

Appendix B

Agency Correspondence

NEPA / Section 404 Interagency Agreement

Concurrence Point 1

Project Purpose and Need and Study Area Defined

Project: Carolina Bays Parkway Extension, from SC 9 in Horry County, South Carolina to US 17 Shallotte Bypass in Brunswick County, North Carolina; NCDOT STIP Project R-5876 | SCDOT Project P029554

Purpose of the Proposed Action: The primary purpose of the project is to improve the transportation network in the study area by enhancing mobility and connectivity for traffic moving in and through the project area.

Mobility refers to the movement of people or goods. Potential measures of performance for evaluating an improvement in mobility in the project area are travel time, travel speed and level of service (LOS). SCDOT has established the LOS goal of C for their state roads while NCDOT has established the target goal of LOS D for system level planning analysis.

Connectivity refers to the density of connections in road networks and the directness of links. Potential measures of performance for evaluating improvements in connectivity are reduced travel times and enhanced route options for travelers, service providers, and the transport of goods.

Summary of Need for the Proposed Action: Many intersections and roadway segments in the study area are expected to either approach or exceed the roadway capacity limits in 2040. The population within Horry and Brunswick counties has steadily increased, and is expected to continue to increase, along with the number of tourists to the area. Growth in population, tourism, and supporting services has resulted in an increase in mixed-purpose traffic on area roads.

Study Area: The project study area boundary is shown in Figure 2, dated 1/11/2019. To the south, the study area boundary is offset from and generally follows US 17 from SC 9 in Horry County, South Carolina to NC 130 at US 17 Shallotte Bypass in Brunswick County, North Carolina. To the west, the study area boundary is offset from and generally parallels SC 9 from US 17 approximately four miles. The northwest section of the study area boundary is offset from and generally parallels Highway 57 in South Carolina, continuing into North Carolina for a total distance of approximately 9.4 miles. The northeast section of the study area boundary encompasses the intersections of Gwynn Road and Bland Road, and Pea Landing Road and NC 904, then is offset from and generally follows Old Shallotte Road and US 17 to NC 130, for a total distance of approximately 10.5 miles.

The Project Team concurred on March 19, 2019 on the project purpose and need as stated above and the study area as shown in attached Figure 2 for NCDOT Project R-5876 and SCDOT Project P029554.

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Brad Shaver
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USACE (NC)

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Amanetta Somerville
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USEPA (NC)

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Gary Jordan
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USFWS (NC)

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Travis G. Hughes
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USACE (SC)

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Thomas D. McLoy
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Felix Davila

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Cathy Brittingham

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Travis Wilson

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Renee Gledhill-Earley

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Joseph E Wilkinson

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ABSTAIN

SCHPO

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Krista Kimmel

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NCDOT

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Leah Grattlebaum

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SCDOT

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Twyla Cheatwood

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NOAA Fisheries

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Myra C. Grea

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SCDHEC

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Christopher Stout

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SCDHEC OCRM

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Chuck Hightower

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SCDHEC Bureau of Water

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Susan Davis

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SCDNR

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Mark Howeler

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GSATS MPO

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Jason D. Thompson

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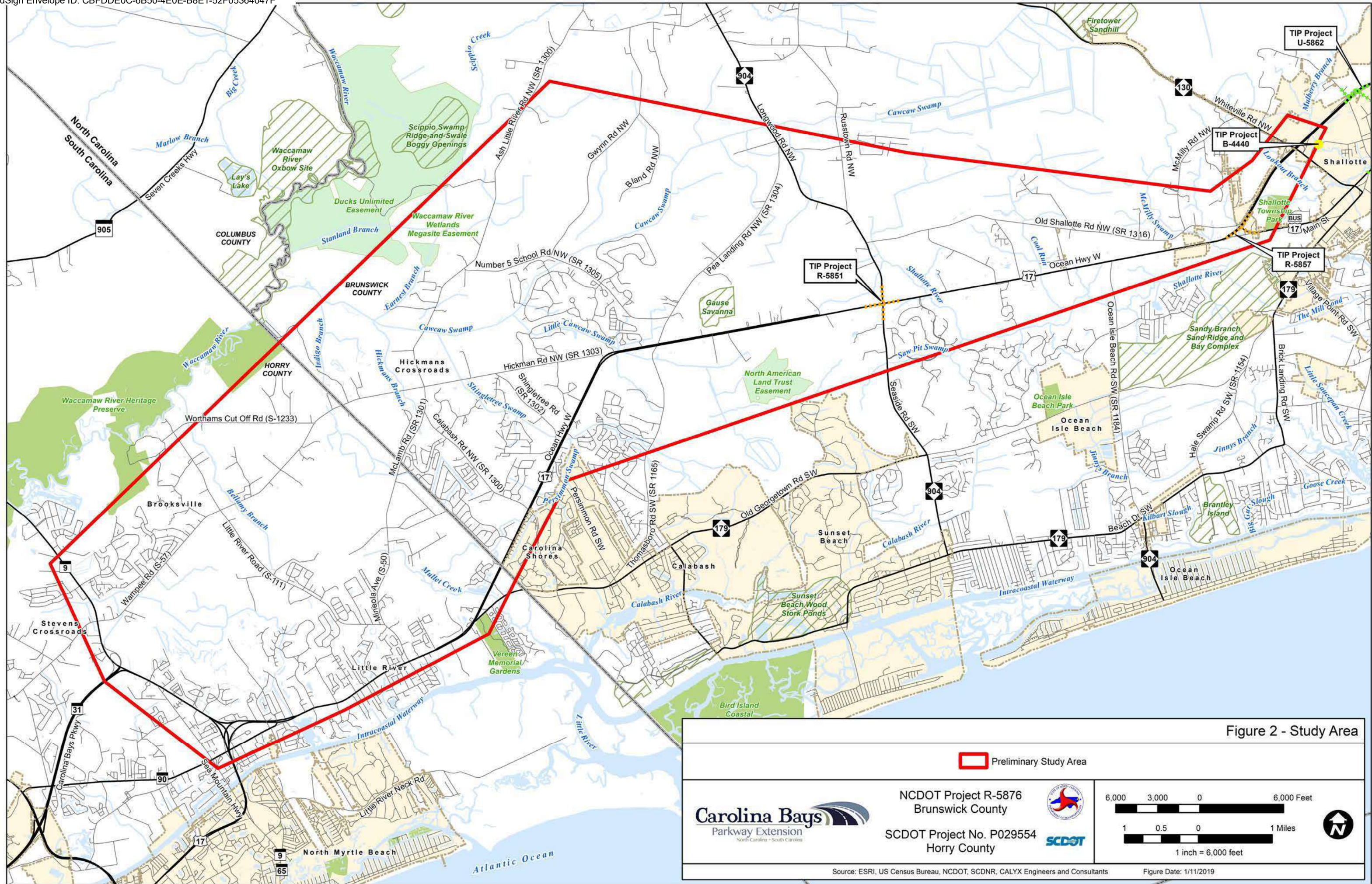
Horry County - Ride 3

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Allen Serkin

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Cape Fear RPO



NEPA / Section 404 Interagency Agreement

Concurrence Point 1: Study Area Update

Concurrence Point 2: Detailed Study Alternatives Carried Forward

Project: Carolina Bays Parkway Extension, from SC 9 in Horry County, South Carolina to US 17 Shallotte Bypass in Brunswick County, North Carolina; NCDOT STIP Project R-5876 | SCDOT Project P029554

Detailed Study Alternatives: The Project Team concurred on the Detailed Study Alternatives to be carried forward for NCDOT Project R-5876 and SCDOT Project P029554 as indicated below and shown in attached Figure 1.

Alternatives to Study in Detail:

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Alternative 2	<input checked="" type="checkbox"/> Yes	<input type="checkbox"/> No	Alternative 3	<input type="checkbox"/> Yes	<input checked="" type="checkbox"/> No
Alternative 4	<input checked="" type="checkbox"/> Yes	<input type="checkbox"/> No	Alternative 4A	<input checked="" type="checkbox"/> Yes	<input type="checkbox"/> No
Alternative 5	<input type="checkbox"/> Yes	<input checked="" type="checkbox"/> No	Alternative 6	<input type="checkbox"/> Yes	<input checked="" type="checkbox"/> No
Alternative 7	<input checked="" type="checkbox"/> Yes	<input type="checkbox"/> No	Alternative 8	<input checked="" type="checkbox"/> Yes	<input type="checkbox"/> No
Alternative 9	<input type="checkbox"/> Yes	<input checked="" type="checkbox"/> No			

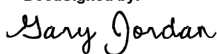
Study Area: The Project Team concurred on March 19, 2019 on the purpose of and need for the proposed project and the project study area. A need to refine the study area was identified during the development of preliminary alternatives. The Project Team concurred on the revised study area for NCDOT Project R-5876 and SCDOT Project P029554 as shown in attached Figure 2.

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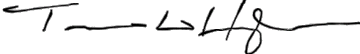
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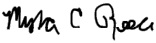
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Travis Wilson

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NCWRC

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Perce Gledhill-Earley

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Elizabeth Johnson

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Krista Kimmel

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NCDOT

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Leah Annettebaum

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SCDOT

DocuSigned by:

Christopher Stout

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SCDHEC OCRM

DocuSigned by:

Chuck Hightower

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SCDHEC Bureau of Water

DocuSigned by:

Susan Davis

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SCDNR

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Mark Hoeweler

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GSATS MPO (Concur on Alts. 1, 1A, 4, 4A, 7 & 8; Abstain on Alt.2)

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Juan B. Hargreaves

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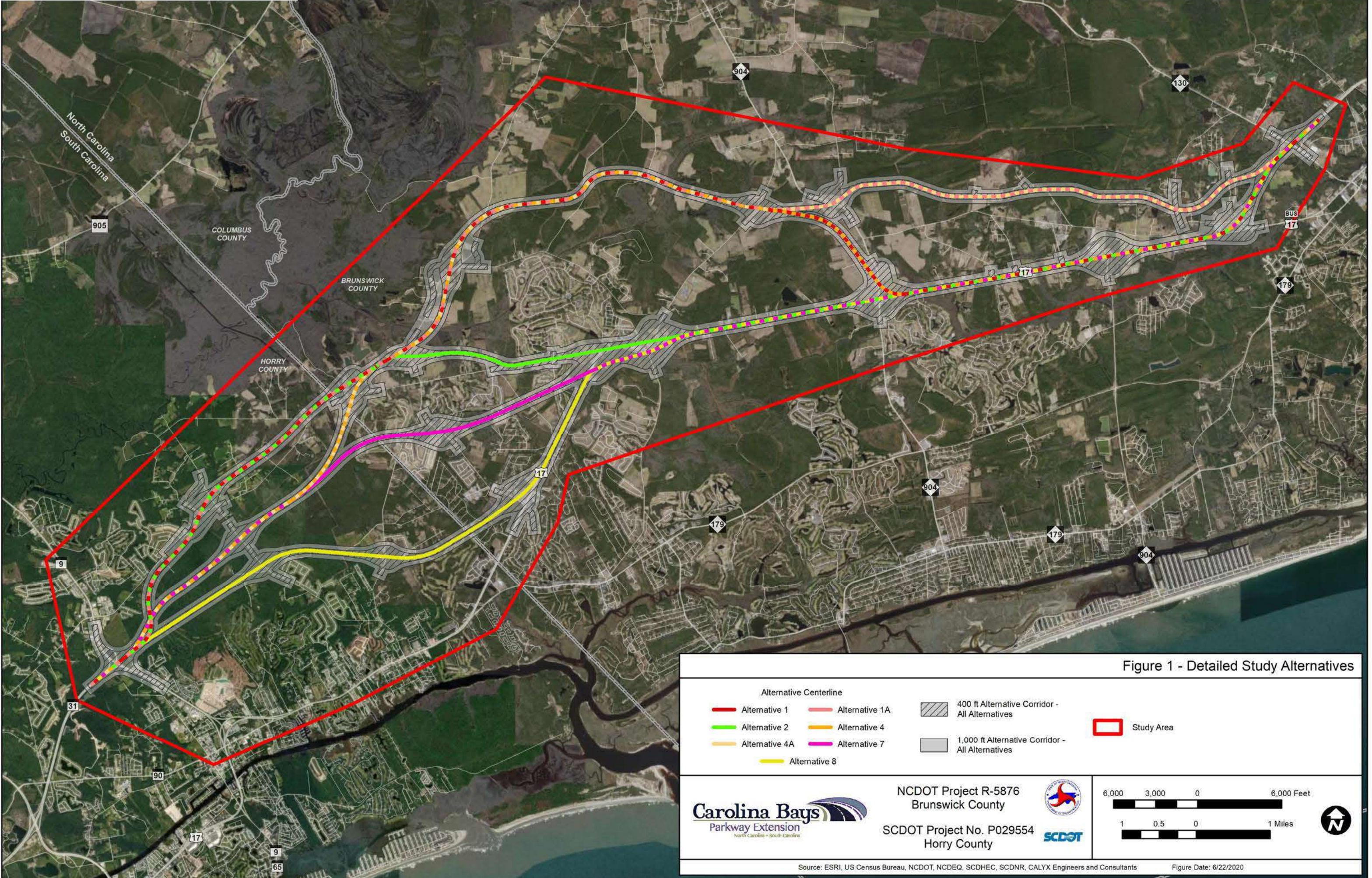
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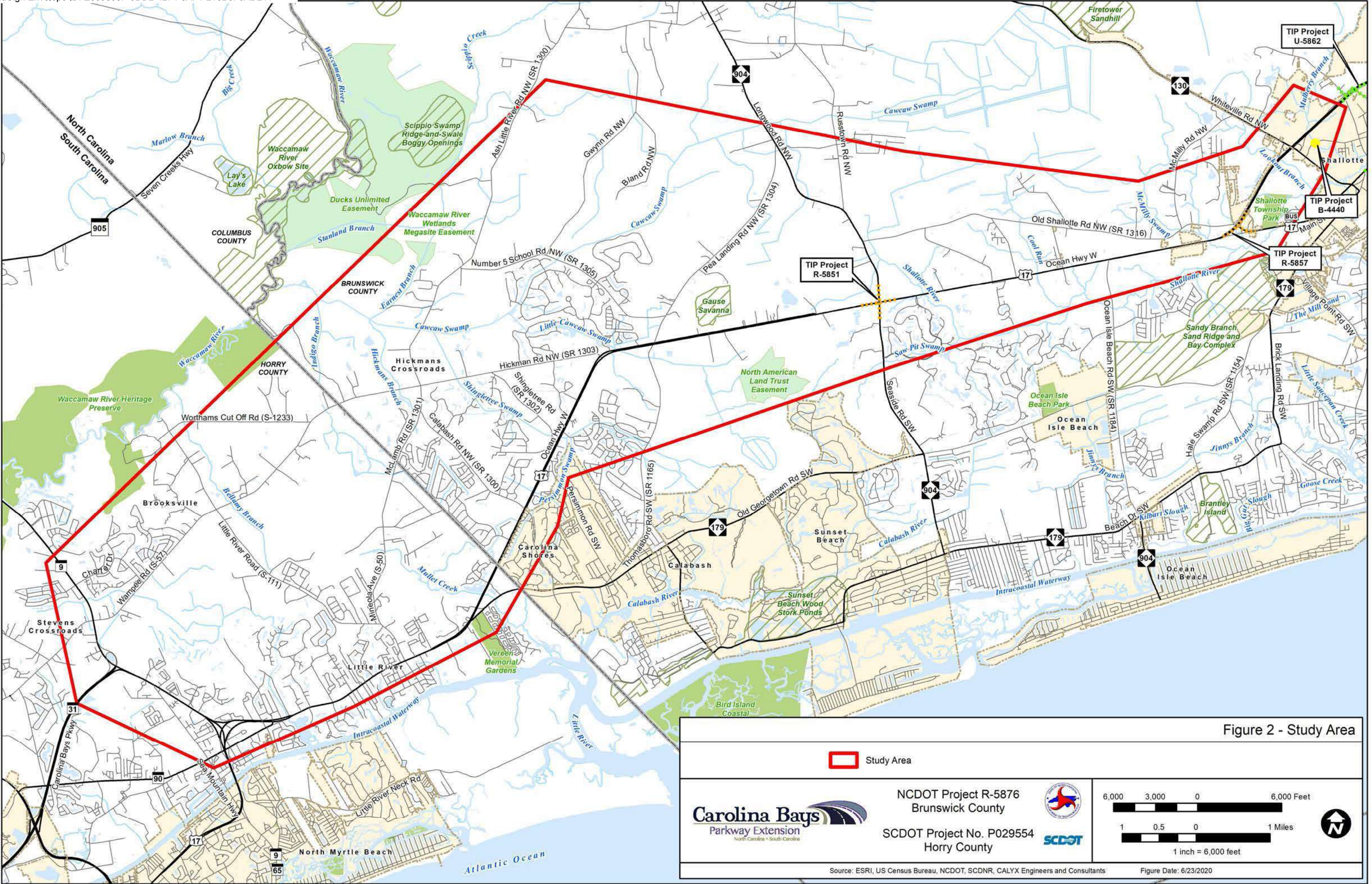
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Patrick Flanagan

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Cape Fear RPO





NEPA / Section 404 Interagency Agreement**Concurrence Point 2A: Bridging Decisions and Alignment Review**

Project: Carolina Bays Parkway Extension, from SC 9 in Horry County, South Carolina to US 17 Shallotte Bypass in Brunswick County, North Carolina; NCDOT STIP Project R-5876 | SCCOT Project P029554

Bridging Decisions: As outlined in the Concurrence Point 2A (CP 2A) Meeting Summary, several changes to major hydraulic structure recommendations were requested following the CP 2A Meeting and subsequent field review. The Project Team has concurred on the following minimum hydraulic structure recommendations to be analyzed as part of the Detailed Study Alternatives for the subject project:

Major Hydraulic Structures in South Carolina:

