



# United States Department of the Interior

NATIONAL PARK SERVICE  
Cape Cod National Seashore  
99 Marconi Site Road  
Wellfleet, MA 02667

IN REPLY REFER TO:

L7617  
CACO – DSC 68043

MAR 22 2007

## Memorandum

To: Northeast Regional Director

From: Superintendent

Subject: Finding of No Significant Impact (FONSI) and Alternative Selection for the Province Lands Bike Trail Renovations, Cape Cod National Seashore

At Cape Cod National Seashore, the National Park Service (NPS) will renovate approximately 7.34 miles of the existing Province Lands Bike Trail. It is expected that renovation will occur in phases as funding allows. The project is intended to improve rider safety, enhance the users experience and facilitate maintenance by meeting the following objectives:

- Repave those segments of the trail that are in disrepair.
- Increase dune stabilization to minimize sand migration onto the bike trail by adding natural vegetation and/or sand fences.
- Correct existing safety deficiencies where appropriate, including the elimination of steep grades, sharp curves, limited sight distance at path intersections and many other sections of the trail, insufficient signage, and numerous root heaves.
- Widen the bike trail from 8 feet to 10 feet except in wetlands areas where, to avoid impacts to wetlands, the path will not be widened.
- Minimize project impacts to the human and natural environment when implementing the renovation.

The renovation is in direct response to regular and noticeable occurrences of visitor accidents and injuries sustained while using the bike trail, and attributed to facility design characteristics and maintenance issues. The action is intended to provide improvements that will reduce the incidence of accidents and injuries by modifying steep portions of the bike trail to more moderate slopes and widening the bike trail to provide more appropriate lateral clearance, and includes

elements that will contribute to dune stabilization and reduce the drifting of sand that impairs safe travel and braking control. In the future, Cape Cod National Seashore intends to place wayside exhibits at key locations along the trail.

Since bicyclists may have small children or be inexperienced and rent bicycles, special care must be taken to ensure visitor safety. Three distinct issues currently affect safe use of the bike trail:

- Changes in alignment (primarily vertical alignment).
- A substandard trail width.
- Increasing maintenance needs attributable to natural surroundings and deterioration of an aging facility.
- More than half the accidents in Cape Cod National Seashore in a typical year occur on the bike trail. In 2006, 34 serious accidents on the trail were reported to Cape Cod National Seashore. It is impossible to know the true number of accidents. However, it is generally assumed that reported accidents are a small percentage of total accidents.

## **SELECTED ALTERNATIVE**

Alternative D is the Selected Alternative. Under the Selected Alternative, the entire bike trail, with the exception of where it passes alongside wetland areas, will be widened to a typical width of 10 feet and resurfaced. A minimum 10-foot width will be achieved in most areas. Widening of the trail will impact up to 4.33 acres of upland and dune ecosystem. There will be no expansion of the bike trail into wetland areas. It is the NPS intention to avoid impacts to wetlands and impacts to wetlands are not anticipated. However, 0.14 acres of wetlands occur within a foot of the bike trail and could be impacted temporarily by construction activity along the trail. If any inadvertent impacts to wetlands occur, the taking would be minimal.

Wood retaining walls, slope stabilization plantings, stair construction and minor realignments will be constructed where needed. Stair construction may occur where parking lots adjoin the bike path and where there is an elevation change from the parking lot and the parallel bike trail. Bicyclists will need to dismount and carry their bicycles up and/or down these stairs. New signs, a centerline and other pavement markings will also be added. Beach grass and other native vegetation will be planted and sand fence will be installed in places where sand drifts across the bike trail. In the future, wayside exhibits will be constructed.

Trail renovation will be phased, starting with Segment 1 and continuing numerically through segment 5. The NPS anticipates that the majority of the bike trail will remain within its current alignment. However, it is proposed that two sections of the trail will be reconfigured and realigned to address known safety hazards. The locations of both trail realignments are in areas with a history of reported accidents.

