

SECTION 1.0 OVERVIEW

Section 1.1 includes the following: Introduction, Organization of the Document, Wetland Impact Methodology, Proposed Federal Aviation Administration (FAA) Actions, Proposed National Park Service (NPS) Actions, and Background on the previous NEPA document prepared for the Airport.

1.1 Introduction

The Provincetown Municipal Airport Commission proposes a Capital Improvements Plan (CIP) of safety and facility improvements at the Provincetown Municipal Airport (Airport or PVC). Implementation of the CIP will fulfill the mission of the Airport to operate a safe, secure, and reliable non-hub primary service airport receiving scheduled airline passenger service. As shown on Figure 1.1, the Airport is located within the Cape Cod National Seashore (CCNS), on Outer Cape Cod, Massachusetts. The projects are listed in Section 1.3, shown in Figure 1.2, and described in more detail in Sections 3, 5, and 6.

This Final Environmental Impact Report/Environmental Assessment and Section 4(f) Evaluation (FEIR/EA) has been prepared in conformance with the Massachusetts Environmental Policy Act (MEPA) regulations and the July 18, 2007 Certificate of the Secretary of Energy and Environmental Affairs (No. 13789) on the Notice of Project Change/Draft Environmental Impact Report/Environmental Assessment (NPC/Draft EIR/EA).

This document has also been prepared in conformance with the FAA guidelines for compliance with the National Environmental Policy Act (NEPA), FAA Orders 5050.4B and 1050.1E. It is a draft document until it is signed by an FAA official. A Section 4(f) Evaluation has been prepared and is part of this document. The 4(f) Evaluation can be found in Section 9.4.

This document has also been prepared to be consistent with the NPS NEPA guidelines and requirements, found in the NPS Director's Order -12 (DO-12).

The Final EIR/EA/Section 4(F) has been submitted to the Cape Cod Commission (CCC) as a supplement to the Development of Regional Impact (DRI) application. Appendix 8 provides an outline of the DRI submission.

Organization of This Document

The document has been modified since the NPC/Draft EIR/EA. The changes in the organization of the document have been made in order for the FEIR/EA/Section 4(f) to satisfy the Cape Cod National Seashore's (CCNS) NEPA format. The document still meets FAA NEPA and MEPA obligations and standards. The changes are explained below:

Section 1, Introduction, has been revised. The description of the Airport facilities has been moved to Section 4 which describes the existing environment. Impact categories that have been dismissed from further review are identified in Section 1.4.

Section 2, Purpose and Need, has been expanded.

Section 3, Proposed Action and Alternatives Analysis (formerly Proposed Improvements in NPC/DEIR/EA), contains the alternatives analysis that was in Section 4 of the NPC/Draft EIR/EA. It identifies all the alternatives that have been considered for each element of the CIP. Impacts associated with alternatives that have been considered but dismissed are discussed in this section. Additional discussion of the impacts associated with the Proposed Project (Preferred Alternative), other alternatives, and the No Action can be found in Section 5.

Section 4, Affected Environment (formerly Section 5 in the NPC/DEIR/EA), describes the existing environment.

Section 5, Environmental Consequences (formerly Section 6 in the DEIR), describes the impacts of the Preferred Alternative, other alternatives considered, and the No Action (No Build) for each of the project elements of the CIP.

Section 6, Project Description (formerly Section 3 in DEIR/EA), provides a detailed description and plans of the proposed projects (Preferred Alternatives).

Section 7, Mitigation Plans, has been expanded.

Section 8, Statutory and Regulatory Standards and Requirements, has been expanded.

Section 9, Findings (formerly Section 61 Findings), has been expanded to include additional Section 61 Findings, the Section 4(f) Evaluation, and Statements of Findings (SOF) for wetlands and floodplains, and the CZM Consistency Certification.

Section 10, Agency Coordination and Public Participation, has been updated.

Section 11, Distribution List, has been revised to include NPS distribution requests.

Section 12, List of Preparers, has been updated.

