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**FINAL
ENVIRONMENTAL ASSESSMENT AND
FINDING OF NO SIGNIFICANT IMPACT**

**PROPOSED RUNNING TRACK
HANSCOM AFB
BEDFORD, MASSACHUSETTS**

Prepared for:



**United States Air Force
Hanscom Air Force Base, Massachusetts**

Prepared by:

**MaraTech Engineering Services, Inc.
66 MSG/CEV
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SECTION 1.0 INTRODUCTION

1.1 Purpose and Need

This Environmental Assessment (EA) has been prepared by MaraTech Engineering Services, Inc. (MaraTech) to evaluate potential impacts associated with the proposed construction of a 0.25-mile running track oval north of the Army Air Force Exchange Services (AAFES) Gas Station, Hanscom Air Force Base (HAFB), Bedford, Massachusetts. The Site location map is included in Appendix A. The proposed running track will be utilized to augment the existing physical fitness training facilities at the Base.

As required, public notices documenting the availability of this Environmental Assessment will be posted in local newspapers. Notices will be posted in the Boston Globe, and the local Bedford, Lexington, Lincoln and Concord newspapers. Copies of the notices will be included in Appendix C of the Final EA Report.

1.2 Authority

The Environmental Assessment was prepared under the *National Environmental Policy Act of 1969*, as amended, and all other applicable federal environmental regulations. The document meets the provisions of *Air Force Instruction (AFI) 32-7061*, revised 12 March 2003 compliance per 32 CFR Part 989.14, implementing the tasks and procedures for the Air Force Environmental Impact Analysis Process (EIAP). Construction of the running track will be completed using Department of Defense (DoD) funds.

SECTION 2.0

IRP SITE 22 HISTORY

The proposed Site of the running track is located adjacent to the AAFES Gas Station (IRP Site 22). A summary of the investigation and remediation history for IRP Site 22 is discussed in this Section. The information provided within this section was obtained from the most recent groundwater monitoring report for IRP Site 22 entitled *Final Groundwater Monitoring Report – June 2003 Samples, IRP Site 22 (DEP RTN 3-3882 & RTN 3-20341), IRP Site 13 (DEP RTN 3-2686), and FAFSUSTS (DEP RTN 3-0012056), Hanscom Air Force Base, Bedford, Massachusetts*, prepared by Shaw Environmental, Inc. (Shaw) in August 2003.

Based on five (5) reported petroleum releases at the AAFES gas station since 1981, and subsequent environmental investigations and remedial activities, the AAFES Gas Station has been identified as Installation Restoration Program (IRP) Site 22. In addition, IRP Site 22 has been identified as a Massachusetts Department of Environmental Protection (MADEP) – designated Disposal Site as outlined in the Massachusetts Contingency Plan (MCP), and has been assigned Release Tracking Numbers (RTNs) 3-3882 and 3-20431. Since the proposed running track location is adjacent to IRP Site 22, and may in fact overlap the MADEP-designated Disposal Site boundary, this EA Report discusses the potential impact of the proposed construction to the ongoing activities, including long-term groundwater monitoring, at IRP Site 22. A summary of the IRP Site 22 history is presented in Section 2.0 of this Draft Environmental Assessment Report.

IRP Site 22 is currently an active gas station/convenience store (Building 1639), and provides auto repair services. Currently, there are three gasoline underground storage tanks (USTs) and one waste oil UST in-use on IRP Site 22. The USTs were installed in 1991 to replace former leaking USTs. Soil and groundwater contamination identified at IRP Site 22 is believed to be the result of past releases associated with the former USTs. Since 1981, there have been five (5) reported petroleum releases at the AAFES gas station. Four of the releases have been assigned Release Tracking Number (RTN 3-3882), and several response actions including UST removal/replacement have been conducted in

response to the past petroleum releases at the AAFES gas station. The most recent petroleum release was discovered in January 2001 during renovation of the fuel dispensers and dispenser islands. This release was attributed to the gas station's distribution system. This release was assigned RTN 3-20341.

Subsurface investigations (i.e., MCP Phase II Comprehensive Site Assessment (CSA)) were performed to assess the nature and extent of potential soil and groundwater contamination associated with the past petroleum releases. The investigation results indicated the presence of localized soil and groundwater contamination. In August 1997, a MCP Phase II CSA Report, MCP Phase III Remedial Action Plan (RAP), MCP Phase IV Remedy Implementation Plan (RIP) and a Class C Response Action Outcome (RAO) Statement were submitted to MADEP for IRP Site 22. A second Class C RAO was submitted to MADEP in January 2002 after the completion of Immediate Response Action (IRA) activities conducted at the AAFES service station in response to the release discovered in January 2001. Since completion of MCP Phase II activities, additional monitoring wells were installed to more closely monitor potential downgradient migration of contaminants. Many of the monitoring wells that comprise the monitoring network for IRP Site 22 are located near the proposed running track. The eastern portion of the proposed running track should be monitored closely by the Hanscom AFB IRP Program Manager before, during and after construction to ensure protection of these wells.

Based on the information collected during Phase II CSA activities and presented in the aforementioned reports to MADEP, monitored natural attenuation (i.e., intrinsic remediation) was recommended as the approach for addressing IRP Site 22 soil and groundwater contamination. Currently, IRP Site 22 monitoring wells are sampled in a manner consistent with the Long-Term Monitoring Plan established as part of the Class C RAO submitted. In addition, an oxygen diffusion system was installed in an attempt to increase dissolved oxygen concentrations within the groundwater plume and enhance biodegradation of the groundwater contaminants methyl tertiary butyl ether (MTBE) and other volatile compounds present in IRP Site 22 groundwater.

The most recent sampling event was performed in June 2003, and consisted of collecting groundwater samples from thirteen (13) monitoring wells for analysis of Volatile Petroleum Hydrocarbons (VPH) with target analytes, sampling one well in the vicinity of the source area for Extractible Petroleum

Hydrocarbons (EPH) plus target analytes, and sampling two downgradient wells for analysis of natural attenuation parameters. Details of the sampling event and analytical results are presented in the Final Groundwater Monitoring report prepared by Shaw in August 2003, and previously cited within Section 2 of this Draft EA Report.

