

**Municipal Infrastructure Protection  
and Restoration Plan for  
Remediation of FMC Corporation  
Site, Operable Unit #2 (Air  
Deposition Area #1)  
Middleport, New York**

**Site Number 932014**

**September 2015**

**Prepared for:**

**NEW YORK STATE DEPARTMENT OF ENVIRONMENTAL CONSERVATION**  
DIVISION OF ENVIRONMENTAL REMEDIATION  
625 Broadway  
Albany, New York 12233-7017

**Prepared by:**

**ECOLOGY AND ENVIRONMENT ENGINEERING, P.C.**  
368 Pleasant View Drive  
Lancaster, New York 14086

## Introduction

The New York State Department of Environmental Conservation (NYSDEC) *Final Statement of Basis for Air Deposition Area #1 (OU2 and OU4) and Culvert 105 (OU5), FMC Corporation, Middleport, NY* (May 2013) requires development of an infrastructure protection and restoration plan with the primary purpose of mitigating damage to village- or town-owned infrastructure during the course of remedial activities. This plan has been prepared to fulfill that requirement and incorporates information obtained from recent review of the Village of Middleport's Infrastructure Preservation Law (Chapter 165), which serves to protect public rights-of-way, infrastructure, and village residents from property damage. This plan applies to planned remediation activities to be conducted in relation to Operable Unit (OU) 2; specifically, residential blocks identified as "K, M, and P" (see Figure 1). It is anticipated that remedial efforts in this area will be completed in two phases; one planned for the fall of 2015 and the other beginning in the spring of 2016.

Discussions with Village of Middleport representatives in September 2015 have indicated that the primary concerns regarding village infrastructure is the passage of heavy trucks over village-owned roads, some of which contain aging, shallow subsurface sewer infrastructure, and the potential for damage to road surfaces and sewers. This plan identifies general means for determining existing conditions, observing, maintaining, and monitoring conditions, protecting, and, where necessary as a result of NYSDEC's remedial activities, repairing village infrastructure.

Municipal infrastructure protection measures incorporated into this plan are:

- Pre- and post-construction documentation of infrastructure conditions;
- Compliance with state and local vehicle-weight limitations or permits and other traffic laws;
- Selecting haul routes that limit truck traffic on village roads and avoiding village roads where the risk of damage is anticipated to be increased, to the extent practicable;

## Infrastructure Condition Surveys

Pre-construction infrastructure condition documentation will be performed along proposed truck routes on village-operated roads prior to the start of remedial activities. Infrastructure condition documentation will include the following:

- Review of available utility maps, utility mark outs, and other available utility location information provided by utility owners.
- Photographic and/or video documentation of features and appurtenances within the rights-of-way along the proposed truck routes, from the inside (residential) edges of village sidewalks on both sides of the road. This will include, but not be limited to, sidewalks, roads, curbs, grass medians, lamp posts, hydrants, pavement, manhole covers, storm grates, and utility poles.
- Video documentation of subsurface sewer pipe infrastructure (gravity-fed sewer mains, manholes, and catch basins) conditions. The invert depths below grade will be noted for subsurface infrastructure where possible.

The above information will be reviewed to identify visible deficiencies, movement, deformation, cracking, etc. These observations will be provided to and discussed with the Village Coordinator and the need for protection or avoidance of specific locations during the course of remedial construction will be discussed.

Protection for sensitive areas such as a shallow sewer line crossing the road may be provided using road plates or other suitable methods.

Within 2 weeks of the completion of each phase of remedial construction, a post-construction survey, using the procedure described above, will be performed along truck routes used during the work. The photographic and video documentation will be reviewed along with the Village Coordinator to identify condition changes that may have resulted from remedial construction activities.

### **Vehicle Weight Restrictions and Traffic Laws**

Vehicles involved with the remedial activities will comply with all state and local weight limitations. The Village of Middleport has a 14,000 pound weight limit for village roads, with several exceptions (Infrastructure Preservation Law, Chapter 165). Vehicles not exempt from this ordinance may exceed this limit if otherwise permitted. In order to implement the remedial action, a permit will be required for trucks up to 66,000 pounds. Work will not be conducted without this permit. A condition of permit issuance is for the applicant to obtain a bond in an amount to be determined by the Village Coordinator or Code Enforcement Officer. This bond will provide insurance that funding will be available for repairs in the unlikely circumstance that remedial activities cause damage to village infrastructure, and the NYSDEC and/or its contractor are unavailable to complete the repairs. However, NYSDEC is committed to completing necessary repairs from damages caused by its actions.

In addition to obeying vehicle weight restrictions (including permitted variances), all construction vehicles operated by NYSDEC's contractors will obey all other applicable traffic laws including speed limits, and parking. Should a construction vehicle need to be parked temporarily in an area otherwise designated as no parking for the safe and successful completion of remedial work, then permission will be sought from village law enforcement.

