Commonwealth of Massachusetts
Executive Office of Environmental Affairs ■ MEPA Office

ENF Environmental Notification Form

For Office Use Only Executive Office of Environmental Affairs
EOEA No.: 13594
MEPA Analyst: Bill Gage
Phone: 617-626-1025

The information requested on this form must be completed to begin MEPA Review in accordance with the provisions of the Massachusetts Environmental Policy Act, 301 CMR 11.00.

Project Name: Hanscom Field Runway 5/23 Safety Area Improvements		
Street: N/A		
Municipality: Bedford/Concord/Lincoln	Watershed: Shawsheen River Basin (83)	
Universal Transverse Mercator Coordinates: N 15434978.2038, E 1022971.6082 (NAD 83)	Latitude: 42° - 28' - 14.90" Longitude: 071° - 17' - 21.60" (NAD 83)	
Estimated commencement date: Spring, 2007	Estimated completion date: Fall, 2007	
Approximate cost: $1,350,000	Status of project design: 30 % complete	
Proponent: Massachusetts Port Authority (Massport)		
Street: Logan Office Center, Suite 200 South, 2nd Floor, One Harborside Drive		
Municipality: East Boston	State: MA	Zip Code: 02128
Name of Contact Person From Whom Copies of this ENF May Be Obtained: Tom Ennis, Senior Project Manager		
Firm/Agency: Massport	Street: One Harborside Drive	
Municipality: East Boston	State: MA	Zip Code: 02128
Phone: (617) 568-3546	Fax: (617) 568-3518	E-mail: tennis@massport.com

Does this project meet or exceed a mandatory EIR threshold (see 301 CMR 11.03)?
☒Yes ☐No

Project meets or exceeds mandatory EIR thresholds at 301 CMR 11.03(3)(a)1.a. (alteration of one or more acres of bordering vegetated wetlands) and 301 CMR 11.03(3)(a)2 (alteration requiring a variance in accordance with the Wetlands Protection Act).

Has this project been filed with MEPA before?
☐Yes (EOEA No._____) ☒No

Has any project on this site been filed with MEPA before?
☐Yes ☒No

Is this an Expanded ENF (see 301 CMR 11.05(7)) requesting:

a Single EIR? (see 301 CMR 11.06(8))	☐Yes	☒No
a Special Review Procedure? (see 301CMR 11.09)	☐Yes	☒No
a Waiver of mandatory EIR? (see 301 CMR 11.11)	☐Yes	☒No
a Phase I Waiver? (see 301 CMR 11.11)	☐Yes	☒No

Identify any financial assistance or land transfer from an agency of the Commonwealth, including the agency name and the amount of funding or land area (in acres): *Massport*

Are you requesting coordinated review with any other federal, state, regional, or local agency?
☒Yes (Specify *Federal Aviation Administration, U.S. Army Corps of Engineers, Massachusetts Department of Environmental Protection, Massachusetts Natural Heritage and Endangered Species Program, and Bedford Conservation Commission*) ☐No

List Local or Federal Permits and Approvals:

See Appendix A – Required Permits

Which ENF or EIR review threshold(s) does the project meet or exceed (see 301 CMR 11.03):

- ☐ Land
- ☐ Water
- ☐ Energy
- ☐ ACEC
- ☐ Rare Species
- ☐ Wastewater
- ☐ Air
- ☐ Regulations
- ☒ Wetlands, Waterways, & Tidelands
- ☐ Transportation
- ☐ Solid & Hazardous Waste
- ☐ Historical & Archaeological Resources

Summary of Project Size & Environmental Impacts	Existing	Change	Total
LAND			
Total site acreage	32.5 Acres*		
New acres of land altered		11.71 Acres*	
Acres of impervious area	7.88 acres*	None	7.88 acres*
Square feet of new bordering vegetated wetlands alteration		91,413 SF (2.10 Acres)	
Square feet of new other wetland alteration		875 SF LUW (0.02 Acres); 410 LF Bank	
Acres of new non-water dependent use of tidelands or waterways		None	
STRUCTURES			
Gross square footage	N/A	N/A	N/A
Number of housing units	N/A	N/A	N/A
Maximum height (in feet)	N/A	N/A	N/A
TRANSPORTATION			
Vehicle trips per day	N/A	N/A	N/A
Parking spaces	N/A	N/A	N/A
WATER/WASTEWATER			
Gallons/day (GPD) of water use	N/A	N/A	N/A
GPD water withdrawal	N/A	N/A	N/A
GPD wastewater generation/ treatment	N/A	N/A	N/A
Length of water/sewer mains (in miles)	N/A	N/A	N/A

