



# MEPA EENF Virtual Site Visit

*Massport Hanscom Field Rehabilitate  
Taxiway E and Construct Taxiway E5  
L.G. Hanscom Field*

Virtual Meeting | July 30, 2025 | 6:00 PM

# Project Team

- **Massport Team**

- Stephen Flecchia, P.E. CCM, Senior Project Manager, Capital Programs and Env. Affairs
- Brad Washburn, Deputy Director, Env. Planning & Permitting
- Chris Busch, Sr. Environmental Planner

- **HNTB Team**

- Alex Normandin, P.E., CCM, Project Manager
- Page Czepiga, AICP, Environmental Planner



# Agenda

- **01** Overview of MEPA Review
- **02** Project Background
- **03** Existing Conditions
- **04** Proposed Improvements
- **05** Environmental Impacts & Mitigation
- **06** Discussion

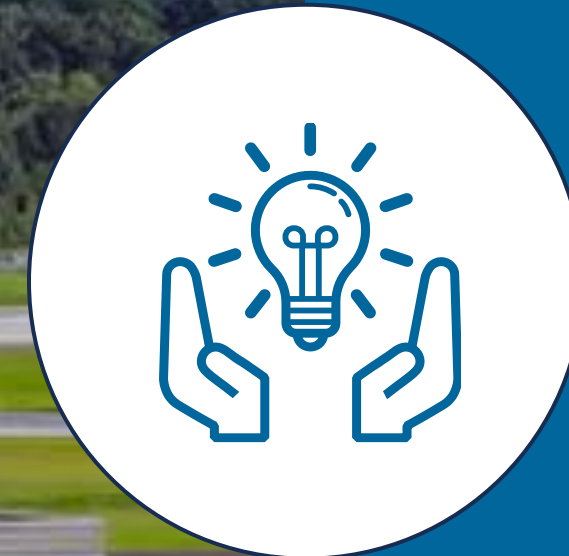
# MEPA Jurisdiction

- **Proposed by Massport; requires a state Permit**
- **MEPA Review Thresholds**
  - **Transportation - 301 CMR 11.03(6)(b)4**
    - Construction of a new taxiway at an airport.
  - **State-Listed Species – 301 CMR 11.03(2)(b)(2)**
    - Greater than two acres of disturbance of designated priority habitat, as defined in 321 CMR 10.02, that results in a take of a state-listed endangered or threatened species or species of special concern.
    - Requires a Conservation and Management Permit

## Overview of MEPA Review

- **Located within one-mile of Environmental Justice (EJ) populations**
  - Expanded Environmental Notification Form (EENF) and Proposed Environmental Impact Report (EIR); requesting a Rollover EIR pursuant to 301 CMR 11.06(7)(b).
- **EENF filed:** June 30, 2025
- **Published in the Environmental Monitor:** July 9, 2025
- **Extended comment period closes:** August 22, 2025
- **Secretary's Decision on the EENF:** August 29, 2025





# Project Background



# Planning History

- **Environmental review at Hanscom Field occurs on two levels:**
  1. Project-specific review (such as this project); and
  2. Airfield-wide review
- **Airfield-wide review occurs through submission of an Environmental Status and Planning Report (ESPR) every 5-years**
- **Project was also identified in a Comprehensive Airfield Geometry Study, completed in 2021, and is depicted on the current Airport Layout Plan, approved by the FAA in 2022.**

Table 1-2. Hanscom Field Planning Concepts for 2030 and 2040

Planning Area	2022 Existing Uses	2030 Concepts (2022–2030 development)	2040 Concepts (2031–2040 development)
North Airfield	Box hangar buildings	<ul style="list-style-type: none"><li>• GA and corporate hangars with aircraft parking</li><li>• Taxiway R pavement maintenance and geometry improvements</li></ul>	None
Northeast Airfield	Currently vacant	Potential aeronautical development	Potential aeronautical development
East Ramp	General aviation, including FBO and fueling facilities	<ul style="list-style-type: none"><li>• Expansion of the fuel farm</li><li>• Taxiway E rehabilitation</li><li>• Sand storage facility relocation</li><li>• Expansion of the airport maintenance facility</li><li>• Hangar improvements</li><li>• Corporate hangar facilities</li></ul>	Potential aeronautical development
West Ramp	GA, including FBO and T-Hangars, Hanscom Field Terminal	<ul style="list-style-type: none"><li>• Salt storage facility relocation</li><li>• Hanscom Field Terminal enhancements</li><li>• West Ramp rehabilitation</li><li>• Taxiway M (South) rehabilitation and geometry improvement</li><li>• Potential aviation compatible development</li></ul>	<ul style="list-style-type: none"><li>• Hanscom Field Terminal enhancements</li><li>• New and replacement structured public parking spaces as needed</li><li>• Fuel farm expansion</li><li>• Hangar upgrades</li><li>• Potential aviation compatible development</li></ul>
Pine Hill	General aviation including T-Hangar FBO	<ul style="list-style-type: none"><li>• Corporate facilities with new aircraft parking spaces</li><li>• Taxiway E rehabilitation</li><li>• Runway 23 departure engineering materials arresting system (EMAS)</li><li>• Taxiway M (North) rehabilitation and geometry improvements</li></ul>	Potential aeronautical development

Sources: Hanscom Field Capital Improvement Plan (ACIP) FY 22 – FY29, September 2022 Update and Hanscom Field Final Board Capital Improvement Plan (CIP) FY23–FY27



## Project Need

- Massport completed an FAA mandated geometry study of Hanscom Field in 2021 which addressed airfield standards for design, geometry, and runway incursion mitigation
- No dedicated bypass taxiways currently exist
- Absence of a bypass taxiway restricts ground maneuvering options and forces aircraft to depart strictly in the order they are queued
- During peak periods, this causes bottlenecks, increased aircraft idling times, and increased runway incursion risk

**A bypass taxiway is a short connector taxiway designed to allow aircraft to pass one another, particularly near runway ends.**



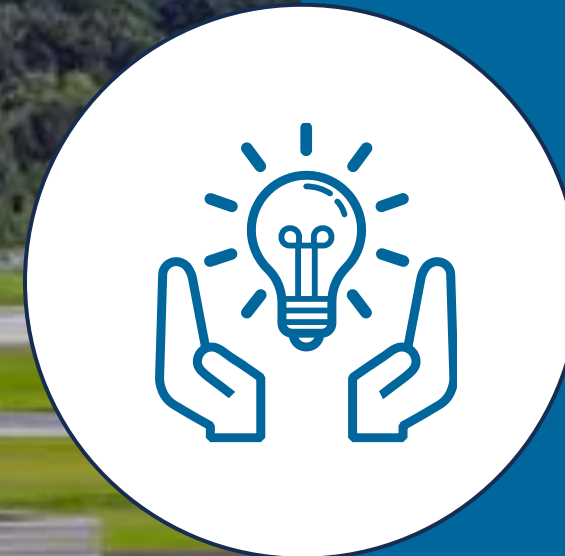


# Project Purpose

- **The purpose of the project is to:**
  - improve safety by providing a bypass taxiway meeting FAA design standards for departing aircraft to access Runway 11
  - enhance runway access by permitting necessary ground maneuvering based on clearance sequence,
  - and reduce aircraft ground delays
- **The proposed taxiway will not increase the airport's take-off or landing capacity; instead, it supports the existing and forecasted operations within the current airfield capacity.**







