

0019251

From: [Jeff Cobb](#)
To: [Michael B Edwards](#); [Butch Street](#); [Bruce Peacock](#); [Steve Harrison](#); [Sarah Bransom](#)
cc: [Mary Doll](#); [Sandra Hamilton](#); [Melissa Behrent](#)
Subject: Fw: NCDOT Aerial Photos
Date: 03/29/2005 12:00 PM

I'm reforwarding the NCDOT Overflight Info I gathered in March. The main things controlling numbers of vehicles on the beach are the season, day of week, whether or not it was a holiday, and weather. I'm assuming since they flew the missions, the weather was good and not a factor. They have flown a total of 19 missions over the Seashore since the 1960's, only one in the 1980's. Eight flights were in the winter. Seven were in the summer. The rest were in shoulder seasons. Six were flown in part or entirely on a Friday, Saturday, or Sunday. I think this will give us an unrealistically low average number of vehicles on the beaches. I didn't count the number of ORV's in any one flight, but I'm guessing I never saw more than 200 in any mission. The first reference in my notes from NCDOT to "lots of cars" (don't recall how many) was in mission #1820 in September of 1984.

I still haven't checked with the Corps research dock in Duck. They say they have some good overflight photos which should help us. As far as joint data collection with interested parties, we and a stakeholder or two could visit NCDOT for say maybe three days and actually count the ORVs off of the original films and not actually pay for any copies.

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----- Forwarded by Jeff Cobb/CAHA/NPS on 03/29/2005 12:34 PM -----

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02/18/2005 05:38 PM EST
cc:
Subject: ORV Aerial Photos

Here's what NCDOT has for ORV beach photos:

Here are the missions NCDOT has available:

1960's - #266 - 3/14/62 (Wednesday) - I looked at this one - \$923

1970's - #1276 - two flights - 12/76 & 01/77

1416 - two flights - 08/03/78 (Thursday) & 08/22/78 (Tuesday) - I looked at this one - \$291

- #1406 - 05/26/78 - (Friday)
- #957 - 10/11/71 - (Monday)
- #1156 - 12/74 - Day Unknown
- #901 - 11/12/70 - (Thursday)

1980's - #1820 - Two flights - 9/7/84 (Friday), 9/20/84 (Thursday) - I looked at this one - \$299

1990's - #4381 - three flights - 7/19/98 (Sunday), 7/22/98 (Wednesday), 8/18/98 (Tuesday) - I looked at this one - \$338
#2813 - 11/13/91 - (Wednesday)
#2953 - 6/18/92 - (Thursday)
#3009 - 12/31/92 - (Thursday)
#4641 - 9/11/99 - (Saturday)
#4642 - 9/99 - (Unknown)
#3637 - 1995 - (Unknown)

2000's - #5097 - 3/10/01 (Saturday)
#5534 - 7/12/02 (Friday)
#5985 - 12/31/03 (Wednesday)
#4872 - 3/24/00 - (Friday) - I looked at this one. - \$276

General Comments:

- > NCDOT does not have flights every other year that we can use to determine increases, etc. In fact, in the 1980's, they only flew one mission along the Outer Banks.
- > In the 1962 mission I studied, I don't think there was a single ORV on the beach anywhere.
- > The numbers of ORV's increased gradually throughout the years until today with the greatest increases occurring in the 1990's. This is a somewhat shaky conclusion because of the dearth of flights in the 1980's. But by the time one gets into the 1990's, ORV's appear with regularity on the beaches.
- > Only 3 of 19 flights with info about specific dates were on Saturday or Sunday, the days that alone count for our heaviest ORV use.
- > Most missions were flown around midday which gives a fairly good representation of the numbers on the beach that day. A few were flown in the mornings which would understate the use for that day.
- > Contact prints, the most inexpensive at \$3/each, in the majority of cases are of a scale that permits identification of ORV's on the beach using a light table and high power magnifying glass. Some of the photos will require enlargements at \$13 per photo, however.
- > I haven't checked my math, but average price of photos from one mission is about \$425.
- > They don't have digitized photos.
- > As a cost saving measure, I suppose someone could work in the NCDOT office and check each mission with a magnifying glass and count vehicles. It would take about 2 hours per mission. I don't know if NCDOT would let us tie up their light table that long. If we use counts determined by that method and our figures are challenged, I suspect we might have to buy the photos anyway to defend our numbers.
- > On the majority of the missions the DOT did not take photos of the spits on all three islands or of Cape Point on Hatteras Island, in general the most heavily used, environmentally sensitive, and easily the most controversial locations for ORV use. They didn't take photos because there are no state roads in these locations.

I have a few more sources to check for photos that may pan out. The hunt goes on.

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