Section 13, MEPA Documents and Comments, has been updated and includes comment letters from NPS

Resource Area Impact Assessment Methodology For the Safety/Security Fence

Direct and Indirect Impacts: For the purposes of assessing the potential impacts associated with the safety/security fence, impacts to wetland resource areas (freshwater wetlands and coastal dunes) have been identified as falling into one of two general categories: direct or indirect. These categories are based upon discussions with MA DEP and other regulatory agencies specific to characterizing impacts associated with the installation and maintenance of the safety/security fence.

The term *Direct Impact* is used in this document to identify alterations which would involve permanent fill (e.g., from fence posts), and vegetation management that would significantly alter the plant community within the clear areas along the fence. Vegetation management where the wetland

plant community would be appreciably altered from an existing forested community (PFO) or a dense shrub community (PSS) to one that is permanently maintained as a low-growing plant community has been included as a direct impact.

Indirect impacts, while modifying the vegetation communities, would not significantly alter the wetlands or dunes and would not impair the ability of these resource areas to continue to provide the same or similar functions and values as those provided by these areas prior to disturbance. An example of indirect impacts may be reducing the height of shrubby vegetation, but still maintaining a shrub swamp community.

Areas of minimal, if any, vegetation cutting and maintenance would not be considered an impact. For example, when the fence alignment would traverse existing low-growing plant communities, this area would not be included as an impact. In addition, vegetation management practices that would necessitate the cutting of *Phragmites* within the wetland along the fence alignment would not be considered an impact. *Phragmites* is currently cut by the Airport in the ILS area and the plant is also cut by other agencies for mosquito control or drainage.

Data have been collected along the preferred fence alignment (Concept 6) to qualify and quantify impacts to freshwater wetlands within Wetland C/J/FK (BVW), Isolated Vegetated Wetlands (IVW) and coastal dunes.

Proposed FAA Action

The FAA New England Region is the sponsor for the proposed Airport improvements.

The FAA action that is the subject of this FEIR/EA/Section 4(f) is:

1. Approve and sign the EA which then becomes the Finding of No Significant Impact (FONSI) for FAA.
2. Provide financial assistance for the construction of the CIP projects and implementation of proposed mitigation measures.

Proposed NPS Action

The Airport is located on property owned by the United States, managed by the NPS CCNS, and permitted to the Airport. The Airport operates under a Special Use Permit (SUP). The NPS Superintendent and the Airport Commission have been working toward a Memorandum of Agreement for the purposes of coordinating airport operations. NPS, as the entity leasing the land used for airport operations, has stated that the Airport is required to obtain approval from CCNS before proceeding with the CIP projects. The NPS further states that their evaluation of a request for approval must comply with NEPA.

The NPS CCNS action that is the subject of this document is:

1. Issue a FONSI based on this FEIR/EA/Section 4(f) in consideration of public review and comment.
2. Continue to work towards a Memorandum of Agreement for the CIP projects.

Background

In October 1999, a FEIS/FEIR/Section 4(f) Statement was prepared for Proposed Airport Improvements Program, which included improvements to the runway safety areas, navigational

system, terminal building and other facilities. These projects were implemented between 2001 and 2003. Extensive coordination between the NPS and the FAA took place regarding preconditions to any proposed expansion of the runway. The Agreement established a future process that would need to be followed to analyze the potential for impacts of a runway expansion. The full text of that agreement (Attachment 1), the FAA ROD (November 16, 2000), the NPS ROD (November 28, 2001), and the letter from NPS to FAA (February 21, 2001) are provided in Appendix 5.

No runway extension was approved at that time and no runway extension is proposed at this time.

1.2 Changes Since the Filing of the NPC/DEIR/EA

Footprint Pavement Reconstruction

The July 18, 2007 Certificate issued on the NPC/DEIR/EA by the Secretary of Energy and Environmental Affairs allowed the Airport to proceed with the reconstruction of the Terminal Apron and the easterly end of the parallel taxiway within the same footprint, prior to the completion of the Final EIR/EA.

The Terminal Apron reconstruction project was issued an Order of Conditions (DEP File No. 058-0440) by the Provincetown Conservation Commission (PCC) and coordination was also carried out with the Natural Heritage and Endangered Species Program (NHESP) and NPS. However, to avoid segmentation, this project is included in the alternatives analysis and the evaluation of impacts. Construction was completed in the fall of 2008, after the summer peak season.

