



## Alternative 1

### Route

Alternative 1 begins in Horry County, South Carolina in the same location as all the Detailed Study Alternatives at the existing Carolina Bays Parkway (SC 31)/SC 9 interchange. The alternative extends to the east before turning to the north for a short distance, and then back to the east to intersect Wampee Road near its intersection with Little River Road at a proposed interchange. Alternative 1 then continues generally north of and parallel to Wampee Road to the North Carolina State Line. In Brunswick County, North Carolina, Alternative 1 continues to the east to a proposed interchange with Ash Little River Road (located approximately 2,000 feet north of Hickman Road). The alternative then turns to the northeast to parallel Ash Little River Road, crossing this facility at two additional locations.

Alternative 1 then turns to the east, crossing Gwynn Road and Bland Road, before intersecting Pea Landing Road at a proposed interchange near Red Bird Lane. The alternative then turns to the southeast to tie into existing US 17 near the NC 904 intersection at a proposed interchange. Alternative 1 continues along existing US 17 to the east through a proposed interchange at Ocean Isle Beach Road, then turns to the northeast along existing US 17 Shallotte Bypass through a proposed interchange at US 17 Business/Old Shallotte Road. Alternative 1 ends just east of the existing US 17 Shallotte Bypass/NC 130 interchange in the same location as all the Detailed Study Alternatives.

### Residential Impacts

Alternative 1 would have the second lowest number of residential relocations (total of 62). Alternative 1 would have the least impact on neighborhood cohesion.

### Commercial/Economic Impacts

Tourism: The large majority of existing tourism resources are located along US 17 or along arterial facilities with direct connection to US 17 in Brunswick County. No adverse impacts in the form of relocations or operational impacts to existing tourism resources would be expected under Alternative 1 in North Carolina. Potential accessibility benefits would be consistent with those expected under South Carolina alternative segments as the proposed freeway facility would remove through traffic from US 17 and connecting roadways where the majority of existing tourism resources are located, reducing total traffic volumes and congestion in the vicinity of resources. With no potential adverse impacts expected to tourism resources, the proposed project under Alternative 1 in North Carolina would be expected to benefit this sector of the local economy.

Commercial: The large majority of existing commercial resources are concentrated along the US 17 corridor within the Brunswick County portion of the study area, with clusters of resources also located along other arterial roadway facilities that connect to US 17. Adverse impacts in the form of individual business relocations and/or right-of-way impacts would be expected. The majority of adverse impacts would occur along the US 17 corridor between NC 904 and the northern project terminus at NC 130 (the existing location portion of Alternatives 1 and 4). The potential for adverse impacts to the assisted living/rehabilitation center located at the intersection of Ash Little River Road and No. 5 School Road, within the new location portion of Alternative 1, would be individually notable.

Across Alternative 1, a moderate-high number of commercial businesses would be adversely impacted. This is notably tempered by the ample stock of comparable commercial properties for relocation or redevelopment of displaced businesses. Project benefits under Alternative 1 would further temper the adverse impacts, including improved accessibility of commercial resources similar to those expected for tourism resources. Additional project benefits in the form of enhanced visibility would be expected for businesses located along US 17 between NC 904 and NC 130. As these businesses would be located along future frontage roads under the proposed Alternative 1, they would benefit from enhanced

visibility/exposure from the future bypass facility. With a moderate-high level of potential adverse impacts expected to existing commercial resources, tempered by relocation opportunities and project benefits, the proposed project under Alternative 1 in North Carolina would be expected to result in a moderate level of impacts to commercial resources.

**Industrial:** The large majority of existing industrial resources are concentrated along the US 17 and NC 904 highway corridors in Brunswick County, with small clusters located along other arterial roadway facilities that connect to US 17. The nature and extent of potential adverse impacts under Alternative 1 are consistent with those expected for commercial resources. They are also notably tempered by the ample stock of comparable industrial properties for relocation or redevelopment of displaced businesses. The accessibility benefits expected for tourism and commercial resources under Alternative 1 would also extend to industrial resources, and additional benefits in the form of improved mobility of goods through the study area would be expected. While the construction of a bypass route for truck traffic serving industrial resources (as well as some commercial resources) would be expected to provide some level of mobility benefits for all industrial businesses within the study area, the highest level of benefits would be expected for those businesses located in closest proximity to the future bypass facility interchanges.

