

Finding of No Significant Impact

Rehabilitation of Moors Road with Bicycle Accommodations in the Province Lands Cape Cod National Seashore Massachusetts

INTRODUCTION

The National Park Service (NPS) proposes to rehabilitate Moors Road, located within the boundary of Cape Cod National Seashore (the national seashore), to withstand increasing heavy vehicle use and to enhance bicycle and pedestrian access to Herring Cove Beach and the Province Lands Bike Trail from Provincetown. The purpose of the proposed rehabilitation is to improve the structural integrity of the road; improve bicyclist, pedestrian, and vehicular safety; reduce congestion; encourage alternative forms of transportation; protect natural resources; and maintain or improve upon the historic public use of the national seashore.

This section of Moors Road between Provincetown and US 6 is heavily used during the visitor season by passenger vehicles, passenger buses, contractor equipment, delivery trucks, bicyclists, and pedestrians. A traffic study conducted October of 2009 estimated that during peak season, traffic volumes along Moors Road, specifically during the weekend, range from 3,000 to 6,000 cars per day. A follow up traffic study conducted in July of 2010 confirmed that this estimate was accurate. Several recent developments within Provincetown have caused a steady increase in the use of Moors Road by tractor trailers, heavy delivery vehicles, construction equipment, and other vehicles whose gross vehicle weight exceeds the design capacity of the existing road profile. The west end of Provincetown has been experiencing increased construction activity, and because of traffic congestion and narrow streets that are difficult to negotiate by large trucks within the town, those vehicles use Moors Road as their primary route of access to this part of town. As a result, the entire roadway is crumbling under the impact of excessive loading. Road rehabilitation is needed to increase the road's capacity for heavy vehicle use.

In addition to motor vehicle traffic, the public rides bicycles or walks along Moors Road to access Herring Cove Beach. According to the July 2010 traffic study, almost 900 bicyclists were counted on Moors Road during the day of heaviest use. There were 14 accidents on Moors Road in 2007 that included either vehicles and/or bicycles. Moors Road has two 11-foot travel lanes and two 1-foot paved shoulders (24 feet total paved width), that are often covered by drifting sand. The limited width of the roadway combined with the heavy shared uses creates congestion problems along with safety issues.

Because of the safety issues associated with riding a bicycle along Moors Road, visitors to and residents of Provincetown, who are otherwise within easy bicycling distance of the national seashore (McMillan Pier is just over a mile from the entrance to the national seashore), may prefer to drive to one of the Herring Cove Beach parking lots instead of riding a bicycle. By improving the safety of Moors Road related to shared use, visitors to the national seashore will

be encouraged to use alternative forms of transportation to access Herring Cove Beach, or to continue on to the newly renovated Province Lands Bike Trail.

Finally, the current safety issues may tempt those bicycling or walking to Herring Cove Beach from Provincetown to leave the road as soon as possible. This leads to social trails and increased impacts on natural resources, specifically the dune ecosystems between Moors Road and Herring Cove Beach. Providing accommodations for bicyclists along the road will increase safety for both bicyclists and pedestrians, will encourage them to use those approved beach access points discussed in this document and shown on alternatives plans, and will thus reduce impacts on the natural environment of the national seashore.

The public use of Moors Road and associated national seashore resources is something that visitors to and residents of Cape Cod, specifically Provincetown, have enjoyed for many years. Prior to the national seashore's establishment in 1961, Herring Cove Beach was a state park. As one of the five roads leading into and out of Provincetown, residents and visitors have come to rely on Moors Road for deliveries and other services associated with the heavy vehicles described earlier. Therefore, there is a need to at least maintain, if not improve, the historic public use of Moors Road.

