

**DRAFT ENVIRONMENTAL ASSESSMENT (EA)**  
**FOR**  
***ESTABLISHING THE 24-HOUR ACCESS GATE AT HANSCOM  
AIR FORCE BASE, MASSACHUSETTS***



PREPARED BY:

**Department of the Air Force**

***Hanscom Air Force Base, Massachusetts, 01731***

*April 2021*

Letters or other written comments provided may be published in the Final EA. As required by law, substantive comments will be addressed in the Final EA and made available to the public. Any personal information provided will be kept confidential. Private addresses will be compiled to develop a mailing list for those requesting copies of the Final EA. However, only the names of the individuals making comments and their specific comments will be disclosed. Personal home addresses and phone numbers will not be published in the Final EA.

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## GLOSSARY OF ABBREVIATIONS AND ACRONYMS

<b>66 ABG/CEIE</b>	Environmental Office
<b>66 MDS/SDOJ</b>	Bioenvironmental Office
<b>66 MDS/SGOL</b>	Public Health Office
<b>66 SFS</b>	66th Security Forces Squadron
<b>AADT</b>	Annual Average Daily Traffic
<b>ACAM</b>	Air Conformity Applicability Model
<b>ACQR</b>	Air Quality Control Region
<b>AFI</b>	Air Force Instruction
<b>AICUZ</b>	Air Installation Compatible Use Zone
<b>AST</b>	Aboveground Storage Tank
<b>AT/FP</b>	Anti-Terrorism/Force Protection
<b>C&amp;D</b>	Construction and Demolition
<b>C3I</b>	Command, Control, Communications, and Intelligence
<b>CAA</b>	Clean Air Act
<b>CEQ</b>	Council on Environmental Quality
<b>CERCLA</b>	Comprehensive Environmental Response, Compensation, and Liability Act
<b>CFR</b>	Code of Federal Regulations
<b>CO</b>	Carbon Monoxide
<b>COGEN</b>	Cogeneration
<b>CVSA</b>	Commercial Vehicle Search Area
<b>dB</b>	Decibel
<b>dBA</b>	“weighted” decibel
<b>DCMA</b>	Defense Contract Management Agency
<b>DoD</b>	Department of Defense
<b>DPW</b>	Department of Public Works
<b>EA</b>	Environmental Assessment
<b>EIAP</b>	Environmental Impact Analysis Process
<b>EPA</b>	Environmental Protection Agency
<b>ERP</b>	Environmental Restoration Program
<b>EO</b>	Executive Order
<b>FAA</b>	Federal Aviation Administration
<b>FONSI</b>	Finding of No Significant Impact
<b>FY</b>	Fiscal Year
<b>GCR</b>	General Conformity Rule
<b>HAFB</b>	Hanscom Air Force Base
<b>IACP</b>	Inspection Area Checkpoint I
<b>IICEP</b>	Interagency and Intergovernmental Coordination for Environmental Planning

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### Environmental Assessment Acronyms and Abbreviations

### Establishing the 24-Hour Access Gate at HAFB Hanscom AFB, Massachusetts

<b>LOS</b>	Level of Service
<b>MassDEP</b>	Massachusetts Department of Environmental Protection
<b>MassDOT</b>	Massachusetts Department of Transportation
<b>MassPORT</b>	Massachusetts Port Authority
<b>MIT LL</b>	MIT Lincoln Laboratory
<b>MMNHP</b>	Minute Man National Historical Park
<b>NAAQS</b>	National Ambient Air Quality Standards
<b>NC3</b>	Nuclear Command, Control, and Communications
<b>NEPA</b>	National Environmental Policy Act
<b>NOA</b>	Notice of Availability
<b>NO<sub>2</sub></b>	Nitrogen Dioxide
<b>NO<sub>x</sub></b>	Oxide of Nitrogen
<b>O<sub>3</sub></b>	Ozone
<b>OEHWG</b>	Occupational and Environmental Health Working Group
<b>OSHA</b>	Occupational Safety and Health Administration
<b>Pb</b>	Lead
<b>PM</b>	Particulate Matter
<b>ppm</b>	part per million
<b>RACT</b>	Reasonably Available Control Technology
<b>RAO</b>	Remedial Action Operations
<b>RCRA</b>	Resource Conservation and Recovery Act
<b>ROI</b>	Region of Influence
<b>SHPO</b>	State Historic Preservation Officer
<b>SO<sub>2</sub></b>	Sulfur Dioxide
<b>THPO</b>	Tribal Historic Preservation Officer
<b>USACE</b>	United States Army Corps of Engineers
<b>USAF</b>	United States Air Force
<b>USC</b>	United States Code
<b>USEPA</b>	United States Environmental Protection Agency
<b>USFWS</b>	United States Fish and Wildlife Service
<b>UST</b>	Underground Storage Tank
<b>VCC</b>	Visitor Control Center
<b>VOC</b>	Volatile Organic Compound

## 1.0 PURPOSE OF AND NEED FOR ACTION

Hanscom Air Force Base (HAFB) seeks to improve its understanding of the potential environmental consequences associated with establishing a 24-hour access gate at an existing gate other than Ruiz Gate (Gate 4/Hartwell Avenue Entrance Gate) at HAFB. An environmental impact analysis must be performed for each federal action that has the potential to impact the environment. The United States Air Force (USAF) implements compliance with the National Environmental Policy Act (NEPA) through its Environmental Impact Analysis Process (EIAP). This Environmental Assessment (EA) analyzes potential environmental impacts of relocating the 24-hour access gate to an existing gate other than the Ruiz Gate at HAFB.

The intent of this EA is to address the Proposed Action and Alternatives associated with selecting a 24-hour access gate location that will allow HAFB organizations to meet mission requirements safely and more efficiently. This EA is prepared in accordance with NEPA (42 United States Code [USC] 4321-4347), the Council on Environmental Quality (CEQ)<sup>1</sup> Regulation for Implementing the Procedural Provision of NEPA (40 Code of Federal Regulations [CFR] §§ 1500-1508), and the USAF EIAP regulation codified at 32 CFR 989 et seq.

### 1.1 INTRODUCTION

Hanscom Air Force Base (HAFB) is a controlled access federal facility located approximately 15 miles northwest of downtown Boston in Middlesex County, Massachusetts (**Figure 1-1**). The base occupies approximately 846 acres and is located in the towns of Bedford, Lexington, and Lincoln.

The 66th Security Forces Squadron (66 SFS) at HAFB operates five entry gate control points in order to protect people, land, resources, infrastructure, and the Air Force mission from potential adversaries. These five entry gate control points permit authorized personnel to enter HAFB via pedestrian, bicycle, or vehicular traffic. The five entry gate control points include (**Figure 1-2**):

1. Gate 1 (Sartain Gate) – Accessible from Route 2A, Hanscom Drive, and a segment of Old Bedford Road; this is the main gate for HAFB visitors, commercial vehicles, and DoD

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<sup>1</sup> The Establishing the 24-Hour Access Gate EA was ongoing prior to the September 14, 2020 effective date of CEQ's final rule updating its regulations for implementing the procedural provisions of NEPA; therefore, pursuant to 40 CFR 1506.13, the new regulations do not apply.

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personnel. Normal hours of operation are 0530 to 1900 (5:30 AM to 7:00 PM) daily (please see commentary below on situational operational conditions during COVID-19).

2. Gate 2 – Located off Marrett Road and Route 2A, this gate is closed except in cases of emergency.
3. Gate 3 and 3A (Schilling Gate) – Gate 3 is accessible from Wood Street, while Gate 3A is accessible by Schilling Circle and is located on the boundary between MIT LL and HAFB. Gate 3A serves as access/egress for vehicles traveling between the MIT LL campus and HAFB. Gate 3 remains active and is controlled and operated by MIT LL contractors, and it is primarily utilized by MIT LL employees trying to access the MIT LL campus, while Gate 3A has been temporarily closed since 2018.
4. Gate 4 (Ruiz Gate) – Adjacent to and north of the MIT LL campus, this gate is accessed via Hartwell Avenue (becomes Barksdale Street within HAFB) and provides access to Routes 4/225. Normal hours of operation are 24 hours a day daily (please see commentary below on situational operational conditions during COVID-19).

Please note that the information discussed in this EA pertains only to normal operational conditions and does not reflect the situational operational conditions of the COVID-19 timeframe. The situational operational conditions from COVID-19 are based on the most current guidance provided from Federal, state, and local agencies.

Sartain Gate and Ruiz Gate are the main control points for entry and egress on HAFB. In general, personnel who reside south and west of HAFB travel through the Sartain Gate and personnel who reside north and east of HAFB travel through the Ruiz Gate. During daytime hours (5:30 AM to 7:00 PM) both the Sartain Gate and Ruiz Gate are open for access to HAFB. During the overnight hours (7:00 PM to 5:30 AM), the Sartain Gate is closed, and the Ruiz Gate becomes the only means of access to HAFB. Due to limitations in infrastructure at the Ruiz Gate, the 66th Security Forces Squadron (SFS) at HAFB has requested that the 24-hour access gate be changed to one of the other gates at HAFB in order to provide improved Anti-Terrorism Force-Protection (AT/FP), and enhance public safety.

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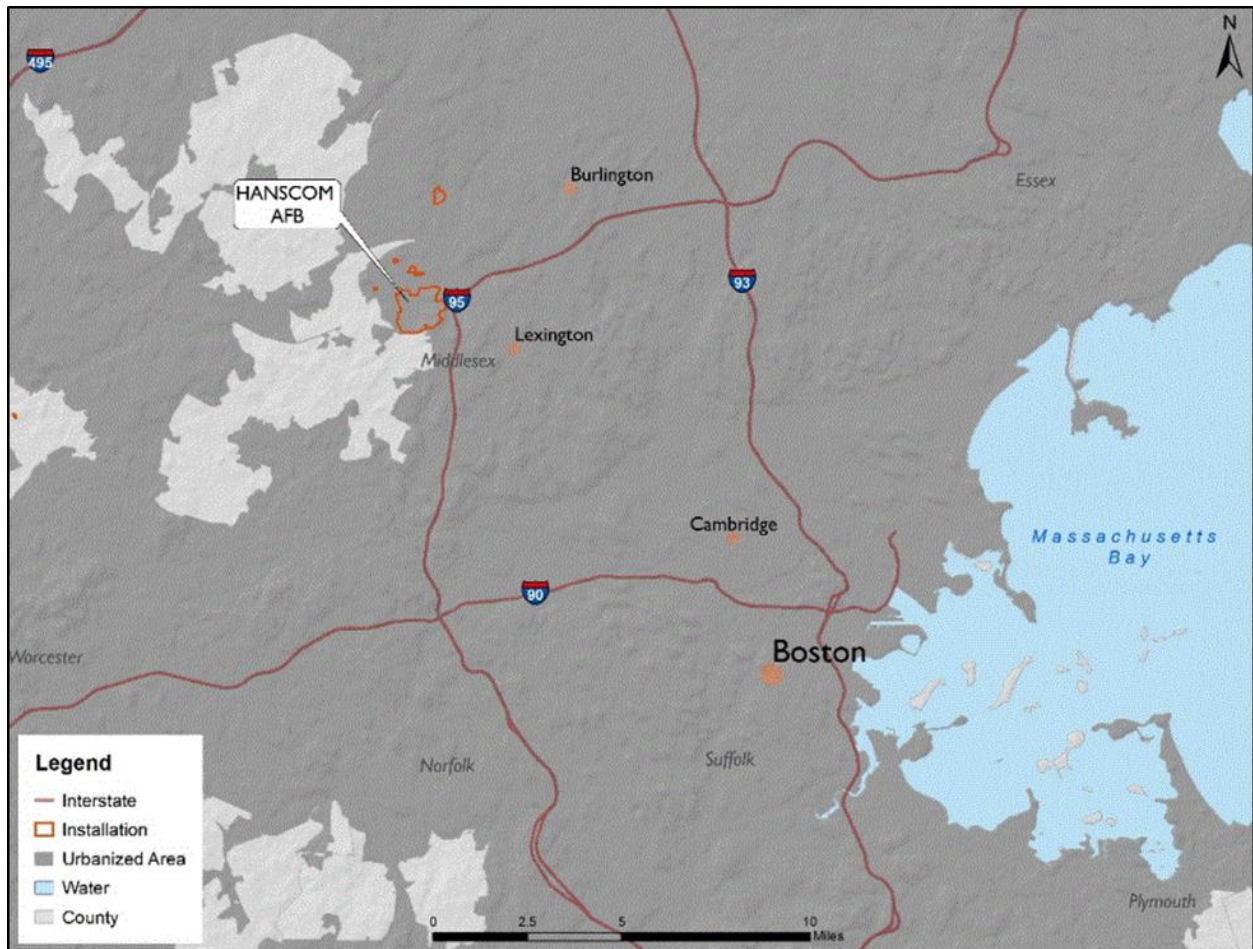
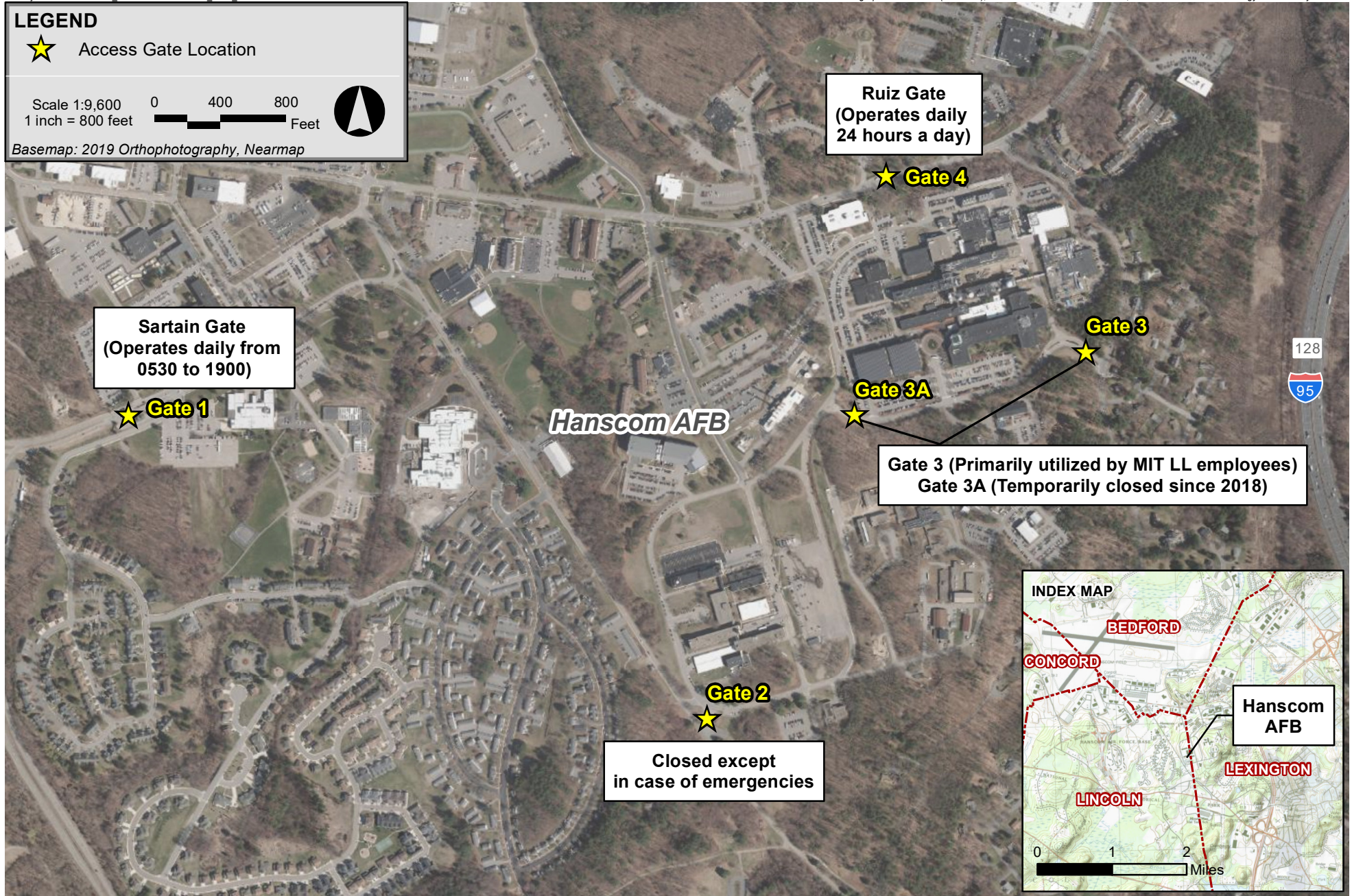


Figure 1-1. Hanscom Air Force Base  
(Source: HAFB Installation Development Plan)



Hanscom Gate Access Hanscom AFB, Massachusetts

## **1.2 PURPOSE OF THE ACTION**

The purpose of the Proposed Action is for HAFB to provide 24-hour base access through an entry control point that best meets 66 SFS mission and AT/FP requirements. The 66 SFS mission statement reads, “Continuously develop superior/competent civilian and military defenders, and effectively utilize provided infrastructure to protect and defend personnel and resources of Hanscom AFB and worldwide expeditionary locations by dominating, detecting, denying and defeating enemy forces to enable mission operations from a safe, secure and uncontested environment.” From Air Force Instruction (AFI) DoDIO-2000.16V1\_AFI10-245-O, Antiterrorism (AT), “The AT Program is a high priority, comprehensive program which focuses on defensive measures to reduce the risk to AF personnel and property to terrorist acts.” Currently, base access after normal daytime hours (7:00 PM to 5:30 AM) is only possible through the Ruiz Gate.

## **1.3 NEED FOR THE ACTION**

The Proposed Action is needed because infrastructure limitations at the Ruiz Gate do not allow 66 SFS to meet AT/FP requirements and mission needs. Ruiz Gate is limited in physical space inside and outside the lanes of traffic. Vehicular traffic backing up at the Ruiz Gate (more than 15 vehicles per lane) tends to hinder civilian traffic on Wood Street in Lexington, MA and increases the overall congestion. Because Ruiz Gate does not have commercial vehicle inspection stations, 66 SFS cannot permit commercial vehicles to enter through Ruiz Gate between the hours of 7:00 PM and 5:30 AM, and because there is inadequate space for a commercial vehicle to turn around and leave, this causes congestion and potential AT/FP problems.

## **1.4 DECISION TO BE MADE**

In this EA, HAFB provides an evaluation of proposed operational changes to determine whether the Proposed Action would result in any significant environmental impacts.

The decision to be made is the selection of an alternative that meets the purpose and need. The decision options are:

1. To continue with current operations (the No Action Alternative);
2. Selecting an alternative and preparing a Finding of No Significant Impact (FONSI), if so warranted; or
3. Preparing an Environmental Impact Statement if the alternatives considered for selection would result in significant environmental impacts.

## 1.5 INTERGOVERNMENTAL COORDINATION/ CONSULTATIONS

### 1.5.1 Interagency and Intergovernmental Coordination and Consultations

Federal, state, and local agencies with jurisdiction that could be affected by the alternative actions were notified and consulted during the development of this EA. **Appendix A** contains the list of agencies consulted during this analysis and copies of correspondence.

The list of Agencies that were contacted include the following:

#### Federal

- ◆ Minute Man National Historical Park (MMNHP)

#### State

- ◆ MassPORT (Hanscom)

#### Local

- ◆ Boards of Selectmen
- ◆ Town Managers/Administrators
- ◆ Department of Public Works (DPW)
- ◆ Fire Departments
- ◆ Police Departments (Public Safety)
- ◆ Bedford Economic Development Authority
- ◆ Bedford Chamber of Commerce
- ◆ Hanscom Area Towns Committee
- ◆ Local Hospitals and Ambulance Services
- ◆ Hanscom Family Housing LLC

### 1.5.2 Government to Government Consultations

EO 13175, Consultation and Coordination with Indian Tribal Governments (6 November 2000), directs Federal agencies to coordinate and consult with Native American tribal governments whose interests might be directly and substantially affected by activities on federally administered lands. To comply with legal mandates, federally recognized tribes that are affiliated historically with the HAFB geographic region will be invited to consult on all proposed undertakings that have the potential to affect properties of cultural, historical, or religious significance to the tribes. The tribal coordination process is distinct from NEPA consultation or the IICEP processes and requires separate notification of all relevant tribes. The timelines for tribal consultation are also distinct from those of intergovernmental consultations.

The HAFB point-of-contact for Native American tribes is the Installation Commander or the HAFB Installation Tribal Liaison Officer.

The HAFB point-of-contact for consultation with the Tribal Historic Preservation Officer (THPO) and the Advisory Council on Historic Preservation is the Cultural Resources Manager.

Native American tribal governments will not be coordinated with regarding this action. The Proposed Action and alternatives are purely operational changes and do not involve disturbance of land or infrastructure, and Native American tribal interests will not be directly and/or substantially affected.

## 1.6 PUBLIC AND AGENCY REVIEW OF EA

A Notice of Availability (NOA) of the Draft EA and Draft FONSI was published in the newspapers of record (listed below), announcing the availability of the EA for review on XDayXXMonthX XYearX. The NOA invited the public to review and comment on the Draft EA. The public and agency review period ended on XDayX XMonthX XYearX. The NOA and public and agency comments are provided in **Appendix B**.

The NOA was published in the following newspapers:

- ◆ The Hansconian, HAFB
- ◆ Bedford Minuteman & Bedford Citizen
- ◆ Lexington Minuteman
- ◆ Concord Journal

Copies of the Draft EA and FONSI were posted to the HAFB public facing website for download and review at the following location:

<https://www.hanscom.af.mil/About-Us/Fact-Sheets/Display/Article/379486/civil-engineering/>

The Air Force is aware of the potential impact of the ongoing coronavirus (COVID-19) pandemic on the usual methods of access to information and ability to communicate, such as the mass closure of local public libraries and challenges with the sufficiency of an increasingly-overburdened internet. The Air Force seeks to implement appropriate additional measures to ensure that the public and all interested stakeholders have the opportunity to participate fully in this Environmental Assessment process. Accordingly, the public is encouraged to contact the USAF directly at the email address and/or phone number provided in the NOA for assistance if needed. The USAF and HAFB are available to discuss and help resolve issues involving access to the Draft EA and Proposed FONSI, or the ability to comment.

## **2.0 DESCRIPTION OF THE PROPOSED ACTION AND ALTERNATIVES**

### **2.1 PROPOSED ACTION**

The Proposed Action is to change the operational status of the 24-hour access gate from Ruiz Gate to one of the other existing gates at HAFB to provide improved AT/FP and enhance public safety.