State Permits & Approvals

- ☒ Order of Conditions
- ☒ Superseding Order of Conditions
- ☐ Chapter 91 License
- ☒ 401 Water Quality Certification
- ☐ MHD or MDC Access Permit
- ☐ Water Management Act Permit
- ☐ New Source Approval
- ☐ DEP or MWRA Sewer Connection/ Extension Permit
- ☒ Other Permits (*including Legislative Approvals*) – Specify:

See Appendix A

** Hanscom Field is approximately 1,300 acres; the project site, within which all work will occur, is approximately 32.5 acres. At the Runway 5 End, the project site is 12.2 acres, including approximately 3.70 acres impervious. At the Runway 23 End, the project site is 20.3 acres, including approximately 4.18 acres impervious. The project is on land previously filled as part of airport construction. No work is proposed within existing impervious areas (paved overruns at each runway end and a paved perimeter road at the Runway 5 End).*

CONSERVATION LAND: Will the project involve the conversion of public parkland or other Article 97 public natural resources to any purpose not in accordance with Article 97?

☐Yes (Specify_____) ☒No

Will it involve the release of any conservation restriction, preservation restriction, agricultural preservation restriction, or watershed preservation restriction?

☐Yes (Specify_____) ☒No

RARE SPECIES: Does the project site include Estimated Habitat of Rare Species, Vernal Pools, Priority Sites of Rare Species, or Exemplary Natural Communities?

☒Yes (Specify *Priority Sites of Rare Species; see the Rare Species Section of this form.*) ☐No

HISTORICAL/ARCHAEOLOGICAL RESOURCES: Does the project site include any structure, site or district listed in the State Register of Historic Place or the inventory of Historic and Archaeological Assets of the Commonwealth?

☐Yes (Specify_____) ☒No

If yes, does the project involve any demolition or destruction of any listed or inventoried historic or archaeological resources?

☐Yes (Specify_____) ☐No

The project site (including the Runway 5 and 23 End Safety Areas and adjacent land, as shown in attached figures) is neither adjacent nor proximate to known or listed historic and archaeological resources. Minute Man National Historic Park (MMNHP) is approximately one-third of a mile from the project site at its closest point.

AREAS OF CRITICAL ENVIRONMENTAL CONCERN: Is the project in or adjacent to an Area of Critical Environmental Concern?

☐Yes (Specify_____) ☒No

PROJECT DESCRIPTION: The project description should include **(a)** a description of the project site, **(b)** a description of both on-site and off-site alternatives and the impacts associated with each alternative, and **(c)** potential on-site and off-site mitigation measures for each alternative (*You may attach one additional page, if necessary.*)

This project involves regrading and other improvements to runway safety areas in order to enhance safety at Hanscom Field and comply with FAA design standards. The improvements will not have any effect on normal runway operations, and there will be no runway expansion, no additional pavement, and no increase in capacity. The following narrative summarizes the project background, location, alternatives considered, proposed improvements, and mitigation measures. A more detailed discussion of these topics is provided in Section 1.0 of the attached Supplemental Documentation.

***Background**: A runway safety area (RSA) is a defined surface surrounding the runway and is prepared or suitable for reducing the risk of damage to aircraft in the event of an undershoot, an overshoot, or an excursion from the runway. An RSA also provides access to fire fighting and rescue equipment during such incidents. The Federal Aviation Administration (FAA) design standard for runway end safety areas (at airports with airplane design group C-III, including Hanscom) is 500 feet wide by 1,000 feet long. (See Section 1.0 of the Supplemental Documentation attached to this ENF.) The RSAs at the ends of Runways 5 and 23 at L. G. Hanscom Field do not currently meet FAA design standards, and the FAA has mandated that the safety areas be improved.*

***Location**: Hanscom Field is located in the towns of Bedford, Concord, Lincoln and Lexington, as shown on the attached Location Map. Hanscom Field has two intersecting runways, designated as 11/29 and 5/23. Runway 5/23 is the secondary runway and is 150 feet wide by 5,106 feet long. The RSA improvements are located off each end of Runway 5/23, in the project site identified in the attached site plans. The Runway 5 End RSA is located within the towns of Concord and Lincoln, while the Runway 23 End RSA is entirely within the town of Bedford.*