### **Trucking Routes**

Truck traffic during remediation will be limited to travel on the routes listed below and shown on Figures 2 and 3. A temporary equipment and soil staging area will be located at 140 Telegraph Road (Route 31). Trucks entering and departing the remedial work zone will use state- and county-operated roads (Main Street [Route 31E/271], Telegraph Road [Route 31], and State Street [Route 31E]) to travel to and from the staging area.

During Phase 1 in fall 2015, remedial activities are anticipated to occur only along Park Avenue (between Maple Avenue and Alfred Street). Village roads expected to be traversed include Alfred Street (between State Street [Route 31E] and Park Avenue) and Park Avenue (between Alfred Street and Main Street [Route 31E/271]) (see Figure 2).

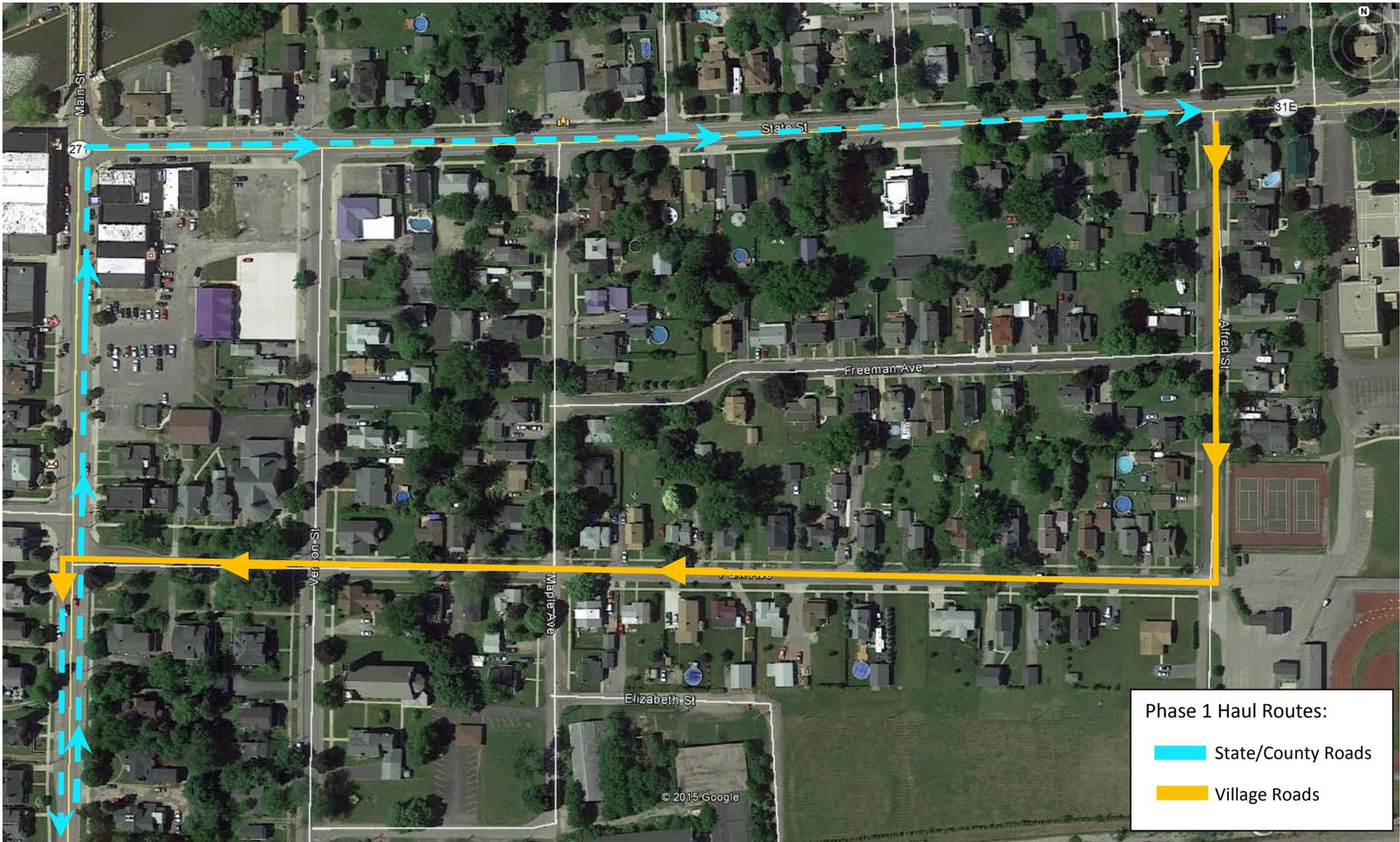
During Phase 2 in spring/summer 2016, remedial activities are anticipated to occur (pending individual property owner approval) on the following village-operated streets:

- Park Avenue (between Maple Avenue and Alfred Street);
- Alfred Street (between State Street [Route 31E] and Park Avenue);
- Maple Avenue (between Freeman Avenue and Park Avenue); and
- Freeman Avenue (between Maple Avenue and Alfred Street).