Segment 1, beginning at the intersection of the Bennett Pond Spur and the main Loop Trail and ending at the intersection of the main Loop Trail and the Herring Cove Beach Spur is 0.80 miles long and contains one area of trail realignment in hilly dune habitat. This area of trail realignment is currently hazardous due to sharp turns and a steep grade. Here the bike trail can be reconfigured from the existing alignment, which has a steep slope (8-12%+) with tight curves, to a safer grade and line. Three options were considered for this realignment. Each option generally consists of lengthening the trail with additional curves in a broader "S" formation and then restoring the existing trail to a natural state. Option 3 is the Selected Option for the realignment of Segment 1. A temporary construction turnout will be necessary during the period of construction.

The second realignment has been designed to improve a problematic road crossing where Segment 3 transitions to Segment 4. This realignment is in a winding, steep area with a history of reported accidents. The road crossing has a tight turn and steep slope approaching a low overhead clearance through an existing underpass of Province Lands Road. Four options were considered for this realignment. Each option eliminates use of the underpass to cross Province Lands Road and includes restoration of the existing trail to a natural state. Option 4, which crosses to the north of the existing underpass, is the Selected Option for this realignment. A temporary construction turnout will be necessary during the period of construction.

## **ALTERNATIVES CONSIDERED**

The environmental assessment (EA) analyzed the Selected Alternative described above, two additional action alternatives, and a No Action Alternative. One action alternative, Alternative B, would address only the issues associated with the repairs needed on the bike trail in the current alignment. This alternative would involve primarily repaving, which would improve public use and safety in those sections of the trail that are in disrepair. In the future, wayside exhibits would be constructed. Alternative B does not address identified safety concerns due to steep grades, sharp turns and sand drifting on the trail.

Under the selected action alternative, Alternative D, the entire bike trail, with the exception of where it passes alongside wetland areas, would be widened to a typical width of 10 feet and resurfaced. There would be no expansion of the bike trail into wetland areas. A minimum 10-foot bike trail width would be achieved in most areas of the trail. Wood retaining walls, slope stabilization plantings, stair construction and minor realignments would be constructed where needed. New signs, a centerline and other pavement markings would also be added. Beach grass and other native vegetation would be planted and sand fence would be installed in places where sand drifts across the bike trail. In the future, wayside exhibits would be constructed. Alternative C does address some of the safety and maintenance concerns associated with the narrow trail and drifting sand; however, it does not address the safety concerns related to steep grades and sharp turns on the trail as it is currently aligned.

Under the No Action Alternative, there would be no renovation of the existing bike trail. Routine maintenance efforts, such as sweeping the trail of accumulated drifting sand, and removing leaves and branches from the trail, would continue. Safety issues associated with the current alignment of the trail would not be addressed. The No Action Alternative does not meet the

primary project goal of improving rider safety, enhancing the users experience and facilitating maintenance.

## MITIGATION MEASURES

Due to construction planned within the 100-foot wetland buffer area, the NPS will need to comply with the Massachusetts Department of Environmental Protection Wetlands Protection Act. This will require a filing of a Notice of Intent (NOI) with the state and the town conservation commission. The NOI will give details about project construction information, including construction protocols and identification of planned mitigations such as use of silt fence and conservation hay bales to reduce potential impacts of erosion on wetland resources. Typically the local conservation commission will issue an Order of Conditions on behalf of the state and the town, with any additional specific mitigation measures that they may require to comply with the Wetlands Protection Act.

