leaving the site, the lead construction company shall apply reasonably available dust control measures to prevent windblown fugitive dust from being emitted from the site, with attention paid to highway shoulders, former equipment parking areas and median of Highway. (Rules 401 & 402)

5. Nuisance

The lead construction company shall not discharge from any source whatsoever, such quantities of air contaminants or other materials which cause injury, detriment, nuisance or annoyance to any considerable number of persons or to the public or which endanger the comfort, repose, health or safety of any such persons or the public or which cause or have a natural tendency to cause injury or damage to business or property.

Sincerely,


Jon Becknell
Air Quality Specialist II



June 09, 2009

Great Basin Unified Air Pollution Control District
Attn: John Becknell
157 Short Street
Bishop, CA 93514

Re: Lee Vining Airport
Runway Reconstruction Project
AIP Project No. 3-06-0119-06

Dear Mr. Becknell,

As requested in a phone conversation with you on June 8, 2009, this letter is intended to describe the Runway Reconstruction Project that will be constructed this year at the Lee Vining Airport. We are preparing this letter on behalf of the Owner, Mono County Department of Public Works.

It has been determined that a sight distance problem exists on the runway in which it is not possible to view an airplane from one end of the runway to the other. In order to eliminate the sight distance problem, it will be necessary to raise the north end of the runway. In general, this project consists of removal of the existing pavement, earthwork operations, constructing 3-inches of asphalt concrete on 6-inches of aggregate base course, pavement striping, installing medium intensity runway lighting, installing a lighted hold sign, construction of an electrical vault, and construction of a segmented circle with a lighted wind cone. There are seven additive alternatives for this project and they are: construction of a taxiway turnaround with a lighted hold sign, installation of an Automated Weather Observation System, installation of a beacon pole and a rotating beacon, installation of Precision Approach Path Indicators, installation of an apron light, installation of Runway End Identifier Lights, and the installation of Distance Remaining Signs. By raising the end of the runway and installing the electrical improvements, safety at the airport will be greatly improved.

The total area of ground to be disturbed as a result of this project is approximately 26 acres. The new runway will be 4,070' long by 60' wide which includes paved overruns at each end. At the conclusion of the project, all disturbed ground not receiving pavement will be hydroseeded to promote growth and assist with dust control.

If you have any questions or comments please contact me at 775-828-1622 or Kelly Garcia at 760-932-5440.

Respectfully,

A handwritten signature in blue ink that reads 'Kara Bymers'.

Kara Bymers, E.I.
Engineer I

cc: Kelly Garcia, P.E., Mono County