Based on information obtained from Mr. Andrew Walker of Shaw Environmental, Inc., the Licensed Site Professional (LSP) currently overseeing IRP Site 22 remedial activities, additional monitoring wells will likely be installed downgradient of IRP Site 22. Based on the information provided by Mr. Walker, these monitoring may be installed near the proposed running track site. The potential impact of the running track construction on the IRP Site 22 is evaluated in Section 5.6 of this EA Report.

SECTION 3.0

ALTERNATIVES

3.1 No Action

The purpose of the proposed 0.25-mile oval running track is to provide an additional option for physical fitness training for Base personnel and their families. Currently, running is a key component of the Department of Defense and United States Air Force physical fitness and training program. Without construction of the proposed running track, it would be necessary for personnel to jog and/or run on the Base roadways, thus potentially endangering human health and safety. Based on the aforementioned, the No Action alternative was determined to pose a risk to human health and is thus not a preferred alternative.

3.2 Summary of the Preferred Alternative

The preferred alternative involves the construction/installation of a 0.25-mile oval running track at the aforementioned Site, with a combined football/soccer field within the infield of the track. The track will be 10 feet wide with four 2.5-foot wide running lanes, and will be oriented with the long axis of the oval in an east-west direction, generally parallel to Barksdale Street. The track will be constructed by stripping the existing grass and topsoil and laying down a gravel and sand base, followed by bituminous concrete overlain by a latex poly resin running surface. A more detailed discussion of the track construction is presented in Section 4.0 of this EA Report.

The site plan was developed with due consideration of relevant environmental (wetland boundary and wildlife habitat) and community factors. For example, LEC Environmental Consultants conducted wetland boundary determinations and wildlife habitat evaluations (Fall 1994) for the entire base. Based on a Site visit and inspection, a review of the document prepared by LEC, and other information (e.g., MassGIS on-line information), no wetlands or significant wildlife were identified on or adjacent to the

site and the proposed site plan will result in no impacts to the surrounding environment and Hanscom residential and business community.

The area proposed for construction is currently not occupied by permanent aboveground structures. However, a playground will likely need to be relocated to fully utilize the running track. In addition, available information indicates that several groundwater monitoring wells currently being utilized for long-term monitoring of IRP Site 22, as well as proposed future monitoring wells, may be impacted by construction of the running track. Since the exact location of the proposed running track relative to existing and proposed monitoring wells is currently unknown, conclusions regarding impact to the well network cannot be reached at this time. In order to eliminate the risk of well damage due to construction, MaraTech recommends that before construction the Site and proposed track layout should be completely surveyed and accurately staked out.

Subsurface Shawsheen River culverts are located adjacent to the proposed construction area, and may in fact underlie the eastern edge of the proposed track. Details regarding exact culvert depth and construction are currently unknown. However, an appropriate cover over any affected culvert will be addressed in the design.

3.3 Alternative Locations

Although construction of the running track may impact the existing and future monitoring well network, and result in incurring costs associated with proper monitoring well abandonment and well replacement/development, alternative sites for the proposed running track were not evaluated. Appropriate well abandonment and replacement will be conducted as necessary prior to and/or following track construction.

SECTION 4.0

PROJECT DESCRIPTION

The proposed project involves the construction/installation of a proposed 0.25-mile oval running track, with a combined football/soccer field within the infield of the track. The track will be 10 feet wide with four 2.5 foot wide running lanes, and will be oriented with the long axis of the oval in an east-west direction, generally parallel to Barksdale Street. The track would be constructed by stripping the existing grass and topsoil and laying down a gravel and sand base, followed by bituminous concrete overlain by a latex poly resin running surface. MaraTech recommends that the track surface be pitched slightly inward toward the infield, thus promoting runoff and subsequent infiltration of precipitation. According to Base Civil Engineering, the track design will incorporate a perimeter drain system on the interior of the running track. The perimeter drain system will be located 2 feet off the interior of the track surface, and will consist of a subsurface 4-inch French drain within a one to two-foot wide trench backfilled with washed stone. The trench will be surrounded by filter fabric to prevent intrusion of silt. The invert of the pipe will be set above the bottom of the stone-filled trench. The excess stone in the trench below the pipe invert will provide for water detention and allow for additional recharge to the groundwater. The proposed French drain system will drain into existing catch basins upon high storm events.

The design of the combined football/soccer field will include a drainage system consistent with Massachusetts Stormwater Management Policy as well as Hanscom's policy regarding additional infiltration beyond existing conditions. According to Base Civil Engineering, the field will be regraded with a 1% crown. All stockpiling of materials will include appropriate measures to prevent erosion runoff. These measures include, but are not limited to haybales, siltfence, and haybale dams around existing catch basins. If stockpiling of materials for an extended period of time is required (currently not anticipated), temporary seeding will be provided. A preliminary design drawing is shown in Appendix A.

SECTION 5.0 AFFECTED ENVIRONMENT AND CONSEQUENCES

5.1 General Site Description

Hanscom AFB is located approximately 18 miles northwest of Boston, Massachusetts. The property presently occupied by Hanscom AFB was initially established as the Auxiliary Boston-Bedford Airport on 14 May 1941 by an act of the Great General Court of the Commonwealth of Massachusetts. On 29 June 1942, the Commonwealth of Massachusetts formally transferred the airport, containing 500 acres, to the federal government for the purpose of constructing an airfield, which was constructed and used by the Army Air Force during World War II. The Base currently contains 846 acres of which 153 acres are leased to organizations outside of the Air Force (Parsons Brinckerhoff, 1993).

The proposed running track is located directly north of the AAFES gas station (IRP Site 22), and is also bounded by Barksdale Street to the south, Forbes Street to the west, and a parking lot and Chennault Street to the north. The Site is located on a portion of Hanscom AFB that lies within the Town of Bedford, Massachusetts.

The site is presently vacant of permanent buildings, contains only a wooden playground (temporarily anchored to the ground), and the ground surface consists primarily of grass and dirt, with no asphalt or concrete pavement. According to Base Civil Engineering, no negative impacts to local traffic are expected during the duration of the project. Although vehicle trips will increase during construction and track usage, the net vehicle trips and/or trip length may result in a net decrease due to the central location of the track on the Base, which will result in a reduction in vehicle trip distance users would otherwise travel to participate in similar physical exercise.

