SECTION 6.0 PROJECT DESCRIPTION (Preferred Alternative)

6.1 CIP Project Construction and Permitting Schedule

This section describes the proposed project elements, the unavoidable impacts, and proposed mitigation. Mitigation is described in more detail in Section 7. The impacts associated with each project are summarized in Table 5-3 in Section 5.

The Provincetown Municipal Airport Commission proposes a Capital Improvements Plan (CIP) of safety and facility improvements for the Airport. 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.

Construction Phasing

The CIP projects would be constructed over the period of the next ten years. Table 6-1 provides the construction phasing for the projects.

Table 6-1 Construction Phasing

CIP Project Element	Construction Year
1. Reconstruct Terminal Apron (*Completed*)	Fall 2008
2. Westerly Taxiway System Improvements 3. Reconstruct Easterly End of Partial Parallel TW 4. Relocate East End TW 5. Install TW Lighting and Construct Electric Vault 6. Sightseeing Shack Improvements	2013
7. Improve Access Road to Approach Lights (MALSF)	2017
8. Construct Service Access Roads to AWOS and LES	2017
9. Install Perimeter Safety/Security Fence	2015
10. Expand Auto Parking	2014
11. Expand Terminal Building	2016
12. Expand Turf Apron	2015

Source: Airport Management Review and Consultant Estimations

Environmental Permitting Phasing

Permitting for the projects would be structured to allow individual projects, or groups of projects, to go forward as funding is available as shown in Table 6-2. All of the CIP project elements have been discussed in this document to provide the environmental resource agencies an understanding of the overall potential for impacts and to avoid the segmentation of project review.

Section 8 discusses all the permits and environmental reviews that pertain to the projects. Once the NEPA/MEPA process is completed and the DRI process has been initiated, other permit applications will be submitted as described and summarized in Table 6-2.

Table 6-2 Permitting Requirements & Phasing	
CIP Project Element	**Expected Permitting Structure**
Reconstruct Terminal Apron (*Completed*)	Order of Conditions (*Issued*)
Westerly Taxiway System Improvements Reconstruct Easterly End of Partial Parallel TW Relocate East End TW Install TW Lighting and Construct Electric Vault Sightseeing Shack Improvements	Order of Conditions; Individual WQC (or part of Variance); Section 404 ACOE permit; No Take under MESA Conditions; DRI Construction Phase 1
Improve Access Road to Approach Lights (MALSF)	Order of Conditions, Individual WQC (or part of Variance); Section 404 ACOE permit; No Take with MESA Conditions; DRI Construction Phase 3
Construct Service Access Roads to AWOS and LES	Order of Conditions; WQC Variance; Section 404 ACOE permit; No Take with MESA Conditions; DRI Construction Phase 3
Install Perimeter Fence	WPA Variance/ Provincetown Conservation Commission NOI; WQC Variance; Section 404 ACOE permit; No Take with MESA Conditions; DRI Construction Phase 2
Expand Auto Parking	Order of Conditions; No Take with Conditions; DRI Construction Phase 2
Expand Terminal Building	Request for Determination of Applicability (RDA); DRI Construction Phase 3
Expand Turf Apron	Order of Conditions; No Take with Conditions; DRI Construction Phase 2
Source: Consultant Evaluation	

Footprint Reconstruction Projects Review and Permitting Process

The Terminal Apron Reconstruction was issued an Order of Conditions by the Provincetown Conservation Commission (PCC). The project was also reviewed by the NHESP as part of the Notice of Intent process. Since the project did not involve wetland alteration, a WQC review was not required. The Terminal Apron project was completed in 2008.

Although the reconstruction of the easterly end of the parallel taxiway has been allowed by MEPA to go forward ahead of the completion of the MEPA process, the project will 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.

Wetlands Protection Act and Provincetown Wetlands Protection Bylaw Permitting Process

A Notice of Intent will be submitted to the PCC for all project elements that will alter wetland resources or occur within the Buffer Zone to wetland resources. The Commission will be asked to issue an Order of Conditions for the elements that meet the performance standards of the WPA and local bylaw regulations.

The fence project and the improvements to the MALSF access road combined would directly (permanently) alter a total of 2,460 SF of Bordering Vegetated Wetland (BVW).

Section 401 Clean Water Act Water Quality Certification Permitting Process

Wetland resources within the entire CCNS are classified as Outstanding Resource Waters (ORWs). Any alteration to wetlands requires, at a minimum, an Individual Water Quality Certification (WQC). Pursuant to 314 CMR 9.06(3)(c), some of the projects would be classified as "Maintenance, repair, replacement, or reconstruction, but not substantial enlargement of lawfully located structures or facilities including buildings, roads, railways, utilities and coastal engineering structures."

Section 404 Clean Water Act Corps of Engineers Permitting Process

An application for an individual Section 404 permit will be submitted. Permit review by the Corps of Engineers will be concurrent with the WQC (Section 401 of the Clean Water Act) review to minimize duplication of submissions.

The ACOE requires that the applicant provide compensatory mitigation through an aquatic resource restoration, establishment, enhancement and/or preservation activity. This compensatory mitigation may be provided at or adjacent the impact site (i.e., on-site mitigation) or at another location, usually within the same watershed as the permitted impact (i.e., off-site mitigation). The Airport will implement a program of on-site restoration, replication, and enhancement at the Airport and will retain responsibility for the implementation, monitoring, and success of the mitigation project.

Massachusetts Endangered Species Act

The Airport is mapped by the Massachusetts Natural Heritage and Endangered Species Program (NHESP) as Priority Habitat of Rare Species and Estimated Habitat of Rare Wildlife for four State-listed rare species: Eastern Box Turtle, Eastern Spadefoot Toad, Vesper Sparrow, and Broom Crowberry.

"Take," as defined by NHESP in reference to animals, means to "harass, harm, pursue, hunt, shoot, hound, kill, trap, capture, collect, process, disrupt the nesting, breeding, feeding or migratory activity or attempt to engage in any such conduct, or to assist such conduct, and in reference to plants, means to collect, pick, kill, transplant, cut or process or attempt to engage or to assist in any such conduct. Disruption of nesting, breeding, feeding or migratory activity may result from, but is not limited to, the modification, degradation or destruction of Habitat" (321 CMR 10.02).

As part of the review of the NPC/Draft EA/EIR, NHESP indicated that the proposed improvement projects might result in a "Take" of the Eastern Spadefoot Toad, and the Eastern Box Turtle if construction avoidance methods were not developed. The NHESP also indicated that, with certain construction conditions, a "Take" may be avoided for the Vesper Sparrow and the Eastern Spadefoot Toad. NHESP emphasized that the Airport should try to avoid a "Take," if possible.

Since the NPC/Draft EIR/EA, the Project Team has met with NHESP twice (see minutes provided in Section 10.1) to discuss ways to minimize impacts to all listed species. Additional design alternatives,

construction phase measures, and operational mitigation measures have been developed to avoid a "Take" of any listed species at the Airport as a result of the CIP projects. This FEIR/EA reflects those measures. A MESA Project Review Checklist will be submitted to NHESP for their review and determination.

CCC DRI Process

A Public Hearing was held on June 27, 2007, which officially started the CCC DRI process, to gather information for a joint DRI/MEPA review. Several pre-application meetings have been held with Cape Cod Commission (CCC) staff to discuss the appropriate regulatory review process with the Commission. Minutes of these meetings are provided in Appendix 7.

While the Airport is able to comply with the majority of the Minimum Performance Standards (MPSs) found in the CCC Regional Policy Plan (RPP), effective April 29, 2000, the requirement to meet current FAA, MassDOT Aeronautics, and TSA safety and security design standards for a primary commercial service airport will not allow the Airport to comply with all of the MPSs. It is not possible to meet all MPSs of the RPP because the Airport infrastructure projects would be non-compliant with federal and state safety and security standards for primary commercial service airports. The inability to comply with the MPSs is directly related to the environmental setting of the Airport. A summary table in Appendix 7 lists the MPSs and the status of the CIP project compliance.