The Environmental Assessment/Assessment of Effect (EA/AoE) for this proposal was released on May 27, 2010 for a 30-day agency and public review period in accordance with the National Environmental Policy Act of 1969, as amended (NEPA), the implementing regulations of the Council on Environmental Quality (CEQ) (40 CFR 1500-1508.9), section 106 of the National Historic Preservation Act of 1966, as amended (NHPA), and NPS Director's Order #12: *Conservation Planning, Environmental Impact Analysis and Decision-Making* (DO-12) and accompanying DO-12 Handbook. The EA/AoE also included a Federal Consistency Certification for compliance with the Coastal Zone Management Act of 1972, as amended (CZMA). The EA/AoE described the goals of the project; presented a range of reasonable alternatives, including the no-action alternative; analyzed the effects of each alternative on the human environment; and solicited agency and public comments on the proposed action.

NPS SELECTED ALTERNATIVE

Based on the analysis presented in the EA/AoE, the NPS has selected Alternative C: Rehabilitate Roadway – Widen Shoulders (NPS Preferred Alternative) for implementation. Alternative C is described on pages 25-27 of the EA/AoE. A graphic illustrating this alternative is attached in Appendix A (Figure A-1).

In order to improve the structural integrity of the road, improve safety, reduce congestion, encourage alternative forms of transportation, protect natural resources, and maintain or improve upon the historic public use of the national seashore, the NPS Selected Alternative will include the following elements:

- The road will be subject to full-depth rehabilitation in order to improve structural integrity and better accommodate bicycles.

- The paved roadway will be widened from 6-10 feet to better accommodate multimodal use and reduce congestion.
- Safety improvements such as raised crosswalks and “Share the Road” traffic signs will be added to the study area to slow traffic and raise awareness of shared use of the road.
- An additional informational board will be installed at access point 2 to provide additional interpretation and/or orientation information to visitors using that access point or passing by.
- A connector bike path will be provided along the abandoned section of roadway in the vicinity of the Herring Cove Beach South parking lot to provide access to planned extensions of the Cape Cod Rail Trail.

Due to funding restrictions, these elements may be implemented in phases. During roadway rehabilitation, the road will be closed for approximately four to eight weeks in the “off season” to avoid extensive traffic management and its associated expenses and allow completion of the rehabilitation within one construction season.

Roadway Rehabilitation and Bicycle Accommodation

In order to improve the structural integrity of the road, the NPS will perform a full-depth rehabilitation of the roadway from the point at which it enters the park near the Bradford Street intersection to the point at which the road was previously rehabilitated during the Province Lands Road (Route 6) intersection reconfiguration. The rehabilitation will involve reclaiming the current road, grinding those materials, and reusing them to the greatest extent possible as the gravel base for the new road surface. Rehabilitation will include a thickened profile of several inches of asphalt on top of the gravel base to increase the structural integrity of the roadway. The actual design of the road will not be finalized until after additional technical studies of the existing roadway and underlying geology are undertaken.

Under the NPS Selected Alternative, the roadway rehabilitation will include widening the road from its current 24-foot paved surface. From the park boundary near Bradford Street—where a majority of bicyclist and pedestrian traffic originates—to access point 2, the road will be widened by a total of 10 feet to provide 6-foot paved shoulders. From access point 2 until the separate pathway becomes available, the road will be widened by a total of 6 feet to provide 4-foot paved shoulders. Any widened areas of the roadway will require the excavation of soils along the edge of the existing roadway. The depth of excavation is estimated to be 16 inches, although the actual depth will be determined after additional technical studies.

Current plans call for a total of six leach basins to be installed adjacent to the roadway in two areas to improve treatment of stormwater drainage from the road. One will be installed on each side of the roadway just east of access point 1. Another three will be installed on the northeast side of the road at the low point within the forested section of the road, and one will be installed on the southwest side of the road in the same location. Drainage options may be refined to minimize impacts on the dunes while treating runoff as plans are finalized.