5.2 Surficial Geology, Topography and Soils

Approximately 10,000 years ago, during the last glacial retreat, much of the area between Route 2A in Lincoln and Route 62 in Bedford was inundated by Glacial Lake Concord. This glaciation influenced the soil types and topographic features distributed throughout the Base. However human activity has dramatically impacted the natural distribution of soils and original topography and little of this glaciation can be observed today. The glaciolacustrine deposits (lakebed sediments) that formed the bottom of Glacial Lake Concord were evenly distributed over thousands of years creating little topographic relief.

According to the *Soil Conservation Service Interim Report for Middlesex County*, (Concord Quadrangle) dated March, 1991 (3rd edition), soils on the Base and in the vicinity of the Site generally consist of a combination of Udorthents (soils altered by earth moving activities) and/or Urban Land (soils mostly covered by impervious surfaces). The remaining soils on the base are composed primarily of loamy sands or fine sandy loams associated with glaciofluvial deposits. Depth to groundwater in the vicinity of the Site is approximately between 4 and 6 feet below ground surface, and groundwater locally flows to the north (Shaw, 2003).

5.3 Wetlands and Water Quality

During the site visit, no wetland resource areas were observed within 100 feet of the proposed activities. In addition, the Massachusetts Geographic Information System (MassGIS) web-site for wetlands (www.state.ma.us/mgis/mapping.htm or maps.massgis.state.ma.us/WETLANDS12K) which displays the 1:12,000 MADEP Wetlands datalayer, indicates that there are no wetlands within at least 500 feet of the proposed construction site. Therefore, no direct disturbance or impacts to wetland resource areas are likely to result from the proposed construction activities.

5.4 Historical and Archeological Resources

The Public Archeology Laboratory, Inc. (PAL) conducted an Archeological Reconnaissance Survey and Soils Inspection of HAFB in November 1991. The report (PAL, Inc., 1992) documented areas of potential cultural deposition and standing structures of historical significance. No significant structures were located within the area of proposed activity, and the area was designated with "low archaeological sensitivity". Areas of potential cultural deposition and those with moderate to high archaeological sensitivity are located beyond the area of proposed activity and thereby unaffected by the proposed activities. In addition, the Massachusetts Historical Commission (MHC) has been contacted via submittal of a Coordination Letter to determine if the project is likely to affect significant historic or archaeological resources. Currently, no response has been received from the MHC.

5.5 Threatened and Endangered Species

According to information compiled by the Massachusetts Natural Heritage and Endangered Species Program (NHESP), and presented on the MassGIS web site (www.state.ma.us/mgis/mapping.htm or maps.massgis.state.ma.us/21e), there are no certified vernal pools or NHESP Estimated Habitats of Rare Wildlife in Wetland Areas (i.e., NHESP Habitats) in the vicinity of the proposed construction site.

LEC conducted a Comprehensive Ecological Analysis of Hanscom AFB in 1994 and 1995. In the Ecological Analysis (LEC, 1995), two endangered species were identified within the confines of Hanscom AFB. The two species identified on-base were the Eastern Longhorn Elderberry Beetle and the Spotted Turtle. However, the LEC report indicates that the wetland areas where these species were identified are not located in the vicinity of the proposed project area.

5.6 Potential Impact on IRP Site 22

The area proposed for construction is currently not occupied by permanent aboveground structures. Research indicates that several groundwater monitoring wells are currently being utilized for long-term monitoring of IRP Site 22, as well as proposed future monitoring wells, and may be impacted by

construction of the running track. Since the exact location of the proposed running track relative to existing and proposed monitoring wells is currently unknown, conclusions regarding impact to the well network cannot be reached at this time. In order to eliminate the risk of well damage due to construction, wells at IRP Site 22 should be staked and flagged before construction. In addition, the proposed running track shall be surveyed by a Massachusetts-Licensed land surveyor and the layout of the running track should be accurately staked out prior to construction. This action will clearly determine if existing wells will be impacted during construction. Existing wells expected to be impacted based on the surveying/staking of the proposed running track layout will be properly abandoned, and replaced once construction is completed.

Subsurface Shawsheen River culverts are located adjacent to the proposed construction area, and may in fact underlie the eastern edge of the proposed track. Details regarding exact culvert depth and construction are currently unknown. However, an appropriate cover over any affected culvert will be addressed in the design.

5.7 Wetlands and Water Quality

No wetland resource areas were observed within 100 feet of the proposed activities. In addition, the MassGIS MADEP Wetlands datalayer map indicates that there are no wetlands within at least 500 feet of the proposed construction site. Therefore, no direct disturbance or impacts to wetland resource areas are likely to result from the proposed construction activities.

The proposed running track will presumably be constructed of an impervious surface (e.g., rubber track surface), with a total surface area of 13,200 ft² (440 yard track x 3 ft/yard x 10 feet wide) or approximately 0.3 acres. The construction of the running track is not expected to result in a significant increase in surface water runoff, or a decrease in infiltration, and is not expected to affect water quality. Although details regarding the running surface's orientation are currently unknown, MaraTech recommends that the track surface be sloped slightly inward toward the infield to capture surface water drainage. Given the permeable nature of soils present at the Base, it is likely that surface water runoff would readily infiltrate into the subsurface and readily recharge local groundwater.

In accordance with the Government (GO) Environmental Director, the Base has a stated requirement that surface run-off created as a result of the creation of impervious surfaces have a negligible impact on the surrounding environs. Therefore, the design engineer shall incorporate in the design best management practices for mitigating impacts of surface run-off generated as a result of this project, such as constructing grassy swales or installing vegetation filter strips along the edge of the track.

5.8 Noise and Air Quality

Increases in noise levels, associated with construction, are anticipated at the site during regular daylight work hours (7:00 a.m.-4:30 p.m.). These increases in noise will persist throughout the construction process, primarily associated with regular daytime work hours in order to deter from disrupting HAFB residents. Activities associated with an increase in noise levels are temporary and will cease upon completion of each workday. Increases in noise levels are not anticipated to have long-term negative impacts to the environmental quality of the Hanscom community. In addition, construction activities and subsequent operation of construction equipment will result in a temporary increase in air pollutants. Construction activities will result in emissions from equipment and elevated levels of dust in the air. These impacts will be temporary and minimal to the overall air emissions on the Base. No measurable impacts to air quality are anticipated in relation to the proposed construction activities.