The Airport functions as a public facility servicing the local and regional community. As such, the Airport will submit a Hardship Exemption/Project of Community Benefit request. This FEIR/EA includes information required by the CCC for a Development of Regional Impact (DRI) Application and is a supplement to the DRI application package. After the FEIR/EA is issued a MEPA Certificate by the Secretary, the CCC will hold Public Hearings on the DRI application.

All the proposed projects will be included in the DRI application so that total net impacts/improvements can be assessed together. Since the funding and final design process for airport projects is somewhat unique, the CCC will be asked to issue a decision that will allow construction to be phased over a period of time. Various CIP projects would then be constructed over a number of years, as funding is available. The application will be structured so that the CCC can allow projects to go forward with phased construction. A suggested permit structure that has 3 Design/Construction Phases is provided below:

- Construction Phase 1 would include: Westerly Taxiway System Improvements; Reconstruction of the Easterly End of the Parallel TW; the Relocation of the East End TW; Installation of the TW Lighting and Construction of the Electric Vault and the Sightseeing Shack Improvements; Improvements to the Access Road to Approach Lights (MALSF); and construction of the Service Access Roads to AWOS and LES.
- Construction Phase 2 would include: Installation of the Safety/Security Fence; Expansion of the Auto Parking; and Expansion of the Turf Apron.
- Construction Phase 3 would include: Terminal Building Expansion.

Description of Proposed CIP Projects

The projects are described below, which does not necessarily reflect the order in which the projects would be constructed:

1. Westerly Taxiway System Improvements
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. Sightseeing Shack Improvements
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

6.2 Westerly Taxiway System Improvements

The project to improve the westerly taxiway system would: 1) relocate the West End taxiway, 2) realign and reconstruct the westerly end of the parallel taxiway with a run-up pad, 3) and realign the Mid Connector taxiway as shown on Figure 6.1. Although not an official airport designation, the parallel taxiway is referred to in this document as having an easterly end and a westerly end to discuss environmental impacts.

Approximately 28,655 SF of isolated wetlands would be altered. Approximately 6,460 SF of coastal dune will be altered for the run-up pad. Removal of the pavement for the existing West End TW and the Mid Connector TW provides an opportunity to restore approximately 64,000 SF of isolated wetland, as shown on Figure 7.1 and 7.3 in Section 7 and referred to as Restoration Area A. Wetland restoration in this area will serve as mitigation for several CIP projects.

There will be a net decrease in impervious area as a result of the construction of a uniform 40-foot wide parallel TW. Pavement will be removed between the West End TW and the paved GA Apron. This net decrease will be used to offset the increase in impervious area as a result of other project elements. A table with an overall plan of the Airport pavement is provided in Section 5 to explain the net changes in pavement. Currently, stormwater runoff from the taxiways sheet flows over the grass safety areas before infiltrating into the ground. There is no sanding or deicing of the taxiways so that the stormwater flows contain minimal total suspended solids. There would be minimal potential for oil or other contaminants in the stormwater. The grass safety areas will be reestablished adjacent to the realigned TWs.

6.3 Relocate East End TW

The relocation of the East End connector TW would shift the TW approximately 200 feet to the east so that it connects at the end of Runway 25, as shown on Figure 6.2. This will eliminate the need to back taxi on the runway, which currently conflicts with flight operations.

Approximately 28,300 SF of isolated wetlands within Wetland B would be altered. Approximately 5,000 SF of coastal dune will be altered. Removal of the pavement for the existing East End TW provides an opportunity to restore up to 14,000 SF of isolated wetland, as shown on Figure 7.2 and 7.4 in Section 7 and referred to as Restoration Area B. The remaining wetland mitigation needed for this project would be provided in Restoration Area A.

Currently, stormwater runoff from the taxiway sheet flows over the grass safety areas before infiltrating into the ground. There is no sanding or deicing operations on the East End taxiway so that the stormwater flows contain minimal total suspended solids. There would be minimal potential for oil or other contaminants in the stormwater. The grass safety areas will be reestablished adjacent to the realigned TWs.

6.4 Reconstruct Terminal Apron

The Certificate issued on the NPC/DEIR by the Secretary of Energy and Environmental Affairs allowed the Airport to proceed with the reconstruction of the Terminal Apron within the same footprint prior to the completion of the FEIR/EA. The Terminal Apron pavement is approximately 20,000 SF. The location of the Terminal Apron can be seen on Figure 1-2.

A Notice of Intent (NOI) was submitted to the Provincetown Conservation Commission. The project was issued an Order of Conditions (DEP File No. 058-0440) and construction was completed in the fall of 2008.

Coordination was carried out with staff at NHESP for this project. Although NHESP had the opportunity to review and comment as part of the NOI process under the joint WPA/MESA review, the project will be included in the overall MESA Project Review submission for the Airport's CIP projects to avoid segmentation.

The existing closed drainage system, described in Section 4, has been maintained. This system collects drainage from the area of the terminal which is used for the infrequent and limited deicing operations, and mobile fueling. The system has been fitted with a filtration system to intercept petroleum-based pollutants from the runoff before discharge. To improve existing conditions, as required by the stormwater regulations, an existing outlet was retrofitted with an outlet sediment trap. A draft Spill Prevention Control and Countermeasure Plan (SPCCP) has been developed for the Airport and is included in the Appendices.

6.5 Reconstruct Easterly End of Parallel TW

Although not an official airport designation, the parallel TW is referred to as having an easterly section and westerly section in this document to reflect the construction phasing of the CIP projects. The width of the TW is currently 60 feet. As part of the reconstruction and the westerly TW improvements, the width would be reduced to 40 feet. The TW can be seen on Figures 1-2, 6.1, and 6.13.

6.6 Install Taxiway Edge Lights and Construct Electric Vault

The taxiway edge lights and signs would be constructed 10 feet off the edge of pavement for all of the taxiways as shown in Figures 6.3 and 6.4. Lighted TW signs would be installed to identify the locations of each TW. Lighted signs are installed when edge lights are installed. The electric cable for the lights and TW signage would be installed with the cable plowing method. The plowed area would be restored. The new electric vault would be a 10 by 20 foot structure, approximately 10 feet high and similar in appearance to the existing utility buildings for the localizer and the glide slope equipment. An approximately four foot wide gravel area would be constructed around the vault to meet access and spacing requirements included in the electric code for high voltage structures. There will be a paved walkway to the service door and parking for two vehicles. The vault will be located adjacent to the Sightseeing Shack and will not impact wetlands. This area was field checked during preparation of the Final EIR/EA to confirm that it will not impact wetlands. There would be a temporary minor impact to Cultural Grasslands for the installation of the electric cable. The area will be restored.

6.7 Sightseeing Shack Improvements

The Sightseeing Shack would be repaired as needed after the electrical equipment is removed as part of the TW edge lights project. The project would remain within the existing footprint for the building and surrounding access area. The location of the Sightseeing Shack can be found on Figure 1-2.

6.8 Improve Access Road to MALSF Approach Lights

To provide for a vehicle turn-around area, the embankment for the existing 10 foot wide gravel service road would be widened at the westerly end. Figure 6.5 provides a plan view of the proposed improvements. The area would be 30 feet wide and 30 feet long to allow the required maintenance vans to turn around. In compliance with FAA requirements, the first 300 feet of the service road off the runway will be paved.

This project would alter approximately 960 SF of BVW in Wetland C/J/FK. Restoration for this project and the fence project is proposed in Restoration Area C, as shown on Figures 7.1 and 7.3 in Section 7.

There would be 3,000 SF of new impervious area to provide for the 10 foot wide, 300 foot long paved access from the end of Runway 7. The remaining length of road will be gravel.

