

2736

Dixon, Christopher

From: Fox, Lori
Sent: Monday, November 29, 2010 11:06 AM
To: Dixon, Christopher
Cc: Herron, Amanda
Subject: FW: Fw: Maps, etc.

Follow Up Flag: Follow up
Flag Status: Flagged

Categories: CAHA Admin

Lori Fox
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-----Original Message-----

From: Mike_Murray@nps.gov [mailto:Mike_Murray@nps.gov]
Sent: Friday, October 08, 2010 6:18 AM
To: Sandra_Hamilton@nps.gov
Cc: Doug_Wetmore@nps.gov; Fox, Lori
Subject: Re: Fw: Maps, etc.

I concur.

Mike Murray
 Superintendent
 Cape Hatteras NS/ Wright Brothers NMem/ Ft. Raleigh NHS
 (w) 252-473-2111, ext. 148
 (c) 252-216-5520
 fax 252-473-2595

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Sandra
Hamilton/DENVER/N
PS

10/07/2010 03:24
PM

Mike Murray/CAHA/NPS@NPS

Doug Wetmore/DENVER/NPS@NPS,
lfox@louisberger.com

Fw: Maps, etc.

To
cc
Subject

I forgot to mention that I recommend not attempting to add this little interdunal road to the maps because it's too small show up on them.

----- Forwarded by Sandra Hamilton/DENVER/NPS on 10/07/2010 01:20 PM -----

Sandra
Hamilton/DENVER/N
PS

10/07/2010 01:18
PM

Mike Murray/CAHA/NPS

Doug Wetmore/DENVER/NPS@NPS,
lfox@louisberger.com

Re: Maps, etc.(Document link:
Archive)

To
cc
Subject

Hi Mike,

Here is my suggestion for clarifying that this existing feature is contained in Alternative A (and by extension alts B,C,E,and F)

In TABLE 8 (2nd internal review draft FEIS) under ORV Access, Interdunal roads: Hatteras Island District:, add as a first bullet "Cape Point south of Salt Pond at the narrows." This would include this feature in Alt B (says same as alt A), alt C (says same as alt A, plus...), alt E (says same as alt C) and alt F (says same as alt A plus...)

In TABLE 7 after "0.2 mile south of ramp 44 to Cape Point to approx. 0.2 mile west of the hook" add ", and interdunal road Cape Point south of Salt Pond at the narrows"

In TABLE 7-1 in the row for "0.4 mile north of ramp 43 to Cape Point to 0.3 miles west of the hook," in the 3rd column of this row under "ORV route YR" add "Existing interdunal road Cape Point south of Salt Pond at the narrows."

My rationale for including it as an interdunal road rather than as a by-pass, is that as a permanent feature, it is an interdunal road.

It won't change any of the impacts. I also don't think we would need to add text for it anywhere else in the FEIS, not do I think we need to change the mileage for it.

In the proposed rule it would be added to the Table of ORV routes. I've assumed it would be a year-round ORV route, the same as the Ocean route from Ramp 44 to Cape Point. Is that correct?

Let me know if you think this solves the existing feature part of the issue. If so, please check to see if I've described the location accurately.

I'll reply to the "extension" and 'by-passes" issues by responding to your other email about those.

Sandy

Mike
Murray/CAHA/NPS

10/04/2010 02:06
PM

Doug Wetmore/DENVER/NPS@NPS

lfox@louisberger.com, Sandra
Hamilton/DENVER/NPS@NPS

Subject
Maps, etc.(Document link: Archive)

To

cc

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?

[attachment "Cape Point by-pass.pdf" deleted by Mike Murray/CAHA/NPS]

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