



Special Update: **Gross Field Airport Runway Rehabilitation** *Project Status - October 24, 2017*

County staff has received numerous inquiries over the last few days regarding the discovery of naturally-occurring asbestos containing serpentine soils in the existing runway subbase. The following is an overview of the activities and the actions that the County has taken and will take to respond to this discovery and to complete the runway project.

On October 5th, the project contractor, Team Ghilotti (TG) reported that test results for the runway materials that TG had milled were not meeting specification criteria for plasticity index (PI). This criterion is part of the Federal Aviation Administration's (FAA) runway new subbase specification. The top section of the runway, consisting of 3 to 18 inches of asphalt, once ground, did meet the PI, but once mixed with milled materials from portions of the subbase sometimes created a slightly elevated level of PI. As a result, TG and the County began to discuss possible approaches on next steps to take to ensure the PI specification was met. The County contacted the FAA to review possible options and is awaiting a response.

Late in the day on October 6th, TG notified the County that they had taken three samples from the subsurface runway materials immediately below the milled areas within the runway and had found asbestos containing materials (ACM) in naturally-occurring serpentine rock of about 3.6%. On October 7 and 9, the County took additional samples and found ACM levels ranging from .08% to 4.8%, averaging 1.6%. The County has contacted the FAA to discuss how to address this change in work scope and is awaiting a response.

The County did not conduct subsurface ACM sampling prior to the project because the County had no reason to suspect that it would be present within this substrate. Serpentine (the type of rock with naturally occurring asbestos) is a specific type of rock not typically found in the low lying marshy areas that the airport is built on. Extensive core samples and analysis were taken prior to the project and supplied to the bidders. Once notified of the test result, the County notified the Bay Area Air Quality Management District (BAAQMD) and filed the required notification documents. Throughout this process, the County has continued to work with TG to ensure that the appropriate dust mitigation measures are in place. A Health & Safety Plan has been prepared, and this next week TG and other workers will receive special safety training that allows the work to continue when there is a potential worker exposure (2 hr., 32 hr. and 40 hr. depending on role). Appropriate dust control measures have been implemented and ambient air quality monitoring is in place to verify that control measures are effective (see page 3 for results) and in compliance with regulations.

The stockpiled materials currently onsite include all of the asphalt from the previous runway pavement, which does not contain ACM, as well as the previous in-place

subbase material. The plan is to use the stockpiled material as the runway subbase once worker training is completed. Through stockpiled material selection, we expect that the PI specification will be met although there will be excess material stockpiled which we intend to use as repair material where the subsurface was deformed in the existing stockpiled area. Additional material will likely need to be imported to complete the subgrade work. All of the next layer, the base rock, will also be imported.

Negotiations continue on with the contractor on the cost of the scope changes as well as a revised project schedule. No new information is available at this time. We regret the delays to the project schedule that these developments have caused and we continue to appreciate your patience. We are working collectively to address these issues and bring the project to a successful conclusion in the near future.

Construction / Safety Monitoring

Gross Field Pavement Project

Marin County Airport
Novato, CA

October 20, 2017 Friday
Monitoring / Air Sampling for
Construction

1a



Photo 1



Photo 2



Photo 3

The initial air sampling for airborne asbestos was performed today. As part of the runway paving project, background air samples for asbestos were collected at locations downwind from the stockpiles and runway locations of serpentine rock. Preliminary bulk testing of the rock confirms the presence of <1% to 5% asbestos using the CARB 435 test process. The four sample locations were at the AWOS weather station, the South end of runway 13-31, in the manager's office, and at the exterior of the terminal building. The samples were delivered to Microanalytical lab on Saturday morning. The analysis of the samples was the CARB AHERA type of TEM process.

Photo 1 shows the site of sample DVO-02 at the South end of the runway at the field closed marker. The red circle show the air filter.

Photos 2 show the air sampling pump and filter inside the manager's office. All of the samples were below the level of 0.016 s/ cc and are all acceptable. The winds at the time of the testing were variable from 270° to 300°, averaging 9 knots, with gusts to 17 knots.

Photo 3 shows the site of sample DVO-01 at the AWOS weather station on the East side of the field.

See the attached lab reports.

MDA

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