6.9 Construct Service Access Roads to the Localizer Equipment Shelter and to the Weather Station

The service access roads would provide vehicle access from the East End TW outside the active runway operating area. Figure 6.6 provides a plan view of this area. The access roads would be paved for a width of 10 feet with one-foot grass shoulders on each side and a turn-around area.

Construction of the Preferred Alternative (Alternative 2) for the access road to the Weather Station (AWOS) would impact 290 SF of Wetland H. Construction of the Preferred Alternative (Alternative 2) for the access road to the Localizer (LES) would not impact wetlands. The preferred alternatives are

shown on Figure 6.6. Wetland mitigation for this access road project would be included in Wetland Restoration Areas A or B, as discussed in Section 7.1.

There would be 6,000 SF of new impervious area for the two roads. The net reduction in pavement at the Airport is discussed in Section 5. Runoff would sheet flow to the sides and over the grass shoulder before infiltrating into the soil, similar to the existing service access road to the glide slope antenna equipment shelter. It is unlikely that the runoff would contain any contaminants.

6.10 Install Perimeter Safety/Security Fence

A 9 foot high perimeter safety/security fence would be constructed along the preferred alignment (Concept 6) shown on Figures 6.7, 6.8 and 6.9. The proposed alignment for the safety/security fence includes a four foot wide maintained area on both sides of the fence. This area would be maintained with a brush hog but would not be graded or grubbed. The clear area would allow deer to run along the outside of the fence (rather than jump the fence onto the active airfield if alarmed) and would allow for inspection of the fence.

Gaps would be incorporated into the bottom of the fence at regular intervals to facilitate movement of turtles, toads and other small animals as shown in the detail in Figure 6.7. NHESP has provided initial guidance on the location and inspection of the proposed gaps in the fence to facilitate movement of small wildlife. The gaps would be located approximately every 100 feet and inspected at least once a year in the spring as part of the Airport's operational mitigation plan. Since the graded patrol road has been eliminated, NHESP will include in their determination required mitigation relative to access to, location of, and methods of maintaining the gaps.

Approximately 25,648 SF of isolated vegetated wetland (IVW), 1,152 SF of BVW, and 8,060 SF of coastal dune would be directly altered for construction of the fence. Approximately 3,952 SF of IVW, 8,972 SF of BVW, and 24,028 SF of coastal dune would be indirectly impacted for vegetation management.

6.11 Expand Auto Parking

Concept 4 would construct 28 additional spaces for Phase 1 as shown in Figure 6.10. After additional parking studies and subsequent review and approval by NPS and CCC, Phase 2 would construct 29 additional spaces if needed. Building the project in phases will address the immediate existing need for additional parking and the issue of cars parking along Airport Drive.

The aisles would be paved and parking spaces would be packed gravel. Infiltration swales will be constructed for Phase 1. A bioretention system would be constructed as part of Phase 2 to provide treatment of runoff in accordance with current WPA regulations.

Landscaping will use native plants similar to those listed in the NPS *Site and Building Design and Rehabilitation Handbook*, September 2005 developed for the Highlands Center at CCNS.

As an adjunct element to Phase 1, efforts to reduce demand by improving awareness of the shuttle system, encouraging the use of taxis, and working with NPS to explore the use of remote lots for long

term parking may possibly reduce or delay the need to build the second phase. The phases would be permitted separately with the Provincetown Conservation Commission so Phase 1 could go forward, but with an understanding of the entire project.

6.12 Expand Terminal Building

The proposed expansion of the Terminal Building would add a second floor above the existing building. The building would be approximately 6-12 feet higher than the existing building. Conceptual views of the Preferred Alternative can be seen on Figures 6.11 and 6.12. Exterior building materials for the selected design would match the existing Terminal Building.

Modifications to the existing first floor include converting the existing conference room into a pilot briefing room, and adding a vertical circulation for access to the new second floor. The vertical circulation includes a new staircase adjacent to the rental car counter area, a new elevator between the two restrooms, and a modification of the women's restroom to accommodate the new elevator.

The new second floor would accommodate Airport staff offices and storage, a conference room, and a pre-security waiting area. The existing airport staff offices on the first floor would be used as airport support and storage space.

Sustainable Design Considerations
Construction of the Terminal addition would provide opportunities for incorporating sustainable design alternatives into the project. Detailed evaluation of sustainable design measures would be considered to make the Terminal building as "green" as possible. Water conservation measures could include the use of low flow fixtures and faucets with sensors.

Water usage could be further reduced through the use of drought tolerant native landscape plant materials. It may be possible to capture and reuse roof runoff for landscape irrigation (i.e. rain barrels).

The size and location of the building may enable the use of renewable energy technologies. Solar and wind power would have to blend with the visual environment of the CCNS, however. Optimization of natural daylight, use of passive solar gain, and natural cooling will be considered in the design of the addition.

Energy efficient HVAC and lighting systems, appliances, and other equipment, and solar preheating of air would be considered. The existing heating system could be used to establish an energy use baseline from which the system(s) could be monitored for energy conservation measures. The existing HVAC system could be evaluated to determine whether a new, more energy efficient system is needed or if there are cost effective measures that could be taken to make the existing HVAC system more energy efficient. Existing lighting systems could be replaced with new more energy efficient lighting systems. New energy efficient lighting systems will be specified in new construction work. New appliance(s) and other equipment needs will be specified as energy efficient appliances (Energy Star compliant, etc.) where possible.

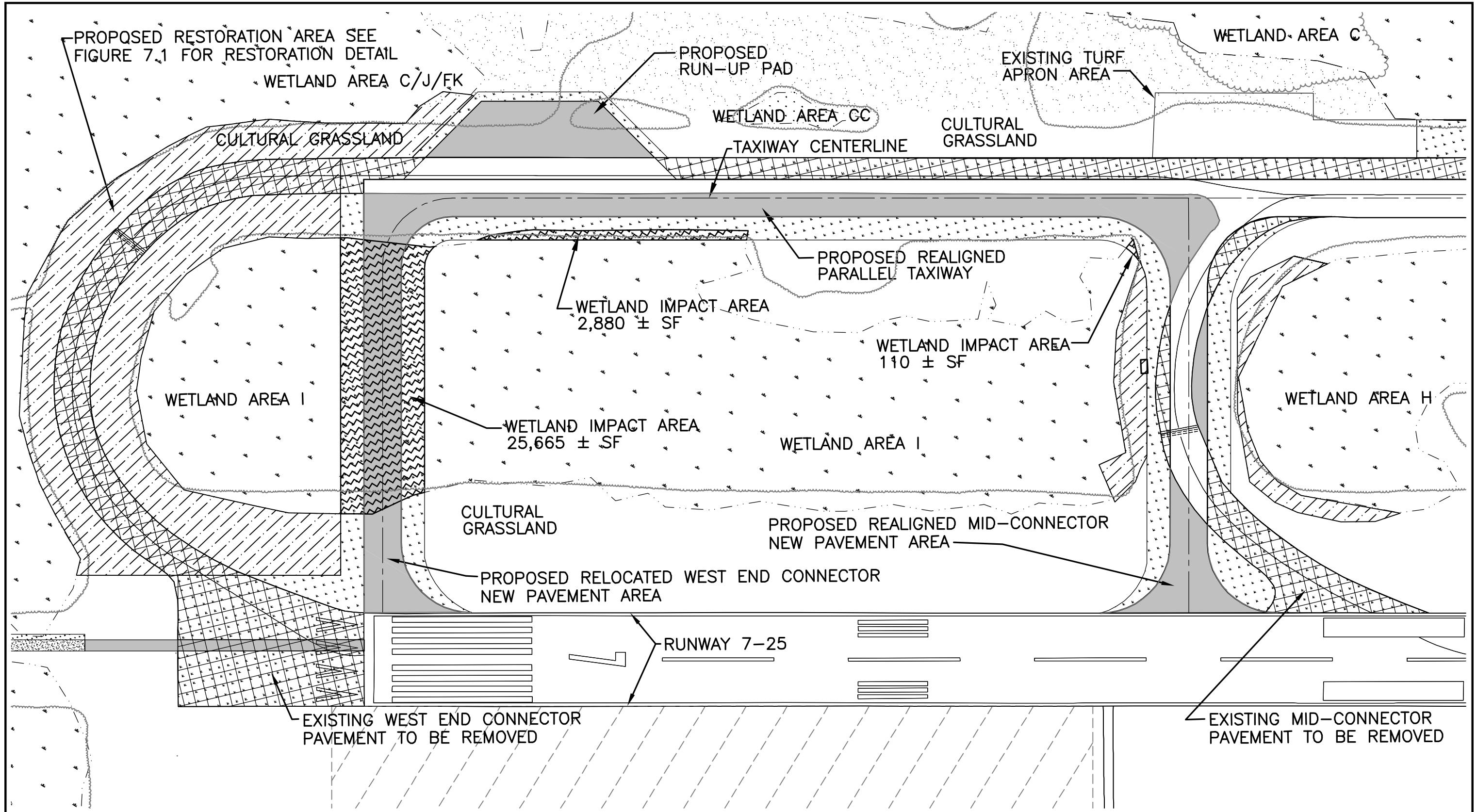
Building supplies and materials that are non-toxic, made from recycled materials, and made with low embodied energy could be specified.