Finally, the existing culvert under the road at Mill Pond will be examined during roadway rehabilitation for any structural deficiency. If it is found to be sound, it will be left in place; however, if it is found to be damaged, the NPS will consider a range of options for replacement. Options could include either replacing the culvert in kind or replacing it with a larger box culvert type of structure. The in-kind replacement will replicate drainage conditions similar to the existing three 24-inch pipes. The box culvert structure will be a narrow (approximately 10-foot wide), three-sided concrete box culvert or equivalent with a natural bottom.

Safety Improvements

In addition to the structural improvements and widening of the roadway described above, the NPS Selected Alternative will include a number of safety improvements. The primary safety improvement will be the installation of raised crosswalks at access points 2 and 3. The raised surface of the crosswalk at access point 2 would be 20 feet across, and at access point 3, it would be 10 feet across. Both raised crosswalks would have a 6-foot taper on either side. Additionally, an at-grade crosswalk will be painted at access point 4 when the separate connector bicycle path described below is constructed. These crosswalks will double as formalized pedestrian crossings and traffic calming measures. Signs will be added at either end of the study area and on either side of the crosswalks to warn motorists of the multiple uses and the crosswalks themselves. Finally, guard rails will be added on either side of the road in the vicinity of the culvert. This guard rail would be constructed of wood or weathering steel (otherwise known as corten steel) and would be built to NPS standards. Due to concerns about the environment impacts on sensitive areas caused by foot traffic, no crosswalk will be provided at access point 1.

Additional Information Board

An additional information board will be added next to the existing board at access point 2. This board could be used to post additional interpretation and/or orientation flyers.

Connector Bicycle Path

Extensions of the Cape Cod Rail Trail are being planned and will hopefully connect to this area in coming years. When this happens, the national seashore will repave the portion of Moors Road that was abandoned due to a recent intersection realignment.

OTHER ALTERNATIVES CONSIDERED

Three other alternatives were considered in the EA/AoE: Alternative A: No-action, Alternative B: Rehabilitate Roadway—Maintain Width, and Alternative D: Rehabilitate Roadway—Separate Multiuse Path.

Alternative A: No-action

As described in the EA/AoE on pages 21-22, Alternative A would maintain current maintenance practices along Moors Road. Under this alternative, Moors Road would remain in its current condition and configuration. Through most of the study area, Moors Road consists of two 11-

foot vehicle travel lanes with 1-foot paved shoulders on either side. The road configuration changes slightly as it turns west in the vicinity of the south Herring Cove Beach parking lot and the intersection with Province Lands Road where the road was recently narrowed from a four-lane divided highway to a two-lane roadway. The road would continue to develop interconnected cracks caused by fatigue failure of the roadway surface, and ongoing targeted patching or repaving of the road would be required where necessary, as time and funding allowed. The only additional bicycle accommodation or safety improvements that might be accomplished under this alternative would be the eventual addition of “Share the Road” traffic signs.

Alternative A was not chosen as the NPS Selected Alternative because it does not meet the purpose and need of the proposed action. Alternative A would not improve the structural integrity of the road, improve safety, reduce congestion, or encourage alternative forms of transportation.

Alternative B: Rehabilitate Roadway—Maintain Width

As described in the EA/AoE on pages 25-27, Alternative B would rehabilitate the roadway while maintaining the current width. Under this alternative, the road would undergo the full-depth rehabilitation described for the NPS Selected Alternative. The primary difference between the NPS Selected Alternative and Alternative B is that the roadway would not be widened. Because of this, bicyclists and pedestrians would be required to share the travel lanes of the road with vehicular traffic.

Alternative B was not chosen as the NPS Selected Alternative because it does not meet the purpose and need of the proposed action to the same extent as the NPS Selected Alternative. Although it improves the integrity of the road, provides some safety improvements, and avoids any additional natural resource impacts, Alternative B provides relatively little bicycle and pedestrian accommodation.