# Existing Conditions



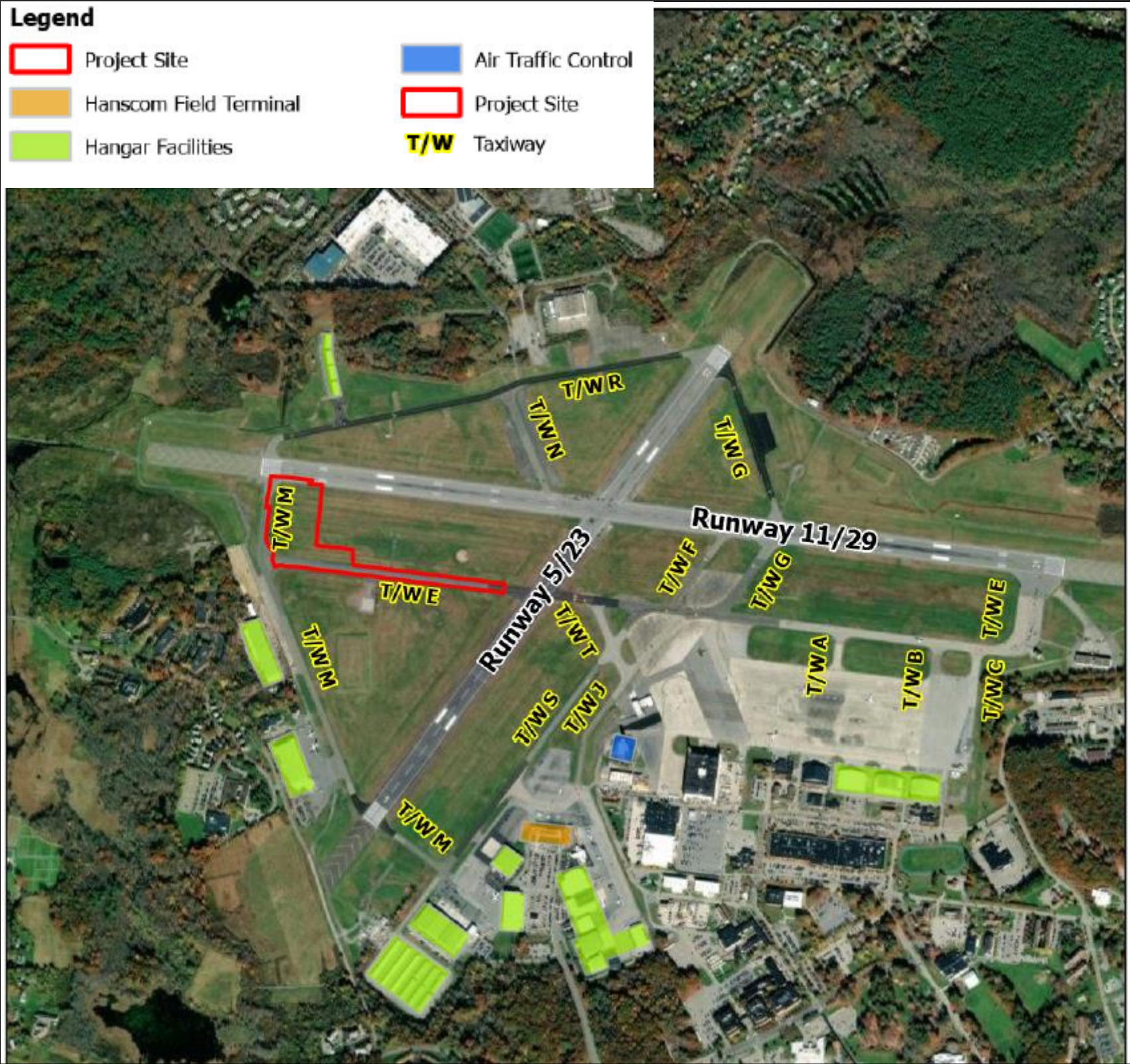
# Project Location

- 10.1-acre project area within Hanscom Field boundaries
- Hanscom Field is a 1,300-acre General Aviation airport spread across the municipalities of Bedford, Concord, Lexington, and Lincoln.
- Project located within Concord and Bedford