In accordance with 40 CFR Part 51 and 40 CFR 93, CAA Section 176, a Conformity Determination is not required for the following reasons: 1) The nature of the project dictates that both direct and indirect air emissions will not occur simultaneously (no air emissions are anticipated to be associated with track usage) 2) the total emissions from the project will not exceed the EPA de minimus threshold rates; 3) the total emissions for the project will be regionally insignificant (i.e., less than 10% of area emissions); and 4) the central location of the track on the Base may result in a net decrease in vehicle trips.

5.9 Terrestrial Environment

Portions of the proposed construction will temporarily disrupt the existing terrestrial environment within the project area. The surface of the area to be impacted currently consists of dirt and grass-covered open space, and adjacent baseball fields. No trees will be impacted as a result of this construction project. Existing pedestrian and vehicular circulation adjacent to the site are not anticipated to be affected during proposed construction activities. . Although vehicle trips will increase during construction and track usage, the net vehicle trips and/or trip length may result in a net decrease due to the central location of the track on the Base, which will result in a reduction in vehicle trip distance users would otherwise travel to participate in similar physical exercise. For safety concerns, temporary fencing should be constructed around the perimeter of the construction site to minimize the likelihood of pedestrians and users of the adjacent baseball fields entering the construction site.

5.10 Solid Waste Materials

The proposed construction is likely to generate solid waste materials. The selected contractor will be responsible for compliance with Air Force and State requirements for recycling and appropriate disposal of any non-recyclable materials. It is anticipated that such compliance will be a requirement outlined in the contract for the construction of the facilities outlined herein.

SECTION 6.0

MITIGATION MEASURES

The following mitigation measures are proposed to protect the adjacent surroundings during and following the proposed construction activities.

6.1 Wetlands

No wetland resource areas were observed within 100 feet of the proposed activities, however an erosion and sedimentation control program will be implemented, as necessary, to prevent silt-laden runoff from entering the adjacent roadway/paved parking area and drainage system. As warranted, a siltation barrier composed of filter fabric (i.e., silt fence) will be installed within the lawn areas around the perimeter of the proposed construction area.

6.2 Noise and Air Quality

Increases in noise levels, associated with construction, are anticipated at the site during regular daylight work hours. Construction activities will be restricted to weekday hours. In addition, construction activities will result in emissions from construction equipment and elevated levels of dust in the air. If necessary, a watering truck will be utilized during construction to minimize airborne dust.

6.3 Terrestrial Environment

Disturbance to the grassy areas in the vicinity of the running track will be restored to its existing condition by placement of topsoil followed by hydro-seeding. Vehicular and pedestrian circulation adjacent to the site are not anticipated to be effected during proposed construction activities. Although vehicle trips will increase during construction and track usage, the net vehicle trips and/or trip length may result in a net decrease due to the central location of the track on the Base, which will result in a reduction in vehicle trip distance users would otherwise travel to participate in similar physical exercise.

In the event that circulation patterns are disturbed, traffic will appropriately re-routed. In addition, temporary fencing should be constructed around the perimeter of the construction site to minimize the likelihood of pedestrians and users of the adjacent baseball fields entering the construction site.

6.4 Solid Waste Materials

Solid waste generated from the proposed construction project will be transported off-Base and disposed of in accordance with State and Federal Regulations. In the event that unexpected waste material is encountered during construction, the appropriate authority will be notified. Recycling requirements for the proposed project are outlined in Section 6.4 of this report.

6.5 IRP Site 22

Hanscom's Installation Restoration Program management personnel have indicated that replacement of monitoring wells potentially affected by proposed construction activities is a viable option to allow the construction project to move forward. It should be noted that not only will monitoring wells likely need to be replaced, but existing wells should be properly abandoned in accordance with MADEP and Hanscom AFB requirements. The IRP management personnel should coordinate well abandonment and replacement with the LSP of Record (currently Mr. Andrew Walker of Shaw Environmental, Inc.), to ensure that all work complies with MCP requirements and satisfies the requirements of the Long-Term Groundwater Monitoring Plan currently being implemented for IRP Site 22. Hanscom's IRP management personnel have indicated that any and all costs associated with monitoring well abandonment and/or replacement should be borne by the construction project budget rather than the IRP budget.

SECTION 7.0

COORDINATION

7.1 Initial Coordination

Coordination letters requesting comments on the proposed project were mailed on June 2, 2004 to the individuals and resource agencies listed in this section. The coordination letter included a brief explanation of the proposed work and a copy of a location map and pertinent design drawings (Appendix B). The comment period for resource agencies to respond to the coordination letters is 30 days.

Mr. Robert W. Golledge, Jr.
Commissioner
Massachusetts Department of Environmental Protection
One Winter Street, 2nd Floor
Boston, MA 02108

Mr. Garry C. Waldeck
MADEP Headquarters
1 Winter Street, 7th Floor
Boston, MA 02108

Mr. David Shakespeare
MADEP – BWSC
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Boston, MA 02108

Mr. James Sprague
Massachusetts Department of Environmental Protection
Northeast Regional Office
Bureau of Resource Protection
Division of Watershed Management – Wetlands Program
One Winter Street
Boston, Massachusetts 02108

Mr. John Zajac

Massachusetts Department of Environmental Protection
Northeast Regional Office
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One Winter Street
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Mr. Todd A. Frederick

Acting Director
Massachusetts Department of Conservation and Recreation
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Mr. Wayne F. MacCallum

Director
Division of Fisheries & Wildlife
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Mr. Edward Reiner

Wetland Protection Section
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Mr. Mike Bartlett

New England Field Supervisor
U.S. Fish and Wildlife Service
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Concord, NH 03301-5087

Ms. Pat Huckery

Endangered Species Project Analyst
Natural Heritage & Endangered Species Program
Massachusetts Division of Fisheries and Wildlife
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Ms. Brona Simon

Director, Technical Services
Massachusetts Historical Commission
220 Morrissey Boulevard
Boston, MA 02125-3314

Mr. Frederick A. Laskey
Executive Director
Massachusetts Water Resources Authority
100 First Avenue
Charlestown Navy Yard
Boston, MA 02129

7.2 Comments and Letters Received

The 30-day comment period to respond to the coordination letter will close on July 2, 2004. Resource agencies that do not respond within the 30-day comment period will be contacted by phone, if possible, to ensure their involvement in the planning process. The following summarizes the comments, if any, which have been received to date from each agency. Copies of agency response letters are included in Appendix B.