Alternative D: Rehabilitate Roadway—Separate Multiuse Path

As described in the EA/AoE on pages 25-28, Alternative D would rehabilitate the roadway while widening the road enough to add an adjacent but physically separated multiuse path. The road would maintain 11-foot travel lanes and 1-foot paved shoulders for vehicular use. A guardrail would be constructed in a 2-foot paved buffer zone separating the road from a 10-foot wide paved multiuse path. Because of the addition of this guard rail, the crosswalk configuration used for Alternatives B and C would be altered slightly. The raised crosswalks at access points 2 and 3 would be replaced by a raised crosswalk at access point 1, where most bicyclists and pedestrians would be expected to enter the multiuse path on the southwest side of the road. All other elements of this alternative are similar to those described for the NPS Selected Alternative.

Alternative D was not chosen as the NPS Selected Alternative because it does not meet the purpose and need of the proposed action to the same extent as the NPS Selected Alternative. Although it improves the structural integrity of the road, improves safety, reduces congestion, and encourages alternative forms of transportation, Alternative D imposes the greatest level of natural resource disturbance on the study area.

ENVIRONMENTALLY PREFERRED ALTERNATIVE

The NPS is required to identify the environmentally preferred alternative in its NEPA documents for public review and comment. The NPS, in accordance with the Department of the Interior policies contained in the Departmental Manual (516 DM 4.10) and CEQ's *NEPA's Forty Most Asked Questions*, defines the environmentally preferred alternative (or alternatives) as the alternative that best promotes the national environmental policy expressed in NEPA (Section 101(b) (516 DM 4.10). In their *Forty Most Asked Questions*, CEQ further clarifies the identification of the environmentally preferred alternative, stating "Ordinarily, this means the alternative that causes the least damage to the biological and physical environment; it also means the alternative which best protects, preserves, and enhances historic, cultural, and natural resources" (Q6a).

Based on the analysis of environmental consequences of each alternative presented in Chapter 4 of the EA/AoE, Alternative B is the environmentally preferred alternative. Alternative B rehabilitates the roadway and provides minimal bicycle accommodations with the least disturbance to the national seashore's natural and visual resources, including dunes and the dune forest. As noted above, Alternative B was not selected for implementation because it does not meet the purpose and need of the proposed action to the same extent as the NPS Selected Alternative. Although Alternative B avoids additional natural resource impacts, it provides relatively little bicycle and pedestrian accommodation.

MITIGATION MEASURES

To minimize environmental impacts related to the action alternatives, the NPS will implement mitigation measures. Most of the mitigation measures will be related to the temporary adverse impacts resulting from construction of the rehabilitated roadway. It is NPS practice to comply with or exceed local and state water quality and erosion and sediment control regulations. Any soil-disturbing activities will take place in accordance with relevant federal, state, and local regulations and best management practices. A number of measures also will be implemented according to Appendix B of the *NPS Procedural Manual 77-1: Wetland Protection* (NPS 2008a) to minimize adverse impacts on wetlands. Although the exact mitigation measures to be implemented would depend upon the final design and approval of plans by relevant agencies, the following is a list of actions that are expected to take place:

- Care will be taken to avoid any rutting caused by vehicles or equipment.
- Measures will be employed to prevent or control spills of fuels, lubricants, or other contaminants from entering the waterway or wetland. Actions will be consistent with state water quality standards and Clean Water Act Section 401 certification requirements.
- Appropriate erosion and siltation controls will be maintained during construction, and all exposed soil or fill material will be permanently stabilized at the earliest practicable date.
- Stockpile materials will be placed in the South Herring Cove Beach parking lot to avoid impacting any natural features.

