Honeywell 301 Plainfield Road Suite 330 Syracuse, NY 13212 315-552-9700 315-552-9780 Fax

W

August 27, 2014

Mr. Timothy Larson
New York State Department of Environmental Conservation
Remedial Bureau D
625 Broadway, 12th Floor
Albany, NY 12233-7016

RE: Geotechnical Monitoring Data Summary (with data through May 30, 2014) Sediment Consolidation Area,

Onondaga Lake, Syracuse, New York

Dear Mr. Larson:

Enclosed you will find one bound copy of the Geotechnical Monitoring Data Summary (with data through May 30, 2014).

Please feel free to contact Tom Drachenberg at (315) 741-3708 or me if you have any questions.

Sincerely,

Larry Somer

Manager - Remediation Design & Construction

Enclosure

cc: Paul Blue, Parsons (cover ltr only)

Tom Drachenberg, Parsons (cover ltr only)

Keith Neijstrom, AECOM

Marleiah O'Neill, YEC

Michael Spera, Earth Tech

Michelle McDonald, Honeywell

Robert Edwards, NYSDEC

Tom Annal, NYSDEC

Robert Rule, deMaximis

ONONDAGA LAKE CAPPING, DREDGING, HABITAT AND PROFUNDAL ZONE (SMU 8) FINAL DESIGN

ONONDAGA CREEK NAVIGATIONAL CHANNEL DESIGN ADDENDUM

Prepared for:

Honeywell

301 Plainfield Road, Suite 330 Syracuse, NY 13212

Prepared by:

PARSONS

301 Plainfield Road, Suite 350 Syracuse, NY 13212



AUGUST 2014

Honeywell

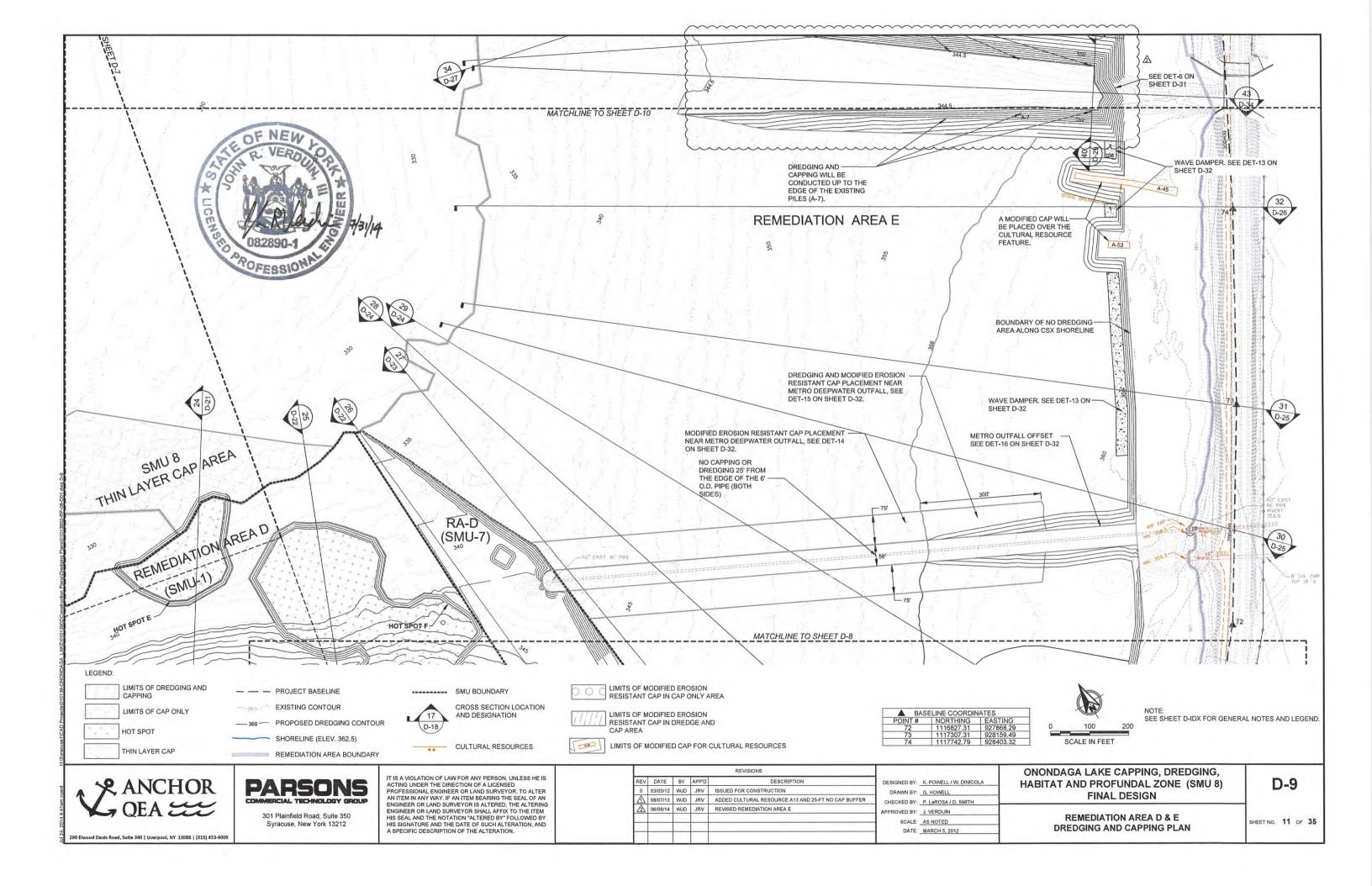
ONONDAGA LAKE CAPPING, DREDGING , HABITAT AND PROFUNDAL ZONE (SMU 8) FINAL DESIGN ONONDAGA CREEK NAVIGATIONAL CHANNEL DESIGN ADDENDUM