Site 6:	1 @ 8' x 8' RCBC	Site 13:	1 @ 7' x 8' RCBC
Site 7:	1 @ 7' x 7' RCBC	Site 14:	Bridge (100')
Site 8:	1 @ 7' x 9' RCBC	Site 15:	1 @ 11' x 9' RCBC
Site 10:	1 @ 12' x 8' RCBC	Site 17:	1 @ 7' x 8' RCBC
Site 11:	1 @ 7' x 9' RCBC	Site 18:	1 @ 8' x 12' RCBC
Site 12:	Bridge (100')		

Major Hydraulic Structures in North Carolina:

Site 16:	1 @ 8' x 9' RCBC	Site 43:	1 @ 13' x 7' RCBC
Site 21:	Bridge (275') - Mainline Bridge (370') - Service Road	Site 46:	1 @ 7' x 8' RCBC
Site 22:	1 @ 8' x 7' RCBC	Site 48:	1 @ 12' x 7' RCBC
Site 23:	Bridge (175')	Site 49:	2 @ 10' x 7' RCBC
Site 26:	1 @ 7' x 7' RCBC	Site 51:	1 @ 12' x 7' RCBC
Site 29:	Bridge (110')	Site 53:	1 @ 7' x 8' RCBC
Site 31:	1 @ 7' x 7' RCBC	Site 54:	3 @ 10' x 8' RCBC
Site 32:	1 @ 8' x 9' RCBC	Site 55:	2 @ 8' x 8' RCBC
Site 35:	1 @ 7' x 8' RCBC	Site 56:	1 @ 12' x 7' RCBC
Site 36:	2 @ 10' x 11' RCBC	Site 57:	2 @ 9' x 9' RCBC
Site 37:	1 @ 7' x 8' RCBC	Site 59:	1 @ 8' x 7' RCBC
Site 38:	2 @ 10' x 9' RCBC	Site 60:	2 @ 7' x 9' RCBC
Site 39:	2 @ 8' x 11' RCBC	Site 61:	1 @ 7' x 13' RCBC
Site 40:	3 @ 8' x 11' RCBC	Site 62:	4 @ 10' x 7' RCBC
Site 41:	Bridge (150')	Site 64:	4 @ 10' x 7' RCBC (Retain/Extend)
		Site 65:	3 @ 12' x 8' RCBC (Retain/Extend)

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Amanetta Somerville

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Alye Singh-White

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Chuck Hightower

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Renee Gledhill-Earley

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Maggie Jamison

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SCDNR

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Elizabeth M Johnson

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Cape Fear RPO



United States Department of the Interior

FISH AND WILDLIFE SERVICE
Raleigh Field Office
Post Office Box 33726
Raleigh, North Carolina 27636-3726

August 16, 2017

Ms. Kim Gillespie, PE
North Carolina Department of Transportation
1548 Mail Service Center
Raleigh, North Carolina 27699-1548

Dear Ms. Gillespie:

This letter is in response to your request for comments from the U.S. Fish and Wildlife Service (Service) on the potential environmental effects of the proposed Carolina Bays Parkway Extension from Horry County, South Carolina to US 17 Shallotte Bypass in Brunswick County, North Carolina. These comments provide information in accordance with provisions of the National Environmental Policy Act (42 U.S.C. 4332(2)(c)) and Section 7 of the Endangered Species Act of 1973, as amended (16 U.S.C. 1531-1543). The following comments pertain to the North Carolina portion of the project only. Additional comments may be submitted from the Service's Charleston, South Carolina Field Office for the South Carolina portion of the project.

At this time we do not have any specific comments on the proposed project. However, we recommend the following general conservation measures to avoid or minimize impacts to fish and wildlife resources:

1. Wetland, forest and designated riparian buffer impacts should be avoided and minimized to the maximum extent practical. Areas exhibiting high biodiversity or ecological value important to the watershed or region should be avoided. Highway projects should be aligned along or adjacent to existing roadways, utility corridors or other previously disturbed areas in order to minimize habitat loss and fragmentation. Highway shoulder and median widths should be reduced through wetland areas;
2. If unavoidable wetland or stream impacts are proposed, a plan for compensatory mitigation to offset unavoidable impacts should be provided early in the planning process;
3. Crossings of streams and associated wetland systems should use existing crossings and/or occur on a bridge structure wherever feasible. Bridges should be long enough to allow for sufficient wildlife passage along stream corridors. Where bridging is not feasible, culvert structures that maintain natural water flow and hydraulic regimes without scouring or impeding fish and wildlife passage should be employed;

4. Off-site detours should be used rather than construction of temporary, on-site bridges. For projects requiring an on-site detour in wetlands or open water, such detours should be aligned along the side of the existing structure which has the least and/or least quality of fish and wildlife habitat. At the completion of construction, the detour area should be entirely removed and the impacted areas be replanted with appropriate tree species;
5. In streams utilized by anadromous fish, the NCDOT policy entitled "Stream Crossing Guidelines for Anadromous Fish Passage" should be implemented;
6. Where possible, avoid the use of riprap on the top of the bank under bridges to allow for wildlife passage under the bridge;
7. "Best Management Practices (BMP) for Construction and Maintenance Activities" should be implemented;
8. Bridge designs should include provisions for roadbed and deck drainage to flow through a vegetated buffer prior to reaching the affected stream. This buffer should be large enough to alleviate any potential effects from run-off of storm water and pollutants;
9. Bridge designs should not alter the natural stream and stream-bank morphology or impede fish passage. To the extent possible, piers and bents should be placed outside the bank-full width of the stream; and
10. Bridges and approaches should be designed to avoid any fill that will result in damming or constriction of the channel or flood plain. If spanning the flood plain is not feasible, culverts should be installed in the flood plain portion of the approach to restore some of the hydrological functions of the flood plain and reduce high velocities of flood waters within the affected area.

Section 7(a)(2) of the Endangered Species Act requires that all federal action agencies (or their designated non-federal representatives), in consultation with the Service, insure that any action federally authorized, funded, or carried out by such agencies is not likely to jeopardize the continued existence of any federally threatened or endangered species. To assist you, a county-by-county list of federally protected species known to occur in North Carolina and information on their life histories and habitats can be found on our web page at http://www.fws.gov/raleigh/species/cntylist/nc_counties.html.

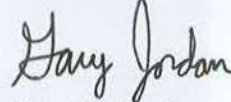
Although the North Carolina Natural Heritage Program (NCNHP) database does not indicate any known occurrences of listed species near the project vicinity, use of the NCNHP data should not be substituted for actual field surveys if suitable habitat occurs near the project site. The NCNHP database only indicates the presence of known occurrences of listed species and does not necessarily mean that such species are not present. It may simply mean that the area has not been surveyed. If suitable habitat occurs within the project vicinity for any listed species, surveys should be conducted to determine presence or absence of the species.

If you determine that the proposed action may affect (i.e. likely to adversely affect or not likely to adversely affect) a listed species, you should notify this office with your determination, the

results of your surveys, survey methodologies and an analysis of the effects of the action on listed species, including consideration of direct, indirect and cumulative effects, before conducting any activities that might affect the species. If you determine that the proposed action will have no effect (i.e. no beneficial or adverse, direct or indirect effect) on listed species, then you are not required to contact our office for concurrence.

The Service appreciates the opportunity to comment on this project. If you have any questions regarding our response, please contact Mr. Gary Jordan at (919) 856-4520, ext. 32.

Sincerely,


for Pete Benjamin
Field Supervisor



United States Department of the Interior

FISH AND WILDLIFE SERVICE

176 Croghan Spur Road, Suite 200
Charleston, South Carolina 29407



August 23, 2017

Ms. Kim Gillespie, PE
Assistant Project Manager
North Carolina Department
of Transportation
1548 Mail Service Center
Raleigh, NC 27699-1548

Re: Scoping Comments, Carolina Bays Parkway Extension, Horry County, South Carolina
and Brunswick County, North Carolina
FWS Log No. 2012-CPA-0117

Dear Ms. Gillespie:

The U.S. Fish and Wildlife Service (Service) has received your letter soliciting input on the proposed northern extension of the Carolina Bays Parkway (CBP) in Horry County, South Carolina. The CBP will connect its current terminus at SC 9 near Little River, SC to US 17 Shallotte Bypass in Brunswick County, North Carolina. The North Carolina Department of Transportation (NCDOT) and South Carolina Department of Transportation (SCDOT) are enjoined with the U.S. Army Corps of Engineers (Corps) to develop an Environmental Impact Statement (EIS) to address potential impacts the proposed roadway extension will have upon the surrounding environment. The Service has accepted the Corps invitation to serve as a participating agency and is pleased to provide the following preliminary comments on the project.

Please find enclosed a list of federally threatened and endangered (T&E) species that are known to occur in Horry County. These species are protected under the Endangered Species Act of 1973 (ESA). The list also includes At Risk Species (ARS) which are not protected but are being evaluated for listing under the ESA. As the Corps is the lead agency for the CBP extension project they must ensure the proposed action does not jeopardize the continued existence of any T&E species as required under section 7a(2) of the ESA. In order to assist the Corps in their requirement, we recommend that NCDOT and SCDOT conduct field surveys within the project area to determine if T&E species are present. The Service further recommends the survey efforts include ARS species. Although there are no Federal protections afforded to ARS, their inclusion in this early phase of the project will provide valuable information in the event they are listed in

the future. In addition, identification of proactive measures to avoid or minimize harm to ARS may improve their status and assist with precluding the need to list these species. Additional information on ARS can be found at:



<http://www.fws.gov/southeast/candidateconservation>

The Service recommends that NCDOT and SCDOT seek to avoid or minimize wetland resource impacts through roadway alignment manipulation and use of clear span bridge construction. The project area is very large, over 46,000 acres, and contains a significant amount of wetlands, numerous streams, and multiple Carolina Bays (for which the CBP is named). Carolina Bays are a unique land feature only found in the southeast coastal plain ecoregion. This early planning for the CBP extension presents an ideal opportunity to formulate a new roadway alignment and bridge placement plan to eliminate, or nearly so, the need for impacts to wetlands or streams as well as Carolina Bays. Upgrading and incorporating existing roadways into the CBP extension, where practicable, should also be considered in this project's evaluation. Use of existing roadways will significantly reduce the need for wetland, stream, or Carolina Bay impacts and may also serve to improve traffic flow or reduce congestion in some areas.

The Service prefers the CBP northern extension maintain a limited access strategy similar to the rest of the CBP. A limited access roadway will help prevent ancillary residential or commercial development within the project area.

If you have questions on the Service's comments, please do not hesitate to contact Mr. Mark Caldwell, at (843) 727-4707 ext. 215, and reference FWS Log No. 2012-CPA-0117.

Sincerely,


for  Thomas D. McCoy
Field Supervisor

TDM/MAC

South Carolina List of At-Risk, Candidate, Endangered, and Threatened Species - Horry County

CATEGORY	COMMON NAME/STATUS	SCIENTIFIC NAME	SURVEY WINDOW/ TIME PERIOD	COMMENTS
Amphibian	None Found			
Bird	American wood stork (T)	<i>Mycteria americana</i>	February 15-September 1	Nesting season
	Bald eagle (BGEPA)	<i>Haliaeetus leucocephalus</i>	October 1-May 15	Nesting season
	Black-capped petrel (ARS)	<i>Pterodroma hasitata</i>	April-October	offshore water primarily
	Black rail (ARS)	<i>Laterallus jamaicensis</i>	May-July	
	MacGillivray's seaside sparrow (ARS)	<i>Ammodramus maritimus macgillivrayi</i>	May-June	
	Piping plover (T, CH)	<i>Charadrius melodus</i>	July 15-May 1	Migration and wintering
	Red-cockaded woodpecker (E)	<i>Picoides borealis</i>	April 1-July 31	Nesting season
	Red knot (T)	<i>Calidris canutus rufa</i>	August 1-May 31	Migration and wintering
Crustacean	None Found			
Fish	American eel (ARS)	<i>Anguilla rostrata</i>	March 1-May 30; October 1-December 15	Temperature dependent: normally (17-20°C); can be found between 13-25°C
	Atlantic sturgeon* (E)	<i>Acipenser oxyrinchus*</i>	February 1-April 30	Spawning migration
	Blueback herring (ARS)	<i>Alosa aestivalis</i>	Mid-January-mid May	Peak: March-April
	Carolina pygmy sunfish (ARS)	<i>Elassoma boehlkei</i>	Year round	
	Robust redbreast (ARS)	<i>Moxostoma robustum</i>	Late April-early May	Temperature dependent: 16-24°C
	Shortnose sturgeon* (E)	<i>Acipenser brevirostrum*</i>	February 1-April 30	Spawning migration
Insect	Monarch butterfly (ARS)	<i>Danaus plexippus</i>	August-December	Overwinter population departs: March-April
Mammal	Finback whale* (E)	<i>Balaenoptera physalus*</i>	November 1-April 30	Off the coast
	Humpback whale * (E)	<i>Megaptera novaengliae</i>	January 1-March 31	Migration off the coast
	Northern long-eared bat (T)	<i>Myotis septentrionalis</i>	Year round	Winter surveys not as successful
	Rafinesque's big-eared bat (ARS)	<i>Corynorhinus rafinesquii</i>	Year round	Found in mines, caves, large hollow trees,
	Right whale* (E)	<i>Balaena glacialis</i>	November 1-April 30	Off the coast
	Tri-colored bat (ARS)	<i>Perimyotis subflavus</i>	Year round	Found in mines and caves in the winter
	West Indian manatee (T)	<i>Trichechus manatus</i>	May 15-October 15	In coastal waters
Mollusk	Waccamaw fatmucket (ARS)	<i>Lampsilis fullerkati</i>	March 1-September 30	
	Savannah lilliput (ARS)	<i>Toxolasma pullus</i>	March 1-September 30	

South Carolina List of At-Risk, Candidate, Endangered, and Threatened Species - Horry County

CATEGORY	COMMON NAME/STATUS	SCIENTIFIC NAME	SURVEY WINDOW/ TIME PERIOD	COMMENTS
Plant	American chaffseed (E)	<i>Schwalbea americana</i>	May-August	1-2 months after a fire
	Canby's dropwort (E)	<i>Oxypolis canbyi</i>	Mid-July-September	
	Carolina-birds-in-a-nest (ARS)	<i>Macbridea caroliniana</i>	July-November	
	Ciliate-leaf tickseed (ARS)	<i>Coreopsis integrifolia</i>	August-November	
	Godfrey's stitchwort (ARS)	<i>Minuartia godfreyi</i>	April-June	
	Harper's fimbriatilis (ARS)	<i>Fimbristylis perpusilla</i>	July-September	
	Long Beach seedbox (ARS)	<i>Ludwigia brevipes</i>	July-October	
	Pondberry (E)	<i>Lindera melissifolia</i>	February-March	
	Seabeach amaranth (T)	<i>Amaranthus pumilus</i>	July-October	
	Venus flytrap (ARS*)	<i>Dionaea muscipula</i>	May-June	
	Wire-leaved dropseed (ARS)	<i>Sporobolus teretifolius</i>	August-September	Following fire
	Yellow pond lily (ARS)	<i>Nuphar lutea ssp. sagittifolia</i>	April-October	
Reptile	Green sea turtle ** (T)	<i>Chelonia mydas</i> **	May 1-October 31	Nesting and hatching
	Kemp's ridley sea turtle ** (E)	<i>Lepidochelys kempii</i> **	May 1-October 31	In coastal waters
	Leatherback sea turtle ** (E)	<i>Dermochelys coriacea</i> **	May 1-October 31	Nesting and hatching
	Loggerhead sea turtle ** (T, CH)	<i>Caretta caretta</i> **	May 1-October 31	Nesting and hatching
	Southern hognose snake (ARS)	<i>Heterodon simus</i>	Most of the year	
	Spotted turtle (ARS)	<i>Clemmys guttata</i>	February-early April	

* Contact National Marine Fisheries Service (NMFS) for more information on this species

** The U.S. Fish and Wildlife Service (FWS) and NMFS share jurisdiction of this species

ARS Species that the FWS has been petitioned to list and for which a positive 90-day finding has been issued (listing may be warranted); information is provided only for conservation actions as no Federal protections currently exist.

ARS* Species that are either former Candidate Species or are emerging conservation priority species

BGEPA Federally protected under the Bald and Golden Eagle Protection Act

C FWS or NMFS has on file sufficient information on biological vulnerability and threat(s) to support proposals to list these species

CH Critical Habitat

E Federally Endangered

P or P - CH Proposed for listing or critical habitat in the Federal Register

S/A Federally protected due to similarity of appearance to a listed species

T Federally Threatened

These lists should be used only as a guideline, not as the final authority. The lists include known occurrences and areas where the species has a high possibility of occurring. Records are updated as deemed necessary and may differ from earlier lists.

For a list of State endangered, threatened, and species of concern, please visit <https://www.dnr.sc.gov/species/index.html>.



UNITED STATES DEPARTMENT OF COMMERCE

National Oceanic and Atmospheric Administration

NATIONAL MARINE FISHERIES SERVICE

Southeast Regional Office

263 13th Avenue South

St. Petersburg, Florida 33701-5505

<http://sero.nmfs.noaa.gov>

(Sent via Electronic Mail)

September 19, 2017

F/SER47:KR/pw

Ms. Kim Gillespie
North Carolina Department of Transportation
1548 Mail Service Center
Raleigh, North Carolina 27699-1548

Dear Ms. Gillespie:

NOAA's National Marine Fisheries Service (NMFS) reviewed the correspondence, dated August 15, 2017, requesting input on the Letter of Intent and Start of Study for the proposed Carolina Bays Parkway Extension Project in both South Carolina and North Carolina. The North Carolina Department of Transportation (NCDOT), along with the South Carolina Department of Transportation (SCDOT), is planning to build a multi-lane expressway extending the Carolina Bays Parkway (SC 31) from SC 9 in Horry County, South Carolina, across the North Carolina state line to the U.S. 17 Shallotte Bypass in Brunswick County. The purpose of the project is to provide a more direct and efficient movement of traffic seeking to bypass congestion within the areas of Calabash in North Carolina as well as Little River and the Grand Strand areas in South Carolina. It would also improve traffic flow and safety at the intersection of SC 9 and SC 57 and provide a more direct route for coastal truck traffic moving through North Carolina. The total project costs are estimated at \$434.8 million to construct 14 miles of highway in North Carolina and five miles of highway in South Carolina. Project development and environmental studies are underway to evaluate potential routes for the highway from engineering and environmental standpoints and to select a preferred route. As the nation's federal trustee for the conservation and management of marine, estuarine, and diadromous fishery resources, the NMFS provides the following comments and recommendations pursuant to the authorities of the Fish and Wildlife Coordination Act and the Magnuson-Stevens Fishery Conservation and Management Act (Magnuson-Stevens Act).