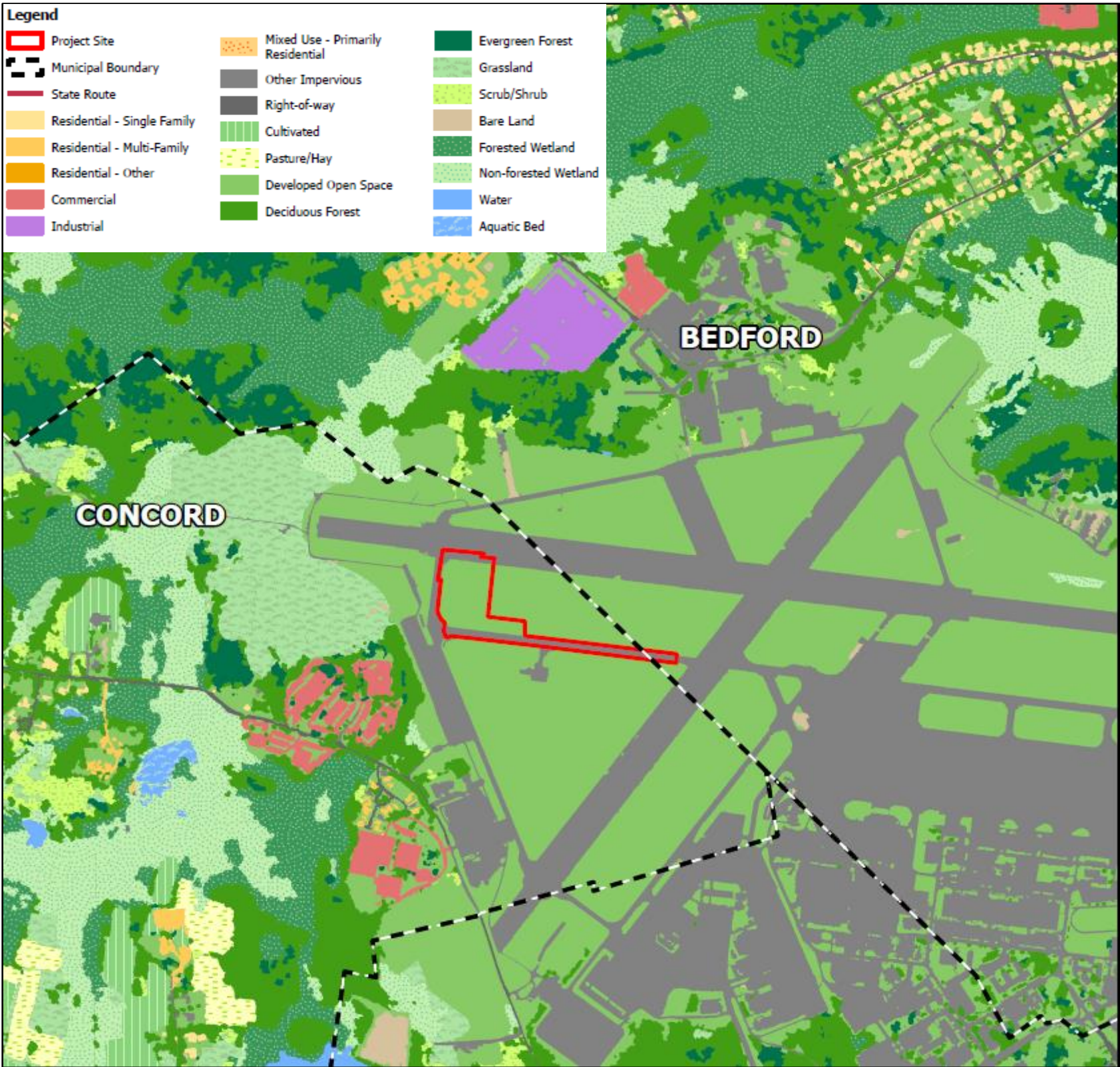




# Existing Conditions



Airport Facilities Map



Land Use





# Existing Conditions



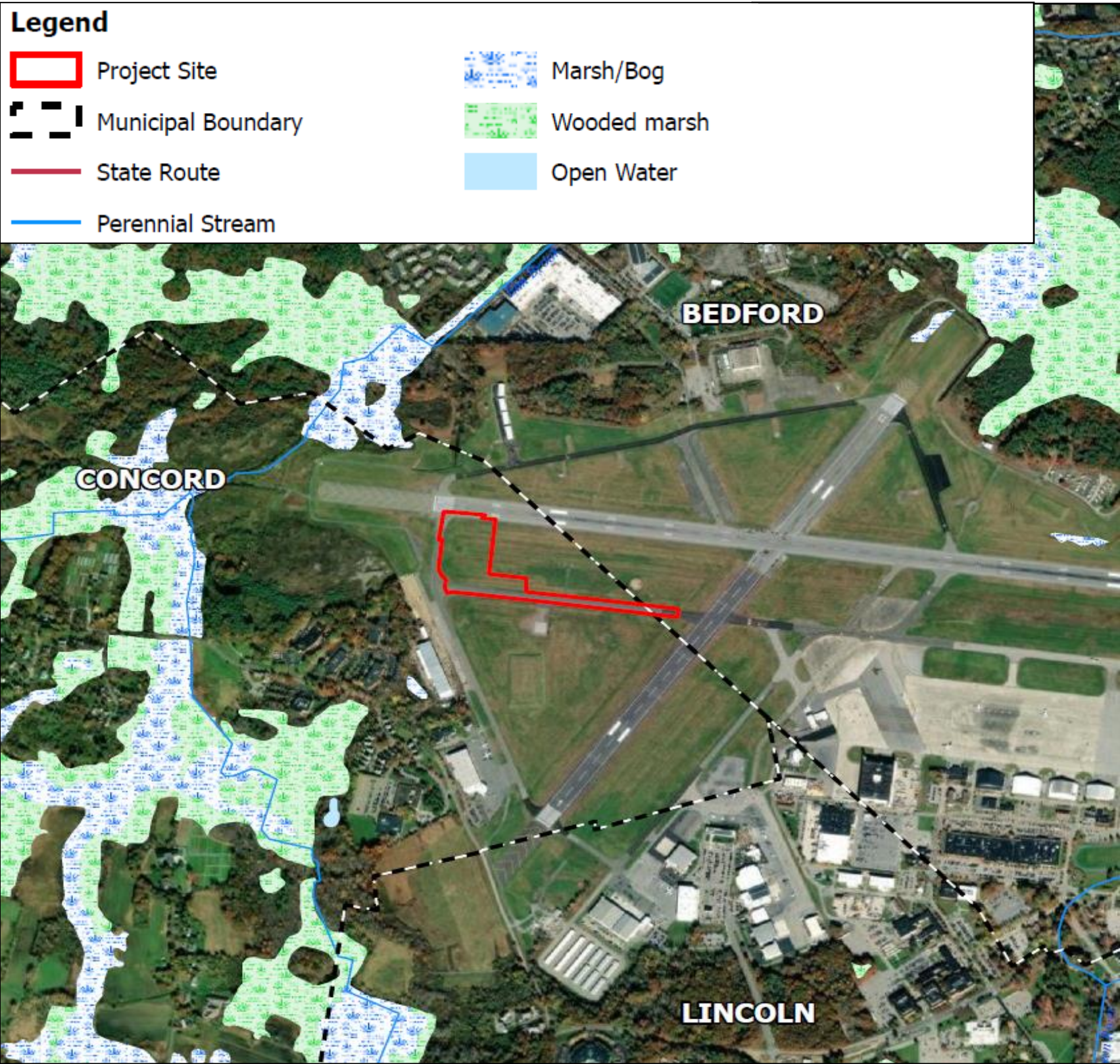
**Photo taken facing north toward Runway 11-29.**



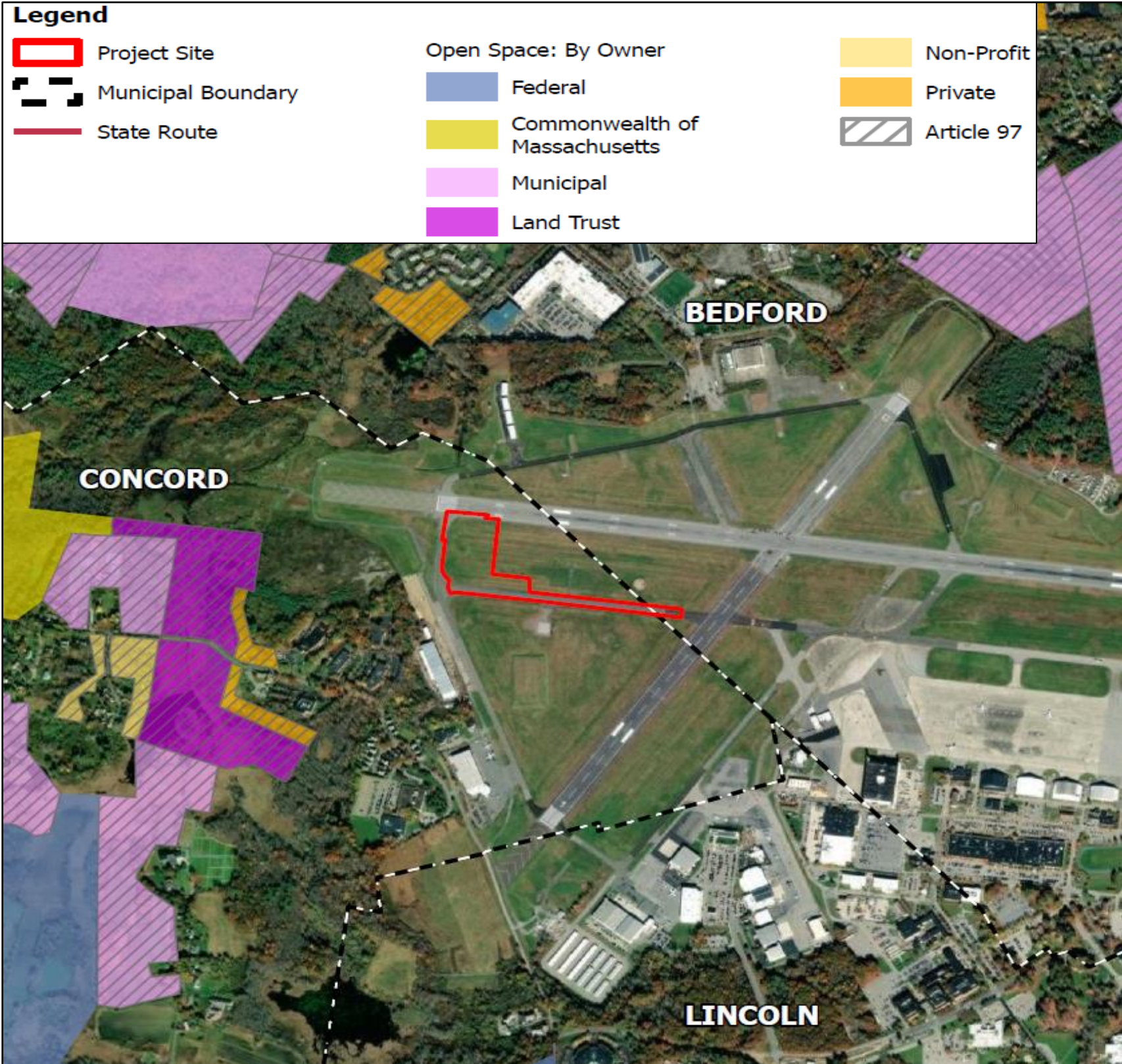
**Photo taken facing south from Runway 11-29 toward Taxiway E.**