### **2.2 SELECTION STANDARDS**

NEPA and CEQ regulations mandate the consideration of reasonable alternatives for the Proposed Action. “Reasonable alternatives” are those that could also effectively meet the purpose and need for the Proposed Action. Per the requirements of 32 CFR Part 989, the USAF’s EIAP regulations, selection standards are used to identify alternatives for meeting the purpose and need for the USAF action.

Alternatives for the Proposed Action for this undertaking must meet the following selection standards:

1. Provide infrastructure that will enhance Anti-Terrorism Protection, and public safety;
2. Alleviate congestion at the Ruiz Gate entry control point;
3. Allow for ease of access for emergency services to enter and leave HAFB; and
4. Utilize a gate that is currently operational other than Ruiz Gate.

## 2.3 SCREENING OF ALTERNATIVES

The selection standards described in **Section 2.2** were applied to these alternatives to determine which alternative(s) fulfill the purpose and need for the action (**Table 2-1**).

**Table 2-1. Evaluation of Reasonable Alternatives**

ALTERNATIVES	Selection Standards			
	Provides infrastructure that will enhance 66 ABG Security Forces mission accomplishment, Anti-Terrorism Protection, and public and occupational safety	Help alleviate congestion at the Ruiz Gate entry control point	Allow for ease of access for emergency services to enter and leave HAFB	Gate that is currently operational
	(1)	(2)	(3)	(4)
Establish Sartain Gate (Gate 1/Vandenberg Drive Gate Entrance) as the 24-hour Access Gate	Yes	Yes	Yes	Yes
Establish Gate 2 (Marrett Street/Airport Road/Route 2A Gate Entrance) as the 24-hour Access Gate	No	Yes	No	No
Establish Gate 3 and 3A as the 24-hour Access Gate	No	Yes	No	No

## 2.4 DETAILED DESCRIPTION OF THE ALTERNATIVE(S)

The evaluation of alternatives as discussed in **Section 2.3** resulted in two alternatives being carried forward for full analysis in the EA: Alternative 1 and “No Action”.

### 2.4.1 Alternative 1 (Preferred Alternative/Proposed Action) – Establish Sartain Gate (Gate 1/Vandenberg Drive Gate Entrance) as the 24-hour Access Gate

This alternative includes changing the times of operation of Sartain Gate and Ruiz Gate (**Figure 2-1**). This alternative would change the designation of Sartain Gate from operating as the “5:30 AM to 7:00 PM” gate to the “24-hour a day” gate. This alternative would also change the designation of Ruiz Gate from operating as the “24-hour a day” gate to the “5:30 AM to 7:00 PM” gate.

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This alternative meets the purpose and need. Sartain Gate is located within HAFB's Commercial Vehicle Search Area (CVSA) and Visitor Control Center (VCC), and there is less interference with civilian traffic. Sartain Gate allows 66 SFS to use the space adjacent to the entry control point to stage deliveries, process visitors, give directions, and control situations that develop at the entry control point. Traffic and potential threats are more visible in the immediate and distant points of sight. There is also ample area for commuter and commercial vehicles to turn around if they are not granted access into the base.

Sartain Gate, as opposed to Ruiz Gate, provides the proper layout and infrastructure for the following zones:

- ◆ AFI 31-101 para 3.6.5.1, Approach Zone. An area where all vehicles pass through before reaching the actual checkpoint, which serves as an interface between civilian roads and the installation. The approach zone provides the first opportunity to identify potential threat vehicles, including those attempting entry through the outbound lanes of traffic. The approach zone should reduce the speed of incoming vehicles, perform sorting of traffic by vehicle type (e.g., sorting commercial/large vehicles or visitors into the proper lane) before reaching the inspection area or checkpoint, and provide adequate stacking distance for vehicles waiting for entry.
- ◆ AFI 31-101 para 3.6.5.2. Access Control Zone. The main body of the Inspection Area Checkpoint (IACP) for processing vehicles and pedestrians. This zone includes the guard facility, vehicle inspection, and rejection area for vehicles.

Sartain Gate is also currently operational and meets the selection criteria for ease of access for emergency services coming on and off the base.

#### **2.4.2 No Action Alternative**

Under the No Action Alternative, HAFB would not relocate the 24-hour access gate from Ruiz Gate. The No Action Alternative is used as the baseline from which all other environmental analyses are compared.



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## **2.5 ALTERNATIVES ELIMINATED FROM FURTHER CONSIDERATION**

The following alternatives have been eliminated from further consideration:

### **2.5.1 Alternative 2 – Establish Gate 2 (Marrett Street/Airport Road/Route 2A Gate Entrance) as the 24-hour Access Gate**

Alternative 2 is not further evaluated in this EA. This alternative would establish Gate 2 (Marrett Street/Airport Road/Route 2A Gate Entrance) as the 24-hour access gate. This alternative does not meet the purpose and need because it does not provide sufficient infrastructure to allow 66 SFS to meet mission requirements and does not allow for ease of access for emergency services. Moreover, it is currently not operational.

### **2.5.2 Alternative 3 – Establish Gate 3 and 3A as the 24-hour Access Gate**

Alternative 3 is not further evaluated in this EA. This alternative would establish Gate 3 and 3A as the 24-hour access gate. This alternative does not meet the purpose and need because it does not provide sufficient infrastructure to allow 66 SFS to meet mission requirements and does not allow for ease of access for emergency services. Moreover, it is currently not operational.

## **2.6 PROJECT-SPECIFIC REGULATIONS AND PERMIT REQUIREMENTS**

There are no project-specific regulations and permit requirements pertaining to this scope of work.

### 3.0 AFFECTED ENVIRONMENT

The Region of Influence (ROI) for the Proposed Action is within HAFB, unless otherwise specified below for a particular resource area where a resource would have a different ROI.

#### 3.1 SCOPE OF THE ANALYSIS

This chapter describes the current conditions of the environmental resources, either manmade or natural, that would be affected by implementing the Preferred Alternative or the No Action Alternative.

The intent of this EA is to assess the impact of implementing the Proposed Action. To determine potential environmental impacts of alternative actions, resource areas were identified through preliminary investigation.

##### 3.1.1 Resource Areas Eliminated from Detailed Analysis

Based on the scope of the Proposed Action, issues with minimal or no impacts were identified through a preliminary screening process. The following describes those resource areas not carried forward for a detailed analysis, along with the rationale for their elimination. Regardless of the alternative selected, the following resources would not be affected by the Proposed Action and are not discussed in detail in this EA:

##### **Air Installation Compatible Use Zone (AICUZ)**

The purpose of the AICUZ program is to achieve compatibility between air installations and neighboring communities by protecting the health, safety, and welfare of civilians and military personnel by encouraging land use which is compatible with aircraft operations.

HAFB does not own or operate a military airfield, nor will the Proposed Action affect airfield usage or aircraft operations. There would be no potential impacts on airspace as no airspace would be reconfigured, new units created, or increase in air operations and/or changes in mission flying activities as a result of the Proposed Action. Therefore, the AICUZ program is not applicable and will not be analyzed in this EA. To ensure impacts to the civilian airfield (Hanscom Field) do not occur, coordination with the Massachusetts Port Authority (MassPORT) has been conducted during the EA process.

##### **Land Use**

Land use defines real property classification and indicates its natural or anthropogenic conditions. Local zoning laws and regulations with no national standards very often codify the land use. There are currently twelve land use categories associated with HAFB: airfield, aircraft operation and maintenance, industrial, administrative, community (commercial), community (service), medical, housing (accompanied), housing (unaccompanied), outdoor recreation, open space and water. Changes to the land use occur constantly and at many scales and can have specific and cumulative effects on air and water quality, watershed function, generation of waste, extent and

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### Affected Environment

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quality of wildlife habitat, climate and human health. The Proposed Action would consist solely of an operational change. No Construction and Demolition (C&D) activity would take place. Both gates would continue to serve their primary functions as entry and exit points.

### Earth Resources

Earth resources consist of surface and subsurface soils, bedrock, etc. No C&D activities would occur; therefore, no impacts to the soil quality are expected.

### Water Resources

Water resources are natural and man-made sources that are potentially useful. Water resources can include groundwater, surface water, wetlands, and floodplains. No floodplains, surface water, and wetlands are located within the action area. Moreover, no C&D is set to occur. Therefore, no impacts to water resources, which include disturbance of wetlands, sedimentation, and any anticipated impacts on surface and groundwater are expected.

### Biological/Natural Resources

Biological resources include native or naturalized plants and animals and their habitats. The direct physical impact is the physical harm that can occur to an organism (plant or animal) if it comes into contact with an effector, such as a piece of construction machinery. No sensitive species and habitats are located within the action area and no construction is set to occur; therefore, no impacts are expected.

### Cultural Resources

Cultural resources are associated with many heritage-related resources such as prehistoric and historic sites, buildings, structures, districts, artifacts, or any other physical evidence of human activity that is considered important to a culture, subculture, or community for scientific, traditional, religious, or other reasons. Cultural resources can provide insight into cultural practices of previous civilizations or can also retain cultural religious significance to modern groups. There are no historic properties present on and around the action area. Therefore, no analysis will be carried forward.

### Environmental Restoration Program / Hazardous Waste

According to the Comprehensive Environmental Response, Compensation and Liability Act (CERCLA) (42 USC 9601 (14)), a hazardous substance is defined as “any substance designated pursuant to Section 1321 (b)(2)(A) of Title 33; any element, compound, mixture, solution, or substance designated pursuant to Section 9602 of this title; any hazardous waste having the characteristics identified under or listed pursuant to Section 3001 of the Resource Conservation and Recovery Act (RCRA) of 1976, as amended, (42 USC 6921); any toxic pollutant listed under CFR Section 1317 (a) of Title 33; any hazardous air pollutant listed under Section 112 of the CAA (42 USC 7412); and any imminently hazardous chemical substance or mixture with respect to

which the Administrator of the USEPA has taken action pursuant to Section 2606 of Title 15. Hazardous waste is defined as any solid, liquid, or contained gaseous or semisolid waste, or combination of wastes that exhibits 1) one or more hazardous characteristics including ignitability, corrosivity, toxicity, or reactivity, or 2) are listed as a hazardous waste under 40 CFR Part 261. Examples of hazardous wastes include unused or expended adhesives, sealants, greases, waste paint and thinners, solvents, and corrosive cleaning compounds. This EA will not consider impacts of hazardous substances and waste as well as Environmental Restoration Program (ERP) sites as no C&D activity is proposed. Moreover, the gates part of the Proposed Action do not fall within the ERP sites.

### **Infrastructure**

Infrastructure is defined as a composition of systems and physical structures that enable a population in a specified area to function. Infrastructure is mostly human-made, and a high correlation exists between the type and extent of infrastructure and the degree to which an area is characterized as “urban” or developed. The infrastructure components include, but are not limited to, water, wastewater, stormwater, electrical supply, and solid waste. The Proposed Action is only operational and does not constitute any construction activities that would impact existing infrastructure.

#### **3.1.2 Resource Areas Carried Forward for Detailed Analysis**

The resources that were carried forward for detailed consideration in **Section 3 and 4** are:

##### **Air Quality**

Construction, demolition, and other development efforts can produce particulate matter and combustive emissions from construction equipment and worker vehicles. Federal Clean Air Act (CAA) of 1970 regulates air emissions from stationary and mobile sources on a national level. Analysis addresses the expected levels of emissions and compares these levels with National Ambient Air Quality Standard (NAAQS) for the Middlesex County area.

##### **Socioeconomics**

Socioeconomics relates to or involves a combination of social and economic factors. Socioeconomic changes associated with economic activities such as changes in employment and commercial growth typically result in changes to additional indicators such as housing availability, school capacity, etc. The socioeconomic receptors evaluated in this EA include nearby communities and businesses that could be affected by the operational switch.

##### **Environmental Justice**

Environmental Justice relates to undertakings which may expose low-income and minority populations to disproportionate negative impacts or would pose special risks to children (under 18 years old) due to noise and other conditions as a result of implementing the Proposed Action.

Analysis focuses on determining the exposure of these communities to anticipated environmental effects and identifying whether potential areas of concern are disproportionate to other communities in the region.

### **Occupational Health and Safety**

Occupational Health and Safety is defined as any issue with a potential to increase health risks to military or DoD civilian personnel, developer personnel, or the general public. These health risks can include the potential for death, serious bodily injury or illness, and property damage. Some potential safety concerns associated with HAFB include fire, security force response and anti-terrorism/force protection (AT/FP) requirements and considerations. Detailed analysis of the potential impacts on safety resulting from the implementation of the Proposed Action are analyzed in this EA.

### **Public Safety**

Public safety ensures protection of community members. It includes law enforcement, fire department and emergency medical services. This EA will evaluate how the change in gate access will affect police, fire, and medical response times, as well as drive times to nearby hospitals.

### **Transportation**

Transportation is defined as the roads and associated infrastructure that support access to a specified area. Analyses of the potential impacts on transportation networks including the capacity of existing transportation networks to transport people and goods to the desired location efficiently and safely. Impacts to these networks as a result of implementation of the Proposed Action are analyzed in this EA.

### **Noise**

Sound is defined as a particular auditory impression and its sensation perceived by the sense of hearing as well as mechanical radiant energy that is transmitted by longitudinal pressure waves in a material medium and is the objective cause of hearing. Noise derives from sound; however, noise is an unpleasant, undesired sound that interferes with one's hearing. Noise impacts will be discussed in this EA.

### **Cumulative Impacts Analysis**

A cumulative impact, as defined by the CEQ (40 CFR 1508.7), is the "...impact on the environment which results from the incremental impact of the action when added to other past, present, and reasonably foreseeable future actions regardless of which agency (federal or non-federal) or person undertakes such actions. Cumulative impacts can result from individually minor but collectively significant actions taking place over a period of time." The cumulative impacts analyses in this EA consider effects of this project together with recently completed projects,

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evaluated under previous EAs, in the immediate vicinity. The cumulative impacts analyses also include other projects that may contribute to a cumulative effect on the environment when implemented in conjunction with the Proposed Action. The following projects have occurred at HAFB within the last five years:

- ◆ Photovoltaic Panel Additions Environmental Assessment, FONSI issued in 2016;
- ◆ MIT Lincoln Laboratory Campus Expansion – Phase II, FONSI issued in 2016;
- ◆ Defense Contract Management Agency (DCMA) Relocation; FONSI issued in 2017;
- ◆ Energy Efficient Upgrades [Cogeneration (COGEN) Plant], FONSI issued in 2017;
- ◆ Express Relocation with Gas and Main Store Image Upgrade, FONSI issued in 2019;
- ◆ Air Force Personnel Relocation (Leasing Off-Base Space), FONSI issued 2019;
- ◆ Patriot Golf Course – Bridges Projects (Repair and Replace Bridges), FONSI issued 2020;
- ◆ Installation Development at Hanscom AFB; FONSI issued in 2020

The above-mentioned projects have completed NEPA review that ensured that environmental impacts were identified and avoided and/or minimized.

Actions announced for the region of influence that could occur during the same period as the Proposed Action are:

- ◆ Reconfiguration of the Ruiz (aka Hartwell) Gate Complex (Estimated in 2023);
- ◆ Air Force Cambridge Research Laboratory Historic District Master Plan (Estimated in 2022)
- ◆ Demolition of Buildings 1110 and 1152 and the construction of the NC3 Facility (Estimated in 2022)

### 3.2 SOCIOECONOMIC CONDITIONS/ENVIRONMENTAL JUSTICE

Business activity on HAFB that is not directly mission-related is primarily focused on HAFB employees and residents, as well as authorized visitors, including active military personnel from other locations in the region and the Department of Defense (DoD) credentialed retirees, who utilize the retail and services available on the base. These outlets include a variety of services such as the Commissary (groceries), Exchange (general merchandise), pharmacy as well as a bowling alley, car wash, fitness center, and two hotels. Medical services (limited) are also provided on the base. While many of these are operated by the DoD, there are also a number of private businesses that operate on the base. These are shown in **Table 3-1**, noting their hours of operation.

From a review of web-based sources, as well as in-field observations, most base businesses appear to operate during normal business hours, generally opening from 5 AM to 11 AM and closing at 4 PM to 7 PM, with minor exceptions to the latter. From an economic perspective there are a limited number of businesses located on HAFB that could potentially be impacted by the Proposed Action.

### 3.3 TRANSPORTATION

The HAFB workforce of Federal civilian employees, non-appropriated fund employees, military, and contractors make up approximately 6,065 personnel. Traffic congestion near the base primarily occurs in the peak morning period between 6 AM and 9 AM, when most workers arrive from the local and regional highway system.

Vehicular traffic enters HAFB via one of two control points (two other gates, Schilling Gate and Gate 2, are currently closed and only used during emergencies):

- ◆ Ruiz Gate (formerly known as Hartwell Gate) – accessed via Hartwell Avenue, which provides direct access to Routes 4/225 and Route 128/I-95.
- ◆ Sartain Gate (formerly known as Vandenberg Gate) - the main gate for visitors, commercial vehicles, and many DoD personnel; access is from Route 2A, Hanscom Drive, and a segment of Old Bedford Road.

Both of these state routes interchange with the Route 128/I-95 beltway that rings the Boston area and connects to other radial limited-access highways. These routes are also used by commuters from the area towns, as well as others accessing the many industrial and office parks in the area. Between 3 PM and 6 PM, employees leave the base with the assumption being that they leave through the same gate they entered. Data provided by local transportation management agencies suggests that approximately 134,213 personnel originate within or traverse through the area within a 5-mile radius of HAFB when commuting to work (HAFB 2020a).

Additional details and an analysis of commuting habits to HAFB are discussed in **Section 4**.

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**Table 3-1. Potentially Impacted Business at HAFB as a result of the Proposed Action**

To verify hours of operation - also are yellow highlighted restricted to military personnel, their families and designated contractors?

HANSCOM AFB BUSINESS CONTACTS	HOURS of OPERATION						
	Monday	Tuesday	Wednesday	Thursday	Friday	Saturday	Sunday
<b>Hanscom AFB (<i>specific to military personnel</i>)</b>							
Reel Time Theaters - Barksdale Street, bldg. 1538 (1)	closed	closed	closed	closed	closed (3)	closed (3)	closed
Hanscom Commissary - 1709, bldg. A (1)	closed	10 AM - 7 PM	10 AM - 7 PM	10 AM - 7 PM	10 AM - 7 PM	10 AM - 7 PM	10 AM - 6 PM
Hanscom Exchange - 100 Eglin Street, bldg. 1709B (1)	9 AM - 7 PM	9 AM - 7 PM	9 AM - 7 PM	9 AM - 7 PM	9 AM - 7 PM	9 AM - 7 PM	11 AM - 5 PM
Hanscom AFB Pharmacy - 90 Vandenberg Drive, bldg. 1900 (1)	7:30 AM - 4:30 PM	7:30 AM - 4:30 PM	7:30 AM - 4:30 PM	7:30 AM - 4:30 PM	7:30 AM - 4:30 PM	closed	closed
Hanscom Fitness & Sports Center - 180 Merrett Street (1)	6 AM to 7 PM	6 AM to 7 PM	6 AM to 7 PM	6 AM to 7 PM	6 AM to 7 PM	8 AM to 3 PM	8 AM to 3 PM
Class VI/Shoppette - Barksdale Street, bldg. 1534 (1)	7 AM - 10 PM	7 AM - 10 PM	7 AM - 10 PM	7 AM - 10 PM	7 AM - 10 PM	9 AM - 10 PM	9 AM - 5 PM
Hanscom Lanes - bldg. 1531 (1)	closed	closed	11 AM - 9 PM	11 AM - 9 PM	11 AM - 9 PM	11 AM - 9 PM	closed
Hanscom Federal Credit Union - 1610 Eglin Street (1)	8:30 AM - 4 PM	8:30 AM - 4 PM	8:30 AM - 4 PM	8:30 AM - 4 PM	8:30 AM - 4 PM	closed	closed
<b>Hanscom AFB (<i>not specific to military personnel</i>)</b>							
Dunkin' Donuts - 1790B Eglin Street (1) (Main Exchange Bldg.)	5 AM - 5 PM	5 AM - 5 PM	5 AM - 5 PM	5 AM - 5 PM	5 AM - 5 PM	7 AM - 5 PM	8 AM - 4 PM
Subway Subs - 1790B Eglin Street (1) (Main Exchange Bldg.)	10 AM - 4 PM	10 AM - 4 PM	10 AM - 4 PM	10 AM - 4 PM	10 AM - 4 PM	closed	closed
Pizza Mia - 98 Barksdale Street (1)	10 AM - 9 PM	10 AM - 9 PM	10 AM - 9 PM	10 AM - 9 PM	10 AM - 9 PM	10 AM - 9 PM	closed
Dino's Canteen - 11 Eglin Avenue (1)	6 AM - 3 PM	6 AM - 3 PM	6 AM - 3 PM	6 AM - 3 PM	6 AM - 3 PM	closed	closed
Froots - 100 Eglin Street (1) (Main Exchange Bldg.)	9 AM - 4:30 PM	9 AM - 4:30 PM	9 AM - 4:30 PM	9 AM - 4:30 PM	9 AM - 4:30 PM	closed	closed
Hanscom Inn - 1427 Kirtland Street (1)	<i>Hospitality use - hours and policies may vary due to Covid-19</i>						
<b>not on</b> Hanscom AFB - but on entranceway arterial							
Waxy O'Connor's Irish Pub - 94 Hartwell Avenue (2)	11 AM - 3 PM	11 AM - 3 PM	11 AM - 3 PM	11 AM - 3 PM	11 AM - 3 PM	closed	closed
Jamsan Hotels - 83 Hartwell Avenue (2)	<i>Hospitality use - hours and policies may vary due to Covid-19</i>						

Source : RKG Associates, Inc, (2020) - from business website(s)

(1) On-base

(2) Arterial entrance to Hanscom AFB

(3) Closed until further notice due to Covid-19 restrictions

### 3.4 NOISE

Sound is defined as a particular auditory impression and its sensation perceived by the sense of hearing as well as mechanical radiant energy that is transmitted by longitudinal pressure waves in a material medium and is the objective cause of hearing. Noise derives from sound; however, noise is an unpleasant, undesired sound that interferes with one's hearing.

Sound is the result of pressure changes in a medium (usually air), caused by vibration or turbulence. The amplitude of these pressure changes is stated in terms of sound level, and the rapidity with which these changes occur is the sound's frequency.

