

DRAFT ENVIRONMENTAL ASSESSMENT (EA)
FOR
TEMPORARY COMMERCIAL VEHICLE SEARCH AREA



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GLOSSARY OF ABBREVIATIONS AND ACRONYMS

AAQS	Ambient Air Quality Standards
ABG	Air Base Group
ACM	Asbestos Containing Material
AF	Air Force
AFB	Air Force Base
AFCEC	Air Force Civil Engineering Center
AFI	Air Force Instruction
AFLCMC	Air Force Life Cycle Management
AFSAC	Air Force Security Assistance and Cooperation Directorate
AICUZ	Air Installation compatible Use Zone
ATFP	Antiterrorism/Force Protection
BCE	Base Civil Engineer
BMP	Best Management Practice
CEQ	Council on Environmental Quality
CERCLA	Comprehensive Environmental Response, Compensation, and Liability Act
CFR	Code of Federal Regulations
CO2	Carbon Monoxide
CVSA	Commercial Vehicle Search Area
DOD	Department of Defense
DOPAA	Description of the Proposed Action and Alternatives
DSCA	State Department Defense Security Cooperation Agency
EA	Environmental Assessment
EIAP	Environmental Impact Analysis Process
EIS	Environmental Impact Statement
ESOH	Environmental, Safety, and Occupational Health
EO	Executive Order
FAA	Federal Aviation Administration
FEMA	Federal Emergency Management Agency
FMS	Foreign Military Sales
FONPA	Finding of No Practicable Alternative
GHG	Greenhouse Gas
GIS	Geographic Information System
GSA	General Services Administration
HAFB	Hanscom Air Force Base
HAZMAT	Hazardous Material
HAZWASTE	Hazardous Waste
HMMP	Hazardous Material Management Program
FONSI	Finding of No Significant Impact
MAJCOM	Major Command
MASSPORT	Massachusetts Port Authority
MILCON	Military Construction

DRAFT ENVIRONMENTAL ASSESSMENT

Environmental Assessment
Acronyms and Abbreviations

Temporary Vehicle Search Location
Hanscom AFB, MA

MOA	Memorandum of Agreement
NAAQS	National Ambient Air Quality Standards
NEPA	National Environmental Policy Act
NOA	Notice of Availability
NOI	Notice of Intent
NO _x	Nitrous oxide
NDPDES	National Pollution Discharge Elimination System
NRCS	Natural Resources Conservation Service
OSHA	Occupational Safety and Health Administration
PREIAP	Planning Requirements for the Environmental Impact Analysis Process
PA	Preferred Alternative
PCB	Polychlorinated Biphenyls
PM	Project Manager
POV	Privately Owned Vehicle
R&D	Research and Development
ROD	Record of Decision
ROI	Regions of Influence
RCRA	Resource Conservation and Recovery Act
SAF/IA	Air Force/International Affairs
SF	Square Feet
SHPO	State Historic Preservation Office(r)
SWPPP	Storm water Pollution Prevention Plan
TSCA	Toxic Substances Control Act
USACE	United States Army Corps of Engineers
USAF	United States Air Force
USC	United States Code
USG	United States Government
USFWS	United States Fish and Wildlife Service
UST	Underground Storage Tank
VOC	Volatile Organic Compound

1.0 PURPOSE OF AND NEED FOR ACTION

1.1 INTRODUCTION

In 2014, Hanscom Air Force Base (AFB) prepared an Environmental Assessment (EA) to construct a new Sartain Gate Complex on the 22-acre parcel of land located immediately adjacent to the existing gate. The proposed project included a one-story building (visitor center), separate privately owned vehicle (POV) and commercial traffic lane, and readily assessable turn-around land for unauthorized vehicles to exit. A new vehicle search area for the Sartain Gate Complex was also being constructed. The existing Sartain Gate would be demolished once the new gate was operational. This EA resulted in a Finding Of No Significant Impact (FONSI) that was signed by the Base Civil Engineer (BCE) in January 2015.

Hanscom AFB is scheduled to begin construction of the Sartain Gate Complex action in Fall of 2022. During design reviews, it was determined that using the current location of the temporary vehicle search area during the construction of the Sartain Gate complex would cause major delays in construction and traffic along the nearby area.

1.2 PURPOSE OF THE ACTION

The purpose of the Proposed Action is three-fold: 1) to make near-term improvements to base infrastructure; 2) to improve base access and security while reducing delays; 3) to upgrade facilities and Airman quality of life.

1.3 NEED FOR THE ACTION

The existing Sartain Gate does not comply with current standards. The location of commercial vehicle search/inspections is located just outside the gate. During construction, using the existing location of the vehicle search area will cause traffic backups towards Route 2A while trucks are waiting to be searched. When this traffic congestion occurs, it not only impedes traffic flow into the Base, but also negatively impacts traffic flow into Hanscom field, a general aviation airport operated by the Massachusetts Port Authority, as well as area businesses and residences serviced by this access roadway. If the proposed action does not occur, there will be increased traffic congestion and delays in construction.

1.4 DECISION TO BE MADE

The decision to be made is the selection of an alternative for Hanscom AFB to locate the temporary vehicle search area during construction of the Sartain Gate Complex.

- 1) To continue with current operations (the No-Action Alternative);
- 2) Selecting an alternative and preparing a Finding of No Significant Impact (FONSI); or
- 3) Preparing an Environmental Impact Statement if the alternatives 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.

Section 6.0 contains the list of agencies consulted during this analysis and *Appendix A* contains copies of correspondence.

1.5.2 Government to Government Consultations

Executive Order (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. The Proposed action will not affect federally administered lands that Native American tribal governments might have interest. No government-to-government consultation will be necessary.

1.6 PUBLIC AND AGENCY REVIEW OF EA

A Notice of Availability (NOA) of the Draft EA and FONSI was published in the newspapers of record (listed below), announcing the availability of the EA for review during the week of 22 September 2022. The NOA invited the public to review and comment on the Draft EA. The public and agency review period ended on 6 October 2022. Public and agency comments are provided in Appendix A.

The NOA was published in the following newspapers: Lexington Minuteman and Concord Journal.

Copies of the Draft EA and FONSI were also made available for review and downloading on the internet at:

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

1.7 APPLICABLE ENVIRONMENTAL REGULATIONS AND REQUIRED COORDINATION

This EA addresses the Proposed Action and the No Action alternative in accordance with the National Environmental Policy Act (NEPA; 42 United States Code [USC] 4321-4347), Council on Environmental Quality (CEQ, 1978) Regulations for Implementing the Procedural Provisions of NEPA (40 Code of Federal Regulations [CFR] §§ 1500-1508), and 32 CFR 989 et seq., Environmental Impact Analysis Process. In addition, this EA evaluates the compliance of the Proposed Action with potential requirements of the following federal environmental laws and regulations:

- Clean Air Act
- Clean Water Act
- Pollution Prevention Act of 1990
- National Historic Preservation Act
- Archaeological Resources Protection Act
- Endangered Species Act of 1973
- Comprehensive Environmental Response, Compensation, and Liability Act (CERCLA)
- Resource Conservation and Recovery Act (RCRA)
- Toxic Substances Control Act (TSCA) of 1970
- Occupational Safety and Health Administration (OSHA) regulations
- Executive Order (EO) 11988 (Floodplain Management)
- EO 11990 (Protection of Wetlands)
- EO 12898 (Federal Actions to Address Environmental Justice in Minority Populations and Low-Income Populations)
- EO 13514 (Federal Leadership in Environmental, Energy, and Economic Performance)

1.8 REQUIRED PERMITS AND LICENSES

The Proposed Action must consider the following permits and licenses. Not all and possibly none of the permits or licenses would be required.

- *Dig Safe Permit 811* – A dig safe permit is required for any excavation. No digging is anticipated.
- *Conformity Determination* - The proposed action and no-action alternative will occur in an area that is in maintenance for ozone; however emissions from the action will be de minimus so no conformity determination under the Clean Air Act is required.
- *Hazardous Waste Manifest and Land Disposal Restriction Form* – These forms are required for disposal of hazardous building materials (i.e. lead based paint, mercury, PCBs, etc.) disturbed during building modification. The forms provide notification to federal and state regulators and track delivery to licensed treatment, storage and disposal facilities. (The proposed action would not require a hazardous waste manifest or land disposal restriction form.)
- *Massachusetts Department of Environmental Protection (Mass DEP) 10 Day Asbestos Removal Notification* – Required if interior construction would disturb building materials containing asbestos (Not Applicable in proposed project).
- *Wetland Notice of Intent/Order of Conditions* – The Proposed Action would not occur in a wetland resource area or buffer zone. Correspondence with Lincoln Conservation Department is included in *Appendix A*.
- *Section 7 Endangered Species Consultation* – The Proposed Action would not require consultation.

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Environmental Assessment
Purpose of and Need for Action

Temporary Vehicle Search Location
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- *Section 106 Historic Preservation Act Consultation* – Consultation with Massachusetts Historical Commission included in *Appendix A*.
- Not required - National Pollution Discharge Elimination System (NPDES) Construction General Permit, including Notice of Intent (NOI) and Stormwater Pollution Prevention Plan (SWPPP) – Not applicable because construction activities would not disturb greater than one acre.
- Not- required - *NPDES Dewatering General Permit* - Required for facilities with construction dewatering of groundwater intrusion and/or storm water accumulation from sites less than one acre and short-term and long-term dewatering of foundation sumps into waters of the Commonwealth of Massachusetts (not anticipated).
- *Mass DEP Hazardous Material Storage Permit* – Required for the storage of toxic and reactive highly hazardous chemicals (not anticipated).

2.0 DESCRIPTION OF THE PROPOSED ACTION AND ALTERNATIVES

2.1 PROPOSED ACTION

Provide a temporary commercial vehicle search area (CVSA) during the construction of the Sartain Gate complex.

2.2 SELECTION STANDARDS

The National Environmental Policy Act (NEPA) and the Council on Environmental Quality (CEQ) regulations mandate the consideration of reasonable alternatives for the proposed action. “Reasonable alternatives” are those that also could be utilized to meet the purpose of and need for the proposed action. Per the requirements of 32 Code of Federal Regulations (CFR) §989, the USAF Environmental Impact Analysis Process (EIAP) regulations, selection standards are used to identify alternatives for meeting the purpose and need for the USAF action.

The proposed action alternatives must meet the following selection standards:

1. Ensure public safety
2. Minimize traffic congestion
3. Meet Air Force (AF) Anti-Terrorism Regulations
4. Make near-term improvements to base infrastructure;
5. Improve base access;
6. Reducing delays;
7. Upgrade facilities and Airman quality of life

SCREENING OF ALTERNATIVES

The following potential alternatives that might meet the purpose and need for providing a temporary commercial vehicle search area were considered:

- 1) No Action Alternative – Search area at existing location
- 2) Alternative 1 – Search Area at Gate 2
- 3) Alternative 2 - Search Area at Gate 3A
- 4) Alternative 3 - Search Area at Ruiz Gate

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

Table 2-1: Selection Standards

Alternative Descriptions	Selection Standards						
	•Ensure public safety	•Minimize traffic congestion	I Anti-Terrorism Regulations	Near-term improvements	•Improve base access	reducing delays	Upgrade facilities and Airman quality of life
	(1)	(2)	(3)	(4)	(5)	(6)	(7)
No – Action Alternative Existing Location	Yes	No	Yes	No	Yes	No	Yes
Alternative 2 Gate 2	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Alternative 3 Gate 3a	No	No	No	No	No	No	Yes
Alternative 4 Ruiz Gate	No	No	No	No	No	No	Yes

2.3 DETAILED DESCRIPTION OF THE ALTERNATIVE(S)

2.3.1 Alternative 1 (Proposed Action) – Temporary Vehicle Search Area at Gate 2

The Proposed Action is to move the temporary CVSA from outside the Sartain Gate to immediately outside Gate 2 (currently closed). The action would include relocating the inspectors' kiosk (15' X 15'), waiting kiosk (15' X 15'), and the vehicle inspection structure (60' X 20' X 30') to the locations shown in **Figure 2-1**. Construction activities to relocate the kiosks and inspection structure and connect utilities include:

- The inspectors kiosk and waiting kiosk are each skid mounted trailers that would be placed on the existing asphalt roadway. Electrical utility connections would be laid aboveground to a nearby facility on Hanscom AFB. The kiosks would likely need to be anchored in the existing asphalt but will utilize the method with the least ground disturbance.

- The vehicle inspection shelter is a 60' X 20' X 30' covered structure that would be placed on the existing asphalt roadway. Electrical utility connections would be laid aboveground to a nearby facility on Hanscom AFB. The structure would be anchored to aboveground concrete blocks. If any anchoring is needed it will be done to the existing asphalt and will utilize the method with the least ground disturbance.

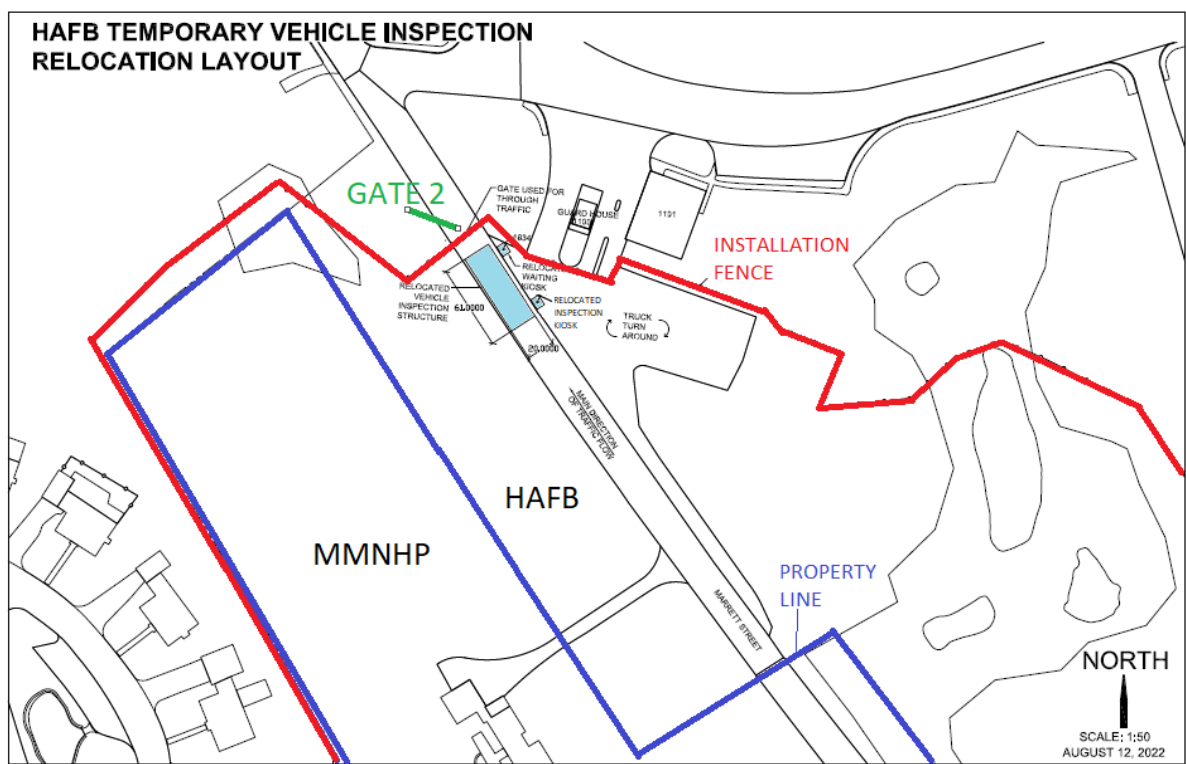


Figure 2-1: HAFB Temporary Vehicle Inspection Relocation

The Air Force will explore less intrusive methods and use methods that have the least ground disturbance. No vegetation or trees would be removed. No paving will be necessary. The temporary use of Gate 2 for the CVSA is expected to last 1-2 years as the Sartain Gate Complex and associated right of ways are constructed. The temporary relocation of the search area will help mitigate the high traffic area, while constructing the Sartain Gate Project. It would improve traffic flow to and from Hanscom AFB, Hanscom field, and local businesses and residences.

2.3.2 No-Action Alternative

The No-Action Alternative would keep the location of commercial vehicle search/inspections outside the Sartain Gate. In addition to delaying construction, using this location for the CVSA will cause traffic backups towards Route 2A and negatively impacts traffic flow into Massport's Hanscom field, and nearby businesses and residences. The No-Action Alternative provides the environmental baseline from which the proposed action is compared against.

2.4 ALTERNATIVES ELIMINATED FROM FURTHER CONSIDERATION

As none of the other alternatives that were considered would meet the purpose and need, the following alternatives have been eliminated from further consideration:

1. A temporary commercial search area at Gate 2A would not ensure public safety, minimize traffic congestion, meet Air Force (AF) Anti-Terrorism Regulations, make near-term improvements to base infrastructure, improve base access, or reduce delays. So this alternative was eliminated from further consideration.
2. A temporary commercial search area at the Ruiz Gate would not ensure public safety, minimize traffic congestion, meet Air Force (AF) Anti-Terrorism Regulations, make near-term improvements to base infrastructure, improve base access, or reduce delays. So this alternative was eliminated from further consideration.

These alternatives are not carried forward for analysis in this EA.

3.0 AFFECTED ENVIRONMENT

3.1 SCOPE OF THE ANALYSIS

This chapter describes the current conditions of the environmental resources, either man-made or natural, that would be affected by implementing the Proposed Action or the No-Action Alternative. 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.

The following resources would not be affected by the proposed action or no-action alternative and are not discussed in detail in this EA: Air installation compatible use zone/ land use, air quality, water resources, safety and occupational health, hazardous materials/waste, biological resources, socioeconomic resources/environmental justice, and geology and soils.

Air Installation Compatible Use Zone (AICUZ)/Land Use. The property that has been/will be considered are not located within an AICUZ and are located outside the 65 dB noise contour. The proposed action and no-action alternative will have no impact to this resource as re-classification of the existing land-use is not required and the action falls outside the AICUZ noise contours.

Air Quality. The proposed action and no-action alternative will occur in an area that is in maintenance for ozone; however emissions from the action will be de minimus so no conformity determination under the Clean Air Act is required. The proposed action and no-action alternative would cause insignificant impacts to greenhouse gases.