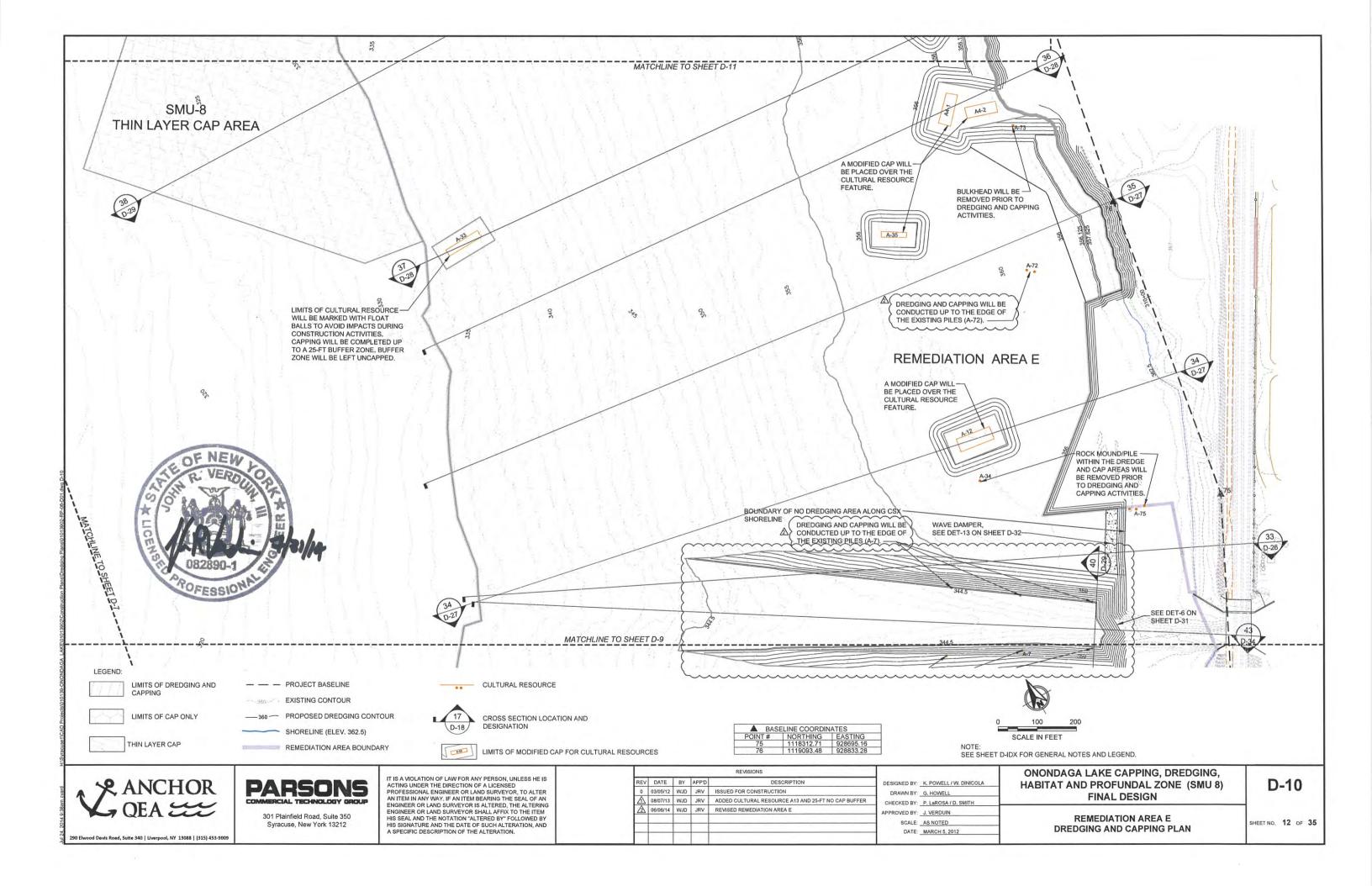
SUMMARY OF DESIGN REVISIONS

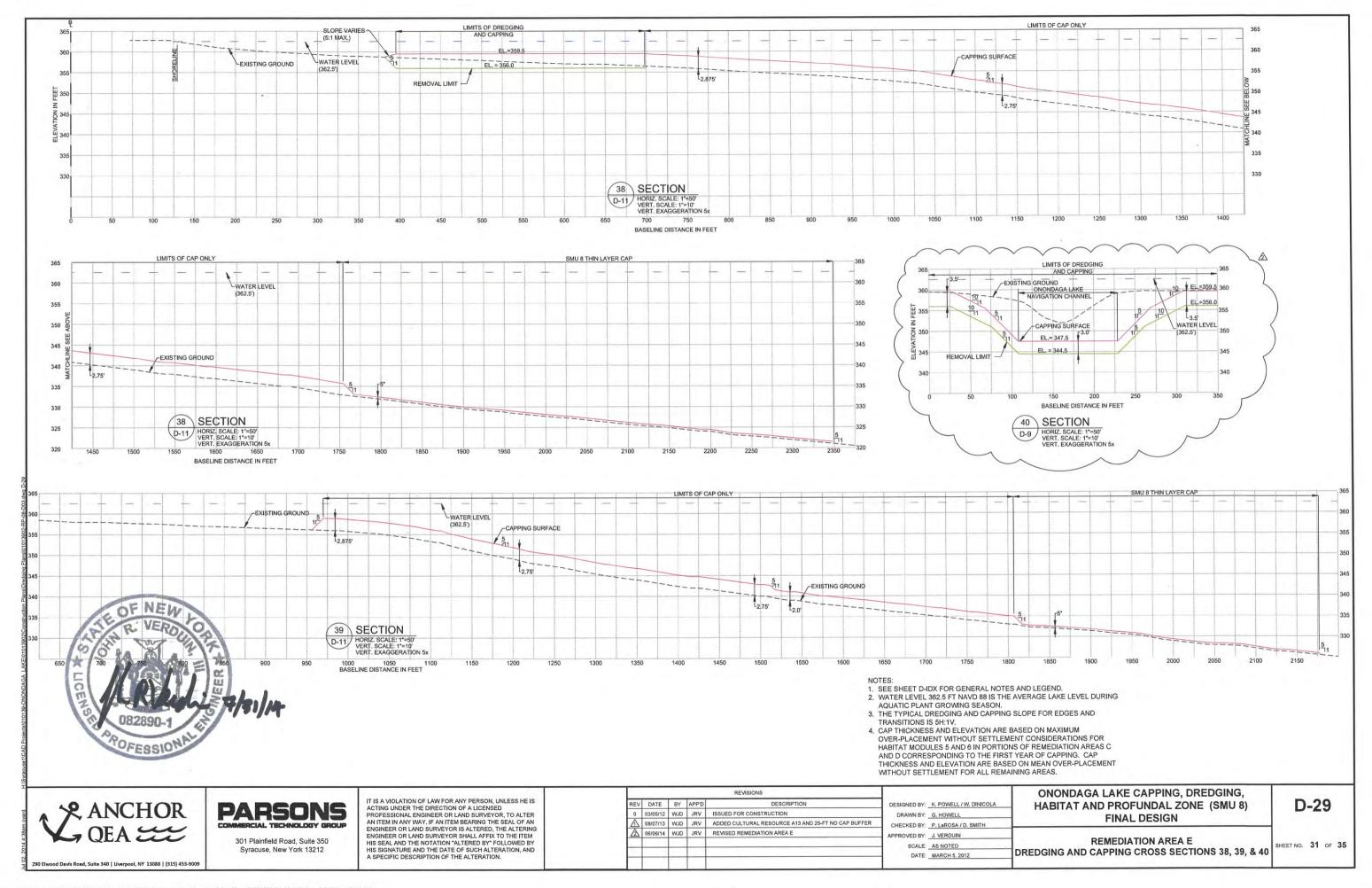
This addendum provides design revisions associated with the dredge prism within the Remediation Area E (RA-E) navigational channel leading to Onondaga Creek. The channel depth leading to Onondaga Creek must be sufficient to accommodate commercial boat traffic that uses Onondaga Creek and the Inner Harbor. Therefore, the proposed approach in the Final Design for this area was to dredge to a sufficient depth to allow cap placement while maintaining minimum required navigational depths as provided by the New York State Canal Corporation (NYSCC). Subsequent to the Final Design, the NYSCC requested that the post-capping bathymetry be consistent with the original 1915 canal design, for which they provided design drawings. The original channel was wider and slightly shallower than the channel included in the Final Design. Therefore, the design has been modified to comply with this request. Consistent with the Final Design, the revised design includes dredging to a sufficient depth such that the final cap surface is 2 feet below the navigational depth to prevent dredge-induced damage to the cap during future navigational dredging. The revised plan is presented in the attached revised design sheet.