Impacts to Diadromous Fish Habitat

The NMFS believes the proposed project would eliminate some nursery habitats used by American eels (*Anquilla rostrata*) in the waters of the Calabash River, Shallotte River, and their tributaries. Sediment and toxicant input into these systems is a major threat to eels and their habitats. This input can directly impact migratory individuals and permanently eliminate nursery habitat.

Essential Fish Habitat in the Project Area

Pursuant to the Magnuson-Stevens Act, the South Atlantic Fishery Management Council (SAFMC) designates essential fish habitat (EFH) within the preliminary study area (shown in the Project Vicinity Map) to encompass unconsolidated bottom, estuarine water column, and emergent coastal wetlands, including salt marsh and tidal freshwater wetlands. The SAFMC identifies these habitats as EFH for penaeid shrimp and for estuarine-dependent species within the snapper/grouper complex. The SAFMC also identifies state-designated Primary Nursery Areas (PNA) as Habitat Areas of Particular Concern (HAPCs). HAPCs are a subset of EFH that are rare, particularly susceptible to human-induced degradation, especially important ecologically, or located in an environmentally stressed area. The project area may include PNA in the vicinity of the Shallotte River. The SAFMC identifies these areas as EFH because fish and shrimp concentrate in these habitats for feeding and



refuge and experience high growth and survival rates when located in these habitats. The SAFMC provides detailed information on the EFH requirements of federally managed species in amendments to the fishery management plans and in *Volume IV of the Fishery Ecosystem Plan of the South Atlantic Region*¹.

The waters of the Calabash River, Shallotte River, and tributaries leading to the Atlantic Intracoastal Waterway clearly function as nursery habitat for federally managed species as well as other species of commercial or recreational importance, including red drum (*Sciaenops ocellatus*), black drum (*Pogonias cromis*), Atlantic menhaden (*Brevoortia tyrannus*), and blue crab (*Callinectes sapidus*). Many of these species are prey for fish managed under the Magnuson-Stevens Act, such as mackerels, snappers, groupers, billfish, and sharks. Red drum is an important state-managed fishery, and estuarine wetlands within the project area provide habitat necessary for development and survival of several life stages of red drum. The NMFS recommends the project's environmental documentation address these species as well as those managed under the Magnuson-Stevens Act.

Comments on Potential Effects to EFH and Federally Managed Fisheries

While NCDOT and SCDOT are at the early planning stages for many project elements, the NMFS anticipates temporary and permanent impacts to EFH from the proposed project based on the information provided. These impacts will result from clearing, grading, filling, and stabilizing the shoreline for roadway and bridge construction. Where the highway intersects or is in close proximity to tidally influenced waters or wetlands, the NMFS recommends use of bridges to the maximum extent practicable to avoid and minimize impacts to marsh habitat. The NMFS recommends the environmental documentation include a detailed alternatives analysis for various bridging and construction options and for the analysis to include detailed information on the type, amount, and site-specific function of wetlands directly and/or indirectly impacted by each alternative.

Generally, the NMFS recommends designing projects to affect the minimum amount of wetlands necessary to accomplish the project purpose. Activities that may adversely affect fishery habitat should be avoided when less environmentally harmful alternatives are available. For example, projects should avoid filling aquatic habitats, avoid temporary fills for construction purposes, and use only clean fill when filling is necessary. In many locations, permanent fill can be avoided or minimized by bridging aquatic areas. Environmental windows (seasonal restrictions) should be prescribed for the timing of construction activities to protect managed species during sensitive life history phases (e.g., reproduction, migration). Work should not occur during times designated by the North Carolina Wildlife Resources Commission, South Carolina Department of Natural Resources, U.S. Fish and Wildlife Service, and/or the NMFS for protection of fish or wildlife resources.

Comments on Potential Compensatory Mitigation

Compensatory mitigation may be necessary for the proposed project. The NMFS prefers in-kind mitigation for impacts to coastal wetland habitat in the project area. Compensatory mitigation for impacts should be located within the same coastal watershed as the proposed impact where practicable. The NMFS would be happy to assist NCDOT, SCDOT, and cooperating partners by providing preliminary reviews of any mitigation plan during its development.

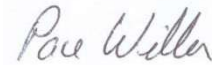
The Magnuson-Stevens Act requires federal agencies to consult with the NMFS regarding actions that may adversely affect EFH. Based on the information provided, the NMFS believes adverse impacts to EFH are likely, and this project will benefit from an EFH assessment. The level of detail

¹ Available at <http://safmc.net/EcosystemLibrary/FEPVolumeIV>

in the EFH assessment should be commensurate with the complexity and magnitude of the potential adverse effects of the action. The NCDOT and SCDOT may provide the EFH assessment as a stand-alone document or within documents addressing obligation under the National Environmental Policy Act. In either case, the NMFS recommends coordination during development of the EFH assessment to ensure all issues are adequately covered and to avoid unnecessary delays in final evaluations.

Thank you for the opportunity to provide these comments. Please direct related questions or comments to the attention of Dr. Ken Riley at our Beaufort Field Office, 101 Pivers Island Road, Beaufort, North Carolina 28516-9722, or at (252) 728-8750.

Sincerely,



/ for

Virginia M. Fay
Assistant Regional Administrator
Habitat Conservation Division

cc: NCDOT, Kim Gillespie (klgillespie@ncdot.gov)
SCDOT, Leah Quattlebaum (QuattlebLB@scdot.org)
SCDOT, Henry Phillips (Phillipsmh@scdot.org)
COE Wilmington, Brad Shaver (Brad.E.Shaver@usace.army.mil)
COE Charleston, John Policarpo (John.N.Policarpo@usace.army.mil)
CALYX, Liz Kavasckitz, (lkovasckitz@calyxengineers.com)
NCDOT, Doug Huggett (Doug.Huggett@ncdenr.net)
USFWS, Pete Benjamin (Pete_Benjamin@fws.gov)
EPA, Todd Bowers (Bowers.Todd@epa.gov)
SAFMC, Roger Pugliese (Roger.Pugliese@safmc.net)
F/SER4, David Dale (David.Dale@noaa.gov), Ken Riley (Ken.Riley@noaa.gov)

From: [McInnis, Jay](#)
To: [Gillespie, Allyn K](#); [Liz Kovasckitz](#); [Bobby Norburn](#)
Subject: FW: Carolina Bayways project
Date: Thursday, October 19, 2017 1:04:23 PM
Attachments: [image001.png](#)
[image003.png](#)

FYI

Jay McInnis, PE
Project Engineer
Project Development and Environmental Analysis Unit
North Carolina Department of Transportation

919 707 6029 office
jmcinnis@ncdot.gov

1548 Mail Service Center
Raleigh, NC 27699-1548



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[Facebook](#) [Twitter](#) [YouTube](#)

From: Gledhill-earley, Renee
Sent: Thursday, October 19, 2017 10:35 AM
To: McInnis, Jay <jmcinnis@ncdot.gov>
Cc: Furr, Mary Pope <mfurr@ncdot.gov>; Wilkerson, Matt T <mtwilkerson@ncdot.gov>
Subject: Carolina Bayways project

Jay:

I am on the call, but will have to leave to meet with management.

So, that the time will not be wasted getting set up, let me provide the comments that I would have offered on the phone.

Brunswick County has had a comprehensive architectural survey that was completed in 2010, so there may not be much reason for architectural survey other than along the ledpa. And/or, Mary Pope and Co may just be able to do a desktop check to update.

Archaeologically, the study area is too large to provide any meaningful comments. Matt will be good at determining the need for study once the alternatives are narrowed.

Hope this helps.

Renee

--

Renee Gledhill-Earley

Environmental Review Coordinator

State Historic Preservation Office

109 E Jones St MSC 4617 Raleigh, NC 27699

919 807 6579 *office*



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Please Note: Requests for project review or responses to our review comments should be sent to our Environmental Review mailbox at environmental.review@ncdcr.gov Otherwise, I will have to return your request and ask that you send it to the proper mailbox. This will cause delays in your project. Information on email project submittal is at: http://www.hpo.ncdcr.gov/er/er_email_submittal.html

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**North Carolina Department of Natural and Cultural Resources
State Historic Preservation Office**

Ramona M. Bartos, Administrator

Governor Roy Cooper
Secretary D. Reid Wilson

Office of Archives and History
Deputy Secretary, Darin J. Waters, Ph.D.

March 15, 2022

MEMORANDUM

TO: Kate Husband
Environmental Analysis Unit
NCDOT Division of Highways

klhusband@ncdot.gov

FROM: Renee Gledhill-Earley
Environmental Review Coordinator

SUBJECT: Historic Structures Survey Report, Carolina Bays Parkway Extension from SC Line to US 17 Shallotte Bypass R-5876, Brunswick County, ER 17-0219

Thank you for your February 14, 2022, memorandum transmitting the above-referenced report. We have reviewed the report and concur with the determinations found on page 2 that the Shallotte Prison Camp (BW0461) is eligible for listing in the National Register of Historic Places (NRHP) under Criteria A and C and the Somersett-Platt House (BW0912) is eligible under Criteria B (not A as shown) and C. While the proposed boundary for the prison camp appears appropriate, we believe the boundary for the Somersett-Platt House may warrant reconsideration.

We also concur that the Peoples Funeral Home (BW0859), W.J. McLamb Farmstead (BW1051), and Carolina Shores Golf Community (BW1091) are not eligible for the NRHP under any criterion.

Please note that the last sentence of the second paragraph of the Methodology section (page 11) of the report contains a typographical error - that the "too" should be "to."

The above comments are made pursuant to Section 106 of the National Historic Preservation Act and the Advisory Council on Historic Preservation's Regulations for Compliance with Section 106 codified at 36 CFR Part 800.

Thank you for your cooperation and consideration. If you have questions concerning the above comment, please contact Renee Gledhill-Earley, environmental review coordinator, at 919-814-6579 or environmental.review@ncdcr.gov. In all future communication concerning this project, please cite the above-referenced tracking number.

cc: Mary Pope Furr, NCDOT

mpfurr@ncdot.gov



STATE OF NORTH CAROLINA
DEPARTMENT OF TRANSPORTATION

ROY COOPER
GOVERNOR

J. ERIC BOYETTE
SECRETARY

March 25, 2022

MEMORANDUM

TO: Renee Gledhill-Earley
Environmental Review Coordinator
North Carolina State Historic Preservation Office

FROM: Kate Husband
Architectural Historian
NCDOT Division of Highways

SUBJECT: R-5876 Carolina Bays Parkway Extension from SC Line to US 17
Shallotte Bypass, Brunswick County, ER 17-0219

Thank you for your March 15, 2022 memorandum concerning the above-referenced project. We believe that the boundary of the Somerset-Platt House is appropriate, however if you consider it to be inaccurate, please provide a more appropriate boundary for the resource. We look forward to coordinating effects for the Shallotte Prison Camp (BS0461) and the Somerset-Platt House (BW0912). Please contact me by phone (919-707-6075) or email (klhusband@ncdot.gov) if you have any additional questions or comments.

Federal Aid #:

TIP#: R-5876

County: Brunswick

CONCURRENCE FORM FOR ASSESSMENT OF EFFECTS


Project Description: Carolina Bays Parkway Extension

On **May 26, 2022**, representatives of the

- ☒ North Carolina Department of Transportation (NCDOT)
- ☒ Federal Highway Administration (FHWA)
- ☒ North Carolina State Historic Preservation Office (HPO)
- ☐ Other

Reviewed the subject project and agreed on the effects findings listed within the table on the reverse of this signature page.

Signed:



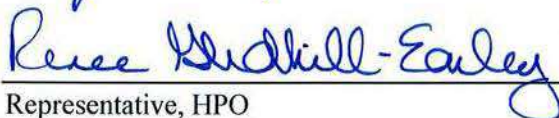
Representative, NCDOT

5/26/2022
Date



FHWA, for the Division Administrator, or other Federal Agency

5/26/22
Date



Representative, HPO

5/26/2022
Date

Federal Aid #:

TIP#: R-5876

County: Brunswick

Property and Status	Alternative	Effect Finding	Reasons
Somerset-Platt House BW0912	All Alternatives	No Effect	There will be no effect on the property.
Shalotte Prison Camp BW0461	All Alternatives	No Effect	There will be no effect on the property.

Initialed:

NCDOT

K/4

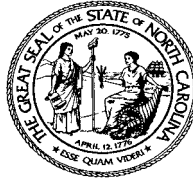
FHWA

plw

HPO

PSE

FHWA Intends to use the HPO's concurrence as a basis for a "de minimis" finding for the following properties, pursuant to Section 4(f):



**North Carolina Department of Natural and Cultural Resources
State Historic Preservation Office**

Ramona M. Bartos, Administrator


Governor Roy Cooper
Secretary D. Reid Wilson

Office of Archives and History
Deputy Secretary, Darin J. Waters, Ph.D.

December 7, 2023

MEMORANDUM

TO: Kate Husband klhusband@ncdot.gov
Environmental Analysis Unit
NC Department of Transportation

FROM: Renee Gledhill-Earley 
Environmental Review Coordinator

SUBJECT: R-5876: Carolina Bays Parkway Extension from the SC Line to US 17 Shallotte Bypass,
Brunswick County, ER 17-0219

Thank you for your October 31, 2023, memorandum transmitting the Historic Structures Survey Report (HSSR) for the above-referenced with the additional Study Area defined in November 2022. We have reviewed the report, accepted it as final, and offer the following comments.

We concur that the following properties are not eligible for listing on the National Register of Historic Places (NRHP) under any criteria.

- Bethel Primitive Baptist Church (BW1095)
- Andrews Chapel Global Methodist Church (BW1096)

The above comments are made pursuant to Section 106 of the National Historic Preservation Act and the Advisory Council on Historic Preservation's Regulations for Compliance with Section 106 codified at 36 CFR Part 800.

If you have questions concerning the above comment, contact Renee Gledhill-Earley, environmental review coordinator, at 919-814-6579 or environmental.review@dn-cr.nc.gov. In all future communication concerning this project, please cite the above referenced tracking number.

cc: Mary Pope Furr, NCDOT mfurr@ncdot.gov



ROY COOPER
Governor

MICHAEL S. REGAN
Secretary

BRAXTON C. DAVIS
Director

October 25, 2017

Ms. Kim Gillespie, PE
N.C. Department of Transportation
1548 Mail Service Center
Raleigh, NC 27699-1548

RE: Start of Study for the Proposed Carolina Bays Parkway Extension, from SC 9 in Horry County, SC to US 17 Shallotte Bypass in Brunswick County, NC. NCDOT Project 44604; SCDOT Project P029554.

Dear Ms. Gillespie:

The N.C. Division of Coastal Management (DCM) appreciates the opportunity to comment on the Start of Study letter dated August 14, 2017, including the attached vicinity map, as well as the project scoping data sheets and maps, for the above referenced project. Comments were also conveyed by DCM at the project external scoping meeting on October 19, 2017.

DCM has reviewed the information that was provided by the N.C. Department of Transportation (NCDOT) to determine if there are any potential Coastal Area Management Act (CAMA) Areas of Environmental Concern (AEC's) within the project area. Based upon the information received from NCDOT, it appears as though there are CAMA AEC's within the project area. These include: Public Trust Areas and Coastal Shorelines. If a project impacts a CAMA AEC, then a CAMA permit is required. If a project does not impact an AEC, but it requires a federal license, or it receives federal funding, then a determination of federal consistency with the N.C. Coastal Management Program is required. The process for obtaining a federal consistency determination from DCM is dependent upon the type of Section 404 permit that is issued by the U.S. Army Corps of Engineers.

All of the waters in the Preliminary Study Area appear to be designated as Inland Waters, and there do not appear to be any Coastal Wetlands in the Preliminary Study Area. However, please be aware that there is an area designated as Coastal Waters that appears to be just south of the Preliminary Study Area in the vicinity of Shallotte. This area just south of the Preliminary Study Area includes Coastal Wetlands and Coastal Waters designated as Primary Nursery Area (PNA), some of which are currently spanned by a bridge on the existing US 17 Business road. If the Study Area is modified to include areas where work is proposed in designated Primary Nursery Areas, then in-water work could be subject to a moratorium or other conditions meant to protect larval fish in critical stages of their life history. Also, if the Study Area is modified to include areas where work is proposed in Coastal Wetlands, then minimization and avoidance of any temporary or permanent impacts to Coastal Wetlands to the highest extent practicable would be required, with an additional benefit of allowing the vegetated buffer to continue to serve as PNA habitat for various fish and invertebrates.

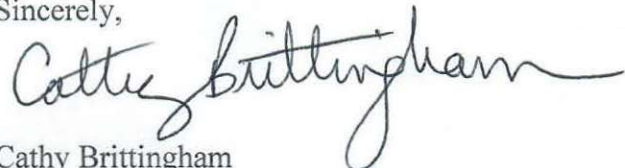
The following are DCM's additional comments for consideration by NCDOT at this early stage of the project development and environmental analysis:

- Consider the appropriateness of hurricane evacuation and/or economic development to be considered as components of the project's purpose and need?
- Consider revising the draft project purpose and need to provide a rationale for setting the logical termini in N.C. in the vicinity of Shallotte, or consider whether a logical termini location further to the east, such as the intersection of US 17 with Hickman Road, would meet the purpose and need of the project.
- Implement NCDOT commitments for use of the N.C. Wetland Assessment Method and the N.C. Stream Assessment Method.
- Add the status and history of the following NCDOT project to the list of other TIP projects in the area: I-74 interstate from Union Valley Road (SR 1585) in Whiteville in Columbus County to the South Carolina state line in Brunswick County.