Noise is defined as unwanted or disturbing sound. Sound becomes unwanted when it either interferes with normal activities such as sleeping, conversation, or disrupts or diminishes one's quality of life. The effects of noise are determined mainly by the duration and level of the noise, but they are also influenced by the frequency. Long-lasting, high-level sounds are the most damaging to hearing and generally the most annoying. High-frequency sounds tend to be more hazardous to hearing and more annoying than low-frequency sounds. The way sounds are distributed in time is also important, in that intermittent sounds are typically less damaging to hearing than continuous sounds because of the ear's ability to regenerate during the intervening quiet periods.

The decibel (dB) is the unit used to measure the intensity of the sound. The decibels are measured on a logarithmic scale and they correspond to how a human's ear interpret sound pressure. A "weighted" scale (dBA) is used to account for the frequency range to how people respond to sound. The threshold for audible is usually within a range of 10-25 dBA with a threshold of pain at the upper scale of audibility at approximately 135 dBA (US EPA 1981). **Table 3-2** compares common sounds and its corresponding effects and shows how they rank in terms of the noise level expressed in dBA. As shown in the **Table 3-2**, a soft whisper 15 feet away is normally considered to be very quiet while an air conditioning unit 20 feet away is considered to be intrusive at 60 dBA. A small increase in decibels corresponds to a great increase in intensity; therefore, each increase in 10 dBA is perceived as twice loud to the human's ear.

**Table 3-2. Sound Levels and Human Response**

Noise Level (dBA)	Common Sounds	Effect
0		Hearing begins
10		Just audible
20		Broadcasting studio
30	Library Soft whisper (15 feet)	Very quiet
40		Living room, Bedroom Quiet office
50	Light auto traffic (100 feet)	Quiet
60	Air conditioning unit (20 feet)	Intrusive

**Table 3-2. Sound Levels and Human Response (continued)**

Noise Level (dBA)	Common Sounds	Effect
70	Noisy restaurant Freeway traffic Man' s voice (3 feet)	Telephone use difficult
80	Alarm clock (2 feet) Hair dryer	Annoying
90	Heavy truck (50 feet) City traffic	Very annoying, Hearing damage (8 hours)
100		Garbage truck
110		Pile drivers
120	Jet takeoff (200 feet) Auto horn (3 feet)	Maximum vocal effort
130		
140	Carrier deck jet operation Air raid siren	Painfully loud

Source: USEPA 1981

The primary sources of noise in the vicinity of the gates results from normal operation of MassPORT's Hanscom Field airport. Even though military flight operations constitute only approximately one percent of the total aircraft operations in the vicinity, military flight operations tend to employ noisier aircrafts and therefore, MassPORT calculates that military flight operations represent 32.7 percent of the aircraft-generated noise (HAFB 2003 in HAFB 2020a, Massport 2017 in HAFB 2020a).

Ground-based vehicle operations at HAFB consist mainly of privately-owned vehicles and government vehicles. The privately-owned cars are used by regular daily employees and contractors. Government-owned vehicles include on-road maintenance and utility vehicles and off-road equipment, such as sweeper vacuums, cranes, lawn mowers, and forklifts (HAFB 2020a). Noise generated independent of aircraft flight and noise on HAFB, such as maintenance and shop operations, ground traffic, and construction, is generally comparable to the noise generated in the surrounding community.

No construction noise is expected from the Proposed Action.

### 3.5 AIR QUALITY

Air quality is defined by ambient air concentrations of specific pollutants determined by the USEPA to be of concern related to the health and welfare of the general public and the environment, and are widespread across the United States. The Federal Clean Air Act (CAA) of 1970, with updates in 1990, is the primary federal statute governing air quality. Under authority of the CAA, the USEPA sets the maximum acceptable concentration levels for specific pollutants that may impact the health and welfare of the public. With USEPA oversight, states may set concentration levels for additional pollutants not regulated by the USEPA.

### 3.5.1 Ambient Air Quality Standards

Under the CAA, USEPA has established National Ambient Air Quality Standards (NAAQS) for pollutants considered harmful to public health and the environment. The CAA identified two types of standards: Primary standards provide public health protection, including the health of the “sensitive” population such as asthmatic, children, and the elderly; and secondary standards provide public health protection, including protection against decreased visibility and damage to animals, crops, vegetation and buildings. The USEPA established NAAQS for six principal pollutants: Carbon Monoxide (CO), Lead (Pb), Nitrogen Dioxide (NO<sub>2</sub>), Ozone (O<sub>3</sub>), Particle Pollution (PM) including particulate matter equal to or less than 2.5 microns in diameter (PM<sub>2.5</sub>), and particulate matter equal to or less than 10 microns in diameter (PM<sub>10</sub>), and Sulfur Dioxide (SO<sub>2</sub>). Per 40 CFR 81.322, as of February 2020, Middlesex County, Massachusetts has met all but one of the NAAQS air quality standards. The county is currently in maintenance for ozone.

### 3.5.2 General Conformity Rule

Established under CAA (section 174(c)(4)), the General Conformity Rule (GCR) helps states and tribes improve air quality in the areas that do not meet the NAAQS. The GCR applies to federal actions that are taken in designated nonattainment or maintenance areas. The purpose of the GCR is to ensure that federal actions do not cause or contribute to new violations of NAAQS, actions do not worsen existing violations of the NAAQS, and an attainment of the NAAQS is not delayed. The USEPA classifies the air quality in an air quality control region (ACQR) or its subareas. The areas designated for each of the six pollutants under ACQR are as either “attainment”, “nonattainment”, or “unclassified”. Attainment means that the air quality within an area is better than NAAQS, nonattainment indicates that one or more of the six principal pollutants exceed NAAQS, and unclassified means that there is not enough information for the area to be classified. The USAF utilizes its Air Force's Air Conformity Applicability Model (ACAM) to assess the potential air quality impacts associated with a USAF undertaking in accordance with the AFMAN 32-7002, CAA Section 176(c)), Air Quality Compliance and Resource Management; the EIAP program; and the General Conformity Rule (40 CFR 93 Subpart B). **Table 3-3** below provides attainment/non-attainment designations per pollutant in Middlesex County.

**Table 3-3. Attainment/Non-Attainment Designations for Middlesex County**

Pollutant	Designation
CO (1971 1-hour and 8-hour)	Attainment
Pb (2008 3-month)	Attainment
NO <sub>2</sub> (1971 Annual and 2010 1-hour)	Attainment
O <sub>3</sub> (1979 1-hour)	Non-Attainment (Maintenance)
O <sub>3</sub> (1997 8-hour)	Non-Attainment (Maintenance)
O <sub>3</sub> (2008 and 2015 8-hour)	Attainment
PM <sub>10</sub> (1987 24-hour and Annual)	Attainment

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**Table 3-3. Attainment/Non-Attainment Designations for Middlesex County (continued)**

Pollutant	Designation
PM2.5 (1997 and 2012 Annual)	Attainment
PM2.5 (1997 and 2006 24-hour)	Attainment
SO <sub>2</sub> (1971 3-hour, 24-hour and Annual and 2010 1-hour)	Attainment

Source: 40 CFR 81.322 and USEPA's "Green Book"

Per the US EPA's Air Quality System's databases, **Table 3-4** shown below provides the Middlesex County Air Quality Statistics for the six criteria pollutants for 2019. Since Middlesex County only includes monitors for ozone, the monitor at Harrison Avenue in Boston (Suffolk County) is used as a surrogate for PM10 and the monitor at Kenmore Square also in Boston (Suffolk County) is used as a surrogate for the other pollutants.

**Table 3-4. Middlesex County Air Quality Statistics, 2019**

Pollutant	Averaging Time and form	Unit	2019 Concentration
CO	1-hr	ppm	1.6
CO	8-hr	ppm	1.2
Pb	3-mo	µg/m <sup>3</sup>	ND
NO <sub>2</sub>	Annual	ppb	12.4
NO <sub>2</sub>	1-hr	ppb	44
O <sub>3</sub>	8-hr	ppm	0.065
PM10	24-hr	µg/m <sup>3</sup>	27
PM2.5	Annual	µg/m <sup>3</sup>	5.7
PM2.5	24-hr	µg/m <sup>3</sup>	12.9
SO <sub>2</sub>	1-hr	ppb	1.9

Source: US EPA, 2019 Annual Concentrations By Monitor

CO - Second maximum non-overlapping 8-hour concentration (applicable NAAQS is 9 ppm)

Pb - Maximum rolling 3 month average (applicable NAAQS is 0.15 µg/m<sup>3</sup>)

NO<sub>2</sub> (AM) - Arithmetic mean concentration (applicable NAAQS is 53 ppb)

NO<sub>2</sub> (1-hr) - 98th percentile daily maximum 1-hour concentration (applicable NAAQS is 100 ppb)

O<sub>3</sub> - Fourth daily maximum 8-hour concentration (applicable NAAQS is 0.070 ppm)

PM10 - Second maximum 24-hour concentration (applicable NAAQS is 150 µg/m<sup>3</sup>)

PM2.5 (Wtd AM) - Weighted annual mean concentration (applicable NAAQS is 12 µg/m<sup>3</sup>)

PM2.5 (24-hr) - 98th percentile 24-hour concentration (applicable NAAQS is 35 µg/m<sup>3</sup>)

SO<sub>2</sub> - 99th percentile daily maximum 1-hour concentration (applicable NAAQS is 75 ppb)

Lead is no longer monitored in the Commonwealth

ND - No Data

µg/m<sup>3</sup> - micrograms per cubic meter

ppm - parts per million

ppb - parts per billion

Hanscom AFB is in the Northeast Ozone Transport Region. Therefore, Hanscom is subject only to GCR for Ozone, and the significance determinations for other pollutants are prevention of significant deterioration (PSD) thresholds. A general conformity determination is not required

because the Ozone precursor pollutant levels are below the de minimis thresholds applicable to Hanscom AFB.

To assess the potential air quality impacts associated with a USAF undertaking in accordance with AFMAN 32-7002, CAA Section 176(c), Air Quality Compliance and Resource Management; the EIAP program; and the General Conformity Rule (40 CFR 93 Subpart B), the USAF utilizes its Air Force's Air Conformity Applicability Model (ACAM). The primary stationary emission sources at HAFB are the boilers at the central heating plant. Emissions from these boilers are regulated under the CAA. HAFB utilizes low NO<sub>x</sub> burners and performs annual NO<sub>x</sub> Reasonably Available Control Technology (RACT) testing of these boilers. The base's Title V permit also imposes monitoring and record keeping requirements for various "emission units," such as the heat plant and for large emergency generators, gas-driven chillers, aboveground and underground storage tanks, and fuel dispensing equipment. Future activities that would generate additional volatile organic compounds (VOCs) or NO<sub>x</sub> emissions would be subject to stringent permit limits and associated emission reduction strategies. The current Title V Permit for HAFB is effective from 9 October 2008 to 9 October 2013, and a Title V operating permit renewal application was submitted to MassDEP in April of 2013. As of August 2013, the permit renewal has not been processed and the base has maintained a "permit shield" with MassDEP to operate under the conditions of the Title V Permit that expired 9 October 2013. An updated Draft Title V Operating Permit Renewal is in development to be finalized for submission to MassDEP.

The primary mobile sources of emissions in the vicinity include aircraft operation at MassPORT's Hanscom Field, together with the Civil Engineering (CE) Grounds Heavy Equipment and CE Shop utility vehicles and trucks, ground vehicles on local and/or base roadways, and small combustion engines (e.g. lawn mowers, leaf blowers).

### **3.6 SAFETY AND OCCUPATIONAL HEALTH**

All government organizations on HAFB are provided industrial hygiene support by the Bioenvironmental Office (66 MDS/SDOJ). The Public Health office (66MDS/SGOL) provides support for occupational health training and organizes and manages the Occupational and Environmental Health Working Group (OEHWG). The OEHWG is chaired by physicians from Flight Medicine, which handles occupational physicals (including audiograms) and work-related injury care for government workers.

The 66 ABG Safety Office provides occupational and non-occupational safety support for all government organizations on HAFB and geographically separated units. Support includes Ground, Weapons, and Flight safety programs and major mishap prevention programs including inspections, hazard abatement, mishap investigation, and training. The Safety office is also the steward for the Base Environmental, Safety, and Occupational Health Council and the Commander's OSHA Voluntary Protection Program.

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Contractor operations on HAFB are not supported by the base's occupational health programs (i.e., Bioenvironmental Engineering, Public Health, and Occupational Medicine). Contractors are required to comply with the Occupational Safety and Health Administration (OSHA) Regulations and manage their own occupational health programs including industrial hygiene surveillance, mishap reporting and recording, worker health and safety training, hazard abatement, and medical surveillance. All contracts for major construction must follow the base civil engineering design review process, which includes the Base Bioenvironmental and Safety offices. While it would be the responsibility of the awarded contractor(s) to ensure the safety and health of contractor employees and others at the work site, this process ensures that applicable safety and health requirements are included in the final drawings and specifications for major construction contracts.

### **3.7 PUBLIC SAFETY**

The base is served by police and fire departments located within the base as well as local municipal agencies, including Bedford, Lexington, and Lincoln Police. Emergency calls are first directed to on base emergency responders before enlisting the help of off base emergency departments. Responders access the base through either Sartain Gate or Ruiz Gate.

## 4.0 ENVIRONMENTAL CONSEQUENCES

This chapter describes the potential environmental consequences that are likely to occur as a result of implementation of all Alternatives that are being considered and analyzed. Impacts described in this chapter are evaluated in terms of type (positive/beneficial or adverse), context (setting or location), intensity (none, negligible, minor, moderate, severe), and duration (short-term/temporary or long-term/permanent). The type, context, and intensity of an impact on a resource are explained under each resource area.

### 4.1 SOCIOECONOMIC CONDITIONS/ENVIRONMENTAL JUSTICE

Under its instructions for the EIAP (32 CFR Part 989), the USAF must demonstrate compliance with Executive Order 12898, entitled Federal Actions to Address Environmental Justice in Minority Populations and Low Income Populations, to determine the effects of federal programs, policies, and activities on minority and low income populations. Similarly, under EO 13045, entitled Protection of Children from Environmental Health Risks and Safety Risks, each federal agency must assess the environmental health risks and safety risks that may disproportionately affect children. For there to be a potential environmental justice impact, a unique low-income or minority population must be present, as well as a significant adverse impact.

#### No-Action Alternative

The no-action alternative would continue current operations at HAFB. No operational change would occur related to the Proposed Action. Therefore, no effects on current socioeconomic conditions and no concerns related to environmental justice would be expected.

#### Preferred Alternative

##### 4.1.1 Socioeconomic Resources

While it is possible that there may be some disruption to the operations of the businesses presented in **Table 3-4**, this would generally be short-lived as the Proposed Action is solely an operational change and not a construction undertaking.<sup>2</sup> Work on Sartain Gate is anticipated to begin in the near future, while the planned reconfiguration of the Ruiz (aka Hartwell) Gate Complex is planned for FY 2023.<sup>3</sup> The change in gate hours may result in inconvenience to some

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<sup>2</sup> From Project Minutes memorandum, *EIAP/EAs, Proposed Base Undertakings, Hanscom AFB*, dated 06/24/2020.

<sup>3</sup> *Ibid.*

visitors to the base who currently utilize Ruiz Gate during the overnight hours, otherwise access to HAFB is not hindered.

The proposed change in the hours of operation for Sartain Gate and Ruiz Gate is not considered to significantly impact the businesses (those not specific to military personnel), as several are closed on Saturday and/or Sunday and, with the exception of Pizza Mia, the businesses have limited hours of operation, typically closing at 5 PM or earlier. Similarly, while the two businesses offering delivery services (presumably off-base), Pizza Mia and Froots, may require a re-routing of their off-base delivery services, access to off-base customers is not otherwise hindered.

Employees, residents and visitors who utilize Ruiz Gate between 10 PM and 5 AM may be inconvenienced from the Proposed Action, requiring a marginally longer time to access Route 95 or to reach locations north of HAFB in Bedford or Lexington. Review of the traffic data provided for Hartwell Avenue on either side of Ruiz Gate indicates very little traffic activity during the overnight hours.

In summary, outside of a possible short-lived inconvenience factor, any potential economic impact to businesses on the base is considered to be insignificant.

There are several nearby business off-HAFB that may do business with people from on the base, but not necessarily during those hours of Gate ingress/egress affected by the Proposed Action. These are not presented in **Table 3-4**, but are discussed as follows:

- ◆ **Outside Ruiz Gate** – There are several businesses that are outside of the perimeter of HAFB influence and which are otherwise service related as opposed to retail goods and consumer driven businesses, including:
  - Imprivata – A tech company specializing in digital identity management with a focus to the healthcare sectors of the economy (10 Maguire Road, Suite 125, Lexington).
  - Onforce – Offering ADP services (10 Maguire Road, Suite 232, Lexington).
  - Sun Valley Subs – A dine-in sandwich shop, open 6 AM to 3 PM – Monday through Friday and closed weekends (57 Summer Street, Bedford).
  - Integration Partners – An IT company (12 Hartwell Avenue, Lexington).
  - Boston Children's at Lexington – Pediatric health care services.
  - Boston Sports Club – Health and fitness center (475 Bedford Street, Bedford).
  - ConstructSecure – Software development (450 Bedford Street, Lexington).
  - Quality Inn & Suites – Hospitality (440 Bedford Street, Lexington).

- ◆ **Outside Sartain Gate** – there do not appear to be any businesses that may be impacted along the stretch of Route 2A as it defines a southern border to HAFB. There is the Minuteman Regional Vocational Technology School, as well as Aloft Lexington and Element Lexington (both hospitality properties) – all accessible from Route 2A, with the hotels accessible from an I-95 interchange irrespective of the Proposed Action. Route 2A also borders or runs through portions of the Minuteman National Historic Park, and the Proposed Action will not have an impact on this property, as public access to its various facilities is limited to 10 AM to 5 PM.

#### 4.1.2 Environmental Justice

The Proposed Action is an operational change and not a construction and infrastructure undertaking. As such, the Proposed Action would not result in any measurable or significant environmental justice impacts with respect to changes in population, either in total or race/ethnicity specific. Similarly, the Proposed Action would not impact area household and family incomes or the level of English fluency within the four Towns.

#### Cumulative Impacts

Significant, short- and long-term, cumulative socioeconomic impacts are not expected to result from the Preferred Alternative because staffing requirements and behaviors of employees associated with the Proposed Action will not result in changes to the minority community or the socioeconomic standards currently experienced on and around HAFB. Construction, demolition, and renovation actions associated with concurrent implementation of other identified cumulative projects would result in short-term, minor, beneficial effects on the local economy and local employment levels, lasting only for the duration of these activities.

### 4.2 TRANSPORTATION

#### No-Action Alternative

The no-action alternative would continue operations at HAFB with no changes. Implementation of the no-action alternative would result in no impacts related to transportation.

#### Preferred Alternative

The transportation impacts associated with the Proposed Action on the roadway system around the base and within the base have been assessed. The primary impact of the Proposed Action is based on the assumption that visitors to the base would arrive at the Ruiz Gate in passenger vehicles and commercial vehicles after 8 PM and would be unable to enter the base at this location. These visitors would be required to navigate from the Ruiz Gate to the Sartain Gate for entry.

This transportation evaluation consists of two components. The first component is a qualitative geometric assessment of the alternate routes from the Ruiz Gate to the Sartain Gate. The second

component is a traffic capacity analysis providing a quantitative assessment of the changes in delay at key intersections on- and off-base during the hours when the Ruiz Gate is closed. Together, these two components provide a detailed understanding of the impacts of the operational changes to the gates.

### **Alternative Route Assessment**

#### Study Area

Ruiz Gate currently provides access to Hanscom AFB from the east. In addition, the Ruiz Gate is the only means of accessing the base during overnight hours. If traffic is diverted during overnight hours from the Ruiz Gate to the Sartain Gate, visitors who are unaware of the Ruiz Gate's closure would be required to navigate to the Sartain Gate. There are two logical, alternative routes to travel from the Ruiz Gate to the Sartain Gate. These two alternate routes are depicted in **Figure 4- 1**.

#### Alternative Routes

The first alternative is to travel on Hartwell Avenue northeasterly, make a right-turn onto State Routes 4/225 southbound, make a right-turn onto the southbound ramp of I-95/State Route 128, travel on Route 128 southbound to the State Route 2A exit, exit Route 128 southbound to Route 2A westbound, travel westbound on Route 2A, make a right-turn onto Hanscom Drive, and a right-turn onto Vandenberg Drive. This route is approximately 6.4 miles in length and takes approximately nine minutes.

The second alternative is to travel on Hartwell Avenue northeasterly, make a right-turn onto Wood Street, travel the length of Wood Street, make a right-turn onto Massachusetts Avenue, make a right-turn onto Route 2A, travel westbound on Route 2A, make a right-turn onto Hanscom Drive, and a right-turn onto Vandenberg Drive. This route is approximately 3.9 miles in length and takes approximately six minutes.

There are two locations along the second alternative where large commercial vehicles would not be able to turn without encroaching on another travel lane. At the intersection of Wood Street at Massachusetts Avenue, a heavy vehicle turning right from Wood Street southbound to Massachusetts Avenue westbound will encroach on the eastbound Massachusetts Avenue travel lane. In addition, at the intersection of Massachusetts Avenue at Route 2A, vehicles traveling on Massachusetts Avenue westbound turning right to Route 2A westbound will encroach on the Route 2A eastbound travel lane.

It should also be noted that the length of Wood Street is characterized by narrow pavements with no shoulders and significant horizontal and vertical geometry. These conditions will make lane-keeping very difficult for heavy vehicles, especially during hours of darkness. This route would not be recommended for routine travel by heavy vehicles.

