

# CAPE COD COMMISSION

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*Date* September 12, 2002  
*To* Provincetown Airport Commission  
Butch Lisenby, Manager  
*From* Cape Cod Commission  
*Re* Modification of a Development of Regional Impact Decision, Cape Cod  
Commission Act, Section 12  
*Project* Provincetown Airport Short Term Improvements DRI, TR93007  
Provincetown, MA  
*Applicant* Edwards & Kelcey, on behalf of Provincetown Airport Commission  
*Book/Page* 1106/458

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## MODIFICATION OF DEVELOPMENT OF REGIONAL IMPACT DECISION

In accordance with a decision of the Regulatory Committee of the Cape Cod Commission on September 3, 2002, the April 13, 2000 Development of Regional Impact (DRI) Decision issued for Provincetown Airport Short Term Improvements DRI, pursuant to Section 12 of the Cape Cod Commission Act, is hereby modified as follows. All conditions attached to the original decision continue to apply except as modified herein:

1. By adding finding #41:

Approximately 700 linear feet of electrical service to the new safety components may be installed through wetlands in two different locations (the wetland located between the relocated localizer antenna array and the NSTAR utility box and the wetland located to the north of the wind cone site and adjacent to the taxiway) as shown on the plan titled "Provincetown Municipal Airport, Provincetown MA, Airfield Lighting and Sign Plan, Sheet 27 of 99", and dated 10/01, and on the plan titled "Provincetown Municipal Airport, Provincetown MA, Power and Control General Site Plan, Sheet 45 of 99" and dated 10/01. These electrical connections were not proposed or considered during the original permitting process, however, are an integral part of the the new safety features at the airport. The installation of the electrical connections will result in the temporary disturbance of not more than 4,000 sq ft of wetlands, which will be restored following installation. The electrical connection to the localizer antenna will occur beneath an existing gravel path.



The Regional Policy Plan allows for the alteration of wetlands for the installation of utility lines where no feasible alternative exists (see MPS 2.3.1.3). The proponent has provided information regarding possible alternatives, including different routes and methods of installing the utility lines. These appear to be infeasible or prohibitively expensive, and consequently the proposed locations are the best alternative based on the information available.

2. By adding condition #24:

The installation of utility lines at the two locations as shown on the plan titled "Provincetown Municipal Airport, Provincetown MA, Airfield Lighting and Sign Plan, Sheet 27 of 99", and dated 10/01, and on the plan titled "Provincetown Municipal Airport, Provincetown MA, Power and Control General Site Plan, Sheet 45 of 99" and dated 10/01 shall occur under the supervision of the environmental monitor who shall halt any activities which in his opinion are inconsistent with the intent of this condition and which pose a significant impact on wetland resources. Construction shall proceed under the following conditions:

- Prior to any construction, a limit of work corridor shall be established around the conduit installation locations through the placement of staked haybales at grade. This haybale corridor may vary in width consistent with variations in topography and efforts to avoid vegetation, but in no event shall be wider than 12 ft.
- Removal of trees and shrubs within the corridor work area shall be performed using hand tools to avoid dislodging root systems of the surrounding vegetation. Excavation of the conduit trench shall be performed using a "ditch witch" or similar small backhoe machinery. Efforts shall be made to minimize the area of disturbance within the corridor work area.
- The disturbed areas shall be revegetated with like material at a rate as specified in the table below. Pitch pines need not be replaced. Areas presently vegetated with Phragmites need not be revegetated. Cape Cod Commission Staff shall approve revegetation following installation and prior to a Partial Certificate of Compliance (COC#2).

Species	Size	Spacing/Frequency
Cinnamon fern <i>Osmunda cinnamomea</i>	1 G	18" oc, in masses
Winterberry <i>Ilex verticillata</i>	3 – 4 ft, CG	6 ft oc, 2 for every 1 removed
Highbush blueberry <i>Vaccinium corymbosum</i>	3 – 4 ft	6 ft oc, 2 for every 1 removed
Cranberry <i>Vaccinium macrocarpon</i>	1 Qt	12" oc
Virginia rose <i>Rosa virginiana</i> 'Cape Cod'	12 – 15", CG/BR	24" oc
Sensitive fern <i>Osmunda sensibilis</i>	1 G	18" oc, in masses
Soft rush <i>Juncus effusus</i>	2" plug	12" oc
Canada rush <i>Juncus canadensis</i>	2" plug	12" oc