During the permitting or federal consistency determination process, DCM may have additional comments on the project's environmental impacts, and may place conditions on any permit decision or federal consistency determination to minimize any environmental impacts. NCDOT must also demonstrate that the project is consistent with all CAMA land use plans certified by the Coastal Resources Commission that are current at the time the project is authorized by DCM. The information provided in this letter shall not preclude DCM from requesting additional information throughout the permitting and/or federal consistency determination process, and following normal procedures.

Thank you for your consideration of the North Carolina Coastal Management Program. Please contact me or Stephen Lane, DCM Field Representative for Transportation Projects, if you have any questions or concerns. I can be reached at (919) 707-9149 or via e-mail at Cathy.Brittingham@ncdenr.gov. Stephen can be reached at (252) 808-2808 ext. 208 or via e-mail at Stephen.Lane@ncdenr.gov.

Sincerely,



Cathy Brittingham
Transportation Project Coordinator
N.C. Division of Coastal Management

Cc: Stephen Lane, DCM
Curt Weychert, DCM
Brad Shaver, USACE
Joanne Steenhuis, DWR
Mason Herndon, NCDOT



ROY COOPER
Governor

MICHAEL S. REGAN
Secretary

S. JAY ZIMMERMAN
Director

August 16, 2017

MEMORANDUM

To: Kim Gillespie, PE Assistant Project Manager NCDOT

From: Joanne Steenhuis, NC Division of Water Resources, Wilmington Regional Office *JHS*

Subject: Scoping comments on proposed extension of the Carolina Bays Parkway (SC 31) from SC 9 in Horry County, SC to US 17 Shallotte bypass in Brunswick County, NC DOT Project No. 44604, SC DOT Project No. P029554.

Reference your correspondence dated August 14, 2017 in which you requested comments for the referenced project. Preliminary analysis of the project reveals the potential for multiple impacts to streams and jurisdictional wetlands in the project area. More specifically, impacts to:

Stream Name	River Basin	Stream Classification(s)	Stream Index Number	303(d) Listing
Indigo Branch	Lumber	C;Sw	15-23-4	n/a
Hickman Branch	Lumber	C;Sw	15-23-3	n/a
Shingletree Swamp	Lumber	C;Sw	15-23-2	n/a
Caw Caw Swamp	Lumber	C;Sw	15-23	n/a
Little Caw Caw Swamp	Lumber	C;Sw	15-23-1	n/a
Persimmon Swamp	Lumber	C;Sw	15-23-2-1	n/a
Stanland Branch	Lumber	C;Sw	15-22	n/a
Earnest Branch	Lumber	C;Sw	15-23-5	n/a
Shallotte River	Lumber	SC/SC; HQW	15-25-2-(5)/ 15-25-2-(7.5)	n/a
Cool Run	Lumber	C;Sw	15-25-2-3	n/a
Saw Pit Swamp	Lumber	C;Sw	15-25-2-2	n/a
McMilly Swamp	Lumber	C;Sw	15-25-2-4	n/a
Lookout Branch	Lumber	C;Sw, HQW	15-25-2-4.5	n/a
Mulberry Branch	Lumber	C;Sw	15-25-2-7	n/a
Woodward Branch	Lumber	C;Sw, HQW	15-25-2-8	n/a

Further investigations at a higher resolution should be undertaken to verify the presence of other streams and/or jurisdictional wetlands in the area. In the event that any jurisdictional areas are identified, the Division of Water Resources requests that NCDOT consider the following environmental issues for the proposed project:

Project Specific Comments:

1. Review of the project reveals the presence of surface waters classified as HQW; High Quality Waters of the State in the project study area. This is one of the highest classifications for water quality.
2. Development activities which require an Erosion and Sedimentation Control Plan in accordance with rules established by the NC Sedimentation Control Commission or local erosion and sedimentation control program



State of North Carolina | Environmental Quality

1617 Mail Service Center | Raleigh, North Carolina 27699-1617

approved in accordance with 15A NCAC 4B .0118 and which drain to and are within one mile of High Quality Waters (HQW) shall be required to follow the stormwater management rules as specified in 15A NCAC 2H .1000. Stormwater management requirements specific to HQW are described in 15A NCAC 2H .1006. [15A NCAC 02B .224(2)]

General Project Comments:

1. The environmental document should provide a detailed and itemized presentation of the proposed impacts to wetlands and streams with corresponding mapping. If mitigation is necessary as required by 15A NCAC 2H.0506(h), it is preferable to present a conceptual (if not finalized) mitigation plan with the environmental documentation. Appropriate mitigation plans will be required prior to issuance of a 401 Water Quality Certification.
2. Environmental impact statement alternatives shall consider design criteria that reduce the impacts to streams and wetlands from storm water runoff. These alternatives shall include road designs that allow for treatment of the storm water runoff through best management practices as detailed in the most recent version of the *North Carolina Department of Transportation Stormwater Best Management Practices Tool box manual*, such as grassed swales, buffer areas, preformed scour holes, retention basins, etc.
3. After the selection of the preferred alternative and prior to an issuance of the 401 Water Quality Certification, the NCDOT is respectfully reminded that they will need to demonstrate the avoidance and minimization of impacts to wetlands (and streams) to the maximum extent practical. In accordance with the Environmental Management Commission's Rules (15A NCAC 2H.0506[h]), mitigation will be required for impacts of greater than 1 acre to wetlands. In the event that mitigation is required, the mitigation plan shall be designed to replace appropriate lost functions and values. North Carolina Division of Mitigation Services may be available for assistance with wetland mitigation.
4. In accordance with the Environmental Management Commission's Rules (15A NCAC 2H.0506[h]), mitigation will be required for impacts of greater than 150 linear feet to any perennial stream. In the event that mitigation is required, the mitigation plan shall be designed to replace appropriate lost functions and values. The North Carolina Division of Mitigation Services may be available for assistance with stream mitigation.
5. Future documentation, including the 401 Water Quality Certification Application, shall continue to include an itemized listing of the proposed wetland and stream impacts with corresponding mapping.
6. The NCDWR is very concerned with sediment and erosion impacts that could result from this project. The NCDOT shall address these concerns by describing the potential impacts that may occur to the aquatic environments and any mitigating factors that would reduce the impacts.
7. An analysis of cumulative and secondary impacts anticipated as a result of this project is required. The type and detail of analysis shall conform to the NC Division of Water Resource Policy on the assessment of secondary and cumulative impacts dated April 10, 2004.
8. The NCDOT is respectfully reminded that all impacts, including but not limited to, bridging, fill, excavation and clearing, and rip rap to jurisdictional wetlands, streams, and riparian buffers need to be included in the final impact calculations. These impacts, in addition to any construction impacts, temporary or otherwise, also need to be included as part of the 401 Water Quality Certification Application.
9. Where streams must be crossed, the NCDWR prefers bridges be used in lieu of culverts. However, we realize that economic considerations often require the use of culverts. Please be advised that culverts should be countersunk to allow unimpeded passage by fish and other aquatic organisms. Moreover, in areas where high quality wetlands or streams are impacted, a bridge may prove preferable. When applicable, the NCDOT should not install the bridge bents in the creek, to the maximum extent practicable.

10. Whenever possible, the NCDWR prefers spanning structures. Spanning structures usually do not require work within the stream or grubbing of the streambanks and do not require stream channel realignment. The horizontal and vertical clearances provided by bridges shall allow for human and wildlife passage beneath the structure. Fish passage and navigation by canoeists and boaters shall not be blocked. Bridge supports (bents) should not be placed in the stream when possible.
11. Bridge deck drains shall not discharge directly into the stream. Stormwater shall be directed across the bridge and pre-treated through site-appropriate means (grassed swales, pre-formed scour holes, vegetated buffers, etc.) before entering the stream. To meet the requirements of NCDOT's NPDES permit NCS0000250, please refer to the most recent version of the *North Carolina Department of Transportation Stormwater Best Management Practices Toolbox* manual for approved measures.
12. Sediment and erosion control measures should not be placed in wetlands or streams.
13. Borrow/waste areas should avoid wetlands to the maximum extent practical. Impacts to wetlands in borrow/waste areas will need to be presented in the 401 Water Quality Certification and could precipitate compensatory mitigation.
14. The 401 Water Quality Certification application will need to specifically address the proposed methods for stormwater management. More specifically, stormwater shall not be permitted to discharge directly into streams or surface waters.
15. Based on the information presented in the document, the magnitude of impacts to wetlands and streams may require an **Individual Permit (IP)** application to the Corps of Engineers and corresponding 401 Water Quality Certification. Please be advised that a 401 Water Quality Certification requires satisfactory protection of water quality to ensure that water quality standards are met and no wetland or stream uses are lost. Final permit authorization will require the submittal of a formal application by the NCDOT and written concurrence from the NCDWR. Please be aware that any approval will be contingent on appropriate avoidance and minimization of wetland and stream impacts to the maximum extent practical, the development of an acceptable stormwater management plan, and the inclusion of appropriate mitigation plans where appropriate.
16. If concrete is used during construction, a dry work area shall be maintained to prevent direct contact between curing concrete and stream water. Water that inadvertently contacts uncured concrete shall not be discharged to surface waters due to the potential for elevated pH and possible aquatic life and fish kills.
17. If temporary access roads or detours are constructed, the site shall be graded to its preconstruction contours and elevations. Disturbed areas shall be seeded or mulched to stabilize the soil and appropriate native woody species shall be planted. When using temporary structures the area shall be cleared but not grubbed. Clearing the area with chain saws, mowers, bush-hogs, or other mechanized equipment and leaving the stumps and root mat intact allows the area to re-vegetate naturally and minimizes soil disturbance.
18. Unless otherwise authorized, placement of culverts and other structures in waters and streams shall be placed below the elevation of the streambed by one foot for all culverts with a diameter greater than 48 inches, and 20 percent of the culvert diameter for culverts having a diameter less than 48 inches, to allow low flow passage of water and aquatic life. Design and placement of culverts and other structures including temporary erosion control measures shall not be conducted in a manner that may result in dis-equilibrium of wetlands or streambeds or banks, adjacent to or upstream and downstream of the above structures. The applicant is required to provide evidence that the equilibrium is being maintained if requested in writing by the NCDWR. If this condition is unable to be met due to bedrock or other limiting features encountered during construction, please contact the NCDWR for guidance on how to proceed and to determine whether or not a permit modification will be required.
19. If multiple pipes or barrels are required, they shall be designed to mimic natural stream cross section as closely as possible including pipes or barrels at flood plain elevation, floodplain benches, and/or sills may be required where appropriate. Widening the stream channel should be avoided. Stream channel widening at the inlet or outlet end of structures typically decreases water velocity causing sediment deposition that requires increased maintenance and disrupts aquatic life passage.

20. If foundation test borings are necessary; it shall be noted in the document. Geotechnical work is approved under General 401 Certification Number 3883/Nationwide Permit No. 6 for Survey Activities.
21. Sediment and erosion control measures sufficient to protect water resources must be implemented and maintained in accordance with the most recent version of North Carolina Sediment and Erosion Control Planning and Design Manual and the most recent version of NCS000250.
22. All work in or adjacent to stream waters shall be conducted in a dry work area. Approved BMP measures from the most current version of the NCDOT Construction and Maintenance Activities manual such as sandbags, rock berms, cofferdams and other diversion structures shall be used to prevent excavation in flowing water.
23. While the use of National Wetland Inventory (NWI) maps, NC Coastal Region Evaluation of Wetland Significance (NC-CREWS) maps and soil survey maps are useful tools, their inherent inaccuracies require that qualified personnel perform onsite wetland delineations prior to permit approval.
24. Heavy equipment should be operated from the bank rather than in stream channels in order to minimize sedimentation and reduce the likelihood of introducing other pollutants into streams. This equipment shall be inspected daily and maintained to prevent contamination of surface waters from leaking fuels, lubricants, hydraulic fluids, or other toxic materials.
25. Riprap shall not be placed in the active thalweg channel or placed in the streambed in a manner that precludes aquatic life passage. Bioengineering boulders or structures should be properly designed, sized and installed.
26. Riparian vegetation (native trees and shrubs) shall be preserved to the maximum extent possible. Riparian vegetation must be reestablished within the construction limits of the project by the end of the growing season following completion of construction.

Thank you for requesting our input at this time. The NCDOT is reminded that issuance of a 401 Water Quality Certification requires that appropriate measures be instituted to ensure that water quality standards are met and designated uses are not degraded or lost. If you have any questions or require additional information, please contact Joanne Steenhuis at (910) 796-7306 or joanne.steenhuis@ncdenr.gov.

Electronic copy only distribution:

Brad Shaver, US Army Corps of Engineers, Wilmington Field Office
Chris Militscher, US Environmental Protection Agency
Cathy Brittingham, NC Division of Coastal Management
Kristi Lynn Carpenter, NCDWR
File Copy

From: Johnson, Elizabeth <EJohnson@scdah.sc.gov>
Sent: Thursday, May 5, 2022 4:03 PM
To: Martin, Tracy <MartinT@scdot.org>
Subject: RE: Carolina Bays Parkway Project - Draft Historic Resources Technical Report

*** This is an EXTERNAL email. Please do not click on a link or open any attachments unless you are confident it is from a trusted source. ***

Tracy,

Thanks for providing this report for review. I asked the National Register staff to review the eligibility recommendations for the 3 SHPO Site Nos recommended as eligible for the National Register.

Site #1779 – Platt Cemetery: We do not concur that this cemetery is eligible. Per National Register Bulletin 15, under Criteria Consideration C, “A birthplace or grave of a historical figure is eligible if the person is of outstanding importance and if there is no other appropriate site or building directly associated with his or her productive life.” Per this definition, the whole of Platt Cemetery would not be eligible under Criterion B even if one or more specific grave sites met the above consideration. Only the graves of individuals who were of “outstanding importance” (above and beyond the typical requirements under Criterion B) would be potentially eligible. Since this was a multi-generational business, each person would have to meet that threshold separately, rather than as a group, per the guidance in National Register Bulletin 32. However, given that there are several extant works built by Charles Henry Platt, Dewey Platt, and H.C. Platt, their graves are not the only resources associated with their productive lives. It is also possible that an office or dwelling associated with one or more of the builders is extant in another area, given that the family also lived and worked in North Carolina. For these reasons, we do not concur that Platt Cemetery is eligible for listing in the National Register under Criterion B.

Site #1780 – Old Mount Calvary Cemetery: We concur that this cemetery is eligible under Criterion A: Ethnic Heritage – Black, as it appears to be the earliest extant resource associated with the freedmen’s community of Brooksville.

Site # 3998 & 3998.01 – Gore-Skipper Tobacco Barns: We agree that the older of the two tobacco barns, likely dating from the late 1880s, is individually eligible. We believe the barn is not only eligible under Criterion C: Architecture, but also Criterion A: Agriculture, for associations with Horry County’s tobacco boom. The 1880s barn is a largely intact example of a tobacco barn in Horry County dating from the start of the tobacco boom and exhibits many of the character-defining features of its type and period. However, we do not believe the second, 1920s barn (3998.01) is eligible for listing. This barn was constructed later and it appears to may have been altered with more modern materials over time. While it certainly retains the form of a tobacco barn, it is not a particularly outstanding example of the type. Many similar examples were determined not eligible in the Horry County survey in 2009.

Even though we don’t find that the Platt Cemetery meets the criteria for listing in the National Register, the extensive research done on the family is very interesting and I think it will be a useful addition to the information available about historic buildings in that part of the state.

Thanks again, and please let me know if you have any questions,

Elizabeth



Elizabeth M. Johnson
Director, Historical Services, D-SHPO
State Historic Preservation Office
SC Department of Archives & History
8301 Parklane Road
Columbia, SC 29223
Ph: 803.896.6168 Fax: 803.896.6167 <https://scdah.sc.gov/historic-preservation>



South Carolina
Department of Transportation

33523
NAE
17-EJ0171

June 30, 2022

Ms. Elizabeth Johnson
Director, Historical Services, D-SHPO
State Historic Preservation Office
SC Department of Archives & History
8301 Parklane Road
Columbia, SC 29223

RE: Carolina Bays Parkway Extension From SC 9 in Horry County, South Carolina to US 17 Shallotte Bypass in Brunswick County, North Carolina.

Dear Ms. Johnson:

Please find attached a copy of the above referenced report that describes architectural resources investigations conducted for the Carolina Bays Parkway Extension in Horry County, South Carolina and Brunswick County, North Carolina. This report focuses on the portion within **Horry County, South Carolina.**

The South Carolina Department of Transportation (SCDOT) and the North Carolina Department of Transportation (NCDOT) have proposed constructing an extension of Carolina Bays Parkway from SC Highway 9 in Horry County, SC to U.S. Highway 17 Shallotte Bypass in Brunswick County, NC. The project will involve the construction of a multi-lane expressway, which may incorporate existing roadways and new locations. The project's Area of Potential Effects (APE), as defined by SCDOT and NCDOT, includes a 1,000-foot buffer around seven potential alternative roadways, covering a total of 56 miles in all directions from the existing U.S. 17 between Little River, SC and Shallotte, NC. At places where these alternatives follow directly along U.S. Highway 17, a buffer of 1,075 feet was used.

The historic architectural survey identified a total of 55 aboveground resources. Ten of the resources were previously recorded (SHPO Site Nos. 55, 1777 – 1780, and 3956 – 3960). There were 45 newly recorded aboveground resources and sub-resources (SHPO Site Nos. 3994 – 4002, 4004, 4006, 4008, 4009, 4011, 4013 – 4018, 4022, 4024, 4025, 4027, 4030 – 4039, 4041, 4046, 4048, and 4049). Two resources are recommended eligible for the National Register of Historic Places (NRHP), Old Mount Calvary Cemetery (SHPO Site No. 1780), which dates to circa 1875 and Gore – Skipper Tobacco Barn (SHPO Site No. 3998), which dates to the mid-1880s. The remaining resources are recommended **not eligible** for the NRHP.

Based on the results of the background research and field investigations, the Department has determined that there will be **no adverse effects** by the proposed undertaking.

Per the terms of the Section 106 Programmatic Agreement executed on October 6, 2017, the Department is providing this information on behalf of the Federal Highway Administration. It is requested that you review the enclosed material, and, if appropriate, indicate your concurrence in the Department's findings. Please respond within 30 days if you have any objections or if you have need of additional information.