Mobility benefits under Alternative 1 would therefore be very high for industrial resources currently located along US 17 between NC 904 and NC 130, and for resources located on the NC 130 corridor in Shallotte; while mobility benefits for industrial resource located elsewhere within the study area (e.g., US 17, NC 904/Seaside Road, Koolabrew Industrial Park) may be limited by the circuitous route north and west of existing US 17. With a moderate-high level of potential adverse impacts expected to existing industrial resources, tempered by relocation opportunities and project benefits, the proposed project would be expected to result in a moderate level of impacts to this sector under Alternative 1 in North Carolina.

**Agriculture:** The summary level of potential impacts to existing agricultural resources would be very high under Alternative 1 in North Carolina.

## **Alternative 1A**

### **Route**

Alternative 1A follows the same alignment as Alternative 1 from the existing Carolina Bays Parkway (SC 31)/SC 9 interchange to just west of Pea Landing Road, including the same proposed interchanges at Wampee Road/Little River Road and Ash Little River Road. Alternative 1A crosses Pea Landing Road and continues to the east to intersect NC 904 at a proposed interchange near Russtown Road. The alternative then continues to the east on new location, generally north of and parallel to Old Shallotte Road. Alternative 1A then crosses McMilly Road before turning slightly to the northeast, crossing Wildwood Street, and tying into the existing US 17 Shallotte Bypass at the existing NC 130 interchange. The alternative ends just east of the NC 130 interchange in the same location as all the Detailed Study Alternatives.

### **Residential Impacts**

Alternative 1A would have the second highest number of residential relocations (total of 140). Both Alternative 1A and Alternative 4A would displace parcels in the Wildwood Village and Starboard Knoll developments.

### **Commercial/Economic Impacts**

**Tourism:** The potential adverse and beneficial project impacts that would be expected to tourism resources under Alternative 1A are consistent with those expected under Alternative 1 in North Carolina: a net benefit for the tourism sector of the local economy.



Commercial: Considering the spatial distribution of existing commercial resources in Brunswick County, as described previously, adverse impacts in the form of relocations and/or operational impacts would be low-moderate overall under Alternative 1A. The same accessibility benefits expected for tourism resources would also extend to commercial resources under Alternative 1A. With a low moderate level of potential adverse impacts expected, tempered by accessibility benefits, a low level of impact would be expected to this sector of the local economy under Alternative 1A in North Carolina.

Industrial: Considering the spatial distribution of existing industrial resources in Brunswick County, as described previously, adverse impacts in the form of relocations and/or operational impacts would be low-moderate under Alternative 1A. Adverse impacts to industrial resources would primarily be limited to the existing cluster of businesses located at the NC 904/Russtown Road intersection where an interchange is proposed under Alternative 1A. Adverse impacts would be tempered by the available stock of comparable industrial properties for relocation or redevelopment of displaced businesses. Project benefits would further temper adverse impacts, including accessibility benefits as well as mobility benefits for industrial resources.

While the construction of a bypass route for truck traffic serving industrial resources (as well as some commercial resources) would be expected to provide some level of mobility benefits for all industrial businesses within the study area, the highest level of benefits would be expected for those businesses located in closest proximity to the future bypass facility interchanges. Mobility benefits under Alternative 1A would therefore be very high for industrial resources currently located on the NC 130 corridor in Shallotte and for any resources at the existing NC 904/Russtown Road intersection that are not relocated; while mobility benefits for industrial resources located elsewhere within the study area (e.g., US 17, NC 904/Seaside Road, Koolabrew Industrial Park), may be limited by the circuitous route north and west of existing US 17. With a low moderate level of potential adverse impacts expected to existing industrial resources, tempered by relocation opportunities and project benefits, the proposed project would be expected to result in a low level of impacts to this sector under Alternative 1A in North Carolina.