Marsh fern <i>Thelypeteris palustris</i>	1 G	18" oc, in masses
Shallow sedge <i>Carex lurida</i>	2" plug	12" oc

- All equipment used in wetland areas shall be hosed down and free of vegetative matter prior to work within wetlands. Of particular concern is the introduction of Phragmites to wetland areas presently free of this invasive species. In order to prevent the introduction of Phragmites to the wetland located between the localizer antenna and the NSTAR utility box, construction shall proceed at this location before the work at the wind cone site. Installation of the conduit at the wind cone site shall proceed in a northerly direction from the upland toward the wetland by the taxiway in order to reduce the spread of Phragmites outside the bounds of its present location.

- Work and revegetation shall proceed in a timely manner and on such a schedule that revegetation may be completed prior to the end of the fall planting season (end of October); or, the wetland areas shall be temporarily stabilized with a wetland seed mix immediately following construction, and revegetation with native species shall occur during the spring planting season.

The Commission hereby grants this Modification to the Development of Regional Impact Decision dated April 13, 2000.

*Robert D. Deane*

9/12/02

Robert D. Deane, Chair

Date

Commonwealth of Massachusetts

Barnstable, ss.

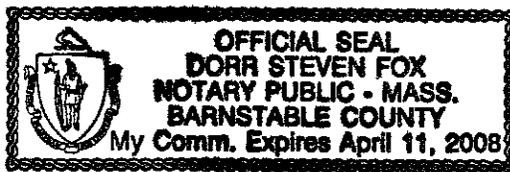
On this 12<sup>th</sup> day of SEPTEMBER 2002, before me personally appeared

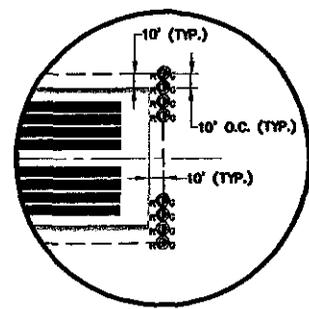
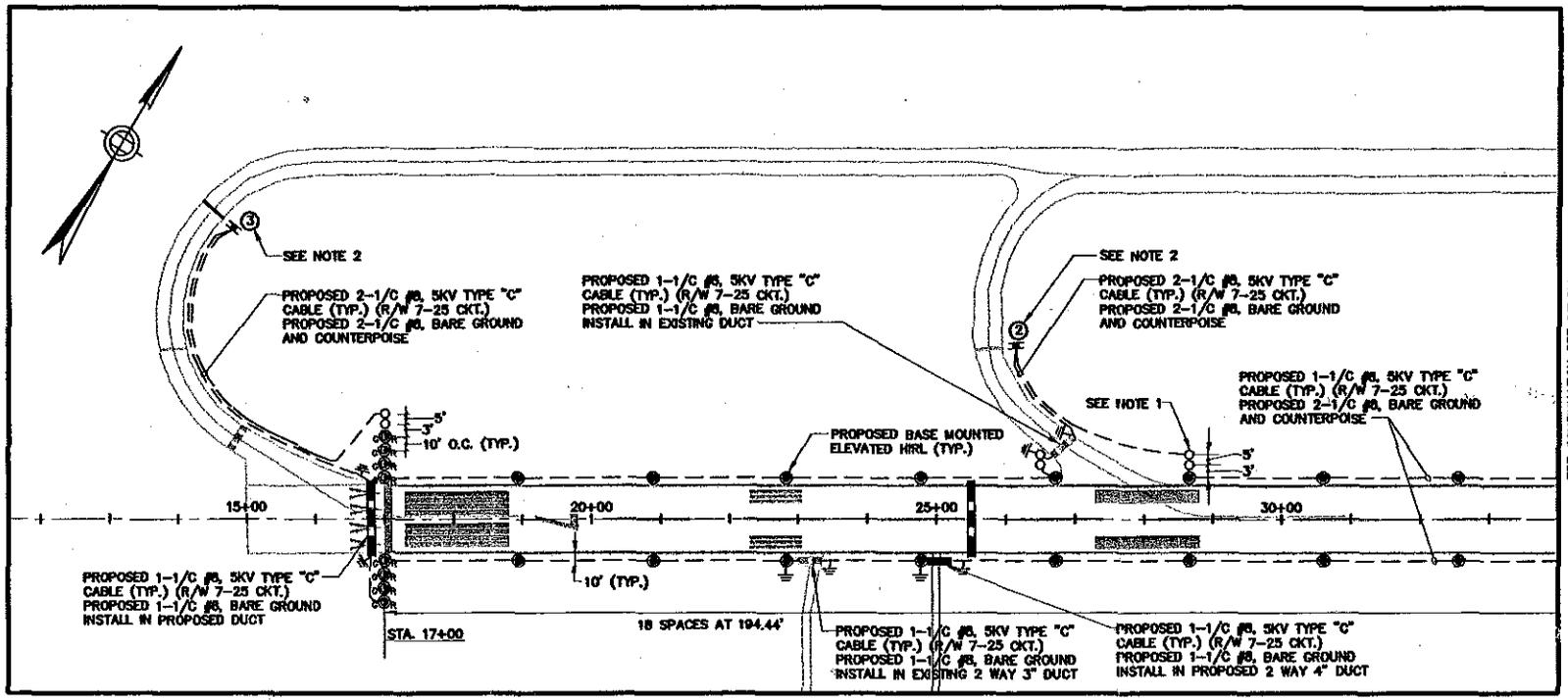
ROBERT D. DEANE, to me known to be the person described in and who executed the foregoing instrument, and acknowledged that HE executed the same as HIS free act and deed.