Sincerely,





Tracy Martin
Chief Archaeologist

TAM:tam
Enclosures: Cultural resources survey report

I ~~(do not)~~ concur in the above determination.

Signed:  Date: 7/15/2022

ec: Shane Belcher, FHWA
Bryan Printup, Tuscarora Nation

cc: Wenonah G. Haire, Catawba Nation
Keith Derting, SCIAA



August 24, 2017

Ms. Kim Gillespie, PE
Assistant Project Manager
North Carolina Department of Transportation
1548 Mail Service Center
Raleigh, NC 27699-1548

Re: Study for the Poposed Carolina Bays Parkway Extension, from SC 9 in
Horry County, SC to US 17 Shallotte Bypass in Brunswick County, NC. SCDOT
Project P029554

Dear Ms. Gillespie:

The South Carolina Department of Health and Environmental Control (SCDHEC) is providing comments regarding potential environmental impacts for the above project, as requested in your letter dated August 15, 2017. As you may be aware, SCDHEC's Bureau of Water administers applicable regulations pertaining to water quality standards and classifications, including wetland protection, in accordance with the South Carolina Pollution Control Act, the Federal Clean Water Act, the State Stormwater Management and Sediment Reduction Act, Construction in Navigable Waters Permitting, and associated regulations for all of these statutes. SCDHEC's Office of Ocean and Coastal Resource Management (OCRM) administers regulations in accordance with provisions of the Coastal Zone Management Act.

The following comments are provided as input concerning environmental impacts of the proposed SCDOT project in South Carolina to aid in the preparation of an Environmental Impact Statement (EIS) in accordance with regulations of the National Environmental Policy Act (NEPA).

According to the information provided, only a general preliminary project study area has been identified in South Carolina, with no specific route

Page 2

August 24, 2017

Ms. Kim Gillespie

alternatives defined at this point. Design alternatives, including potential new location alternatives and the most appropriate and effective methods for improving the corridor will be evaluated. The purpose of the proposed project is to improve mobility and safety for traffic currently using the US 17 corridor in the Little River and Grand Strand areas. The project is also intended to provide a more direct route for tourist and coastal truck traffic travelling in and through the project area.

Without more information, specific comments cannot be provided at this time. However, a delineation will be needed to identify jurisdictional aquatic impacts resulting from the project based on a final design. If impacts to aquatic resources will result from the proposed project, SCDHEC recommends that efforts are made to minimize such impacts when planning and constructing this project, and your letter stated that the project would be designed to minimize wetland impacts. Such minimization efforts could include providing an adequate number of adequately sized culverts to accommodate bank-full rain events, maintain hydrologic flows and aquatic life passage. In addition, reducing road widths by utilizing 2:1 slopes and/or reducing median widths or shifting alignments in sensitive areas may minimize aquatic impacts. Finally, the use of best management practices to minimize sediment migration during construction, as well as other post construction stormwater management practices, will minimize water quality impacts.

SCDHEC will review any additional information provided in the NEPA document, including a thorough description (and quantification) of the stream and wetland resources that will potentially be impacted by the proposed project, if applicable. The EIS should also include an alternatives analysis, which addresses stream and wetland impact avoidance and minimization, in addition to other factors. The above information will be useful in making a decision regarding 401 and Coastal Zone Consistency Certifications, administered by SCDHEC. If required, the Certifications may be conditioned to address specific modifications and measures that would be required to further reduce wetland and water quality impacts after a review of detailed project drawings. Also, a final mitigation plan to compensate for unavoidable wetland/stream impacts must be reviewed and

Page 3
August 24, 2017
Ms. Kim Gillespie

approved by SCDHEC during the certification process.

In addition to the aforementioned Certification, the proposed work must be in compliance with State Sediment and Erosion Control and NPDES MS4 stormwater permitting requirements administered by SCDHEC.

Finally, please ensure that all other necessary environmental permits for this project are obtained in accordance with applicable State and Federal regulations. If you have not done so already, please contact the Bureau of Air Quality and the Bureau of Land and Waste Management for input regarding those program areas' assessments of this proposed project.

Please call me at (803) 898-3105 if you have any questions.

Sincerely yours,

A handwritten signature in black ink, appearing to read "Heather Preston", with a long horizontal flourish extending to the right.

Heather Preston, Director
Division of Water Quality

cc: Michele Culbreath, SCDHEC Bureau of Water
Chuck Hightower, SCDHEC Bureau of Water
Pee Dee SCDHEC EA Region
Blair Williams, SCDHEC OCRM



September 21, 2017

Ms. Kim Gillespie, PE
Assistant Project Manager
North Carolina Department of Transportation
1548 Mail Service Center
Raleigh, NC 27699-1548

Re: Start of Study for the Proposed Carolina Bays Parkway Extension, from SC 9 in Horry County, SC to US 17 Shallotte Bypass in Brunswick County, NC. NCDOT Project 44604; SCDOT Project P029554

Dear Ms. Gillespie:

Thank you for your letter of August 14, 2017 letter requesting input on environmental benefits and impacts of the proposed Carolina Bays Parkway Extension (project) in Horry County, South Carolina and Brunswick County, North Carolina. Comments are requested to ensure that issues of the proposed project are fully evaluated for any beneficial or adverse impacts of the project. Our comments will be limited to implications within the State of South Carolina. My apologies for the delayed response due to Agency Hurricane Irma preparations and responses.

As previously stated in my August 10, 2017, letter to Mr. Monte Williams of the USACOE Wilmington District, the proposed project would be located in the S. C. Coastal Zone of Horry County, S. C. Accordingly, this Agency's review of the subsequent Federal 404 permit would be subject to U. S. NOAA's Federal Consistency regulations (15 CFR 930, Subpart D) for approved State Coastal Zone Management Programs (SCCZMP), of which South Carolina is one. The SCCZMP is the means by which SCDHEC OCRM determines effects to coastal resources including wetlands (jurisdictional and non-jurisdictional), cultural and historic, species, protected lands and uses of coastal resources.

To provide preliminary project comments, I conducted an Geographic Information System (GIS) review for the portion Study Area located in South Carolina and have provided the following observations (the observations are consistent with and in addition to comments contained in the Project Data Sheet prepared for the External Scoping Meeting):

Wetlands: the Study Area contains numerous freshwater wetland systems and isolated wetlands and some measure of impacts will occur with the actual roadway. The Project Data Sheet estimates there are 11,068 acres in both States but that is not quantified without an approved ACOE Jurisdictional Determination. For South Carolina, the number of acres of jurisdictional and non-jurisdictional must be identified in the delineation of the preferred alternative.

Cultural Resources: it appears there approximately a dozen historic sites located within the Study Area that may or may not be eligible for the National Register. The Project Data Sheet identified two that are eligible.

Endangered Species: The GIS and Project Data Sheet did not show any species of note in the Study Area.

Protected Lands: a large parcel (374 acres) of protected land is located in the Town of Little River and is held by the North American Trust.

Uses of Coastal Resources: The Waccamaw River Heritage Preserve is located near the northern fringe of the Study Area. The 5,347 acre preserve is managed by S. C. Department of Natural Resources to protect a large, relatively unbroken riverine bottomland hardwood ecosystem that contains rare plant species. For more information linked here: www2.dnr.sc.gov/ManagedLands/ManagedLand/ManagedLand/106.

Finally, SCDHEC OCRM reserves the right to supply additional comments as additional information and specific project details become known.

Please contact me if there are any questions.

Sincerely,



Curtis M. Joyner
Manager, Coastal Zone Consistency Section, SCDHEC OCRM
1362 McMillan Avenue, Suite 400
Charleston, SC 29405
843-953-0205
joynercm@dhec.sc.gov

cc: Elizabeth von Kolnitz, SCDHEC OCRM
Jeff Thompson, SCDHEC OCRM
Chuck Hightower, SCDHEC BOW WQA
John Policarpo, USACOE Charleston District

South Carolina Department of Natural Resources

PO Box 12559
Charleston, SC 29422
843.953.9003 Office
843.953.9399 Fax
Daviss@dnr.sc.gov



Alvin A. Taylor
Director
Lorianne Riffin
Director, Office of
Environmental Programs

September 5, 2017

Ms. Kim Gillespie, PE
Assistant Project Manager
North Carolina Department of Transportation
1548 Mail Service Center
Raleigh, NC 27699-1548

Re: Start of Study for the Proposed Carolina Bays Parkway Extension, NCDOT Project 44604; SCDOT Project P029554.

Dear Ms. Gillespie:

We understand that the North Carolina and South Carolina Departments of Transportation have started the project development, environmental and engineering studies for the proposed Carolina Bays Parkway Extension and are soliciting input from participating agencies concerning the potential social, economic and environmental benefits and impacts of the proposed project. The project will extend the existing Carolina Bays Parkway (SC 31) from SC 9 in Horry County, SC to US 17 Shallotte Bypass in Brunswick County, NC. The stated purpose of the proposed project is to improve mobility and safety for traffic currently using the US 17 corridor in the Little River and Grand Strand areas. The project is also intended to provide a more direct route for tourist and coastal truck traffic travelling in and through the project area.

As an agency mandated to protect and conserve the natural resources of this state, we have a strong interest in the construction of the proposed Carolina Bays Parkway Extension. The proposed project will involve potential impacts to important coastal wetlands and other natural resources and our agency is interested in participating in an environmental review process that affords the highest level of environmental protection possible.

The project study area includes a number of important coastal habitats including intertidal marsh, tidal creeks and freshwater wetlands. These areas provide valuable habitat for fish and wildlife and are essential in maintaining water quality in adjoining water bodies. Of particular importance are lands owned and managed by our department known as the Waccamaw River Heritage Preserve (WRHP). The 5,347 acre preserve consists of a large, relatively unbroken riverine bottomland hardwood ecosystem that contains several rare plant species. The preserve also serves as an

important travel corridor for black bears. The current preliminary study area includes a portion of the WRHP and a number of tributaries associated with the Waccamaw River.

The selection of alternatives to be considered in the NEPA review of this project should be based on a clear and justifiable project purpose and need, with careful consideration given to avoiding and minimizing impacts to important natural resources. Project alternatives that encroach on the WRHP should be eliminated from consideration. Both the direct and indirect impacts of each alternative should be fully evaluated. In most cases, construction on new alignment represents the most environmentally damaging alternative in meeting project objectives and should be considered only after all other options are exhausted. It is imperative to consider all possible alternatives prior to designing for new highway construction. Alternatives for reducing traffic congestion, such as improvements to existing roads, mass transit, and land use control should be given full consideration in the selection of alternatives.

Our agency recognizes the difficulty in balancing transportation needs with environmental protection, especially in the high growth, coastal region of our state. We do, however, consider the proposed study area to be worthy of the highest degree of environmental protection possible. We appreciate the opportunity to provide input in the early stages of this project and will be available for future input. If you have any questions regarding these comments, please contact me at daviss@dnr.sc.gov or 843.953.9003.

Sincerely,

Susan F. Davis

Susan F. Davis
Coastal Environmental Coordinator

BRUNSWICK COUNTY ADMINISTRATION

BRUNSWICK COUNTY GOVERNMENT CENTER
DAVID R. SANDIFER COUNTY ADMINISTRATION BUILDING
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September 5, 2017

Kim Gillespie, PE
Assistant Project Manager
North Carolina Department of Transportation
1548 Mail Service Center
Raleigh NC 27699-1548

Re: Carolina Bays Parkway Extension – NCDOT Project 44604

Dear Ms. Gillespie:

Thank you for the opportunity to provide information regarding the potential social, economic and other impacts of the Carolina Bays Parkway Extension project.

We are not aware of any permits or approvals by Brunswick County that are required for the project. We would work cooperatively with NCDOT in the event that relocation of County utilities or other facilities is needed.

The purpose of the project is to improve mobility and safety for traffic currently using the corridor between US 17 and SC 9. The current connections pose traffic safety and emergency evacuation concerns for county residents and visitors. With the completion of the I-140 Wilmington Bypass, traffic moving to the east coast will be significantly enhanced. The Carolina Bays Parkway Extension project will provide a more direct route for local residents, tourist and coastal truck traffic traveling through the project area. Similarly, the Parkway Extension will enhance travel from the South into Brunswick County, promoting the local economy and enhancing the safety and efficiency of interstate commercial traffic.

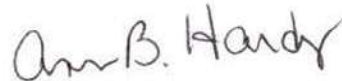
Additional benefits and impacts of the project are outlined in the enclosed "Local Planner Input Form" which was submitted previously at the request of the project consultant. An accompanying map depicting existing and approved developments in the project study area is enclosed as well.



Kim Gillespie, PE
September 5, 2017
Page two

Again, we appreciate the opportunity to provide information regarding the project. Please let me know if there are questions or if we can provide anything further.

Sincerely,

A handwritten signature in dark ink, appearing to read "Ann B. Hardy". The signature is fluid and cursive, with the first name "Ann" and last name "Hardy" being clearly legible, and "B." in the middle.

Ann B. Hardy, MPA, CPA
County Manager

Proposed Carolina Bays Parkway Extension,
From SC 9 in Horry County, SC to US 17 Shallotte Bypass in Brunswick County, NC

NCDOT Project No. 44604/ SCDOT Project No. P029554

Community Characteristics Report (CCR) &
Indirect and Cumulative Effects Screening (sICE) Report

Local Planner Input Form (NC)

Interviewee Name:	Marc Pages	
Title/Position:	Land Planner	
Organization/Agency:	Brunswick County Planning	
Contact Email:	marc.pages@brunswickcountync.gov	Phone: 910-538-2056
Completed Via:	Email	Date: 6/12/2017

Additional project information and a figure have been provided to supplement this interview form. Based on the boundary identified as the "Community Impact Study Area" in the attached figure, please respond to the following questions. If you would prefer to complete a hardcopy of this form, please return completed sheets to:

Martha Hodge
CALYX Engineers and Consultants
6750 Tryon Rd. | Cary, NC 27518
mhodge@CALYXengineers.com | (919) 858-1811

Background & Resource Inventory

1. What are the adopted plans and ordinances for the study area that are under your jurisdiction? Please provide the name and date of adoption. Are there any new plans or updates to existing plans currently underway or expected in the near future?

The 2010 Brunswick County Comprehensive Transportation Plan is the most current although we will be working on an update soon. Link:

https://connect.ncdot.gov/projects/planning/TPBCTP/Brunswick%20County/Bruinwick_Report_online.pdf

The Grand Strand Area Transportation Study (GSATS) Long Range Transportation Plan (LRTP)
<http://www.gsats.org/>

2. What are the best/ most current resources for local GIS data? We are particularly interested in land use, zoning, public water and sewer service areas, recreation, protected areas, agricultural operations and VAD/EVAD properties or other farmland protection program participants (where applicable), community facilities, etc.

It would be best to get any GIS files from our GIS department. Contact Sharon Elwood at 910-253-2396 or Sharon.elwood@brunswickcountync.gov

3. Are there any specific resources or facilities in the study area that you would identify as particularly important within your community and/or the region? These may include development nodes/ centers, landmarks or resources, major service providers, special land use districts, parks, etc. Please provide exact locations and any supporting details necessary for identification.

Hickman Crossroads – Intersection of Hickman Rd NW and Calabash Rd NW.

Jesse Mae Monroe Elementary School – 250 Pea Landing Rd NW.

Ocean Isle Beach Park – 6483 Old Georgetown Rd SW.

Shallotte Park – 5550 Main St.

Carolina Shores Industrial Park – Intersection of Calabash Road and Koolabrew Dr.

4. Do you expect the project to affect any particular community resources or facilities in the study area? Project effects may be related to right-of-way impacts, stability, cohesion, aesthetics, noise, access, safety, etc.

Any consideration of the project to be located south or east of US 17 and Hickman Rd in Brunswick County would have severe impacts on existing communities and development and should not be considered as a potential route for the parkway. Furthermore, the existing community of Brunswick Plantation just north of US 17 is substantially complete and will eventually contain over 4,000 residential units.

5. Were any parks or other public resources in the study area developed with the assistance of public grant money? Yes - the County Owned Ocean Isle Beach Park was constructed with park grant funding.

6. Please provide the location/ address of any FEMA buyout properties in the study area.
I am unaware of any in the project area.

7. Are there active farms/ agricultural operations in the study area? Are there any notable trends or issues related to agriculture?

Yes, much of the property north and west of US 17 contains agricultural uses. There are no known trends or issues in this area.

8. Are you aware of any local concerns or controversy relative to the project?

Many local residents have expressed concern about the impacts this project will have on their existing communities. Some of these communities include Brunswick Plantation, Meadowlands,

The Farms at Brunswick, Crow Creek, Spring Mill Plantation, Ocean Side Place and several other areas in and around the Carolina Shores and Calabash municipalities.

Transportation Plans & Patterns

9. Are there any local transportation projects proposed in or near the study area?

See 2010 Brunswick County Comprehensive Transportation Plan and GSATS LRTP.

https://connect.ncdot.gov/projects/planning/TPBCTP/Brunswick%20County/Brunswick_Report_online.pdf

<http://www.gsats.org/>

10. Are there adopted plans for pedestrian, greenway, bicycle, or transit facilities in the study area? Please provide the name and adoption date of any plans as well as the current status of implementation (e.g. programmed projects). Are there any new plans or updates to existing plans currently underway or expected in the near future?

The recently adopted Brunswick County Greenway and Blueway plan shows both existing and proposed networks for such trails. Note the draft maps are currently posted online but will be updated to the approved maps in the near future.

Existing County Network Map:

http://www.brunswickcountync.gov/planning/files/2016/10/ExistingMap_12.23.16.pdf

Existing Municipalities Network Map:

http://www.brunswickcountync.gov/planning/files/2016/10/Back-of-Map_12.23.16.pdf

Proposed Network Map:

http://www.brunswickcountync.gov/planning/files/2017/01/ProposedMap_2.pdf

11. What are the current traffic patterns in the study area? Are there any areas/issues of particular concern? How do you expect traffic patterns to change following construction of the project?