The Airport Commission has worked closely with the Town's Recycling and Reusable Energy Committee. The Airport has multiple recycling receptacles, which have been successfully used to lower solid waste disposal. Since the Airport is at such a remote location and such a small generator of recyclables, it is not included on a commercial pick-up route. However, the Airport staff take the paper and plastic recyclables to the Town sorting facility themselves. This recycling is anticipated to continue to reduce solid waste at the facility.

6.13 Expand Turf Apron

The construction of additional turf apron would be located between the two existing areas for turf apron parking adjacent to the parallel TW as shown on Figure 6.13.

The dimension of the apron area has been reduced to avoid wetland impacts. The reduced dimension would accommodate light single-engine GA aircraft. Approximately 16,780 SF of existing managed grassland will be reconstructed to support the weight of the planes. The area will be maintained as managed grassland.



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JACOBS

EXISTING IMPERVIOUS AREA TO BE REMOVED

EXISTING DUNE AREA

PROPOSED IMPERVIOUS PAVED AREA

PROPOSED PERVIOUS GRAVEL AREA

PROPOSED RESTORATION AREA

EXISTING WETLAND AREA

EXISTING TREELINE

EXISTING BRUSHLINE

PROPOSED CULTURAL GRASSLAND

PROPOSED WETLAND IMPACT AREA

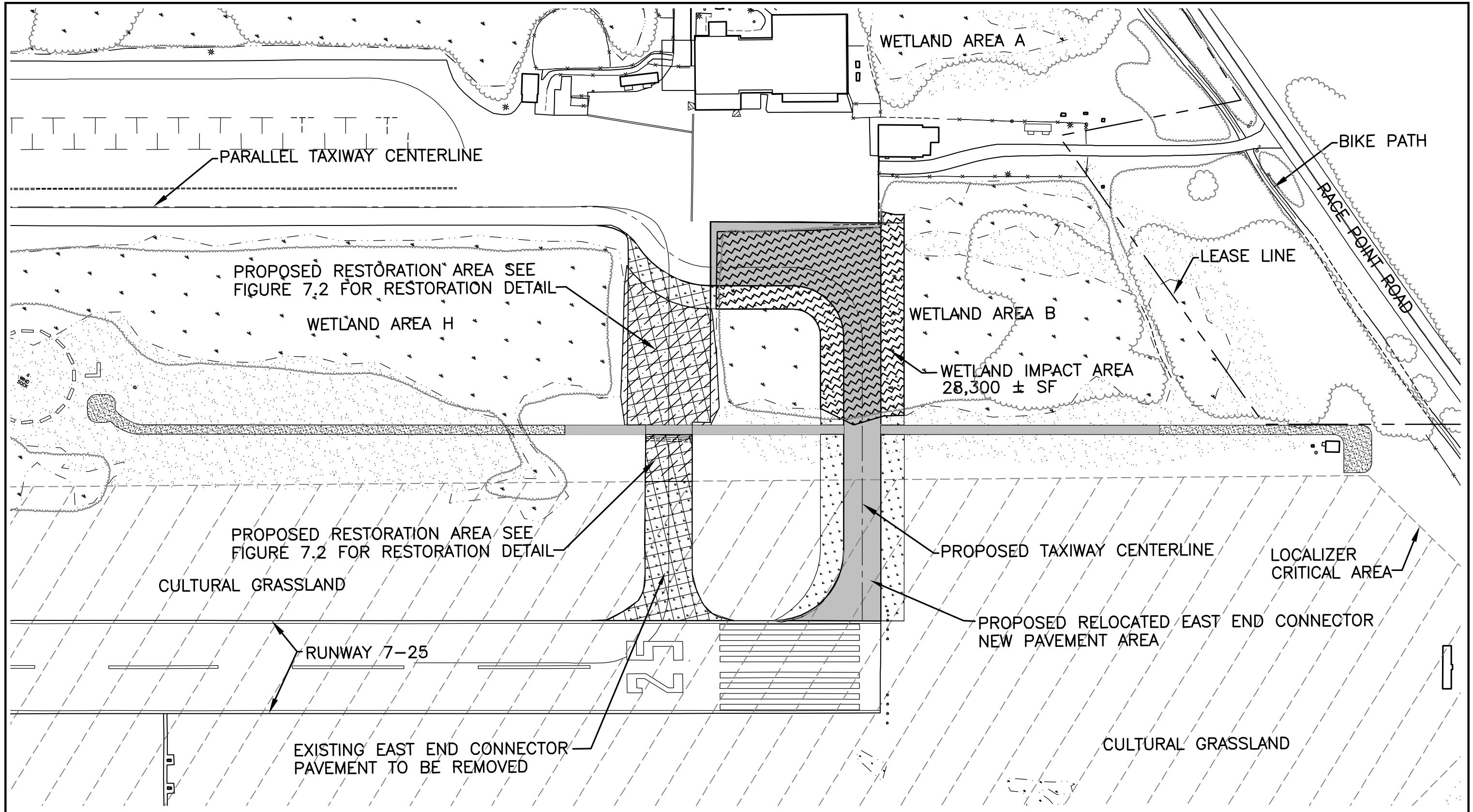
Approx. Scale: 1"=100'

