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From: [Norah Martinez](#)
To: [Darrell Echols](#); [Mike Murray](#)
Cc: [Cyndy Holda](#); [Beau Brehm](#)
Subject: Fw: Revised Inductive Loop ORV Traffic Placement Selections
Date: 12/18/2008 05:26 PM
Attachments: [Inductive Loop ORV Traffic Counter Placement Selections.doc](#)

A counter was added to Ocracoke at ramp 70 (airport ramp) and ramp 34 was added replacing ramp 38. Make any changes you feel are needed.

Norah Martinez
Chief Ranger
Cape Hatteras NS
1401 National Park Drive
Manteo, NC 27954

252-473-2111 ext.119

----- Forwarded by Norah Martinez/CAHA/NPS on 12/18/2008 05:08 PM -----

**Beau
Brehm/CAHA/NPS**

To Norah Martinez/CAHA/NPS@NPS, Darrell
Collins/WRBR/NPS@NPS

12/18/2008 04:36 PM

cc

Subject Revised Inductive Loop ORV Traffic Placement
Selections

Norah and Darrell,

Here is the revised proposal for the placement of the Inductive loop traffic counters.
Please review.

Thank you,
Beau J Brehm
Office Automation Clerk
National Park Service/Outer Banks Group



252-473-2111 ext 155 Inductive Loop ORV Traffic Counter Placement Selections.doc

Inductive Loop ORV Traffic Counter Placement Selections

An Inductive loop traffic counter operates by a loop embedded within asphalt that creates a magnetic field that registers when a vehicle travels over the loop. The Seashore currently has several Inductive loop counters installed. To work in conjunction with these counters located at the park entrance on HWY 12, Bodie Island Lighthouse Rd, and the Lighthouse Rd in Buxton the Seashore ordered additional units. In a conference call on 12/4/08 in cooperation with Butch Street discussions took place in regards to establishing Inductive Loop traffic counters within the seashore. As a result of recommendations by Butch Street and in an effort to achieve more accurate results in regards to ORV traffic patterns five sites were chosen for the placement of inductive loop traffic counters in the Cape Hatteras National Seashore. These sites were chosen because they meet the guidelines necessary for the counters to perform properly and record useful data.



Ramp 2 (Coquina Beach)

- Ramp 2 has an asphalt roadway that is separate from HWY 12 and Coquina Beach Parking Lot by which ORV vehicles enter the beach access ramp
- This asphalt roadway sole purpose is to create an ORV access point and therefore eliminates all local traffic and confines traffic count to ORV usage.
- Usage amounts that are indicative of ORV traffic patterns of beach access ramps in the surrounding area.



Ramp 34

- Ramp 34 access point extends off of the paved parking lot located next to it.
- ORV traffic accessing the beach via ramp 34 cross this asphalt parking lot and thus eliminating local traffic traveling on HWY 12
- Usage amounts that are indicative of ORV traffic patterns of beach access ramps in the surrounding area.



Ramps 43/44

- Lighthouse Rd which provides access to Ramps 43 & 44 is a paved roadway
- Once you pass the Cape Point Campground on Lighthouse Rd there is nothing except beach access routes. Thus eliminating local traffic and specifically targeting ORV usage
- Usage amounts that are indicative of ORV traffic patterns of beach access ramps in the surrounding area.



Ramp 55

- Ramp 55 has asphalt roadway leading up to the ramp that is separate from HWY 12 by which ORV traffic would access the beach via an access ramp.
- There is nothing else located past the asphalt except Ramp 55 and Pole Rd., which both provide beach access. Thus eliminating all local traffic and specifically tracking ORV usage.
- Usage amounts that are indicative of ORV traffic patterns of beach access ramps in the surrounding area.



Ramp 70

- Ramp 70 is located off a paved rd that provides access to the Ocracoke Airstrip.
- This paved rd has a strip of asphalt past the airport parking lot but before the ramp which would only be traveled for the purpose of ORV beach access via Ramp 70
- Usage amounts that are indicative of ORV traffic patterns of beach access ramps in the surrounding area.