## Traffic Capacity Analysis

### Study Area

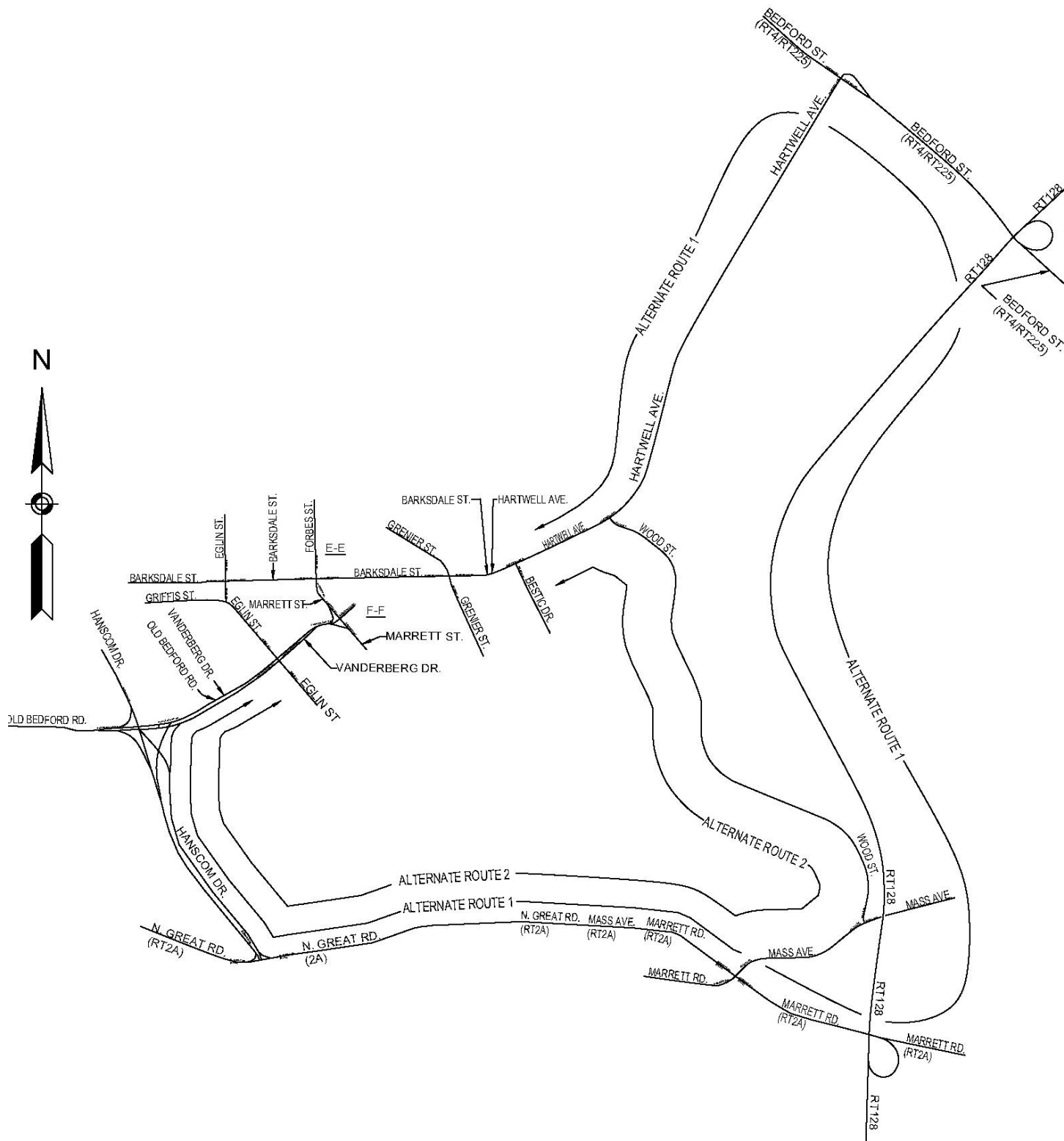
Given the forthcoming operational changes with the main gate entrance hours for Hanscom AFB, a traffic capacity analysis was performed for the surrounding area (including on-base traffic operations). With the hours of Sartain Gate and Ruiz Gate changing, the overnight hours were evaluated at intersections both on- and off-base in the surrounding area.

The following intersections on Hanscom AFB were evaluated for traffic impacts:

- ◆ Hartwell Avenue at Bestic Drive (On Base)
- ◆ Barksdale Street at Grenier Street (On Base)
- ◆ Barksdale Street at Marrett Street (On Base)
- ◆ Barksdale Street at Eglin Street (On Base)
- ◆ Vandenberg Drive at Marrett Street (On Base)
- ◆ Vandenberg Drive at Eglin Street (On Base)

The following intersections from the surrounding area were evaluated for traffic impacts:

- ◆ Hartwell Avenue at Wood Street (Off Base)
- ◆ Hartwell Avenue at Bedford Street (Off Base)
- ◆ Wood Street at Massachusetts Avenue (Off Base)
- ◆ Route 2A at Massachusetts Avenue (Off Base)
- ◆ Route 2A at Hanscom Drive (Off Base)
- ◆ Hanscom Drive at Old Bedford Road and Vandenberg Drive (Off Base).



Hanscom Gate Access    Hanscom AFB, Massachusetts

**Figure 4-1**  
Alternate Routes



### Existing Conditions Traffic Analysis

Traffic analysis was conducted for existing conditions using Synchro analysis software to determine a Level of Service (LOS) for each intersection in the study area. Level of Service is a function of the delay that vehicles must wait in order to navigate through the intersection safely. LOS receives a letter value between “A” and “F” with “A” representing very low delay and “F” representing higher delays and greater congestion. Generally, LOS “D” or better is considered preferable, although higher delays and LOS may be appropriate in congested areas.

Results of the traffic analyses are tabulated in the Appendix C. Each of the study area intersections is currently operating at an acceptable LOS during their respective overnight peak hours. The intersection of Hartwell Avenue and Bedford Road results in a performance with LOS C in the eastbound left-turn movements and westbound approach. In addition, the two signalized intersections on-base have minor delays, with an intersection LOS B at the Barksdale Street at Grenier Street intersection. Overall, the delay in the overnight peak hours does not appear to result in any significant delays under existing conditions.

### Future Conditions Traffic Analysis

The proposed demand forecast year of 2040 was selected to evaluate the future conditions of the roadways and intersections in the study area. Following the NEPA guidance provided by the Federal Highway Administration, a forecast of 20-years is typical for long-range transportation planning purposes. As a result, the volumes adjusted to account for the COVID pandemic (2020 “normal”) were projected 20 years into the future, to assess the traffic impacts in 2040.

### **Background Growth**

Background growth for the study area was projected using a combination of permanent count station information, located in the vicinity of HAFB. Multiple permanent count stations were used, considered and evaluated based on past long-term growth (ranging between 2010 and 2019 previous years of growth).

Based on all of the provided average annual growth rates calculated from the most recently available Annual Average Daily Traffic (AADT) data (up to 2019), an average regional annual growth rate was calculated to be 1.2 percent. We have used this rate to project study area traffic volumes into future year 2040. This background growth rate should account for any additional regional growth in the area.

Traffic counts for the study area were conducted in September of 2020. Seasonal Adjustment Factors were taken from MassDOT permanent count station 4013 on Route 2, west of I-95 in Lexington. The most recent year with counts taken in September, as well as nearly every other month with the exception of January and February, was 2019. This is the year that was evaluated to determine seasonal adjustment factors for September. September traffic volumes were found to be higher than average. In order to remain conservative, no seasonal adjustment factor was

applied to the traffic counts. Finally, existing trips destined for the Ruiz Gate during overnight hours were redistributed to the two alternate routes using an inversely proportional gravity model based on travel time, with 40 percent using alternate route 1 and 60 percent using alternate route 2.

### **Future Traffic Analysis**

The 2040 projected traffic volumes were analyzed using the same methods as the 2020 existing conditions. Given future projections, these intersections still operate at acceptable LOS during their respective overnight peak hours. Similar to existing conditions, Hartwell Avenue at Bedford Road results in a performance with LOS C in the eastbound left-turn movements and westbound approach. Again, the two signalized intersections located on Hanscom AFB are projected to have minor delays, with Barksdale Street at Grenier Street operating at LOS B. Overall, the delay in overnight peak hours does not appear to result in any significant delays under projected 2040 traffic conditions.

### **Conclusions**

Hanscom AFB is currently evaluating potential operational changes to their primary gate entrances in Bedford, MA and Lexington, MA. Currently, Sartain Gate (otherwise known as Gate 1) is the primary entrance to HAFB, which is accessible via Route 2A and Hanscom Drive in Bedford, MA. Although the visitors center is currently located at this entrance, the hours of entrance are limited between 5:30 AM and 7 PM. Ruiz Gate (otherwise known as the Gate 4) is the secondary, yet heavily travelled, entrance to HAFB, which is accessible from Route 4, Route 225, and Hartwell Avenue in Lexington, MA. This secondary entrance currently operates on a 24-hours/day, 7-days/week policy. Given the new facilities planned for the Sartain Gate, HAFB seeks to make the Sartain Gate the primary gate operational 24-hours/day and 7-days/week. Accordingly, the hours of the Ruiz Gate would be limited from 5:30 AM to 7 PM.

Based on the existing and projected capacity analysis conducted within this report, there are no operational issues present at the study area intersections. Given the low demand of the overnight hours in this study area, the proposed operational changes to the aforementioned gates at HAFB will have negligible impacts on traffic in the surrounding area and should not impede the flow traffic at the study area intersections. Delays associated with this change will be de minimis.

The two alternate routes for visitors to the installation that arrive at the Ruiz Gate and are diverted to the Sartain gate during overnight hours have very different characteristics. Alternate route 1, which requires visitors to use I-95/Route 128, is better suited to accommodating this traffic due to the geometric and functional characteristics of the roadways on the route. Alternate route 2 involves travel on Wood Street, which is more rural in context, with narrow roadways and significant vertical and horizontal curvature. This route is not suitable for heavy vehicle traffic. To encourage I-95/Route 128 traffic to use the Sartain Gate, especially overnight commercial

vehicles, appropriate signage on I-95/Route 128 to advise motorists of the appropriate gate to be used is highly recommended.

### **Cumulative Impacts**

The Preferred Alternative together with other cumulative projects would result in long-term, minor, cumulative impacts on HAFB's transportation resources. Impacts from the switch in gate operation hours would be reduced by the placement of appropriate signage on I-95/Route 128 to avert overnight traffic from the Ruiz Gate to the Sartain Gate, if the HAFB chooses to do so. The Proposed Action is also anticipated to generally reduce traffic congestion and ease access into and out of the base.

## **4.3 NOISE**

### **No-Action Alternative**

The no-action alternative would continue operations at HAFB with no changes. Implementation of the no-action alternative would result in no impacts regarding noise.

### **Preferred Alternative**

Minimal additional noise would be generated over current conditions as a result of increased usage of Sartain Gate. However, no significant long-term noise impacts would be experienced as a result of the Preferred Alternative.

### **Cumulative Impacts**

When taking into consideration the other projects, planned and foreseeable construction and demolition activities within HAFB would result in a short-term localized increase of sound impacts in the area. Noise attenuation measures integrated into the design and construction of the structures would minimize adverse effects. However, no significant cumulative impacts have been identified for noise associated with the Proposed Action.

## **4.4 AIR QUALITY**

Middlesex County has met the attainment standards for all but one of the criteria pollutants. Middlesex County is in maintenance for ozone. On March 12, 2008, a new 8-hour ozone standard became effective and the previous 8-hour ozone standard (1997) was revoked on February 13, 2017. Hanscom AFB is in the Northeast Ozone Transport Region. Therefore, Hanscom is subject only to GCR for Ozone.

### **No-Action Alternative**

Under the No Action Alternative, no C&D activities would take place; therefore, there would be no construction emissions. Also, there would be no change in operations. As a result, no significant impacts would occur with the implementation of the No Action Alternative.

### **Preferred Alternative**

The Proposed Action would consist of an operational switch. No construction would occur therefore, minimal air quality impacts are anticipated only from the redistribution and rerouting of traffic already coming to and from the base. According to the transportation study presented in **Section 4.2**, there is low demand for the overnight gate hours. Therefore, negligible impacts on traffic are anticipated from the proposed operational changes. Refer to Appendix C for a more detailed traffic analysis. For this reason, it is expected that the change in vehicle miles traveled associated with this operational change would produce de minimis changes in pollutant emissions including VOC, NO<sub>x</sub> and greenhouse gases.

### **Cumulative Impacts**

The redistribution of traffic as described in **Section 4.2** would produce changes in mobile source emissions at the gate locations. Emissions would increase at gates used more often and decrease elsewhere. Although mobile source emissions would increase at the newly accessible gate, Sartain Gate, the advances in mobile source engine technology and the influx of alternatively fueled vehicles has significantly reduced on-road emissions. Adverse short-term and long-term air quality impacts due to mobile sources are not expected with this Project.

## **4.5 SAFETY AND OCCUPATIONAL HEALTH**

### **No-Action Alternative**

The no-action alternative would continue operations at HAFB with no changes. Therefore, the implementation of the no-action alternative would not affect Safety and Occupational Health.

### **Preferred Alternative**

As part of the Preferred Alternative, occupational safety and health procedures would be implemented to ensure no direct or indirect impact on the safety and health of individuals. No C&D activities would occur; therefore, no significant short-term safety and occupational health concerns would be experienced as a result of implementing the Preferred Alternative and long-term positive benefits may be realized as the gate access switch would meet DoD force protection requirements.

### **Cumulative Impacts**

Short-term, negligible, cumulative adverse impacts on health and safety (e.g., slips, falls, heat exposure, exposure to mechanical, electrical, vision, or chemical hazards) would be expected as a result of demolition, renovation and construction activities associated with the concurrent implementation of the other cumulative projects. Employment of appropriate safety methods during these activities would be expected to minimize the potential for such impacts. Cumulative long-term, minor, beneficial impacts on health and safety would be expected from upgrades associated facilities in HAFB and gate access switch.

## 4.6 PUBLIC SAFETY

### No-Action Alternative

The no-action alternative would continue operations at HAFB without changing the existing gate operations and would result in no impacts to base access by the various surrounding towns' police and public safety departments.

### Preferred Alternative

The Proposed Action is not expected to have any significant impact on public safety. Local emergency responders, including police, fire, and ambulance, will continue to be able to access the base. Based on the transportation study, the change in nighttime access would not significantly impact response times or the time needed to reach local hospitals. Likewise, consultation with off base police departments suggests that Sartain Gate is primarily used to access the base and that the Proposed Action would not significantly impact their operations and response times. The various departments would adjust their operations as needed provided that prior notice of the gate operational switch is communicated.

### Cumulative Impacts

To reduce impacts to response times due to the switch in gate operation hours, it is highly recommended that the appropriate public safety departments be notified of the planned changes. The Proposed Action in conjunction with other planned projects on base is not anticipated to have significant short and long-term impacts on public safety access.

## 4.7 OTHER NEPA CONSIDERATIONS

### 4.7.1 Relationship of Short-Term Uses and Long-Term Productivity

The relationship between short-term uses and enhancement of long-term productivity from implementation of the Proposed Action is evaluated from the standpoint of short-term effects and long-term effects. Short-term effects would be those associated with the implementation of anticipated developments at HAFB's over the period of less than ten years. Long-term uses of the human environment would be those associated with the implementation of anticipated developments at HAFB's over the period of more than ten years, ongoing operation, and maintenance of facility construction and improvement projects, as well as, utility and transportation networks and parking improvements after implementation of the Proposed Action.

The Proposed Action represents an enhancement of long-term productivity at HAFB. The long-term beneficial effects of implementing the Proposed Action would enhance public safety and allow for ease of access to the base for commuter and commercial vehicles. This Project would also improve AT/FP operation and reduce vehicular congestion along Hartwell Avenue.

## **5.0 LIST OF PREPARERS**

This EA has been prepared under the direction of the Environmental Office (66 ABG/CEIE), along with Epsilon Associates, Inc., KRG Associates, Inc., and Fort Hill to fulfill the requirements of NEPA for the 24-hour Gate Switch at HAFB, MA.

The following persons authored and provided direct oversight for the preparation of this EA:

### **MANAGEMENT**

Jennifer Howe, PE, SMMA, Boston, Massachusetts. B.S. in Environmental Engineering; As the Project Director, Ms. Howe, with over 25 years of experience, provided management oversight for preparation of this environmental assessment.

### **TASK LEADERS**

O'Brien, Taylor. E.I.T.; 66 ABG/CEIE; B.S. in Civil Engineering; As the task leader for this effort, Mr. O'Brien provided technical analysis and editing of this environmental assessment.

Sheehan, Scott. E.I.T.; 66 ABG/CEIE; B.S. in Civil Engineering. As the assistant task leader for this effort, Mr. Sheehan provided technical analysis and editing of this environmental assessment.

### **CONTRIBUTING AUTHORS**

Cranor, Lawrence. RKG Associates, Boston, Massachusetts. BA, MBA University of Cincinnati. Senior Project Analyst with RKG with 32 years of experience in demographic and economic analysis.

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Hewett, David. Epsilon Associates, Maynard, Massachusetts. B.A. in Biology, Middlebury College; Environmental Planner with Epsilon with 30 years of experience in the field of environmental impact analysis and permitting.

Lyons, William. Fort Hill Companies LLC, Boston, Massachusetts. Juris Doctor, Suffolk University Law School; Master of Sustainability Leadership, University of Cambridge; Master of Transportation and Urban Systems, North Dakota State University; Bachelor of Science, Electrical Engineering, Norwich University. Traffic Engineer and Planner with years of experience in the transportation and sustainability fields.

Seymour, Craig. RKG Associates, Boston, Massachusetts. AB Brown University, MBA University of New Hampshire. Principal Economist with RKG with 35 years of experience in the fields of economic development and planning.

**6.0 PERSONS AND AGENCIES CONSULTED/COORDINATED**

The following Persons and Agencies were contacted in the preparation of this EA.

**Table 6-1. Persons and Agencies Consulted/Coordinated**

<b>Federal Agencies</b>	
Minuteman National Historic Park Mr. B.J. Dunn, Park Superintendent 174 Liberty St Concord, MA 01742	
<b>State Agencies</b>	
L.G. Hanscom Field (MassPORT) Ms. Amber Goodspeed, Manager, Airport Administration Civil Air Terminal 200 Hanscom Drive, Suite 214 Bedford, MA 01730	
<b>Local Agencies</b>	
Bedford Board of Selectmen Mr. Edward Pierce, chair 10 Mudge Way Bedford, MA 01730-2193	Lexington Board of Selectmen Ms. Kim Katzenback 2nd Floor, Town Office Building 1635 Massachusetts Avenue Lexington, MA 02420-3801
Concord Board of Selectmen Mr. Michael Lawson, Chair P.O. Box 535 Concord, MA 01742	Lincoln Board of Selectmen Ms. Jennifer Glass, Chair Town Office 16 Lincoln Road Lincoln, MA 01773
Lexington Department of Public Works Mr. David J. Pinsonneault Samuel Hadley Public Services Building, 201 Bedford St., Lexington, MA 02420	Bedford Department of Public Works Mr. William Magee 314 The Great Road Bedford, MA 01730

**DRAFT ENVIRONMENTAL ASSESSMENT**

**Environmental Assessment  
Persons and Agencies Consulted**

**Establishing the 24-hour Access Gate at HAFB  
Hanscom AFB, Massachusetts**

**Table 6-1. Persons and Agencies Consulted/Coordinated (continue)**

<b>Local Agencies (continue)</b>	
Concord Department of Public Works Mr. Alan H. Cathcart, Director of Public Works 133 Keyes Road Concord, MA 01742	Lincoln Department of Public Works Mr. Chris Bibbo 30 Lewis St. Lincoln, MA 01773
Lexington Fire Department Headquarters Chief Derek Sencabaugh 173 Bedford St. Lexington, MA 02420	Bedford Fire Department Fire Chief David Grunes 55 Great Road Bedford, MA 01730
Concord Fire Department Fire Chief Thomas M. Judge 209 Walden St Concord, MA 01742	Lincoln Fire Department Acting Deputy Chief Brian Young 169 Lincoln Rd Lincoln, MA 01773
Lexington Police Department Chief Mark Corr 1575 Massachusetts Ave Lexington, MA 02420	Bedford Police Department Chief Robert Bongiorno 2 Mudge Way Bedford, MA 01730
Concord Police Department Chief Joseph F. O'Connor P.O. Box 519 Concord, MA 01742	Lincoln Police Department Chief A. Kevin Kennedy 169 Lincoln Road Lincoln, MA 01773
Hanscom Area Towns Committee-Concord Town House Ms. Linda Escobedo 22 Monument Square Concord, MA 01742	Hanscom Area Towns Committee-Bedford Mr. Michael Rosenberg 10 Mudge Way Bedford, MA 01730

**DRAFT ENVIRONMENTAL ASSESSMENT**

**Environmental Assessment  
Persons and Agencies Consulted**

**Establishing the 24-hour Access Gate at HAFB  
Hanscom AFB, Massachusetts**

**Table 6-1. Persons and Agencies Consulted/Coordinated (continue)**

<b>Local Agencies (continue)</b>	
Hanscom Area Towns Committee-Lincoln Mr. Jonathan Dwyer 16 Lincoln Road Lincoln, MA 01773	Hanscom Area Towns Committee-Lexington Ms. Suzanne Barry Lexington Town Office Building 1625 Massachusetts Avenue Lexington, MA 02420
Bedford Economic Development Authority Ms. Alyssa Sandoval Town of Bedford 10 Mudge Way Bedford, MA 01730	Bedford Chamber of Commerce Mr. Peter Bagley 12 Mudge Way Bedford, MA 01730
Hanscom Family Housing LLC Mr. Marcos Nogueira 101 Northbridge Rd #2663 Hanscom AFB, MA 01731	Emerson Hospital Mr. Robert Drake 133 Old Rd to 9 Acre Corner Concord, MA 01742
Lahey Hospital 41 Burlington Mall Road Burlington, MA 01805	Bedford Town Manager Ms. Sarah Stanton 10 Mudge Way Bedford, MA 01730
Lexington Town Manager Mr. James Malloy Town Office Building 1625 Massachusetts Ave Lexington, MA 02420	Concord Town Manager Mr. Stephen Crane P.O. Box 535 Concord, MA 01742
Lincoln Town Manager Mr. Timothy Higgins 16 Lincoln Road First Floor Lincoln, MA 01773	

## 7.0 REFERENCES

- [CEQ] Council of Environmental Quality. 2018. Update to the Regulations for Implementing the Procedural Provisions of NEPA.
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- [HAFB] Hanscom Air Force Base. 2014. Hanscom AFB, Massachusetts Vandenberg Gate Land Acquisition Final Environmental Assessment dated May 2014. Prepared by: Portage, Inc. for 66 ABG/CEIE, Hanscom AFB, 72 Dow Street, Hanscom AFB 01731
- [HAFB] Hanscom Air Force Base. 2020a. Renovating Buildings 1107 and 1109 Draft Environmental Assessment, Hanscom AFB, Massachusetts dated April 2020. Prepared by U.S. Army Corps of Engineers, New England District for 66 ABG/CEIE HANSCOM AFB, 72 Dow Street, Hanscom AFB, MA 01731.
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- [MassPORT]. Massachusetts Port Authority. 2017. Hanscom Field, 2017 Annual Noise Report.
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DRAFT ENVIRONMENTAL ASSESSMENT

Environmental Assessment  
Appendices

Establishing the 24-Hour Access Gate at HAFB  
Hanscom AFB, Massachusetts

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# APPENDIX A

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## Correspondences



**DEPARTMENT OF THE AIR FORCE  
HEADQUARTERS 66TH AIR BASE GROUP  
HANSCOM AIR FORCE BASE MASSACHUSETTS**

October 8, 2020

Mr. Taylor M. O'Brien  
66 ABG/CEIE  
120 Grenier Street  
Hanscom AFB, MA 01731-1910

Bedford Hanscom Area Town Committee  
Mr. Michael Rosenberg  
10 Mudge Way  
Bedford, MA 01730

Dear Mr. Michael Rosenberg,

In accordance with the National Environmental Policy Act of 1969 (NEPA) and the Air Force Environmental Impact Analysis Process (32 Code of Federal Regulations 989 et seq.), the United States Air Force (USAF) is preparing an Environmental Assessment (EA) to evaluate potential socioeconomic, traffic, and emergency services impacts associated with the Proposed Action to swap 24-hour operation and access from Gate 4 (Ruiz Gate) to Gate 1 (Sartain Gate) at Hanscom AFB (HAFB). Gate 4 (Ruiz Gate), is accessible from Route 4/225 and Hartwell Avenue, while Gate 1 (Sartain Gate) is accessed from Route 2A and Hanscom Drive. The Proposed Action would only include an operational change and no construction activity.