Agriculture: The summary level of potential impacts to existing agricultural resources would be very high under Alternative 1A in North Carolina.

## **Alternative 2**

### **Route**

Alternative 2 follows the same alignment as Alternatives 1 and 1A from the existing Carolina Bays Parkway (SC 31)/SC 9 interchange to just west of Ash Little River Road, including the same proposed interchange at Wampee Road/Little River Road. From just west of Ash Little River Road, Alternative 2 starts to turn slightly to the southeast, so the alternative's proposed interchange at Ash Little River Road is located slightly to the south of the interchange for Alternatives 1 and 1A. Alternative 2 continues to the east and ties into Hickman Road near Crow Creek Drive. The alternative then follows Hickman Road for a short distance and ties into existing US 17 at a proposed interchange. Alternative 2 continues to the east along the existing US 17 through proposed interchanges in three locations:

- Pea Landing Road/Thomasboro Road
- NC 904
- Ocean Isle Beach Road

The alternative then turns to the northeast along the existing US 17 Shallotte Bypass through a proposed interchange at US 17 Business/Old Shallotte Road. Alternative 2 ends just east of the existing US 17 Shallotte Bypass/NC 130 interchange in the same location as all the Detailed Study Alternatives.

### **Residential Impacts**

Alternative 2 would have the third lowest number of residential relocations (a total of 105). Alternative 2 would displace parcels along Hickman Road in the Crow Creek development.

### **Commercial/Economic Impacts**

Tourism: The potential adverse and beneficial project impacts that would be expected to tourism resources under Alternative 2 are consistent with those expected under Alternatives 1, 1A, 4, and 4A in North Carolina: a net benefit for the tourism sector of the local economy.

Commercial: Considering the spatial distribution of existing commercial resources in Brunswick County, as described, the level of adverse impacts expected to commercial resources under Alternative 2 would generally be consistent with the level of adverse impacts expected under Alternatives 1 and 4: a moderate-high number of relocations and/or operational impacts to commercial resources. The majority of adverse impacts would occur along the US 17 corridor between Hickman Road and the northern project terminus at NC 130. Note there is a very limited number of existing commercial resources located along US 17 between Hickman Road and NC 904, thus the number of potential relocations and/or operational impacts that would be expected under Alternative 2 is consistent with those expected under Alternatives 1 and 4. The moderate-high number of commercial relocations would be consistently tempered by the available stock of comparable commercial properties for relocation or redevelopment of displaced businesses, and project benefits that are consistent with those expected under Alternatives 1 and 4 would further temper adverse impacts. With a moderate high level of potential adverse impacts expected to existing commercial resources, tempered by ample relocation opportunities and project benefits, the proposed project would result in a moderate level of impacts to this sector under Alternative 2 in North Carolina.

Industrial: Considering the spatial distribution of existing industrial resources in Brunswick County, as described, the level of adverse impacts expected to industrial resources under Alternative 2 would be somewhat higher than the level of adverse impacts expected under Alternatives 1 and 4. A high number of industrial relocations and/or operational impacts would be expected under Alternative 2, the majority of which would occur along the US 17 corridor between Hickman Road and the northern project terminus at NC 130. Note there are several existing industrial resources located along US 17 between Hickman Road and NC 904, thus the level of adverse impacts would be somewhat higher under Alternative 2 when compared to Alternatives 1 and 4. The number of potential relocations is, however, consistently tempered by the existing stock of comparable industrial properties that would be available for relocation or redevelopment of displaced businesses, and further tempered by accessibility benefits and mobility benefits.

As the highest level of mobility benefits would be expected for those businesses located in closest proximity to the future bypass facility interchanges, mobility benefits under Alternative 2 would therefore be consistently high for the majority of industrial resources within the study area. With a high level of potential adverse impacts to existing industrial resources, tempered by ample relocation opportunities and a consistently high level of project benefits, the proposed project would be expected to result in a moderate level of impact to this sector under Alternative 2 in North Carolina.

Agriculture: The summary level of potential impacts to existing agricultural resources would be high under Alternative 2 in North Carolina.