Although the reconstruction of the easterly end of the parallel taxiway has also been allowed by the Secretary to go forward ahead of the completion of the MEPA process, the project will likely be completed as part of the westerly taxiway system improvements. As requested by NHESP, these two projects will be included in the submission for MESA review to avoid segmentation.

Alternatives

In response to DEP comments on the NPC/Draft EIR/EA, the alternatives analysis has been expanded and additional alternatives have been developed for the turf apron and auto parking lot that avoid impacts to wetlands. The turf apron will be smaller in order to avoid wetland impacts. The auto parking layout has been revised to avoid wetland impacts and will be constructed in 2 phases. The Airport Commission would go forward with Phase 1 at this time. Construction of Phase 2 would be contingent upon additional parking studies that would be reviewed and approved by NPS and CCC.

Also, a new alternative for the safety/security fence has been developed that avoids impacts to Hatches Harbor and minimizes impacts to state listed species and their habitats. In response to the Secretary's Certificate on the NPC/DEIR/EA and subsequent discussions with NHESP and NPS staff, additional assessments and evaluations have been completed in order to develop a fence alignment that would be in compliance with FAA protected airport surfaces and meet environmental permit performance standards to minimize adverse impacts to wetlands, coastal dunes, rare species habitat, and general wildlife habitat. An additional fence alternative alignment (Concept 6) has been developed and is the Preferred Alternative.

Renaming of the Taxiway System

The Airport has renamed the TWs to be consistent with nomenclature used at other airports. The changes are as follows:

Parallel TW changed to: TW A
East End TW changed to: TW B
Mid Connector TW changed to: TW C
West End TW changed to: TW D

However, this document retains the former names to be consistent with the NPC/Draft EIR/EA and to avoid confusion.

1.3 Improvement Projects Considered By This FEIR/EA

This document considers 12 Airport improvements projects that are proposed for the Airport's Capital Improvements Program (CIP). The projects are listed below and identified on Figure 1.2 at the end of Section 1. Additional descriptions of the projects are provided in Sections 3, 5, 6 and 7. These projects are being considered in a single FEIR/EA to facilitate an integrated assessment of effects to the environment.

Proposed CIP Projects

1. Westerly Taxiway System Improvements (Realign West End, Mid Connector and a portion of the Parallel TWs)
2. Relocate East End TW
3. Reconstruct Terminal Apron
4. Reconstruct Easterly End of Partial Parallel TW
5. Install TW Lighting and Construct Electric Vault
6. Repair Sightseeing Shack
7. Improve Access Road to Approach Lights (MALSF)
8. Construct Service Access Roads to AWOS and LES
9. Install Perimeter Fence
10. Expand Auto Parking
11. Expand Terminal Building
12. Expand Turf Apron

1.4 Project Issues and Impact Analysis

FAA Orders 5050.4B and 1050.1E, and NPS Director's Order -12 (DO-12) were reviewed to identify environmental categories. Some categories are not present at the Airport or are not likely to have impacts associated with planned improvements as discussed below.

A summary list of all of the categories is provided in Table 1-1.

Table 1-1 List of Environmental Categories Evaluated	
Impact Categories adapted from FAA 1050.1E	Determination
Air Quality	No Impacts. Dismissed from Further Analysis.
Coastal Resources (Coastal Dunes)	Addressed in FEIR/EA.
Compatible Land Use	No Impacts. Dismissed from Further Analysis.
Construction Impacts	Addressed in FEIR/EA under various Resource Areas.
Department of Transportation Act: Section 4(f) Properties	Addressed in FEIR/EA.
Farmlands	Not Present. Dismissed from Further Analysis.
Cultural Grasslands	Addressed in FEIR/EA.
Rare Species Habitat (Rare and Endangered Species)	Addressed in FEIR/EA
Floodplain	Addressed in FEIR/EA
Hazardous Materials, Pollution Prevention, and Solid Waste	No Impacts. Dismissed from Further Analysis.
Cultural Resources (Archaeological and Historic)	No Impacts. Dismissed from Further Analysis.
Visual Environment	Addressed in FEIR/EA
Natural Resources and Energy Supply	No Impacts. Dismissed from Further Analysis.
Noise	No Impacts. Dismissed from Further Analysis.
Secondary (Induced) Impacts	No Impacts. Dismissed from Further Analysis.
Socioeconomic Impacts, Environmental Justice, and	No Impacts. Dismissed from Further Analysis.
Drainage / Stormwater Management (Water Quality)	Addressed in FEIR/EA
Wetlands and Wetland Buffer Zones	Addressed in FEIR/EA
Wild and Scenic Rivers	Not Present. Dismissed from Further Analysis.
Traffic	No Impacts to Traffic LOS. Dismissed from Further Analysis.
Transportation (Auto Parking/Aviation)	Addressed in FEIR/EA
Park Operations	No Impacts. Dismissed from Further Analysis.
Impairment of Park Resources	Addressed in FEIR/EA per DO-12.
Cumulative Impacts	Addressed in FEIR/EA per DO-12.
<i>Source: Adapted from FAA Order 1050.1E, Appendix A, NPS Director's Order – 12 (DO-12) and Consultant Evaluations.</i>	