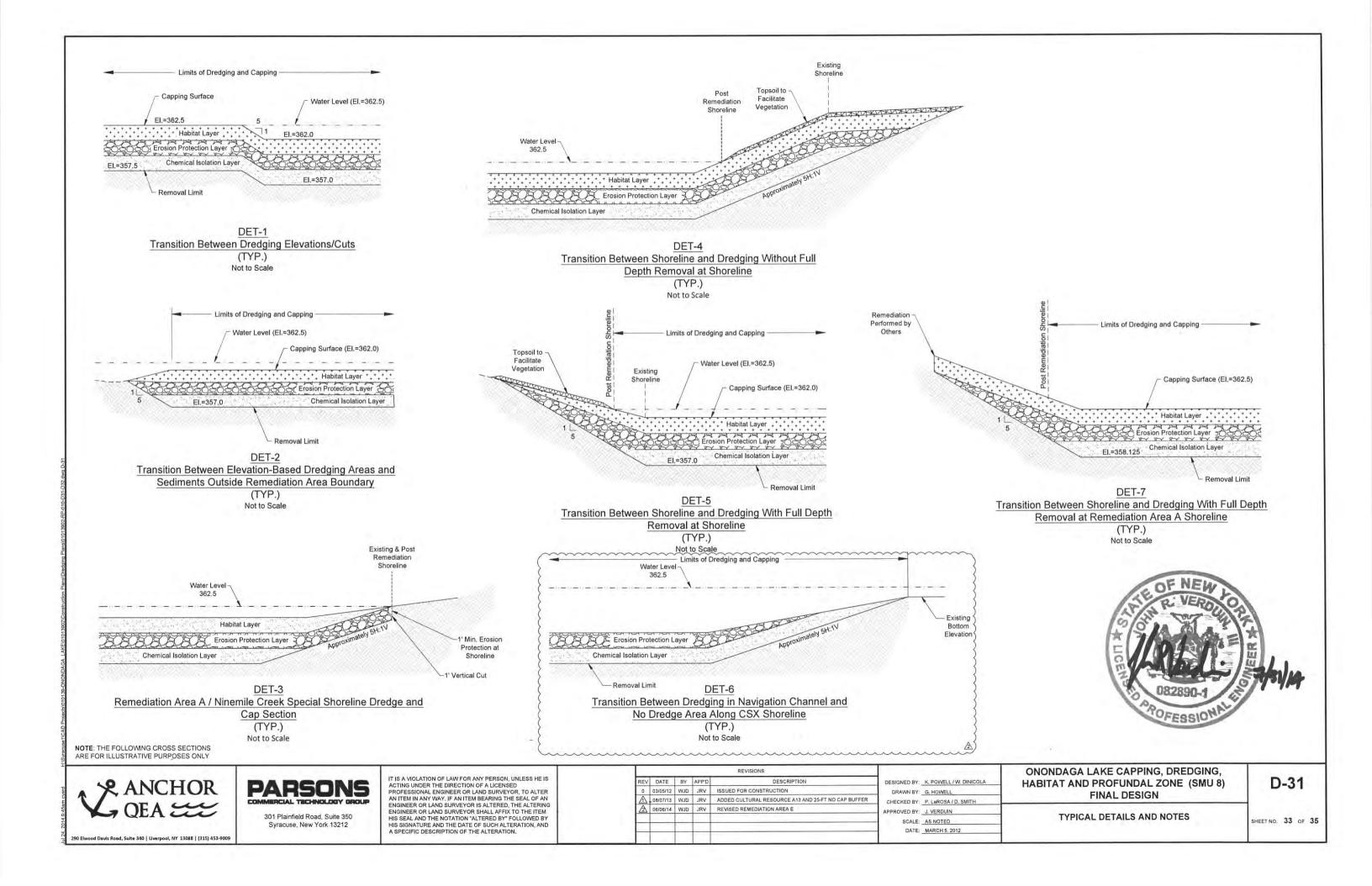
Three active rail lines are located immediately adjacent to the shoreline in the area of the navigational channel. Geotechnical analysis indicates that dredging adjacent to the shoreline in this area, including the navigational channel within this area, could result in an unacceptable factor of safety for the shoreline and rail line stability, which could result in movement of the rail lines. Therefore, no dredging or capping is included in this area within the navigational channel. The detailed evaluation documenting the basis for this offset is provided in the Technical Support Document for the Explanation of Significant Differences for this area.