Climate Change. The proposed action and no-action alternative were evaluated in regards to how they could be impacted by the effects of climate change (high winds, rising temperatures, rising sea levels, etc). Climate change effects would not impact the proposed action because it is a temporary action. Climate change effects would not impact the no-action alternative.

Water Resources.

Surface Water. The proposed action and no-action alternative would not potentially impact surface water. Minor exterior construction is anticipated, but proper stormwater management controls would be in place to protect any nearby catch basins that connect to the stormwater drainage system.

Wetlands. The proposed action will not be in a wetland area. There are wetlands close to the existing road that will have an increase in traffic related to the proposed action. Proposed work includes moving existing structures to already paved areas immediately outside of Gate 2. This is

only temporary (~2 years) as construction on the Sartain Gate occurs. Ground disturbance will be heavily minimized (no digging, grading, paving, etc.). Anchoring of structures will avoid penetrating the ground by anchoring to cement blocks. Looking at the Town of Lincoln Conservation Department Geographic Information System (GIS), none of this work would occur in the 100-ft Buffer Zone. There will be more vehicles coming onto the Base on the existing road within the 100-ft Buffer Zone, but no work (constructing, digging, ground disturbance) will occur. An email from the Lincoln Conservation Department (included in *Appendix A*) confirms that the proposed action is good to move forward from a conservation standpoint. The proposed action and no-action alternative would not adversely impact wetlands.

Floodplains. The proposed action and no-action alternative will not be (are not) in a floodplain.

Safety, Occupational Health and Public Health

All contractors performing construction activities at HAFB are required to comply with OSHA regulations and manage their own occupational health programs including industrial hygiene surveillance, worker health and safety training, hazard abatement, and medical surveillance. Workers would be required to wear the appropriate level and type of Personal Protective Equipment (PPE). Occupational safety and health procedures would be implemented as part of the proposed action alternative to ensure the safety and health of individuals at the worksite. Implementation of the proposed action or no-action alternative would result in no direct or indirect impact on the safety and health of USAF employees and others. Construction activities would comply with all applicable federal, state, local, and applicable Air Force regulatory safety standards. The proposed action and no-action alternative would not adversely impact safety and occupational health.

DAF met with the Minute Man National Historical Park (MMNHP) and agreed to put weightbearing posted crosswalk signs on the 2 crosswalks on Airport Road. DAF also agreed to ensure that vehicles do not block in the nearby residential home's driveway.

There will be an increase in commercial vehicle emissions on Airport Road in the short-term that is offset from the decrease in commercial vehicle emissions entering the Sartain Gate. Vehicles that are waiting to be searched must turn their engines off. Once, the Sartain Gate complex gate project is completed (1-2 years), the CVSA will be removed, and Gate 2 will be closed. The proposed action and no-action alternative will not significantly impact public health.

Hazardous Materials/Waste. Hazardous Material (HAZMAT) cannot be purchased or stored on HAFB without prior notification and approval through the Hazardous Materials Management Process (HMMP). HAZMAT purchased by the contractor to fulfill contract requirements are brought on base as needed, used only by the contract employees and are removed from the base at the end of the term of the contract will be referred to as contractor-owned. For all contractor-owned HAZMAT, submit a list of HAZMAT required for the project to Contracting Officer Representative (COR) as soon as possible, however, no later than 15 calendar days from the contract award date. The appropriate Safety Data Sheet (SDS) shall be submitted including any appropriate identification number, such as a National Stock Number or Special Item Number.

COR in conjunction with the Project Manager will coordinate with the HAZMAT Program Manager the approval process of Contractor's HAZMAT. The contractor must report to the COR when a HAZMAT container is empty or removed from the installation. Through the COR, the contractor shall establish a centralized location to store, receive, transfer, and issue contractor-owned HAZMAT in accordance with all applicable regulations. The contractor will store no more than the authorized quantity of HAZMAT on site, without prior approval of the COR, and storage shall provide for locks, secondary containment, spill response equipment, fire extinguishers, and personal protective equipment. All HAZMAT must be removed from the base within five working days of the end of contract activities or the end of the performance period, whichever comes first. The contractor must report, in writing, to the COR that the HAZMAT has been removed from the base within two working days. Must follow *Hanscom AFB's Environmental Contractor Guide*.

Any wastes generated would be handled and disposed of according to state and local regulations. The storage or disposal of hazardous materials/waste, including Asbestos Containing Material (ACM), Lead-Based Paint (LBP), Mercury, and Polychlorinated Biphenyls (PCBs), must be in accordance with all federal, state, and local laws and regulation. The proposed action no-action alternative would not impact hazardous materials or wastes because federal, state, and local regulations and procedures would be followed.

Biological Resources. The proposed action and the no-action alternative are not located near threatened or endangered species. A study confirmed that the federally listed Northern Long Eared Bat is NOT present on Hanscom AFB (Memorandum for Record in *Appendix A*). The proposed action and no-action alternative will not remove any trees so the proposed action would cause "No effect" to threatened or endangered species or biological resources.

Geology and Soils. Minor ground disturbance (potentially no ground disturbance) is anticipated for proposed action and no-action alternatives, so there will be insignificant impacts to the geology and soils resource area from the proposed action or no-action alternative. If any digging were to occur, then proper dig permitting and stormwater management procedures would be followed in accordance with *Hanscom AFB Environmental Contractor Guide (latest version)*

Socioeconomic/Environmental Justice

Socioeconomics relates to or involves the combination of social and economic factors. Social factors include population levels that are affected by birth and death rates, as well as immigration and emigrations rates. Economic factors include employment, income, and industrial or commercial growth. Changes to these fundamental socioeconomical indicators often impact other socioeconomical indicators such as housing availability. Socioeconomical data allows the characterization of baseline conditions in the context of regional, state, and national trends. Environmental justice is the fair treatment and meaningful involvement of all people regardless of race, color, national origin, or income, with respect to the development, implementation, and enforcement of environmental laws, regulations, and policies (HAFB 2020). Insignificant effects on socioeconomics and environmental justice would occur from the proposed action and no-action alternatives.

DRAFT ENVIRONMENTAL ASSESSMENT

Environmental Assessment
Affected Environment

Temporary Vehicle Search Location
Hanscom AFB, MA

3.2 CULTURAL RESOURCES

A survey of all historic and archaeological properties within the Main Base of HAFB including areas of archaeological sensitivity, has been documented in the HAFB Integrated Cultural Resources Management Plan (ICRMP) updated in September 2020. Although the ICRMP also includes geographically separated units that are under the jurisdiction of Hanscom, this section will focus only on the main base, which is the location of the proposed undertaking. The Main Base consists of 846 acres within the towns of Bedford, Lexington, and Lincoln, MA, and can be characterized as developed with an airfield, laboratories, offices, and housing throughout the property. The Main Base is adjacent to the Minute Man National Historic Park (MMNHP), which was established in 1959 to commemorate the events of April 19, 1775 and is listed on the National Register of Historic Places (NRHP). MMNHP borders HAFB on the southeast and southwest. Battle Road, which runs along the southern boundary of the Main Base in Lincoln and Lexington, was the route the British took in both their advance on and retreat from Concord during the Battle of April 19, 1775. The place where Paul Revere was captured, as well as many sites where heavy fighting took place, is found along this route. The area of Parker's Revenge/Ambush and Nelson's Boulders, which served as naturally fortified positions from which the militia fired on the British, are located on the Main Base property. A 2007 intensive archaeological survey of the HAFB's southern border adjacent to the MMNHP Nelson Road Area identified artifacts associated with Parker's Revenge/Ambush (HAFB 2022).

Numerous historic and archaeological properties are recorded in the site files of the Massachusetts Historical Commission (MHC) for the vicinity of HAFB. Although there are no recorded Native American archaeological sites within the Main Base, a total of 11 areas of moderate/high sensitivity for archaeological resources were identified (HAFB 2022). Subsequent to additional archaeological investigations conducted in 2008, the MHC determined that none of these areas warranted further investigation.

The Proposed Action is located at Gate 2 and is adjacent to the MMNHP. The action would redirect traffic from Route 2A along Airport Road that goes through the MMNHP and enters HAFB at Gate 2 (See *Figure 4-1*).

3.3 TRANSPORTATION – TRAFFIC

Currently at HAFB, Sartain Gate is considered the primary gate because it has the commercial vehicle inspection lane and Visitors Center, and Ruiz Gate is considered the secondary gate because it is the only other active gate to permit people onto base (Gate 2 and 3A are closed). Sartain Gate is considered the main entryway for commuters traveling via Interstate 95, and Massachusetts Routes 2 and 2A traffic corridors. Ruiz Gate is considered the main entryway for commuters traveling via the US Route 3, Interstate 95, and Massachusetts Route 128 traffic corridors.

In addition to personal vehicles, the Sartain Gate inspects on average 80 commercial vehicles a day at the Commercial Vehicle Search Area (CVSA) location outside the Sartain Gate. The number of vehicles waiting for inspection at any given time can range from 5-6 vehicles. The average time for searching/inspecting vehicles range from 3-5 minutes depending how long the visitor pass takes to print. The peak times for traffic is typically around 0800-1100hrs, however the flow of inspecting vehicles is pretty constant. The CVSA main operating hours are from 0600-1400hrs.

The proposed CVSA would direct only commercial vehicles from Route 2A to Airport Road to Gate 2. Personal vehicles will still enter the base through the Sartain or Ruiz Gates. The CVSA will only allow traffic into the installation. There will be minimal vehicles exiting through Airport Road (See *Figure 4-2*).

4.0 ENVIRONMENTAL CONSEQUENCES

4.1 INTRODUCTION

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. Unless otherwise noted, short-term impacts are those that would result from the activities associated with a project's construction and/or demolition phase, and that would end upon the completion of those phases. Long-term impacts are generally those resulting from the operation of a proposed project. The proposed action and the no-action alternative would not violate Federal, State, Tribal or local laws protecting the environment.

4.2 CULTURAL RESOURCES

4.2.1 Alternative 1 (Proposed Action) – Temporary Commercial Vehicle Search Area at Gate 2.

The Proposed Action was determined to have *no adverse effect to cultural resources*. Two areas of Area of Potential Effect (APE) were evaluated for the Proposed Action:

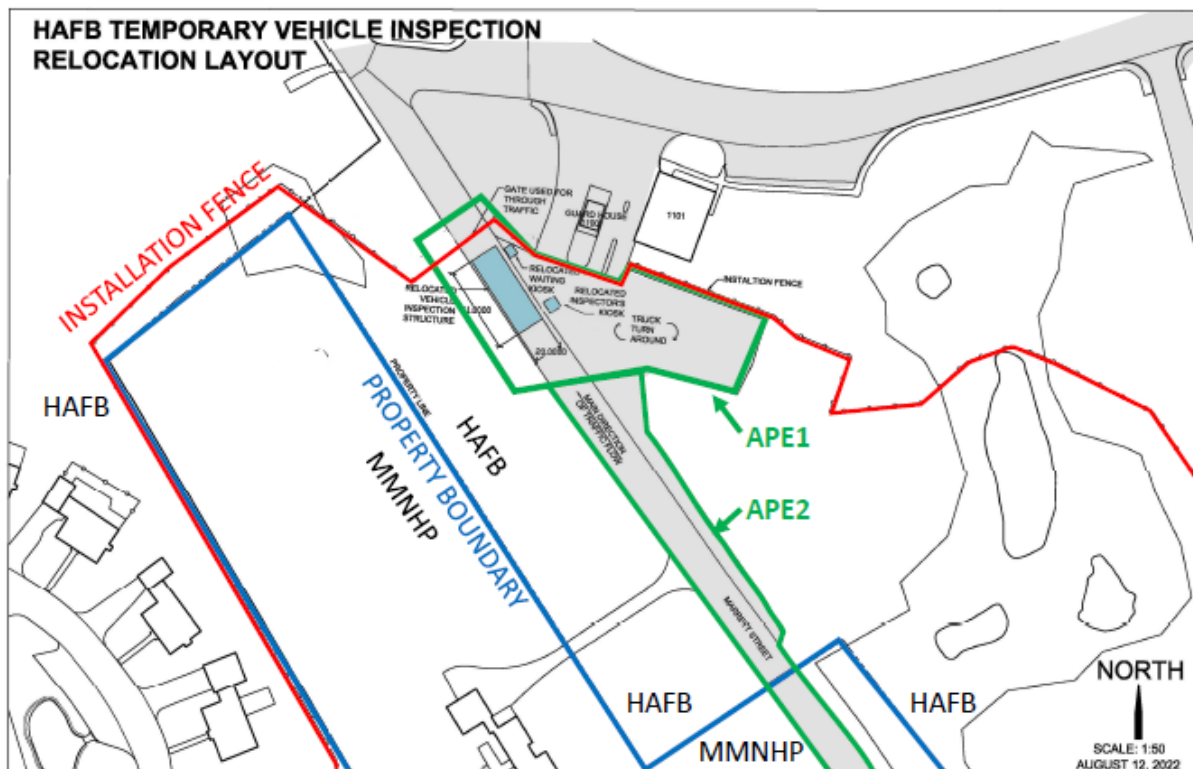


Figure 4-1: Areas of Potential Effect

- APE 1 is defined as the area immediately near the Gate 2 where the two kiosks and the vehicle inspection shelter will be placed. Historic properties at or near APE 1 include Hanscom AFB's Air Force Cambridge Research Laboratory (AFCRL) Historic District and the eighteenth-century Thomas Nelson Sr. Farm Site (19-MD-347/LEXHA-6). As previously mentioned, the three temporary structures would be placed on existing asphalt with limited ground disturbance. The structures would be in place for approximately two years and then removed and restored to current conditions. Based on these conditions and the temporary nature of the undertaking, and pursuant to 36 CFR §800.5(b), DAF has determined that there would be *no adverse effect* to historic properties within APE 1.

- APE 2 is defined as Airport Road from the intersection of Route 2A to Gate 2 entry into Hanscom AFB. Traffic routes along this road are depicted in *Figure 4-2*. Historic properties at or near APE 2 include: Minute Man National Historic Park and its associated historic sites. APE 2 is identified to capture the temporary vehicular traffic that would utilize this route to access Hanscom AFB for a period of approximately two years. Airport road is an existing two land paved road that traverses through the MMNHP. The proposed use of Gate 2 would direct only commercial vehicles from Route 2A to Airport Road to Gate 2. Personal vehicles will still enter the base through the Sartain or Ruiz Gates. The existing Sartain Gate inspects on average 80 commercial vehicles a day at the CVS) location outside the Sartain Gate. The number of vehicles, consisting of commercial trucks, delivery vehicles, and tractor trailers, waiting for inspection at any given time can range from 5-6 vehicles. The average time for searching/inspecting vehicles range from 3-5 minutes depending on how long the visitor pass takes to print. The peak times for traffic is typically around 0800-1100hrs, however the flow of inspecting vehicles is pretty constant. Hours of operation are from 0600-1400 hrs, There will be a minimal number of vehicles exiting through Airport Road. The impacts to this area consist primarily of noise and vehicular traffic, therefore no permanent impacts. Based on these factors, DAF has determined that there would be *no adverse effect* to historic properties within APE 2.

In August 2022, Hanscom AFB met with the Superintendent and staff of MMNHP to discuss the proposed undertaking. MMNHP personnel did not identify any concerns related to historic properties or resources. Their main concerns were related to the cross walks connecting portions of the park across Airport Road and the safety of pedestrians and bicyclists. MMNHP asked that signs to be put in the middle of the crosswalks (weighted down) which Hanscom AFB agreed to install. MMNHP also identified events occurring twice a year where traffic on Airport Road would interfere. Hanscom AFB agreed to consider closing the access and not use Gate 2 on those days or provide other mitigation measures. MMNHP mentioned that they would prefer if back up of vehicles did not block the residence house nearby. Hanscom AFB agreed to provide operation staging to ensure that the residence access would not be blocked. Hanscom AFB's conclusion from this meeting as that the temporary undertaking was of interest, but that any concerns could be mitigated through an ongoing dialogue with Hanscom AFB.

Based on the evaluation of the proposed action and pursuant to 36 CFR Part 800.5, Hanscom AFB has reviewed the Criteria of Adverse Effect and have determined that none apply to the

activities that would be carried out in this Proposed Action. Therefore, Pursuant to 36 CFR §800.5(b), DAF has determined that there would be ***no adverse effect to historic properties or cultural resources when implementing the proposed action.***

HAFB sent a letter dated 31 August 2022 to the Massachusetts Historical Commission requesting comments and/or concurrence on the finding of ***no adverse effect***. A response was requested within 30 days from receipt of the letter (See *Appendix A*). SHPO concurrence is required before implementing the proposed action.

DAF has determined that there would be no adverse effect to historic properties or cultural resources when implementing the proposed action.

4.2.2 No-Action Alternative

The No-Action Alternative would not adversely impact cultural resources.

4.3 TRANSPORTATION - TRAFFIC

4.3.1 Alternative 1 (Proposed Action) – Temporary Commercial Vehicle Search Area at Gate 2.

The proposed CVSA would direct only commercial vehicles from Route 2A to Airport Road to Gate 2. Personal vehicles will still enter the base through the Sartain or Ruiz Gates. The CVSA will only allow traffic into the installation. There will be minimal vehicles exiting through Airport Road.

An average 80 commercial vehicles a day are expected at the proposed CVSA location at Gate 2. The number of vehicles waiting for inspection at any given time can range from 5-6 vehicles. Vehicle backup is not expected to back up beyond the Hanscom AFB property line. The CVSA main operating hours are from 0600-1400hrs.