The Sartain Gate and the Ruiz Gate are the main control points for access to and egress from HAFB. In general, personnel who reside south and west of HAFB travel through the Sartain Gate and personnel who reside north and east of HAFB travel through the Ruiz Gate. While COVID-19 restrictions have limited access to just the Sartain Gate temporarily, typically, during daytime hours (5:30 am to 7:00 pm) both the Sartain Gate and Ruiz Gate are open for access to HAFB. During the overnight hours (7:00 pm to 5:30 am), the Sartain Gate is closed and the Ruiz Gate becomes the only means of access to HAFB.

The Proposed Action is to close the Ruiz Gate and open the Sartain Gate during the overnight hours (7:00 pm to 5:30 am). The purpose of this action is to assist the 66th Security Forces Squadron in complying with Air Force regulations. The Sartain Gate will provide needed infrastructure such as a Commercial Vehicle Search Area, Visitor Control Center, and is spaced further away from civilian traffic congestion areas than Ruiz Gate.

With this letter, we seek your input on the Proposed Action to assist the Air Force in fully developing the range of issues to consider in conducting a comprehensive environmental review, particularly issues for which the USAF may be unaware. Once completed, the Draft EA will be made available for public review and comment. We currently expect this to occur sometime in 2021. For the purposes of this scoping effort, we request that you send any written input you may have at this time via e-mail to:

taylor.obrien@us.af.mil  
Mr. Taylor O'Brien, NEPA Program Manager  
66 ABG/CEIE  
120 Grenier Street, B1825  
Hanscom AFB, MA 01731-1910

Included in this letter are a project location map (attachment 1); and a listing of agencies we are offering an opportunity to provide input into this scoping effort (attachment 2). If you choose to provide input at this time, we respectfully request you respond within 30 days from receipt of this letter. If you have any questions, please feel free to contact Mr. Taylor O'Brien at (978) 835-5895 or taylor.obrien@us.af.mil.

Sincerely

TAYLOR M. O'BRIEN  
NEPA Program Manager

2 Attachments:

1. Project Location Map
2. List of Parties Contacted



**DEPARTMENT OF THE AIR FORCE  
HEADQUARTERS 66TH AIR BASE GROUP  
HANSCOM AIR FORCE BASE MASSACHUSETTS**

October 8, 2020

Mr. Taylor M. O'Brien  
66 ABG/CEIE  
120 Grenier Street  
Hanscom AFB, MA 01731-1910

Bedford Chamber of Commerce  
Mr. Peter Bagley, Director  
12 Mudge Way  
Bedford, MA 01730

Dear Peter Bagley,

In accordance with the National Environmental Policy Act of 1969 (NEPA) and the Air Force Environmental Impact Analysis Process (32 Code of Federal Regulations 989 et seq.), the United States Air Force (USAF) is preparing an Environmental Assessment (EA) to evaluate potential socioeconomic, traffic, and emergency services impacts associated with the Proposed Action to swap 24-hour operation and access from Gate 4 (Ruiz Gate) to Gate 1 (Sartain Gate) at Hanscom AFB (HAFB). Gate 4 (Ruiz Gate), is accessible from Route 4/225 and Hartwell Avenue, while Gate 1 (Sartain Gate) is accessed from Route 2A and Hanscom Drive. The Proposed Action would only include an operational change and no construction activity.

The Sartain Gate and the Ruiz Gate are the main control points for access to and egress from HAFB. In general, personnel who reside south and west of HAFB travel through the Sartain Gate and personnel who reside north and east of HAFB travel through the Ruiz Gate. While COVID-19 restrictions have limited access to just the Sartain Gate temporarily, typically, during daytime hours (5:30 am to 7:00 pm) both the Sartain Gate and Ruiz Gate are open for access to HAFB. During the overnight hours (7:00 pm to 5:30 am), the Sartain Gate is closed and the Ruiz Gate becomes the only means of access to HAFB.

The Proposed Action is to close the Ruiz Gate and open the Sartain Gate during the overnight hours (7:00 pm to 5:30 am). The purpose of this action is to assist the 66th Security Forces Squadron in complying with Air Force regulations. The Sartain Gate will provide needed infrastructure such as a Commercial Vehicle Search Area, Visitor Control Center, and is spaced further away from civilian traffic congestion areas than Ruiz Gate.

With this letter, we seek your input on the Proposed Action to assist the Air Force in fully developing the range of issues to consider in conducting a comprehensive environmental review, particularly issues for which the USAF may be unaware. Once completed, the Draft EA will be made available for public review and comment. We currently expect this to occur sometime in 2021. For the purposes of this scoping effort, we request that you send any written input you may have at this time via e-mail to:

taylor.obrien@us.af.mil  
Mr. Taylor O'Brien, NEPA Program Manager  
66 ABG/CEIE  
120 Grenier Street, B1825  
Hanscom AFB, MA 01731-1910

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Sincerely

TAYLOR M. O'BRIEN  
NEPA Program Manager

2 Attachments:

1. Project Location Map
2. List of Parties Contacted



**DEPARTMENT OF THE AIR FORCE  
HEADQUARTERS 66TH AIR BASE GROUP  
HANSKOM AIR FORCE BASE MASSACHUSETTS**

October 8, 2020

Mr. Taylor M. O'Brien  
66 ABG/CEIE  
120 Grenier Street  
Hanscom AFB, MA 01731-1910

Bedford Department of Public Works  
Mr. David Manugian  
314 Great Road  
Bedford, MA 01730

Dear Mr. David Manugian,

In accordance with the National Environmental Policy Act of 1969 (NEPA) and the Air Force Environmental Impact Analysis Process (32 Code of Federal Regulations 989 et seq.), the United States Air Force (USAF) is preparing an Environmental Assessment (EA) to evaluate potential socioeconomic, traffic, and emergency services impacts associated with the Proposed Action to swap 24-hour operation and access from Gate 4 (Ruiz Gate) to Gate 1 (Sartain Gate) at Hanscom AFB (HAFB). Gate 4 (Ruiz Gate), is accessible from Route 4/225 and Hartwell Avenue, while Gate 1 (Sartain Gate) is accessed from Route 2A and Hanscom Drive. The Proposed Action would only include an operational change and no construction activity.

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Mr. Taylor O'Brien, NEPA Program Manager  
66 ABG/CEIE  
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October 8, 2020

Mr. Taylor M. O'Brien  
66 ABG/CEIE  
120 Grenier Street  
Hanscom AFB, MA 01731-1910

Bedford Economic Development Authority  
Ms. Alyssa Sandoval  
10 Mudge Way  
Bedford, MA 01730

Dear Ms. Alyssa Sandoval,

In accordance with the National Environmental Policy Act of 1969 (NEPA) and the Air Force Environmental Impact Analysis Process (32 Code of Federal Regulations 989 et seq.), the United States Air Force (USAF) is preparing an Environmental Assessment (EA) to evaluate potential socioeconomic, traffic, and emergency services impacts associated with the Proposed Action to swap 24-hour operation and access from Gate 4 (Ruiz Gate) to Gate 1 (Sartain Gate) at Hanscom AFB (HAFB). Gate 4 (Ruiz Gate), is accessible from Route 4/225 and Hartwell Avenue, while Gate 1 (Sartain Gate) is accessed from Route 2A and Hanscom Drive. The Proposed Action would only include an operational change and no construction activity.

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HEADQUARTERS 66TH AIR BASE GROUP  
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October 8, 2020

Mr. Taylor M. O'Brien  
66 ABG/CEIE  
120 Grenier Street  
Hanscom AFB, MA 01731-1910

Bedford Fire Department  
Mr. David Grunes, Fire Chief  
55 Great Road  
Bedford, MA 01730

Dear Mr. David Grunes,

In accordance with the National Environmental Policy Act of 1969 (NEPA) and the Air Force Environmental Impact Analysis Process (32 Code of Federal Regulations 989 et seq.), the United States Air Force (USAF) is preparing an Environmental Assessment (EA) to evaluate potential socioeconomic, traffic, and emergency services impacts associated with the Proposed Action to swap 24-hour operation and access from Gate 4 (Ruiz Gate) to Gate 1 (Sartain Gate) at Hanscom AFB (HAFB). Gate 4 (Ruiz Gate), is accessible from Route 4/225 and Hartwell Avenue, while Gate 1 (Sartain Gate) is accessed from Route 2A and Hanscom Drive. The Proposed Action would only include an operational change and no construction activity.

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October 8, 2020

Mr. Taylor M. O'Brien  
66 ABG/CEIE  
120 Grenier Street  
Hanscom AFB, MA 01731-1910

Bedford Police Department  
Chief Robert Bongiorno  
2 Mudge Way  
Bedford, MA 01730

Dear Chief Robert Bongiorno,

In accordance with the National Environmental Policy Act of 1969 (NEPA) and the Air Force Environmental Impact Analysis Process (32 Code of Federal Regulations 989 et seq.), the United States Air Force (USAF) is preparing an Environmental Assessment (EA) to evaluate potential socioeconomic, traffic, and emergency services impacts associated with the Proposed Action to swap 24-hour operation and access from Gate 4 (Ruiz Gate) to Gate 1 (Sartain Gate) at Hanscom AFB (HAFB). Gate 4 (Ruiz Gate), is accessible from Route 4/225 and Hartwell Avenue, while Gate 1 (Sartain Gate) is accessed from Route 2A and Hanscom Drive. The Proposed Action would only include an operational change and no construction activity.

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October 8, 2020

Mr. Taylor M. O'Brien  
66 ABG/CEIE  
120 Grenier Street  
Hanscom AFB, MA 01731-1910

Bedford Board of Selectmen  
Mr. Edward Pierce, Chair  
10 Mudge Way  
Bedford, MA 01730

Dear Mr. Edward Pierce,

In accordance with the National Environmental Policy Act of 1969 (NEPA) and the Air Force Environmental Impact Analysis Process (32 Code of Federal Regulations 989 et seq.), the United States Air Force (USAF) is preparing an Environmental Assessment (EA) to evaluate potential socioeconomic, traffic, and emergency services impacts associated with the Proposed Action to swap 24-hour operation and access from Gate 4 (Ruiz Gate) to Gate 1 (Sartain Gate) at Hanscom AFB (HAFB). Gate 4 (Ruiz Gate), is accessible from Route 4/225 and Hartwell Avenue, while Gate 1 (Sartain Gate) is accessed from Route 2A and Hanscom Drive. The Proposed Action would only include an operational change and no construction activity.

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October 8, 2020

Mr. Taylor M. O'Brien  
66 ABG/CEIE  
120 Grenier Street  
Hanscom AFB, MA 01731-1910

Bedford Town Manager  
Ms. Sarah Stanton  
10 Mudge Way  
Bedford, MA 01730

Dear Ms. Sarah Stanton,

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October 8, 2020

Mr. Taylor M. O'Brien  
66 ABG/CEIE  
120 Grenier Street  
Hanscom AFB, MA 01731-1910

Concord Hanscom Area Town Committee  
Ms. Linda Escobedo  
Town House  
22 Monument Square  
Concord, MA 01742

Dear Ms. Linda Escobedo,

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HANSKOM AIR FORCE BASE MASSACHUSETTS**

October 8, 2020

Mr. Taylor M. O'Brien  
66 ABG/CEIE  
120 Grenier Street  
Hanscom AFB, MA 01731-1910

Concord Department of Public Works  
Mr. Alan H. Cathcart, Director of Public Works  
133 Keyes Road  
Concord, MA 01742

Dear Mr. Alan H. Cathcart,

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October 8, 2020

Mr. Taylor M. O'Brien  
66 ABG/CEIE  
120 Grenier Street  
Hanscom AFB, MA 01731-1910

Concord Fire Department  
Mr. Thomas M. Judge, Fire Chief  
209 Walden St.  
Concord, MA 01742

Dear Mr. Thomas M. Judge,

In accordance with the National Environmental Policy Act of 1969 (NEPA) and the Air Force Environmental Impact Analysis Process (32 Code of Federal Regulations 989 et seq.), the United States Air Force (USAF) is preparing an Environmental Assessment (EA) to evaluate potential socioeconomic, traffic, and emergency services impacts associated with the Proposed Action to swap 24-hour operation and access from Gate 4 (Ruiz Gate) to Gate 1 (Sartain Gate) at Hanscom AFB (HAFB). Gate 4 (Ruiz Gate), is accessible from Route 4/225 and Hartwell Avenue, while Gate 1 (Sartain Gate) is accessed from Route 2A and Hanscom Drive. The Proposed Action would only include an operational change and no construction activity.

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October 8, 2020

Mr. Taylor M. O'Brien  
66 ABG/CEIE  
120 Grenier Street  
Hanscom AFB, MA 01731-1910

Concord Police Department  
Mr. Joseph F. O'Connor, Chief of Police  
P.O. Box 519  
Concord, MA 01742

Dear Mr. Joseph F. O'Connor,

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taylor.obrien@us.af.mil  
Mr. Taylor O'Brien, NEPA Program Manager  
66 ABG/CEIE  
120 Grenier Street, B1825  
Hanscom AFB, MA 01731-1910

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Sincerely

TAYLOR M. O'BRIEN  
NEPA Program Manager

2 Attachments:

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2. List of Parties Contacted



**DEPARTMENT OF THE AIR FORCE  
HEADQUARTERS 66TH AIR BASE GROUP  
HANSKOM AIR FORCE BASE MASSACHUSETTS**

October 8, 2020

Mr. Taylor M. O'Brien  
66 ABG/CEIE  
120 Grenier Street  
Hanscom AFB, MA 01731-1910

Concord Board of Selectmen  
Mr. Michael Lawson, Chair  
P.O. Box 535  
Concord, MA 01742

Dear Mr. Michael Lawson,

In accordance with the National Environmental Policy Act of 1969 (NEPA) and the Air Force Environmental Impact Analysis Process (32 Code of Federal Regulations 989 et seq.), the United States Air Force (USAF) is preparing an Environmental Assessment (EA) to evaluate potential socioeconomic, traffic, and emergency services impacts associated with the Proposed Action to swap 24-hour operation and access from Gate 4 (Ruiz Gate) to Gate 1 (Sartain Gate) at Hanscom AFB (HAFB). Gate 4 (Ruiz Gate), is accessible from Route 4/225 and Hartwell Avenue, while Gate 1 (Sartain Gate) is accessed from Route 2A and Hanscom Drive. The Proposed Action would only include an operational change and no construction activity.

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HEADQUARTERS 66TH AIR BASE GROUP  
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October 8, 2020

Mr. Taylor M. O'Brien  
66 ABG/CEIE  
120 Grenier Street  
Hanscom AFB, MA 01731-1910

Concord Town Manager  
Mr. Stephen Crane  
P.O. Box 535  
Concord, MA 01742

Dear Mr. Stephen Crane,

In accordance with the National Environmental Policy Act of 1969 (NEPA) and the Air Force Environmental Impact Analysis Process (32 Code of Federal Regulations 989 et seq.), the United States Air Force (USAF) is preparing an Environmental Assessment (EA) to evaluate potential socioeconomic, traffic, and emergency services impacts associated with the Proposed Action to swap 24-hour operation and access from Gate 4 (Ruiz Gate) to Gate 1 (Sartain Gate) at Hanscom AFB (HAFB). Gate 4 (Ruiz Gate), is accessible from Route 4/225 and Hartwell Avenue, while Gate 1 (Sartain Gate) is accessed from Route 2A and Hanscom Drive. The Proposed Action would only include an operational change and no construction activity.

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HEADQUARTERS 66TH AIR BASE GROUP  
HANSCOM AIR FORCE BASE MASSACHUSETTS**

October 8, 2020

Mr. Taylor M. O'Brien  
66 ABG/CEIE  
120 Grenier Street  
Hanscom AFB, MA 01731-1910

Lexington Hanscom Area Town Committee  
Ms. Suzanne Barry  
Lexington Town Office Building  
1625 Massachusetts Avenue  
Lexington, MA 02420

Dear Ms. Suzanne Barry,

In accordance with the National Environmental Policy Act of 1969 (NEPA) and the Air Force Environmental Impact Analysis Process (32 Code of Federal Regulations 989 et seq.), the United States Air Force (USAF) is preparing an Environmental Assessment (EA) to evaluate potential socioeconomic, traffic, and emergency services impacts associated with the Proposed Action to swap 24-hour operation and access from Gate 4 (Ruiz Gate) to Gate 1 (Sartain Gate) at Hanscom AFB (HAFB). Gate 4 (Ruiz Gate), is accessible from Route 4/225 and Hartwell Avenue, while Gate 1 (Sartain Gate) is accessed from Route 2A and Hanscom Drive. The Proposed Action would only include an operational change and no construction activity.

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HEADQUARTERS 66TH AIR BASE GROUP  
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October 8, 2020

Mr. Taylor M. O'Brien  
66 ABG/CEIE  
120 Grenier Street  
Hanscom AFB, MA 01731-1910

Lexington Department of Public Works  
Mr. David J. Pinsonneault, Director  
Samuel Hadley Public Services Building  
201 Bedford St.  
Lexington, MA 02420

Dear Mr. David J. Pinsonneault,

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October 8, 2020

Mr. Taylor M. O'Brien  
66 ABG/CEIE  
120 Grenier Street  
Hanscom AFB, MA 01731-1910

Lexington Fire Department Headquarters  
Chief Derek Sencabaugh  
173 Bedford St  
Lexington, MA 02420

Dear Chief Derek Sencabaugh,

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HEADQUARTERS 66TH AIR BASE GROUP  
HANSKOM AIR FORCE BASE MASSACHUSETTS**

October 8, 2020

Mr. Taylor M. O'Brien  
66 ABG/CEIE  
120 Grenier Street  
Hanscom AFB, MA 01731-1910

Lexington Police Department  
Chief Mark Corr  
1575 Massachusetts Ave  
Lexington, MA 02420

Dear Chief Mark Corr,

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October 8, 2020

Mr. Taylor M. O'Brien  
66 ABG/CEIE  
120 Grenier Street  
Hanscom AFB, MA 01731-1910

Lexington Select Board  
Mr. Douglas Lucente  
Town Office Building, 2nd Floor  
1625 Massachusetts Avenue  
Lexington, MA 02420

Dear Mr. Douglas Lucente,

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HEADQUARTERS 66TH AIR BASE GROUP  
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October 8, 2020

Mr. Taylor M. O'Brien  
66 ABG/CEIE  
120 Grenier Street  
Hanscom AFB, MA 01731-1910

Lexington Town Manager  
Mr. James Malloy  
Town Office Building  
1625 Massachusetts Ave  
Lexington, MA 02420

Dear Mr. James Malloy,

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October 8, 2020

Mr. Taylor M. O'Brien  
66 ABG/CEIE  
120 Grenier Street  
Hanscom AFB, MA 01731-1910

Lincoln Hanscom Area Town Committee  
Mr. Jonathan Dwyer  
16 Lincoln Road  
Lincoln, MA 01773

Dear Mr. Jonathan Dwyer,

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taylor.obrien@us.af.mil  
Mr. Taylor O'Brien, NEPA Program Manager  
66 ABG/CEIE  
120 Grenier Street, B1825  
Hanscom AFB, MA 01731-1910

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Sincerely

TAYLOR M. O'BRIEN  
NEPA Program Manager

2 Attachments:

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2. List of Parties Contacted



**DEPARTMENT OF THE AIR FORCE  
HEADQUARTERS 66TH AIR BASE GROUP  
HANSKOM AIR FORCE BASE MASSACHUSETTS**

October 8, 2020

Mr. Taylor M. O'Brien  
66 ABG/CEIE  
120 Grenier Street  
Hanscom AFB, MA 01731-1910

Lincoln Department of Public Works  
Mr. Chris Bibbo  
30 Lewis St.  
Lincoln, MA 01773

Dear Mr. Chris Bibbo,

In accordance with the National Environmental Policy Act of 1969 (NEPA) and the Air Force Environmental Impact Analysis Process (32 Code of Federal Regulations 989 et seq.), the United States Air Force (USAF) is preparing an Environmental Assessment (EA) to evaluate potential socioeconomic, traffic, and emergency services impacts associated with the Proposed Action to swap 24-hour operation and access from Gate 4 (Ruiz Gate) to Gate 1 (Sartain Gate) at Hanscom AFB (HAFB). Gate 4 (Ruiz Gate), is accessible from Route 4/225 and Hartwell Avenue, while Gate 1 (Sartain Gate) is accessed from Route 2A and Hanscom Drive. The Proposed Action would only include an operational change and no construction activity.

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**DEPARTMENT OF THE AIR FORCE  
HEADQUARTERS 66TH AIR BASE GROUP  
HANSCOM AIR FORCE BASE MASSACHUSETTS**

October 8, 2020

Mr. Taylor M. O'Brien  
66 ABG/CEIE  
120 Grenier Street  
Hanscom AFB, MA 01731-1910

Lincoln Fire Department  
Deputy Chief Brian Young  
169 Lincoln Rd.  
Lincoln, MA 01773

Dear Deputy Chief Brian Young,

In accordance with the National Environmental Policy Act of 1969 (NEPA) and the Air Force Environmental Impact Analysis Process (32 Code of Federal Regulations 989 et seq.), the United States Air Force (USAF) is preparing an Environmental Assessment (EA) to evaluate potential socioeconomic, traffic, and emergency services impacts associated with the Proposed Action to swap 24-hour operation and access from Gate 4 (Ruiz Gate) to Gate 1 (Sartain Gate) at Hanscom AFB (HAFB). Gate 4 (Ruiz Gate), is accessible from Route 4/225 and Hartwell Avenue, while Gate 1 (Sartain Gate) is accessed from Route 2A and Hanscom Drive. The Proposed Action would only include an operational change and no construction activity.