Best management practices (BMPs) and conditions designated in Appendix 2 of the NPS Procedural Manual 77-1 that are applicable to the proposed action will be implemented. The following additional BMPs may be implemented, if appropriate, depending on local conditions or special circumstances:

- Construction activities and heavy equipment will be limited to the trail surface to the extent possible and staging and turn around areas for equipment will be clearly designated in non-wetland areas. If construction equipment or construction activities extend beyond the trail corridor, additional mitigation (e.g., use of smaller vehicles or tracked or balloon tired vehicles, or placement of mats) will be employed to minimize soil and plant disturbance and to preserve preconstruction elevations.
- Potential breeding habitats of the Eastern spadefoot toad (*Scaphiopus holbrookii*) will be delineated prior to construction. Mitigation measures to protect these areas will include the installation of trenched silt fence upslope from the delineated breeding habitat to minimize sedimentation and other construction-related disturbance. To avoid impacts to breeding Eastern spadefoot toads, their egg masses, and metamorphs, there will be no construction within 100 meters of any standing water between April 15 and August 30, or until the water is gone, or until the NPS determines that is acceptable to continue work. Potential measures to protect the species' non-breeding habitat will be limited to restricting construction activities to designated construction areas.
- Protected plant populations and pink lady's slipper (*Cypripedium acaule*) populations identified close to the trail will be avoided and, as appropriate, special mitigation measures will be implemented to protect the plants. These plant populations will be identified and marked prior to construction.
- The use of fill material will be limited to the maximum extent possible. Fill material needed for construction will be obtained from the project area if possible. If fill material

cannot be obtained from the project area, the material will be obtained from a designated area within the park or from a NPS-approved, weed-free source from outside the park. Fill material also will match physically and chemically the materials with which it is being placed. Since most of this area is very sandy/xeric soils with low levels of nutrients, no high nutrient and organic content topsoil will be used unless that is what naturally occurs at a specific location where the fill is being used. Areas of exposed fill will be selectively planted with native species appropriate for the ecological setting, with consideration given to the fact that much of the area is very sparsely vegetated.

## **ENVIRONMENTALLY PREFERRED ALTERNATIVE**

The guidelines of the Council on Environmental Quality provide that the Environmentally Preferred Alternative is the alternative that will promote the national environmental policy as expressed in Section 101(b) of the National Environmental Policy Act of 1969 (NEPA). The NEPA states that an Environmentally Preferred Alternative should meet the following standards:

1. Fulfill the responsibilities of each generation as trustee of the environment for succeeding generation.
2. Ensure for all Americans safe, healthful, productive, and aesthetically and culturally pleasing surroundings.
3. Attain the widest range of beneficial uses of the environment without degradation, risk of health or safety or other undesirable and unintended consequences.
4. Preserve important historic, cultural and natural aspects of our national heritage and maintain, wherever possible, an environment that supports diversity and variety of individual choice.
5. Achieve a balance between population and resource use that will permit high standards of living and a wide sharing of life's amenities.
6. Enhance the quality of renewable resources and approach the maximum attainable recycling of depletable resources.

The Province Lands Bike Trail provides park visitors an accessible and low impact way to enjoy the unique environments of the Province Lands. The restoration and improvement of the existing trail will ensure that future generations will continue to benefit from the same opportunity. Improving safety and usability of the trail will promote the values of Standards 1, 2 and 3. By maintaining and improving an existing bike trail, the project will minimize the large scale impacts associated with new bike trail construction and will support continued future use of a free and accessible recreational opportunity in an area rich with natural and cultural resources.

As a result, the NPS determined that the Selected Alternative is also the Environmentally Preferred Alternative. The Selected Alternative will best address Standards 1, 2 and 3 by

attaining the highest level of safety and usability improvements upon completion. Alternatives B and C will result in safety improvements, but not to the same extent as the Selected Alternative, which corrects alignment issues in two locations with a history of reported accidents. The No Action Alternative will not meet Standards 1, 2 or 3 since it will allow safety hazards, usability issues, and trail disrepair to continue for present and future generations. All three action alternatives and the No Action Alternative preserve the important historic, cultural and natural aspects of the national heritage. However, by best supporting park visitor access to the environments of the Province Lands, the Selected Alternative furthers to a greater degree than the No Action Alternative, and Alternatives B and C the conditions prescribed in Standards 4 and 5. Standard 6 is not applicable to this project.

