

Town Manager's Report ~ For July 16, 2018 Selectmen's Meeting

Special Town Meeting Preparations

Appraiser John Bowman is continuing to work on the appraisal of the U.S. Navy's 16 acre site formerly occupied by the Raytheon Corporation. With the assistance of Historic Preservation Commission member Don Corey, I have assembled information that helps to address any questions concerning the potential contamination on the site. This information has been provided to Appraiser Bowman.

Nearby the Navy site on Massport land is an Air Force operated groundwater treatment facility which continues today to remove contamination from the groundwater in the area. This contamination originated from Air Force activity when they controlled the Airfield (prior to Massport). Mr. Corey's knowledge of this area comes from serving as one of the Town's representatives on both the US Navy NWIRP Restoration Advisory Board and the US Air Force Hanscom Airfield Restoration Advisory Board. The only known contamination on the 16 acre Hangar parcel is TCE deep in the bedrock. This chemical was detected in the US Air Force treatment facility and has been traced in some monitoring wells on the hangar site. The flow of groundwater under the hangar site is naturally towards the southeast but that is slightly altered while the Air Force's treatment system is operating. The Air Force treatment system is directly east of the hangar site. Mr. Corey advises that the contamination level is considered low and just above drinking water standards. Because of the low levels, the Navy and Air Force has simply decided to monitor the contamination level over time letting it naturally attenuate. Data collected over time show that the TCE concentrations are continuing to decline. Provided that no one attempts to use the groundwater under the hangar site for drinking water purposes, there is no threat to human health from the existence of this contamination. TCE was present in the degreasing fluids that likely were used in the development of circuit boards for some of the defense equipment that was being developed on the Navy property by Raytheon.

It has been interesting this week to learn that the 16 acre parcel had at one time several other buildings of varying sizes on the site that were demolished by 1995. There was even an older hangar that is no longer present. These buildings are all shown on a map that is enclosed in the agenda package. This map is labeled *Figure 1-2, Southern Flight Test Area, NWIRP, Bedford, MA* and it shows the Air Force's "Vacuum Enhanced Recovery System" on the right side of the map, the sites of old buildings that have been demolished, the locations of monitoring wells on the Navy property, and the remaining hangar, labeled as "Flight Test Facility". You will note that about half of western side of the Flight Test Facility straddles the property line between Massport's land and the 16 acre site. It is curious that the Navy would attempt to sell the 16 acre parcel without resolving this encroachment in some way. Anyone purchasing this building would be left to address the issue with Massport.

The remaining hangar (Flight Test Facility) has been vacant since around 2000. According to Historic Preservation Commission Chair Linz (who worked for Raytheon in Bedford in the 70/80's), aircraft housed in the hangar were used in the testing of the defense and weapons systems that Raytheon developed on the site. Radar technology and related instrumentation was developed on the site. Some development of early post- WWII missile systems also occurred at this site. He indicates that Raytheon would also fly aircraft daily to and from Huntsville, Alabama with company personnel. The aircraft for this trip was kept in the hangar. Later, aircraft that were used for the Raytheon executives would often use the hangar facilities.

The interior of the remaining hangar building consists of two large hangars with rolling hangar doors. The western hangar's rolling doors face south and west. It is these western rolling doors that encroach on Massport property. The eastern hangar's doors faced south and east. The floor area of each hangar is about the size of a standard soccer field. In between and connecting both hangars is a three-story building that contains a reception area on the first floor, a small waiting area for passengers and bathrooms. On the second and third floor are small offices and conference space. To rear of the entire building on its north side is a two-story building with a large and long room on each floor. There is also a loading dock at that northwest corner of the building. There is evidence of bird and small animals living in the hangars. There is also evidence of significant water damage in the building apparently from roof leaks. The water damage is causing mold to grow interior areas of the building. There are old floor tiles throughout the non-hangar space which likely contain asbestos. Ceiling tiles, window caulking and pipe insulation could contain asbestos. There are old fluorescent lighting tubes that still are in some of the lighting fixtures. Given the age of the building, there could likely be paint in the building containing lead.