# Environmental Resources



MassDEP Wetlands

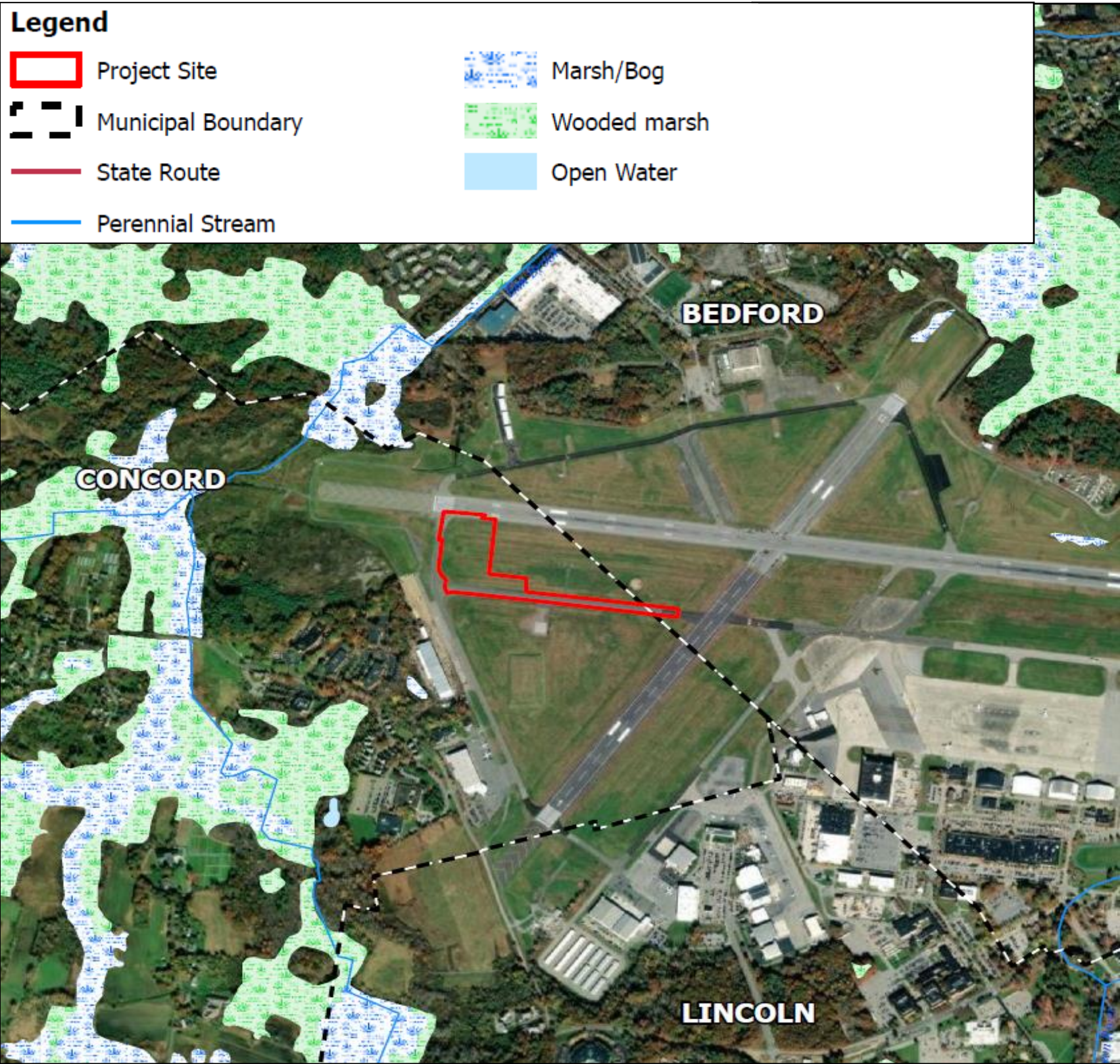


Open Space

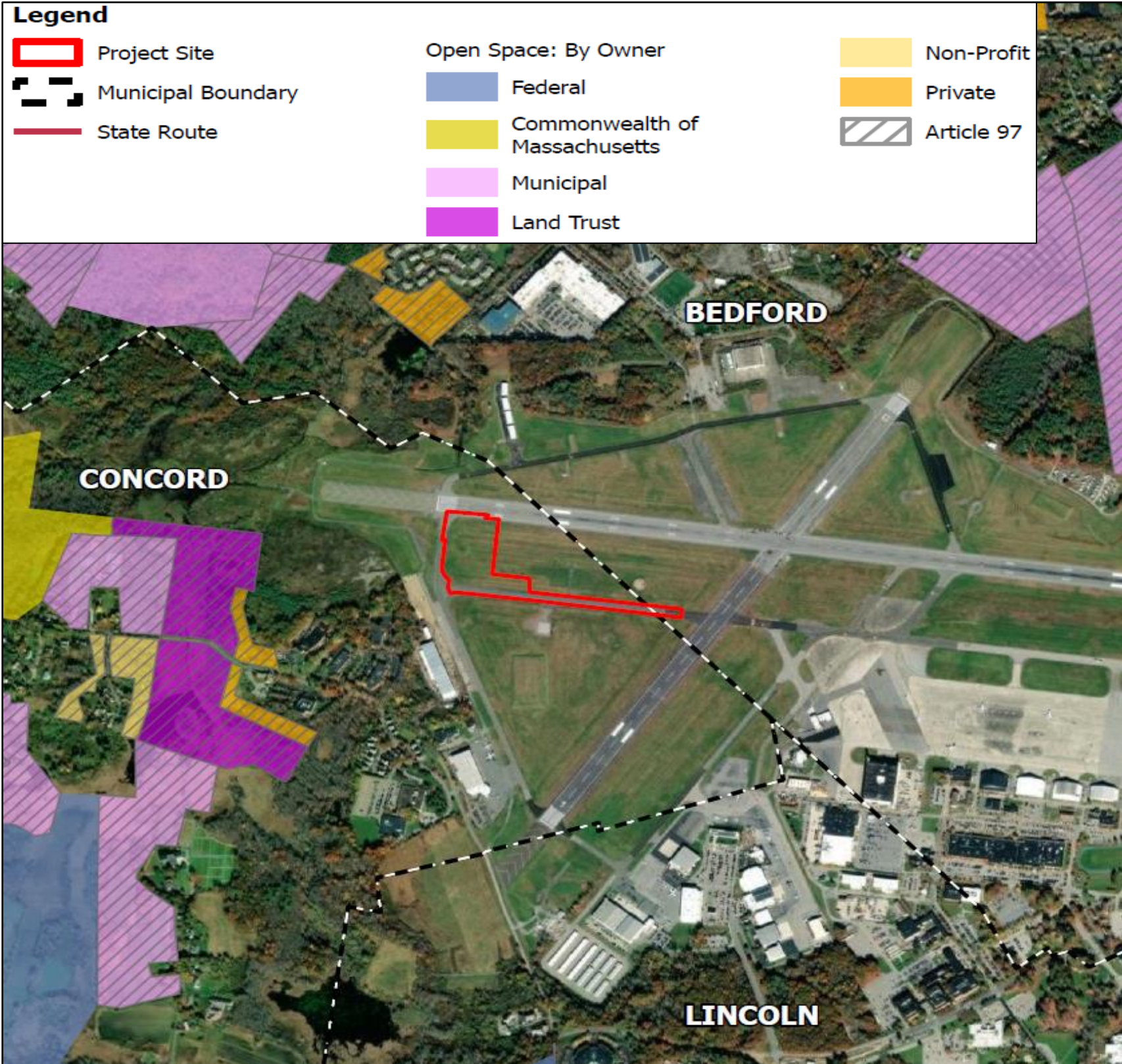




# Environmental Resources



MassDEP Wetlands

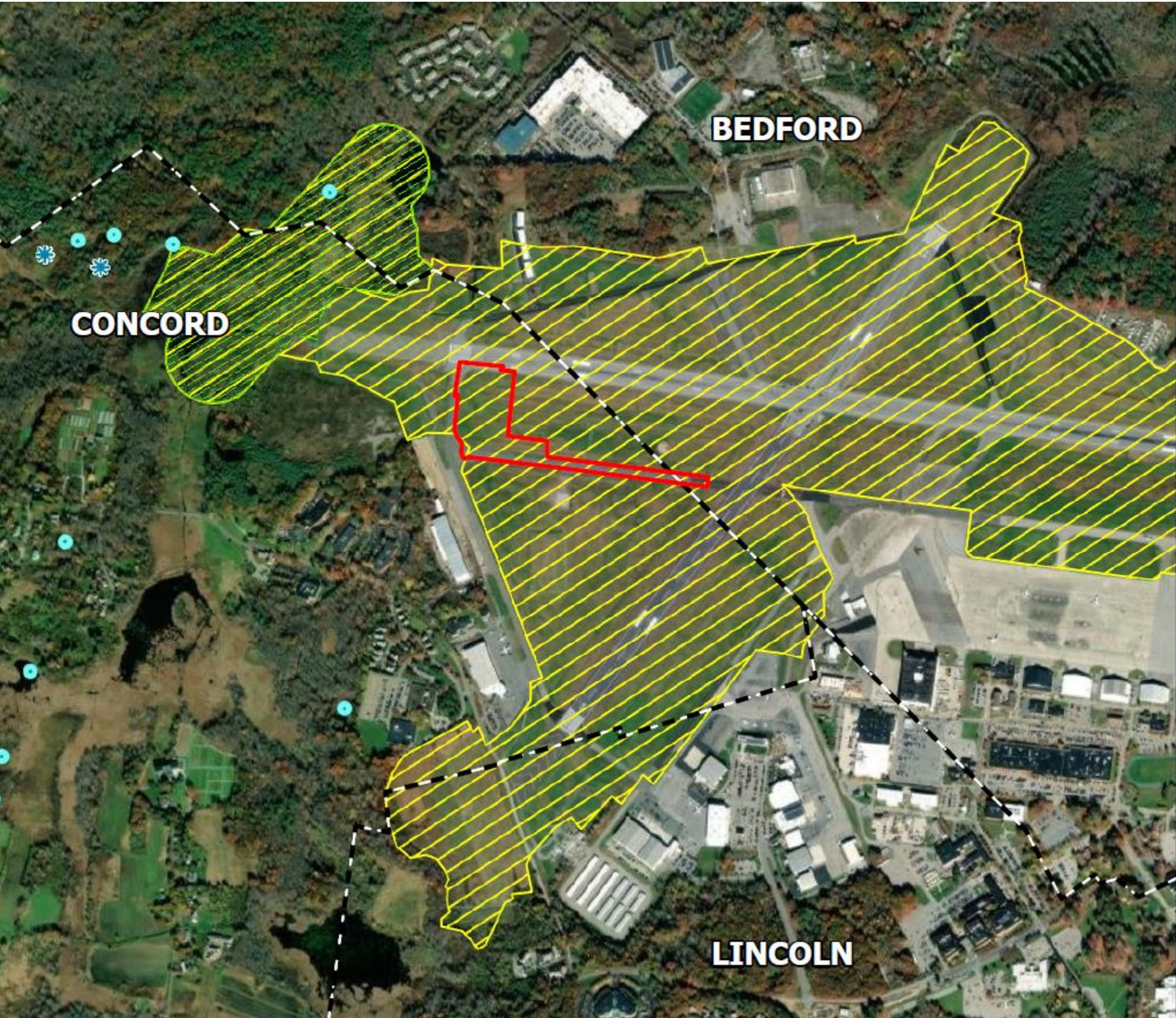


Open Space








# Environmental Resources





**Legend**


 Project Site


 Municipal Boundary

 State Route

 NHESP Priority Habitats of Rare Species

 NHESP Estimated Habitats of Rare Wildlife

 NHESP Potential Vernal Pools

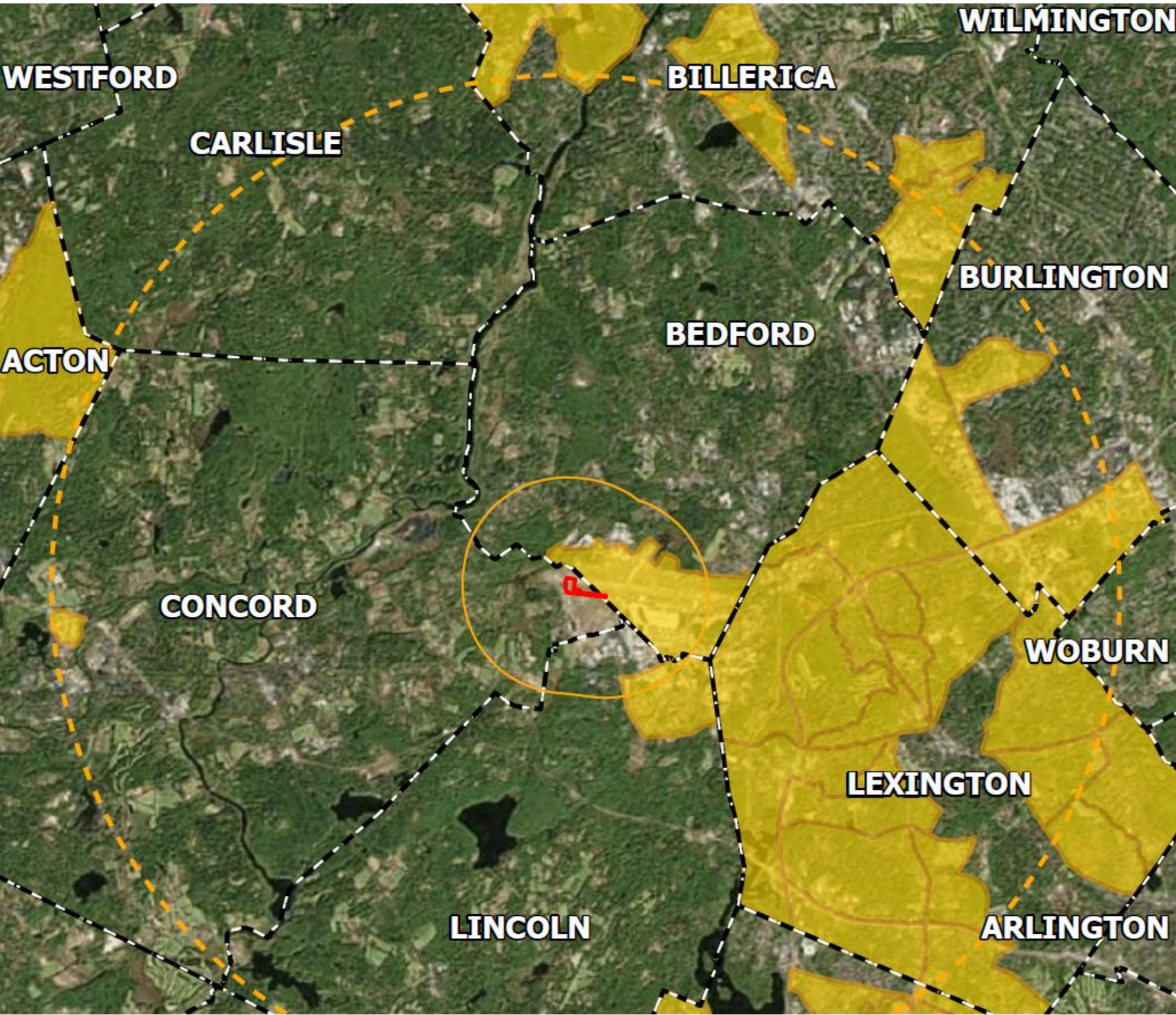
 NHESP Certified Vernal Pools

State-Listed Species





# Environmental Justice Communities



**Legend**

Project Site

Municipal Boundary

EJ Criteria: Minority

1-Mile DGA



# Public Involvement

- **Advanced Notification**
  - The MEPA EJ Screening Form was distributed on May 6<sup>th</sup>, 2025, to the list of tribes and Community Based Organizations (CBOs) (“the EJ Reference List”) provided by EEA on April 24th, 2025.
- **Hanscom Field Advisory Commission (HFAC)**
  - Comprised of representatives from the towns of Lincoln, Concord, Lexington, Bedford, and the South Lexington Civic Association, and the Hanscom Pilots Association.
  - Massport presented the project to HFAC on March 16th, 2025.
- **Environmental Status and Planning Report (ESPR)**
  - Massport prepares an ESPR for Hanscom Field every five years detailing the airport’s surrounding environmental conditions and future infrastructure projects.
  - This proposed project was disclosed in the Hanscom 2022 ESPR.
    - The ESPR scope is made available for public comment in the Environmental monitor for 30 days.
    - Massport held two public information sessions for the ESPR in June of 2024