Mr. Robert W. Golledge, Jr.
Commissioner, MADEP: No Comment

Mr. Garry C. Waldeck
MADEP Headquarters: Requested copy of Environmental Assessment (No comment).

Mr. David Shakespeare
MADEP - BWSC: No Comment

Mr. James Sprague
MADEP, NERO Division of Watershed Management - Wetlands Program: No Comment

Mr. John Zajac
MADEP, NERO Division of Watershed Management: No Comment

Mr. Todd A. Frederick
Acting Director, MA Dept. of Conservation and Recreation: No Comment

Mr. Wayne F. MacCallum
Director, Division of Fisheries & Wildlife: No Comment

Mr. Edward Reiner
U.S. EPA Region 1, Wetland Protection Section: No Comment

Mr. Mike Bartlett

U.S. Fish and Wildlife Service (USFWS), New England Field Supervisor: No threatened or endangered species under the jurisdiction of the USFWS are known to occur in the project area.

Ms. Pat Huckery

Endangered Species Project Analyst, NHESP: No Comment

Ms. Brona Simon

Director, Technical Services, Mass. Historical Commission: No historic or archaeological resources are known to affect this project area.

Mr. Frederick A. Laskey

Executive Director, MWRA: No Comment

SECTION 8.0

COMPLIANCE WITH FEDERAL ENVIRONMENTAL STATUTES AND EXECUTIVE ORDERS

8.1 Federal Statutes

1. Preservation of Historic and Archaeological Data Act of 1974, as amended, 16 U.S.C. 469 et seq.

Compliance: Project does not require mitigation of historic or archaeological resources at this time.

2. Clean Air Act, as amended 42 U.S.C. 7401 et seq.

Compliance: Public Notice of Availability of this report to Regional Administrator of the Environmental Protection Agency for review pursuant to Section 176c and 309 of the Clean Air Act signifies compliance.

3. Clean Water Act of 1977 (Federal Water Pollution Control Act Amendments of 1972) 33 U.S.C. 1251 et seq.

Compliance: Project does not involve alteration of wetlands.

4. Coastal Zone Management Act of 1972, as amended, 16 U.S.C. 1431 et seq.

Compliance: Project is not located within the State designated coastal zone.

5. Endangered Species Act of 1973, as amended, 16 U.S.C. 1531 et seq.

Compliance: Coordination with the U.S. Fish and Wildlife Service has yielded no formal consultation requirements pursuant to Section 7 of the Endangered Species Act.

6. Estuarine Areas Act, 16 U.S.C. 1221 et seq.

Compliance: This report is not being submitted to Congress.

7. Federal Water Project Recreation Act, as amended, 16 U.S.C. 4601-12 et seq.

Compliance: Public Notice of Availability of this report signifies compliance with this Act.

8. Fish and Wildlife Coordination Act, as amended, 16 U.S.C. 661 et seq.

Compliance: Coordination with the FWS and MA DEP signifies compliance with the Fish and Wildlife Coordination Act.

9. Land and Water Conservation Fund Act of 1965, as amended, 16 U.S.C. 4601-4 et seq.

Compliance: Public Notice of the availability of this report signifies compliance with this Act.

10. Marine Protection, Research, and Sanctuaries Act of 1972, as amended, 33 U.S.C. 1401 et seq.

Compliance: Project does not involve the transportation or disposal of dredged material in ocean waters pursuant to Sections 102 and 103 of the Act, respectively.

11. National Historic Preservation Act of 1966, as amended, 16 U.S.C. 470 et seq.

Compliance: Coordination with the State Historic Preservation Office (Massachusetts Historical Commission) determined that no historic or archaeological resources would be affected by the proposed project.

12. National Environmental Policy Act of 1969, as amended, 42 U.S.C. 4321 et seq.

Compliance: Preparation of this report signifies partial compliance with NEPA. Full compliance shall be noted at the time the Finding of No Significant Impact is issued.

13. Rivers and Harbors Act of 1899, as amended, 33 U.S.C. 401 et seq.

Compliance: Project does not involve activities regulated by this Act.

14. Watershed Protection and Flood Prevention Act, as amended, 16 U.S.C. 1001 et seq.

Compliance: Public Notice of the availability of this report signifies compliance with this Act.

15. Wild and Scenic Rivers Act, as amended, 16 U.S.C. 1271 et seq.

Compliance: Public Notice of the availability of this report signifies compliance with this Act.

8.2 Executive Orders

1. Executive Order 11988, Floodplain Management, 24 May 1977 amended by Executive Order 12148, 20 July 1979.

Compliance: Public Notice of the availability of this report for public review fulfills the requirements of Executive Order 11988, Section 2 (a)(2).

2. Executive Order 11990, Protection of Wetlands, 24 May 1977.

Compliance: No wetland resource areas are located on or adjacent to the site.

3. Executive Order 12114, Environmental Effects Abroad of Major Federal Actions, 4 January 1979.

Compliance: Project is located within the United States.

8.3 Executive Memorandum

1. Analysis of Impacts on Prime or Unique Agricultural Lands in Implementing NEPA, 11 August 1980.

Compliance: Project does not involve nor impact agricultural lands.