0 50 100

Provincetown Municipal Airport
Capital Improvements Plan

WESTERLY TAXIWAY SYSTEM IMPROVEMENTS

Figure 6.1



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JACOBS

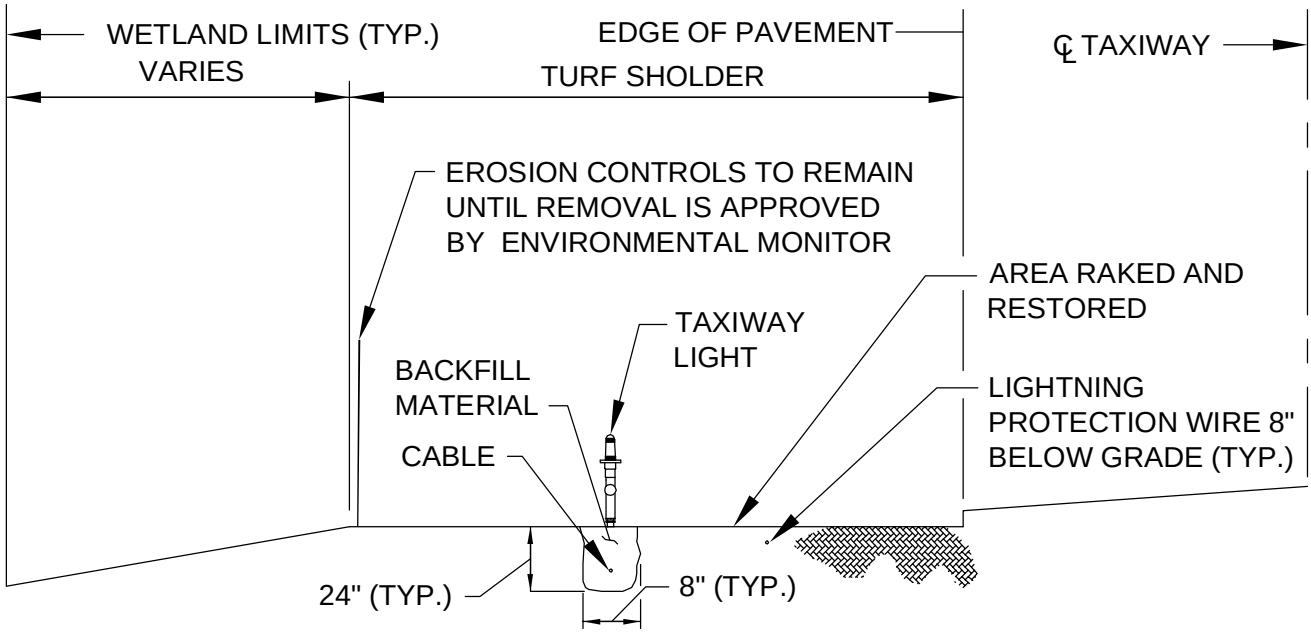
EXISTING IMPERVIOUS AREA TO BE REMOVED
EXISTING DUNE AREA
PROPOSED IMPERVIOUS PAVED AREA
PROPOSED PERVIOUS GRAVEL AREA
PROPOSED RESTORATION AREA
EXISTING WETLAND AREA
EXISTING TREELINE EXISTING BRUSHLINE
PROPOSED CULTURAL GRASSLAND
PROPOSED WETLAND IMPACT AREA

Approx. Scale: 1"=100'
0 50 100

Provincetown Municipal Airport
Capital Improvements Plan

EAST END TAXIWAY IMPROVEMENTS

Figure 6.2



RESTORED AREA DETAIL

NOT TO SCALE

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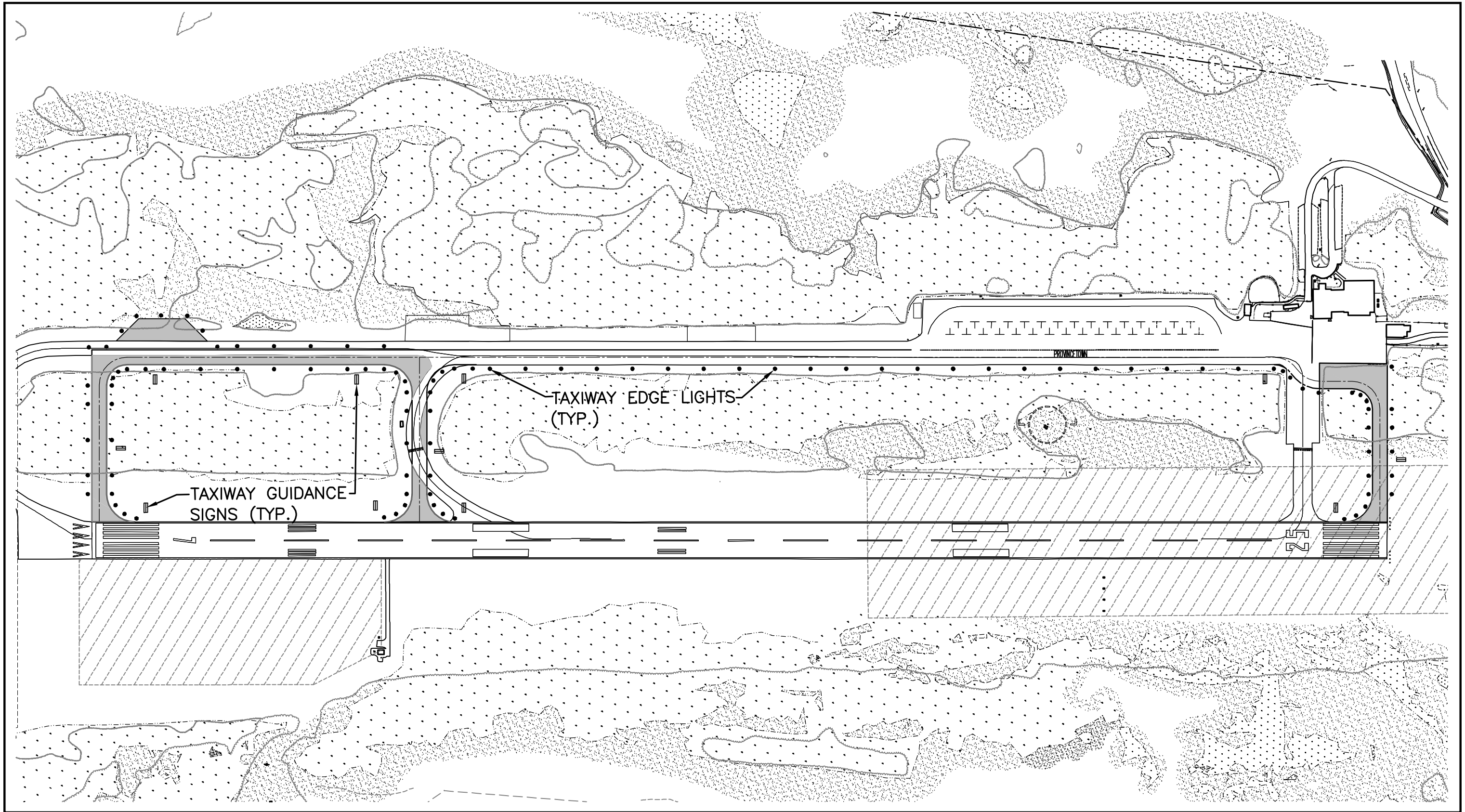
Provincetown Municipal Airport
Capital Improvements Plan

TAXIWAY EDGE LIGHTS CROSS SECTION

Figure 6.3



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EXISTING DUNE AREA

PROPOSED IMPERVIOUS PAVED AREA

PROPOSED PERVIOUS GRAVEL AREA

EXISTING WETLAND AREA

EXISTING TREELINE
EXISTING BRUSHLINE

PROPOSED TAXIWAY EDGE LIGHT

PROPOSED TAXIWAY GUIDANCE SIGN

Approx. Scale: 1"=250'

0 125 250

Provincetown Municipal Airport
Capital Improvements Plan

TAXIWAY LIGHTING PLAN

Figure 6.4

PROPOSED RESTORATION AREA SEE FIGURE 7.1 FOR RESTORATION DETAIL

WETLAND AREA I

WETLAND AREA C/J/FK

PROPOSED B.V.W. RESTORATION AREA SEE FIGURE 7.1 FOR RESTORATION DETAIL

CULTURAL GRASSLAND

WETLAND IMPACT AREA 960 ± SF

EXISTING ELEVATED WALKWAY

RUNWAY 7-25

EXISTING APPROACH LIGHT SYSTEM GRAVEL ACCESS ROAD

PROPOSED APPROACH LIGHT SYSTEM PAVED ACCESS ROAD

PROPOSED APPROACH LIGHT SYSTEM GRAVEL ROAD TURNAROUND AREA

LEASE LINE

GLIDE SLOPE CRITICAL AREA

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EXISTING IMPERVIOUS AREA TO BE REMOVED

