

Chapter 2 Tables comments  
M. Murray 11/02/09

**Table 2 Summary of Alternative Elements**

Page 94, Interdunal Roads, alternatives A-D: edit “Hatteras Island ~~Ranger~~ District”

Page 94, Interdunal Roads, Alt A: edit Hatteras Island District bullet: “(includes Pole Road, **Cable Crossing**, and Spur Road)”

Page 94, Interdunal Roads, Alt D: edit Hatteras Island District bullet: “~~Same as alternative A.~~ **From Ramp 55 to Bone Road (a.k.a Fort Clark Spur); includes Pole Road, Cable Crossing, and Spur Road** (Comment: Would NOT include “Cape Point between ramp 44 and ramp 45” from alt A.)

Page 94, Interdunal Roads, Alt E: Hatteras Island District bullet: should be “Same as alternative C.” (delete: “,except:—South Beach...” etc.

Page 95, Hours of Allowable ORV Operation, Alt E: add at end of text: “**Hours of night driving prohibition would be established in the Superintendent’s Compendium and subject to periodic review.**”

Page 105, Staffing and Material Costs, Alt B: fix right margin problem; first two digits of each number are obscured (is it a column width problem?)

**Table 3 ORV Routes and Areas**

No substantive comments. Editorial comment: The SMA blocks with > 2-3 lines of narrative text below the “date bullet” (e.g., row 4, Bodie Island spit, on p. 107) might look better if the text were right-and-left justified, rather than centered. With all the text “centered” in those rows, the larger blocks of text look strange.

**Table 4 Species Management Strategies**

Page 113, Pre-nesting Closures block, All Species: edit as follows:

**ML1:** SMAs ~~designated as~~ **managed using** ML1 **measures** would not allow...

**ML2:** The Bodie Island Spit, Cape Point, and South Point Ocracoke SMAs ~~are designated as~~ **would be managed using** ML2 **measures** in action alternatives C, E, and F.

Page 116, Nest Closures/Buffers, last line: “If multiple nests are located near each other, (within 150 ft [50 meters]) and have similar hatch dates...” *Comment: i.e., (within 50 meters)*

Page 117, SBA Adaptive Management Initiatives, bullet:

- A study to assess the feasibility ~~for~~ **of** seabeach amaranth restoration...

**Table 5 Analysis of How Alternatives Meet Objectives**

Page 119, last row (Builds Stewardship...): edit multiple columns:

Alt A: Delete first sentence (~~Meets objective to a moderate degree.~~)

Alts C, D, E, and F: Delete second sentence (~~Meets objective to some degree.~~)

**Maps for ORV Routes and Areas**

All alternatives, Map # 4 (Cape Point): Ramp 45 is shown in the wrong location. It should be one route to the right (east) of where it is currently shown (the middle route line that is not currently colored). In other words, it should be the route that goes from the “P” (for parking) perpendicular to the beach. The route that is currently shown as ramp “45” should be deleted – it is the old route that comes out near the “drain” which is no longer open or used. (If this description isn’t clear, look at the Google Earth map on the park website to see where Ramp 45 is relative to “the drain”).

All alternatives, Map # 5 (Hatteras spit): change location name, delete as shown: “~~Hatteras Inlet—Cable Crossing~~” (*i.e., just call it “Cable Crossing”*)

Alts A and B, map # 5: Show route segment in GREEN from Pole Road to Cable Crossing (the little bit that isn’t currently shown in GREEN).

Alt D, map # 4 (Cape Point): eliminate GREEN from interdunal road; would not be open to ORVs

Alt D, map # 5 (Hatteras spit) is missing. Need to add it (same comment about map # 5 as for “All alternatives” above would apply). Need to be sure GREEN ORV route follows Pole Road to Cable Crossing and Spur Road, BUT on the oceanside ends at Bone Road (a.k.a. Fort Clark Spur) consistent with my comment above for Table 2, page 94, Interdunal Roads, Hatteras Island District.

Alt E, map #4: same comment about ramp 45 as stated for **All alts** above, plus: need to show ORV route in GREEN from near campground “P” out to beach

Alt F, map # 5: edit text box (add text as shown): “New Interdunal Road to provide **parking for pedestrian** access to False Point and Inlet”

Alt F, map # 7: need to add in RED (for seasonal ORV route) the new soundside access point approx. 0.65 mile south of Ramp 72 (described in Table 2, page 94, Soundside access: alt F. Can show as a thin RED line (same type line used to show new interdunal road at North Ocracoke on map # 6 for alt F). This new ORV route on map #7 would begin 0.65 mile south of Ramp 72 and just south of where ORV route changes from GREEN “Open to ORV all year” to GREEN “ORV Year Round with Restrictions” (x—x—x etc.), which is 0.5 miles south of ramp 72. The new route would leave the ORV corridor and go perpendicular from there to about half-way from ORV corridor to the sound (from that point there would be a pedestrian access trail the rest of the way to sound).