- Straw wattles or bales will be placed down-gradient of each area to contain any potential spills or sediment run-off.
- Where plantings or seeding are required, native plant material will be obtained and used in accordance with NPS policies and guidance. All existing planting medium removed from the site will be reused to the greatest extent possible before any non-indigenous material is used. Management techniques will be implemented to foster rapid development of target native plant communities and to eliminate invasion by exotic or other undesirable species.
- Construction equipment will be restricted to the road corridor to avoid impacts on natural resources, including spadefoot toad, diamond backed terrapin, and box turtle habitat.
- Erosion controls will include "critter-gaps" to facilitate species movement and avoid entrapment in the work zone.
- Road construction activities involving ground disturbance by heavy equipment will not be scheduled to occur between April 15th and August 30th to avoid the spadefoot toad breeding season and minimize activity during the box turtle active season.
- Visual sweeps of the construction limits will be conducted by trained personnel and will occur daily during construction through November, and any turtles found will be relocated from the construction limits. These activities will be conducted under the approval of the national seashore's Wildlife Biologist.
- If during construction previously undiscovered archeological resources are uncovered, all work in the immediate vicinity of the discovery will be halted until the resources could be identified and documented and an appropriate mitigation strategy developed in consultation with the Massachusetts SHPO.
- Temporary advanced warning signs will be installed to warn of road closure during construction and will provide a detour for through traffic to Provincetown.

WHY THE NPS SELECTED ALTERNATIVE WILL NOT HAVE A SIGNIFICANT EFFECT ON THE HUMAN ENVIRONMENT

As defined in 40 CFR § 1508.27, significance is determined by examining the following criteria:

- 1) Impacts that may have both beneficial and adverse aspects and which on balance may be beneficial, but that may still have significant adverse impacts that require analysis in an Environmental Impact Statement (EIS).**

As described in the EA/AoE, several areas will experience both beneficial and adverse impacts as part of implementing the NPS Selected Alternative; however, no major or significant impacts were identified that would require analysis in an EIS. Impacts of the NPS Selected Alternative on dune ecosystems, special status species, wetland resources, visual resources, public use and experience, public safety, and operations and infrastructure were identified and are described in detail in Chapter 4 of the EA/AoE.

The NPS Selected Alternative will result in short-term, negligible, adverse impacts on special status species; short-term, minor, adverse impacts on dune ecosystems and wetland resources; short-term, moderate, adverse impacts on visual resources and public use and experience; long-term, negligible, adverse impacts on operations; long-term, minor, adverse impacts on dune ecosystems and visual resources; and long-term beneficial impacts on dune ecosystems, special status species, visual resources, public use and experience, public safety, and infrastructure. Long-term impacts on wetland resources could be beneficial or minor, adverse depending upon whether or not the culvert is replaced and, if replaced, how. On balance, Alternative C will have beneficial impacts and none of the adverse impacts are significant that require analysis in an EIS.

2) The degree to which public health and safety are affected.

As described above, the NPS Selected Alternative will result in long-term beneficial impacts on public health and safety by providing additional room for bicyclist and pedestrian use and by adding traffic calming measures such as signs and raised crosswalks.

3) Unique characteristics of the area such as proximity to historic or cultural resources, wild and scenic rivers, ecologically critical areas, wetlands or floodplains.

As described on pages 53-54 of the EA/AoE, there are wetlands within the study area where the culvert under the road connects the area known as Mill Pond with the sandy moors leading out to the ocean. According to recent studies, there is a hydrodynamic imbalance between Mill Pond and the ocean-side wetlands. Under the NPS Selected Alternative, this imbalance may persist, but if during construction the culvert is found to be damaged to the point of requiring replacement, the existing culvert may be replaced in such a way that the natural flow of water and sediment could be restored. Impacts on wetlands outside of the existing footprint of the road will be related to stormwater stabilization and will be limited to approximately 0.002 acres (90 square feet).

Although a portion of the NPS Selected Alternative will take place within the 100-year floodplain, the proposed action will not add any structures to the study area that will result in a change in the ability of the floodplain to convey water.

There were no historic or cultural resources, wild and scenic rivers, or ecologically critical areas identified within the project area. The park and SHPO have concurred on a NPS finding of "No Historic Properties Affected" as stated in the EA and indicated in a letter from the SHPO dated August 3, 2010.

4) The degree to which impacts are likely to be highly controversial.

As measured by public comment, this project is not likely to be highly controversial. During the 30-day agency and public review and comment period, one agency comment was received, and one comment was received from a private individual. These comments were generally supportive of the NPS Selected Alternative.