EXISTING DUNE AREA

PROPOSED IMPERVIOUS PAVED AREA

PROPOSED PERVIOUS GRAVEL AREA

PROPOSED RESTORATION AREA

EXISTING WETLAND AREA

EXISTING TREELINE
EXISTING BRUSHLINE

PROPOSED CULTURAL GRASSLAND

PROPOSED WETLAND IMPACT AREA

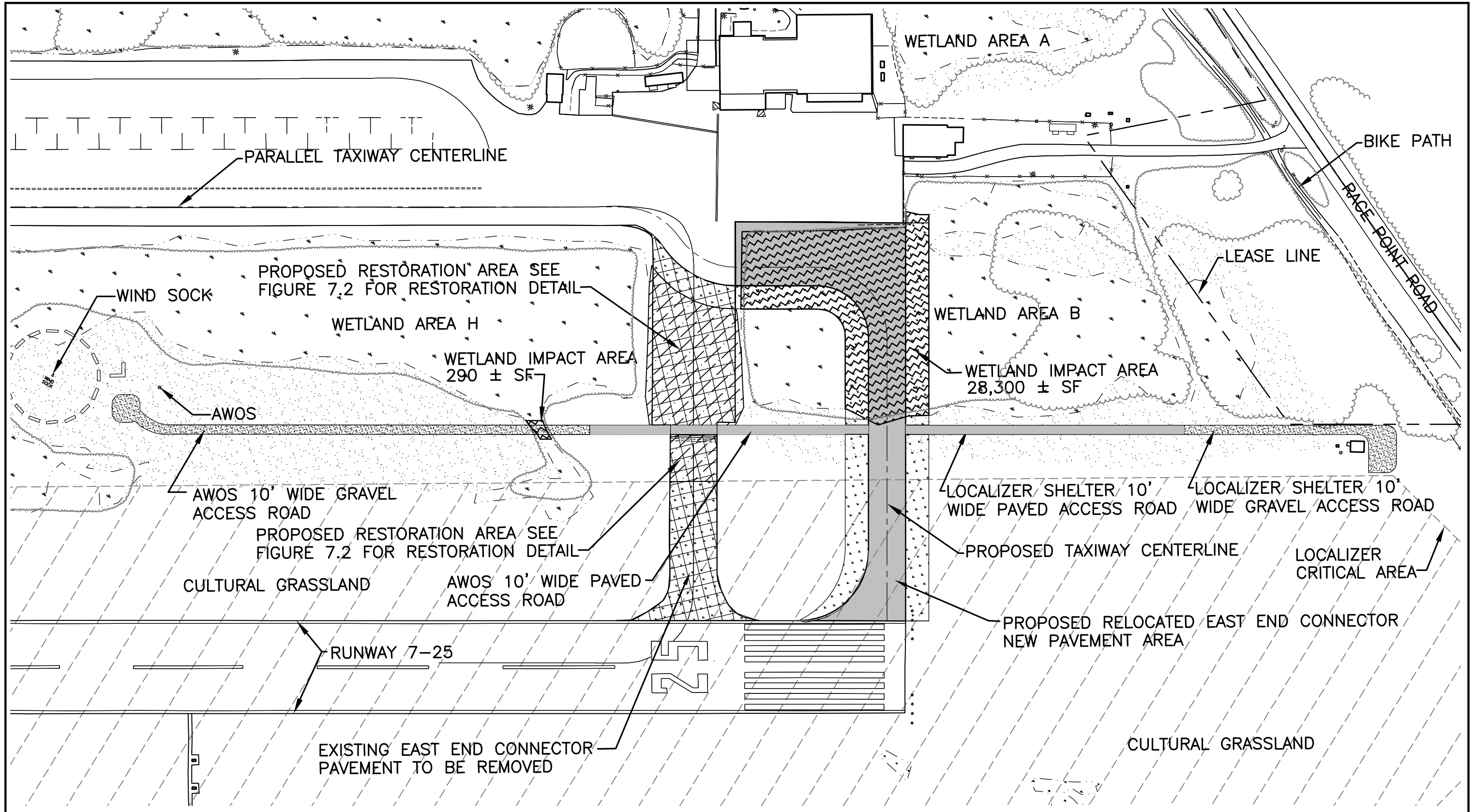
Approx. Scale: 1"=100'

0 50 100

Provincetown Municipal Airport
Capital Improvements Plan

APPROACH LIGHTS ACCESS ROAD PLAN

Figure 6.5



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EXISTING IMPERVIOUS AREA TO BE REMOVED
EXISTING DUNE AREA
PROPOSED IMPERVIOUS PAVED AREA
PROPOSED PERVIOUS GRAVEL AREA
PROPOSED RESTORATION AREA
EXISTING WETLAND AREA
EXISTING TREELINE EXISTING BRUSHLINE
PROPOSED CULTURAL GRASSLAND
PROPOSED WETLAND IMPACT AREA

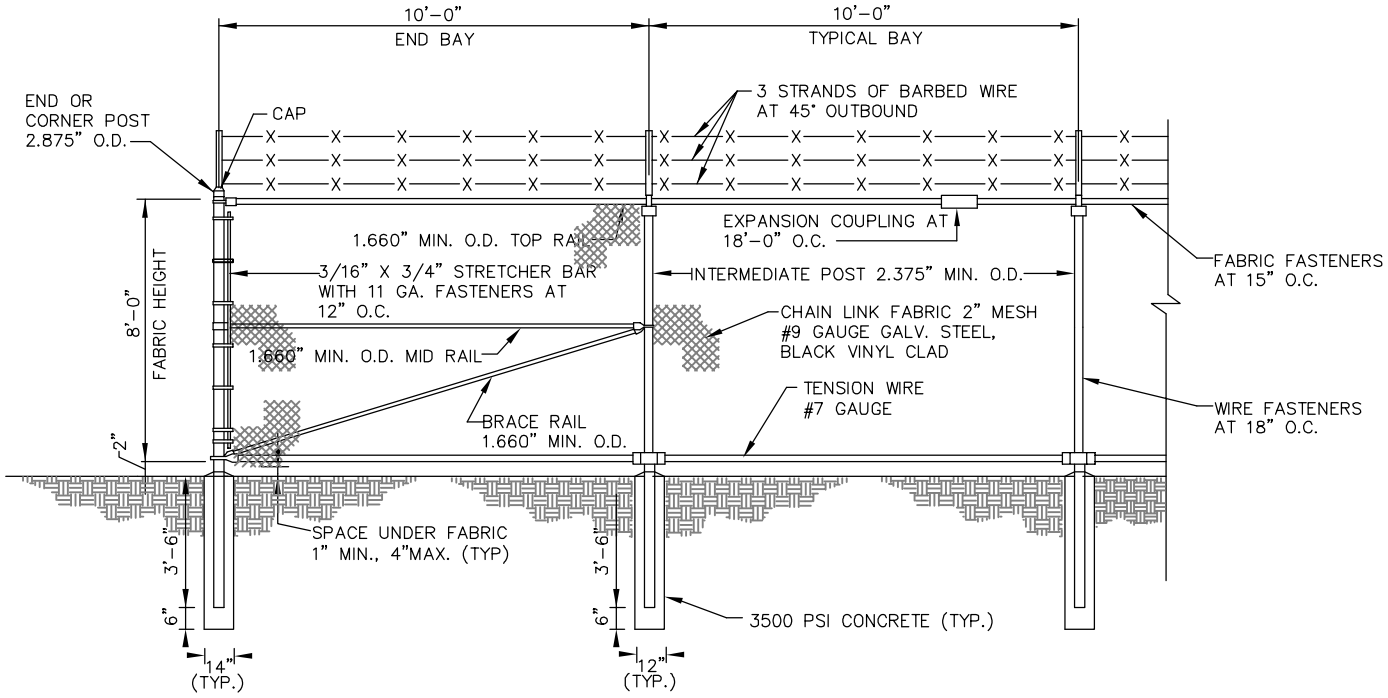
Approx. Scale: 1"=100'