SECTION 9.0

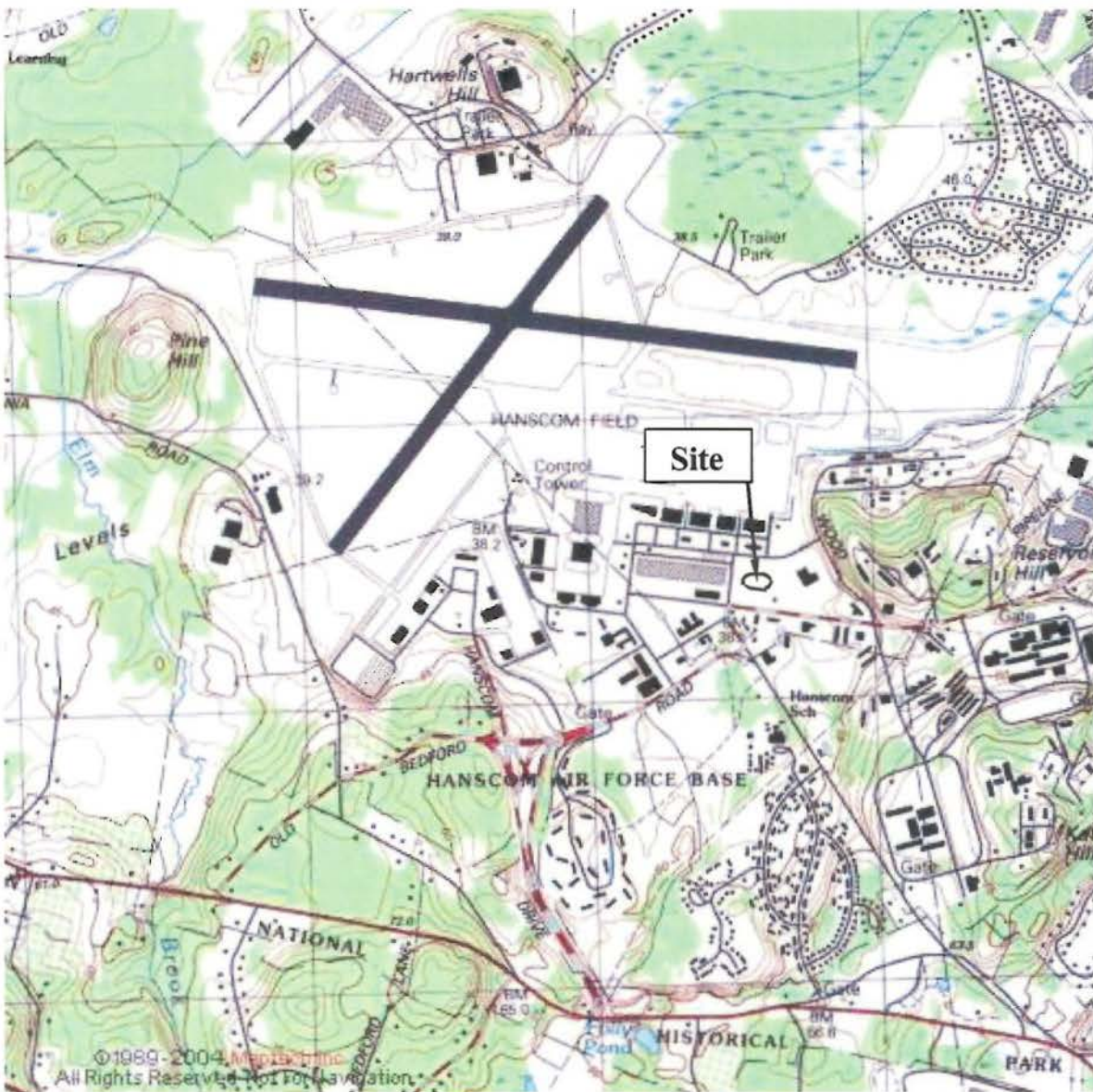
REFERENCES

- LEC Environmental Consultants, Inc. 1995 (revised August 1997). *Comprehensive Ecological Analysis, Hanscom Air Force Base*. Hanscom Air Force Base, Massachusetts. Volumes I and II.
- Middlesex Conservation District, March 1991. *Soil Conservation Service Interim Report for Middlesex County* (3rd Edition), 122 pp.
- Parsons Brinckerhoff, Quade & Douglas, Inc., November 2003. *Hanscom Air Force Base General Plan Update*. Hanscom Air Force Base, Massachusetts.
- Public Archaeology Laboratory, Inc., April 1992. *Archaeological Reconnaissance Survey and Soils Inspection of Hanscom Air Force Base, Bedford, Lexington and Lincoln, Massachusetts*. PAL, Inc. Report No. 445 (revised). Prepared by Marsha K. King, Edna Feighner and Duncan Ritchie. Prepared for the Benham Group, Inc., Oklahoma City, OK.
- Shaw Environmental, Inc., August 2003. *Final Groundwater Monitoring Report – June 2003 Samples, IRP Site 22 (DEP RTN 3-3882 & RTN 3-20341), IRP Site 13 (DEP RTN 3-2686), and FAFSUSTS (DEP RTN 3-0012056), Hanscom Air Force Base, Bedford, Massachusetts*.

APPENDIX A

FIGURES

Figure developed from USGS Maynard, MA Quad, 1:25,000



LOCUS MAP

Property:
HANSCOM AFB
LINCOLN, MASSACHUSETTS

APPRX. SCALE	PROJECT	FILE	FIGURE	PRINT DATE
1"=2000	EA	Hanscom	1	5/27/04



APPENDIX B

COORDINATION LIST, EXAMPLE COORDINATION LETTER AND RETURN CORRESPONDENCE



Engineering Services Incorporated

May 28, 2004

CERTIFIED MAIL

MaraTech Engineering Services, Inc.
72 Dow Street, Bldg. 1825
Hanscom AFB, MA 01731

Mr. Frederick A. Laskey
Executive Director
Massachusetts Water Resources Authority
100 First Avenue
Charlestown Navy Yard
Boston, MA 02129

RE: Proposed Construction of an Outdoor Running Track, Hanscom AFB, Massachusetts

Dear Mr. Laskey:

On behalf of the United States Air Force (USAF), MaraTech Engineering Services, Inc is preparing an Environmental Assessment for the construction of a New Running Track at the Hanscom Air Force Base Installation (Hanscom AFB) in Bedford, Massachusetts. The purpose of this letter is to request your comments on the proposed project. The following narrative briefly describes the proposed project. A Site Locus Map and project layout (Site Plan – Proposed Track Area) are attached for your review and use.

The project consists of constructing a new 440-yard (0.25 mile) outdoor running track behind the Army Air Force Exchange Services (AAFES) Gas Station. The track will have four (4) running lanes and will be 10 feet wide. The infield of the track area will be utilized as both a football and soccer field. MaraTech is evaluating the physical, biological and socioeconomic impacts associated with alternative site layouts including adjacent land use, site utilities and environmental impacts to determine the optimal layout for the proposed project.

If you have any questions regarding this project, feel free to contact Mr. Bill Stansfield at 781-377-4272 or Mr. Chris Simpson at 781-377-4667.