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HEADQUARTERS 66TH AIR BASE GROUP  
HANSKOM AIR FORCE BASE MASSACHUSETTS**

October 8, 2020

Mr. Taylor M. O'Brien  
66 ABG/CEIE  
120 Grenier Street  
Hanscom AFB, MA 01731-1910

Lincoln Police Department  
Mr. A. Kevin Kennedy, Chief of Police  
169 Lincoln Road  
Lincoln, MA 01773

Dear Mr. A. Kevin Kennedy,

In accordance with the National Environmental Policy Act of 1969 (NEPA) and the Air Force Environmental Impact Analysis Process (32 Code of Federal Regulations 989 et seq.), the United States Air Force (USAF) is preparing an Environmental Assessment (EA) to evaluate potential socioeconomic, traffic, and emergency services impacts associated with the Proposed Action to swap 24-hour operation and access from Gate 4 (Ruiz Gate) to Gate 1 (Sartain Gate) at Hanscom AFB (HAFB). Gate 4 (Ruiz Gate), is accessible from Route 4/225 and Hartwell Avenue, while Gate 1 (Sartain Gate) is accessed from Route 2A and Hanscom Drive. The Proposed Action would only include an operational change and no construction activity.

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HEADQUARTERS 66TH AIR BASE GROUP  
HANSCOM AIR FORCE BASE MASSACHUSETTS**

October 8, 2020

Mr. Taylor M. O'Brien  
66 ABG/CEIE  
120 Grenier Street  
Hanscom AFB, MA 01731-1910

Lincoln Board of Selectmen  
Ms. Jennifer Glass, Chair  
Town Office  
16 Lincoln Road  
Lincoln, MA 01773

Dear Ms. Jennifer Glass,

In accordance with the National Environmental Policy Act of 1969 (NEPA) and the Air Force Environmental Impact Analysis Process (32 Code of Federal Regulations 989 et seq.), the United States Air Force (USAF) is preparing an Environmental Assessment (EA) to evaluate potential socioeconomic, traffic, and emergency services impacts associated with the Proposed Action to swap 24-hour operation and access from Gate 4 (Ruiz Gate) to Gate 1 (Sartain Gate) at Hanscom AFB (HAFB). Gate 4 (Ruiz Gate), is accessible from Route 4/225 and Hartwell Avenue, while Gate 1 (Sartain Gate) is accessed from Route 2A and Hanscom Drive. The Proposed Action would only include an operational change and no construction activity.

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HEADQUARTERS 66TH AIR BASE GROUP  
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October 8, 2020

Mr. Taylor M. O'Brien  
66 ABG/CEIE  
120 Grenier Street  
Hanscom AFB, MA 01731-1910

Lincoln Town Manager  
Mr. Timothy Higgins  
16 Lincoln Road  
First Floor  
Lincoln, MA 01773

Dear Mr. Timothy Higgins,

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October 8, 2020

Mr. Taylor M. O'Brien  
66 ABG/CEIE  
120 Grenier Street  
Hanscom AFB, MA 01731-1910

Emerson Hospital  
Mr. Robert Drake  
133 Old Rd to 9 Acre Corner  
Concord, MA 01742

Dear Mr. Robert Drake,

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HEADQUARTERS 66TH AIR BASE GROUP  
HANSCOM AIR FORCE BASE MASSACHUSETTS**

October 8, 2020

Mr. Taylor M. O'Brien  
66 ABG/CEIE  
120 Grenier Street  
Hanscom AFB, MA 01731-1910

Hanscom Family Housing LLC  
Mr. Marcos Noguera  
101 Northbridge Rd #2663  
Hanscom AFB, MA 01731

Dear Mr. Marcos Noguera,

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HEADQUARTERS 66TH AIR BASE GROUP  
HANSCOM AIR FORCE BASE MASSACHUSETTS**

October 8, 2020

Mr. Taylor M. O'Brien  
66 ABG/CEIE  
120 Grenier Street  
Hanscom AFB, MA 01731-1910

Lahey Hospital  
41 Burlington Mall Road  
Burlington, MA 01805

To Whom It May Concern:

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HEADQUARTERS 66TH AIR BASE GROUP  
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October 8, 2020

Mr. Taylor M. O'Brien  
66 ABG/CEIE  
120 Grenier Street  
Hanscom AFB, MA 01731-1910

MassPORT (Hanscom)  
Ms. Amber Goodspeed, Manager, Airport Administration  
L.G. Hanscom Field  
Civil Air Terminal  
200 Hanscom Drive, Suite 214  
Bedford, MA 01730

Dear Ms. Amber Goodspeed,

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October 8, 2020

Mr. Taylor M. O'Brien  
66 ABG/CEIE  
120 Grenier Street  
Hanscom AFB, MA 01731-1910

Minute Man National Historic Park  
Mr. B.J. Dunn, Park Superintendent  
174 Liberty St  
Concord, MA 01742

Dear Mr. B.J. Dunn,

In accordance with the National Environmental Policy Act of 1969 (NEPA) and the Air Force Environmental Impact Analysis Process (32 Code of Federal Regulations 989 et seq.), the United States Air Force (USAF) is preparing an Environmental Assessment (EA) to evaluate potential socioeconomic, traffic, and emergency services impacts associated with the Proposed Action to swap 24-hour operation and access from Gate 4 (Ruiz Gate) to Gate 1 (Sartain Gate) at Hanscom AFB (HAFB). Gate 4 (Ruiz Gate), is accessible from Route 4/225 and Hartwell Avenue, while Gate 1 (Sartain Gate) is accessed from Route 2A and Hanscom Drive. The Proposed Action would only include an operational change and no construction activity.

The Sartain Gate and the Ruiz Gate are the main control points for access to and egress from HAFB. In general, personnel who reside south and west of HAFB travel through the Sartain Gate and personnel who reside north and east of HAFB travel through the Ruiz Gate. While COVID-19 restrictions have limited access to just the Sartain Gate temporarily, typically, during daytime hours (5:30 am to 7:00 pm) both the Sartain Gate and Ruiz Gate are open for access to HAFB. During the overnight hours (7:00 pm to 5:30 am), the Sartain Gate is closed and the Ruiz Gate becomes the only means of access to HAFB.

The Proposed Action is to close the Ruiz Gate and open the Sartain Gate during the overnight hours (7:00 pm to 5:30 am). The purpose of this action is to assist the 66th Security Forces Squadron in complying with Air Force regulations. The Sartain Gate will provide needed infrastructure such as a Commercial Vehicle Search Area, Visitor Control Center, and is spaced further away from civilian traffic congestion areas than Ruiz Gate.

With this letter, we seek your input on the Proposed Action to assist the Air Force in fully developing the range of issues to consider in conducting a comprehensive environmental review, particularly issues for which the USAF may be unaware. Once completed, the Draft EA will be made available for public review and comment. We currently expect this to occur sometime in 2021. For the purposes of this scoping effort, we request that you send any written input you may have at this time via e-mail to:

taylor.obrien@us.af.mil  
Mr. Taylor O'Brien, NEPA Program Manager  
66 ABG/CEIE  
120 Grenier Street, B1825  
Hanscom AFB, MA 01731-1910

Included in this letter are a project location map (attachment 1); and a listing of agencies we are offering an opportunity to provide input into this scoping effort (attachment 2). If you choose to provide input at this time, we respectfully request you respond within 30 days from receipt of this letter. If you have any questions, please feel free to contact Mr. Taylor O'Brien at (978) 835-5895 or taylor.obrien@us.af.mil.

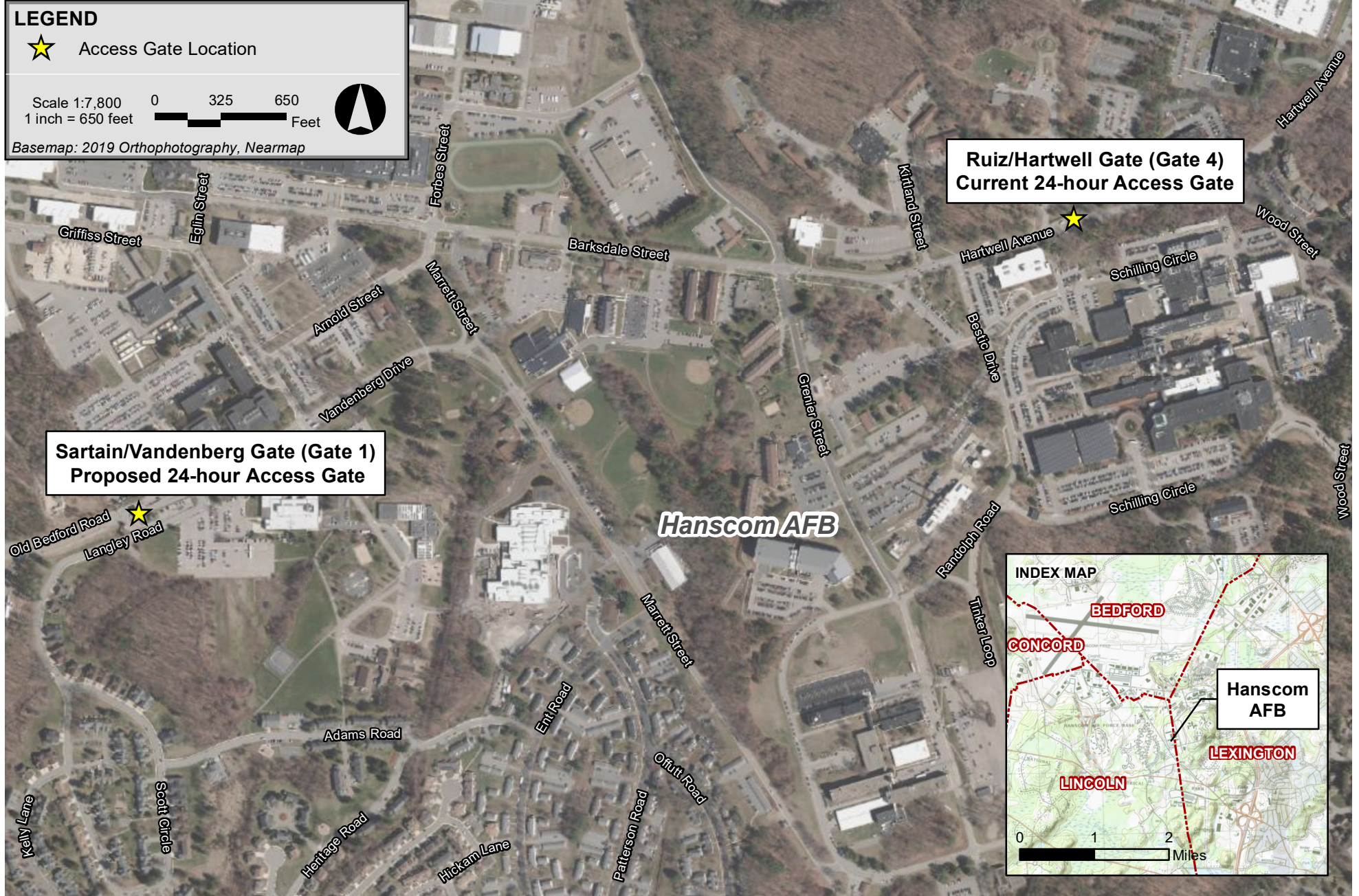
Sincerely

TAYLOR M. O'BRIEN  
NEPA Program Manager

2 Attachments:

1. Project Location Map
2. List of Parties Contacted

Attachments to  
Correspondence  
Letters



Hanscom Gate Access Hanscom AFB, Massachusetts

## **Attachment 2**

### **Gate 1 EA Consultation Recipient List**

- Town of Lexington (Selectmen, Town Manager, DPW, Fire Dept, Police Dept)
- Town of Bedford (Selectmen, Town Manager, DPW, Fire Dept, Police Dept, Economic Development Authority, Chamber of Commerce)
- Town of Concord (Selectmen, Town Manager, DPW, Fire Dept, Police Dept, Public Safety)
- Town of Lincoln (Selectmen, Town Manager, DPW, Fire Dept, Police Dept, Public Safety)
- Hanscom Area Towns Committee
- MassPORT (Hanscom)
- Local Hospitals and Ambulance Services
- Hanscom Family Housing LLC.
- Minute Man National Historic Park

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## APPENDIX B

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### Notice of Availability and Comment Letters

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# APPENDIX C

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## Transportation Report

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## Introduction

Hanscom AFB is currently evaluating potential operational changes to their primary gate entrances in Bedford, MA and Lexington, MA. Currently, Gate 1 (otherwise known as the Sartain Gate) is the primary entrance to Hanscom AFB, which is accessible via Route 2A and Hanscom Drive in Bedford, MA.

Although the visitors center is currently located at this entrance, the hours of entrance are limited between 5 AM and 10 PM. Gate 4 (otherwise known as the Ruiz Gate) is the secondary, yet heavily travelled, entrance to Hanscom AFB, which is accessible from Route 4, Route 225, and Hartwell Avenue in Lexington, MA. This secondary entrance currently operates on a 24-hours/day, 7-days/week policy. Given development updates to the Sartain Gate facilities, Hanscom AFB seeks to make the Sartain Gate operational 24-hours/day and 7-days/week. As a result, the hours of the Ruiz Gate would be limited from 5 AM to 8 PM.

This report evaluates the impact of this change on the roadway system around the base and within the base. The primary impact of this change is based on the assumption that visitors to the base would arrive at the Ruiz Gate in passenger vehicles and commercial vehicles after 8 PM and would be unable to enter. These visitors would be required to navigate from the Ruiz Gate to the Sartain Gate.

As a result, this evaluation includes two components. The first component is a qualitative geometric assessment of the alternate routes from the Ruiz Gate to the Sartain Gate. The second component is a traffic capacity analysis providing a quantitative assessment of the changes in delay at key intersections on and off-base during the hours when the Ruiz Gate is closed. Combined, these two components will provide a detailed understanding of the impacts of the operational changes to the gates.

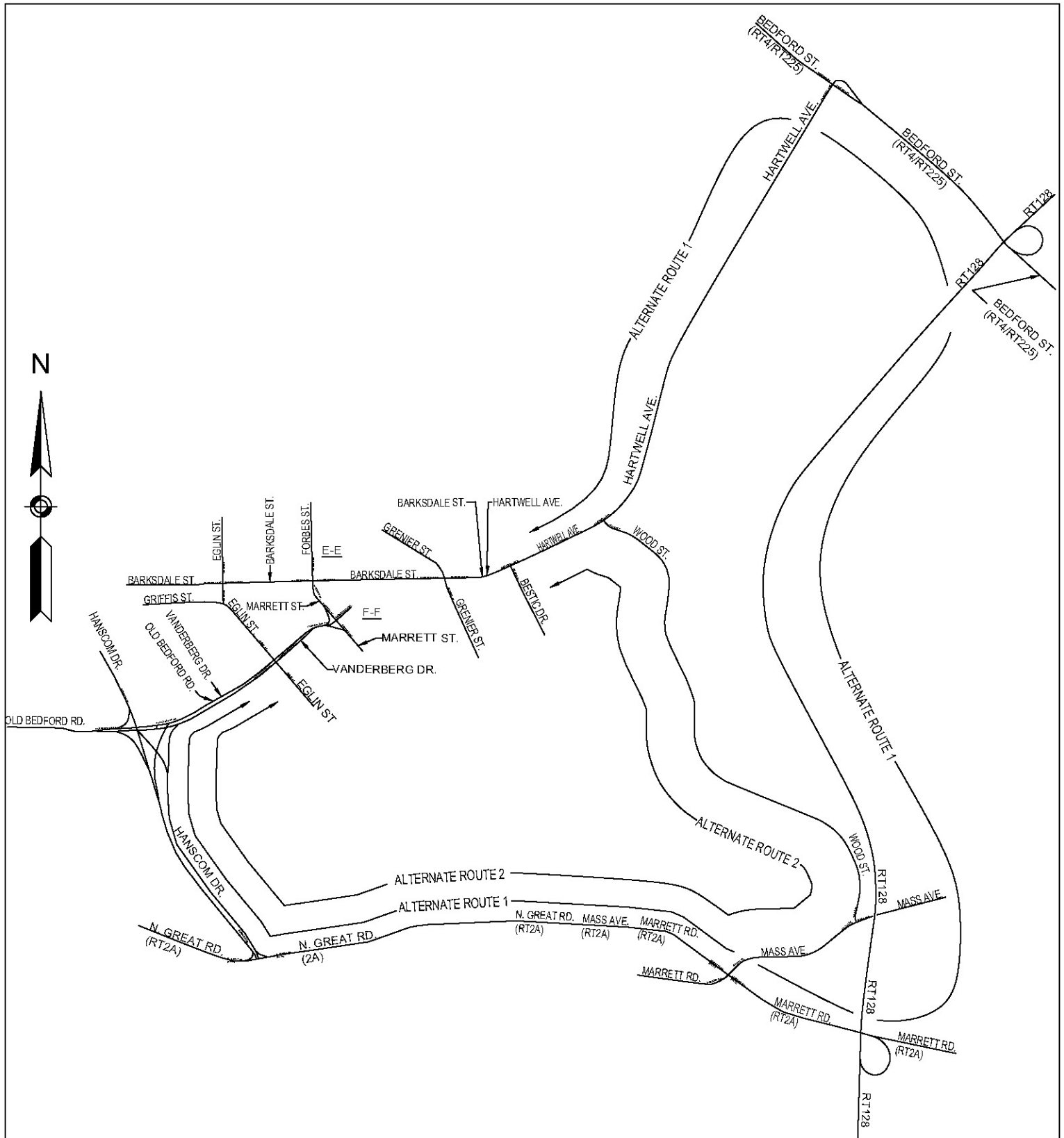
## Alternative Route Assessment

### Study Area

Access to Hanscom AFB from the east is currently provided through Ruiz Gate. In addition, the Ruiz Gate is the only means of accessing the base during overnight hours. If traffic is diverted during overnight hours from the Ruiz Gate to the Sartain Gate, visitors who are unaware of the Ruiz Gate's closure will be required to navigate to the Sartain Gate. There are two logical, alternative routes to travel from the Ruiz Gate to the Sartain Gate. These two alternate routes are depicted in **Figure 1**.

### Alternative Routes

The first alternative is to travel on Hartwell Avenue northeasterly, take a right onto State Routes 4/225 southbound, take a right onto the southbound ramp of I-95/State Route 128, travel on Route 128 southbound to the State Route 2A exit, exit Route 128 southbound to Route 2A westbound, travel westbound on Route 2A, take a right onto Hanscom Drive, and a right onto Vandenberg Drive. This route is approximately 6.4 miles in length and takes approximately 9 minutes.



The second alternative is to on Hartwell Avenue northeasterly, take a right onto Wood Street, travel the length of Wood Street, take a right onto Massachusetts Avenue, take a right onto Route 2A, travel westbound on Route 2A, take a right onto Hanscom Drive, and a right onto Vandenberg Drive. This route is approximately 3.9 miles in length and takes approximately 6 minutes.

## **Geometric Assessment**

The roadway classifications for alternative 1 are characterized as follows:

- Hartwell Avenue – Principal Arterial
- State Routes 4/225 (Bedford Road) – Principal Arterial
- Interstate 95/Route 128 – Interstate Highway Arterial
- Route 2A (North Great Road) – Minor Arterial
- Hanscom Drive – Major Collector
- Vandenberg Drive – Major Collector

All of the roads on this alternative route are included as part of the National Highway System. With the exception of Hartwell Avenue, all of the roads on this route are under the direct jurisdiction of the Massachusetts Department of Transportation. Hartwell Avenue has a paved width of 40 feet. Routes 4/225 have a paved width of 45 feet. Route 2A has a paved width of 25 feet. Traveling this route presents no difficulty for passenger or commercial vehicles.

The roadway classifications for alternative 2 are characterized as follows:

- Hartwell Avenue – Principal Arterial
- Wood Street – Rural Minor Collector
- Massachusetts Avenue – Minor Arterial
- Route 2A (North Great Road) – Minor Arterial
- Hanscom Drive – Major Collector
- Vandenberg Drive – Major Collector

All of the roads on this alternative route are included as part of the National Highway System, except Wood Street and Massachusetts Avenue, which are not eligible. Hartwell Avenue, Wood Street, and Massachusetts Avenue are under local municipal jurisdiction, and the rest of the roads on this route are under the direct jurisdiction of the Massachusetts Department of Transportation. Hartwell Avenue has a paved width of 40 feet. Wood Street has a paved width of 25 feet. Massachusetts Avenue has a paved width of 30 feet. Route 2A has a paved width of 25 feet.

There are two locations along alternative route 2 where large commercial vehicles will not be able to travel without encroaching on another travel lane. At the intersection of Wood Street at Massachusetts Avenue, a heavy vehicle turning right from Wood Street southbound to Massachusetts Avenue westbound will encroach on the eastbound Massachusetts Avenue travel lane. In addition, at the intersection of Massachusetts Avenue at Route 2A, vehicles traveling on Massachusetts Avenue westbound turning right to Route 2A westbound will encroach on the Route 2A eastbound travel lane.

It should also be noted that the length of Wood Street is characterized by narrow pavements with no shoulders and significant horizontal and vertical geometry. These conditions will make lane-keeping very difficult for heavy vehicles, especially during hours of darkness. This route would not be recommended for routine travel by heavy vehicles.

## Traffic Capacity Analysis

### Study Area

Given the forthcoming operational changes with the main gate entrance hours for Hanscom AFB, a traffic capacity analysis was performed for the surrounding area (including on-base traffic operations). With the hours of Gate 1 and Gate 4 changing, the overnight hours were evaluated at intersections both on- and off-base in the surrounding area. The proposed study area intersections are shown in **Figure 2**.