Environmental Impact Categories Evaluated and Dismissed from Further Analysis

The No Action, Proposed Action (Preferred Alternative), and reasonable alternatives would not affect the following Environmental Impact Categories:

Air Quality

The Airport's current level of activity (approximately 100,000 annual GA operations and less than 12,000 annual passenger enplanements) is well below the federal threshold for an air quality assessment. The future projects will not cause Airport activity to exceed the 180,000 GA operations and the 1.3 million enplanements threshold that triggers an air quality analysis. Aircraft operations, aircraft fueling, and auto traffic have not been air quality issues at the Airport.

Air quality is not expected to be adversely impacted by any planned improvements included in the CIP and operations and enplanements will remain below the threshold for an air quality assessment. Additionally, auto traffic is not projected to increase significantly as a result of the CIP projects. Therefore, impacts are not expected and air quality is dismissed as an impact category for more detailed study.

Compatible Land Use

The proposed CIP projects would provide improvements to existing facilities and would not extend outside of the existing lease boundary for the Airport. There would be no change to adjacent land uses. There would be no change to the existing noise contours at the Airport. There will be a net decrease in pavement. There would be no community disruption, business relocations or induced socioeconomic impacts. Therefore, impacts are not expected and Compatible Land Use is dismissed as an impact category for more detailed study.

Farmlands

None of the CIP projects would affect agricultural lands or prime or unique farmlands soils as defined by the Natural Resource Conservation Service. Therefore, impacts are not expected and Farmlands is dismissed as an impact category for more detailed study.

Hazardous Materials, Pollution Prevention, and Solid Waste

Oil or hazardous materials (OHM) are used and stored in several locations at the Airport. Aviation gas (Avgas) is the most commonly transferred and stored hazardous material at the Airport. During the replacement of the old underground storage fuel tank in 1991, contaminated soil was identified and DEP was notified. The soils were excavated and disposed of by a licensed contractor at a licensed disposal facility. A Waiver Completion Statement was submitted in 1999.

To minimize the risk associated with bulk storage and transfer of Avgas, the Airport has drafted a Spill Prevention Control and Countermeasure Plan (SPCCP) in accordance with Code of Federal Regulations 40, Subpart 112 (40 CFR 112). The SPCCP is provided in Appendix 3.

The SPCCP identifies bulk fuel storage and transfer locations at Airport facilities and provides information critical to the prevention of, and response to, releases of OHM. An Emergency Response Action Plan (ERAP) is attached to the SPCCP, and provides emergency personnel contact information, local, state, and federal emergency response agencies, as well as release reporting information. The SPCCP also establishes personnel training requirements, outlines general spill

response procedures, and contains standard operation procedures for Airport operations involving the transfer of OHM.

Additionally, the Airport has prepared a Stormwater Pollution Prevention Plan (SWPPP) in accordance with National Pollutant Discharge Elimination System (NPDES) standards. SWPPP documents identify potential sources of stormwater pollution at Airport facilities, reflect current operating conditions, and plan for future development of the Airport's facilities. This document is also provided in Appendix 3.