# Proposed Improvements



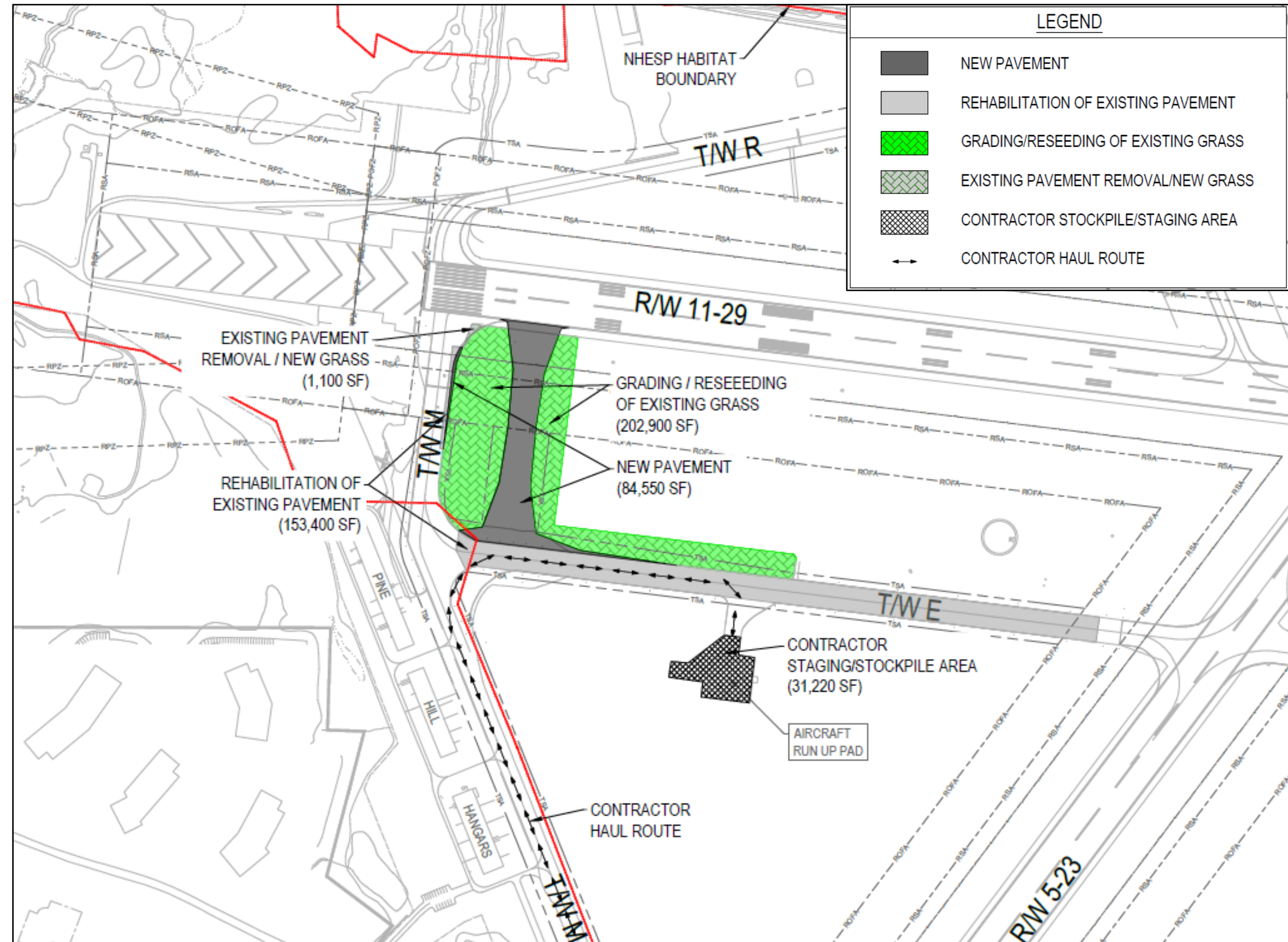
## Proposed Improvements

- **Taxiway E Rehabilitation**

- Milling of existing pavement
- Crack repairs
- Hot mix asphalt paving within limits of existing pavement
- New pavement markings
- Conversion of existing taxiway edge lighting to LED fixtures

- **Taxiway E-5 Construction**

- Hot mix asphalt full depth construction
- Grading
- New electrical infrastructure including conduit, lights, and signage
- Relocation of existing signage







# Environmental Impacts & Mitigation



# Environmental Impact Evaluation

- **Previously disturbed and cleared site**
- **Minimal Environmental Impacts**
  - No wetland resources
  - No Areas of Critical Environmental Concern
  - No historic or archaeological resources within proximity to the project
  - No Protected open space within proximity to project



# State-Listed Species

- **Project site is located within mapped habitat for grassland bird species**

ACTIVITY	IMPACT (SF)	Impact (AC)
TEMPORARY		
Rehabilitation of Existing Pavement	153,400	3.52
Grading/Reseeding of Existing Grass	202,900	4.68
Contractor Staging/Stockpile Area Within Existing Pavement	31,220	0.72
Total Temporary Impacts	387,520	8.9
PERMANENT		
New Pavement	84,550	1.94
Existing Pavement Removal/New Grass	-1,100	.02
Total Permanent Impacts (New Pavement)	83,450	1.9

- **Mitigation Measures**
  - Project work is proposed to occur outside of nesting season (May 1<sup>st</sup> through July 31<sup>st</sup>)
  - All areas of temporary disturbance and pavement removal will be restored to warm grass-lands using Division-approved seed mix.
  - Advanced pavement removal mitigation to offset future projects.