US HWY 17 is the main arterial road in the area. NCDOT is currently in the process of upgrading the major intersections along this road to the "superstreet" design. Hickman Road is currently a very heavily travelled road that many citizens use to connect from the existing terminus of Hwy 31 in Little River, SC to US Hwy 17 just north of Carolina Shores, NC. This 2 lane "country" road is currently not adequate to accommodate such traffic loads. Any areas south or east of US 17 or Hickman Roads should not be considered for a possible Carolina Parkways route due to existing development.

12. What are the commuting patterns? Do most residents work within the study area or commute outside of the area?

While many area residents are retirees, the majority of the commuters travel to and from the Grand Strand area via US 17, NC 179 and Hickman Rd.

Population Trends & Distribution

13. The NC Office of State Budget and Management (NC OSBM) projects a 2030 population of 170,230 in Brunswick County. This would represent total growth by about 37.8% between 2015 and 2030 (based on 2015 estimates) at an annual rate of about 2.2%. Is this projection accurate in your opinion? Where is growth occurring more specifically and are there any areas where it seems to be more or less concentrated? Are there reasons for growth (or decline) in particular parts of the study area? How does growth in your jurisdiction compare to surrounding jurisdictions?
1. The most recent NC Office of State Budget and Management (NC OSBM) Population Projections projected a 2036 population of 189,307 for Brunswick County creating a even higher percent growth. The projections that the NC Office of State Budget and Management (NC OSBM) for the recent years appears to be on target based upon the growth that Brunswick County is experiencing. Historically the main growth areas in Brunswick County are in the Leland Area, Western (the study area) and along the NC 211 corridor. Planning Staff have recently looked at new single-family homes construction and created a Brunswick County New Interactive Single Family Home Construction Map that shows Single Family Home Construction from 2011-2016. This shows new single-family homes construction through Brunswick County. This interactive map shows where new homes have been completed in Brunswick County by year. Note that this data is based upon tax data and includes all 19 municipalities within Brunswick County. *Here is the New Home Construction Map link:*
<http://brunswick.maps.arcgis.com/apps/View/index.html?appid=753b4104ceef438395f3c5192f9262d5>

Several factors are influencing growth but the main factors are location and quality of life that that is influencing growth. *Location* - Brunswick County is situated perfectly for growth. Located between two growing metro areas (Wilmington and Myrtle Beach) and along the Atlantic Ocean. Both metro areas are pushing growth inward. Brunswick County is part of the Myrtle Beach-Conway-North Myrtle Beach, SC-NC Metro Area and it was ranked as the second-fastest growing metro area in the nation in Percent Change from July 1, 2015 to July 1, 2016. Therefore, the study is growth area. Other areas in Brunswick County are growing too. The Leland area has turned into a bedroom community to Wilmington area attracting many people (young & old) and businesses. New road transportation projects will better connect the Wilmington area and Brunswick County together in the near future further influencing growth into Brunswick County. *Quality of Life* - Many people are discovering the quality of life Brunswick County has to offer such as recreation, scenic landscapes/beaches, low taxes, and good weather. This includes access to a variety of coastal beach communities and several towns that have dynamic commercial centers such as Shallotte and Leland.

Brunswick County has consistently ranked #1 in growth across all Counties in NC and even ranks nationally. Other counties in the region have experienced growth but not to the extent of Brunswick County and has not not rank as high as Brunswick County.

14. Are you aware of any minority or low-income communities in or near the project area? If so, do you expect the project to affect them in any way?

Marlowtown Road Community

Longwood Community – Intersection of NC 904 and Etheridge Road NW.

Cedar Bay Community – Intersection of Pea Landing Road NW and No. 5 School Rd NW.

Until a more definitive route is established, potential effects of the parkway are difficult to determine.

15. Are you aware of any other special populations or communities (e.g. Limited English Proficiency, elderly, special needs, etc.) in or near the project area? If so, do you expect the project to affect them in any way?

None that I am aware of.

ECONOMIC TRENDS

16. Where are the major employment centers? Are there any planned employer relocations (into or out of the area)?

Carolina Shores Industrial Park – Intersection of Calabash Road and Koolabrew Dr.

Commercial corridors of US 17, NC 904.

17. What are the major employment trends and projections for the area? Do you expect the project to affect employment in any way?

Because of the proximity to the Grand Strand area, we would expect some highway dependent businesses to emerge/expand such as warehousing/flex space, light industrial and commercial strip development.

LAND USE TRENDS & DEVELOPMENT ACTIVITY

18. Are there any development or land use goals for the study area? How does your organization envision this area and the US 17 corridor?

While we do not have any land use goals for this specific area, the Brunswick County CAMA Land Use Plan does lay out general goals for land use:

<http://www.brunswickcountync.gov/planning/lup/>

19. How do you expect the project to affect development patterns in and around the study area? Do you expect there will be any regional effects on development patterns?

The parkway would make access to the Grand Strand Area more convenient, we would expect this area to experience significant suburban growth once completed.

20. Who are the water and sewer service providers in the study area? Which areas are served? What is the existing capacity of water and sewer services? Are there any plans to extend or upgrade service in the future?
The water and sewer in the unincorporated area is provided by Brunswick County Utilities. For details about the coverage area contact Jon Nichols, Utilities Director, at 910-253-2653 or john.nichols@brunswickcountync.gov.
21. Is there any land protected from development in the study area? What are the major constraints to development in the area?
Ducks Unlimited Conservation Easement (already indicated on your map).
There are significant amounts of wetlands present especially in proximity to the Waccamaw River.
22. Where is growth (residential and non-residential) occurring locally and regionally? Are there any major developments (public or private) planned or underway in or near the study area?
Please see the attached map entitled "Western Brunswick Development." This gives a good depiction of existing and proposed developments in the area.
23. How would you characterize the market for residential development? The commercial market? The industrial market?
Currently the residential market is very strong with significant construction ongoing in the study area. This map link indicates building permit data for the last 5 years in Brunswick County:
<http://brunswick.maps.arcgis.com/apps/View/index.html?appid=753b4104ceef438395f3c5192f9262d5>
24. Is there any redevelopment occurring in the project area?
Nothing significant known in the unincorporated area of Brunswick County.

Additional Information

25. Are there any additional comments you would like to make?
Again, we cannot stress enough that any proposed route south or east of US 17 and Hickman Road would not be an option as existing development and planned development in that area would be severely disruptive to those communities and cost prohibitive.
26. Are there any other stakeholders you recommend we contact? If so, please provide his/her name, organization and contact information.
Town of Carolina Shores Town Manager John Mendenhall – 910-575-4877

Town of Calabash Town Manager Chuck Nance – 910-579-6747

Town of Sunset Beach Town Manager Susan Parker – 910-579-6297

Town of Ocean Isle Beach Town Administrator Daisey Ivey – 910-579-2166

WESTERN BRUNSWICK STUDY FUTURE BUILD OUT

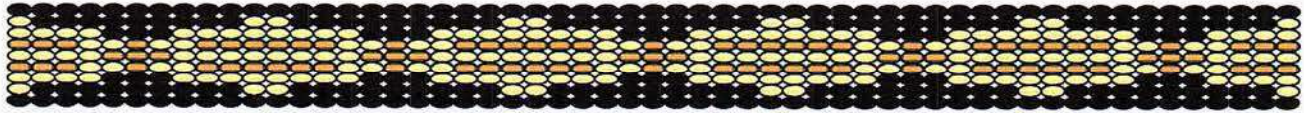
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Horry County assumes no legal responsibility for the nature, content, or accuracy of any information contained on this map. This map may not be accurate or up-to-date. All map information must be verified by recipient. Grid based on NAD 83 State Plane Coordinates, NAD 83 datum.

Catawba Indian Nation
Tribal Historic Preservation Office
1536 Tom Steven Road
Rock Hill, South Carolina 29730

Office 803-328-2427
Fax 803-328-5791



September 5, 2017

Attention: Kim Gillespie
North Carolina Department of Transportation
1548 Mail Service Center
Raleigh, NC 27699-1548

Re. THPO #	TCNS #	Project Description
2017-193-5		Proposed Carolina Bays Parkway Extension from SC 9 in Horry Co., to US 17 Shallotte Bypass in Brunswick County, NC NCDOT Project 44604; SCDOT Project P029554

Dear Ms. Gillespie,

The Catawba have no immediate concerns with regard to traditional cultural properties, sacred sites or Native American archaeological sites within the boundaries of the proposed project areas. **However, the Catawba are to be notified if Native American artifacts and / or human remains are located during the ground disturbance phase of this project.**

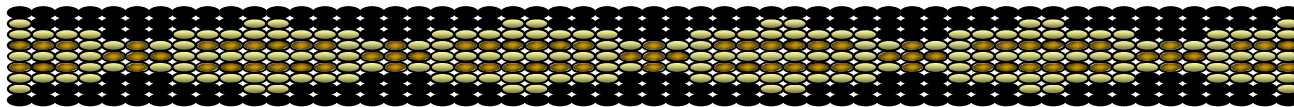
If you have questions please contact Caitlin Totherow at 803-328-2427 ext. 226, or e-mail caitlinh@ccppcrafts.com.

Sincerely,

Wenonah G. Haire
Tribal Historic Preservation Officer

Catawba Indian Nation
Tribal Historic Preservation Office
1536 Tom Steven Road
Rock Hill, South Carolina 29730

Office 803-328-2427



July 28, 2022

Attention: Tracy Martin
SCDOT
P.O. Box 191
Columbia, SC 29202-0191

Re. THPO #	TCNS #	Project Description
2022-66-30		Carolina Bays Parkway Extension from SC 9 in Horry Co., SC to US 17 Shalotte Bypass in Brunswick Co., NC

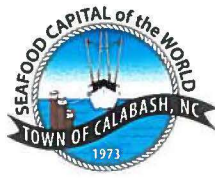
Dear Mr. Martin,

The Catawba have no immediate concerns with regard to traditional cultural properties, sacred sites or Native American archaeological sites within the boundaries of the proposed project areas. **However, the Catawba are to be notified if Native American artifacts and / or human remains are located during the ground disturbance phase of this project.**

If you have questions please contact Caitlin Rogers at 803-328-2427 ext. 226, or e-mail Caitlin.Rogers@catawba.com.

Sincerely,

Wenonah G. Haire
Tribal Historic Preservation Officer



**Town of Calabash
North Carolina**

**Resolution No. 2020 – 01
Date Adopted: January 23, 2020**

**RESOLUTION REGARDING
CAROLINA BAYS PARKWAY EXTENSION PROJECT**

WHEREAS, the North Carolina and South Carolina Departments of Transportation plan to extend Carolina Bays Parkway (SC 31) from SC 9 in Horry County, S.C., across the North Carolina state line to U.S. 17 in Brunswick County, North Carolina; and

WHEREAS, the project calls for a multi-lane freeway with parts on existing roadways and other parts on new locations; and

WHEREAS, the purpose of the project is to enhance mobility and connectivity for traffic moving in and through the project area at intersections and roadway segments that are expected to either approach or exceed the roadway capacity limits by 2040; and.

WHEREAS, nine corridor concepts have been developed for the project and meetings have been held to provide information to the public in regard to these concept plans; and

WHEREAS, all nine concepts under consideration converge near NC 904 and replace 6.3 miles of existing roadways on US 17 between NC 904 and NC 130 in Shallotte; and

WHEREAS, the project involves the construction of a multi-lane expressway with a 400 foot right of way that could seriously impact the residential, religious, cemetery, and commercial areas that currently are existing and projected for development along the impacted section of US 17; and

WHEREAS, the Board of Commissioners of the Town of Calabash have considered the nine concepts provided by the development team for the Carolina Bays Parkway Extension Project and also considered a tenth route proposal submitted by the Town of Sunset Beach; and

WHEREAS, the Board of Commissioners of the Town of Calabash are in consensus that each of the preliminary concepts will impose tremendous impacts to the areas along the route of the project and have developed a position in regard to the project.

NOW, THEREFORE BE IT RESOLVED by the Board of Commissioner of the Town of Calabash to express support of Preliminary Corridor Concept 6 as their preferred plan among the nine corridor concepts prepared for the Carolina Bays Parkway Extension Project.

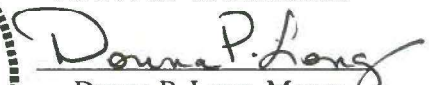
BE IT FURTHER RESOLVED, that the Board of Commissioners request that NCDOT and the Carolina Bays Parkway Extension Study Team explore the development of a tenth concept as submitted by the Town of Sunset Beach, that includes a route extending approximately from Pea Landing Road NW (SR 1304) proposed exchange in Concept 1 and follows a route inland of US 17 by approximately 1 to 4 miles, running generally parallel to US 17 and intersecting US 17 north of Shallotte and designed to eventually intersect I-40 south of Leland.

This the 23rd day of January, 2020

Attest: 
Sue Stuhr, Town Clerk



TOWN OF CALABASH


Donna P. Long, Mayor

TOWN OF CAROLINA SHORES NORTH CAROLINA

200 Persimmon Road
Carolina Shores, NC 28467



Phone: 910-575-4877
Fax: 910-575-4812

September 11, 2017

Ms. Kim Gillespie, PE
NCDOT
1548 Mail Service Center
Raleigh, North Carolina 27699-1548

Re: NCDOT Project #44604 Carolina Bays Parkway

Dear Ms. Gillespie:

On behalf of the Town of Carolina Shores I thank you for your letter requesting input. The Town supports the need for this project; however, based on the study areas as initially proposed, the Town disagrees with the majority of study routes due to their impacts of the physical and human environment. It is unacceptable to the Town that a transportation "improvement" for thru-vehicle movements into another state would be made to the detriment of the people of this state and it is incumbent on the Town to stand, if necessary, as a voice in the wilderness to protect the investment of those that call this area home. The Town has urged and continues to urge the development of reasonable study routes that reflect a post-Map Act environment that would not detrimentally impact either the physical or human environment. Our residents, the majority who are senior citizens, deserve nothing less than cooperation between the MPO and NCDOT on this matter. As you know, separate correspondence has been generated with a Resolution opposing the initial study routes as well as local planner input to Calyx Engineers. Please be noticed that the Town believes, as has previously been communicated, that there exist possible issues related to FHWA Title VI, Executive Order 12898, and Civil Routes Act of 1964 compliance with the study routes.

Please call with questions, 910.575.4877.

Sincerely,

Jon M. Mendenhall
Town Administrator



TOWN OF CAROLINA SHORES BOARD OF COMMISSIONERS

A RESOLUTION
OPPOSING THE CAROLINA BAYS EXTENSION STUDY AREA AND ROUTES AS
INITIALLY PROPOSED

WHEREAS, the Town of Carolina Shores is in agreement with the Carolina Bays Extension project including the benefits to alleviate traffic congestion as well as provide for economic prosperity; and

WHEREAS, the initial study area as proposed and the routes from 2012 are devastating to the neighborhoods of the Town of Carolina Shores and outlying areas; and

WHEREAS, the Town of Carolina Shores seeks a process that respects both the National Environmental Policy Act (NEPA) and the residents of the Town's neighborhoods and those of the outlying neighborhoods; and

WHEREAS, the Town of Carolina Shores is a municipal corporation and body politic of the State of North Carolina; and

WHEREAS, the Town of Carolina Shores is a member in good standing with the Grand Strand Area Transportation Study (GSATS), a federally recognized Metropolitan Planning Organization (MPO) serving both North and South Carolina; and

WHEREAS, the Town of Carolina Shores is desirous of working in partnership, cooperation, and through collaboration with the North Carolina Department of Transportation (NCDOT) and GSATS for a constructive resolution that respects both people and their environment;

NOW, THEREFORE BE IT RESOLVED by the Board of Commissioners of the Town of Carolina Shores that the Board of Commissioners:

1. Steadfastly oppose the initial study area and 2012 alternate routes that destroy neighborhoods and negatively impact the lives and livelihoods of residents.
2. Requests at the earliest opportunity a full meeting with GSATS TAC and TCC entities as well as the North Carolina Department of Transportation to resolve the harmful human environmental impacts the proposed study area and alternate routes have.



3. Requests from the North Carolina Department of Transportation a re-designation of the study area as follows:
 - a. Running easterly from the state line with South Carolina along Hickman Rd, northerly along Ash-Little River Rd, easterly along Number 5 School House Rd offset by 500ft north of said road to a point 500ft west of the Caw Caw Canal, running northeast and parallel to the Caw Caw Canal with an offset of 500ft, turning due east again to a point 1,000ft north of the Grissettown Volunteer Fire Department, the north boundary line running northwest along Longwood Rd, turning west on Etheridge Rd continuing west through the Scippio Swamp to the Waccamaw River, south coterminous with the state line to the point of beginning. That portion of the study area east of Longwood Rd would remain unchanged.
4. Requests from GSATS and NCDOT to eliminate all 2012 alternative routes.
5. Requests NCDOT include neighborhood representatives on a task force to partner with the GSATS MPO to address neighborhood concerns that may otherwise not have a voice and who are most directly impacted.
6. Requests that GSATS hold a community forum within the territorial confines of the study area and specifically identify and invite neighborhoods and especially underrepresented populations to attend through direct invitation and through published notice in order to achieve social justice.

BE IT FURTHER RESOLVED that the Board of Commissioners of the Town of Carolina Shores instructs the Town Administrator to implement the requests as enumerated herein and to communicate the desires of the Board to the appropriate authorities. The Board further directs the Town of Carolina Shores Economic Development Commission as well as GSATS representatives to represent the desires of the Board and to partner as needed to implement the Board's intent of steadfast opposition unless and until this matter is resolved.