The SWPPP identifies locations where OHM are stored and used, and also identifies drainage areas, stormwater conveyances, and stormwater discharge locations for Airport facilities. The Airport currently maintains a 10,000 gallon underground storage tank (UST) for the storage of Avgas, located approximately 120 feet west of the terminal. The Avgas UST is a double-walled tank with interstitial monitoring and cathodic protection from corrosion. The Airport also maintains a 500 gallon above ground storage tank (AST) for the storage of diesel fuel, located east of the Airport Hangar. The diesel fuel AST is equipped with a secondary containment concrete bunker, and supplies the main terminals emergency generator.

Cape Air, the fixed base operator (FBO) at the Airport, conducts and oversees all transfers of Avgas. Vendor deliveries, as well as transfer of Avgas to the Airport's 1,200 gallon mobile refueler, occur at the fuel farm transfer station. In the event of a release of OHM, the Airport maintains spill response equipment at both the fuel farm transfer station and Airport Operations building.

In addition to the transfer of Avgas and diesel fuel, the use of OHM at the Airport is limited to occasional light operator maintenance of Airport equipment, and periodic use of Type I ethylene glycol for deicing Cape Air aircraft. Deicing operations are conducted on the main apron pavement in a location that prevents deicing fluid from entering any stormwater catch basins. Hazardous waste is properly disposed of by a licensed hazardous waste contractor as needed. With the exception of light servicing of maintenance equipment, Airport operations do not include aircraft maintenance or vehicle servicing. The Airport does not use pesticides, insecticides, or herbicides in grounds keeping operations.

The planned improvements will not change the existing management of spills and hazardous materials at the Airport. Therefore, impacts are not expected, and the category of Hazardous Materials, Pollution Prevention, and Solid Waste is dismissed for more detailed study.

Please note that Stormwater Management is discussed under Drainage.

Cultural Resources

Information for this section was provided in part by NPS. Cultural resource impact categories considered are as follows:

Archaeological Resources: any material remains or physical evidence of past human life or activities which are of archaeological interest, including the record of the effects of human activities on the environment. They are capable of revealing scientific or humanistic information through archaeological research.

There are no known Archeological Resources at the Airport.

Cultural Landscape: a geographic area, including both cultural and natural resources and the wildlife or domestic animals therein, associated with a historic event, activity, person or exhibiting other cultural or aesthetic values.

It is anticipated that Cultural Landscapes will receive negligible long term impacts. The CIP projects will occur within the immediate Airport operational area and not within undisturbed areas of Cultural Landscapes. The preferred alternative for the safety/security fence is not expected to have impacts to the Cultural Landscape surrounding the Airport. Impacts to the adjacent Dune Shacks of the Peaked Hill Bars Historic District will be negligible, depending on the final height of new structures and their affect on viewshed from the district.

Structures: a constructed work, usually immovable by nature or design, consciously created to serve some human activity.

The MHC has determined that there will no impacts to historic structures with the Sightseeing Shack project. CCNS concurs with MHC that no historic structures are present in the immediate area of potential effect.

Museum Objects: a material thing possessing functional, aesthetic, cultural, symbolic, and/or scientific value, usually moveable by nature or design. Museum objects include prehistoric and historic objects, artifacts, works of art, archival material, and natural history specimens that are part of a museum collection.

There are no Museum Objects located in the vicinity of the proposed CIP projects. Therefore, impacts to Museum Objects may be dismissed as an impact topic.

Ethnographic Resources: a site, structure, object, landscape, or natural resource feature assigned traditional legendary, religious, subsistence, or other significance in the cultural system of a group traditionally associated with it.

There are no known Ethnographic Resources at the Airport.

Cultural resources on the Outer Cape include historic sites such as the Race Point Lighthouse, the Race Point Ranger Station (former Coast Guard Station), the Dune Shacks of Peaked Hill Bars Historic District, the Herring Cove Bathhouse of 1953, and the former U.S. life saving station (now the Old Harbor Museum). Archaeological sites include shipwrecks along the beach, prehistoric archaeological sites and remains of fisherman shacks near Herring Cove and Race Point.

Although Pre-Contact period sites have not been reported within the area of the Airport, there are Native American archeological sites of that period in the former Province Lands and Pilgrim Springs areas, near Pilgrim Lake in Truro, according to the NPS. The NPS has also indicated that while the shifting of sand toward and around the toe of Cape Cod was occurring in late prehistory, it is likely that hunting and fishing were carried on by native peoples around the wetlands formed in the new lands next to the highlands of the Cape.