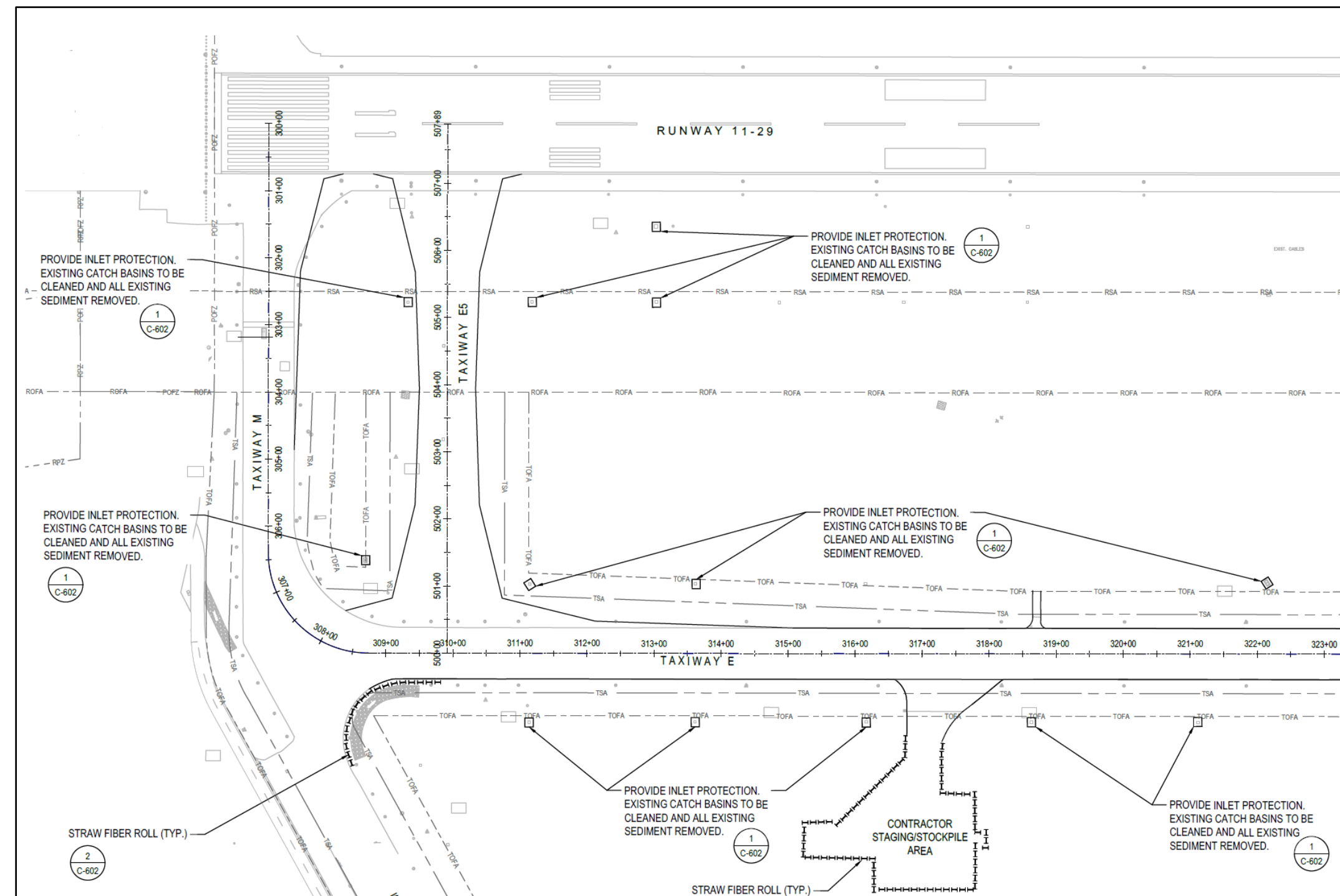
## Hazardous Materials

- **Work proposed within Hanscom Air Force Base Superfund Site (HAFB-OU-1)**
- **Soil sampling will be conducted in Summer 2025 to identify contaminants and determine appropriate off-site disposal facility**
- **Licensed Site Professional (LSP) will be retained to oversee work**
- **Multiple plans will be developed by contractor for approval by EPA, MassDEP, USAF.**



# Land and Stormwater

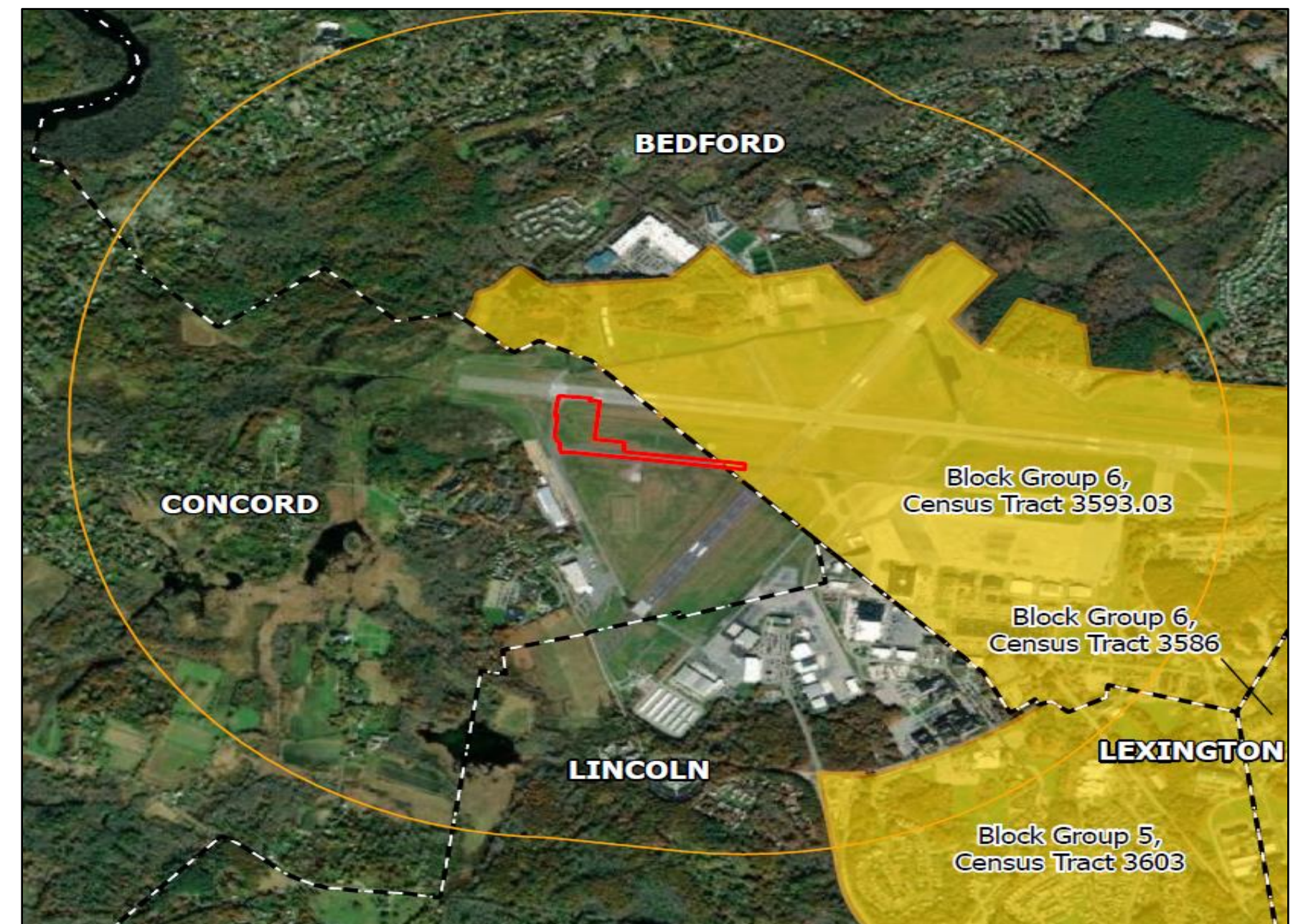
- **Creation of approximately 1.9 acres of impervious area**
  - Continued collaboration with NHESP to remove excess pavement within airfield to restore grassland habitat
- **Drainage improvements to convey stormwater from Taxiway E5 into existing drainage system**
  - Erosion and sedimentation control measures implemented during construction
  - Site-specific SWPPP will be developed







## Environmental Justice

- **Partially located within mapped EJ population (Minority)**
  - Expanded analysis of project impacts on all populations; advanced project notice and opportunity for meaningful public engagement
  - Project will not increase runway or operational capacity of airport and is not anticipated to result in impacts to air quality or Noise levels. Will reduce aircraft delays and taxiway congestion – may result in decrease in GHG emissions.
  - Long-term operation of project will not result in disproportionate adverse impacts to EJ populations