*Dorr Steven Fox*

Notary Public  
Commonwealth of Massachusetts

My Commission expires:

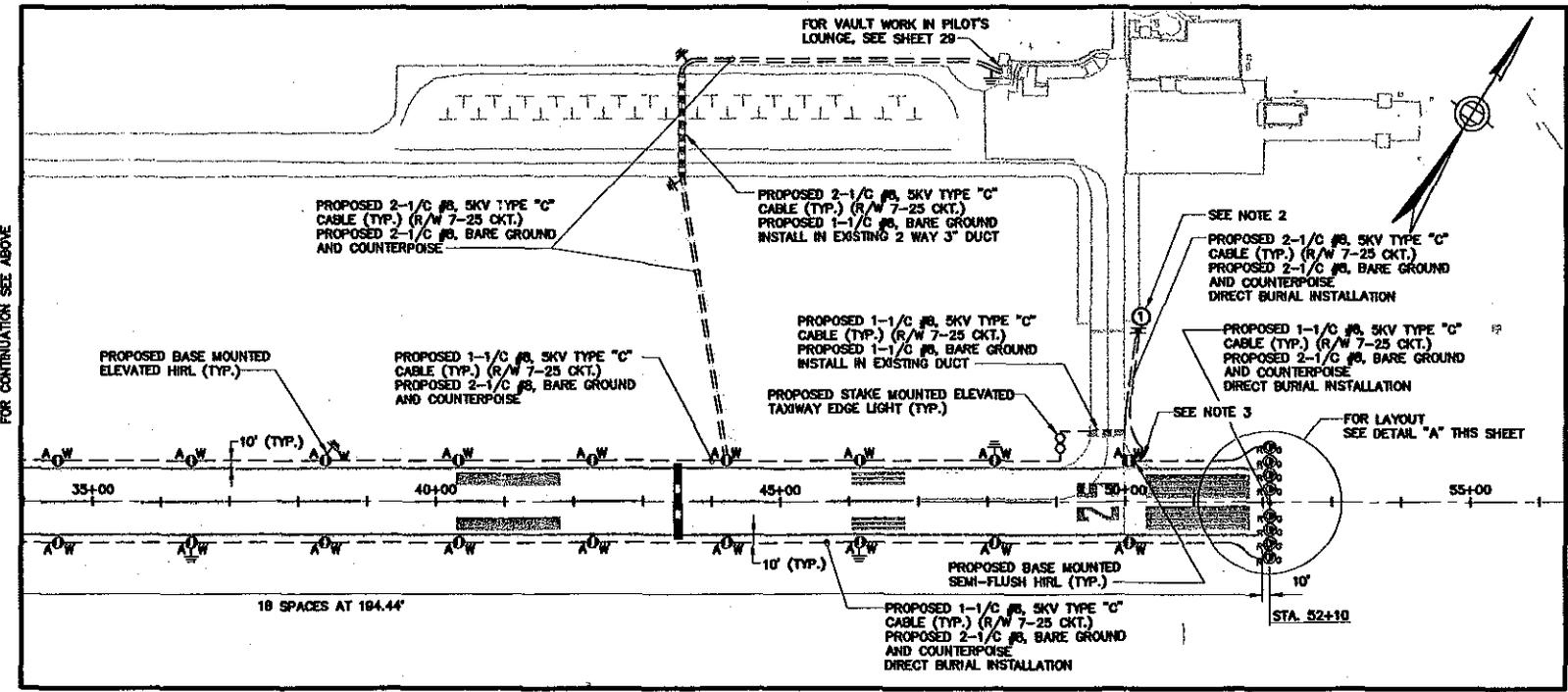




**DETAIL "A"**  
1" = 50'

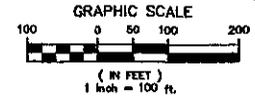
- NOTES:**
1. T/W ENTRANCE/EXIT LIGHTS SHALL BE LOCATED AT T/W FT & SHALL BE LOCATED 3' OUTBOARD FROM R/W EDGE/THRESHOLD LIGHTS.
  2. CONTRACTOR SHALL REMOVE EXISTING GUIDANCE SIGN & CONCRETE BASE PRIOR TO INSTALLING NEW SIGN.
  3. CONTRACTOR SHALL INSTALL 1-1/2 INCH RIGID STEEL CONDUIT FROM SEMI-FLUSH EDGE LIGHT BASE TO EDGE OF PAVEMENT. COST FOR THIS CONDUIT INSTALLATION SHALL BE INCIDENTAL TO THE PROJECT.

LEGEND		
NEW	EXISTING	ITEM
●		BASE MOUNTED HIGH INTENSITY ELEVATED RUNWAY EDGE LIGHT (BI-DIRECTIONAL WHITE LENS)
▲		BASE MOUNTED HIGH INTENSITY ELEVATED RUNWAY EDGE LIGHT (AMBER/WHITE LENS)
▲		SEMI-FLUSH HIGH INTENSITY ELEVATED RUNWAY EDGE LIGHT (AMBER/WHITE LENS)
●		BASE MOUNTED RUNWAY THRESHOLD LIGHT (RED/GREEN LENS)
●		BASE MOUNTED RUNWAY THRESHOLD LIGHT (GREEN/RED LENS)
○		STAKE MOUNTED TAXIWAY EDGE LIGHT
■		GUIDANCE SIGN
---		DIRECT BURIED CABLE. SIZE & QUANTITY AS SHOWN
▬▬▬		2 WAY 4" DUCTBANK
⊥		3/4"x10' COPPER GROUND ROD FOR CONNECTING TO COUNTERPOISE SYSTEM



GUIDANCE SIGN SCHEDULE		
①	FRONT PANEL	BACK PANEL
25	25	BLANK
②	25-7	BLANK
③	7	BLANK

NOTE: LETTERING ON FRONT PANEL SHALL BE WHITE CHARACTERS ON RED BACKGROUND.