### **WHY THE PREFERRED 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:

*Impacts that may have both beneficial and adverse aspects and which on balance may be beneficial, but that may still have significant adverse impacts which require analysis in an EIS:* No major adverse or beneficial impacts were identified that would require analysis in an environmental impact statement. No impacts to cultural resources, air quality, soundscapes, water quality, land use, socioeconomics, energy resources, geology, marine and estuarine resources, federal protected species, lightsapes, Indian trust resources, floodplains, scenic resources, prime and unique farmlands, or park operations were identified.

Under the Selected Alternative, construction-related impacts to wetland resources will be adverse, but short-term and minor in intensity. Adverse impacts to coastal upland ecosystem resources, dune ecosystem resources and state-protected species will be minor, comprising both short-term impacts related to construction and long-term impacts associated with the loss of resource areas. Beneficial impacts to visitor and staff safety, and visitor use and experience will be long-term and moderate in intensity.

*Degree of effect on public health or safety:* During construction, short-term safety issues include construction worker safety, which will be mitigated by following Occupational Safety and Health Administration (OSHA) guidelines, and protecting visitors and employees during construction through the use of defined construction areas with restricted access. Construction activities and heavy equipment will be limited to the trail surface to the extent possible and staging and turn around areas for equipment will be clearly designated. Construction vehicles, equipment, or material will not be stored outside the boundaries of the identified staging and stockpiling areas without prior approval of Cape Cod National Seashore staff.

Under the Selected Alternative, two sections of the trail, in areas with a history of reported accidents, will be reconfigured and realigned to address known safety hazards. A wider trail will allow visitors and staff more room to navigate the often steep and winding bike trail. There will be moderate, long-term beneficial impacts to visitor and staff safety.

***Unique characteristics of the geographic area such as proximity to historic or cultural resources, park lands, prime farmlands, wetlands, wild and scenic rivers, or ecologically critical areas:*** Historic or cultural resources, prime or unique farmlands, wild and scenic rivers, and ecologically critical areas will not be affected.

There will be no long-term impacts to wetlands resulting from the Selected Alternative. The bike trail will not be widened where it passes through or adjacent to existing wetland resources. There is potential for minor, short-term, adverse impacts to wetlands within a foot of the trail resulting from construction activity along the trail. These impacts will be mitigated using standard construction techniques of sedimentation control and procedural control of contractors, and implementation of applicable BMPs and conditions. Three realignment options are close to a wetland, although the wetland area was not delineated due to its distance from the existing trail. Trail realignment will avoid this wetland area, and direct or indirect impacts are not expected due to the wetland's distance from the bike trail and the implementation of BMPs.

The NPS conducted cultural resource surveys of the Area of Potential Effect in 2005 and 2006. In addition, the NPS compiled an Assessment of Effect Form evaluating the effect of implementing the undertaking on cultural resources. After applying the Advisory Council on Historic Preservation's criteria of adverse effect, the NPS finds that implementation of the Selected Alternative will have a no adverse effect on historic properties. The results of the archeological surveys together with the NPS assessment of Effect and the EA were sent to the Massachusetts Historical Commission (SHPO) on December 5, 2006.

The SHPO concurred with the NPS finding of no adverse effect on January 4, 2007. The SHPO also asked to be allowed an opportunity for further review in the event the project was modified.

***Degree to which effects on the quality of the human environment are likely to be highly controversial:*** There were no highly controversial effects identified during either preparation of the EA or the public review period.

***Degree to which the possible effects on the quality of the human environment are highly uncertain or involve unique or unknown risks:*** There were no highly uncertain, unique or unknown risks identified during either preparation of the EA or the public review period.

***Degree to which the action may establish a precedent for future actions with significant effects or represents a decision in principle about a future consideration:*** The Selected Alternative neither establishes a NPS precedent for future actions with significant effects nor represents a decision in principle about a future consideration.