### **Alternative 4 (SCDOT/NCDOT Preferred)**

#### **Route**

Alternative 4 begins in Horry County, South Carolina in the same location as all the Detailed Study Alternatives at the existing Carolina Bays Parkway (SC 31)/SC 9 interchange. The alternative extends to the east to a proposed interchange at Little River Road approximately 3,000 feet south of Wampee Road. Alternative 4 then turns to the northeast, crosses the North Carolina State Line and Hickman Road, and intersects Ash Little River Road at a proposed interchange in the same location as the interchange for Alternatives 1 and 1A (approximately 2,000 feet north of Hickman Road). Alternative 4 then follows the same alignment as Alternative 1 for the remainder of its alignment, including the same proposed interchanges at:

- Pea Landing Road,
- existing US 17 near NC 904
- Ocean Isle Beach Road
- US 17 Business/Old Shallotte Road

The alternative ends just east of the existing US 17 Shallotte Bypass/ NC 130 interchange in the same location as all the Detailed Study Alternatives.

### **Residential Impacts**

Alternative 4 would have the lowest number of residential relocations (total of 39). Along with Alternative 1, Alternative 4 would have the least impact on neighborhood cohesion.

### **Commercial/Economic Impacts**

Tourism: The large majority of existing tourism resources are located along US 17 or along arterial facilities with direct connection to US 17 in Brunswick County. No adverse impacts in the form of relocations or operational impacts to existing tourism resources would be expected under Alternative 4 in North Carolina. Potential accessibility benefits would be consistent with those expected under South Carolina alternative segments as the proposed freeway facility would remove through traffic from US 17 and connecting roadways where the majority of existing tourism resources are located, reducing total traffic volumes and congestion in the vicinity of resources. With no potential adverse impacts expected to tourism resources, the proposed project under Alternative 4 in North Carolina would be expected to benefit this sector of the local economy.

Commercial: The large majority of existing commercial resources are concentrated along the US 17 corridor within the Brunswick County portion of the study area, with clusters of resources also located along other arterial roadway facilities that connect to US 17. Adverse impacts in the form of individual business relocations and/or right-of-way impacts would be expected. The majority of adverse impacts would occur along the US 17 corridor between NC 904 and the northern project terminus at NC 130 (the existing location portion of Alternative 4). The potential for adverse impacts to the assisted living/rehabilitation center located at the intersection of Ash Little River Road and No. 5 School Road, within the new location portion of Alternative 4, would be individually notable. Across Alternative 4, a moderate-high number of commercial businesses would be adversely impacted.

This is notably tempered by the ample stock of comparable commercial properties for relocation or redevelopment of displaced businesses. Project benefits under Alternative 4 would further temper the adverse impacts, including improved accessibility of commercial resources similar to those expected for tourism resources. Additional project benefits in the form of enhanced visibility would be expected for businesses located along US 17 between NC 904 and NC 130. As these businesses would be located along future frontage roads under the proposed Alternative 4, they would benefit from enhanced visibility/exposure from the future bypass facility. With a moderate-high level of potential adverse impacts expected to existing commercial resources, tempered by relocation opportunities and project benefits, the proposed project under Alternative 4 in North Carolina would be expected to result in a moderate level of impacts to commercial resources.

Industrial: The large majority of existing industrial resources are concentrated along the US 17 and NC 904 highway corridors in Brunswick County, with small clusters located along other arterial roadway facilities that connect to US 17. The nature and extent of potential adverse impacts under Alternative 4 are consistent with those expected for commercial resources. They are also notably tempered by the ample stock of comparable industrial properties for relocation or redevelopment of displaced businesses. The accessibility benefits expected for tourism and commercial resources under Alternative 4 would also extend to industrial resources, and additional benefits in the form of improved mobility of goods through the study area would



be expected. While the construction of a bypass route for truck traffic serving industrial resources (as well as some commercial resources) would be expected to provide some level of mobility benefits for all industrial businesses within the study area, the highest level of benefits would be expected for those businesses located in closest proximity to the future bypass facility interchanges.

