

2733

Dixon, Christopher

From: Fox, Lori
Sent: Monday, November 29, 2010 11:05 AM
To: Dixon, Christopher
Cc: Herron, Amanda
Subject: FW: Maps, etc.
Attachments: Cape Point by-pass.pdf

Follow Up Flag: Follow up
Flag Status: Flagged

Categories: CAHA Admin

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-----Original Message-----

From: [Mike Murray@nps.gov](mailto:Mike.Murray@nps.gov) [[mailto:Mike Murray@nps.gov](mailto:Mike.Murray@nps.gov)]
Sent: Monday, October 04, 2010 2:06 PM
To: [Doug Wetmore@nps.gov](mailto:Doug.Wetmore@nps.gov)
Cc: Fox, Lori; [Sandra Hamilton@nps.gov](mailto:Sandra.Hamilton@nps.gov)
Subject: Maps, etc.

Doug,

We'd like to retain (and possibly extend) the small "by-pass" that is located south of Ramp 44 at the "narrows" to Cape Point. The current by-pass is a small, short feature that parallels the "beach route" and heretofore we have forgotten to itemize it in any of the text, tables, or maps. See attached map showing where it is. The issue, which we are just recognizing now because of some nesting occurrences this fall, is that with late season turtle nests, a single nest in that location will block ORV access to Cape Point (under Alternative F in the future) for potentially many weeks or months into the fall. Currently, there is a late nest there, but under the Interim Strategy/Consent Decree there is an

alternate route to Cape Point via Salt Pond Road or Ramp 45. Once the western side of Cape Point is designated a VFA, then a single nest north of the narrows will block access.

There were some suggestions in the DEIS comments that we establish an interdunal route south of Ramp 44 to Cape Point. In our response, we said it would not help to by-pass bird nesting areas because it would not by-pass the likely prenesting area at Cape Point, but at the time we were not thinking about the potential value of by-passing late turtle nests, at least during daylight hours since (under Alternative F) we would not re-open the area to night driving until all nests had hatched. We are evaluating if extending the by-pass north to Ramp 44 is feasible to allow an alternate route around late turtle nests, at least during daylight hours. In any case, we want to retain the existing by-pass at the narrows, whether or not we also decide to extend it north to Ramp 44. We will let you know in the next few days about whether we think we want to extend it north to Ramp 44 in Alternative F.

Any suggestions on how we document the existing situation? Does it need to be expressly added to everything (A/B, C, E, and F), or since it parallels and supplements the ORV corridor along the beach, is it implicitly encompassed in the language, maps and tables? My inclination is to think we should be more explicit about it, but that could easily become tedious if it needs to be mentioned numerous times in numerous locations in the document. Obviously, if we want to extend it (make it longer) in Alternative F, it should be mentioned and then further analyzed in the forthcoming EA on access infrastructure improvements. Not where to put it in Table 8. It is not much of an interdunal road, but it parallels the beach corridor and goes behind a dune, so I guess "interdunal" is the most accurate descriptor. Don't want to create a new section in the table for "by-passes".

Any suggestions on how to "fix" this efficiently?

(See attached file: Cape Point by-pass.pdf)

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Cape Point and South Beach



Produced By CAHA RM/LMP

NAD 83 UTM Zone 18N

20 July 2010

Aerial Photos Date Summer 2009