***Whether the action is related to other actions with individually insignificant but cumulatively significant impacts:*** Impacts of the Selected Alternative identified in the EA were to wetland, coastal upland ecosystem and dune ecosystem resources, state protected species of special concern, visitor and staff safety, and visitor use and experience. As described in the EA, cumulative impacts were determined by combining the impacts of the Selected Alternative with other past, present, and reasonably foreseeable future actions. No reasonably foreseeable future

development is anticipated for the bike trail, but the following projects were identified for the cumulative impact analysis:

- Four Roads and Parking Lots – Cape Cod National Seashore anticipates repairing and rehabilitating roads, and the entrance and exit of a parking lot in the geographical vicinity of the bike trail project. As no design details are available at this time, the potential area of wetlands, and coastal uplands and dune ecosystems potentially affected have not been identified and informed assumptions on the total amount of alterations to these habitats are not possible. Conceptual plans of potential improvements for the project indicate that cumulative impacts to wetlands, and coastal upland and dune ecosystems could result.
- Provincetown Municipal Airport Capital Improvements Plan (CIP) – Safety and facility capital improvements are anticipated to be made on the airport over a period of 5 to 15 years. Components of the plan would potentially result in cumulative short-term and long-term adverse impacts to wetlands, and coastal upland and dune ecosystems in the Province Lands area.

The minor, construction-related impacts of the Selected Alternative in conjunction with the adverse impacts of the Airport CIP project could result in adverse cumulative impacts to wetlands that are moderate in intensity. As no information is currently available to estimate the potential impacts of the Four Roads and Parking Lots projects, no positive determination of potential cumulative impacts can be made at this time. The Selected Alternative would contribute short-term, minor increment to overall cumulative impacts to wetlands, and long-term similar impacts to coastal upland and dune ecosystems.

***Degree to which the action may adversely affect districts, sites, highways, structures, or objects listed on National Register of Historic Places or may cause loss or destruction of significant scientific, cultural, or historical resources:*** The Selected Alternative will not adversely affect districts, sites, highways, structures or objects listed on the National Register of Historic Places nor cause loss or destruction of significant scientific, cultural, or historical resources.

As per the Advisory Council on Historic Preservation's regulations 36 CFR Part 800, NPS notified the Massachusetts Historical Commission and the Wampanoag Tribe of Gay Head-Aquinnah on October 5, 2004 of the NPS intention to use the NEPA process to comply with Section 106 of the National Historic Preservation Act. A copy of the EA was sent to both the Mashpee Wampanoag Tribe and to the Wampanoag Tribe of Gay Head-Aquinnah on December 5, 2006. The NPS has not received written comment from either tribe on the bike path rehabilitation, however the NPS continues to consult regularly with both tribes on ongoing issues at the park and, since the tribes did not comment. the NPS assumes that the tribes have no concerns with the bike path project.



Archeological surveys of the area of potential effect were conducted in 2005 and 2006. Based on the findings and recommendations of these surveys, and after applying the Advisory Council on Historic Preservation's regulations implementing the National Historic Preservation Act, the NPS finds that there will be no adverse effect to historic properties. This finding together with the EA and the archeological surveys were sent to the Massachusetts Historical Commission on December 5, 2006.

***Degree to which the action may adversely affect an endangered or threatened species or its critical habitat:*** As described in the EA, no federally protected species or critical habitats are known to occur in the project area; therefore, the Selected Alternative will not impact federally protected species or critical habitat.

The Selected Alternative will have minor short- and long-term adverse impacts to state protected species of special concern. These impacts are related to potential habitat infringement during the construction period, which will be mitigated with common practices, and loss of habitat immediately adjacent to the trail from the trail widening.

***Whether the action threatens a violation of federal, state, or local environmental protection law:*** The Selected alternative violates no federal, state, or local environmental protection laws.