Mobility benefits under Alternative 4 would therefore be very high for industrial resources currently located along US 17 between NC 904 and NC 130, and for resources located on the NC 130 corridor in Shallotte; while mobility benefits for industrial resource located elsewhere within the study area (e.g., US 17, NC 904/Seaside Road, Koolabrew Industrial Park) may be limited by the circuitous route north and west of existing US 17. With a moderate-high level of potential adverse impacts expected to existing industrial resources, tempered by relocation opportunities and project benefits, the proposed project would be expected to result in a moderate level of impacts to this sector under Alternative 4 in North Carolina.

**Agriculture:** The summary level of potential impacts to existing agricultural resources would be very high under Alternative 4 in North Carolina.

## **Alternative 4A**

### **Route**

Alternative 4A follows the same alignment as Alternative 4 from the existing Carolina Bays Parkway (SC 31)/SC 9 interchange to just west of Pea Landing Road, including the same proposed interchanges at Little River Road and Ash Little River Road. From just west of Pea Landing Road, the alternative follows the same alignment as Alternative 1A for the remainder of its alignment, including the same proposed interchanges at NC 904 and US 17 Shallotte Bypass at the existing NC 130 interchange. The alternative ends just east of the existing US 17 Shallotte Bypass/NC 130 interchange in the same location as all the Detailed Study Alternatives.

### **Residential Impacts**

Alternative 4A would have the fourth highest number of residential relocations (total of 118). Both Alternative 4A and Alternative 1A would displace parcels in the Wildwood Village and Starboard Knoll developments.

**Tourism:** The potential adverse and beneficial impacts that would be expected to tourism resources under Alternative 4A are consistent with those expected under Alternatives 1 and 4 in North Carolina: a net benefit for the tourism sector of the local economy.

**Commercial:** Considering the spatial distribution of existing commercial resources in Brunswick County, as described previously, adverse impacts in the form of relocations and/or or operational impacts would be low-moderate overall under Alternative 4A. The same accessibility benefits expected for tourism resources would also extend to commercial resources under Alternative 4A. With a low moderate level of potential adverse impacts expected, tempered by accessibility benefits, a low level of impact would be expected to this sector of the local economy under Alternative 4A in North Carolina.

**Industrial:** Considering the spatial distribution of existing industrial resources in Brunswick County, as described previously, adverse impacts in the form of relocations and/or or operational impacts would be low-moderate under Alternative 4A. Adverse impacts to industrial resources would primarily be limited to the existing cluster of businesses located at the NC 904/Russtown Road intersection where an interchange is proposed under Alternative 4A. Adverse impacts would be tempered by the available stock of comparable industrial properties for relocation or redevelopment of displaced businesses. Project benefits would further temper adverse impacts, including accessibility benefits as well as mobility benefits for industrial resources. While the construction of a bypass route for truck traffic serving industrial resources (as well as some commercial resources) would be expected to provide some level of mobility benefits for all industrial

businesses within the study area, the highest level of benefits would be expected for those businesses located in closest proximity to the future bypass facility interchanges.

Mobility benefits under Alternative 4A would therefore be very high for industrial resources currently located on the NC 130 corridor in Shallotte and for any resources at the existing NC 904/Russtown Road intersection that are not relocated; while mobility benefits for industrial resources located elsewhere within the study area (e.g., US 17, NC 904/Seaside Road, Koolabrew Industrial Park), may be limited by the circuitous route north and west of existing US 17. With a low moderate level of potential adverse impacts expected to existing industrial resources, tempered by relocation opportunities and project benefits, the proposed project would be expected to result in a low level of impacts to this sector under Alternative 4A in North Carolina.

**Agriculture:** The summary level of potential impacts to existing agricultural resources would be very high under Alternatives 1A and 4A in North Carolina.  
Carolina

## **Alternative 7**

### **Route**

Alternative 7 follows the same alignment as Alternatives 4 and 4A from the existing Carolina Bays Parkway (SC 31)/SC 9 interchange to the proposed Little River Road interchange. From here, the alternative continues to the northeast across the North Carolina State Line, but follows a more southerly route than Alternatives 4 and 4A. Alternative 7 crosses McLamb Road and then intersects Calabash Road at a proposed interchange near Meadowlands Trail. The alternative continues east across Shingletree Road, and then intersects existing US 17 at a proposed interchange approximately 1,500 feet south of the Hickman Road intersection.