0 50 100

Provincetown Municipal Airport
Capital Improvements Plan

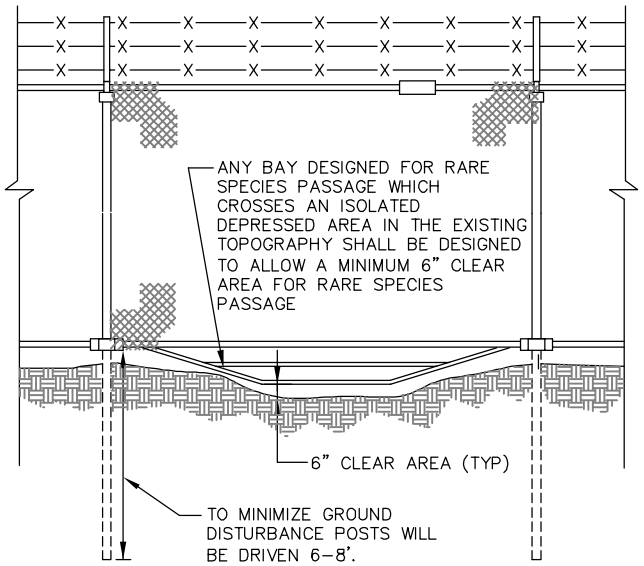
AWOS AND LES ACCESS ROADS PLAN

Figure 6.6

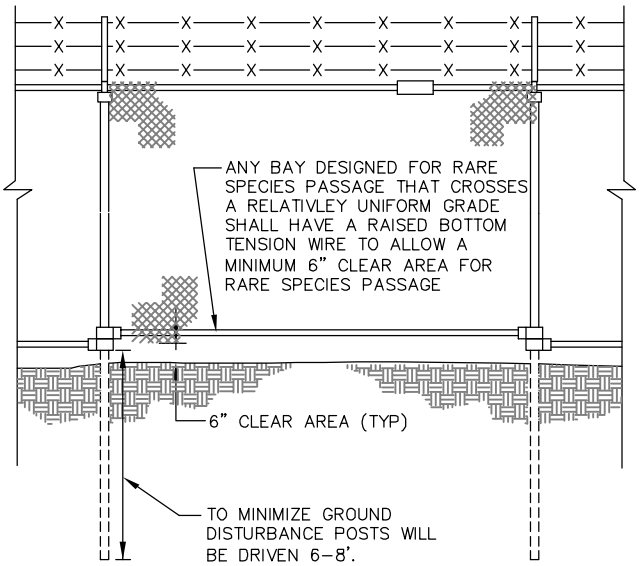


TYPICAL 8' SECURITY FENCE DETAIL

NOT TO SCALE



MITIGATING CONDITION A



MITIGATING CONDITION B

SECURITY FENCE ENVIRONMENTAL MITIGATION DETAILS

NOT TO SCALE

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Provincetown Municipal Airport
Capital Improvements Plan

FENCE DETAILS

Figure 6.7

FENCE TO TERMINATE IN THIS GENERAL AREA

WETLAND AREA C/J/FK

WETLAND AREA C

LEASE LINE

WETLAND AREA I

WETLAND AREA H

WETLAND AREA C/J/FK

APPROACH SURFACE

GLIDE SLOPE CRITICAL AREA

FENCE TO TERMINATE IN THIS GENERAL AREA

FENCE LOCATED OUTSIDE OF THE APPROACH SURFACE IN THIS AREA

WETLAND AREA L

WETLAND AREA C/J/FK

NON-DIRECTIONAL BEACON SHELTER

MATCHLINE – SEE FIGURE 6.9

Prepared By:

JACOBS

EXISTING IMPERVIOUS AREA TO BE REMOVED

EXISTING DUNE AREA

PROPOSED IMPERVIOUS PAVED AREA

PROPOSED PERVIOUS GRAVEL AREA

POTENTIAL SPADEFOOT BREEDING AREA

PROPOSED RESTORATION AREA

EXISTING WETLAND AREA

EXISTING TREELINE

EXISTING BRUSHLINE

PROPOSED CULTURAL GRASSLAND

PROPOSED WETLAND IMPACT AREA

PRIME SPADEFOOT BREEDING AREA

PROPOSED SECURITY FENCE

Approx. Scale: 1"=180'

0 90 180

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Capital Improvements Plan

FENCE PLAN - WEST END

Figure 6.8

WETLAND AREA C

PROVINCETOWN

WETLAND AREA H

BIKE PATH

RACE POINT ROAD

FENCE LOCATED ALONG EXISTING ELEVATED TRAIL TO AVOID WETLAND IMPACTS

APPROACH SURFACE

LOCALIZER CRITICAL AREA

MATCHLINE – SEE FIGURE 6.8

FENCE LOCATED OUTSIDE OF THE APPROACH SURFACE AND SOUTH OF WETLAND E/DD TO AVOID BISECTING WETLAND.

LEASE LINE

WETLAND AREA L

WETLAND AREA DB/FG

WETLAND AREA BC/F

WETLAND AREA E/DD

Prepared By:

JACOBS

EXISTING IMPERVIOUS AREA TO BE REMOVED

EXISTING DUNE AREA

PROPOSED IMPERVIOUS PAVED AREA

PROPOSED PERVIOUS GRAVEL AREA

POTENTIAL SPADEFOOT BREEDING AREA

PROPOSED RESTORATION AREA

EXISTING WETLAND AREA

EXISTING TREELINE

EXISTING BRUSHLINE

PROPOSED CULTURAL GRASSLAND

PROPOSED WETLAND IMPACT AREA

PRIME SPADEFOOT BREEDING AREA

PROPOSED SECURITY FENCE

Approx. Scale: 1"=180'

0 90 180

Provincetown Municipal Airport
Capital Improvements Plan

FENCE PLAN - EAST END

Figure 6.9

PARKING TABULATION		
PHASE	ADDITIONAL SPACES	TOTAL
EXISTING	0	62
PHASE I	**28**	**90**
PHASE II	**29**	**119**

PROPOSED INFILTRATION SWALE

EXISTING INFILTRATION SWALE

RACE POINT ROAD

AIRPORT DRIVE

BIKE PATH

LEASE LINE

WETLAND AREA C

WETLAND AREA A

Prepared By:

JACOBS

EXISTING IMPERVIOUS AREA TO BE REMOVED

EXISTING DUNE AREA

PROPOSED IMPERVIOUS PAVED AREA

PROPOSED PERVIOUS GRAVEL AREA

PROPOSED NATURAL LANDSCAPE BUFFER AREA

EXISTING WETLAND AREA

EXISTING TREELINE
EXISTING BRUSHLINE

PROPOSED CULTURAL GRASSLAND

PROPOSED WETLAND IMPACT AREA

PROPOSED BIORETENTION AREA

Approx. Scale: 1"=50'