Village roads to be traversed during Phase 2 include the four segments listed above plus Park Avenue west of Maple Avenue and possibly Maple Avenue north of Freeman Avenue (see Figure 3).

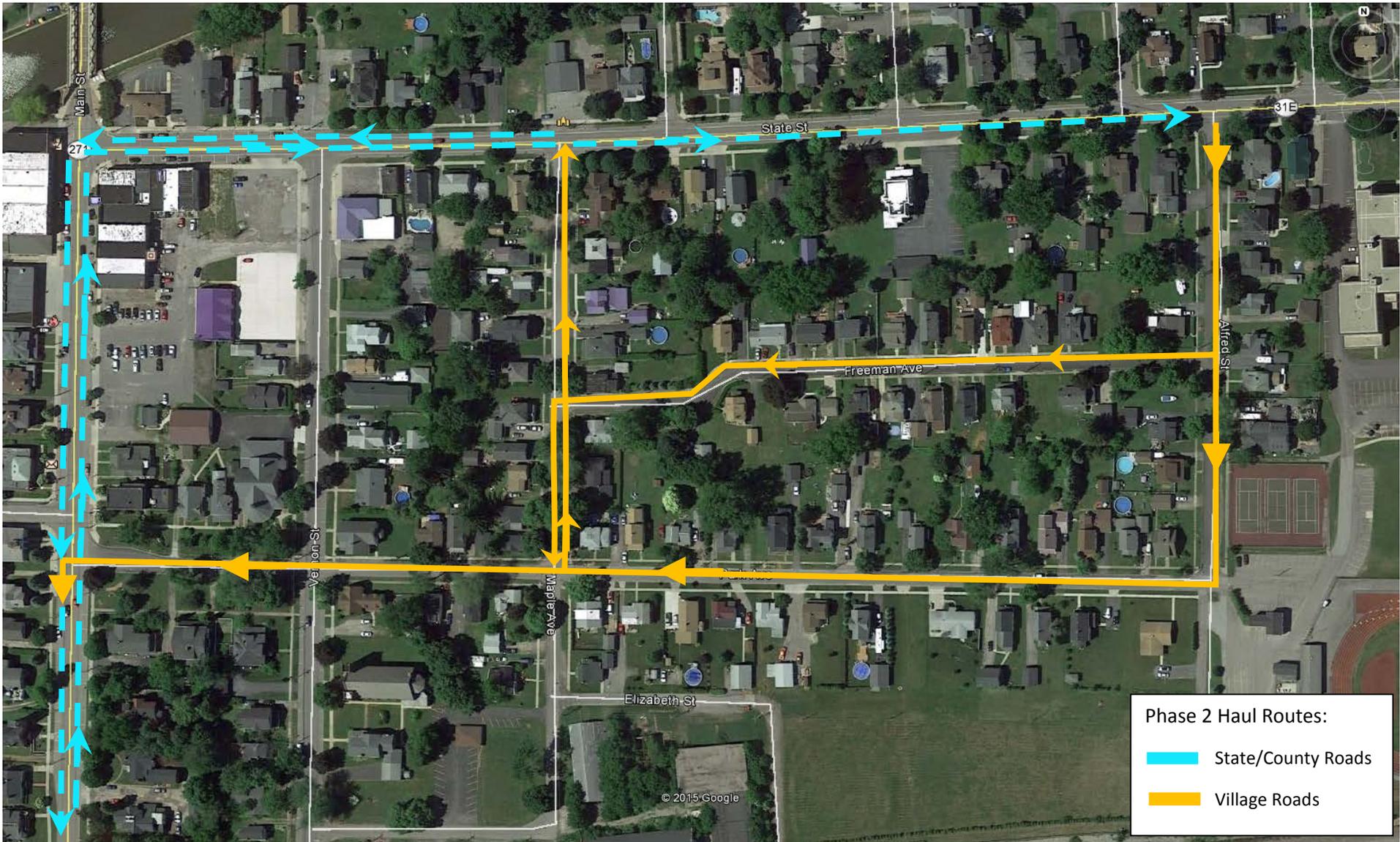


**Figure 1. Site Location, K, M, and P Blocks  
FMC Corp. Site, Operable Unit 2  
Middleport, New York**



To and from the staging area at 140 Telegraph Road

Figure 2. Phase I Haul Routes for K, M, and P Blocks  
 FMC Corp. Site, Operable Unit 2  
 Middleport, New York



To and from the staging area at 140 Telegraph Road

**Figure 3. Phase 2 Haul Routes for K, M, and P Blocks FMC Corp. Site, Operable Unit 2 Middleport, New York**

- Notes:
- 1) Maple Ave north of Freeman Ave may only be used during remediation of properties on Maple Ave between Freeman and Park.
  - 2) The haul route for Freeman Ave may be reversed depending on which direction trucks will face while parked on the south side of Freeman Ave.