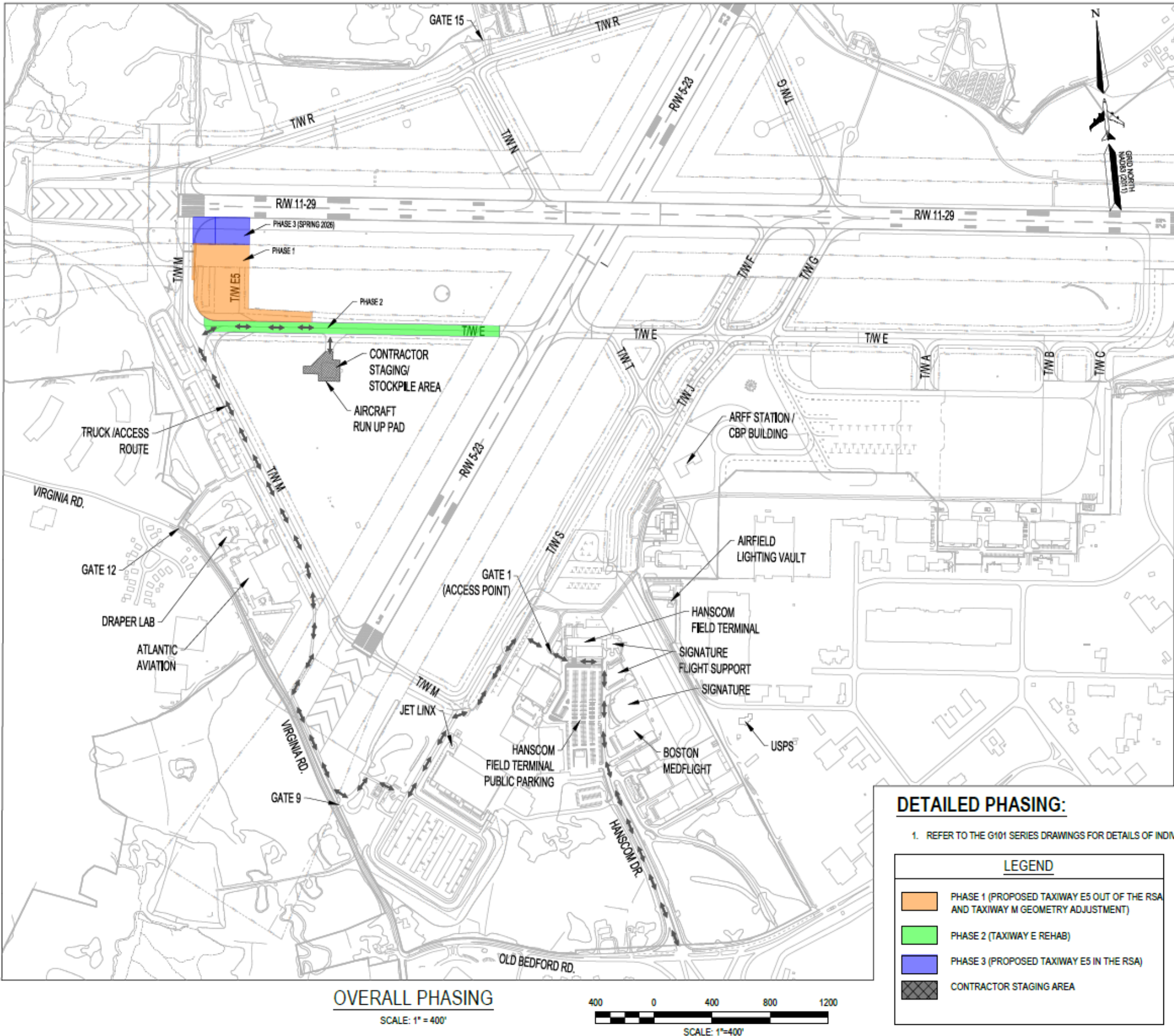
### Legend

- |  |   |
|--|---|
|  Project Site       |  EJ Criteria: Minority |
|  Municipal Boundary |  1-Mile DGA            |



# Construction Period: Impacts

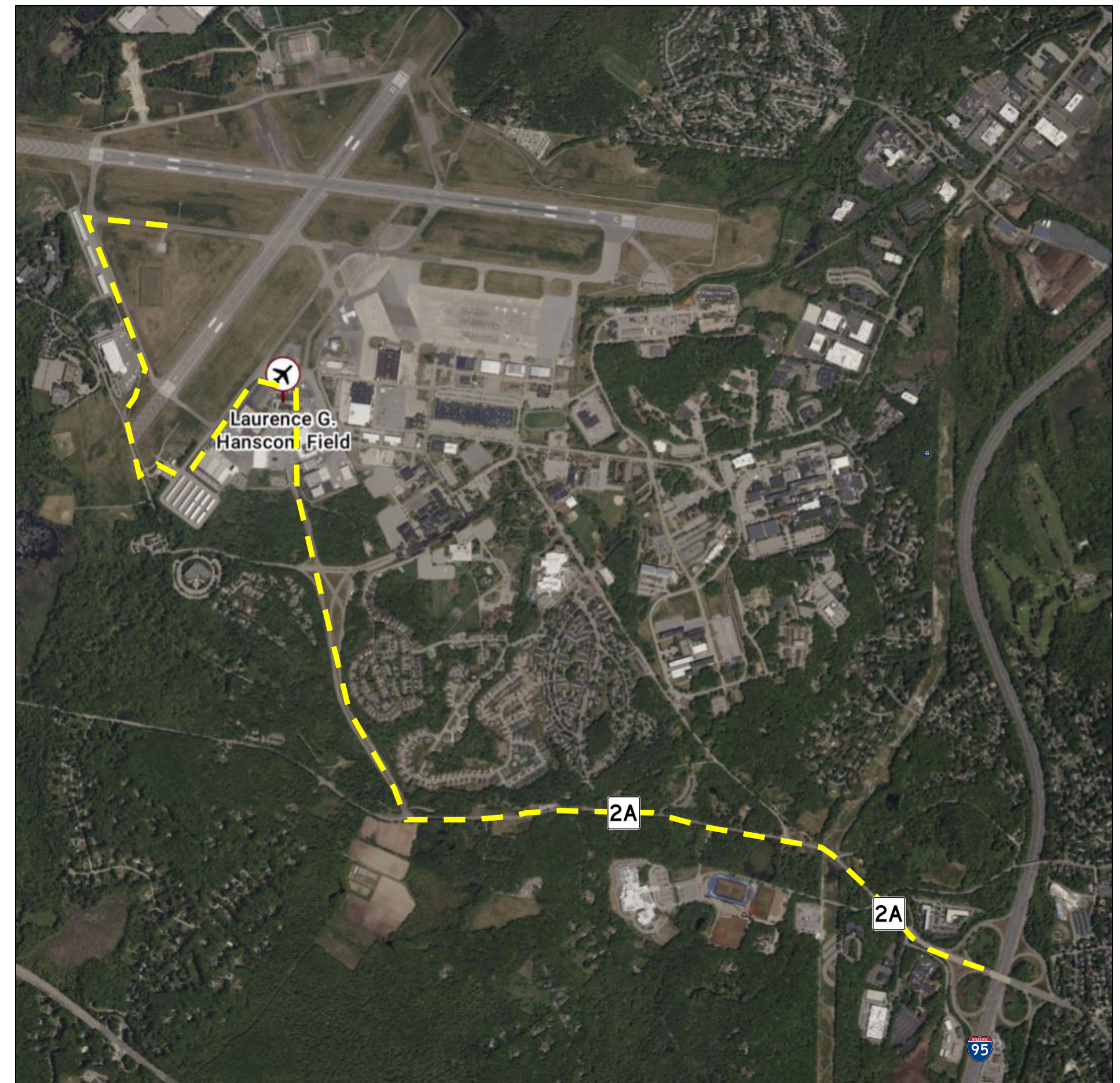
- **Construction Schedule:**
  - Spring 2026 – Summer 2026
- **Construction hours:**
  - **Weekday:** 7:00 AM to 3:30 PM; 10:00 PM to 6:00 AM (see below)
  - **Weekend:** Start Friday at 10:00 PM and conclude Sunday at 3:30 PM
- **36 total nightly closures of Runway 11-29 from Fall 2025 to Summer 2026. Aircraft to use Runway 5-23 during this time.**
- **Removal of pavement millings and 3,000 cy of excavated material for new taxiway**
  - Total may increase to 9,600 cy based on soil sampling results to remove material from infield regrading to meet FAA grading criteria.
- **Trucking**
  - During mill & pave of Taxiway E: 100 trucks / day for 7 days
  - During construction of new Taxiway E5: 64 trucks / day for up to 17 days
  - NOTE: The above estimation may vary based on contractor’s schedule (i.e. some operations may be concurrent)





# Construction Period: Mitigation

- Trucks shall access the south side of the project site from I-95, Route 2A, and Hanscom Drive and will not route through residential neighborhoods.
- Designated construction hours
- BMPs to mitigate temporary air quality and noise impacts from construction vehicles
- Licensed Site Professional (LSP) on site to oversee all excavation activities







# Questions and Discussion



# Next Steps



Public Comment  
Period Closes  
August 22, 2025



Secretary's Decision  
on the EENF  
August 29, 2025



EIR Review\*  
Sept. 10, 2025 –  
Oct. 17, 2025



Begin Construction  
Anticipated  
Spring 2026



Complete Construction  
Anticipated Summer 2026

Public comments should be submitted via the MEPA Public Comment Portal  
(<https://www.mass.gov/info-details/submitting-comments#mepa-public-comment-portal>)

or in writing:

Alex Strysky: [alexander.strysky@mass.gov](mailto:alexander.strysky@mass.gov) at by **August 22, 2025**.

\*If EIR rollover request is granted







***Thank You***