TOWN OF PROVINCETOWN  
AIP NO. 3-25-0043-16

PROVINCETOWN MUNICIPAL AIRPORT  
PROVINCETOWN, MASSACHUSETTS

**AIRFIELD LIGHTING AND SIGN PLAN**

SUBMITTED BY:  
**EDWARDS AND KELCEY**

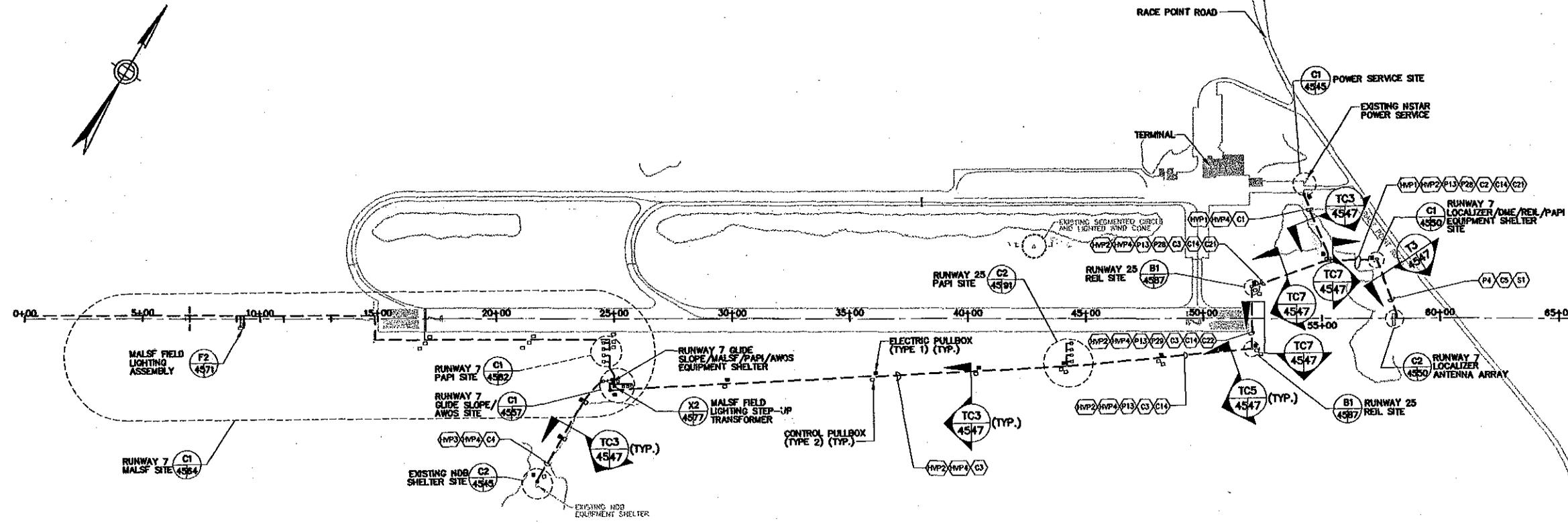
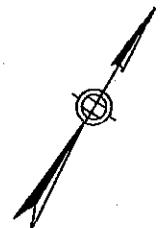


DESIGNED EPL DATE 10/01 SCALE: AS SHOWN  