The following intersections on Hanscom AFB were evaluated for traffic impacts:

- Hartwell Avenue at Bestic Drive (On Base)
- Barksdale Street at Grenier Street (On Base)
- Barksdale Street at Marrett Street (On Base)
- Barksdale Street at Eglin Street (On Base)
- Vandenberg Drive at Marrett Street (On Base)
- Vandenberg Drive at Eglin Street (On Base)

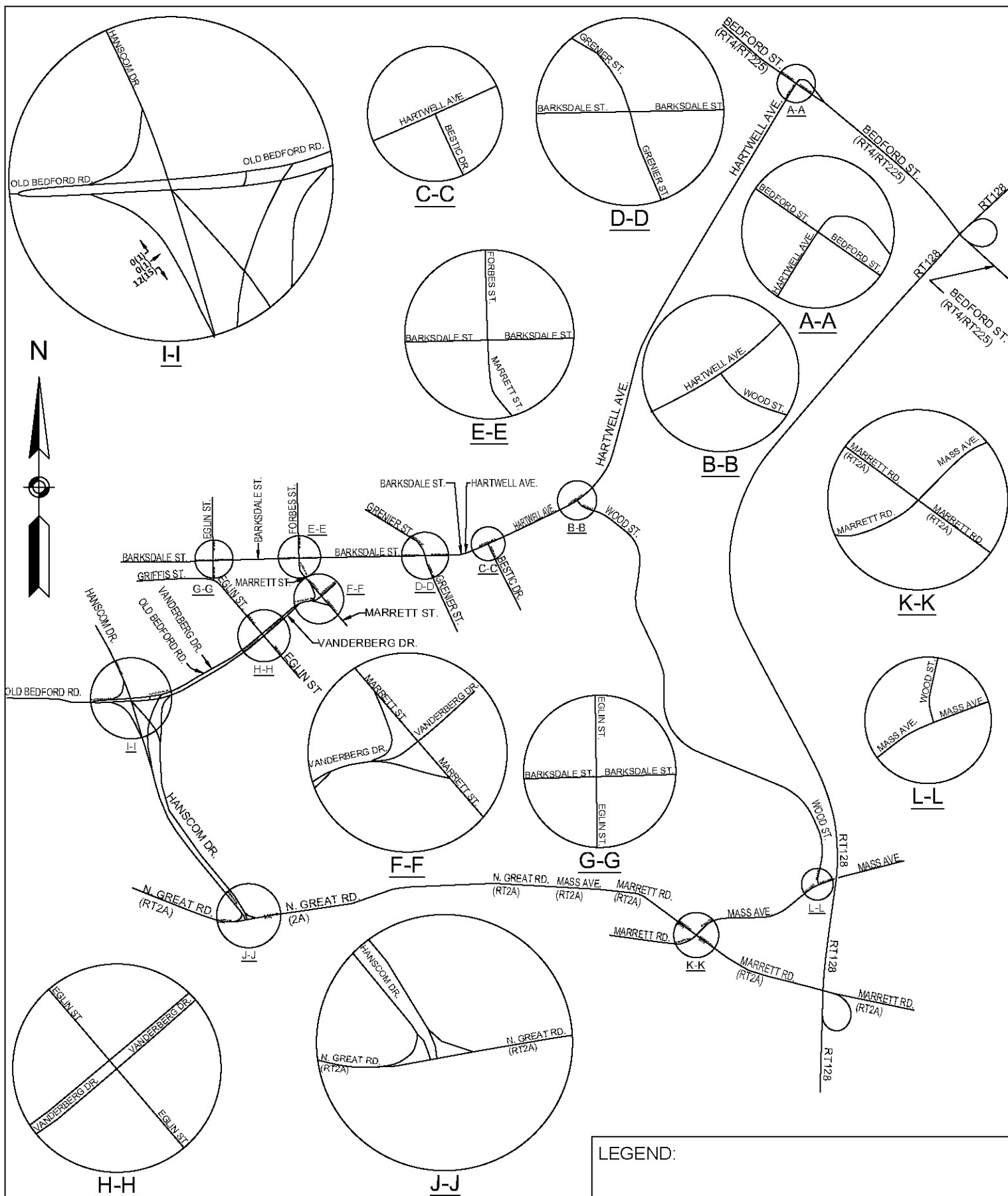
The following intersections from the surrounding area were evaluated for traffic impacts:

- Hartwell Avenue at Wood Street (Off Base)
- Hartwell Avenue at Bedford Street (Off Base)
- Wood Street at Massachusetts Avenue (Off Base)
- Route 2A at Massachusetts Avenue (Off Base)
- Route 2A at Hanscom Drive (Off Base)
- Hanscom Drive at Old Bedford Road and Vandenberg Drive (Off Base).

## Intersection Inventory

### On-Base

*Hartwell Avenue at Bestic Drive* is an unsignalized T-intersection with Hartwell Avenue approaching from the east and west, and Bestic Drive approaching from the south. Hartwell Avenue and Bestic Drive are considered local roadways in the area of this intersection. The on-base speed limit in the area of this intersection is 25mph. The northbound approach consists of an exclusive left-turn lane and an exclusive right-turn lane, which is top-controlled. The westbound approach consists of an exclusive left-turn lane, and a through lane. The eastbound direction consists of an exclusive through lane, and a shared through/right-turn lane. There is a single pedestrian crosswalk that conflicts with the westbound approach.



LEGEND:

## STUDY AREA INTERSECTIONS

HANSCOM AFB EA

PM:	W.LYONS
DESIGNER:	M.PAQUIN
SCALE:	NONE
DATE:	10/15/20

**FIGURE 2**

SHEET 1 OF 1

*Barksdale Street at Grenier Street* is a four-way signalized intersection with Barksdale Street approaching from the east and west and Grenier Street approaching from the north and south. Barksdale Street and Grenier Street are considered local roadways in the area of this intersection. The on-base speed limit in the area of this intersection is 25 mph. The northbound approach consists of a shared through, left/right-turn lane. The eastbound approach consists of a shared through/left-turn lane and an exclusive right-turn lane. The southbound approach consists of a shared through, left/right-turn lane. The westbound approach consists of a shared through/left-turn lane and an exclusive right-turn lane.

*Barksdale Street at Marrett Street* is a four-way signalized intersection with Barksdale Street approaching from the east and west, Marrett Street approaching from the south, and Forbes Street approaching from the north. Barksdale Street, Marrett Street, and Forbes Street are considered local roadways in the area of this intersection. The on-base speed limit in the area of this intersection is 25 mph. The northbound approach consists of a shared through/left-turn lane and an exclusive right-turn lane. The eastbound approach consists of a shared through/left-turn lane and an exclusive right-turn lane. The southbound approach consists of a shared through, left/right-turn lane. The westbound approach consists of an exclusive left-turn lane, and a shared through/right-turn lane.

*Barksdale Street at Eglin Street* is a four-way unsignalized intersection with Barksdale Street approaching from the east and west and Eglin Street approaching from the north and south. Barksdale Street and Eglin Street are considered local roadways in the area of this intersection. The on-base speed limit in the area of this intersection is 25 mph. The northbound approach consists of a shared through, left/right-turn lane. The eastbound approach consists of a shared through/left-turn lane and an exclusive right-turn lane. The southbound approach consists of a shared through, left/right-turn lane. The westbound approach consists of a shared through, left/right-turn lane. All of the approaches at this intersection are stop-controlled. There are marked pedestrian crosswalks at each of the four-approaches, with adequate pedestrian accommodations along each directional approach.

*Vandenberg Drive at Marrett Street* is a four-way unsignalized intersection with Vandenberg Drive approaching from the west, Marrett Street approaching from the north and south, and an entrance driveway approaching from the east. Vandenberg Drive and Marrett Street are considered local roadways in the area of this intersection. The on-base speed limit in the area of this intersection is 25 mph. The northbound approach consists of a shared through, left/right-turn lane. The eastbound approach consists of a channelized right-turn lane and a shared through/left-turn lane, which is stop controlled. The southbound approach consists of a channelized right-turn lane and a shared through, left-turn lane. The westbound approach consists of a shared through, left/right-turn lane which is stop-controlled. There are minor pedestrian accommodations in the area of this intersection, with only one pedestrian crosswalk present in the northbound approach.

*Vandenberg Drive at Eglin Street* is a four-way unsignalized intersection with Vandenberg Drive approaching from the east and west, and Eglin Street approaching from the north and south. Vandenberg Drive and Eglin Street are considered local roadways in the area of this intersection. The on-base speed limit in the area of this intersection is 25 mph. The northbound approach consists of a shared through, left/right-turn lane which is stop-controlled. The eastbound approach consists of an

exclusive left-turn lane, a through lane, and a shared through/right-turn lane. The southbound approach consists of a shared through, left/right-turn lane which is stop-controlled. The westbound approach consists of an exclusive left-turn lane, a through lane, and a shared through/right-turn lane. There are marked pedestrian crosswalks at each of the four-approaches, with adequate pedestrian accommodations along each directional approach.

### **Off-Base**

*Hartwell Avenue at Wood St* is an unsignalized T-intersection with Hartwell Avenue approaching from the east and west and Wood Street approaching from the south. Hartwell Avenue is considered a rural minor arterial in the area of this intersection, while Wood Street is considered a rural minor collector roadway. The regulatory speed limit on Hartwell Avenue is 40 mph, while with regulatory speed limit on Wood Street is 35 mph. The westbound approach consists of an exclusive left-turn lane, and one adjacent through lane. The eastbound approach consists of a shared through/right-turn lane. The northbound approach consists of a share left/right-turn lane, which is stop controlled. There are no sidewalks provided along the intersection approaches.

*Hartwell Avenue at Bedford Street* is a four-way signalized intersection with Hartwell Avenue approaching from the west, Bedford Street approaching from the north and south, and a “jug-handle” service road approaching from the east direction. Hartwell Avenue is considered a rural minor arterial in the area of this intersection, while Bedford Street is considered an urban minor arterial roadway. The regulatory speed limits on each of these approaches is 40 mph. The westbound approach consists of a “jug-handle” which provides a shared through/left-turn lane, and an addition through lane. It is important to note that the westbound approach prohibits right-turning vehicles. The eastbound approach consists of a left-turn lane and a channelized right-turn lane. The northbound approach consists of two through lanes. The southbound approach consists of a channelized right-turn lane and two adjacent through lanes. Sidewalks are provided along all four approaches, with pedestrian button-activated signals located in the northbound, westbound, and southbound directions.

*Wood Street at Massachusetts Avenue* is an unsignalized T-intersection with Wood Street approaching from the north, and Massachusetts Avenue approaching from the east and west direction. Wood Street is considered a rural minor collector in the area of this intersection, while Massachusetts Avenue is considered a rural major collector. The regulatory speed limits on each of these approaches is 35 mph. The southbound approach consists of a share left/right-turn lane which is stop-controlled. The eastbound approach consists of a shared through/left-turn lane. The westbound approach consists of a shared through/right-turn lane. There is only one pedestrian sidewalk that runs adjacent to westbound approach, continuing north onto Wood Street.

*Route 2A at Massachusetts Avenue* is a four-way signalized intersection with Route 2A approaching from the north and south, Massachusetts Avenue approaching from the east, and an entrance driveway approaching from the west. Route 2A is considered an urban minor arterial in the area of this intersection, while Massachusetts Avenue is considered a rural major collector. The regulatory speed limits on each of these approaches is 35 mph. The southbound approach consists of an exclusive left-turn lane, and one shared through/right-turn lane. The westbound approach consists of an exclusive

left-turn lane, and a shared through/right-turn lane. The northbound approach consists of an exclusive left-turn lane, and a shared through/right-turn lane. The eastbound direction consists of a shared through, left/right-turn lane. There are minimal sidewalk accommodations at this intersection, with no pedestrian-activated signals, and no pedestrian crosswalks.

*Route 2A at Hanscom Drive* is an unsignalized T-intersection with Route 2A approaching from the east and west, and Hanscom Drive approaching from the north. Route 2A is considered an urban minor arterial in the area of this intersection, while Hanscom Drive is considered an urban collector. The regulatory speed limits on each of these approaches is 35 mph. The southbound approach consists of a channelized right-turn lane and left-turn lane, which is stop-controlled. The eastbound approach consists of an exclusive left-turn lane, and an adjacent through lane. The westbound approach consists of a channelized right-turn lane, and an adjacent through lane. There are no sidewalks or pedestrian accommodations in the area of this intersection.

*Hanscom Drive at Old Bedford Road and Vandenberg Drive* is a four-way unsignalized intersection with Hanscom Drive approaching from the north and south, Old Bedford Road approaching from the west, and Vandenberg Drive approaching from the east. All of the approaches are considered minor collector roadways; however, the approaches from the north and east directly lead onto the Hanscom AFB and should be considered as local/private roadways. The northbound approach consists of a channelized right-turn lane, and a shared through/left-turn lane. The southbound approach consists of a channelized right-turn lane, and a shared through/left-turn lane. The eastbound approach consists of a channelized right-turn lane, and a shared through/left-turn lane, which is stop-controlled. The westbound approach consists of a cross-over left-turn lane, a through lane, and a shared through/right-turn lane, which is stop-controlled. There are no sidewalks or pedestrian accommodations in the area of this intersection.

## Crash Records

MassDOT Crash Records for the towns/cities surrounding Hanscom AFB were evaluated for the last five years available (2015-2019) to determine the number of crashes within the study area and crash rates at the study area intersections. The crash data for study area intersections can be found in **Table 1**.

Table 1 – Crash Data at Study Area Intersections

	2015 - 2019 Crashes			
	Crashes	With Injuries	Under Wet/Snow Conditions	Crash Rate
<b>Hartwell Avenue at Wood Street</b>	6	0	1	<b>0.05</b>
<b>Hartwell Avenue at Bedford Street</b>	48	12	5	<b>0.10</b>
<b>Wood Street at Massachusetts Avenue</b>	3	1	1	<b>0.02</b>
<b>Route 2A at Massachusetts Avenue</b>	16	2	4	<b>0.05</b>
<b>Route 2A Hanscom Drive</b>	17	4	4	<b>0.05</b>
<b>Hanscom Drive at Old Bedford Road</b>	6	1	2	<b>0.03</b>

The average intersection crash rate per million vehicles for unsignalized and signalized intersections in MassDOT District 4 is 0.57 and 0.73, respectively (based on crash information queried on June 26, 2018). According to MassDOT traffic counts collected in 2019 at a counting station on Route 2 in Lexington (Location ID: 4013), just south of the study area, the K-factor (percentage of traffic that occurs during the peak hour) for this area is 10%. This K-factor was utilized to quantify the crash rates provided in **Table 1**. It is important to note that these crash rates are based on the overnight peak hour volumes, and therefore the rates appear lower than typical. Generally speaking, the Hartwell Avenue at Bedford Street yields the highest number of motor vehicle crashes; however, the majority of the crashes at this intersection were minor in nature.

## Existing Traffic Volumes

Traffic counts were conducted at twelve of the study area intersections (both on- and off-base) between Tuesday, September 15<sup>th</sup> and Wednesday, September 16<sup>th</sup> 2020. In an effort to capture the off-peak hours of Gate 1, the counts were collected at the twelve study area intersections between the hours of 10 PM and 5 AM. The intersections that were counted include:

- Hartwell Avenue at Bestic Drive (On Base)
- Barksdale Street at Grenier Street (On Base)
- Barksdale Street at Marrett Street (On Base)
- Barksdale Street at Eglin Street (On Base)
- Vandenberg Drive at Marrett Street (On Base)
- Vandenberg Drive at Eglin Street (On Base)
- Hartwell Avenue at Wood Street (Off Base)
- Hartwell Avenue at Bedford Street (Off Base)
- Wood Street at Massachusetts Avenue (Off Base)
- Route 2A at Massachusetts Avenue (Off Base)
- Route 2A at Hanscom Drive (Off Base)
- Hanscom Drive at Old Bedford Road and Vandenberg Drive (Off Base).

In order to evaluate the study intersections in a fair capacity, the peak hour for each location was dependent on the respective overnight hours at each intersection. The existing traffic volumes are provided in **Figure 3**.

## Adjusting for “Normal” Existing Traffic Conditions

During the COVID-19 pandemic, traffic patterns have been severely impacted across the Commonwealth of Massachusetts. Motor vehicle traffic has sharply declined, as compared to years past, and therefore it is important to take these travel patterns into consideration. Using the Massachusetts Department of Transportation (MassDOT) Mobility Dashboard, a comparison is made between 2019 and 2020 traffic volumes during the middle of September. During the middle of September in 2019, there was an average weekly traffic volume of 2.7 million vehicles. In 2020, this average weekly traffic volume has significantly decline to approximately 2.1 million vehicles. This represents a 28.5% decrease in motor vehicle traffic statewide. Assuming a minimal growth increase between 2019 and 2020, there is a need

to evaluate non-pandemic conditions by utilizing the 2019 volumes. In an effort to portray the demand more accurately at each of the study area intersections, the numbers presented in parentheses in **Figure 3** represent volumes that have been upwardly adjusted by 28.5% to approximate “normal” existing conditions.

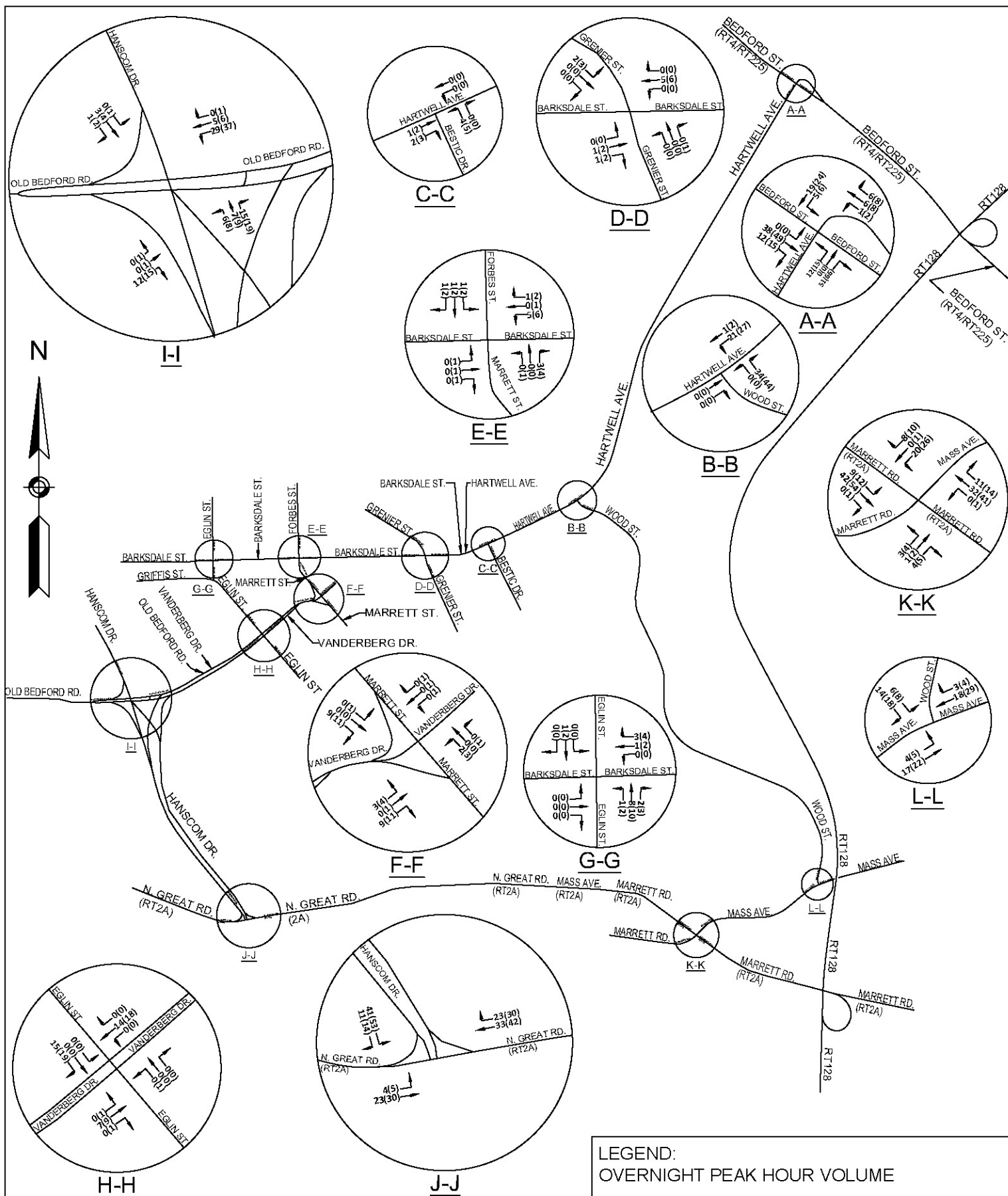
### Existing Conditions Traffic Analysis

Traffic analysis was conducted for existing conditions using Synchro analysis software to determine a Level of Service for each intersection in the study area. Level of Service is a function of the delay that vehicles must wait in order to navigate through the intersection safely. Level of Service receives a letter value between “A” and “F” with “A” representing very low delay and “F” representing higher delays and greater congestion. Generally, Level of Service “D” or better is considered preferable, although higher delays and Level of Service may be appropriate in congested areas. The results of the analysis can be seen in **Table 2**. It is important to note that given the off-peak data collection, each of the study intersections exhibited unique “peak-hours” of traffic. The respective peak-hour for each intersection is presented below.

