

**Rockaway Park Former Manufactured Gas Plant (MGP) Site
Rockaway Park, Queens County, New York**

June 7, 2010 Field Change Request: FCR-08

Site-Wide Cap and Interior Access Road

On behalf of National Grid US, PS&S Engineering, PC (PS&SPC) has prepared this Field Change Request # 8 (FCR-08) to address a revised Site-Wide Cap section for a proposed interior access road at the Rockaway Park Former Manufactured Gas Plant (MGP) Site (Site). In consideration of future Site Management Plan (SMP) dense non-aqueous phase liquid (DNAPL) recovery operations and general maintenance activities, an interior access road is proposed along the northern part of the Site. As identified on the attached remedial design drawing Sheet C-07, Site Grading and Soil Erosion and Sediment Control Plan (Revision # 3, dated May 2010), a 20-foot wide gravel roadway is proposed from the Beach 108th Street entrance west to the Beach Channel Drive entrance and the DNAPL recovery wells. Therefore, a revision to Section 3.5.1 – Proposed On-Site Grading of the 100 percent Remedial Design Report (RDR) dated November 2008 is requested to present the revised Site-Wide Cap. The six-inch Type 2 crushed stone (3/4-inch size stone) section will be replaced by two and one half inch (2.5) size crushed stone section. The 2.5-inch crushed stone will provide a more stable working surface for the interior access road. The 20-foot wide interior access road will be demarcated by proposed fiberglass driveway markers installed at 50-feet on-center spacing.

Further, a concrete vault that contains an apparent water valve has been protected and will be integrated into the Site-Wide Cap in the northern part of the Site (refer to Sheet C-07, Revision 3). A portion of the chain link fence located along the southern property boundary will be temporarily removed to facilitate the construction of the Site-Wide Cap (refer to Sheet C-07, Revision 3). This portion of the chain link fence will be restored after completion of the Site-Wide Cap.

FCR-08 CONCLUSIONS: The remedial design intent of the RDR will be achieved with this proposed revised Site-Wide Cap and interior access road.



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Attachment A

Sheet C-07, Site Grading and Soil Erosion and Sediment Control Plan (Revision 3, dated May 2010)