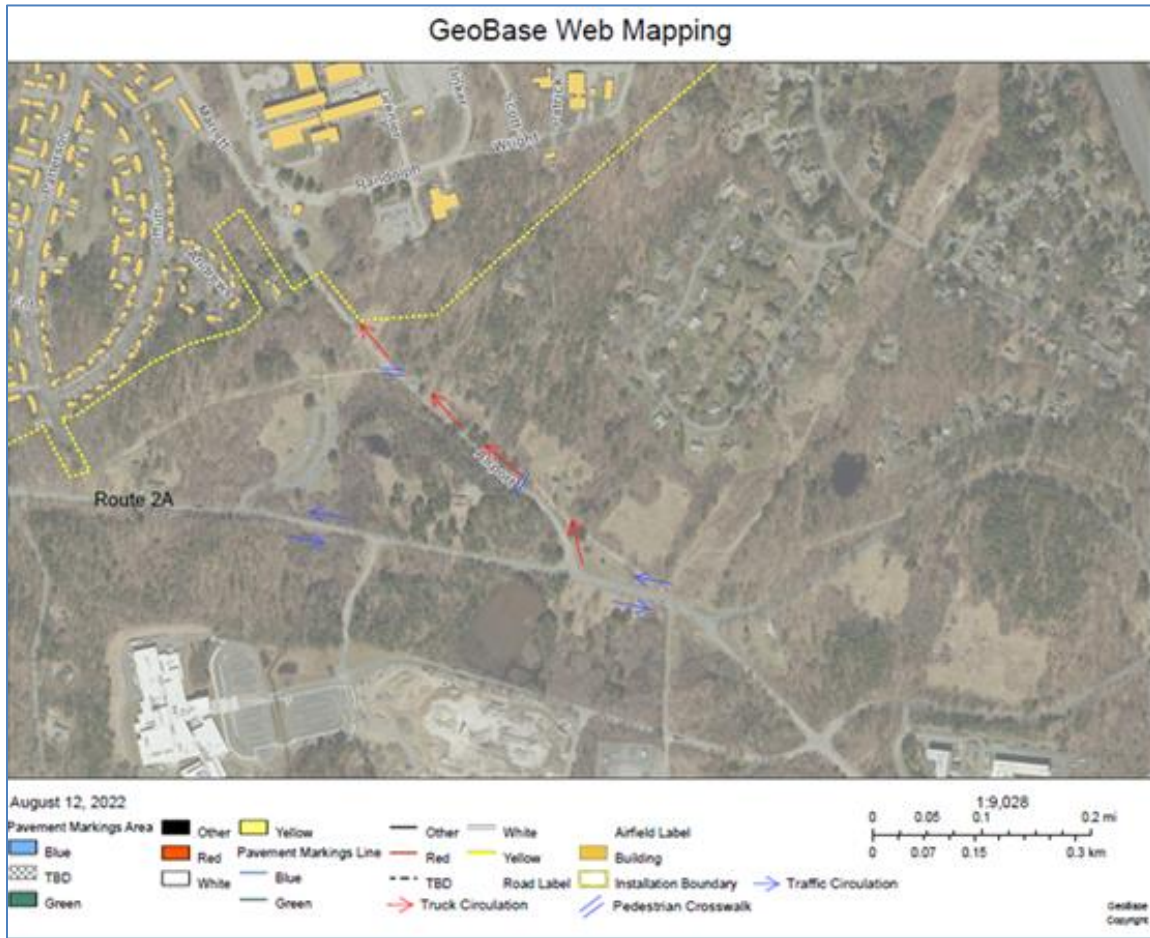


Figure 4-2: Traffic Routes

Overall, the ***proposed action would not cause an adverse effect*** in the long-term. There would be a minor increase in traffic in the short term on Airport Road, but any negative impacts will be minimized with coordination with the MMNHP. Putting the CVSA at this location would reduce potential traffic backup on Massachusetts Route 2A that would occur if the CVSA stayed at its current location. So, the proposed action ***could have a positive impact to traffic in the overall area in the short-term. There will be a positive long-term impact to traffic in the Hanscom AFB nearby areas after the Sartain Complex is constructed.***

4.3.2 No-Action Alternative

The ***no-action alternative would result in an adverse effect in traffic***. The no-action alternative would keep the location of commercial vehicle search/inspections outside the Sartain Gate. In addition to delaying construction, using this location for the CVSA will cause traffic backups towards Route 2A and negatively impacts traffic flow into Massport's Hanscom field, and nearby businesses and residences.

4.4 OTHER NEPA CONSIDERATIONS

4.4.1 Unavoidable Adverse Effects

This EA identifies any unavoidable adverse impacts that would be required to implement the Proposed Action and the significance of the potential impacts to resources and issues. Title 40 of the *Code of Federal Regulations* §1508.27 specifies that a determination of significance requires consideration of context and intensity. If the Proposed Action were implemented, there might be negligible impacts to air and temporary impacts to traffic on Airport Road leading to Gate 2. There are no unavoidable significant adverse impacts associated with the Proposed Action or the No-Action Alternative.

4.4.2 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 of the Proposed Action would be those associated with the temporary use of Gate 2 to search commercial vehicles. The long-term improvement in traffic, security, safety and infrastructure would be those effects associated with a completed Sartain Gate complex that the temporary CVSA supports.

The proposed action represents an enhancement of long-term productivity for Hanscom AFB. The negative effects of short-term traffic displacement would be minor compared to the positive benefits from a complete Sartain Gate Complex to Hanscom AFB and abutting communities.

4.4.3 Irreversible and Irretrievable Commitments of Resources

This EA identifies any irreversible and irretrievable commitments of resources that would be involved in the proposed action if implemented. An irreversible effect results from the use or destruction of resources (e.g., energy) that cannot be replaced within a reasonable time. An irretrievable effect results from loss of resources (e.g., endangered species) that cannot be restored as a result of the proposed action. Capital, energy, materials, and labor would be required for the proposed action. These resources are not retrievable.

4.5 CUMULATIVE EFFECTS

This EA also considers the effects of cumulative impacts as required in 40 CFR 1508.7 and concurrent actions as required in 40 CFR 1508.25[1]. 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 following projects have occurred at HAFB within the last 5 years:

- 24-Hour Access Gate at Hanscom AFB; FONSI issued in 2022;
- NC3 MILCON, Mission Consolidation at HAFB; FONSI issued 2021 (project has not occurred yet);
- AAFES Consolidation and Gas Station at Hanscom; FONSI issued 2021;
- Installation Development Plan EA; FONSI issued 2020;
- Leasing Off-Base Space for HBN Personnel; FONSI issued 2020;
- Dorm Construction, FONSI issued in 2018;
- Defense Contract Management Agency (DCMA) Relocation; FONSI issued in 2018;
- Energy Efficient Upgrades [Cogeneration (COGEN) Plant], FONSI issued in 2018;
- Photovoltaic Panel Additions Environmental Assessment, FONSI issued in 2018;

Future anticipated projects on HAFB not addressed by this EA include:

- Construction of Sartain (Vandenberg) Gate Complex and roadway System (2022)
- Reconfiguration of the Ruiz (aka Hartwell) Gate Complex (Estimated in 2023);
- Construction of a New Child Development Center (Estimated in 2024)
- Construction of a New Fire Department (Estimated in 2025)

For this EA analysis, these announced actions are addressed from a cumulative perspective and are analyzed in this section. These announced future actions would be evaluated under separate NEPA actions conducted by the appropriate involved federal agency. Based on the best available information for these proposals by others, the AF cumulative impact analysis does consider them.

Descriptions of the cumulative effects for the resource areas follow:

4.5.1 Cultural Resources

4.5.1.1 Proposed Action– No significant effect

4.5.1.2 No-Action Alternative – No effect

4.5.2 Transportation

4.5.2.1 Proposed Action — No significant effect

4.5.2.2 No-Action Alternative – No effect

DRAFT ENVIRONMENTAL ASSESSMENT

Environmental Assessment
Environmental Consequences

Temporary Vehicle Search Location
Hanscom AFB, MA

5.0 LIST OF PREPARERS

This EA has been prepared under the direction of the Air Force Civil Engineer Center, USAF, AFLCMC, AFMC, and Hanscom AFB.

The individuals that contributed to the preparation of this EA are listed below.

Table 5-1: List of Preparers

Name/Organization	Education	Resource Area	Years of Experience
James Maravelias/ 66 ABG CEIE	MS Engineering Management; MA Sustainability/Environmental Management; BS Business Administration	NEPA; Hazardous Waste; Safety and Occupational Health; Air Quality; Socioeconomic Resources/ Environmental Justice; Natural Resources; Cultural Resources	20
Scott Sheehan/ 66 ABG/CEIE	BS Civil Engineering	Natural Resources; Cultural Resources; Water Quality; Transportation; NEPA	21
Taylor O'Brien/ 66 ABG/CEIE	BS Civil Engineering	NEPA & Toxic Substances	7
Renata Welch/ 66 ABG/CEIE	MS Civil Engineering	Environmental Element Chief	28
Charles N. Strickland III/ 66 ABG/CEI	BS Civil Engineering	Installation Management Flight Chief	23

DRAFT ENVIRONMENTAL ASSESSMENT

Environmental Assessment
List of Preparers

Temporary Vehicle Search Location
Hanscom AFB, MA

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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

Per 32 CFR Part 989.14(l), “The Air Force will involve other federal agencies, state, Tribal, and local governments, and the public in the preparation of EAs (40 CFR 1501.4(b) and 1506.6).”

COMMUNITY LEADERSHIP

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Town Office Building, 2nd Floor
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Lexington, MA 02420
Phone 781-698-4580

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DRAFT ENVIRONMENTAL ASSESSMENT

Environmental Assessment
Persons and Agencies Consulted

Temporary Vehicle Search Location
Hanscom AFB, MA

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Ms. Brona Simon
Commonwealth of Massachusetts
Executive Director, Massachusetts Historical Commission
220 Morrissey Boulevard
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7.0 REFERENCES

Environmental Protection Agency (EPA). 2021. Environmental Justice Screening and Mapping Tool. <https://ejscreen.epa.gov/mapper/>

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United States Geological Service (USGS). 2022. National Map. <https://viewer.nationalmap.gov/advanced-viewer/>

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HAFB. 2010. HAFB Integrated Cultural Resources Management Plan

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USFWS. 2022b. Information for Planning and Consultation (IPac) online tool. <https://ecos.fws.gov/ipac/location/index>

DRAFT ENVIRONMENTAL ASSESSMENT

Environmental Assessment
References

Temporary Vehicle Search Location
Hanscom AFB, MA

APPENDIX A

Interagency/Intergovernmental Coordination and Public Participation

DRAFT ENVIRONMENTAL ASSESSMENT

Environmental Assessment
Appendices

Temporary Vehicle Search Location
Hanscom AFB, *MA*



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



August 31, 2022

Mr. Scott Sheehan
Cultural Resources Manager
66 ABG/CEIE
120 Grenier Street
Hanscom AFB MA 01731-1910

Ms. Brona Simon
Commonwealth of Massachusetts
Executive Director, Massachusetts Historical Commission
220 Morrissey Boulevard
Boston MA 02125-3314

SUBJECT: Hanscom Air Force Base (AFB), Proposed Undertaking – Temporary
Commercial Use of Hanscom AFB Alternate Entry Gate 2

Dear Ms. Simon

In accordance with Section 306108 of the National Historic Preservation Act (NHPA) and its implementing regulations at 36 CFR Part 800, the Air Force (USAF), Hanscom AFB, is advising you of a proposed undertaking that has the potential to affect historic properties. The undertaking would utilize the alternate Gate 2 for entry of commercial vehicular traffic onto Hanscom AFB in Lexington, MA, for a period of approximately two years.

Hanscom AFB is scheduled to begin construction of a new main gate entry complex at the current main entry to the installation known as the Sartain Gate (previously known as the Vandenberg Gate). Construction will begin in the fall of 2022. During design reviews, it was determined that using the current location of the commercial vehicle search area during the construction of the Sartain Gate complex would cause major delays in construction and traffic along the nearby area which will cause traffic backups towards Route 2A while trucks are waiting to be searched. When this traffic congestion occurs, it not only impedes traffic flow into Hanscom AFB, but also negatively impacts traffic flow into Hanscom field, a general aviation airport operated by the Massachusetts Port Authority, as well as area businesses and residences serviced by this access roadway.

The proposed action for this undertaking is to temporarily relocate the commercial vehicle search area immediately outside Gate 2 (currently closed) which is on the eastern border between Hanscom AFB and the Minute Man National Historic Park (MMNHP). The action would include relocating the inspectors' kiosk (15' X 15'), the waiting kiosk (15' X 15'), and the vehicle inspection shelter (60' X 20' X 30') to the locations shown in attachment 1. Construction impacts are limited to the placement of these three structures. No vegetation or trees would be removed. No paving will be necessary. More specifically:

- The inspectors kiosk and waiting kiosk are each, 15' X 15' skid mounted trailers that would be placed on the existing asphalt roadway. Electrical utility connections would be laid aboveground to a nearby facility on Hanscom AFB. The kiosks would likely need to be anchored in the existing asphalt but will utilize the method with the least ground disturbance.

- The vehicle inspection shelter is 60' X 20' X 30' temporary covered structure that would be placed on the existing asphalt roadway. Electrical utility connections would be laid aboveground to a nearby facility on Hanscom AFB. The structure would be anchored to above ground concrete blocks. If any anchoring is needed it will be done to the existing asphalt and will utilize the method with the least ground disturbance.

The Area of Potential Effect (APE) for the proposed undertaking has been divided into two areas (attachment 2).

- APE 1 is defined as the area immediately near the gate where the two kiosks and the vehicle inspection shelter will be placed. Historic properties at or near APE 1 include Hanscom AFB's Air Force Cambridge Research Laboratory (AFCRL) Historic District and the eighteenth-century Thomas Nelson Sr. Farm Site (19-MD-347/LEX-HA-6). As previously mentioned, the three temporary structures would be placed on existing asphalt with limited ground disturbance. The structures would be in place for approximately two years and then removed and restored to current conditions. Based on these conditions and the temporary nature of the undertaking, and pursuant to 36 CFR §800.5(b), the Air Force has determined that there would be *no adverse effect* to historic properties within APE 1.
- APE 2 is defined as Airport Road from the intersection of Route 2A to Gate 2 entry into Hanscom AFB. Traffic routes along this road are depicted in attachment 3. Historic properties at or near APE 2 include: Minute Man National Historic Park and its associated historic sites. APE 2 is identified to capture the temporary vehicular traffic that would utilize this route to access Hanscom AFB for a period of approximately two years. Airport road is an existing two lane paved road that traverses through the MMNHP. The proposed use of Gate 2 would direct only commercial vehicles from Route 2A to Airport Road to Gate 2. Personal vehicles will still enter the base through the Sartain or Ruiz Gates. The existing Sartain Gate inspects on average 80 commercial vehicles a day at the Commercial Vehicle Search Area (CVSA) location outside the Sartain Gate. The number vehicles, consisting of commercial trucks, delivery vehicles, and tractor trailers, waiting for inspection at any given time can range from 5-6 vehicles. The average time for searching/inspecting vehicles range from 3-5 minutes depending on how long the visitor pass takes to print. The peak times for traffic is typically around 0800-1100hrs, however the flow of inspecting vehicles is pretty constant. Hours of operation are from 0600-1400 hrs, There will be a minimal number of vehicles exiting through Airport Road. The impacts to this area consist primarily of noise and vehicular traffic, therefore no permanent impacts. Based on these factors, the Air Force has determined that there would be *no adverse effect* to historic properties within APE 2.

In August 2022, Hanscom AFB met with the Superintendent and staff of MMNHP to discuss the proposed undertaking. MMNHP personnel did not identify any concerns related to historic properties or resources. Their main concerns were related to the cross walks connecting portions of the park across Airport Road and the safety of pedestrians and bicyclists. MMNHP asked that signs to be put in the middle of the crosswalks (weighted down) which Hanscom AFB agreed to install. MMNHP also identified events occurring twice a year where traffic on Airport Road would interfere. Hanscom AFB agreed to consider closing the access and not use Gate 2 on those days or provide other mitigation measures. MMNHP mentioned that they would prefer if back up of vehicles did not block the residence house nearby. Hanscom AFB agreed to provide operation staging to ensure that the residence access would not be blocked. Hanscom AFB's conclusion from this meeting was that the temporary undertaking was of interest, but that any concerns could be mitigated through an ongoing dialogue with Hanscom AFB.

Based on our evaluation of the undertaking and pursuant to 36 CFR Part 800.5, Hanscom AFB has reviewed the Criteria of Adverse Effect and have determined that none apply to the activities that would be carried out in this undertaking. Therefore, Pursuant to 36 CFR §800.5(b), the Air Force has determined that there would be *no adverse effect* to historic properties. We request your comment and/or concurrence on our finding of *no adverse effect* within 30 days from receipt of this letter. Please feel free to contact me via e-mail at scott.sheehan.1@us.af.mil or at (781) 367-7168 with any questions or if you need additional information.