Alternative 7 continues parallel to and just south of existing US 17 to a proposed interchange at Thomasboro Road (approximately 700 feet south of US 17). From here, the alternative ties into existing US 17 a short distance to the east and continues along the existing alignment through proposed interchanges at NC 904 and Ocean Isle Beach Road. The alternative then turns to the northeast along existing US 17 Shallotte Bypass through a proposed interchange at US 17 Business/Old Shallotte Road. Alternative 7 ends just east of the existing US 17 Shallotte Bypass/NC 130 interchange in the same location as all of the Detailed Study Alternatives.

### **Residential Impacts**

Alternative 7 would have the highest number of residential relocations (total of 266). The proposed Alternative 7 interchange at Calabash Road would displace parcels in Springmill Plantation on Springmill Plantation Boulevard, Jarvis Lane, and Iredale Court. It would also relocate the existing entrances to both the Springmill Plantation and the Meadowlands subdivisions on Calabash Road, thereby also removing portions of the existing sidewalk network in these neighborhoods. This interchange would also displace parcels in the Meadowlands subdivision, as well as impact several holes on the Meadowlands Golf Course.

The Alternative 7 alignment would also bisect Meadowbrook Lane between the Meadowlands and Savannah Lakes neighborhoods, thereby creating a barrier effect by removing direct access to the Meadowlands Golf Course clubhouse and community pool to Savannah Lakes residents on Meadowbrook Lane to the south of the alignment. With the bisecting of Meadowbrook Lane to the north of Savannah Lakes, it would also be necessary to create roadway connections from the Savannah Lakes community to Stanley Road and Tree Acres Circle in the Marlowtown community in order to provide access to Savannah Lakes. Alternative 7 would also displace parcels in the northern portion of the Eagle Run neighborhood on Shingletree Road. It would then continue on to cross the Crow Creek Golf Course, displacing apartments on South Crow Creek Drive and condominiums on Woodlands Way.



### **Commercial/Economic Impacts**

Tourism: Adverse impacts to existing tourism resources would be very high under Alternative 7 due to the potential fragmentation of two golf course facilities: Meadowlands and Crow Creek. Golfing is known to be a critical component of the local tourism economy, attracting a high volume of visitors to the area each year. The potential adverse impacts to two golf course facilities under Alternative 7, all of which are open to visiting golfers, would summarily outweigh potential project benefits to existing tourism resources located elsewhere within the study area. The proposed project would therefore result in a summarily very high level of potential impacts to tourism resources under Alternative 7 in North Carolina.

Commercial: The potential adverse and beneficial project impacts that would be expected to commercial resources under Alternative 7 are consistent with those expected under Alternative 2: a moderate-high level of potential adverse impacts, tempered by ample relocation opportunities and notable project benefits, resulting in a moderate level of impacts to commercial resources under Alternative 7 in North Carolina.

Industrial: The potential adverse and beneficial project impacts that would be expected to industrial resources under Alternative 7 are consistent with those expected under Alternative 2: a high level of potential adverse impacts, tempered by ample relocation opportunities and notable project benefits, resulting in a summarily moderate level of impacts to industrial resources under Alternative 7 in North Carolina.

Agriculture: The summary level of potential impacts to existing agricultural resources would be low under Alternative 7 in North Carolina.

## **Alternative 8**

### **Route**

Alternative 8 begins in Horry County, South Carolina in the same location as all the Detailed Study Alternatives at the existing Carolina Bays Parkway (SC 31)/SC 9 interchange. The alternative follows the southernmost alignment of the Detailed Study Alternatives from the SC 9 interchange to a proposed interchange at Little River Road near Blooms Drive. Alternative 8 then turns almost due east to a proposed interchange at Mineola Avenue approximately 1,100 feet south of Lewisfield Road. From here, the alternative turns to the northeast across the North Carolina State Line and intersects with Calabash Road at a proposed interchange near North Forest Lane.