5) The degree to which the potential impacts are highly uncertain or involve unique or unknown risks.

No highly uncertain, unique, or unknown risks were identified during preparation of the EA/AoE or the public review period.

6) Whether the action may establish a precedent for future actions with significant effects, or represents a decision in principle about a future consideration.

The NPS Selected Alternative neither establishes NPS precedent for future actions with significant effects nor represents a decision in principle about a future consideration. Future actions will be evaluated through additional, project-specific planning processes that incorporate requirements of NEPA, section 106 of the NHPA, and NPS policies.

7) Whether the action is related to other actions that may have individual insignificant impacts but cumulatively significant effects.

Impacts of the NPS Selected Alternative on dune ecosystems, special status species, wetland resources, visual resources, public use and experience, public safety, and operations and infrastructure were identified. As described in Chapter 4 of the EA/AoE, cumulative impacts were defined by combining the impacts of the NPS Selected Alternative with the impacts of other past, present, and reasonably foreseeable future actions.

Four projects were identified as contributing to cumulative impacts on the resources addressed by the EA/AoE: the *Cape Cod National Seashore Integrated Bicycle Feasibility Study*, the Province Lands Bike Trail renovations, the Herring Cove Beach facilities development, and the *Capital Improvements Plan for the Provincetown Municipal Airport EA*. The negligible to moderate impacts of other present and reasonably foreseeable future actions on resources, in conjunction with the impacts of the NPS Selected Alternative, will result in both beneficial and adverse cumulative impacts, particularly to dune and wetland ecosystems, ranging in intensity from negligible to moderate but do not result in significant cumulative impacts.

8) The degree to which the action may adversely affect historic properties in or eligible for listing in the National Register of Historic Places, or other significant scientific, archeological, or cultural resources.

No historic properties or other significant scientific, archeological, or cultural resources were identified within the study area. In consultation with the SHPO, the NPS has made a finding of "No Historic Properties Affected" as stated in the EA.

9) The degree to which an action may adversely affect an endangered or threatened species or its habitat.

Presence of endangered and threatened species and associated habitat is described on pages 51-53 of the EA/AoE. No special status plant species were identified during detailed field surveys conducted by qualified botanists in 2009. Further, correspondence from the U.S. Fish and

Wildlife Service (USFWS) on November 18, 2009 indicated that no federally listed or proposed threatened or endangered plant or wildlife species, or critical habitats, are known to occur within, or in the immediate vicinity of, the project corridor. Correspondence from the Massachusetts Natural Heritage and Endangered Species Program (NHESP) on November 19, 2009 suggests that three state-listed special status species could occur within the project area: eastern box turtle (*Terrapene carolina*), diamond-backed terrapin (*Malaclemys terrapin*), and eastern spadefoot (*Scaphiopus holbrookii*).

The NPS Selected Alternative will result in short-term, negligible, adverse impacts on special status species due to the addition of paved shoulders through the corridor and negligible impacts on wetland habitat. It will also have long-term beneficial impacts by removing on road pedestrian bicycle traffic reducing the frequency of off-road pedestrian and bicycle traffic and by adding traffic calming devices via raised elevation crosswalks. Impacts related to construction will be mitigated by observing time-of-year restrictions for special status species.

10) Whether the action threatens a violation of federal, state, or local law or requirements imposed for the protection of the environment.

The NPS Selected Alternative violates no federal, state, or local environmental protection laws.

IMPAIRMENT OF PARK RESOURCES OR VALUES

As stated in NPS *Management Policies 2006* section 1.4.7:

“Before approving a proposed action that could lead to an impairment of park resources and values, an NPS decisionmaker must consider the impacts of the proposed action and determine, in writing, that the activity will not lead to an impairment of park resources and values. If there would be an impairment, the action must not be approved.”