Coordination has been carried out with the Massachusetts Historical Commission (MHC) regarding the historical significance of the Sightseeing Shack and other significant historic or archaeological resources within the Airport lease area. In their correspondence dated April 2, 2007, MHC determined that the CIP project is unlikely to affect significant historic or archaeological resources. The determination is included in Section 10.1. The CCNS park archaeologist has determined that no archaeological testing is necessary for the fence or taxiway lights projects.

Therefore impacts are not expected, and the category of Historical, Architectural, Archaeological, and Cultural Resources is dismissed for more detailed study.

Natural Resources and Energy Supply

The proposed CIP projects would not cause an increase in demand that would exceed available natural resource (such as timber, minerals) or energy supplies. FAA policy encourages the development of facilities that include principles of sustainability. The Terminal will be designed to be a “green” building to the extent feasible and will minimize demand for energy or other natural resources. There would be a minor temporary use of energy resources to power equipment and construction vehicles and to generate construction materials. Therefore, impacts are not expected and Natural Resources and Energy Supply is dismissed as an impact category for more detailed study.

Noise

Although there are no residential areas near the Airport, the CCNS is considered a noise sensitive area. The Province Lands Visitor Center, the Race Point Beach area, a bike trail, a hiking trail, and several summer cottages are east of the Airport under the approach to Runway 25. The Province Lands Visitor Center is approximately a half mile north of the Airport. The Race Point Beach area is approximately a half mile east of the Airport. The Race Point Beach parking lot is approximately a quarter mile from the Airport parking lot. A section of the bike trail is within the Airport lease area and crosses Airport Drive. At the closest point the bike path is approximately 650 feet from the end of Runway 25, where the Runway Safety Area nearly abuts the bike path, separated by a fence.

Aircraft noise is created by low flying aircraft operating in the traffic pattern for landing or departing the Airport. Commercial or private sightseeing planes which operate over the CCNS are regulated by specific federal airspace restrictions that specify a 2,000-foot minimum flight elevation over national parks.

In an effort to minimize the Airport’s noise impacts, a non-standard right hand traffic pattern was established for Runway 25 to keep planes over the water. This pattern keeps approaching and departing aircraft farther away from the amphitheater and Province Lands Visitor Center. Noise complaints have decreased since the change in the air traffic pattern.

An extensive noise analysis was done in 1996 and included in the 1999 Environmental Impact Statement/Report (EEA No. 9386) to assess the noise impacts of shifting the runway in order to construct the runway safety areas. The runway safety area project has been completed and the associated noise contours have been incorporated into a noise contour plan for the Airport. Since the noise study was completed for the runway safety area, there has been no change in the commercial fleet mix and none is anticipated for the next ten years. It is expected that the commercial commuter fleet mix will remain the same.

The noise contours for the existing Airport were provided in the NPC/DEIR/EA. The planned improvements will not increase operations and will not change the existing noise contours. The proposed addition of turf apron area will accommodate planes that are currently parked on the Mid Connector TW during peak periods and will not result in more flights into the Airport. Therefore, impacts are not expected and noise is dismissed as an impact category for more detailed study.

Secondary (Induced) Impacts

The proposed CIP projects will address existing needs at the Airport. Secondary impacts are not expected and therefore this category is dismissed for more detailed study.

Socioeconomic Impacts, Environmental Justice, and Children's Environmental Health and Safety Risks

The proposed CIP projects will not change local or regional land use and will not impact neighborhoods or businesses. The area is not mapped as an Environmental Justice Viewer on the MassGIS database. Therefore, impacts are not expected and Socioeconomic Impacts is dismissed as an impact category for more detailed study.

Wild and Scenic Rivers

The NPS and MassGIS database has been checked. There are no Wild and Scenic Rivers within the project area. Therefore, impacts are not expected and Wild and Scenic Rivers is dismissed as an impact category for more detailed study.