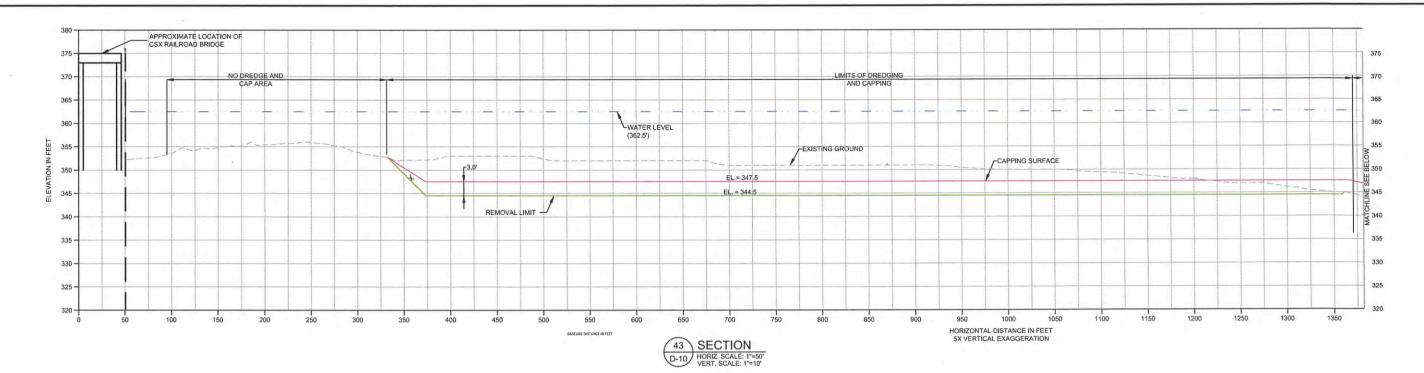
This addendum also addresses the six sets of pilings in the lake marking the entrance into the Syracuse Inner Harbor (Cultural Resource Feature A-7) and the set of pilings approximately 700 feet north of the navigational channel (Cultural Resource Feature A-72). These pilings will be left in place and capping and dredging will be conducted up to the pilings.