Sincerely,

Christopher S. Simpson, REM
Environmental Manager

Attachments: Site Locus Map
Site Plan-Proposed Track Area



Engineering Services Incorporated

May 28, 2004

CERTIFIED MAIL

MaraTech Engineering Services, Inc.
72 Dow Street, Bldg. 1825
Hanscom AFB, MA 01731

After review of MHC files and the materials
you submitted, it has been determined that
this project is unlikely to affect significant
historic or archaeological resources.

Ms. Brona Simon
Director, Technical Services
Massachusetts Historical Commission
220 Morrissey Boulevard
Boston, MA 02125-3314

Eric S. Johnson
Eric S. Johnson
Archaeologist/Preservation Planner
Massachusetts Historical Commission

6/11/04

Date

PC. 35205

RE: Proposed Construction of an Outdoor Running Track, Hanscom AFB, Massachusetts

Dear Ms Simon:

On behalf of the United States Air Force (USAF), MaraTech Engineering Services, Inc is preparing an Environmental Assessment for the construction of a New Running Track at the Hanscom Air Force Base Installation (Hanscom AFB) in Bedford, Massachusetts. The purpose of this letter is to request your comments on the proposed project. The following narrative briefly describes the proposed project. A Site Locus Map and project layout (Site Plan - Proposed Track Area) are attached for your review and use.

The project consists of constructing a new 440-yard (0.25 mile) outdoor running track behind the Army Air Force Exchange Services (AAFES) Gas Station. The track will have four (4) running lanes and will be 10 feet wide. The infield of the track area will be utilized as both a football and soccer field. MaraTech is evaluating the physical, biological and socioeconomic impacts associated with alternative site layouts including adjacent land use, site utilities and environmental impacts to determine the optimal layout for the proposed project.

If you have any questions regarding this project, feel free to contact Mr. Bill Stansfield at 781-377-4272 or Mr. Chris Simpson at 781-377-4667.

Sincerely,

Christopher S. Simpson

Christopher S. Simpson, REM
Environmental Manager

Attachments: Site Locus Map
Site Plan-Proposed Track Area



United States Department of the Interior

FISH AND WILDLIFE SERVICE

New England Field Office
70 Commercial Street, Suite 300
Concord, New Hampshire 03301-5087



July 1, 2004

Reference:	<u>Project</u>	<u>Location</u>
	Outdoor running track	Hanscom AFB, MA

Christopher Simpson
MaraTech Engineering Services Incorporated
27 Water St., Suite 109
Wakefield, MA 01880

Dear Mr. Simpson:

This responds to your recent correspondence requesting information on the presence of federally-listed and/or proposed endangered or threatened species in relation to the proposed activity(ies) referenced above.

Based on information currently available to us, no federally-listed or proposed, threatened or endangered species or critical habitat under the jurisdiction of the U.S. Fish and Wildlife Service are known to occur in the project area(s). Preparation of a Biological Assessment or further consultation with us under Section 7 of the Endangered Species Act is not required.

This concludes our review of listed species and critical habitat in the project location(s) and environs referenced above. No further Endangered Species Act coordination of this type is necessary for a period of one year from the date of this letter, unless additional information on listed or proposed species becomes available.

Thank you for your coordination. Please contact us at 603-223-2541 if we can be of further assistance.

Sincerely yours,

Michael J. Amaral
Endangered Species Specialist
New England Field Office



Commonwealth of Massachusetts

Division of Fisheries & Wildlife

MassWildlife

Wayne F. MacCallum, *Director*

July 21, 2004

Christopher S. Simpson, REM
Environmental Manager
MaraTech Engineering Services, Inc.
72 Dow Street, Bldg. 1825
Hanscom AFB, MA 01731

Re: Proposed construction of Outdoor Running Track
Hanscom AFB, MA
NHESP File: 04-16148

Dear Mr. Simpson,

Thank you for contacting the Natural Heritage and Endangered Species Program ("NHESP") of the MA Division of Fisheries & Wildlife for information regarding state-protected rare species in the vicinity of the site identified above.

At this time we are not aware of any rare plants or animals or exemplary natural communities in the vicinity of this site.

This evaluation is based on the most recent information available in the NHESP database, which is constantly being expanded and updated through ongoing research and inventory. Should your site plans change, or new rare species information become available, this evaluation may be reconsidered.

If you have any questions regarding this review, please call Megan Whitman, Environmental Review Assistant, at ext. 303.

Sincerely,

Thomas W. French, Ph.D.
Assistant Director

www.masswildlife.org

Division of Fisheries and Wildlife

Field Headquarters, One Rabbit Hill Road, Westborough, MA 01581 (508) 792-7270 Fax (508) 792-7275

An Agency of the Department of Fisheries, Wildlife & Environmental Law Enforcement

**Coordination List
Environmental Assessment
Proposed Running Track
Hanscom AFB, Massachusetts**

Mr. Robert W. Golledge, Jr.

Commissioner
Massachusetts Department of Environmental Protection
One Winter Street, 2nd Floor
Boston, MA 02108

Mr. Garry C. Waldeck

MADEP Headquarters
1 Winter Street, 7th Floor
Boston, MA 02108

Mr. David Shakespeare

MADEP – BWSC
1 Winter Street, 9th Floor
Boston, MA 02108

Mr. James Sprague

Massachusetts Department of Environmental Protection
Northeast Regional Office
Bureau of Resource Protection
Division of Watershed Management – Wetlands Program
One Winter Street
Boston, Massachusetts 02108

Mr. John Zajac

Massachusetts Department of Environmental Protection
Northeast Regional Office
Bureau of Resource Protection
Division of Watershed Management
One Winter Street
Boston, Massachusetts 02108

Mr. Todd A. Frederick

Acting Director
Massachusetts Department of Conservation and Recreation
251 Causeway Street, Suite 600
Boston, MA 02114-2104