Sincerely,



SCOTT E. SHEEHAN, GS-12, DAF
Hanscom AFB Cultural Resources Manager

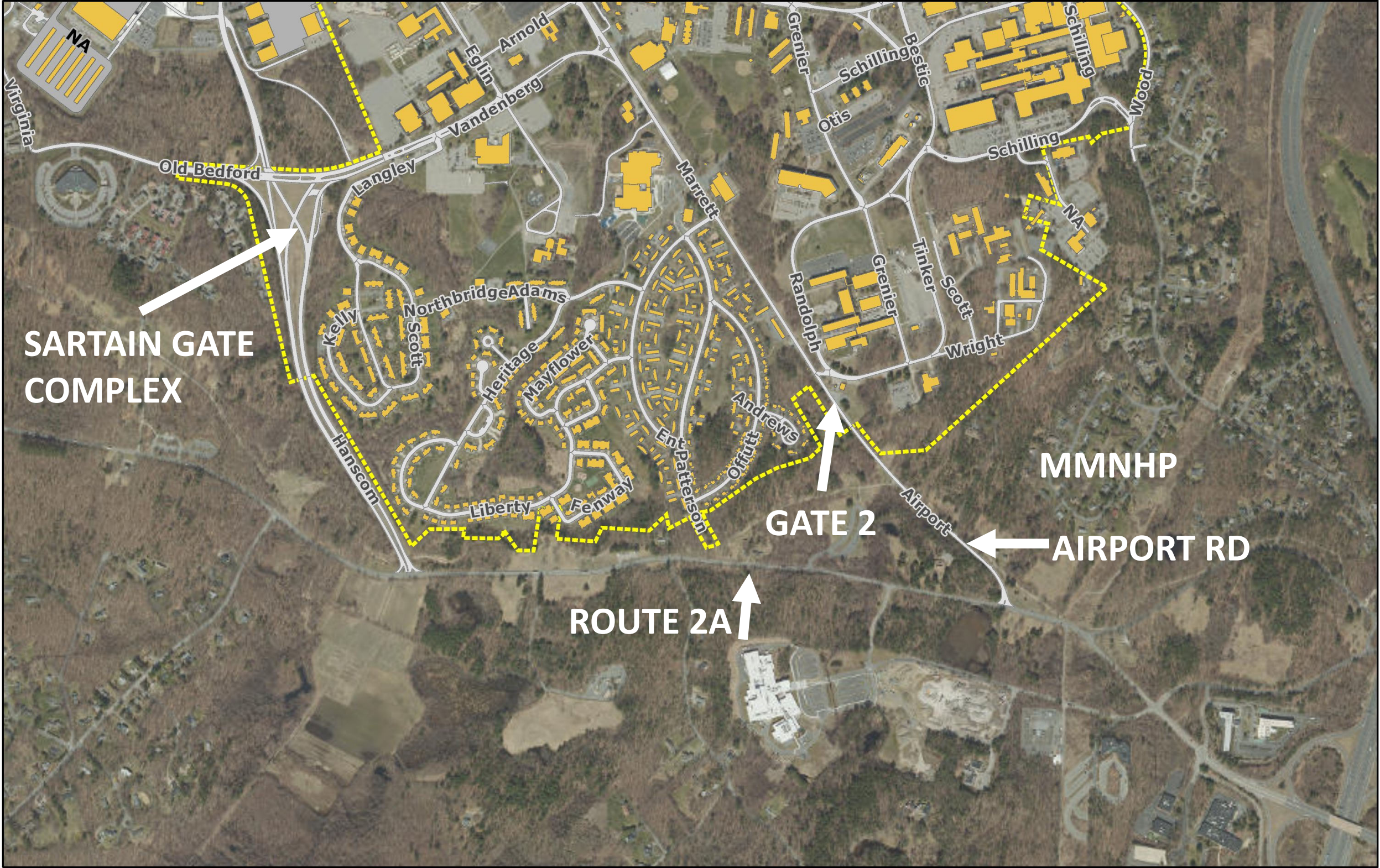
3 Attachments:

1. Site Overview Map
2. Areas of Potential Effect
3. Traffic Routes

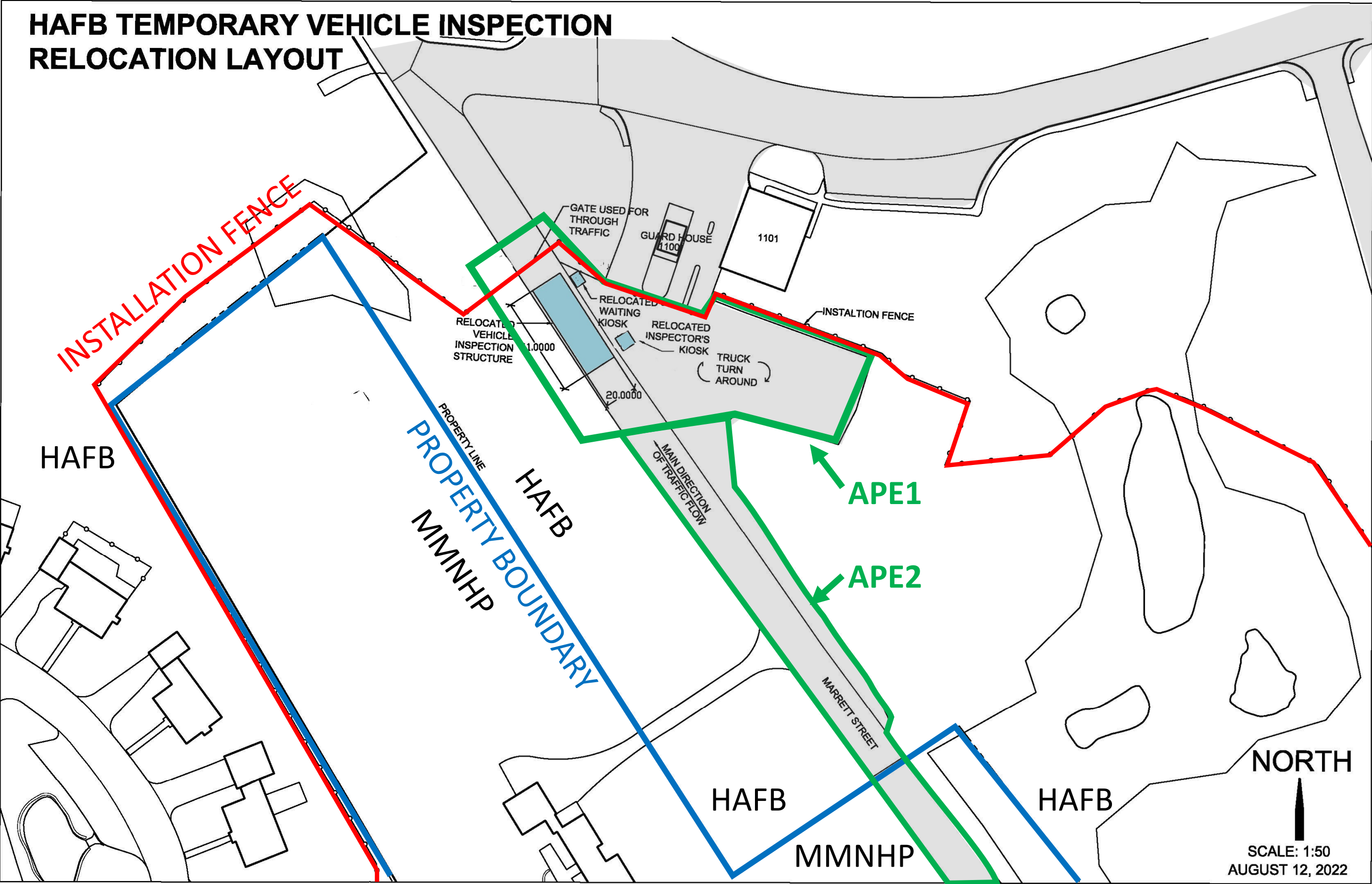
cc:

Lexington Historical Commission
Minute Man National Historic Park

Attachment 1 – Site Overview



Attachment 2 – Areas of Potential Effect



Attachment 3 – Traffic Routes



August 12, 2022





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



September 7, 2022

Mr. Jim Maravelias
66 ABG/CEIE
120 Grenier Street
Hanscom AFB, MA 01731-1910

Ms. Kelly Horan, Community Director
Hanscom Family Housing LLC
101 Northbridge Rd #2663,
Hanscom AFB, MA 01731-2663

Dear Ms. Horan

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 Department of the Air Force (DAF) is preparing an Environmental Assessment (EA) to evaluate potential cultural resources, traffic, and environmental impacts associated with the Proposed Action to move the temporary location of the commercial vehicle search area from outside the Sartain Gate to immediately outside Gate 2 (Gate currently closed).

Sartain Gate (formerly Vandenberg Gate) is considered the main entryway for commuters traveling via the Interstate 95, Massachusetts Route 2 and Massachusetts Route 2A traffic corridors. Operation of the existing search area at the Sartain Gate would create adverse issues during the construction of the New Sartain Gate Complex. Construction of the new Sartain Gate Complex and roadway is scheduled to begin Autumn of 2022. During construction, using the existing location would cause traffic backups towards Route 2A while trucks are waiting to be searched. When this traffic congestion occurs, it not only impedes traffic flow into the Base, but also negatively impacts traffic flow into Hanscom Field, a general aviation airport operated by the Massachusetts Port Authority, as well as area businesses and residences serviced by this access roadway.

The Proposed Action is to temporarily relocate the commercial vehicle search area from outside the Sartain Gate to immediately outside Gate 2 (currently closed) for a period of approximately two years. The action would include relocating the inspectors' kiosk (15' X 15'), the waiting kiosk (15' X 15'), and the vehicle inspection structure (60' X 20' X 30') to the location shown in Attachments 1 and 2.


The temporary relocation of the search area will help mitigate the high traffic area while constructing the New Sartain Gate Complex. It would improve traffic flow to and from Hanscom AFB, Hanscom Field, and local businesses and residences. The action would temporarily cause commercial vehicle traffic to be rerouted from Route 2A to Airport Road to Gate 2. Personal vehicles will still enter the base through the Sartain or Ruiz Gates. The temporary search area will only allow traffic into the installation. See Attachments 1, 2 and 3.

With this letter, we seek your input on the Proposed Action to assist DAF in fully developing the range of issues to consider in conducting a comprehensive environmental review, particularly issues for which the DAF 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 September/October 2022. For the purposes of this effort, we request that you send any written input you may have at this time via e-mail to:

james.maravelias.1@us.af.mil
Mr. Jim Maravelias, NEPA/EIAP Program Manager
66 ABG/CEIE
120 Grenier Street, B1825
Hanscom AFB, MA 01731-1910

Included in this letter are a Site Overview (Attachment 1); Areas of Potential Effect (Attachment 2); and Traffic Map (Attachment 3). If you choose to provide input at this time, we respectfully request you respond within 21 days from receipt of this letter. If you have any questions, please feel free to contact Mr. Jim Maravelias at (781) 983-7075 or james.maravelias.1@us.af.mil.

Sincerely

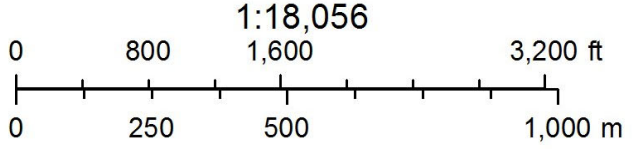
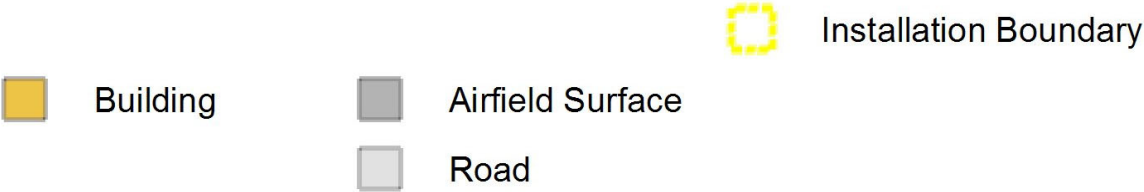
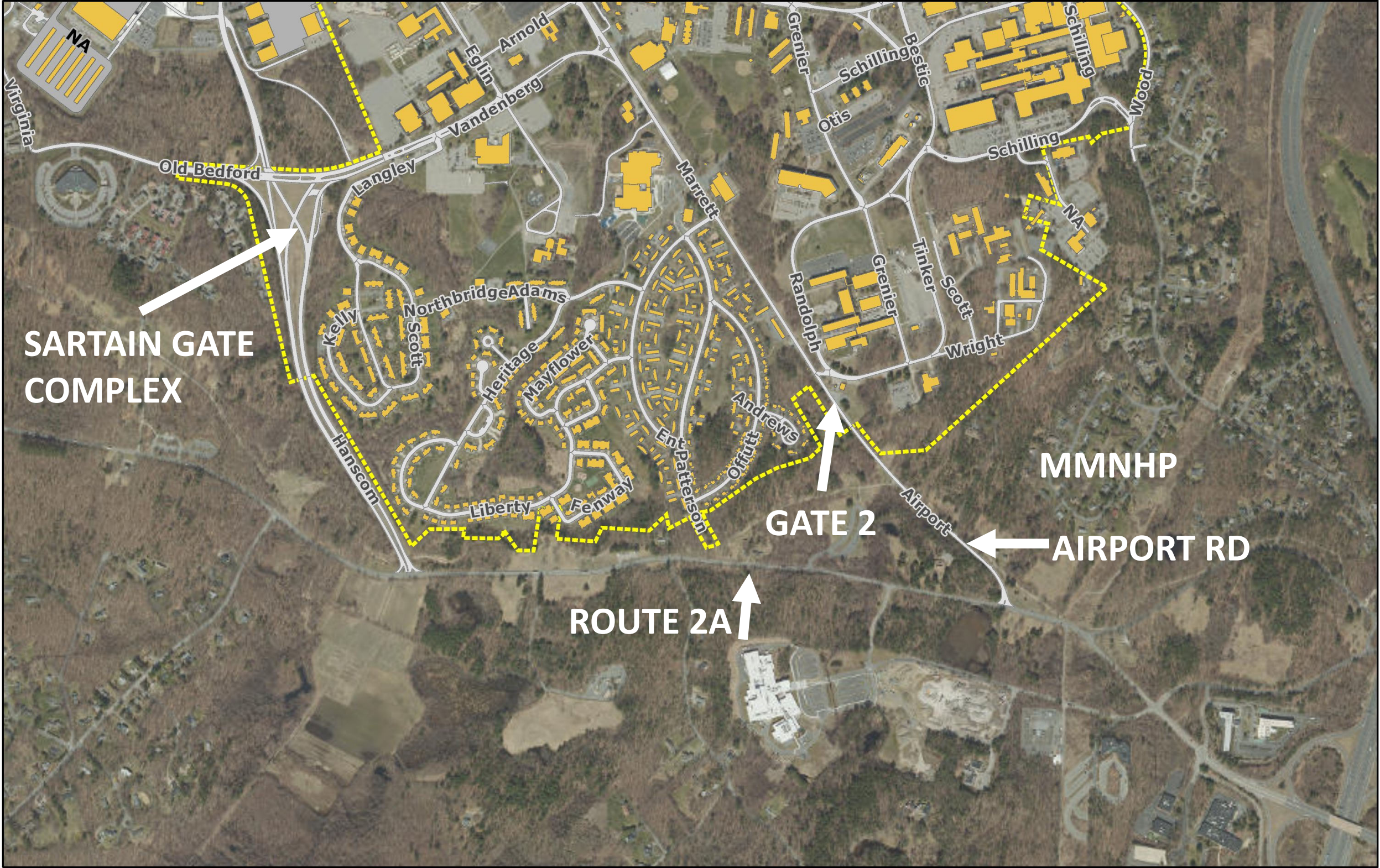


JIM MARAVELIAS
NEPA/EIAP Manager

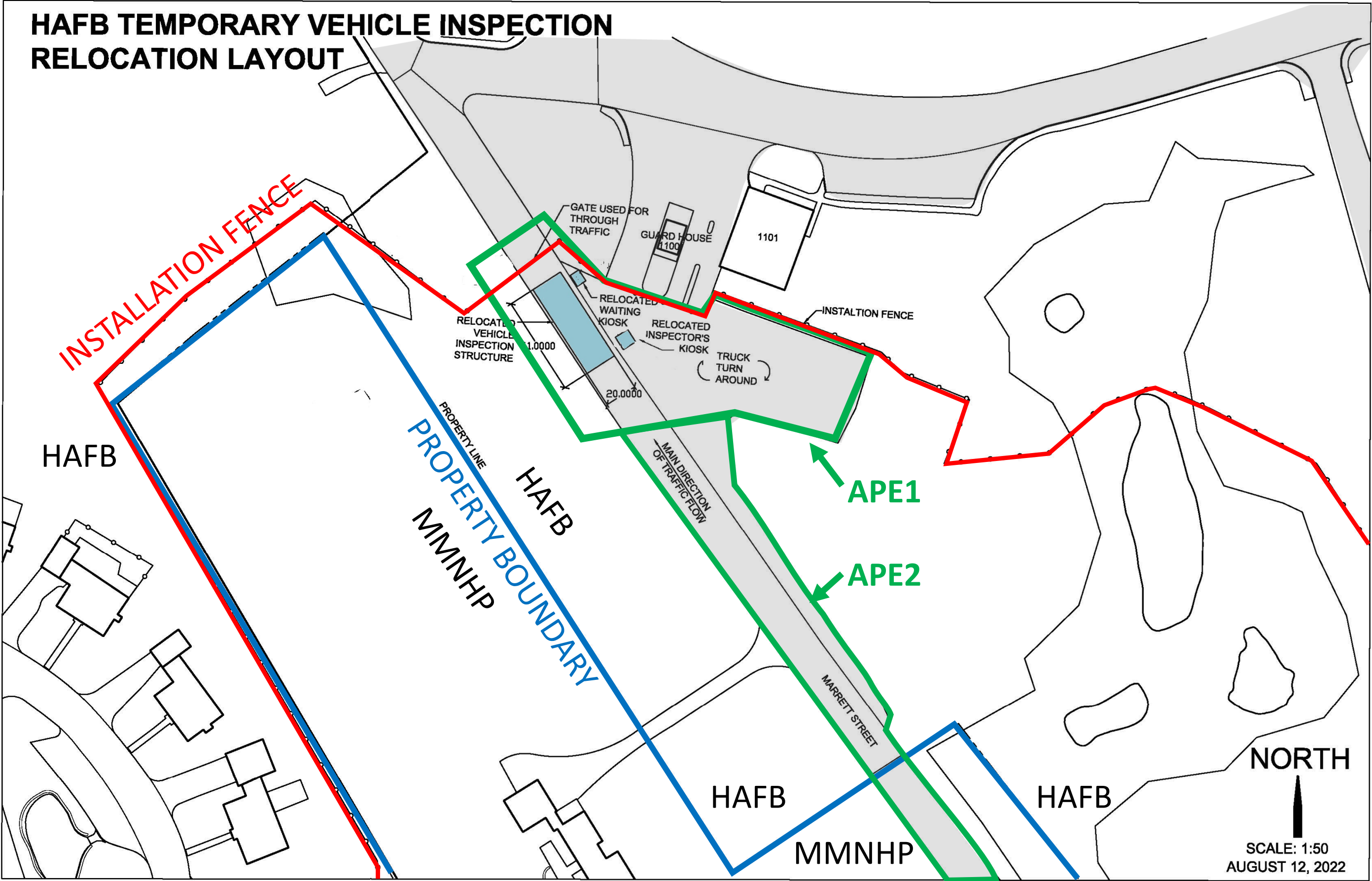
3 Attachments:

1. Site Overview
2. Areas of Potential Effect
3. Traffic Routes

Attachment 1 – Site Overview



Attachment 2 – Areas of Potential Effect



Attachment 3 – Traffic Routes

GeoBase Web Mapping



August 12, 2022

Blue

TBD

Green

Other

Red

White

Yellow

Pavement Markings Line

Blue

Green

Other

Red

TBD

Truck Circulation

White

Yellow

Road Label

Pedestrian Crosswalk

Airfield Label

Building

Installation Boundary

Traffic Circulation





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



September 7, 2022

Mr. Jim Maravelias
66 ABG/CEIE
120 Grenier Street
Hanscom AFB, MA 01731-1910

Ms. Jill I. Hai
Town Office Building, 2nd Floor
1625 Massachusetts Avenue
Lexington, MA 02420

Dear Ms. Hai

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 Department of the Air Force (DAF) is preparing an Environmental Assessment (EA) to evaluate potential cultural resources, traffic, and environmental impacts associated with the Proposed Action to move the temporary location of the commercial vehicle search area from outside the Sartain Gate to immediately outside Gate 2 (Gate currently closed).