As stated in the NPS *Management Policies 2006* section 1.4.5:

“The impairment that is prohibited...is an impact that, in the professional judgment of the responsible National Park Service manager, would harm the integrity of park resources or values, including the opportunities that otherwise would be present for the enjoyment of those resources or values...”

An impact to any park resource or value may, but does not necessarily, constitute an impairment. An impact would be more likely to constitute impairment to the extent that it affects a resource or value whose conservation is:

- 1) necessary to fulfill specific purposes identified in the establishing legislation or proclamation of the park, or
- 2) key to the natural or cultural integrity of the park or to opportunities for enjoyment of the park, or

- 3) identified as a goal in the park's general management plan or other relevant NPS planning documents as being of significance."

The NPS has determined that implementation of the NPS Selected Alternative will not constitute an impairment to park resources and values. This conclusion is based on a thorough analysis of the environmental impacts described in the EA/AoE, the public comments received, relevant scientific studies, and the professional judgment of the decision-maker guided by the direction in *NPS Management Policies 2006*. Although the NPS Selected Alternative has some adverse impacts, in all cases these adverse impacts are the result of actions taken to preserve and restore other park resources and values. Overall, the NPS Selected Alternative results in benefits to park resources and values, opportunities for their enjoyment, and does not result in their impairment.

AGENCY AND PUBLIC INVOLVEMENT


The EA/AoE was made available for a 30-day public review and comment period (and a 45-day agency review and comment period) beginning May 27, 2010. A press release announcing the document's availability was sent to local newspapers and radio stations and was posted on the NPS website. The EA/AoE was posted on the park's Planning, Environment, and Public Comment website (<http://parkplanning.nps.gov/CACO>), and hard copies were made available via the Cape Cod National Seashore headquarters. The EA/AoE was made available to federal, state, and local regulatory agencies; local businesses; and interested individuals for their review.

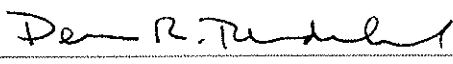
A total of two comments were received, including one agency comment and one comment from a private individual. The only agency comment received was from the SHPO. This comment provided verbal concurrence on a NPS finding of "No Historic Properties Affected" as stated in the EA, which was followed up by letter from the SHPO of August 3, 2010. The comment received from the private individual was generally supportive of the NPS Selected Alternative. The Coastal Zone consistency statement is currently under review by the Massachusetts Office of Coastal Zone Management.

FINDING OF NO SIGNIFICANT IMPACT

The NPS has selected Alternative C: Rehabilitate Roadway – Widen Shoulders for implementation. The NPS Selected Alternative is described on pages 27-28 of the EA/AoE. The NPS Selected Alternative will not constitute an action that normally requires preparation of an EIS. The NPS Selected Alternative will not have a significant effect on the human environment. Adverse environmental impacts that could occur are negligible to moderate in intensity. There are no significant impacts on public health, public safety, threatened or endangered species, sites or districts listed in or eligible for listing in the National Register of Historic Places, or other unique characteristics of the region. No highly uncertain or controversial impacts, unique or unknown risks, significant cumulative effects, or elements of precedence were identified. Implementation of the NPS Selected Alternative will not violate any federal, state, or local environmental protection law.

