

0024555

From: [Paul Stevens](#)
To: [Mike Murray](#)
Subject: Fw: ramp numbers
Date: 10/27/2009 03:12 PM

Dave's comments are consistent with Churchman's, Rapp's, and Anglins.

Notice the problem associated with the 7.58 regulation. That's what we want to avoid. I believe we both agree we need to have broad language.

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----- Forwarded by Paul Stevens/CAHA/NPS on 10/27/2009 03:07 PM -----

**David
Carter/CAHA/NPS**

10/27/2009 02:29 PM

To Paul Stevens/CAHA/NPS@NPS
cc Bill Caswell/CAHA/NPS@NPS, Brad Griest/CAHA/NPS@NPS, Dave Rapp/CAHA/NPS@NPS, ed_fuller@nps.gov, Jeff W Goad/CAHA/NPS@NPS, Jon Anglin/CAHA/NPS@NPS, Kenny Ballance/CAHA/NPS@NPS, Lynne Belanich/CAHA/NPS@NPS, sean_reier@nps.gov, Jim Churchman/CAHA/NPS@NPS, Mark Krebs/CAHA/NPS@NPS, Pat Ludwick/CAHA/NPS@NPS, Peter Zahrt/CAHA/NPS@NPS, Bill A Reynolds/CAHA/NPS@NPS, John Kimmel/CAHA/NPS@NPS

Subject Re: Fw: ramp numbers 

Yes it would be a good idea to change ramp numbers to coincide with NC 12 mile posts. We might have to get creative with ramps 43,44 and 45 since they are so close to each other.

And speaking of special regulations the location of the "sport fishing zone" described in 36 CFR 7.58 uses the old ramp numbers 22 and ramp 30 which were changed in the early 1980s to what we have now. Ramp 22 was about 1/4 to 1/2 mile north of Buxton (no longer there) and ramp 30 is now Ramp 45.

David C

-----Paul Stevens/CAHA/NPS wrote: -----

To: Bill Caswell/CAHA/NPS@NPS, Brad Griest/CAHA/NPS@NPS, Dave

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From: Paul Stevens/CAHA/NPS
Date: 10/26/2009 16:38
Subject: Fw: ramp numbers

FYI - Read Mike's thoughts below. Any ideas from ya'll? I know Kenny uses beach mile markers that coincide with the Highway 12 mile markers.

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----- Forwarded by Paul Stevens/CAHA/NPS on 10/26/2009 04:36 PM -----

**Mike
Murray/CAHA/NPS**

To Paul Stevens/CAHA/NPS@NPS

10/26/2009 12:38 PM

cc Sandra
Hamilton/DENVER/NPS@NPS,
Thayer
Broili/CAHA/NPS@NPS

Subject ramp numbers

Paul,

In the draft ORV plan, we have continued to use the current ramp numbers so that the public is not confused by a new numbering system; however, my impression is that we may want to re-number the ramps to be consistent with the Route 12 highway mile markers. At some point after the DEIS goes out, we will need to publish the Proposed Rule. In thinking ahead, the rule will need to specify which areas are open to ORVs and which are not, and I'm starting to wonder if we will need to refer to ramp numbers in the special reg to describe the designated routes (e.g., the area from Ramp 23 to Ramp 27 is designated as an ORV route). If we end up mentioning ORV ramp numbers in the special reg, I don't want that to "lock in" the current ramp numbers/names if we actually think it would be better to re-number the ramps. As a result, I'm starting to think we should at least mention the

intention of re-numbering the ramps in the ORV plan (e.g., we could include a table showing the old numbers are and what the new numbers will be), so that if we end up referring to new ramp numbers in the special regulation, it will not be a surprise.

Would you please come up with a suggestion about how we should number the ocean-side and the soundside ramps in the future. My impression is that the soundside ramp numbers would generally remain unchanged if they are currently numbered based on the highway mile markers (are they?). If we do convert to using the highway mile markers for the ocean-side ramps, we will need new numbers for each of the following:

- 1
- 2 (will be approx. 0.5 mile south of Coquina Beach)
- 4
- 23
- 24 (new)
- 26 (new)
- 27
- 30
- 32.5 (new)
- 34
- 38
- 39.8 (new - approx. 1.7 miles south of ramp 38 around Haulover)
- 43
- 44
- 45
- 47 (new- approx. 1.7 miles west of ramp 45)
- 48 (new - approx. halfway between 47 and 49)
- 49
- 55
- 59
- 62 (new - approx. 3.0 miles NE of Pony Pen)
- 64 (new - approx. 1.0 miles NE of Pony Pen)
- 67
- 68
- 70
- 72

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