DRAWN EPJ DATE 10/01 DRAWING NO.  
CHECKED SF DATE 10/01 SHEET NO. 27 OF 39

NO.	REVISIONS	BY	APP.	DATE

FOR CONTINUATION SEE ABOVE

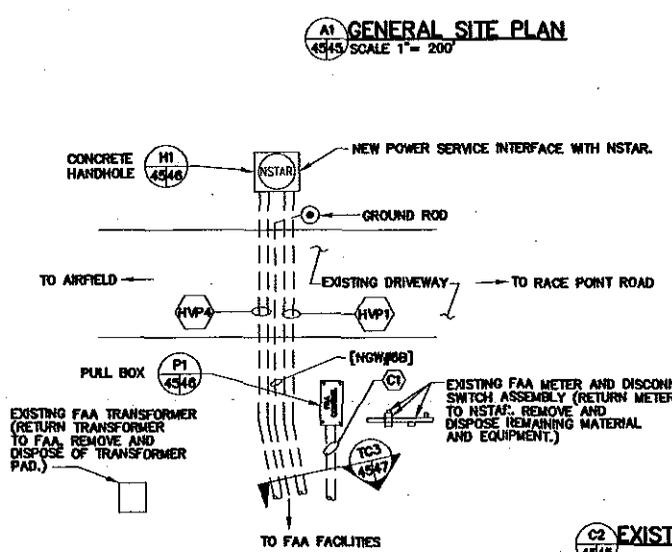
FOR CONTINUATION SEE BELOW



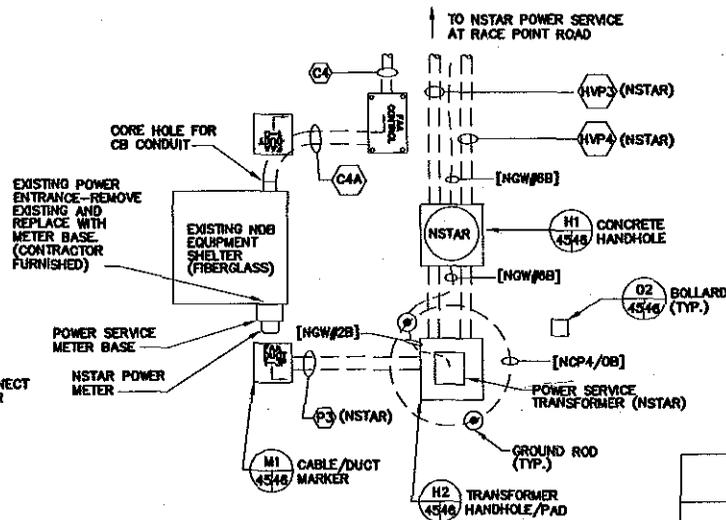
**A1 GENERAL SITE PLAN**  
4545/SCALE 1" = 200'