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The Proposed Action is to temporarily relocate the commercial vehicle search area from outside the Sartain Gate to immediately outside Gate 2 (currently closed) for a period of approximately two years. The action would include relocating the inspectors' kiosk (15' X 15'), the waiting kiosk (15' X 15'), and the vehicle inspection structure (60' X 20' X 30') to the location shown in Attachments 1 and 2.


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With this letter, we seek your input on the Proposed Action to assist DAF in fully developing the range of issues to consider in conducting a comprehensive environmental review, particularly issues for which the DAF 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 September/October 2022. For the purposes of this effort, we request that you send any written input you may have at this time via e-mail to:

james.maravelias.1@us.af.mil
Mr. Jim Maravelias, NEPA/EIAP Program Manager
66 ABG/CEIE
120 Grenier Street, B1825
Hanscom AFB, MA 01731-1910

Included in this letter are a Site Overview (Attachment 1); Areas of Potential Effect (Attachment 2); and Traffic Map (Attachment 3). If you choose to provide input at this time, we respectfully request you respond within 21 days from receipt of this letter. If you have any questions, please feel free to contact Mr. Jim Maravelias at (781) 983 7075 or james.maravelias.1@us.af.mil.

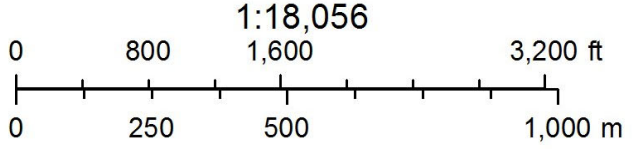
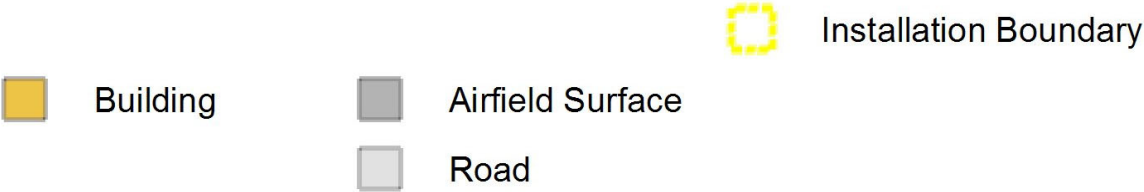
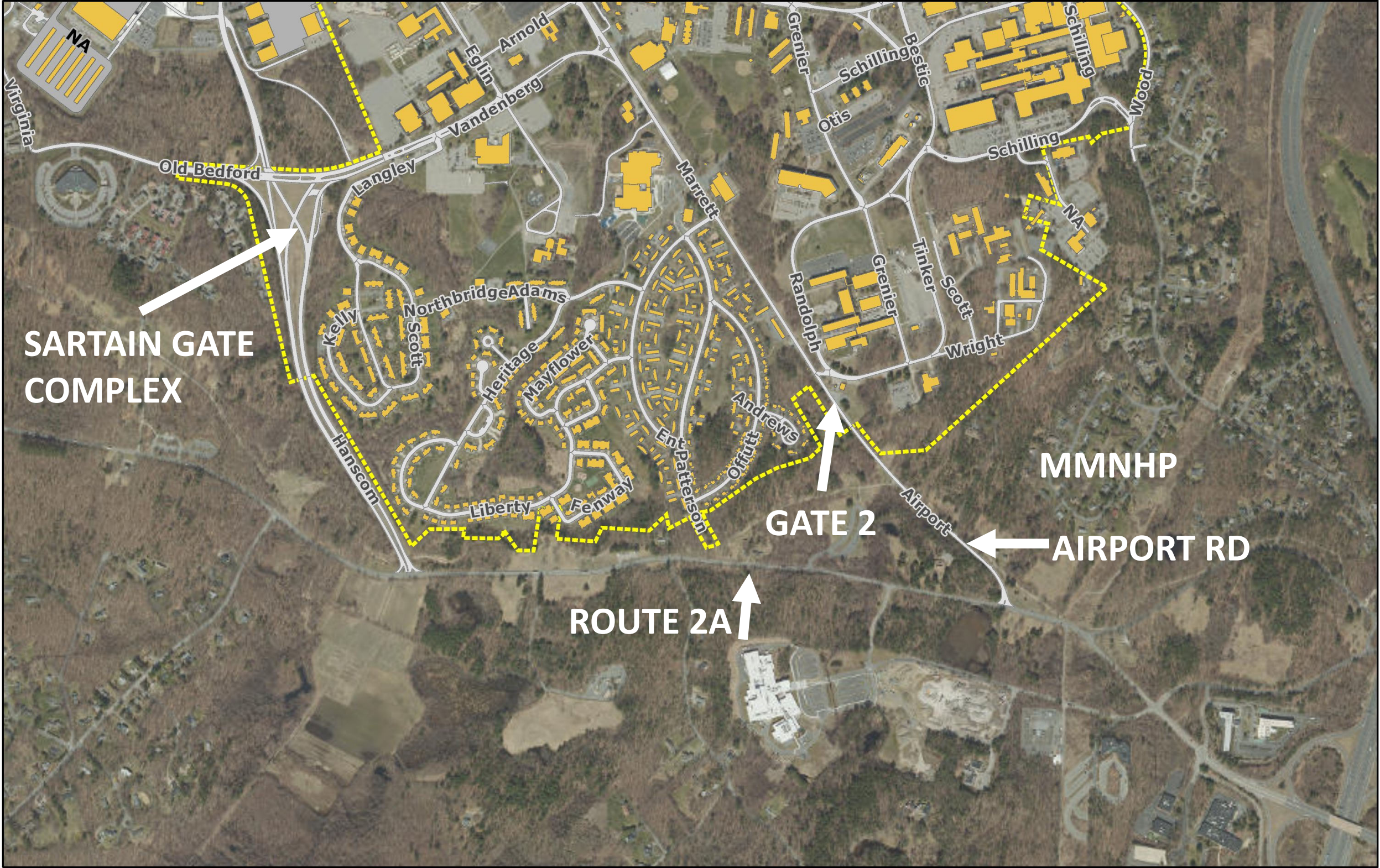
Sincerely


JIM MARAVELIAS
NEPA/EIAP Manager

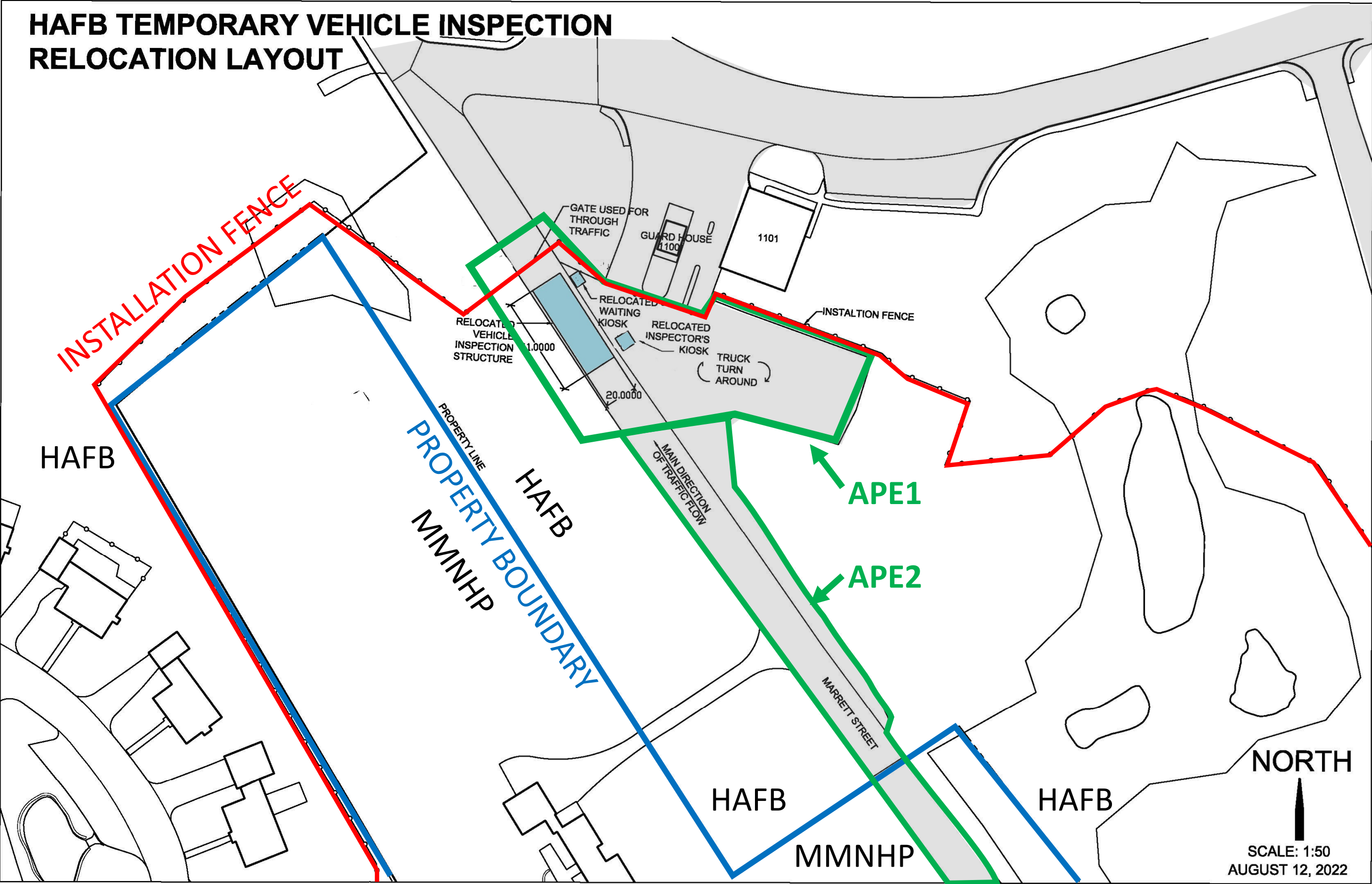
3 Attachments:

1. Site Overview
2. Areas of Potential Effect
3. Traffic Routes

Attachment 1 – Site Overview



Attachment 2 – Areas of Potential Effect



Attachment 3 – Traffic Routes

GeoBase Web Mapping



August 12, 2022

Pavement Markings Area

Blue
TBD
Green

Other
Red
White

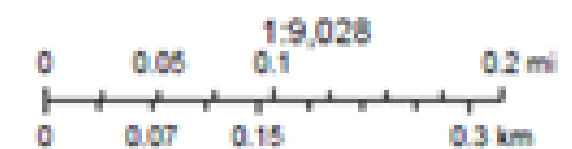
Yellow
Pavement Markings Line
Blue
Green

Other
Red
TBD
Truck Circulation

White
Yellow
Road Label

Airfield Label
Building
Installation Boundary
Pedestrian Crosswalk

Traffic Circulation



GeoBase
Copyright



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



September 7, 2022

Mr. Jim Maravelias
66 ABG/CEIE
120 Grenier Street
Hanscom AFB, MA 01731-1910

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

Dear Mr. Malloy,

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 Department of the Air Force (DAF) is preparing an Environmental Assessment (EA) to evaluate potential cultural resources, traffic, and environmental impacts associated with the Proposed Action to move the temporary location of the commercial vehicle search area from outside the Sartain Gate to immediately outside Gate 2 (Gate currently closed).

Sartain Gate (formerly Vandenberg Gate) is considered the main entryway for commuters traveling via the Interstate 95, Massachusetts Route 2 and Massachusetts Route 2A traffic corridors. Operation of the existing search area at the Sartain Gate would create adverse issues during the construction of the New Sartain Gate Complex. Construction of the new Sartain Gate Complex and roadway is scheduled to begin Autumn of 2022. During construction, using the existing location would cause traffic backups towards Route 2A while trucks are waiting to be searched. When this traffic congestion occurs, it not only impedes traffic flow into the Base, but also negatively impacts traffic flow into Hanscom Field, a general aviation airport operated by the Massachusetts Port Authority, as well as area businesses and residences serviced by this access roadway.

The Proposed Action is to temporarily relocate the commercial vehicle search area from outside the Sartain Gate to immediately outside Gate 2 (currently closed) for a period of approximately two years. The action would include relocating the inspectors' kiosk (15' X 15'), the waiting kiosk (15' X 15'), and the vehicle inspection structure (60' X 20' X 30') to the location shown in Attachments 1 and 2.

The temporary relocation of the search area will help mitigate the high traffic area while constructing the New Sartain Gate Complex. It would improve traffic flow to and from Hanscom AFB, Hanscom Field, and local businesses and residences. The action would temporarily cause commercial vehicle traffic to be rerouted from Route 2A to Airport Road to Gate 2. Personal vehicles will still enter the base through the Sartain or Ruiz Gates. The temporary search area will only allow traffic into the installation. See Attachments 1, 2 and 3.

With this letter, we seek your input on the Proposed Action to assist DAF in fully developing the range of issues to consider in conducting a comprehensive environmental review, particularly issues for which the DAF 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 September/October 2022. For the purposes of this effort, we request that you send any written input you may have at this time via e-mail to:

james.maravelias.1@us.af.mil
Mr. Jim Maravelias, NEPA/EIAP Program Manager
66 ABG/CEIE
120 Grenier Street, B1825
Hanscom AFB, MA 01731-1910

Included in this letter are a Site Overview (Attachment 1); Areas of Potential Effect (Attachment 2); and Traffic Map (Attachment 3). If you choose to provide input at this time, we respectfully request you respond within 21 days from receipt of this letter. If you have any questions, please feel free to contact Mr. Jim Maravelias at (781) 983 7075 or james.maravelias.1@us.af.mil.

Sincerely



JIM MARAVELIAS
NEPA/EIAP Manager

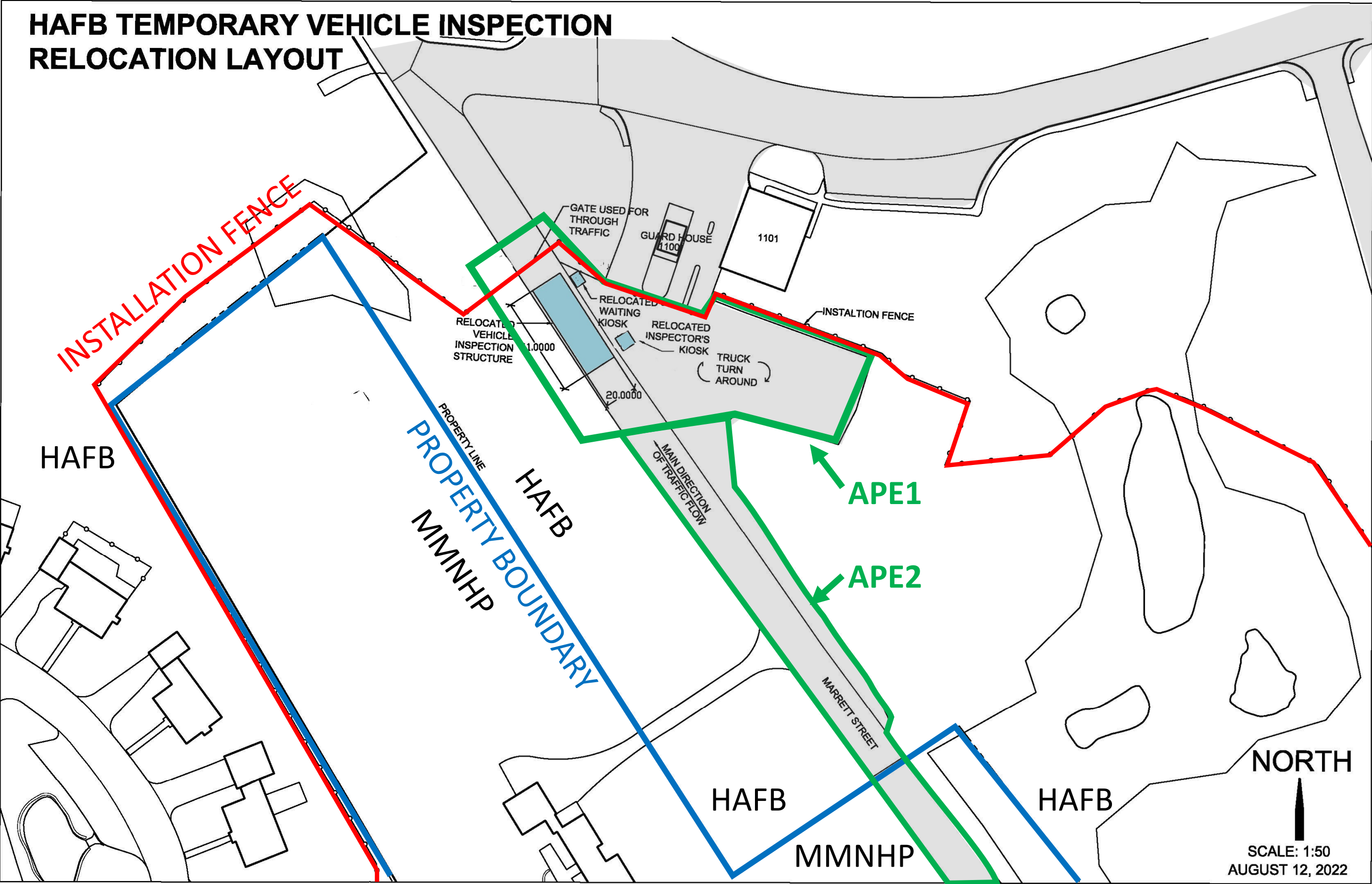
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Attachment 1 – Site Overview



Attachment 2 – Areas of Potential Effect



Attachment 3 – Traffic Routes

GeoBase Web Mapping



August 12, 2022

Blue

TBD

Green

Other

Red

White

Yellow

Pavement Markings Line

Blue

Green

Other

Red

TBD

Truck Circulation

White

Yellow

Road Label

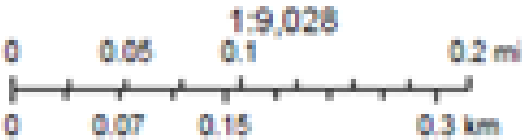
Pedestrian Crosswalk

Airfield Label

Building

Installation Boundary

Traffic Circulation





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



September 7, 2022

Mr. Jim Maravelias
66 ABG/CEIE
120 Grenier Street
Hanscom AFB, MA 01731-1910

Ms. Jennifer Glass
Lincon Select Board
16 Lincoln Road, First Floor
Lincoln, MA 01773

Dear Ms. 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 Department of the Air Force (DAF) is preparing an Environmental Assessment (EA) to evaluate potential cultural resources, traffic, and environmental impacts associated with the Proposed Action to move the temporary location of the commercial vehicle search area from outside the Sartain Gate to immediately outside Gate 2 (Gate currently closed).