## **IMPAIRMENT OF PARK RESOURCES OR VALUES**

In addition to reviewing the list of significance criteria, Cape Cod National Seashore determined that implementation of the Selected Alternative will not constitute an impairment of the seashore's resources and values. This conclusion is based on a thorough analysis of the impacts described in the EA, the agency and public comments received, and the professional judgement of the decision-maker in accordance with the NPS' *Management Policies 2006* (August 31, 2006). As described in the EA, implementation of the Selected Alternative will not result in major, adverse impacts to a resource or value whose conservation is (1) necessary to fulfill specific purposes identified in the establishing legislation or proclamation of Cape Cod National Seashore; (2) key to the natural or cultural integrity of the seashore or to opportunities for enjoyment of the seashore; or (3) identified in the seashore's general management plan or other relevant NPS planning documents as being of significance.

## **PUBLIC INVOLVEMENT**

The EA was made available for public review and comment from December 14, 2006 to January 26, 2007. Four responses were received; two from Massachusetts agencies and two from individuals. A comment letter was received from the SHPO. The SHPO concurred with the NPS finding of no adverse effect and asked to be allowed an opportunity for further review in the event the project was modified.

A comment letter was received from the Natural Heritage & Endangered Species Program (NHESP) of the Massachusetts Division of Fisheries and Wildlife. The NHESP noted that, pursuant

to the revised Massachusetts Endangered Species Act (MESA), projects or activities proposed within Priority Habitat are required to file with NHESP and initiate a MESA review. The NPS will complete the required filing as discussed with the NHESP staff. The NPS will obtain any required permits or incorporate required mitigations pursuant to the MESA prior to construction.

None of the public comments received introduced substantive new information nor raised issues not fully considered in the EA. No modifications to the selected action were made as a result of public comments. Additional information and clarification of the EA are provided in the attached errata based on NPS staff recommendations.

One individual discouraged widening of the bike trail, stating that “widening of the trail offers only more, unnecessary development in this fragile environment in which we live.” A second individual stated that the trail renovation will be very beneficial to the public, and requested that the NPS consider adding some visitor benches along the trails; for example, at ponds and view locations.


The NPS has contacted the Wampanoag Tribe of Gay Head-Aquinnah Tribal Historic Preservation Officer and has also sent a copy of the EA to the Mashpee Wampanoag Tribal Council. The park has not received written comment from either tribe on the bike path rehabilitation. The NPS will continue to consult regularly with both tribes on ongoing issues at the park, and believes that the tribes have no concerns with the bike path project.

## CONCLUSION

The Selected Alternative does not constitute an action that normally requires preparation of an environmental impact statement (EIS). The Selected Alternative will not have a significant effect on the human environment. Negative environmental impacts that could occur are minor or moderate in intensity. There are no significant impacts on public health, public safety, threatened or endangered species, historic properties either listed in or determined 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 action will not violate any federal, state, or local environmental protection law.

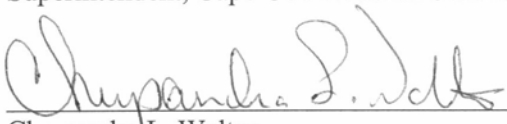
Based on the foregoing, it has been determined that an EIS is not required for this project and thus will not be prepared.

Recommended:

  
\_\_\_\_\_  
George E. Price, Jr.  
Superintendent, Cape Cod National Seashore

3/14/07  
Date

Approved:

  
\_\_\_\_\_  
Chrysandra L. Walter  
Acting Regional Director, Northeast Region

3/21/07  
Date

Attachment – Errata Sheet

## ERRATA SHEET

### to the Environmental Assessment for Province Lands Bike Train Renovations Cape Cod National Seashore

This errata sheet appends and is attached to the Environmental Assessment (EA) to comprise a full and complete record of the environmental analysis for this project. Comments requiring factual and editorial changes to the EA are addressed in the errata. The EA will not be reprinted.