**NOTES:**

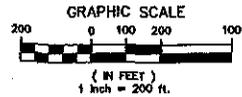
1. THIS DRAWING INDICATES GENERAL POWER, CONTROL, AND SIGNAL ROUTES FOR THE RUNWAY 7 INSTRUMENT LANDING SYSTEM (ILS) AS WELL AS THE RUNWAY 7 PAPI, RUNWAY 7 MALSf, RUNWAY 25 PAPI, RUNWAY 25 REL, NDB, AND AWOS FACILITIES. ROUTES SHOWN ARE APPROXIMATE; ACTUAL ROUTES SHALL BE FIELD DETERMINED.
2. SEE SHEET 99 FOR CABLE AND CONDUIT/DUCT REFERENCE TABLES.
3. UNLESS OTHERWISE INDICATED, ALL FAA UNDERGROUND CABLE SHALL BE INSTALLED IN CONDUIT/DUCT. CONDUIT/DUCT INDICATED DESIGNATES THE GENERAL CONDUIT/DUCT REQUIRED AND DOES NOT INDICATE TRANSITIONS, RISERS, COUPLINGS, GROUNDING, ETC., WHICH MAY BE REQUIRED. SEE INDIVIDUAL FACILITY DRAWINGS FOR SPECIFIC CONDUIT/DUCT INFORMATION.
4. CONCRETE (STANDARD) HANDHOLES SHALL BE LOCATED AT EACH PRIMARY (NSTAR) POWER TRANSFORMER LOCATION, MAJOR CONDUIT/DUCT CHANGE OF DIRECTION, JUNCTIONS, AND EVERY 600 FEET (MAXIMUM) OF PRIMARY (NSTAR) CONDUIT/DUCT RUN.
5. PULL BOXES SHALL BE LOCATED AT EACH FAA CONDUIT/DUCT TERMINATION (EXCEPT AT TRANSFORMER HANDHOLE LOCATIONS), MAJOR CONDUIT/DUCT CHANGE OF DIRECTION, JUNCTIONS AND AT EVERY 300 FEET (+/- 50 FEET) OF FAA CONDUIT/DUCT RUN. SEPARATE PULL BOXES SHALL BE PROVIDED FOR HIGH VOLTAGE POWER, POWER, AND CONTROL/SIGNAL CONDUIT/DUCTS.
6. A BARE COPPER GUARD WIRE, EXOTHERMICALLY WELDED TO A GROUND ROD EVERY 300 FEET AND AT EACH END, SHALL BE INSTALLED, DIRECT EARTH BURIED (DEB), 12 INCHES ABOVE ALL FAA PVC DUCTBANK. FAA GRSC SHALL HAVE A GROUNDING BUSHING GROUND TO THE GUARD WIRE AND/OR GROUND ROD AT EACH END. THE GUARD WIRE SHALL BE 4/0 AWG ABOVE LOCALIZER CONDUIT/DUCTS AND #6 AWG OVER ALL OTHER CONDUIT/DUCTS.



**C1 POWER SERVICE SITE**  
4545/NOT TO SCALE



**C2 EXISTING NDB SHELTER SITE UTILITY PLAN**  
SCALE: 1/4" = 1'-0"



NO.	REVISIONS	BY	APP.	DATE

SUBMITTED BY:  
**EDWARDS AND KELCEY**

FAA DRAWING NO. NE-D-27720-C001  
TOWN OF PROVINCETOWN  
AIP J-25-0043-16  
PROVINCETOWN MUNICIPAL AIRPORT  
PROVINCETOWN, MASSACHUSETTS  
INSTRUMENT LANDING SYSTEM (ILS)  
**POWER AND CONTROL  
GENERAL SITE PLAN**  
**Edwards  
and Kelcey**  
DESIGNED JUN DATE 10-01 SCALE: AS SHOWN  
DRAWN SHA DATE 10-01 DRAWING NO. \_\_\_\_\_  
CHECKED SF DATE 10-01 SHEET NO. 45 OF 45