In the COUNTY OF BRUNSWICK

Adopted this 9th Day of February, 2017

TOWN OF CAROLINA SHORES BOARD OF COMMISSIONERS

By:

Joyce A. Dunn
Ms. Joyce Dunn, Mayor

Nicole R. Marks ATTEST:
Ms. Nicole Marks, Clerk to the Board





TOWN OF CAROLINA SHORES BOARD OF COMMISSIONERS

A RESOLUTION

REAFFIRMING CAROLINA BAYS EXTENSION CONCERNS

WHEREAS, the Town of Carolina Shores is in agreement with the Carolina Bays Extension project including the benefits to alleviate traffic congestion as well as provide for economic prosperity; and

WHEREAS, the initial study area as proposed and the routes from both 2012 and 2019 are devastating to the neighborhoods of the Town of Carolina Shores and outlying areas; and

WHEREAS, the Town of Carolina Shores seeks a process that respects both the National Environmental Policy Act (NEPA) and the residents of the Town's neighborhoods as well as those of the outlying neighborhoods; and

WHEREAS, the Town of Carolina Shores is a municipal corporation and body politic of the State of North Carolina; and

WHEREAS, the Town of Carolina Shores is a member in good standing with the Grand Strand Area Transportation Study (GSATS), a federally recognized Metropolitan Planning Organization (MPO) serving both North and South Carolina; and

WHEREAS, the Town of Carolina Shores is desirous of working in partnership, cooperation, and through collaboration with the North Carolina Department of Transportation (NCDOT) and GSATS for a constructive resolution that respects both people and their environment; and

WHEREAS, the Town of Carolina Shores previously expressed opposition to the study area and routes in the 2012 iteration, with a resolution (R 17-14) being passed in February 2017; and

WHEREAS, NCDOT responded to R 17-14 by increasing the area under study, increasing the number, location and disposition of proposed routes, and studied in greater detail the proposed routes and their impact on the human and physical environment as well as conducted a forum to let residents know of the current plans and proposed routes of the project; and

WHEREAS, the Town of Carolina Shores acknowledges and appreciates NCDOT for its ongoing and often times thankless efforts to ameliorate the transportation planning process; and

WHEREAS, the Town of Carolina Shores desires to reaffirm its longstanding commitment to the integrity of neighborhoods and communities;



NOW, THEREFORE BE IT RESOLVED by the Board of Commissioners of the Town of Carolina Shores that the Board of Commissioners:

1. Steadfastly oppose any route through an established neighborhood. As presented in the 2019 planning documents the Town is opposed to Preliminary Corridor Concept #2, 3, 5, 6, 7, 8, 9.

BE IT FURTHER RESOLVED that the Board of Commissioners of the Town of Carolina Shores instructs the Town Administrator to implement the requests as enumerated herein and to communicate the desires of the Board to the appropriate authorities. The Board further directs the Town of Carolina Shores Economic Development Commission as well as GSATS representatives to represent the desires of the Board and to partner as needed to implement the Board's intent of steadfast opposition as outlined herein unless and until this matter is resolved.

In the COUNTY OF BRUNSWICK

Adopted this 6th Day of January, 2020

TOWN OF CAROLINA SHORES BOARD OF COMMISSIONERS

By: Joyce A. Dunn
Joyce Dunn, Mayor
Nicole R. Hewett
Ms. Nicole Hewett, Clerk to the Board

ATTEST:





September 13, 2017

Ms. Kim Gillespie, PE
Assistant Project Manager
North Carolina Department of Transportation
1548 Mail Service Center
Raleigh, NC 27699-1548

Ms. Kim Gillespie:

SUBJECT: Adoption of Resolution Supporting Start of Study for Proposed Carolina Bays Parkway
Extension. Resolution 2017-16

The Town of Ocean Isle Beach Board of Commissioners voted unanimously to approve a **Resolution Supporting Start of Study for Proposed Carolina Bays Parkway Extension** at the September 12, 2017 meeting.

The Town wishes you much success on the upcoming study and we look forward to following the progress of this important project! A copy of the executed resolution is enclosed for your files. Please do not hesitate to contact Ocean Isle Beach Town Hall if we can be of additional assistance.

Mayor Debbie S. Smith
Town of Ocean Isle Beach



Town of Ocean Isle Beach

Resolution No. 2017 - 26

Date Adopted: September 12, 2017

**RESOLUTION SUPPORTING STUDY FOR PROPOSED
CAROLINA BAYS PARKWAY EXTENSION**

WHEREAS, North Carolina and South Carolina Departments of Transportation have begun studying the proposed Carolina Bays Parkway Extension to extend SC 31 from SC 9 in Horry County SC to US 17 Shallotte Bypass in Brunswick County, NC, and

WHEREAS, North Carolina and South Carolina Departments of Transportation are soliciting input from agencies and individuals concerning the potential social, economic, and environmental benefits and impacts of the proposed project, and

WHEREAS, the Town of Ocean Isle Beach recognizes the important role the proposed Carolina Bays Parkway Extension would play to improve mobility and safety for traffic currently using the US 17 corridor as well as providing quicker and more efficient evacuation routes for coastal NC/SC residents and visitors, and

WHEREAS, the Town of Ocean Isle Beach wishes to improve safety and decrease congestion along present routes connecting Brunswick County, NC and Horry County, SC (Hwy 59/Hickman Rd. and US 17), and

WHEREAS, the Town of Ocean Isle Beach wishes to eliminate a bottleneck in traveling to or through southeastern Brunswick County and recognizes the proposed Parkway, in conjunction with completion of I-140 around Wilmington and extension of SC 31, will promote commercial traffic into southeastern NC thus providing safer and more efficient routes to enhance economic benefits of tourism and development, and

WHEREAS, the Town of Ocean Isle Beach recognizes that Southeastern Brunswick County relies heavily on medical facilities in Little River and Myrtle Beach, SC and believes upgrades to this corridor would greatly improve travel time during emergencies, thus benefiting the lives and health of southeastern Brunswick County residents and visitors, and

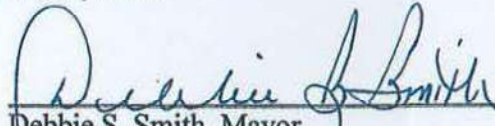
WHEREAS, the Town of Ocean Isle Beach notes the US Census placed southeastern Brunswick County in the Horry County MSA (Metropolitan Statistical Area) and these growth patterns along the NC/SC border indicate the overdue need for improved and safer highway connections,

NOW THEREFORE BE IT RESOLVED that the Ocean Isle Beach Board of Commissioners hereby supports the start of a study for the proposed Carolina Bays Parkway Extension – NCDOT Project 44604; SCDOT Project P029554.


Town of Ocean Isle Beach

Resolution No. 2017 - 26
Date Adopted: September 12, 2017

Adopted this 12th day of September, 2017.


Debbie S. Smith, Mayor

ATTEST:


Casey E. Reeves, Town Clerk





TOWN OF SHALLOTTE

Post Office Box 2287 • Shallotte, North Carolina 28459

Telephone: (910) 754-4032 • Facsimile: (910) 754-2740

September 7, 2017

Kim Gillespie, PE
Assistant Project Manager
North Carolina Department of Transportation
1548 Mail Service Center
Raleigh, NC 27699-1548

Dear Ms. Gillespie:

By unanimous vote of the Shallotte Board of Aldermen, I have been authorized to submit this letter strongly supporting the proposed Carolina Bays Parkway Extension.

We are convinced that the proposed project will improve safety, facilitate commercial and recreational transportation, and promote economic growth. Further, while the study area is large, within that area we believe this project can be completed without significant environmental degradation.

Turning first to safety, the current connections between US 17 and SC9 pose traffic safety and emergency evacuation concerns. One of the primary routes currently in use is Hickman Highway—a dark and two-lane road that is particularly dangerous in the evening. The addition of a number of housing developments on Hickman Road has increased both the amount of traffic on Hickman and has thus increase safety concerns. Within the last month there was a fatal accident on Hickman Road in the evening. In particular the intersection of Hickman Road and US17 is very dangerous and has been the scene of numerous serious accidents. Furthermore, in this area we face the prospects of hurricanes and the need to evacuate low-lying areas. The proposed parkway will be much more suited to facilitate any such evacuation.

With the completion of the I-140 Wilmington bypass, traffic moving from I-40 to the coast will be significantly enhanced. This promotes the economy of Brunswick County by making it easier for travelers from North and east to access the beaches of Brunswick County. Similarly, the Carolina Bays Parkway Extension will enhance travel from the South into Brunswick County thus promoting the local economy. In addition, this project will enhance the safety and efficiency of interstate commercial traffic.

The Town of Shallotte appreciates the opportunity to provide input on this significant project and looks forward to continued involvement in and support for this much-needed project.

Sincerely,

Walter Eccard
Mayor



RESOLUTION Carolina Bays Parkway Extension Project

WHEREAS, The N.C. Department of Transportation is seeking public input on the proposed Carolina Bays Parkway Extension Project by January 10, 2020; and

WHEREAS, the intent of the extension is to provide for a more direct and efficient movement of traffic seeking to bypass congestion in Brunswick County and meet traffic needs in Brunswick County to the year 2040 and beyond; and

WHEREAS, all nine concepts under consideration converge near NC 904 and then replace 6.3 miles of existing roadways on US 17 between NC 904 and NC 130 in Shallotte; and

WHEREAS, the project is expected to involve the construction of a multi-lane expressway with a 400 foot wide right-of-way that would seriously impact the residential, religious, cemetery, and commercial areas currently existing and projected for development along the impacted section of US 17; and

WHEREAS, the proposed concepts do not provide an alternative evacuation route; and

WHEREAS, none of the current nine concepts provide an alternative to following the existing 6.3 miles of US 17;

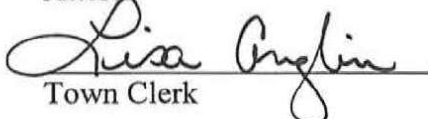
NOW, THEREFORE, BE IT RESOLVED that the Town of Sunset Beach requests NCDOT and the Carolina Bays Parkway Extension Study Team and associated agencies consider a tenth concept extending approximately from the Pea Landing Road NW (SR 1304) proposed exchange in Concept One, and follow along a route inland of US 17 by approximately 1 - 4 miles, running generally parallel to US 17 and intersecting US 17 north of Shallotte. Ideally, this would entail a parallel multi-lane, full control of access freeway that extends beyond Shallotte and is designed to eventually intersect I-140 south of Leland.

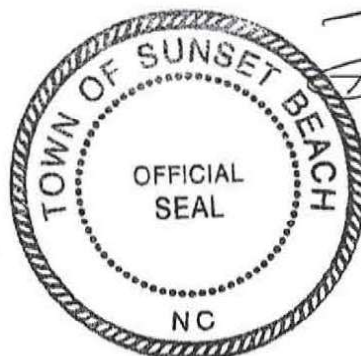
Adopted this 6th day of JANUARY, 2020

TOWN OF SUNSET BEACH

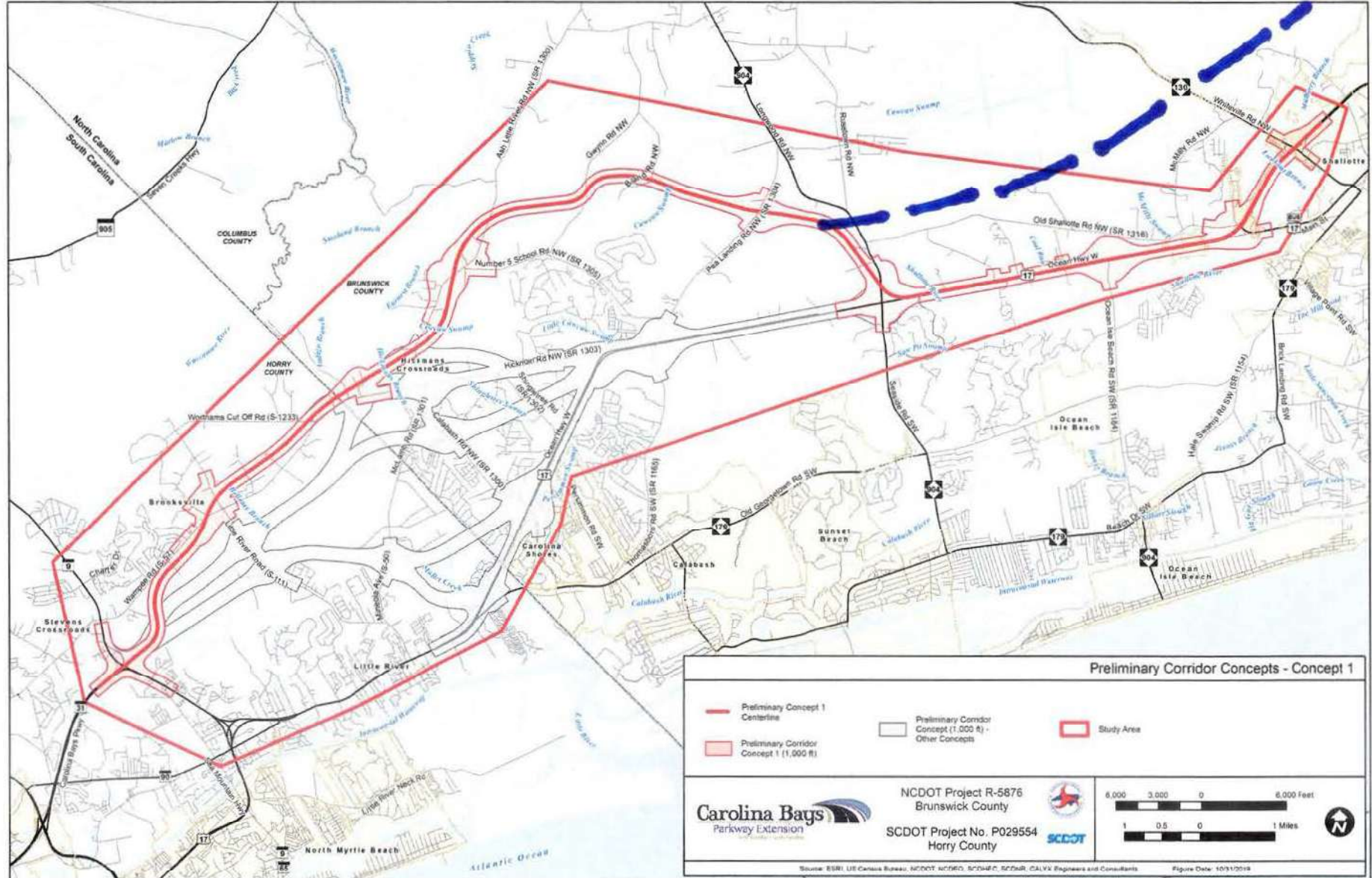

D. Shannon Phillips, Mayor

Attest:


Town Clerk



CONCEPT 10 ROUTE



may apply for economic injury disaster loans if those employees are ordered to perform active service for a period of more than 30 consecutive days, and those employees are essential to the success of the small businesses' daily operations.

The purpose of the MREIDL program is to provide funds to an eligible small business to meet its ordinary and necessary operating expenses that it could have met, but is unable to meet, because an essential employee was ordered to perform active service for more than 30 consecutive days in his or her role as a military reservist. These loans are intended only to provide the amount of working capital needed by a small business to pay its necessary obligations as they mature until operations return to normal after the essential employee is released from active service. For information/ applications contact 1-800-659-2955 or visit www.sba.gov.

Applications for the Military Reservist Economic Injury Disaster Loan Program may be filed at the above address.

The Interest Rate for eligible small businesses is 2.855.

The number assigned is 17212 0. (Catalog of Federal Domestic Assistance Number 59008)

James Rivera,

Associate Administrator for Disaster Assistance.

[FR Doc. 2021-21968 Filed 10-6-21; 8:45 am]

BILLING CODE 8026-03-P

SMALL BUSINESS ADMINISTRATION

[Disaster Declaration #17206 and #17207; UTAH Disaster Number UT-00087]

Administrative Declaration of a Disaster for the State of Utah

AGENCY: U.S. Small Business Administration.

ACTION: Notice.

SUMMARY: This is a notice of an Administrative declaration of a disaster for the State of Utah dated 10/01/2021.

Incident: Severe Storms and Flooding.

Incident Period: 08/01/2021.

DATES: Issued on 10/01/2021.

Physical Loan Application Deadline Date: 11/30/2021.

Economic Injury (EIDL) Loan Application Deadline Date: 07/01/2022.

ADDRESSES: Submit completed loan applications to: U.S. Small Business Administration, Processing and Disbursement Center, 14925 Kingsport Road, Fort Worth, TX 76155.

FOR FURTHER INFORMATION CONTACT: A. Escobar, Office of Disaster Assistance,

U.S. Small Business Administration, 409 3rd Street SW, Suite 6050, Washington, DC 20416, (202) 205-6734.

SUPPLEMENTARY INFORMATION: Notice is hereby given that as a result of the Administrator's disaster declaration, applications for disaster loans may be filed at the address listed above or other locally announced locations.

The following areas have been determined to be adversely affected by the disaster:

Primary Counties: Iron.

Contiguous Counties:

Utah: Beaver, Garfield, Kane, Washington.

Nevada: Lincoln.

The Interest Rates are:

	Percent
<i>For Physical Damage:</i>	
Homeowners with Credit Available Elsewhere	3.125
Homeowners without Credit Available Elsewhere	1.563
Businesses with Credit Available Elsewhere	5.710
Businesses without Credit Available Elsewhere	2.855
Non-Profit Organizations with Credit Available Elsewhere ...	2.000
Non-Profit Organizations without Credit Available Elsewhere	2.000
<i>For Economic Injury:</i>	
Businesses & Small Agricultural Cooperatives without Credit Available Elsewhere	2.855
Non-Profit Organizations without Credit Available Elsewhere	2.000

The number assigned to this disaster for physical damage is 17206 6 and for economic injury is 17207 0.

The States which received an EIDL Declaration # is Nevada, Utah.

(Catalog of Federal Domestic Assistance Number 59008)

Isabella Guzman,

Administrator.

[FR Doc. 2021-21909 Filed 10-6-21; 8:45 a.m.]

BILLING CODE 8026-03-P

DEPARTMENT OF TRANSPORTATION

Federal Highway Administration

[Docket No. FHWA-2021-0017]

Notice of Intent To Prepare an Environmental Impact Statement for Proposed Highway Improvements in Brunswick County, North Carolina and Horry County, South Carolina

AGENCY: Federal Highway Administration (FHWA), U.S. Department of Transportation.

ACTION: Notice of Intent to Prepare an Environmental Impact Statement.