Description of Project Site:

Runway 5 End Project Site: The project site at the Runway 5 End, which includes the RSA and immediately adjacent land, is 12.2 acres and consists entirely of paved and turfed areas. The RSA is currently 500 feet wide, 520 feet long on the west edge and 845 feet long on the east edge, with a 200-foot wide paved overrun extending beyond the runway end. (See attached Runway 5 Existing Conditions Plan.*) The safety area's topography is variable and not in compliance with FAA standards. The airport perimeter access road passes through the designated RSA around its perimeter. There are no wetlands near the limits of work or within the project site.*

Runway 23 End Project Site: The project site at the Runway 23 End includes the RSA and immediately adjacent land, is 20.3 acres. The site consists of pavement, a gravel perimeter road, turfed areas, areas dominated by shrubs, and ditches. The RSA is currently 300 feet wide and 890 feet long, with a 200-foot wide paved overrun. (See attached Runway 23 Existing Conditions Plan.*) The topography is variable and not in compliance with FAA standards. The existing airport perimeter access road is located just outside the currently designated RSA. The existing perimeter security fencing is located outside of the currently designated RSA, but traverses a portion of the proposed RSA. There is also a bordering vegetated wetland, wetland buffer and drainage ditches located within and immediately adjacent to the airport perimeter access road and RSA.*

Alternatives Considered: *In the* Runway 5/23 Safety Area Supplementary Feasibility Analysis *(2001) prepared by The Louis Berger Group, Inc. (Berger) for Massport and the FAA, six different alternatives were identified and evaluated. These included maintaining existing conditions with only minor grading; building the RSAs to meet FAA grading and dimensional standards (1,000 feet long x 500 feet wide); partial builds with varying runway threshold and RSA configurations; a runway shift to the north; and installing Engineered Materials Arresting Systems (EMAS). The alternatives are described in more detail in Section 1.5 of the Supplemental Documentation attached to this ENF.*

In evaluating the alternatives, Berger, Massport and the FAA used the guidelines in FAA Order 5200.8 Appendix 2, which require reviewing historical records, airport plans, FAA standards compliance, site constraints, weather conditions, availability of visual and electronic aids for landing, and other factors. A summary of the findings for each of these evaluation criteria is included in Section 1.5 of the Supplemental Documentation. The selected alternative for Runway 5 is Alternative 1 (No Build), and for Runway 23 is Alternative 4 (Improve Existing). The FAA accepted these recommended improvements in a letter dated 29 March 2002 (attached as Appendix D). These alternatives bring the safety areas closer to compliance with FAA standards and enhance airplane/passenger safety. The alternatives have minor wetland impacts, require no vegetation removal outside of currently managed areas, and maintain the current runway lengths. Wetland mitigation will be implemented in conjunction with the selected alternative.

Proposed Improvements: *The proposed improvements to the Runway 5/23 safety areas at Hanscom Field are intended to enhance the safety of airport users. Proposed improvements are shown on the attached* Runway 5 Grading Plan, Runway 23 Site Plan, *and* Runway 23 Grading Plan.