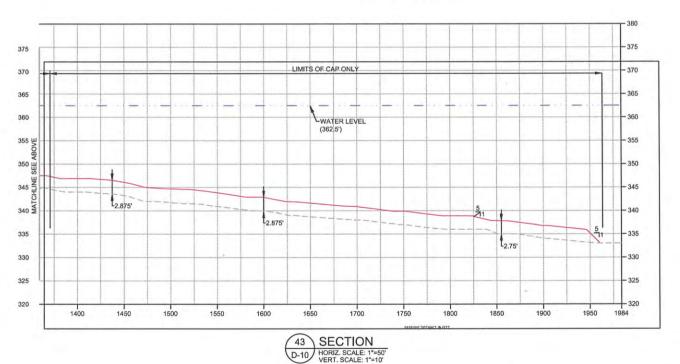












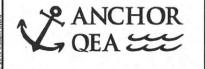


SCALE: AS NOTED

DATE: MARCH 5, 2012

- SEE SHEET D-IDX FOR GENERAL NOTES AND LEGEND.
 WATER LEVEL 362.5 FT NAVD 88 IS THE AVERAGE LAKE LEVEL DURING AQUATIC PLANT GROWING SEASON.
- 3. THE TYPICAL DREDGING AND CAPPING SLOPE FOR EDGES AND TRANSITIONS IS 5H:1V.
 4. CAP THICKNESS AND ELEVATION ARE BASED ON MAXIMUM
- OVER-PLACEMENT WITHOUT SETTLEMENT CONSIDERATIONS FOR HABITAT MODULES 5 AND 6 IN PORTIONS OF REMEDIATION AREAS C AND D CORRESPONDING TO THE FIRST YEAR OF CAPPING. CAP THICKNESS AND ELEVATION ARE BASED ON MEAN OVER-PLACEMENT WITHOUT SETTLEMENT FOR ALL REMAINING AREAS.





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IT IS A VIOLATION OF LAW FOR ANY PERSON, UNLESS HE IS ACTING UNDER THE DIRECTION OF A LICENSED PROFESSIONAL ENGINEER OR LAND SURVEYOR, TO ALTER AN ITEM IN ANY WAY, IF AN ITEM BEARING THE SEAL OF AN ENGINEER OR LAND SURVEYOR IS ALTERED, THE ALTERING ENGINEER OR LAND SURVEYOR SHALL AFFIX TO THE ITEM HIS SEAL AND THE NOTATION "ALTERED BY" FOLLOWED BY HIS SIGNATURE AND THE DATE OF SUCH ALTERATION, AND A SPECIEL DESCRIPTION OF THE ALTERATION, A SPECIFIC DESCRIPTION OF THE ALTERATION.

REV	DATE BY		APP'D	DESCRIPTION	DES
0	03/05/12	WJD	JRV	ISSUED FOR CONSTRUCTION	CHE
Δ	08/07/13	WJD	JRV	ADDED CULTURAL RESOURCE A13 AND 25-FT NO CAP BUFFER	
Δ	06/06/14	WJD	JRV	REVISED REMEDIATION AREA E	APF
-	-	-	\vdash		-
_		_	\vdash		-1

DESIGNED BY: K. POWELL / W. DINICOLA DRAWN BY: G. HOWELL	ONONDAGA LAKE CAPPING, DREDGING, HABITAT AND PROFUNDAL ZONE (SMU 8) FINAL DESIGN		
CHECKED BY: P. LaROSA / D. SMITH	TINAL DESIGN		
PPROVED BY: J. VERDUIN	DEMEDIATION ADEA E		

REMEDIATION AREA E **DREDGING AND CAPPING CROSS SECTION 43** D-34

SHEET NO. 35 OF 35