Alternative 8 then continues to the east and ties into the existing US 17 for a short distance until a proposed interchange approximately 1,500 feet south of the US 17/Hickman Road intersection. From here, the alternative follows the same alignment as Alternative 7 parallel to and just south of existing US 17 to a proposed interchange at Thomasboro Road (approximately 700 feet south of US 17). Alternative 8 then ties into existing US 17 a short distance to the east and continues along the existing alignment through proposed interchanges at NC 904 and Ocean Isle Beach Road. The alternative then turns to the northeast along the existing US 17 Shallotte Bypass through a proposed interchange at US 17 Business/Old Shallotte Road. Alternative 8 ends just east of the existing US 17 Shallotte Bypass/NC 130 interchange in the same location as all the Detailed Study Alternatives.

### **Residential Impacts**

Alternative 8 would have the third highest number of residential relocations (total of 130). Alternative 8 would displace parcels in the Carolina Shores Golf and Country Club subdivision at US 17, dead ending Gate 12 Road. This is a relatively small portion of the large subdivision. Alternative 8 would also displace parcels in Carolina Shores North, bisecting the neighborhood and creating a barrier to the community common area, basketball courts, clubhouse, picnic grounds, playground, and pool. Alternative 8 would impact most of the parcels in the Creekside Point development on Mineola Avenue, displacing the majority of the neighborhood inhabitants. Parcels within the Heather Glen development will be displaced as well.

The proposed Alternative 8 interchange at US 17 would displace one townhouse unit in the Beacon Townes development. In addition, access to the development will be altered to the proposed new service road. Parcels would also be displaced in the Ocean Forest subdivision at this interchange. Lafayette Park would have one displacement along Little River Road at Hartwell Drive.

#### **Commercial/Economic Impacts**

Tourism: The potential adverse and beneficial impacts that would be expected to tourism resources under Alternative 8 are consistent with those expected under Alternatives 1, 1A, 4, 4A, and 2 in North Carolina: a net benefit for the tourism sector of the local economy.

Commercial: Considering the spatial distribution of existing commercial resources in Brunswick County, as described, adverse impacts to commercial resources under Alternative 8 would include a high number of potential relocations and/or operational impacts to resources located along the existing US 17 corridor. The high number of potential relocations would be notably tempered by the ample stock of comparable commercial properties available for relocation or redevelopment of displaced businesses. Adverse impacts would be further tempered by project benefits, including accessibility benefits for all commercial businesses as well as visibility/exposure benefits for resources currently located along US 17 that would be located along future frontage roads under Alternative 8. The greatest project benefits and the greatest project burdens to commercial resources under Alternative 8 would be borne by the same subset of commercial resources within the study area – those located along the existing US 17 corridor. The proposed project would therefore be expected to result in a moderate level of impact to commercial resources under Alternative 8 in North Carolina.

Industrial: Due to the nature, number, and location of existing industrial resources along US 17 between Hickman Road and Calabash Road/Country Club Road, the potential adverse and beneficial project impacts that would be expected to industrial resources under Alternative 8 are generally consistent with those expected under Alternative 7 in North Carolina: a high level of potential adverse impacts, tempered by ample relocation opportunities and a consistently notable level of project benefits, resulting in a moderate level of impacts to industrial resources.

Agriculture: The summary level of potential impacts to existing agricultural resources would be low under Alternative 8 in North Carolina. Carolina

## Preliminary Costs

The preliminary cost estimates for each of the Detailed Study Alternatives are presented in Table 2-23, and the preliminary cost estimates for the two Construction Phase 1 scenarios are presented in Table 2-24. The cost estimates for both Construction Phase 1 scenarios are based on using the alignment for Alternative 4 (SCDOT/NC DOT Preferred).

**Table 2-23. Cost Estimates for Detailed Study Alternatives**

The amounts in this table were rounded to the nearest \$100,000, so minor rounding error may exist when adding the individual amounts to get the totals.