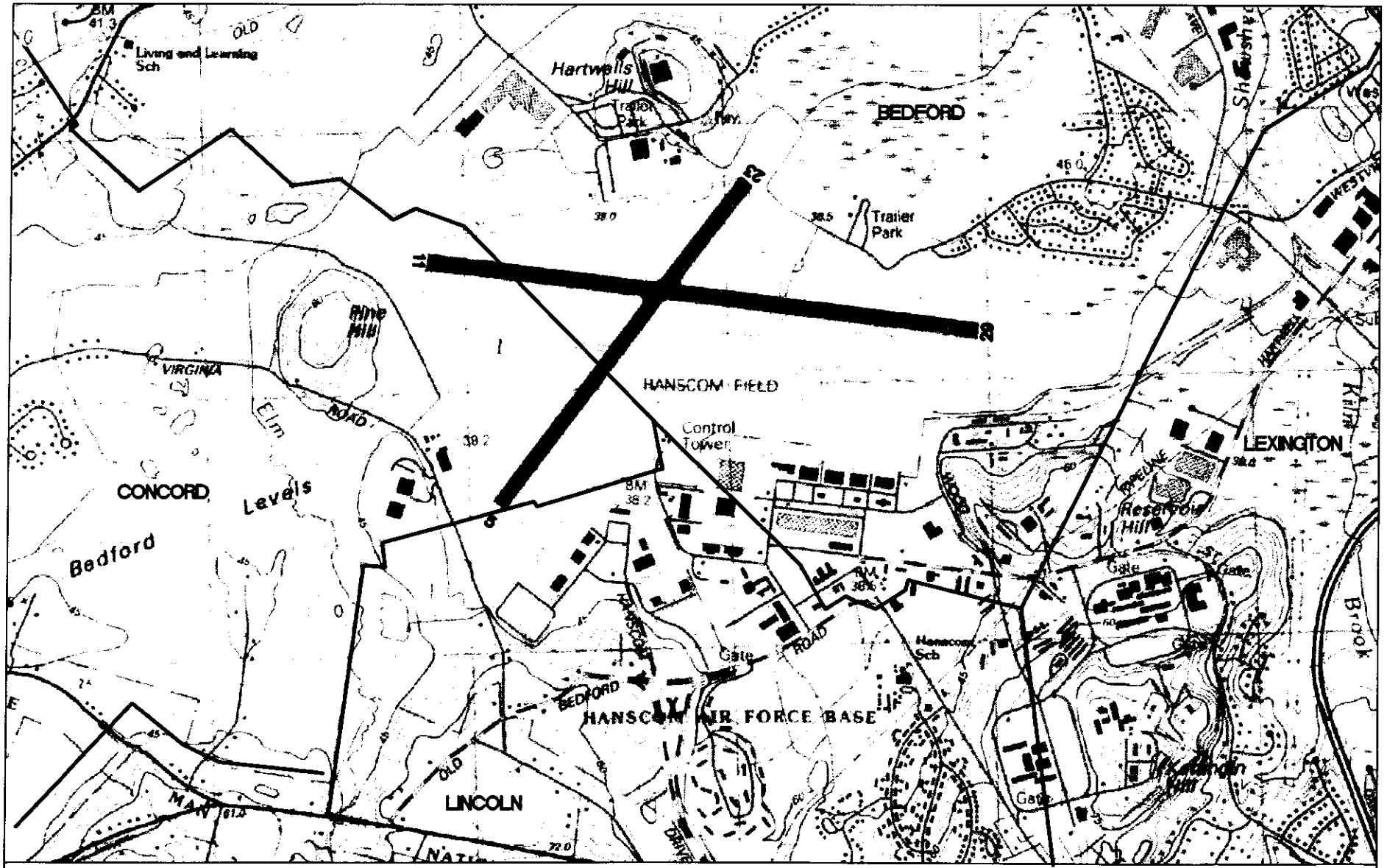
The proposed improvements for the Runway 5 End RSA include:

- *retain the paved overrun area in its current configuration;*
- *retain the size and shape of the RSA configuration; and*
- *regrade turfed areas which do not meet FAA design standards.*

The proposed improvements at the Runway 23 End RSA include:

- *retain the existing paved overrun in its current configuration;*
- *widen the existing RSA from 300 feet to 500 feet,with no increase in pavement or impervious area;*
- *grade the RSA to conform to FAA standards;*
- *relocate a portion of the perimeter access road to the edge of the RSA; and*
- *relocate the perimeter security fence in conjunction with road relocation.*

Mitigation Measures: *To mitigate for project-related impacts to wetlands, a comprehensive wetland compensation plan involving the restoration/creation of wetlands will be implemented. See Section 2.0 for a description of wetland mitigation requirements and potential sites.*



USGS MAP: MAYNARD, MA

SCALE: 1" = 2000'±

MASSACHUSETTS PORT AUTHORITY
LOGAN OFFICE CENTER, ONE HARBORSIDE DRIVE
EAST BOSTON, MASSACHUSETTS 02128
PHONE (617) 568-6037 FAX (617) 568-6039

LOCATION MAP
LAURENCE G. HANSCOM FIELD
BEDFORD - CONCORD - LINCOLN, MASSACHUSETTS

PROJECT DESIGNER:

McFARLAND - JOHNSON, INC.
CONCORD CENTER, SUITE 220
10 FERRY STREET, UNIT 8, CONCORD, NH 03301
PHONE (603) 226-6870 FAX (603) 226-0065