Page 1-1, bullet 3 change to read: Correct existing safety deficiencies where appropriate, including the elimination of steep grades, sharp curves, limited sight distance at path intersections and many other sections of the trail, insufficient signage, and numerous root heaves.

Page 1-8, section 1.4.6, fourth sentence change to read: Since bicyclists may have small children or be inexperienced and rent bicycles, special care must be taken to ensure visitor safety.

Page 2-9, Figure 2-4 change to read: Options for Realignment of Crossing at Segment 3 and 4 Under Alternative D.2.

Page 2-13, bullet 4, Heavy equipment use, add to end of the paragraph: Equipment would be sprayed clean before it is brought into the area.

Page 2-14, section 2.7, third paragraph, last sentence changed to read: To avoid impacts to breeding Eastern spadefoot toads, their egg masses, and metamorphs, there would be no construction within 100 meters of any standing water between April 15 and August 30, or until water was gone, or until the NPS determines that is acceptable to continue work.

Page 2-14, section 2.7, fifth paragraph, add after third sentence: Fill material would also match physically/chemically the materials it is being placed with. Since most of this area is very sandy/xeric soils with low levels of nutrients, no high nutrient and organic content topsoil would be used unless that is what naturally occurs at a specific location where the fill is being used.

Page 2-14, section 2.7, fifth paragraph, last sentence change to read: Areas of exposed fill would be selectively planted with native species appropriate for the ecological setting with consideration given to the fact that much of the area is very sparsely vegetated.

Page 2-15, Table 2-1, Alternative D, change to read: The project goals are addressed, but not fully met by this alternative.

Pages 2-15 and 2-16, Table 2-1, Alternative D change to read: The safety and usability issues associated with the steep and poorly aligned trail segments in the two worst sections of the bike trail would be addressed.

Page 2-19, Table 2-2, Alternative D, second sentence change to read: Additional minor, short-term, adverse impacts to Eastern spadefoot toad breeding habitat from construction activities could occur to the wetland near the segment 3 realignment.

Page 3-17, section 3.5, first sentence, delete: highbush blueberry (*Vaccinium corymbosum*) and red maple (*Acer rubrum*).

Page 3-23, section 3.7, under birds, first sentence change to: (*Ixobrychus exilis*); under Reptiles and Amphibians, first sentence is changed to: (*Terrapene carolina* Carolina).

Page 3-24, Table 3-3, add to the table: *Circus cyaneus*, Northern Harrier, T, Yes and *Clemmys guttata*, Spotted Turtle, delisted from SC, Yes; Under the "Confirmed by NPS" column add a Y for the other three vertebrate species listed in the table.

Page 3-25 under Reptiles and Amphibians, first paragraph, last sentence change to read: However, the hydrologies of all potential breeding sites in the Province lands are not synchronized and sometimes not all breeding is synchronized.

Page 3-25 under Plant Species, first paragraph, delete: Oysterleaf (*Mertensia maritime*).

Page 3-25 under Plant Species, second paragraph, change to read: An NPS plant ecologist provided four locations where bushy rockrose (*Helianthemum dumosum*) occurs.

Page 3-26, Exemplary communities, add to the end of the second paragraph: However, the park has many more vernal pools that have not been certified due to their sheer abundance. With the exception of the large inter-dunal ponds such as Bennett, Pasture, etc., all of the shallow pools found in this area, that lie near, adjacent, or concurrent with the bike trail are used by spadefoot toads for breeding, and hence meet the criterion for certification as vernal ponds.

Page 3-28, section 3.7.4, first paragraph, last sentence change to read: Minor, short-term direct, adverse impacts to Eastern spadefoot toad breeding habitat from construction activities may occur because the wetland near the Alternative D.2 realignment is dune slack wetland habitat used by spadefoot toads.

Page 3-29, section 3.8, first sentence, change to read: Since bicyclists may have small children or be inexperienced and rent bicycles, special care must be taken to ensure visitor safety.