

0027956

**From:** [Mike Murray](#)  
**To:** [Doug Wetmore](#)  
**Cc:** [lfox@louisberger.com](mailto:lfox@louisberger.com); [Sandra Hamilton](#)  
**Subject:** Re: mileage changes  
**Date:** 09/03/2010 01:07 PM

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Doug,

The sound shoreline at South Point has generally been closed to ORVs under the Interim Strategy (and therefore under the consent decree) based on the IPSMS language about "suitable interior habitats" at spits and Cape Point being closed for nonbreeding/wintering closures that would include "moist flats at Cape Point, Hatteras Spit and Ocracoke, and Bodie Island spit". "Interior" was not precisely defined in that context, but seems to imply that it is away from the ocean beach ORV corridor that was described in the IPSMS, rather than away from all shorelines. Regardless, the DEIS statement that "the entire Seashore would be designated as "a route or area open to ORV use YR" is a gross overstatement if "Seashore" is interpreted literally as "the entire land area within the designated boundaries of the park." Even prior to the Interim Strategy, there was and still is very little sound shoreline that has been open to ORV use; and most of the non-shoreline area between the ocean and sound shorelines has not been open to ORV use.

If "Seashore" is interpreted as the "beach" or the "ocean shoreline", then Alternative A would designate the entire "beach", plus some limited portions of soundside shoreline and access points, as ORV routes.

Not sure the best way to fix it. One option is to stick with the existing word. Don't recall any comments or concerns about it, so it seems that nobody is interpreting it to mean the whole park or every inch of ocean, inlet and sound shoreline. If we do want to be very precise, maybe it should be revised to say "the entire ocean beach, existing, soundside access points and a limited amount of soundside shoreline would be designated as ORV routes".

Mike Murray  
Superintendent  
Cape Hatteras NS/ Wright Brothers NMem/ Ft. Raleigh NHS  
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▼ [Doug Wetmore/DENVER/NPS](#)

**Doug  
Wetmore/DENVER/NPS**

09/03/2010 02:31 PM

To: Mike Murray/CAHA/NPS@NPS  
cc: lfox@louisberger.com, Sandra  
Hamilton/DENVER/NPS@NPS

Subject: Re: mileage changes 

As I am making these changes, it appears that there would be that one mile of shoreline along south point inlet that is only open under alternative A. The only problem I see is that in the analysis for alternative B, we say (in several places throughout the document) that the entire Seashore would be designated a route or area open to ORV use YR. Now that statement would not be true. Would we have to change the analysis to say "the entire Seashore except for 1-mile"? That seems like a large undertaking for not much gain.

Was this area ever open under the Interim Strategy?

Doug Wetmore  
Environmental Protection Specialist  
National Park Service - Environmental Quality Division  
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Office: (303) 987-6955  
Cell: (303) 968-5214

▼ Mike Murray/CAHA/NPS

**Mike  
Murray/CAHA/NPS**

09/03/2010 10:36 AM

To Doug Wetmore/DENVER/NPS@NPS  
cc lfox@louisberger.com, Sandra  
Hamilton/DENVER/NPS@NPS, Thayer  
Broilli/CAHA/NPS@NPS

Subject Re: mileage changes 

Doug,

Your math and logic kinda makes sense to me, but I get confused in trying to apply it to the maps for the other alternatives. See attached revised version of your map with notes that indicate what was open to ORV use under the Interim Strategy, except when resource closures were in effect. Maybe that amount of distance (the 1.3 miles along the ocean shoreline from Ramp 72 south to the inlet, plus the illustrated amount along the inlet, but not the sound shoreline), should be the length of the segment for all alternatives (noting that several alternatives do not include the inlet shoreline as part of the ORV route)?

Not sure how to resolve this, but think we should go with the simplest fix that works for all alternatives, so we don't have to footnote each alternative regarding that segment.

[attachment "Ocracoke map changes.mbm.pdf" deleted by Doug Wetmore/DENVER/NPS]

Mike Murray

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▼ [Doug Wetmore/DENVER/NPS](#)

**Doug  
Wetmore/DENVER/NPS**

To Sandra Hamilton/DENVER/NPS@NPS, Mike  
Murray/CAHA/NPS@NPS

09/03/2010 12:04 PM

cc lfox@louisberger.com, Thayer Broili/CAHA/NPS@NPS  
Subject mileage changes

This is where I think our mileage calculations were erroneous.

Please see the attached map which provides some clarification on why our original ORV route mileage calculations were slightly off and why the distances for alternative F may differ slightly from those in the other alternatives. Please review and comment. I'd like to put this in the admin record and possibly add some of this information to the document to clarify the mileage changes.

Thanks.

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[attachment "Ocracoke map changes.pdf" deleted by Mike Murray/CAHA/NPS]

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**To:** [Doug Wetmore](#)  
**Cc:** [lfox@louisberger.com](mailto:lfox@louisberger.com); [Sandra Hamilton](#); [Thayer Broili](#)  
**Subject:** Re: mileage changes  
**Date:** 09/03/2010 10:53 AM  
**Attachments:** [Ocracoke map changes.mbm.pdf](#)

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Ocracoke map changes.mbm.pdf

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 Superintendent  
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**Doug  
 Wetmore/DENVER/NPS**

To Sandra Hamilton/DENVER/NPS@NPS, Mike Murray/CAHA/NPS@NPS

09/03/2010 12:04 PM

cc lfox@louisberger.com, Thayer Broili/CAHA/NPS@NPS

Subject mileage changes

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