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The Proposed Action is to temporarily relocate the commercial vehicle search area from outside the Sartain Gate to immediately outside Gate 2 (currently closed) for a period of approximately two years. The action would include relocating the inspectors' kiosk (15' X 15'), the waiting kiosk (15' X 15'), and the vehicle inspection structure (60' X 20' X 30') to the location shown in Attachments 1 and 2.


The temporary relocation of the search area will help mitigate the high traffic area while constructing the New Sartain Gate Complex. It would improve traffic flow to and from Hanscom AFB, Hanscom Field, and local businesses and residences. The action would temporarily cause commercial vehicle traffic to be rerouted from Route 2A to Airport Road to Gate 2. Personal vehicles will still enter the base through the Sartain or Ruiz Gates. The temporary search area will only allow traffic into the installation. See Attachments 1, 2 and 3.

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james.maravelias.1@us.af.mil
Mr. Jim Maravelias, NEPA/EIAP Program Manager
66 ABG/CEIE
120 Grenier Street, B1825
Hanscom AFB, MA 01731-1910

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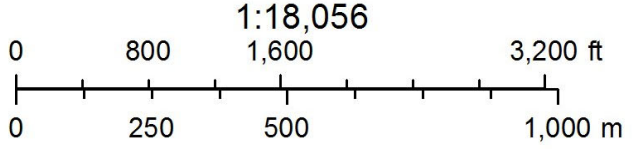
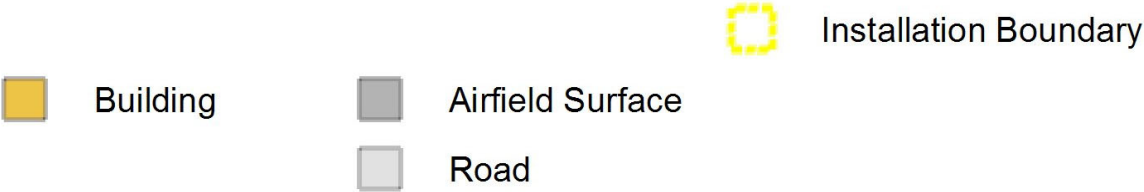
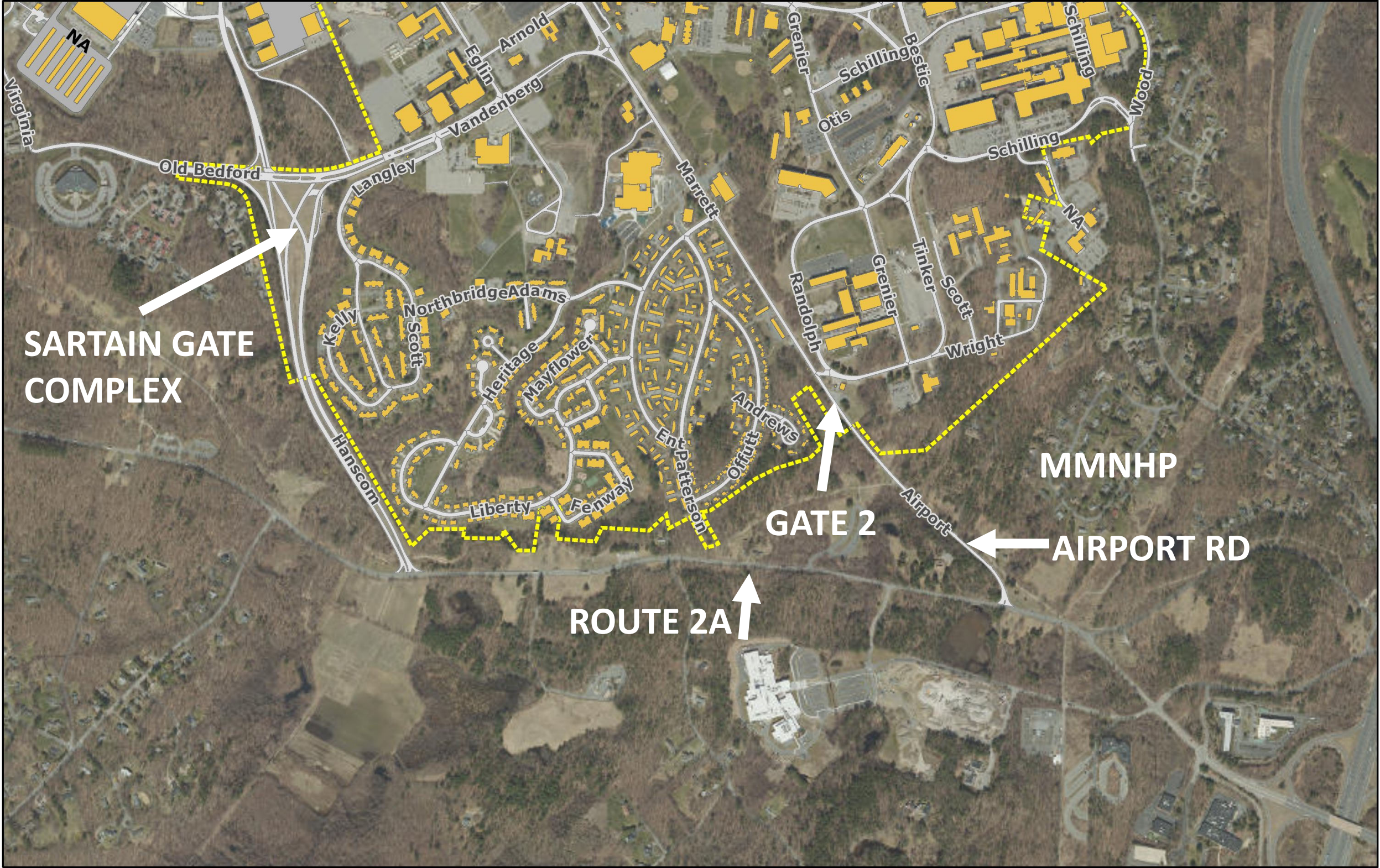
Sincerely


JIM MARAVELIAS
NEPA/EIAP Manager

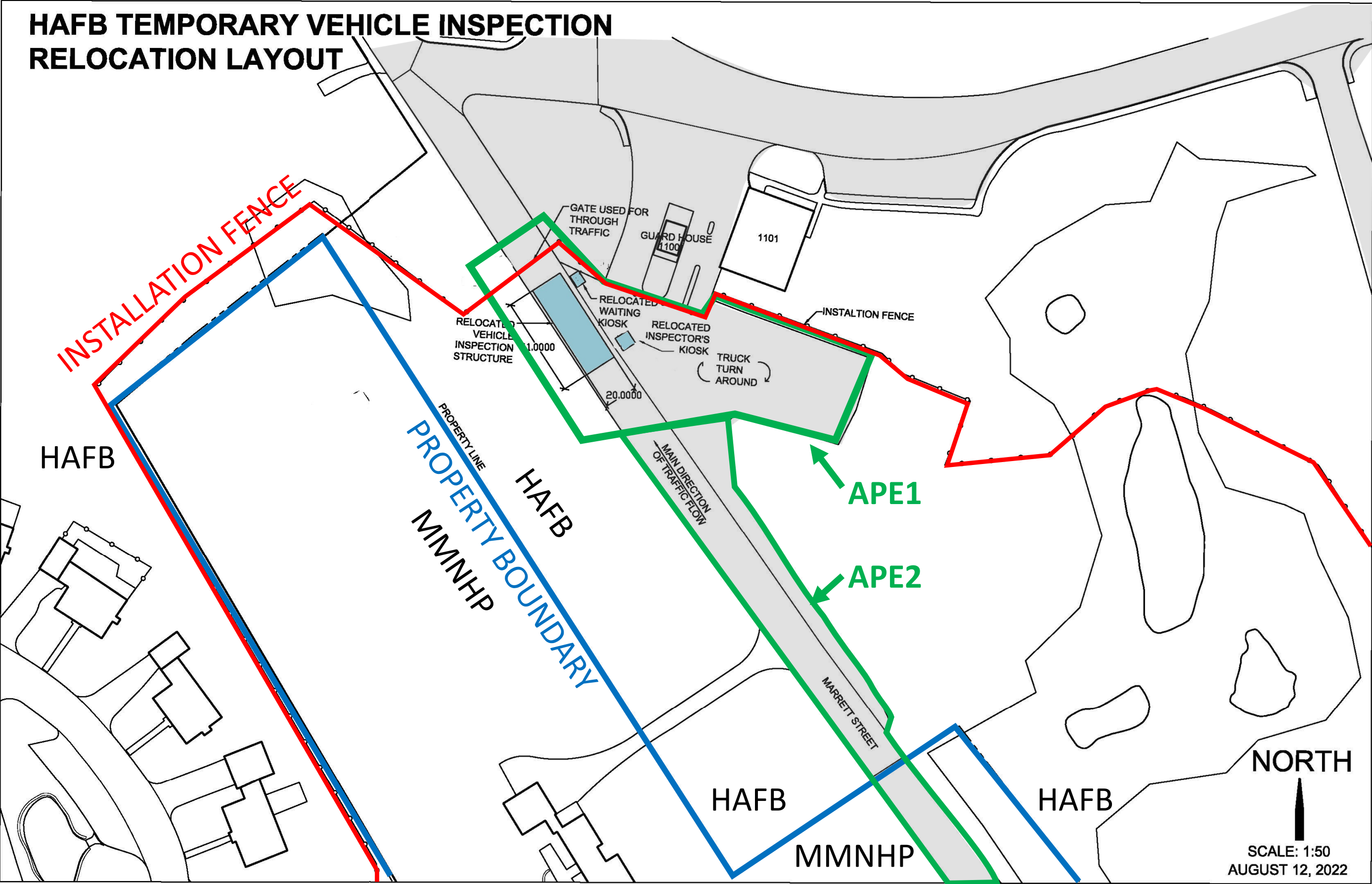
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Attachment 1 – Site Overview



Attachment 2 – Areas of Potential Effect



Attachment 3 – Traffic Routes

GeoBase Web Mapping



August 12, 2022

Blue

TBD

Green

Other

Red

White

Yellow

Pavement Markings Line

Blue

Green

Other

Red

TBD

Truck Circulation

White

Yellow

Road Label

Pedestrian Crosswalk

Airfield Label

Building

Installation Boundary

Traffic Circulation

A scale bar with two units. The top scale is in miles, with markings at 0, 0.05, 0.1, and 0.2. The bottom scale is in kilometers, with markings at 0, 0.07, 0.15, and 0.3. The text '1:9,028' is centered above the scales.

GeoBase
Copyright



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



September 7, 2022

Mr. Jim Maravelias
66 ABG/CEIE
120 Grenier Street
Hanscom AFB, MA 01731-1910

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

Dear Mr. Higgins

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 Department of the Air Force (DAF) is preparing an Environmental Assessment (EA) to evaluate potential cultural resources, traffic, and environmental impacts associated with the Proposed Action to move the temporary location of the commercial vehicle search area from outside the Sartain Gate to immediately outside Gate 2 (Gate currently closed).

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james.maravelias.1@us.af.mil
Mr. Jim Maravelias, NEPA/EIAP Program Manager
66 ABG/CEIE
120 Grenier Street, B1825
Hanscom AFB, MA 01731-1910

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Sincerely

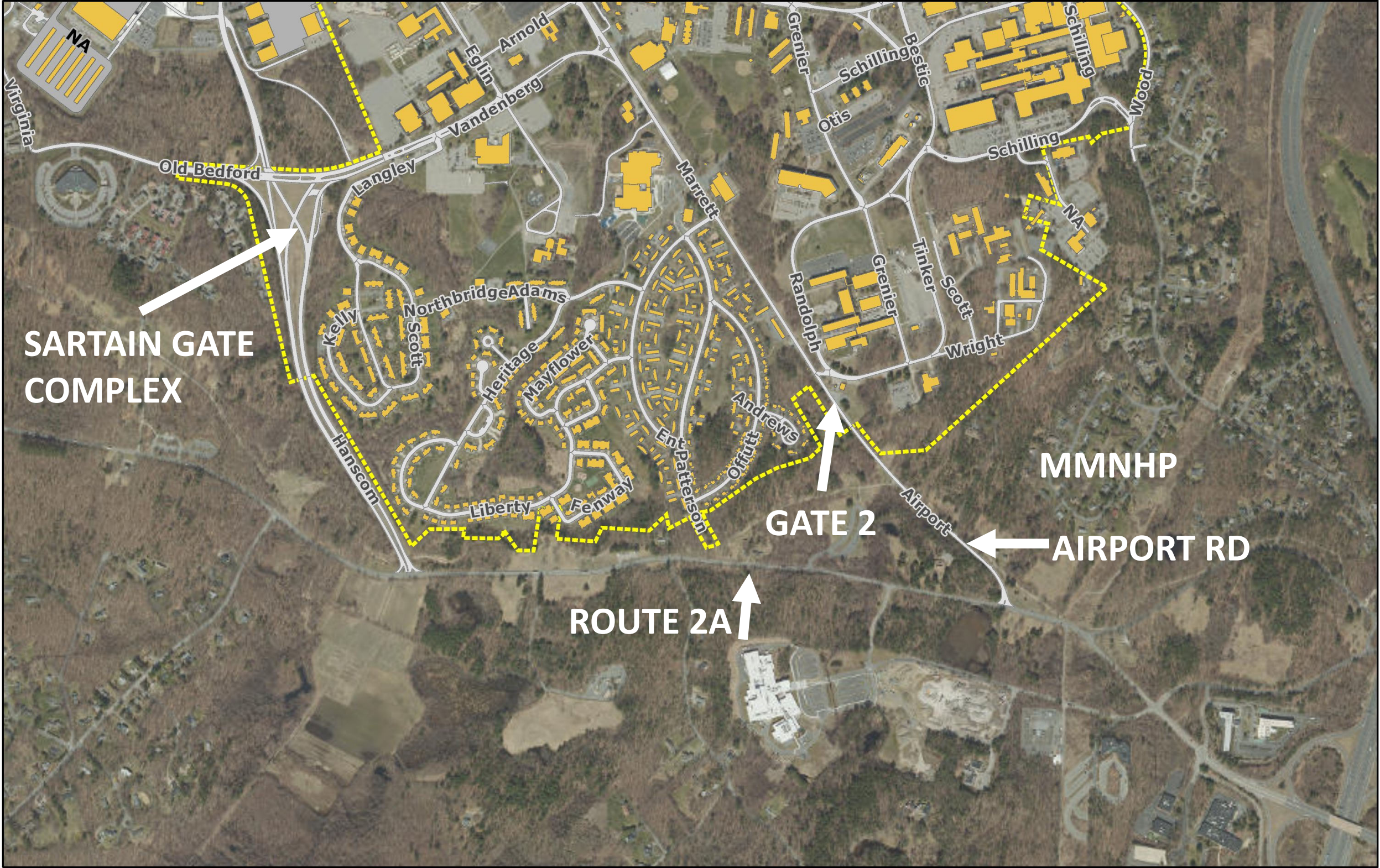


JIM MARAVELIAS
NEPA/EIAP Manager

3 Attachments:

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2. Areas of Potential Effect
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Attachment 1 – Site Overview

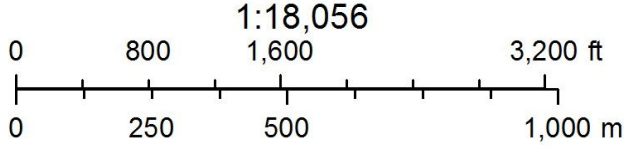


Building

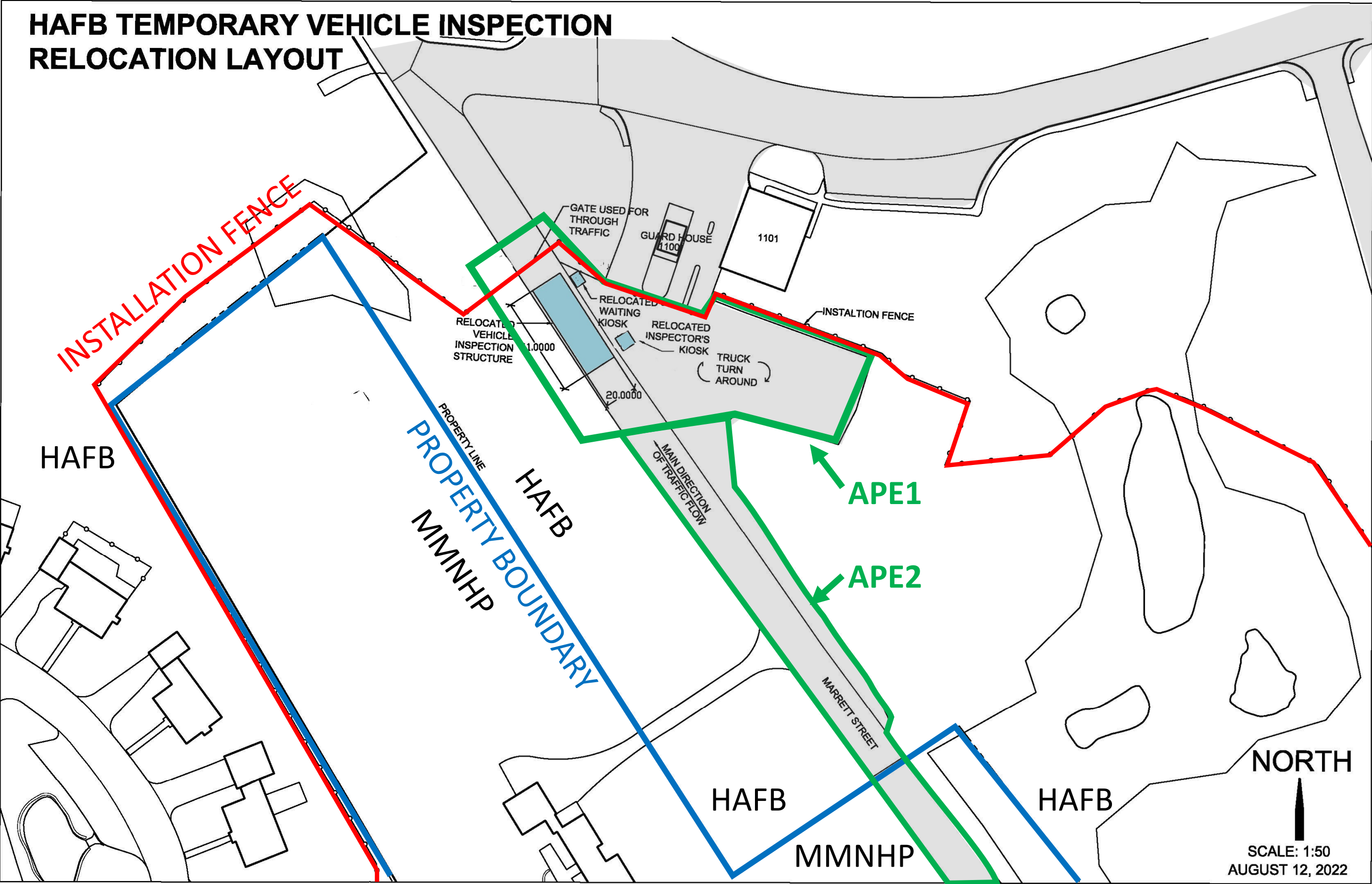
Airfield Surface

Road

Installation Boundary



Attachment 2 – Areas of Potential Effect



Attachment 3 – Traffic Routes

GeoBase Web Mapping



August 12, 2022

Blue

TBD

Green

Other

Red

White

Yellow

Pavement Markings Line

Blue

Green

Other

Red

TBD

Truck Circulation

White

Yellow

Road Label

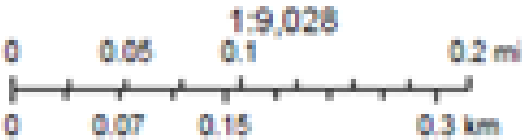
Pedestrian Crosswalk

Airfield Label

Building

Installation Boundary

Traffic Circulation



From: [Higgins, Timothy S.](#)
To: [MARAVELIAS, JAMES P GS-11 USAF AFMC 66 ABG/CEIE](#)
Subject: [Non-DoD Source] RE: Environmental Assessment - Temporary Commercial Search Area Gate 2
Date: Friday, September 9, 2022 8:43:33 AM

Thank you, Jim.