Mr. Wayne F. MacCallum

Director

Division of Fisheries & Wildlife

251 Causeway St, Suite 400

Boston, MA 02114-2152

Mr. Edward Reiner

Wetland Protection Section

U.S. EPA Region 1

1 Congress Street, Suite 1100

Boston, MA 02114-2023

Mr. Mike Bartlett

New England Field Supervisor

U.S. Fish and Wildlife Service

70 Commercial Street, Suite 300

Concord, NH 03301-5087

Ms. Pat Huckery

Endangered Species Project Analyst

Natural Heritage & Endangered Species Program

Massachusetts Division of Fisheries and Wildlife

North Drive

Westborough, MA 01581

Ms. Brona Simon

Director, Technical Services

Massachusetts Historical Commission

220 Morrissey Boulevard

Boston, MA 02125-3314

Mr. John Silva

Manager, Environmental Programs

Federal Aviation Administration, ANE-600

12 New England Executive Park

Burlington, MA 01803

Mr. Frederick A. Laskey

Executive Director

Massachusetts Water Resources Authority

100 First Avenue

Charlestown Navy Yard

Boston, MA 02129

APPENDIX C
PUBLIC NOTICE

**PUBLIC COMMENT PERIOD July 29 through August 12, 2004.
OUTDOOR RUNNING TRACK
HANSCOM AIR FORCE BASE**

The United States Air Force announces the availability of an Environmental Assessment (EA), Conformity Analysis and draft Finding of No Significant Impact (FONSI) for an Outdoor Running Track at Hanscom AFB, Massachusetts. The proposed construction includes a 0.25 mile oval running track with a combined football/soccer field within the infield of the track. The running track will be ten feet wide with four 2.5 foot wide running lanes. It will provide Hanscom AFB with a safe area for physical training and improve the physical fitness of active duty and reserve military personnel. Copies of the EA/draft FONSI are available for inspection by contacting Hanscom AFB Environmental Management Office at 781-377-4667. Written comments on the EA/draft FONSI will be received until August 12, 2004 and may be mailed to 66 MSG/CEKV, 72 Dow Street, Hanscom AFB, MA 01731-1910 or e-mailed to chris.simpson@hanscom.af.mil.



Engineering Services Incorporated

14 Sept 2004

MEMORANDUM FOR RECORD

SUBJECT: Public Notice/Public Comment Period

The public notice was placed in the Bedford Minuteman, Lexington Minuteman, Concord Journal, and the Lincoln Journal.

The public comment period was from 29 July 2004 through 12 August 2004.

There were no questions or comments received during or after the public comment period.

A handwritten signature in black ink, reading "Christopher S. Simpson". The signature is written in a cursive style with a horizontal line above the first name.

CHRISTOPHER S. SIMPSON, REM
Environmental Manager

APPENDIX D

FINDING OF NO SIGNIFICANT IMPACT

**Final
Finding of No Significant Impact
Proposed Running Track
Hanscom Air Force Base, Massachusetts**

The proposed construction of a 0.25-mile oval running track, with a combined football/soccer field within the infield of the track, has been determined to have no significant impact on the environment. The anticipated impacts will occur to existing terrestrial environments consisting of lawn and dirt areas, including an existing baseball field. No wetland resource areas or significant wildlife habitat are located on or adjacent to the site. Through precise design and engineering, no significant impacts to the groundwater monitoring well network associated with IRP Site 22 (AAFES Gas Station) should occur as a result of construction activities. As recommended in the EA Report, if monitoring wells become damaged by construction activities, Hanscom AFB must properly abandon any damaged wells and replace the wells in accordance with requirements stipulated by the LSP of Record for IRP Site 22 in accordance with MADEP requirements and the Massachusetts Contingency Plan (MCP) 310 CMR 40.0000.

This assessment has been prepared in accordance with the National Environmental Policy Act of 1969 and all applicable environmental statutes and executive orders. My determination of a Finding of No Significant Impact is based on the Environmental Assessment and the following considerations:

- a) The construction of the proposed running track will result in temporary and highly localized impacts to the landscape within the project area.
- b) The project does not involve alteration of wetlands. No wetland resource areas are located or adjacent to the project area.
- c) Construction activities will contribute to a localized increase in noise and air emission levels in the project area, however no measurable impacts are anticipated. These increases will cease upon completion of construction activities.
- d) No Federally listed or proposed, threatened and endangered species are known to occur in the project area.
- e) No archeological or historical resources will be affected by this project.

Based on my review and evaluation of the environmental effects as presented in the Environmental Assessment, I have determined that the proposed construction of the running track at Hanscom AFB, considering the environmental mitigation, is not a major Federal action significantly affecting the quality of the human environment. Therefore, I have determined that this project is exempt from the requirements of the National Environmental Policy Act of 1969, as amended, to prepare an Environmental Impact Statement.

15 SEP 04
Date


FOR Chris L. Perkins, PE
Chief, CE Government Organization

APPENDIX E
LIST OF PREPARERS

The Environmental Assessment (EA) and Finding of No Significant Impact (FONSI) was researched and prepared by the following Preparer(s):

PREPARERS

Name: William R. Picard, AICP

Position: President

Employer: Advanced Environmental Solutions, Inc. (MaraTech Consultant)

Education: MCP (Environmental Planning), University of Rhode Island, 1986

BA, Community Planning, University of Massachusetts, Boston, 1984

Mr. Picard is the founder of Advanced Environmental Solutions, Inc., a full service environmental and assessment firm, with its principal offices located in Worcester, Massachusetts. He has over eighteen years of progressive experience in environmental and municipal planning. He has performed a number of environmental assessments for public and private clients ranging from impact assessments of over twenty out-patient medical facilities to program management, as the developers representative for the twenty-seven acre site of the Worcester Medical Center in the heart of Worcester's Central Business District.

As Principal-in-Charge and Program Director of all of Advanced Environmental Solutions, Inc. projects, Mr. Picard has overseen operations of a number of comprehensive site investigations at private and public facilities. He has managed a comprehensive landfill investigation for the Department of Veterans' Affairs Medical Center in Northampton, MA and a Comprehensive Site Investigation in Greenfield, MA under contract with U.S. EPA for the Targeted Brownfield Assessment Program

Mr. Picard manages the firm's Weapons of Mass Destruction and Terrorism Countermeasures program, which has assembled a Team of multi-disciplined experts in the field of emergency response, training, vulnerability assessment and exercise development and management.

Mr. Picard is a USAF veteran ('68 - '75), who served with the U.S. Air Force Security Service Command. As a part of his service, he was granted a Top-Secret Crypto Security Clearance. He is a member in good standing of the Society of American Military Engineers and the American Institute of Certified Planners.