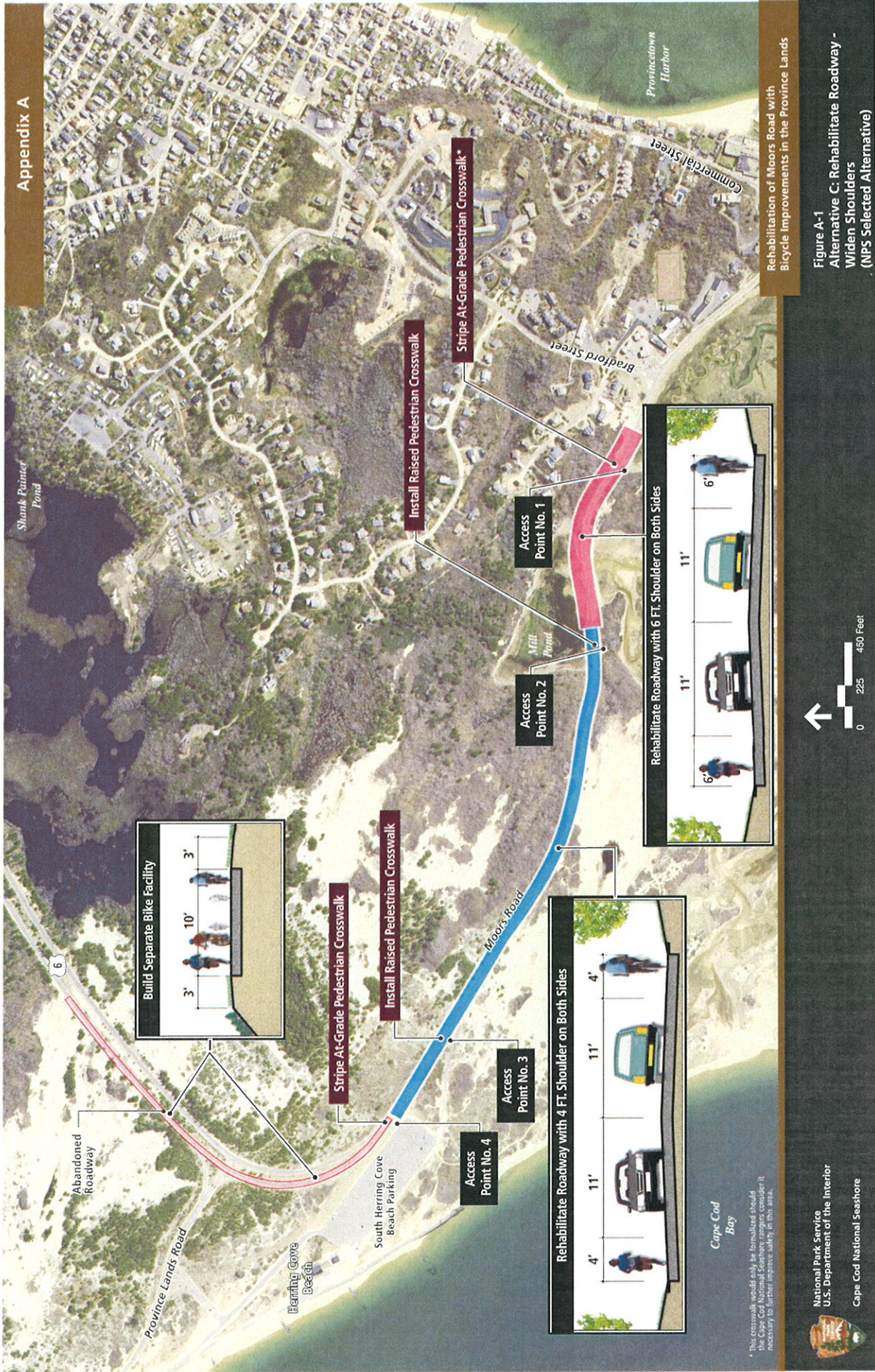
Based on the foregoing, it has been determined that an EIS is not required for this action and thus will not be prepared.

Recommended:  8/12/10
for George E. Price, Jr., Superintendent Date
Cape Cod National Seashore

Approved:  8/24/10
Dennis R. Reidenbach, Regional Director Date
Northeast Region, National Park Service

Attachment (Figure A-1)

Appendix A



* This crosswalk would only be formalized should the Cape Cod National Seashore ranger consider it necessary to further improve safety in this area.

National Park Service
U.S. Department of the Interior
Cape Cod National Seashore

Rehabilitation of Moors Road with Bicycle Improvements in the Province Lands

Figure A-1
Alternative C: Rehabilitate Roadway -
Widen Shoulders
(NPS Selected Alternative)