Alternative 1	SC	NC	Total
Right-of-Way Acquisition	\$36.8	\$102.8	\$139.6
Utility Relocation	\$34.2	\$94.8	\$129.0
Wetland and Stream Mitigation	\$12.7	\$25.7	\$38.5
Construction	\$145.8	\$378.9	\$524.7
<b>Total Cost (millions)</b>	<b>\$229.5</b>	<b>\$602.2</b>	<b>\$831.8</b>

Alternative 1A	SC	NC	Total
Right-of-Way Acquisition	\$36.8	\$61.1	\$97.9
Utility Relocation	\$33.5	\$31.0	\$64.6
Wetland and Stream Mitigation	\$12.7	\$30.4	\$43.1
Construction	\$147.1	\$335.1	\$482.2
<b>Total Cost (millions)</b>	<b>\$230.1</b>	<b>\$457.6</b>	<b>\$687.8</b>

Alternative 2	SC	NC	Total
Right-of-Way Acquisition	\$38.1	\$155.1	\$193.2
Utility Relocation	\$33.5	\$132.2	\$165.7
Wetland and Stream Mitigation	\$12.7	\$25.7	\$31.6
Construction	\$144.2	\$317.1	\$461.3
<b>Total Cost (millions)</b>	<b>\$228.5</b>	<b>\$623.2</b>	<b>\$851.8</b>

Alternative 4	SC	NC	Total
Right-of-Way Acquisition	\$21.9	\$99.8	\$121.7
Utility Relocation	\$26.0	\$95.5	\$121.5
Wetland and Stream Mitigation	\$9.5	\$25.7	\$35.2
Construction	\$128.7	\$389.9	\$518.6
<b>Total Cost (millions)</b>	<b>\$186.1</b>	<b>\$610.9</b>	<b>\$797.0</b>

Alternative 4A	SC	NC	Total
Right-of-Way Acquisition	\$21.9	\$61.5	\$83.3
Utility Relocation	\$26.0	\$31.7	\$57.7
Wetland and Stream Mitigation	\$9.5	\$30.3	\$39.9
Construction	\$128.8	\$342.3	\$471.1
<b>Total Cost (millions)</b>	<b>\$186.2</b>	<b>\$465.8</b>	<b>\$652.0</b>

Alternative 7	SC	NC	Total
Right-of-Way Acquisition	\$25.1	\$234.1	\$259.2
Utility Relocation	\$25.5	\$115.4	\$140.9
Wetland and Stream Mitigation	\$9.4	\$17.8	\$27.2
Construction	\$124.6	\$299.7	\$424.3
<b>Total Cost (millions)</b>	<b>\$184.6</b>	<b>\$667.0</b>	<b>\$851.6</b>

Alternative 8	SC	NC	Total
Right-of-Way Acquisition	\$40.1	\$187.6	\$227.8
Utility Relocation	\$28.5	\$141.0	\$169.5
Wetland and Stream Mitigation	\$11.5	\$21.7	\$33.3
Construction	\$157.7	\$322.5	\$480.2
<b>Total Cost (millions)</b>	<b>\$237.8</b>	<b>\$672.8</b>	<b>\$910.8</b>



**Table 2-24. Cost Estimates for Construction Phase 1 Scenarios**

The cost estimates for both Construction Phase 1 scenarios are based on using the alignment for Alternative 4 (SCDOT/NCDOT Preferred). The amounts in this table were rounded to the nearest \$100,000, so minor rounding error may exist when adding the individual amounts to get the totals

	SC	NC	CP 1 Totals	SC	NC	CP 2 Totals
<b>Right-of-Way Acquisition</b>	\$32.2	NA	\$32.2	\$29.5	\$19.1	\$48.6
<b>Utility Relocation</b>	\$51.1	NA	\$51.1	\$26.0	\$32.3	\$58.3
<b>Wetland and Stream Mitigation</b>	\$7.1	NA	\$7.1	\$9.5	\$1.9	\$11.4
<b>Construction</b>	\$105.3	NA	\$105.3	\$128.7	\$71.9	\$200.6
<b>Total Cost (millions)</b>	\$195.7	NA	<b>\$195.7</b>	\$193.7	\$125.2	<b>\$318.9</b>