0 25 50

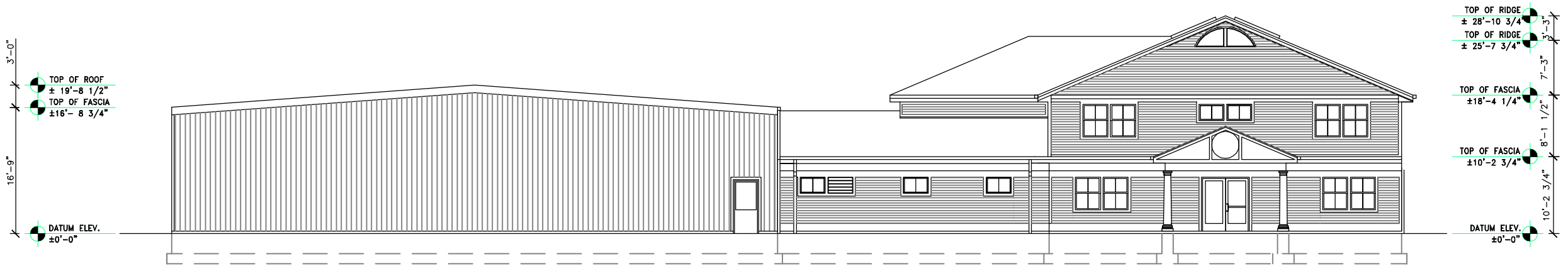
Provincetown Municipal Airport
Capital Improvements Plan

AUTO PARKING PLAN CONCEPT 4

Figure 6.10

VERTICAL CONCEPT 2
WEST ELEVATION

VERTICAL CONCEPT 2
SOUTH ELEVATION



VERTICAL CONCEPT 2
ENTRY – NORTH ELEVATION

Prepared By:

JACOBS

Approx. Scale: 1/16"=1'

0 8 16

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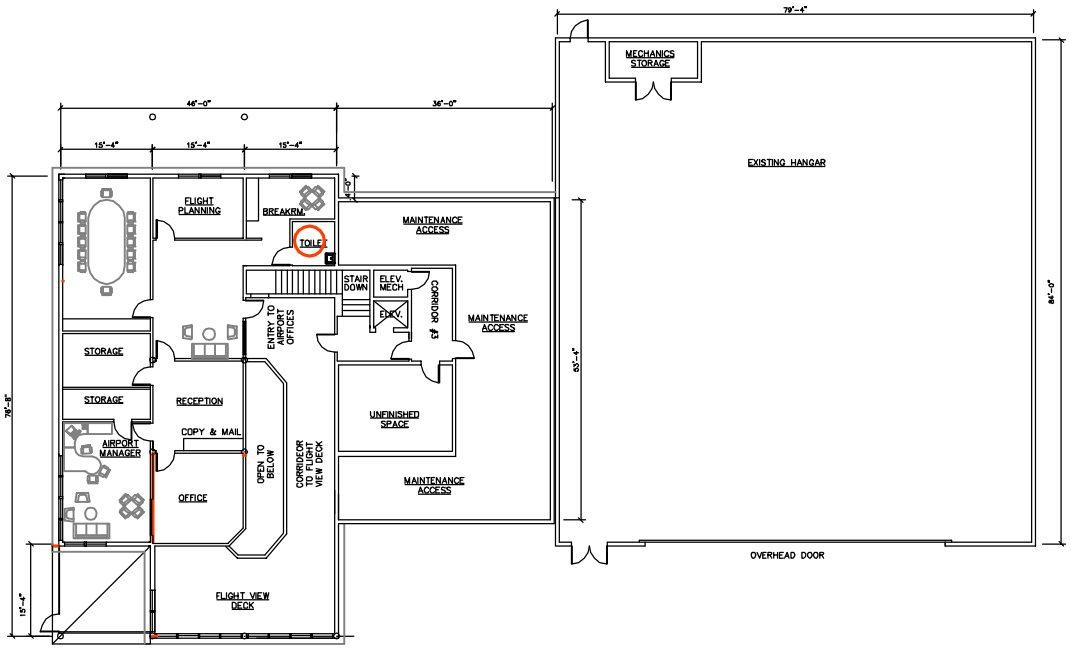
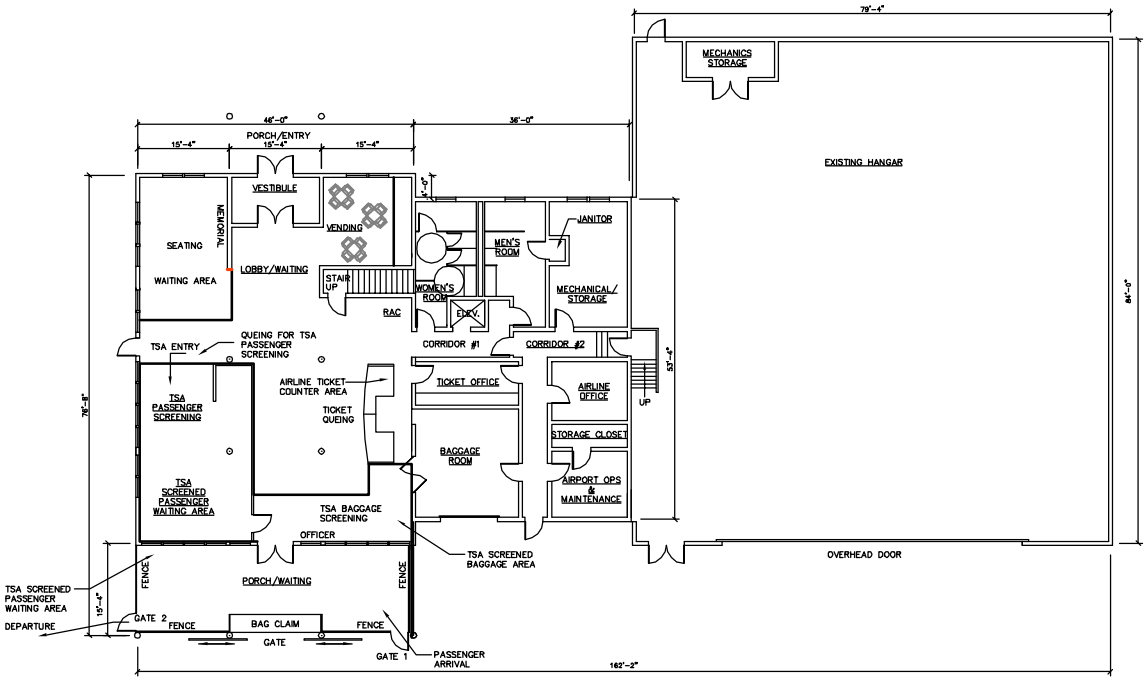
Capital Improvements Plan

AIRPORT TERMINAL BUILDING
VERTICAL CONCEPT 2 ELEVATIONS

Figure 6.11



VERTICAL BUILD OUT PLAN –CONCEPT 2
UPPER LEVEL



VERTICAL BUILD OUT PLAN –CONCEPT 2
MAIN LEVEL

Prepared By:

JACOBS

Approx. Scale: 1/32"=1'

0 16 32

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Capital Improvements Plan

AIRPORT TERMINAL BUILDING VERTICAL CONCEPT 2 PLAN VIEWS

Figure 6.12

EXISTING TURF APRON AREA

WETLAND AREA C

NEW TURF APRON AREA WITH CULTURAL GRASSLAND FOR LIGHT SINGLE ENGINE AIRCRAFT

EXISTING TURF APRON AREA

KING AIR

KING AIR

TOFA TOFA TOFA TOFA TOFA TOFA TOFA TOFA

TOFA TOFA TOFA TOFA TOFA TOFA TOFA TC

PARALLEL TAXIWAY CENTERLINE

EXISTING TAXIWAY PAVEMENT TO BE REMOVED

WETLAND AREA H

Prepared By:

JACOBS

EXISTING IMPERVIOUS AREA TO BE REMOVED

EXISTING DUNE AREA

PROPOSED IMPERVIOUS PAVED AREA

PROPOSED PERVIOUS GRAVEL AREA

PROPOSED RESTORATION AREA

EXISTING WETLAND AREA

EXISTING TREELINE EXISTING BRUSHLINE

PROPOSED CULTURAL GRASSLAND

PROPOSED WETLAND IMPACT AREA

Approx. Scale: 1"=50'

0 25 50

Provincetown Municipal Airport
Capital Improvements Plan

TURF APRON PLAN

Figure 6.13