I've shared your plan with my team. Will get back with any comments or suggestions.

Tim Higgins

Timothy S. Higgins
Town Administrator
Town of Lincoln
16 Lincoln Road
Lincoln, MA 01773

higginst@lincolntown.org
781 259 -2601

-----Original Message-----

From: MARAVELIAS, JAMES P GS-11 USAF AFMC 66 ABG/CEIE <james.maravelias.1@us.af.mil>
Sent: Thursday, September 8, 2022 1:27 PM
To: Higgins, Timothy S. <higginst@lincolntown.org>
Subject: Environmental Assessment - Temporary Commercial Search Area Gate 2

Greetings,

The Department of the Air Force (DAF) is preparing an Environmental Assessment for the proposed relocation of the temporary commercial search area at Gate 2. The attached letter was mailed yesterday, 7 September 2022. If you have any questions please contact me by email or call me at 781-983-7075.

Best,

Jim Maravelias

Jim Maravelias, DAF, CSSBB, ALM, MS
66 ABG/CEIE, HANSCOM AFB
NEPA/EIAP MANAGER
TANKS/POL PROGRAM MANAGER
COMM (781) 225-6209
DSN 845-6209
Cell (781) 983-7075

From: [Higgins, Timothy S.](#)
To: [MARAVELIAS, JAMES P GS-11 USAF AFMC 66 ABG/CEIE](#)
Cc: [Kennedy, Kevin](#); [Young, Brian](#); [Grzenda, Michele](#)
Subject: [Non-DoD Source] Temporary Search Area
Date: Wednesday, September 21, 2022 11:08:35 AM

Hello Jim

Thank you for the opportunity to comment on your proposed plan to temporarily relocate the commercial vehicle search area to the Airport Road gate. I have reviewed your plan with our Police and Fire Chiefs, both of whom are supportive. They recognize that the temporary relocation of the search area is essential to keeping traffic flowing reasonably along Hanscom Drive. Our Conservation Director's initial impression is that all work will be occurring outside regulated areas. If you have any questions about conservation matters, I refer you to Michel Grzenda at Grzendam@lincolntown.org <<mailto:Grzendam@lincolntown.org>> .

Regards,

Tim Higgins

Timothy S. Higgins

Town Administrator

Town of Lincoln

16 Lincoln Road

Lincoln, MA 01773

higginst@lincolntown.org <<mailto:higginst@lincolntown.org>>

781 259 -2601

MARAVELIAS, JAMES P GS-11 USAF AFMC 66 ABG/CEIE

From: Carter, Stacy <stacyc@lincolntown.org>
Sent: Monday, September 12, 2022 11:10 AM
To: SHEEHAN, SCOTT E GS-12 USAF AFMC 66 ABG/CEIE; MARAVELIAS, JAMES P GS-11 USAF AFMC 66 ABG/CEIE
Cc: Grzenda, Michele
Subject: [URL Verdict: Neutral][Non-DoD Source] RE: Hanscom Gate 2 Work - Lincoln Conservation Department

Thanks Scott. Then this project is good to move forward from a Conservation standpoint.

-----Original Message-----

From: SHEEHAN, SCOTT E GS-12 USAF AFMC 66 ABG/CEIE <scott.sheehan.1@us.af.mil>
Sent: Monday, September 12, 2022 10:32 AM
To: Carter, Stacy <stacyc@lincolntown.org>; MARAVELIAS, JAMES P GS-11 USAF AFMC 66 ABG/CEIE <james.maravelias.1@us.af.mil>
Cc: Grzenda, Michele <grzendam@lincolntown.org>
Subject: RE: Hanscom Gate 2 Work - Lincoln Conservation Department

Good morning everyone,

Jim's description is accurate. The installation fence marked in red is pre-existing. If there is a need to anchor the temporary structures, it would be limited to installing stakes into the pre-existing asphalt roadway. We do not have any recent formal wetland delineation of that area, just wetland mapping for planning purposes based on past surveys. Our map of regulated wetlands and buffer zones in that area is consistent with the Town's. All the work to make this gate functional will be outside the Town's 100 ft buffer zone. If you have any questions, please let me know.

Kind regards,
Scott

//signed//

SCOTT E. SHEEHAN, GS-12, DAF
Environmental Engineer, 66 ABG/CEIE
Hanscom AFB Environmental Management System Coordinator Phone - 781.367.7168

Hanscom AFB eDASH Environmental SharePoint Site (requires AF account to access):
<https://usaf.dps.mil/teams/10623/Hanscom/SitePages/Home.aspx>

-----Original Message-----

From: Carter, Stacy <stacyc@lincolntown.org>
Sent: Monday, September 12, 2022 9:46 AM
To: MARAVELIAS, JAMES P GS-11 USAF AFMC 66 ABG/CEIE <james.maravelias.1@us.af.mil>
Cc: Grzenda, Michele <grzendam@lincolntown.org>; SHEEHAN, SCOTT E GS-12 USAF AFMC 66 ABG/CEIE <scott.sheehan.1@us.af.mil>
Subject: [Non-DoD Source] RE: Hanscom Gate 2 Work - Lincoln Conservation Department

Hi Jim,

From your description it sounds like this project will not need any further review by the Conservation Commission, but yes if you can confirm with Scott that that is the case, that would be great.

Best,

Stacy Carter
Conservation Planner
Lincoln Conservation Department
stacyc@lincolntown.org
781-259-2612 x 8128

-----Original Message-----

From: MARAVELIAS, JAMES P GS-11 USAF AFMC 66 ABG/CEIE <james.maravelias.1@us.af.mil>
Sent: Friday, September 9, 2022 11:05 AM
To: Carter, Stacy <stacyc@lincolntown.org>
Cc: Grzenda, Michele <grzendam@lincolntown.org>; SHEEHAN, SCOTT E GS-12 USAF AFMC 66 ABG/CEIE <scott.sheehan.1@us.af.mil>
Subject: RE: Hanscom Gate 2 Work - Lincoln Conservation Department

Good morning Stacy,

Thank you for your comments. Scott Sheehan (CCed), our Natural Resources Manager, can better answer your questions, but he is on leave this week.

The "installation fence" marked red on Attachment 2 is pre-existing. Work includes moving existing structures to already paved areas immediately outside of gate 2. This is only temporary (~2years) as construction on the Sartain Gate occurs. Ground disturbance will be heavily minimized (no digging, grading, paving, etc.). Anchoring of structures will avoid penetrating the ground by anchoring to cement blocks. Looking at the GIS that you provided, none of this work would occur in the 100-ft Buffer Zone.

There will be more vehicles coming onto the Base on the existing road within the 100-ft Buffer Zone, but no work (constructing, digging, ground disturbance) will occur.

I do not think that we have a recent wetlands delineation of this area. I am looking into that.

I want to confirm everything with Mr. Sheehan and provide you any additional information we have early next week.

Let me know if you have additional questions.

Thanks,

Jim

-----Original Message-----

From: Carter, Stacy <stacyc@lincolntown.org>
Sent: Friday, September 9, 2022 8:41 AM
To: MARAVELIAS, JAMES P GS-11 USAF AFMC 66 ABG/CEIE <james.maravelias.1@us.af.mil>
Cc: Grzenda, Michele <grzendam@lincolntown.org>

Subject: [Non-DoD Source] Hanscom Gate 2 Work - Lincoln Conservation Department

Hello Jim,

The attached letter was forwarded to our Conservation Department from the Lincoln Select Board, and concerns the relocation of Hanscom's commercial vehicle search area from the Sartain Gate to Gate 2.

According to our Town GIS, there may be wetland resource areas nearby. Is the "installation fence" marked in red on Attachment 2 pre-existing? If not, the work will likely require wetlands permitting through our Conservation Commission. Otherwise, can you confirm for me that all other work will remain outside of the 100-ft Buffer Zone? I've attached our Town GIS map which shows the approximate wetland resource area and 100-ft Buffer Zone in shades of blue. If Hanscom has a recent wetlands delineation of this area, that would be helpful as our Town wetlands layer is not always accurate.

Best,

Stacy Carter

Conservation Planner

Lincoln Conservation Department

stacyc@lincolntown.org <mailto:stacyc@lincolntown.org>

781-259-2612 x 8128



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



September 7, 2022

Mr. Jim Maravelias
66 ABG/CEIE
120 Grenier Street
Hanscom AFB, MA 01731-1910

Mr. Stewart Dalzell
Massport (Hanscom)
L.G. Hanscom Field
Civil Air Terminal
200 Hanscom Drive, Suite 214
Bedford, MA 01730

Dear Mr. Dalzell,

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 Department of the Air Force (DAF) is preparing an Environmental Assessment (EA) to evaluate potential cultural resources, traffic, and environmental impacts associated with the Proposed Action to move the temporary location of the commercial vehicle search area from outside the Sartain Gate to immediately outside Gate 2 (Gate currently closed).

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james.maravelias.1@us.af.mil
Mr. Jim Maravelias, NEPA/EIAP Program Manager
66 ABG/CEIE
120 Grenier Street, B1825
Hanscom AFB, MA 01731-1910

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Sincerely

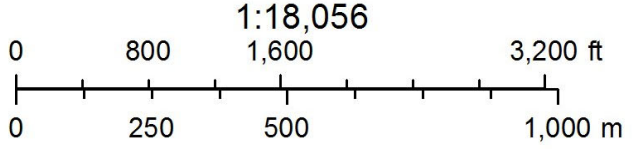
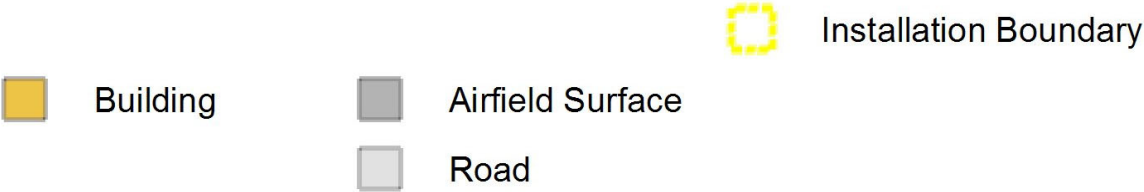
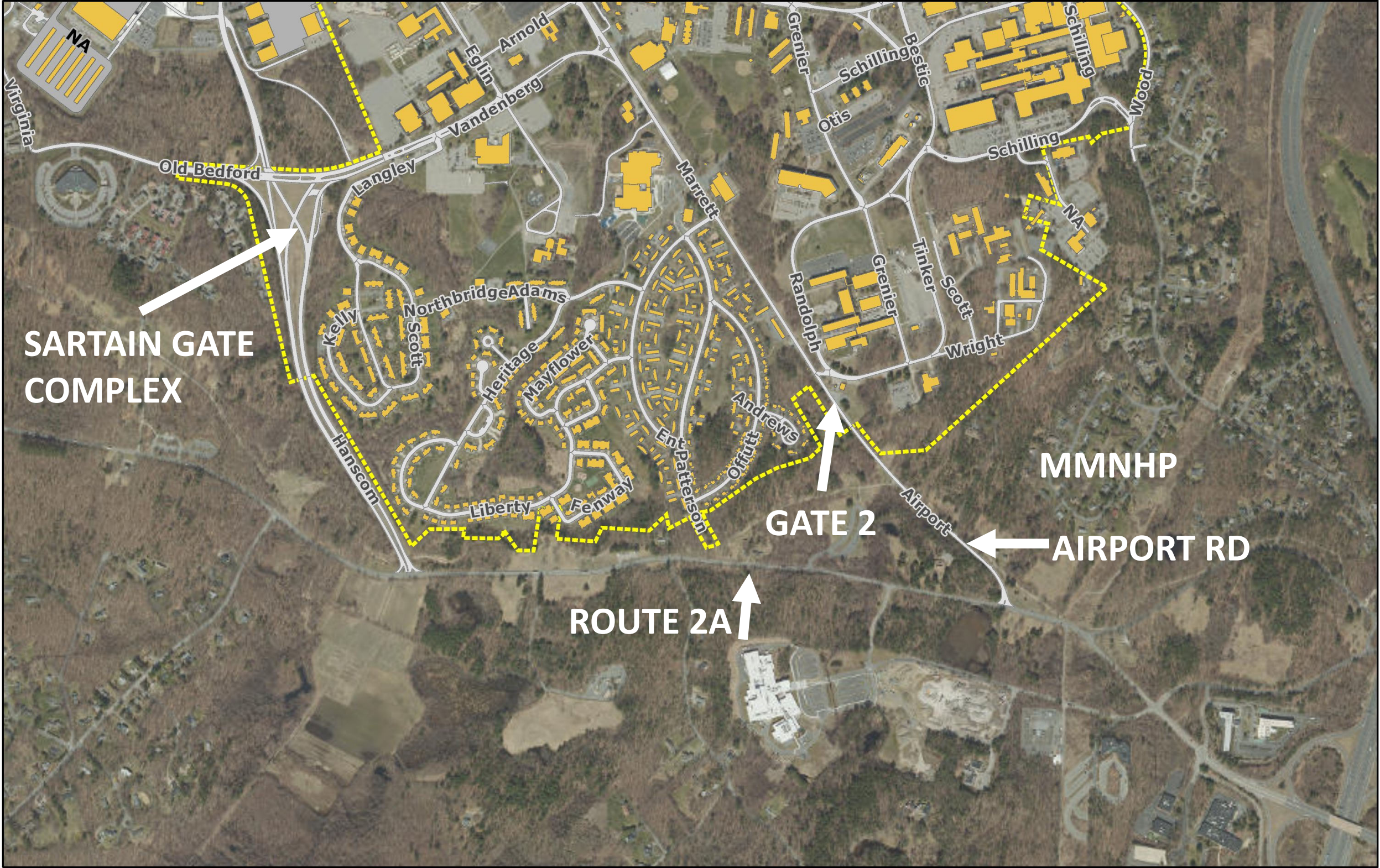


JIM MARAVELIAS
NEPA/EIAP Manager

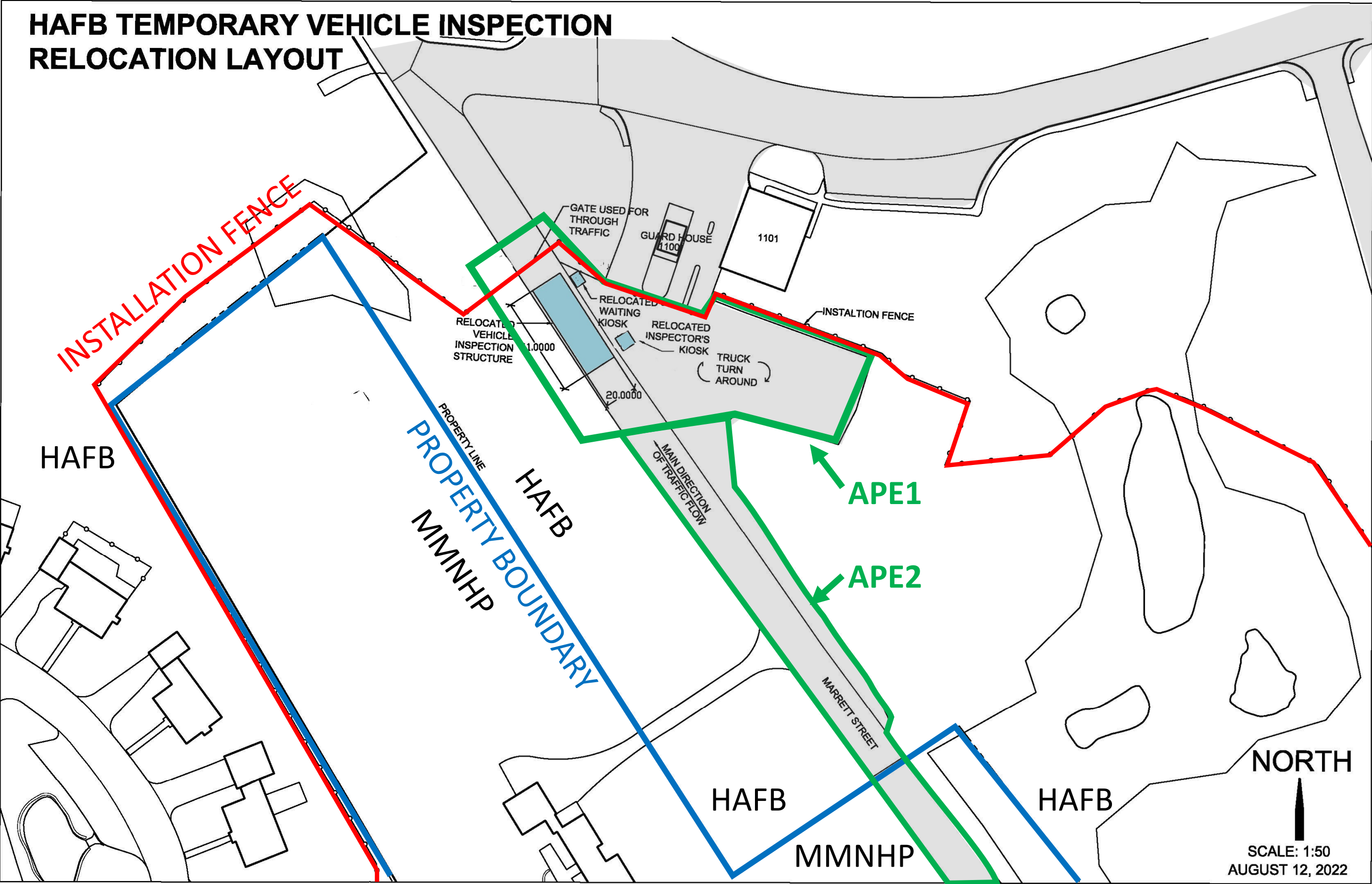
3 Attachments:

1. Site Overview
2. Areas of Potential Effect
3. Traffic Routes

Attachment 1 – Site Overview



Attachment 2 – Areas of Potential Effect



Attachment 3 – Traffic Routes

GeoBase Web Mapping



August 12, 2022

Blue

TBD

Green

Other

Red

White

Yellow

Pavement Markings Line

Blue

Green

Other

Red

TBD

Truck Circulation

White

Yellow

Road Label

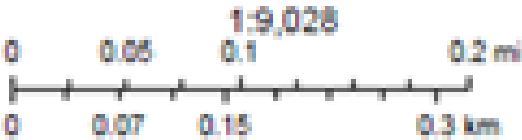
Pedestrian Crosswalk

Airfield Label

Building

Installation Boundary

Traffic Circulation





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



September 16, 2022

Mr. Jim Maravelias
66 ABG/CEIE
120 Grenier Street
Hanscom AFB, MA 01731-1910

Ms. Josephine Stout
8 Airport Road
Lincoln, MA 01773

Dear Ms. Stout

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 Department of the Air Force (DAF) is preparing an Environmental Assessment (EA) to evaluate potential cultural resources, traffic, and environmental impacts associated with the Proposed Action to move the temporary location of the commercial vehicle search area from outside the Sartain Gate to immediately outside Gate 2 (Gate currently closed), located at the end of Airport Road

Sartain Gate (formerly Vandenberg Gate) is considered the main entryway for commuters traveling via the Interstate 95, Massachusetts Route 2 and Massachusetts Route 2A traffic corridors. Operation of the existing search area at the Sartain Gate would create adverse issues during the construction of the New Sartain Gate Complex. Construction of the new Sartain Gate Complex and roadway is scheduled to begin Autumn of 2022. During construction, using the existing location would cause traffic backups towards Route 2A while trucks are waiting to be searched. When this traffic congestion occurs, it not only impedes traffic flow into the Base, but also negatively impacts traffic flow into Hanscom Field, a general aviation airport operated by the Massachusetts Port Authority, as well as area businesses and residences serviced by this access roadway.

The Proposed Action is to temporarily relocate the commercial vehicle search area from outside the Sartain Gate to immediately outside Gate 2 (currently closed) for a period of approximately two years. The action would include relocating the inspectors' kiosk (15' X 15'), the waiting kiosk (15' X 15'), and the vehicle inspection structure (60' X 20' X 30') to the location shown in Attachments 1 and 2.


The temporary relocation of the search area will help mitigate the high traffic area while constructing the New Sartain Gate Complex. It would improve traffic flow to and from Hanscom AFB, Hanscom Field, and local businesses and residences. The action would temporarily cause commercial vehicle traffic to be rerouted from Route 2A to Airport Road to Gate 2. Personal vehicles will still enter the base through the Sartain or Ruiz Gates. The temporary search area will only allow traffic into the installation. See Attachments 1, 2 and 3.

With this letter, we seek your input on the Proposed Action to assist DAF in fully developing the range of issues to consider in conducting a comprehensive environmental review, particularly issues for which the DAF 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 September/October 2022. For the purposes of this effort, we request that you send any written input you may have at this time via e-mail to:

james.maravelias.1@us.af.mil
Mr. Jim Maravelias, NEPA/EIAP Program Manager
66 ABG/CEIE
120 Grenier Street, B1825
Hanscom AFB, MA 01731-1910

Included in this letter are a Site Overview (Attachment 1); Areas of Potential Effect (Attachment 2); and Traffic Map (Attachment 3). If you choose to provide input at this time, we respectfully request you respond within 21 days from receipt of this letter. If you have any questions, please feel free to contact Mr. Jim Maravelias at (781) 983 7075 or james.maravelias.1@us.af.mil.

Sincerely

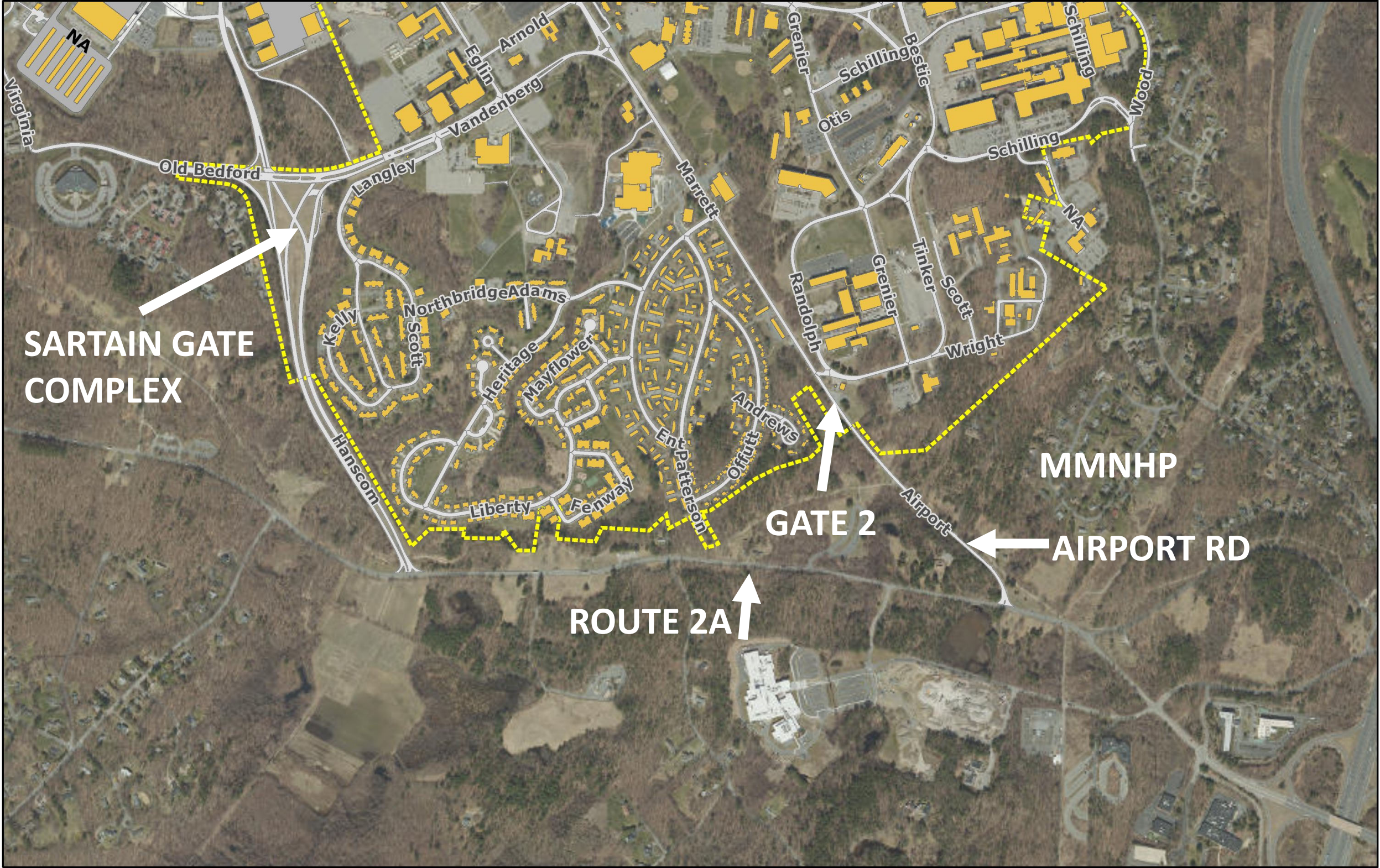


JIM MARAVELIAS
NEPA/EIAP Manager

3 Attachments:

1. Site Overview
2. Areas of Potential Effect
3. Traffic Routes

Attachment 1 – Site Overview

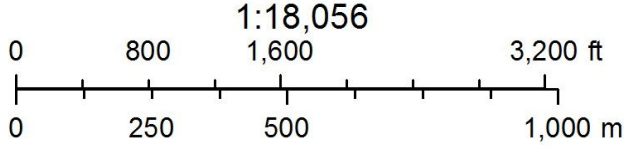


Building

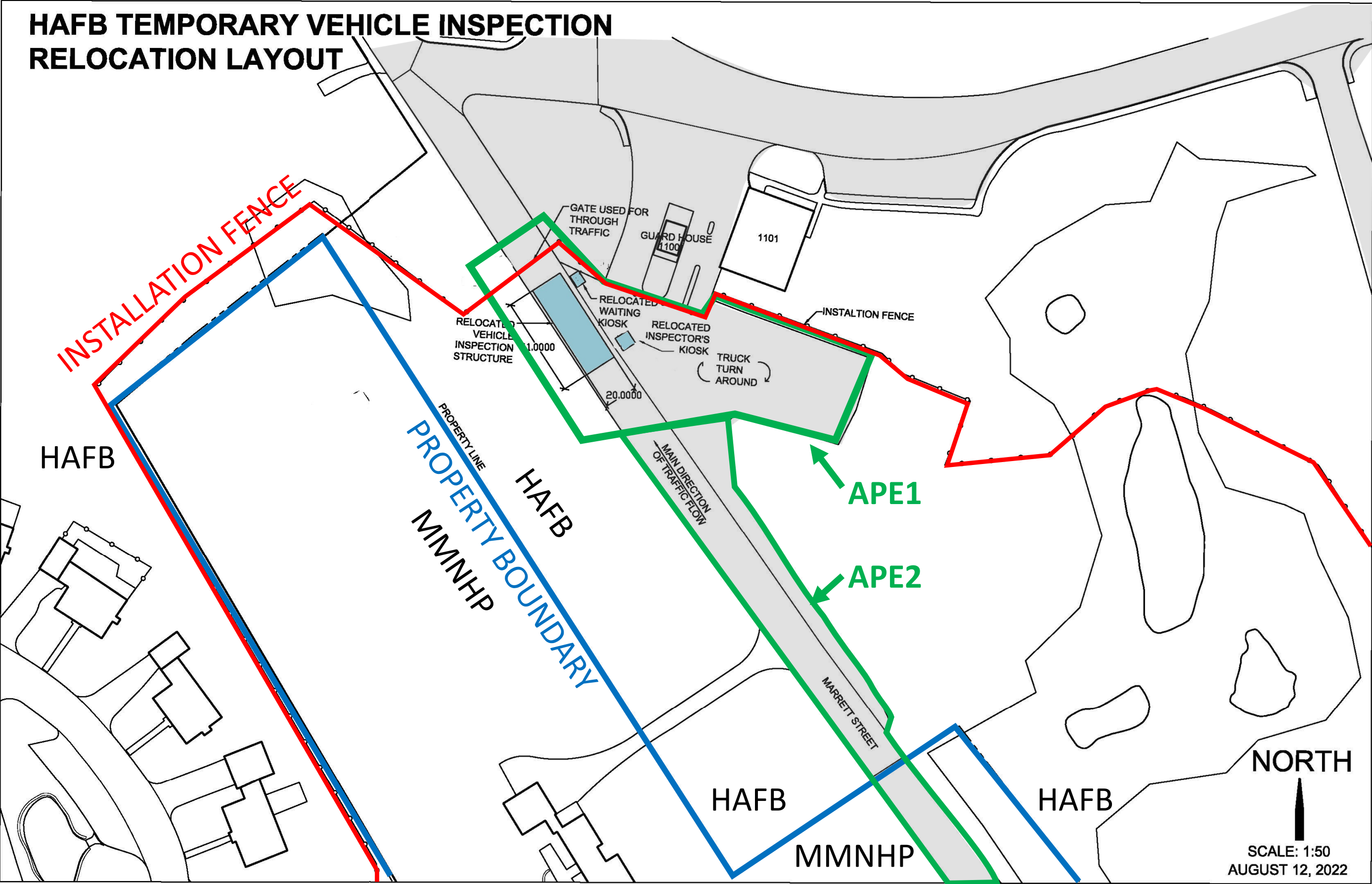
Airfield Surface

Road

Installation Boundary



Attachment 2 – Areas of Potential Effect



Attachment 3 – Traffic Routes

GeoBase Web Mapping



August 12, 2022

Blue

TBD

Green

Other

Red

White

Yellow

Pavement Markings Line

Blue

Green

Other

Red

TBD

Truck Circulation

White

Yellow

Road Label

Pedestrian Crosswalk

Airfield Label

Building

Installation Boundary

Traffic Circulation





DEPARTMENT OF THE AIR FORCE

HEADQUARTERS 66TH AIR BASE GROUP
HANSCOM AIR FORCE BASE MASSACHUSETTS

2 Oct 2018

MEMORANDUM FOR RECORD

SUBJECT: ESA "No Effect" Determination for the NLEB at Hanscom AFB

1. Upon review of the best available science, Hanscom AFB has determined that proposed undertakings within the boundaries of Hanscom AFB main base and within the boundaries of Fourth Cliff in Scituate, Massachusetts will have "no effect" on the federally listed Northern Long-eared Bat (*Myotis septentrionalis*) (NLEB). This determination is effective for a period of 5 years and is valid for undertakings which commence on or after 2 Oct 2018 and are completed on or prior to 1 Oct 2023 unless subsequently rescinded based on newly acquired science or information. A "No Effect" determination is appropriate because:

a. Recent acoustical surveys conducted in 2018 have failed to indicate presence of the NLEB within the areas of Hanscom AFB main base and Fourth Cliff. Results of this study, "*Natural Resource Program, Multiple Installations, U.S. Air Force Bat Acoustic Survey Project AFCE50979317*" are on file at Hanscom AFB, 66 ABG/CEIE Administrative Record File number 14-1-2018-0901-01.

b. Undertakings in these areas do not have the potential to remove any trees within an area known to provide habitat for the NLEB nor within the vicinity of any known maternity roost trees or hibernaculum for the species (reference: <https://www.mass.gov/service-details/the-northern-long-eared-bat>).

2. This determination is not applicable to geographically separated areas of Hanscom AFB that include FAMCAMP (which has not been surveyed) or Sagamore Hill (which has documented the presence of the NLEB).

3. If further information is needed, please contact me at (781) 225-6144, scott.sheehan.1@us.af.mil.

SCOTT E. SHEEHAN, GS-12, DAF
Hanscom AFB Natural Resources Manager

APPENDIX B

Notice of Availability

DRAFT ENVIRONMENTAL ASSESSMENT

Environmental Assessment
Appendices

Temporary Vehicle Search Location
Hanscom AFB, *MA*

PUBLIC NOTICE
NOTICE OF AVAILABILITY
DRAFT ENVIRONMENTAL ASSESSMENT AND
PROPOSED FINDING OF NO SIGNIFICANT IMPACT
FOR TEMPORARY COMMERCIAL VEHICLE SEARCH
AREA AT GATE 2 AT HANSCOM AIR FORCE BASE (AFB),
MASSACHUSETTS (MA)

The U.S. Department of the Air Force (DAF) announces the availability of a Draft Environmental Assessment and Finding of No Significant Impact for a Temporary Commercial Search Area at Gate 2 on Hanscom AFB. The proposed location is immediately outside Gate 2 (Gate currently closed), located at the end of Airport Road.

The EA, prepared in accordance with the National Environmental Policy Act, Council on Environmental Quality regulations, and DAF instructions implementing NEPA evaluates potential impacts of the Proposed Action and alternatives on the environment including the No Action Alternative.

Based on this analysis, DAF has prepared a proposed FONSI. DAF seeks public comments on the Draft EA and Draft FONSI and will consider all input received before reaching a final decision.

Copies of the Draft EA and Draft FONSI are available for review and can be downloaded at the following internet link:

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

Civil engineering officials recommend individuals without internet access visit a local library or city hall for assistance in downloading the document. Requests for hardcopies will be considered on a case-by-case basis.

DAF is aware of the potential impact of the ongoing coronavirus pandemic on the usual methods of access to information and ability to communicate, such as the closure of local public libraries and challenges with internet access. DAF seeks to implement appropriate measures to ensure that the public and all interested stakeholders have the opportunity to participate fully in this Environmental Assessment process. Accordingly, do not hesitate to contact civil engineers directly at the email address or telephone number provided. Officials are available to discuss and help resolve issues involving access to the Draft EA and proposed FONSI, or the ability to comment.

For further information, contact the Environmental Office at Hanscom AFB at 781-225-6209.

Written comments will be received through 6 October 2022 and may be either emailed to Jim Maravelias at james.maravelias.1@us.af.mil or mailed to: 66 ABG/CEIE; 120 Grenier Street; Hanscom AFB, MA 01731-1910.

PRIVACY ADVISORY NOTICE

Public comments on this Draft EA are requested pursuant to NEPA, 42 United States Code 4321, et seq. All comments received during the comment period will be made available to the public and considered during the final EA preparation. Providing private address information with your comment is voluntary and such personal information will be kept confidential unless release is required by law. However, address information will be used to compile the project mailing list and failure to provide it will result in your name not being included on the mailing list.