Table 2 – 2020 Existing Capacity Analysis

	Peak Hour (22:45-23:45)		
<b>Hartwell Avenue at Bestic Drive (On-Base)</b>	<b>LOS</b>	<b>Delay (s)</b>	<b>V/C</b>
EB	A	0.0	0.01
WB	-	-	-
NB	A	8.6	0.01
<b>Intersection</b>	<b>A</b>	<b>4.3</b>	<b>0.01</b>

	Peak Hour (22:45-23:45)		
<b>Barksdale Street at Grenier Street (On-Base)</b>	<b>LOS</b>	<b>Delay (s)</b>	<b>V/C</b>
EBT/L	B	20.0	0.01
EBR	B	15.0	0.01
WBT/L	B	20.0	0.04
WBR	-	-	-
NB	-	-	-
SB	A	1.5	0.00
<b>Intersection</b>	<b>B</b>	<b>17.8</b>	<b>0.04</b>



	<b>Peak Hour (22:45-23:45)</b>		
<b>Barksdale Street at Marrett Street (On-Base)</b>	<b>LOS</b>	<b>Delay (s)</b>	<b>V/C</b>
EB	-	-	-
WBL	B	15.2	0.05
WBT/R	A	0.0	0.00
WB	B	12.2	0.05
NBT/L	-	-	-
NBR	A	0.0	0.00
SB	A	1.2	0.00
<b>Intersection</b>	<b>A</b>	<b>7.0</b>	<b>0.05</b>

	<b>Peak Hour (04:00-05:00)</b>		
<b>Barksdale Street at Eglin Street (On-Base)</b>	<b>LOS</b>	<b>Delay (s)</b>	<b>V/C</b>
EB	-	-	-
WB	A	6.7	0.01
NB	A	6.9	0.02
SB	A	7.0	0.00
<b>Intersection</b>	<b>A</b>	<b>6.9</b>	<b>0.02</b>

	<b>Peak Hour (22:45-23:45)</b>		
<b>Vandenberg Drive at Marrett Street (On-Base)</b>	<b>LOS</b>	<b>Delay (s)</b>	<b>V/C</b>
EBL	A	8.6	0.01
EBT	-	-	-
EBR	A	8.4	0.02
WB	-	-	-
NB	A	0.0	0.00
SB	A	0.0	0.01
<b>Intersection</b>	<b>A</b>	<b>5.5</b>	<b>0.02</b>

	<b>Peak Hour (22:00-23:00)</b>		
<b>Vandenberg Drive at Eglin Street (On-Base)</b>	<b>LOS</b>	<b>Delay (s)</b>	<b>V/C</b>
EB	A	0.0	0.01
WB	A	0.0	0.01
NB	-	-	-
SB	A	8.5	0.04
<b>Intersection</b>	<b>A</b>	<b>4.4</b>	<b>0.04</b>

	<b>Peak Hour (22:15-23:15)</b>		
<b>Hartwell Ave at Wood Street (Off-Base)</b>	<b>LOS</b>	<b>Delay (s)</b>	<b>V/C</b>
EB	-	-	-
WBL	A	7.2	0.02
WBT	A	0.0	0.00
NB	A	8.4	0.04
<b>Intersection</b>	<b>A</b>	<b>7.6</b>	<b>0.04</b>

	<b>Peak Hour (22:00-23:00)</b>		
<b>Hartwell Avenue at Bedford Street (Off-Base)</b>	<b>LOS</b>	<b>Delay (s)</b>	<b>V/C</b>
EBL	C	22.4	0.11
EBR	A	8.9	0.24
EB	B	12.6	0.24
WB	C	26.2	0.11
NB	A	2.6	0.03
SBT	A	2.7	0.02
SBR	A	0.2	0.01
SB	A	2.1	0.02
<b>Intersection</b>	<b>A</b>	<b>8.8</b>	<b>0.24</b>

	<b>Peak Hour (22:00-23:00)</b>		
<b>Wood Street at Massachusetts Ave (Off-Base)</b>	<b>LOS</b>	<b>Delay (s)</b>	<b>V/C</b>
EBL	A	0.0	0.01
EBT	A	1.5	0.01
WBT	A	0.0	0.02
WBR	A	0.0	0.02
SB	A	8.7	0.03
<b>Intersection</b>	<b>A</b>	<b>3.3</b>	<b>0.03</b>

	<b>Peak Hour (22:00-23:00)</b>		
<b>Route 2A at Massachusetts Ave (Off-Base)</b>	<b>LOS</b>	<b>Delay (s)</b>	<b>V/C</b>
EB	A	8.8	0.06
WBL	A	6.2	0.05
WB	A	0.0	0.01
NBL	-	-	-
NBT/R	A	3.5	0.04
SBL	A	4.7	0.02
SBT/R	A	4.1	0.04
SB	A	4.2	0.04
<b>Intersection</b>	<b>A</b>	<b>4.3</b>	<b>0.06</b>

	Peak Hour (22:00-23:00)		
Route 2A at Hanscom Drive (Off-Base)	LOS	Delay (s)	V/C
EBL	A	7.3	0.01
EBT	A	0.0	0.02
WBT	A	0.0	0.02
WBR	A	.0	0.02
SBL	A	9.3	0.07
SBR	A	8.5	0.02
<b>Intersection</b>	<b>A</b>	<b>3.9</b>	<b>0.07</b>

	Peak Hour (22:00-23:00)		
Hanscom Drive at Old Bedford Road (Off-Base)	LOS	Delay (s)	V/C
EBL	-	-	-
EBT	-	-	-
EBR	A	8.5	0.03
WBL	A	9.1	0.05
WBT	A	9.3	0.01
WBR	-	-	-
NBL	A	0.1	0.01
NBT	A	3.7	0.01
NBR	A	0.0	0.01
SB	A	0.0	0.00
<b>Intersection</b>	<b>A</b>	<b>5.7</b>	<b>0.05</b>

As one can see from **Table 2**, these intersections are currently operating at acceptable LOS during their respective overnight peak hours. The intersection of Hartwell Avenue and Bedford Road results in a performance with LOS C in the eastbound left-turn movements and westbound approach. In addition, the two signalized intersections on-base have minor delays, with an intersection LOS B at the Barksdale Street at Grenier Street intersection. Overall, the delay in the overnight peak hours does not appear to result in any significant delays under existing conditions.

### Future Conditions Traffic Analysis

The proposed demand forecast year of 2040 was selected to evaluate the future conditions of the roadways and intersections in the study area. Following the NEPA guidance provided by the Federal Highway Administration, a forecast of 20-years is typical for long-range transportation planning purposes. As a result, the volumes adjusted to account for the COVID pandemic (2020 “normal”) were projected 20 years into the future, to assess the traffic impacts in 2040.

### Background Growth

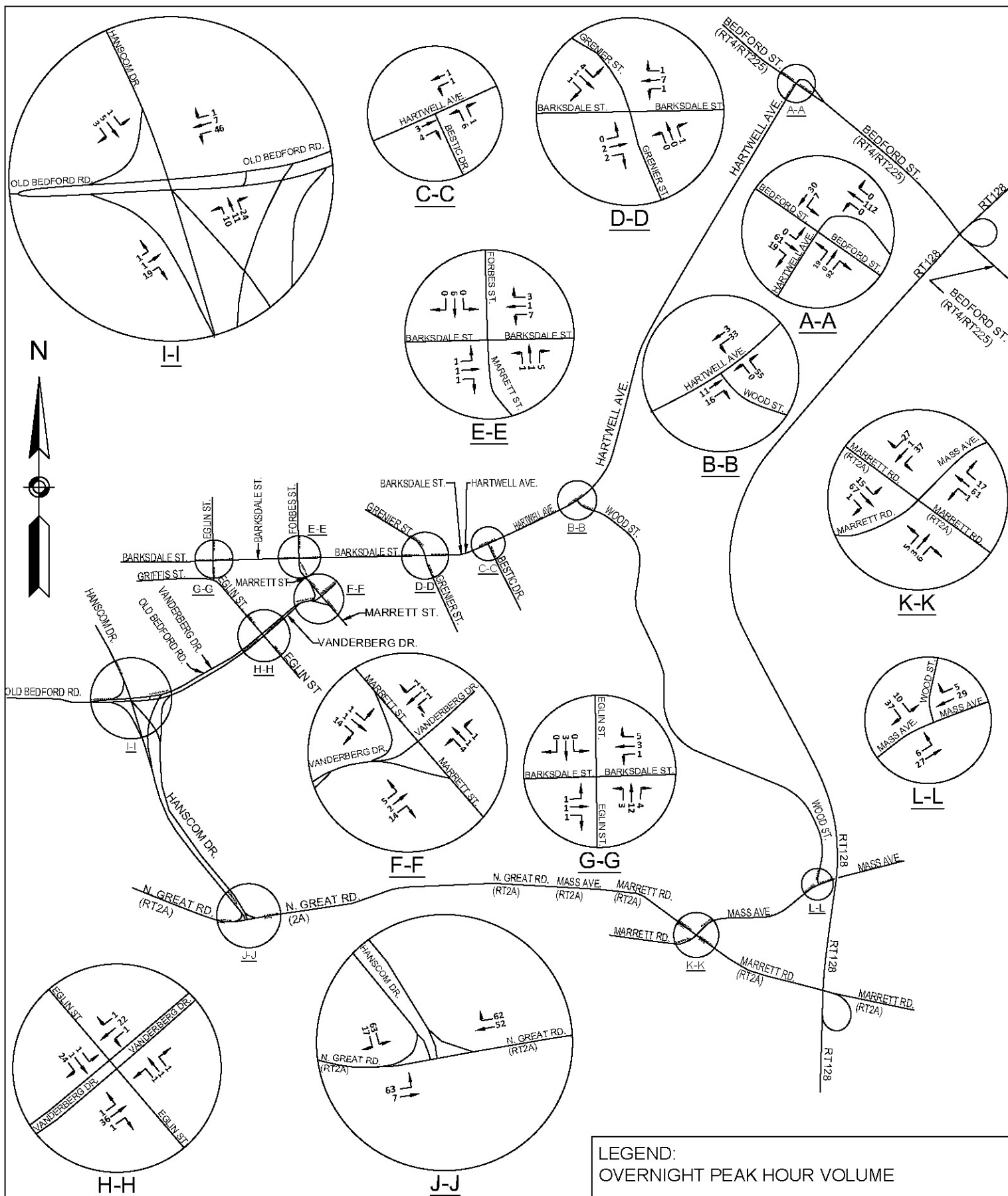
Background growth for the study area was projected using a combination of permanent count station information, located in the vicinity of Hanscom AFB. Multiple permanent count stations were used to considered and evaluated based on past long-term growth (ranging between 2010 and 2019 previous years of growth). The annual growth rates of several nearby count stations are shown in **Table 3** below.

Table 3 – Nearby Average Annual Growth Rates Using Recent AADT Data

Location ID	Description of Location (all are located in Worcester, MA north of I-90)	Recent Average Annual Growth Rate
4118	Interstate 95 (immediately north of Ramp to Rt 2A WB)	0.1% (2010-2019)
4140	Interstate 95 (immediately north of exit 31B)	1.4% (2010-2019)
4013	Route 2 (west of I-95 at Lexington town line)	2.2% (2010-2019)
4138	Interstate 95 (north of on-ramp from RT 2WB)	1.6% (2010-2019)
4950	Route 2 (west of I-95 and Walden Street)	0.75% (2012-2019)

Based on all of the provided average annual growth rates calculated from the most recently available AADT data (up to 2019), an average regional annual growth rate was calculated to be 1.2%. We have used this rate to project study area traffic volumes into future year 2040. This background growth rate should account for any additional regional growth in the area.

Traffic counts for the study area were conducted in September of 2020. Seasonal Adjustment Factors were taken from MassDOT permanent count station 4013 on Route 2, west of I-95 in Lexington. The most recent year with counts taken in September, as well as nearly every other month with the exception of January and February, was 2019. This is the year that was evaluated to determine seasonal adjustment factors for September. September traffic volumes were found to be higher than average. In order to remain conservative, no seasonal adjustment factor was applied to the traffic counts. Finally, existing trips destined for the Ruiz Gate during overnight hours were redistributed to the two alternate routes using an inversely proportional gravity model based on travel time, with 40% using alternate route 1 and 60% using alternate route 2. The future 2040 traffic volumes are shown in **Figure 4**.



### Future Traffic Analysis

The 2040 projected traffic volumes were analyzed using the same methods as the 2020 existing conditions. The 2040 projected traffic analysis results can be seen in **Table 4**.

Table 4 – 2040 Projected Traffic Analysis

	Peak Hour (22:45-23:45)		
<b>Hartwell Avenue at Bestic Drive (On-Base)</b>	<b>LOS</b>	<b>Delay (s)</b>	<b>V/C</b>
EB	A	0.0	0.01
WBL	A	7.3	0.00
WBT	A	0.0	0.00
NBL	A	8.7	0.02
NBR	A	8.4	0.00
<b>Intersection</b>	<b>A</b>	<b>3.8</b>	<b>0.02</b>

	Peak Hour (22:45-23:45)		
<b>Barksdale Street at Grenier Street (On-Base)</b>	<b>LOS</b>	<b>Delay (s)</b>	<b>V/C</b>
EBT/L	B	17.5	0.02
EBR	B	11.5	0.03
EB	B	14.5	0.03
WBT/L	B	17.8	0.07
WBR	B	12	0.01
WB	B	17.0	0.07
NB	A	0.0	0.00
SB	A	1.5	0.00
<b>Intersection</b>	<b>B</b>	<b>13.5</b>	<b>0.07</b>

	Peak Hour (22:45-23:45)		
<b>Barksdale Street at Marrett Street (On-Base)</b>	<b>LOS</b>	<b>Delay (s)</b>	<b>V/C</b>
EBT/L	B	11.0	0.02
EBR	A	8.0	0.01
EB	A	10.0	0.02
WBL	B	11.4	0.07
WBT/R	A	7.8	0.05
WB	A	9.9	0.07
NBT/L	A	1.5	0.00
NBR	A	1.2	0.01
NB	A	1.3	0.01
SB	A	1.5	0.01
<b>Intersection</b>	<b>A</b>	<b>6.6</b>	<b>0.07</b>

	<b>Peak Hour (04:00-05:00)</b>		
<b>Barksdale Street at Eglin Street (On-Base)</b>	<b>LOS</b>	<b>Delay (s)</b>	<b>V/C</b>
EBT/L	A	6.7	0.01
EBR	A	5.7	0.00
WB	A	7.0	0.03
NB	A	7.1	0.04
SB	A	7.1	0.01
<b>Intersection</b>	<b>A</b>	<b>7.0</b>	<b>0.04</b>

	<b>Peak Hour (22:45-23:45)</b>		
<b>Vandenberg Drive at Marrett Street (On-Base)</b>	<b>LOS</b>	<b>Delay (s)</b>	<b>V/C</b>
EBL	A	9.0	0.02
EBT	A	9.0	0.02
EBR	A	8.4	0.03
WB	A	8.8	0.01
NBL	A	0.0	0.00
NBT/R	A	3.6	0.00
SBT/L	A	3.6	0.00
SBR	A	0.0	0.01
<b>Intersection</b>	<b>A</b>	<b>5.7</b>	<b>0.03</b>

	<b>Peak Hour (22:00-23:00)</b>		
<b>Vandenberg Drive at Eglin Street (On-Base)</b>	<b>LOS</b>	<b>Delay (s)</b>	<b>V/C</b>
EBL	A	7.3	0.00
EBT/R	A	0.0	0.01
WBL	A	7.3	0.00
WBT/R	A	0.0	0.01
NB	A	9.2	0.01
SB	A	8.7	0.07
<b>Intersection</b>	<b>A</b>	<b>5.1</b>	<b>0.07</b>

	<b>Peak Hour (22:15-23:15)</b>		
<b>Hartwell Ave at Wood Street (Off-Base)</b>	<b>LOS</b>	<b>Delay (s)</b>	<b>V/C</b>
EB	A	0.0	0.00
WBL	A	7.3	0.03
WBT	A	0.0	0.01
NB	A	8.5	0.04
<b>Intersection</b>	<b>A</b>	<b>6.4</b>	<b>0.04</b>

	Peak Hour (22:00-23:00)		
Hartwell Avenue at Bedford Street (Off-Base)	LOS	Delay (s)	V/C
EBL	C	22.1	0.16
EBR	A	7.1	0.30
EB	B	11.2	0.30
WB	C	28.5	0.17
NB	A	3.6	0.05
SBT	A	3.8	0.03
SBR	A	0.8	0.02
SB	A	3.1	0.03
<b>Intersection</b>	<b>A</b>	<b>9.1</b>	<b>0.30</b>

	Peak Hour (22:00-23:00)		
Wood Street at Massachusetts Ave (Off-Base)	LOS	Delay (s)	V/C
EBL	A	0.1	0.01
EBT	A	1.4	0.01
WBT	A	0.0	0.03
WBR	A	0.0	0.03
SB	A	9.0	0.05
<b>Intersection</b>	<b>A</b>	<b>3.3</b>	<b>0.05</b>

	Peak Hour (22:00-23:00)		
Route 2A at Massachusetts Ave (Off-Base)	LOS	Delay (s)	V/C
EB	B	10.6	0.11
WBL	A	8.0	0.08
WBT/L	A	4.8	0.06
WB	A	6.7	0.08
NBL	A	4.0	0.00
NBT/R	A	2.5	0.07
NB	A	2.6	0.07
SBL	A	6.7	0.03
SBT/R	A	5.8	0.06
SB	A	6.1	0.06
<b>Intersection</b>	<b>A</b>	<b>5.5</b>	<b>0.11</b>

	<b>Peak Hour (22:00-23:00)</b>		
<b>Route 2A at Hanscom Drive (Off-Base)</b>	<b>LOS</b>	<b>Delay (s)</b>	<b>V/C</b>
EBL	A	7.3	0.01
EBT	A	0.0	0.03
WBT	A	0.0	0.04
WBR	A	0.0	0.03
SBL	A	9.8	0.11
SBR	A	8.7	0.02
<b>Intersection</b>	<b>A</b>	<b>4.0</b>	<b>0.11</b>

	<b>Peak Hour (22:00-23:00)</b>		
<b>Hanscom Drive at Old Bedford Road (Off-Base)</b>	<b>LOS</b>	<b>Delay (s)</b>	<b>V/C</b>
EBL	A	9.2	0.01
EBT	A	9.4	0.01
EBR	A	8.5	0.05
WBL	A	9.6	0.09
WBT	A	9.4	0.01
WBR	A	9.1	0.01
NBL	A	0.1	0.01
NBT	A	3.8	0.01
NBR	A	0.0	0.02
SBL	A	0.0	0.00
SBT	A	2.6	0.00
SBR	A	0.0	0.01
<b>Intersection</b>	<b>A</b>	<b>6.3</b>	<b>0.09</b>

As one can see from **Table 4**, given future projections these intersections still operate at acceptable LOS during their respective overnight peak hours. Similar to existing conditions, Hartwell Avenue at Bedford Road results in a performance with LOS C in the eastbound left-turn movements and westbound approach. Again, the two signalized intersections located on Hanscom AFB are projected to have minor delays, with Barksdale Street at Grenier Street operating at LOS B. Overall, the delay in overnight peak hours does not appear to result in any significant delays under projected 2040 traffic conditions.

## Conclusions

Hanscom AFB is currently evaluating potential operational changes to their primary gate entrances in Bedford, MA and Lexington, MA. Currently, Gate 1 (otherwise known as the Sartain Gate) is the primary entrance to Hanscom AFB, which is accessible via Route 2A and Hanscom Drive in Bedford, MA. Although the visitors center is currently located at this entrance, the hours of entrance are limited between 5 AM and 10 PM. Gate 4 (otherwise known as the Ruiz Gate) is the secondary, yet heavily travelled, entrance to Hanscom AFB, which is accessible from Route 4, Route 225, and Hartwell Avenue in Lexington, MA. This secondary entrance currently operates on a 24-hours/day, 7-days/week policy. Given the new facilities planned for the Sartain Gate, Hanscom AFB seeks to make the Sartain Gate the primary gate operational 24-hours/day and 7-days/week. Accordingly, the hours of the Ruiz Gate would be limited from 5 AM to 8 PM.

Based on the existing and projected capacity analysis conducted within this report, there are no operational issues present at the study area intersections. Given the low demand of the overnight hours in this study area, the proposed operational changes to the aforementioned gates at Hanscom AFB will have negligible impacts on traffic in the surrounding area and should not impede the flow traffic at the study area intersections. Delays associated with this change will be de minimis.

The two alternate routes for visitors to the installation that arrive at the Ruiz Gate and are diverted to the Sartain gate during overnight hours have very different characteristics. Alternate route 1, which requires visitors to use I-95/Route 128, is better suited to accommodating this traffic due to the geometric and functional characteristics of the roadways on the route. Alternate route 2 involves travel on Wood Street, which is more rural in context, with narrow roadways and significant vertical and horizontal curvature. This route is not suitable for heavy vehicle traffic. To encourage I-95/Route 128 traffic to use the Sartain Gate, especially overnight commercial vehicles, we recommend appropriate signage on I-95/Route 128 to advise motorists of the appropriate gate to be used.

FINAL ENVIRONMENTAL ASSESSMENT

Environmental Assessment

Establishing the 24-Hour Access Gate at HAFB

Appendices

Hanscom AFB, Massachusetts

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## APPENDIX D

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### AGENCY AND TOWN RESPONSES TO CONSULTATION AND CORRESPONDENCE LETTERS



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East Boston, MA 02128-2909  
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November 6, 2020

Mr. Taylor O'Brien  
[Taylor.obrien@us.af.mil](mailto:Taylor.obrien@us.af.mil)  
NEPA Program Manager  
66ABG/CEIE  
120 Greiner Street B1825  
Hanscom AFB, MA 01731-1910

**Re: Notice of Upcoming Draft Environmental Assessment, Proposed Operational Change to 24-hour base access, Hanscom AFB**

Dear Mr. O'Brien:

On behalf of the Massachusetts Port Authority (Massport), I appreciate your sharing the notice of upcoming draft EA with us and seeking input on the proposed operational change to the 24-hour access point to Hanscom Air Force Base.

Your letter states that Hanscom AFB proposes to close 24/7 access to the Ruiz Gate located on Hartwell Avenue in Lexington during the overnight hours and redirect all traffic to the Sartain Gate, Accessible via Hanscom Drive and Old Bedford Road (Proposed Action).

The intersections located at Route 2A and Hanscom Drive, as well as the intersection of Old Bedford Road and Hanscom Drive (the Hanscom Field Entrance) are considered to be the primary means of entry and egress for Hanscom Field, therefore the additional ground traffic, air quality and noise constraints caused by re-routing additional traffic to the area should be studied in order to mitigate these effects on the Hanscom Field community and community-at-large. Recent changes to the Sartain Gate have caused occasional impediments to access Hanscom Field resulting in choke points leading into and departing Hanscom Drive north of Old Bedford Road, as well as community bypass traffic traversing Old Bedford Road west of Hanscom Drive.

In addition to daily vehicular traffic as regular business, Emergency Service vehicles require unimpeded access to Hanscom Drive in the event of an emergency. Life and fire emergency services include our mutual aid partners; Armstrong Ambulance and the four surrounding town's fire services. Security services include the Massachusetts State Police as well as the local four towns Police Departments as necessary.

Boston MedFlight operates emergency air and ground ambulance services from Hanscom Drive and should be given the opportunity to review and comment on your upcoming EA regarding this Proposed Action.

Thank you again for providing Massport with the opportunity to comment on your Proposed Action, and we look forward to reviewing the draft EA upon its release. We would be pleased to discuss our comments with you. I can be reached at 781-869-8022 or via email at [agoodspeed@massport.com](mailto:agoodspeed@massport.com).

Sincerely,

**Massachusetts Port Authority**

Amber Goodspeed  
Manager, Airport Administration  
L.G. Hanscom Field

Cc: S. Williams, S. Dalzell, Massport