Traffic

The primary access for automobiles to the Airport is Race Point Road. Traffic on Race Point Road, leaving northbound from the intersection with Route 6 and Conwell Street, enters the CCNS, passes an intersection with Province Lands Road, and arrives at the Airport driveway approximately two miles from the intersection with Route 6. Race Point Road continues on to Race Point Beach, where the NPS maintains a five-bay, 340 car parking facility. From here, special off-road vehicles may continue on the beach or along specific restricted NPS roads which access the dune lands. Although vehicles may arrive at the Airport via Province Lands Road, traffic counts conducted by the CCC revealed traffic is very light on this road, and a vast majority of the traffic utilizes Race Point Road for Airport access. Readers unfamiliar with the roadway system can refer to figures included in Appendix 4. Race Point Road, Province Lands Road, and Conwell Street are all local two lane roads. The intersection of Race Point Road and Province Lands Road is under stop control. Route 6 is a major arterial with two travel lanes separated by a median. There are exclusive left turn lanes at the intersection with Conwell Street and Race Point Road.

In accordance with the MEPA certificate on the ENF, a level-of-service (LOS) analysis of the signalized intersection of Route 6 at Conwell Street and Race Point Road and the unsignalized intersection of Race Point Road and Airport Drive was conducted. The analysis was done by using the widely accepted software program Synchro v.6.0, which is based upon the concepts and procedures described in the Highway Capacity Manual (HCM).

Automatic Traffic Recorders (ATR) and Turning Movement Counts (TMCs) were used to collect current traffic data in August 2006 and August/September 2007, which is within the seasonal peak period of activity at the Airport. The ATRs were placed along Airport Drive, and at two locations on

Race Point Road. The ATRs collected average daily traffic volumes over an extended period of time and provide an hourly volume breakdown.

The TMCs were performed during the weekday morning, midday, evening and Saturday midday peak periods. The TMCs were conducted at the study area intersections of Route 6 at Race Point Road, and Race Point Road at Airport Drive. The level-of-service (LOS) analysis was conducted utilizing the TMCs.

Signalized Intersection of Route 6 at Conwell Street and Race Point Road

Under all conditions (2007 Existing, 2024 No Action and 2024 Build), this intersection currently operates at LOS A during the weekday morning peak hour and at LOS B during the weekday midday, evening and Saturday midday peak hours.

Unsignalized Intersection at Race Point Road and Airport Drive

Under all conditions, the critical movements (all movements from Airport Drive) at this unsignalized intersection operate at LOS A during the weekday morning, midday, and evening and Saturday midday peak hours.

Additional information is provided in the Traffic Operation Report and Parking Analysis provided in Appendix 4.

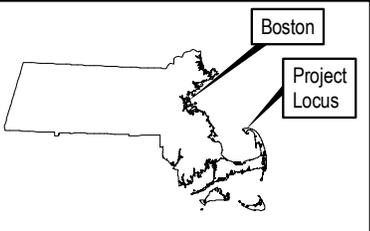
The CIP projects will not impact traffic operations. The Level of Service (LOS) will not be impacted by any of the alternatives. Therefore, impacts to traffic are not expected and Traffic is dismissed as an impact category for more detailed study. The impacts to auto parking capacity, pedestrian movement, and bicyclists are addressed in this document under Transportation.

Park Operations

Park Operations refers to the access to buildings and beaches and other daily activities and services provided by the Park. The CCNS maintains buildings, trails, roads, and parking lots. Implementation of the Project would not cause interruptions nor interfere with efficient park operations. Construction related traffic will not interfere with access to the visitor centers or beach parking lots. Therefore, impacts are not expected and Park Operations is dismissed as an impact category for more detailed study. However, Impairment to Park Resources is discussed in this document as required by NPS NEPA guidelines.

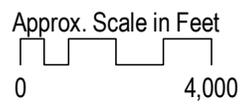


LOCUS



Prepared By:

JACOBS

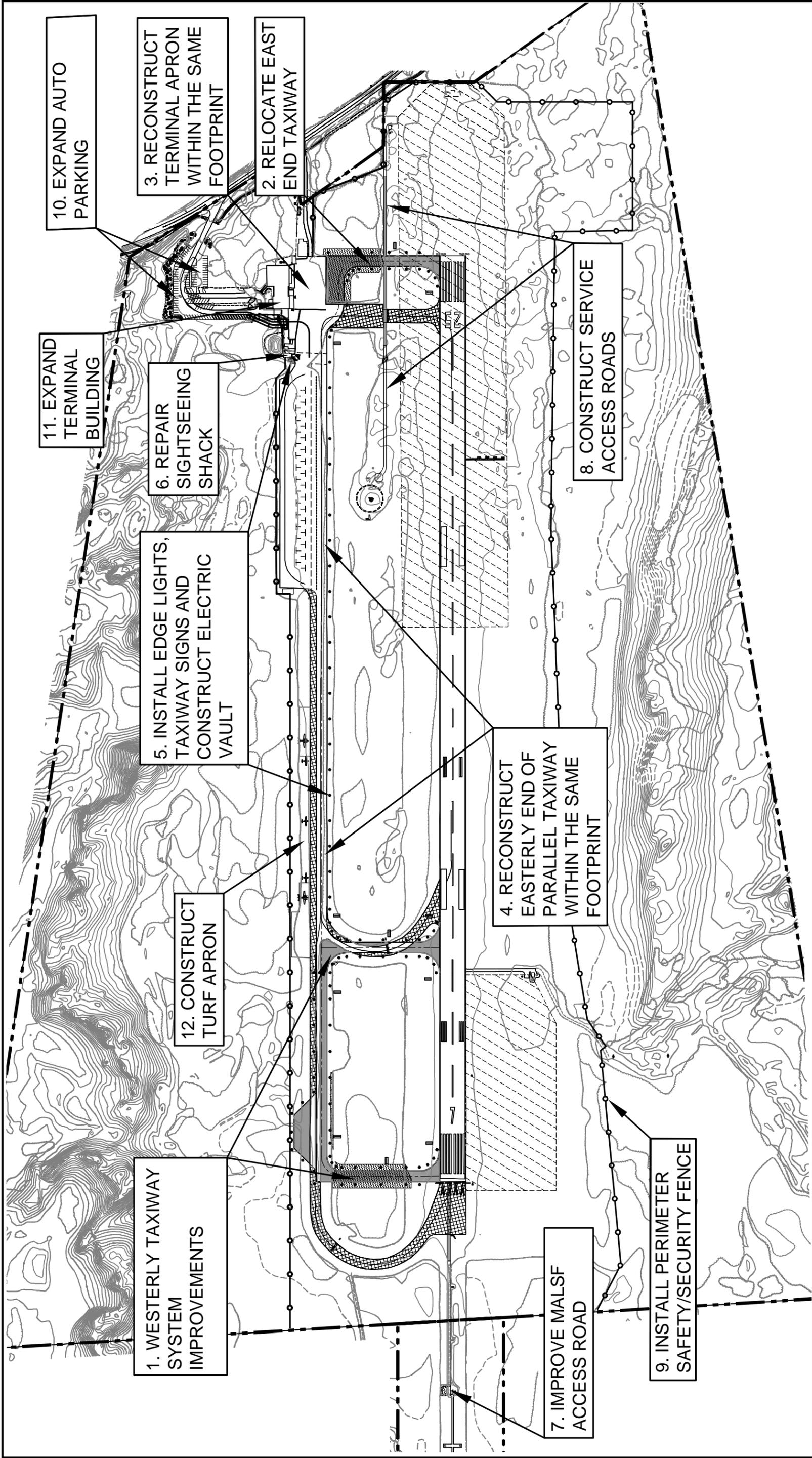


Provincetown Municipal Airport
Capital Improvements Plan

LOCUS MAP

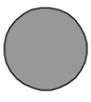
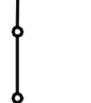
Data compiled from the following source:
MassGIS, Commonwealth of Mass. EOE

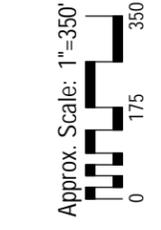
Figure 1.1



Prepared By:



-  EXISTING IMPERVIOUS AREA TO BE REMOVED
-  PROPOSED IMPERVIOUS PAVED AREA
-  PROPOSED PERIMETER FENCE
-  GLIDE SLOPE AND LOCALIZER CRITICAL AREAS
-  PROPOSED WETLAND IMPACT AREA
-  EXISTING LEASE LINE



Provincetown Municipal Airport
Capital Improvements Plan

PROJECT OVERVIEW

Figure 1.2