SUMMARY: The FHWA is issuing this Notice of Intent (NOI) to solicit comments and advise the public, agencies, and stakeholders of an Environmental Impact Statement (EIS) that will be prepared to study the effects of a proposed project for improvements to SC 31 starting near Little River, Horry County, South Carolina and running northeast to US 17, in an area between Calabash and Shallotte, Brunswick County, North Carolina. This project is called the "Carolina Bays Parkway Extension" and is North Carolina Department of Transportation (NCDOT) Project No. R-5876 and South Carolina Department of Transportation (SCDOT), Project No. P029554. NCDOT is administering the development of this project in cooperation with SCDOT and other participating agencies. This notice contains a summary of the information as required in the Council on Environmental Quality (CEQ) National Environmental Policy Act (NEPA) regulations. This NOI should be reviewed together with the Supplementary NOI Information document which contains important details about the proposed project.

DATES: Comments on the NOI or the Supplementary NOI Information document must be received on or before November 8, 2021.

ADDRESSES: This NOI and the Supplementary NOI Information document are available in the docket referenced above at www.regulations.gov and on the project website located at <https://www.ncdot.gov/projects/carolina-bays-parkway>. A copy of the NOI and Supplementary NOI Information document can also be mailed by sending a request to the following address: U.S. Department of Transportation, Federal Highway Administration, Terry Sanford Federal Building, ATTN: Clarence W. Coleman, P.E., Preconstruction and Environment Director, RE: Carolina Bays Parkway Extension NOI, 310 New Bern Avenue, Suite 410, Raleigh, NC 27601.

Please limit any comments or questions to the information contained in this notice or the Supplementary NOI information document. Questions or comments should be posted to the docket found at www.regulations.gov under number FHWA-2021-0017. Otherwise they may also be submitted by email to Carolina-Bays-Pkwy@publicinput.com or by calling (855) 925-2801 and entering project code 7734 when prompted. All comments

received by the close of comments will be posted to the docket.

All submissions should include the agency name and the docket number that appears in the heading of this Notice. All comments received will be posted without change to <http://www.regulations.gov>, including any personal information provided.

FOR FURTHER INFORMATION CONTACT:

Clarence W. Coleman, P.E., Director of Preconstruction, Federal Highway Administration, 310 New Bern Avenue, Suite 410, Raleigh, North Carolina 27601-1418, Telephone: (919) 747-7014; or Mr. D. Chad Kimes, P.E., North Carolina Department of Transportation, Division 3 Engineer, 5501 Barbados Boulevard, Castle Hayne, North Carolina 28429, Telephone: (910) 675-0143.

SUPPLEMENTARY INFORMATION: The environmental review of transportation alternatives for the US 17 corridor will be conducted in accordance with the requirements of the National Environmental Policy Act (NEPA) of 1969, as amended (42 U.S.C. 4321, *et seq.*), 23 U.S.C. 139, CEQ regulations implementing NEPA (40 CFR 1500-1508), FHWA regulations implementing NEPA (23 CFR 771.101-771.139), and all applicable Federal, State, and local governmental laws and regulations.

FHWA, in cooperation with NCDOT and SCDOT, will prepare an EIS addressing proposed improvements along the US 17 corridor located in the coastal regions of South Carolina and North Carolina.

Purpose and Need

The primary purpose of the project is to improve the transportation network in the study area by enhancing mobility and connectivity for traffic moving in and through the project area. Mobility refers to the movement of people or goods, and connectivity refers to the density of connections in road networks and the directness of links. Many intersections and roadway segments in the study area are expected to either approach or exceed the roadway capacity limits by 2040. The population within Horry and Brunswick counties has steadily increased, and is expected to continue to increase, along with the number of tourists to the area. Growth in population, tourism, and supporting services has resulted in an increase in mixed-purpose traffic on area roads.

Public involvement related to the project purpose and need has occurred. A project newsletter requesting input on the project's draft purpose and need statement was distributed to property owners and residents in the project study area in December 2018. Overall,

commenters were supportive of the project and believe there is too much traffic, particularly in the summer and during evening rush hour.

The NEPA/Section 404 Merger Team, a group of representatives from various environmental, transportation, and local agencies responsible for coordinating and participating in the environmental process for this project, concurred on the purpose and need for the project at their March 19, 2019 Concurrence Point 1 (CP1) meeting.

Expected Impacts

The EIS will include the environmental impacts of seven build alternatives (Corridor Concepts 1, 1A, 2, 4, 4A, 7, and 8) carried forward for analysis, as well as the no build alternative. It will include any adverse environmental effects which cannot be avoided and any irreversible or irretrievable commitments of resources which would be involved in the proposal should it be implemented. The following is a brief summary of the range of estimated preliminary impacts that could result from the build alternatives carried forward.

With regard to the natural environment, Corridor Concepts 1, 1A, and 2 are on the lower end of the range of wetland impacts calculated, while Corridor Concepts 4 and 4A are on the higher end of the range. Concepts 1A, 4A, and 7 are on the lower end of the range of stream impacts calculated for each of the build concepts, while Concepts 1, 4, and 8 are on the higher end. Corridor Concept 8 would impact areas designated as Essential Fish Habitat. Impacts to the 100-year floodplain range between 52 acres and 214 acres with Corridor Concepts 1A and 4A on the lower end of the range and Corridor Concept 2 on the higher end. Corridor Concepts 1A and 4A each would impact approximately one acre of floodway, while the other corridor concepts would impact approximately 2.5 acres of floodway.

With regard to the human environment, Corridor Concept 8 has greater impacts to single-family residential and commercial/industrial resources than the other corridor concepts, while Corridor Concepts 7 and 8 have greater impacts to multi-family residential resources. There is a range of impacts when considering other elements of the human environment such as churches, cemeteries, and golf courses. There are no trends which would distinguish the corridor concepts when analyzing the data for physical resources such as hazardous waste sites, underground storage tanks, and electrical substations.

It should be noted these estimated impacts are based on preliminary analysis and will be further refined as more comprehensive information is obtained through detailed field studies, environmental analysis, and further roadway design.

A detailed discussion of build alternatives, along with a table describing preliminary impacts for all resources to be analyzed in the EIS, is included in the supplemental document.

Anticipated Permits and Other Authorizations

Due to anticipated impacts to streams and wetlands, the U.S. Army Corps of Engineers will need to issue a Section 404 of the Clean Water Act permit. FHWA will authorize the use of Federal funds for right of way and construction when all requirements, including NEPA compliance, are satisfied.

Pursuant to 40 CFR 1502.16, a description of the environmental impacts of the proposed action and reasonable alternatives to the proposed action and the significance of those impacts will be disclosed in the DEIS, including information on compliance with the Endangered Species Act and Section 106 of the Historic Preservation Act of 1966. The comparison of the proposed action and reasonable alternatives will be based on this discussion of the impacts.

Environmental Coordination Schedule

Environmental coordination will involve utilization of NCDOT's NEPA/Section 404 Merger Process, a synchronized review process with various Federal, State, and local agencies performing the various environmental review and permitting procedures or consultation requirements necessary for a proposed project concurrently. The process provides a forum for appropriate agency representatives to discuss and reach consensus on ways to facilitate meeting the regulatory requirements of Section 404 of the Clean Water Act (CWA) during the NEPA decision-making phase of transportation projects. The Merger Process involves interagency meetings that include FHWA as the lead Federal agency, the U.S. Army Corps of Engineers as a cooperating agency, and the following additional concurring agencies: NCDOT, SCDOT, U.S. Environmental Protection Agency (USEPA), U.S. Fish & Wildlife Service (USFWS), National Oceanic and Atmospheric Administration (NOAA) Fisheries, North Carolina Department of Environmental Quality—Division of Water Resources (NCDEQ DWR), South

Carolina Department of Health and Environmental Control (SCDHEC), North Carolina Department of Environmental Quality—Division of Coastal Management (NCDEQ DCM), SCDHEC—Ocean & Coastal Resource Management (OCRM), North Carolina Wildlife Resources Commission (NCWRC), South Carolina Department of Natural Resources (SCDNR), SCDHEC—Bureau of Water, North Carolina State Historic Preservation Office (NC SHPO), South Carolina State Historic Preservation Office (SHPO), Cape Fear Rural Transportation Planning Organization (Cape Fear RPO), Grand Strand Area Transportation Study—Metropolitan Planning Organization (GSATS MPO), and Horry County (SC).

During the Merger Process, these agencies coordinate on seven (7) concurrence points: Concurrence Point 1, Purpose and Need and Study Area Defined; Concurrence Point 2, Detailed Study Alternatives Carried Forward (DSA); Concurrence Point 2A, Bridging Decisions and Alignment Review; Concurrence Point 3: LEDPA/Preferred Alternative Selection; Concurrence Point 4A: Avoidance and Minimization; Concurrence Point 4B: 30 Percent Hydraulic Review; and Concurrence Point 4C: Permit Drawings Review. Additional information on the NCDOT NEPA/Section 404 Merger Process may be access via the following link: <https://connect.ncdot.gov/resources/Environmental/EPU/Merger/Pages/default.aspx>. The publication date of the NOI will start a two-year time clock for the agency to reach its final decision on the project (40 CFR 1501.10(a) and (b)(2)).

NCDOT is currently conducting detailed environmental analysis and preparing conceptual design plans on the alternatives carried forward for detailed study. The DEIS is scheduled to be approved and published during fall 2021, with public hearings scheduled to occur in late 2021. The Merger Team is scheduled to select the Least Environmentally Damaging Practicable Alternative during spring 2022. The Combined Final EIS is scheduled for completion early 2023 and the ROD in mid-2023. The USACE is anticipated to issue the Section 404 of the CWA permit in fall 2023. NCDOT has developed a permitting timetable that includes a schedule of decision-making milestones and EIS documentation that has been shared with Merger Team representatives. The permitting timetable for the project may be accessed in the NOI supplementary document.

Project Scoping and Alternatives Considered

Coordination with on the project began shortly following the USACE issuance of the original notice of intent to issue a Draft EIS in the **Federal Register** on January 27, 2017. A scoping meeting was on September 13, 2017. After NCDOT decided to utilize Federal funds for this project, USACE issued a Notice in the **Federal Register** to withdraw the prior Notice of Intent, and to notify the public that it would no longer be the lead Federal agency, and would not be issuing a DEIS for this project on November 29, 2018. The USACE indicated in the Notice that the project will be federally funded, and that another lead agency would issue a Notice of Intent to prepare a DEIS.

Since that time, FHWA has notified all Federal, State, local agencies on the NEPA/Section 404 Merger Team that it is the lead Federal agency. The general public has also been notified about FHWA's Federal lead agency status. The purpose of the project is to improve the transportation network in the study area by enhancing mobility and connectivity for traffic moving in and through the project area. The NEPA/Section 404 merger team concurred with the stated purpose for the project and the initial project study area in the Concurrence Point 1 meeting held on March 19, 2019.

To accommodate the study corridor footprint at some proposed interchanges and after receiving and responding to public and local officials' input, expanding the previously approved project study area is recommended. The proposed study area will allow consideration of alignments suggested during the public input process for alternatives that could achieve the project's purpose and satisfy specific transportation needs while minimizing potential impacts to important environmental features.

NCDOT and SCDOT held two public meetings in December 2019 to present and received comments on the project alternatives, corridor options developed by NCDOT and its consultant and refined by local officials and the Merger Team. The first meeting was held on December 3, 2019, in Sunset Beach, North Carolina followed by a second meeting on December 4, 2019, in Little River, South Carolina. Over 1,000 people attended the meetings and more than 1,800 comments were received.

Most of the comments received reflected corridor concept preference for the build concepts, identified potential project impacts, or suggested variations to and additional corridor concepts. A summary of the public meetings held in

December 2019 is included in the NOI Supplementary Information document.

The Merger Team reviewed several build alternative corridor concepts, and the following alternatives were carried forward for detail study at the Concurrence Point 2 meeting that occurred on May 4, 2020: Alternative 1, 1A, 2, 4, 4A, 7, and 8. Build Alternative Corridor Concepts 3, 5, 6, and 9 were eliminated from further study. The Merger Team also decided to eliminate the Transportation System Management (TSM), Transportation Demand Management (TDM), and Mass Transit Alternatives from detailed study.

Request for Comments on Information in This Notice

With this Notice, FHWA and NCDOT requests on potential alternatives and impacts, and identification of any relevant information, studies, or analyses of any kind concerning impacts affecting the quality of the human environment. Comments may be posted to the docket found at www.regulations.gov under number FHWA-2021-0017. Otherwise they may also be submitted by email to Carolina-Bays-Pkwy@publicinput.com or by calling (855) 925-2801 and entering project code 7734 when prompted.

(Catalog of Federal Domestic Assistance Program Number 20.205, Highway Planning and Construction. The regulations implementing Executive Order 12372 regarding intergovernmental consultation on Federal programs and activities apply to this program.)

Authority: 42 U.S.C. 4321 *et seq.*; 23 CFR part 771.

Clarence W. Coleman,

Director of Preconstruction, Raleigh, North Carolina.

[FR Doc. 2021-21967 Filed 10-6-21; 8:45 am]

BILLING CODE 4910-22-P

DEPARTMENT OF TRANSPORTATION

Federal Transit Administration

Fiscal Year 2021 Competitive Funding Opportunity: Innovative Coordinated Access and Mobility (ICAM) Pilot Program

AGENCY: Federal Transit Administration (FTA), Department of Transportation (DOT).

ACTION: Notice of Funding Opportunity (NOFO).

SUMMARY: The Federal Transit Administration (FTA) announces the opportunity to apply for \$3.5 million in Fiscal Year (FY) 2021 funds under the Innovative Coordinated Access and

Supplementary Notice of Intent Document [Federal Register Publication Date, October 7, 2021; Docket No. FHWA-2021-0017]: Carolina Bays Parkway Extension, North Carolina Department of Transportation (NCDOT) Project No. R-5876 and South Carolina Department of Transportation (SCDOT) Project No. P029554.

TABLE OF CONTENTS

INTRODUCTION	1
I. PURPOSE AND NEED	2
II. PRELIMINARY ALTERNATIVES	3
III. ANTICIPATED IMPACTS	8
IV. ANTICIPATED PERMITS AND AUTHORIZATIONS	12
V. SCOPING PROCESS	12
VI. REQUEST FOR INPUT AND CONTACT INFORMATION	19
VII. PERMITTING TIMETABLE	19

APPENDIX A - FIGURES

INTRODUCTION

This Supplementary Notice of Intent (NOI) document contains important details about the joint plans of the North Carolina Department of Transportation (NCDOT) and the South Carolina Department of Transportation (SCDOT) to prepare an Environmental Impact Statement (EIS) that will study the effects of a highway project under consideration for an extension of SC 31 (Carolina Bays Parkway) starting at SC 9 near Little River, Horry County, South Carolina and running northeast to US 17 Shallotte Bypass near Shallotte, Brunswick County, North Carolina. The proposed project, known as the Carolina Bays Parkway Extension, is NCDOT Project No. R-5876 and SCDOT Project No. P029554. This Supplementary NOI Document and the NOI published in the Federal Register on October 7, 2021 should be read together with regard to any comments or questions submitted within the 30-day comment period. The Federal Highway Administration (FHWA), NCDOT, and SCDOT request all likely affected and interested parties, including State, Tribal, and local government agencies, and the general public, to review this Supplementary NOI document with the NOI and to provide information and comments to assist in the identification of potential alternatives, information, and analyses relevant to the proposed action. Examples of information relevant to the proposed action include known human and natural environment features within the project study area, potential additional project alternatives for consideration, potential environmental impacts and analyses, and anticipated significant issues as a result of the proposed action. All comments submitted will be considered by the lead and cooperating

agencies in developing the Draft EIS. Instructions for submitting comments are on the last page of this document. Comments must be received 30 days after publication of the NOI in the Federal Register.

I. PURPOSE AND NEED

The primary purposes of the project are to improve mobility and connectivity of the transportation network for traffic moving in and through the project area.

- Mobility refers to the movement of people or goods. Potential measures of performance for evaluating an improvement in mobility in the project area are travel time, travel speed and level of service (LOS). LOS is a quality measure describing operational conditions within a traffic stream, generally in terms of such service measures as speed and travel time, freedom to maneuver, traffic interruptions, and comfort and convenience. There are six levels of service, A (highest) through F (lowest). SCDOT has established the LOS goal of C for their state roads while NCDOT has established the target goal of LOS D for system level planning analysis.
- Connectivity refers to the density of connections in road networks and the directness of links. Potential measures of performance for evaluating improvements in connectivity are reduced travel times and enhanced route options for travelers, service providers, and the transport of goods.

Needs to be addressed by the proposed project include:

- **Inadequate Traffic Carrying Capacity**

Many intersections and roadway segments in the study area are expected to either approach or exceed the roadway capacity limits in 2045, leading to a decrease in the overall quality of roadway performance for both local and regional traffic. The population within Horry and Brunswick counties has steadily increased, and is expected to continue to increase, along with the number of tourists to the area.

- **Incongruent Demands for Regional and Local Service on Existing Roadways**

Growth in population, tourism, and supporting services has resulted in an increase in mixed-purpose traffic on area roads. Large local roadways like US 17 are serving both short local trips that require accessing other arterials and local roadways via signals and longer extra-regional trips better served by less interrupted travel.

The proposed project will improve mobility on existing roadways, benefiting both local and through traffic. This project will provide a more direct route for tourist and coastal truck traffic travelling through the area. As a result, transportation routes would be able to convey both regional through trips and shorter local trips more efficiently. The proposed project will also provide additional capacity, improving level of service and mobility, on area roadways.

Potential additional, or secondary, benefits of the proposed project may include:

- Potential to reduce the number and severity of vehicle crashes by providing an alternate route to travelers. Separating through traffic from the local traffic that is using the existing roadways to access schools, shopping and services, and residential areas will likely enhance safety.
- Potential to support more efficient clearance times during emergency evacuations by providing additional capacity and improving mobility in the project area.

Public involvement related to the project purpose and need has occurred. A project newsletter requesting input on the project's draft purpose and need statement was distributed to property owners and residents in the project study area in December 2018. Overall, commenters were supportive of the project and believe there is too much traffic, particularly in the summer and during evening rush hour.

The National Environmental Policy Act (NEPA)/Section 404 Merger Team (Merger Team) concurred on the purpose and need for the proposed project at their March 19, 2019 Concurrence Point 1 meeting (see additional discussion in Section V below).

II. PRELIMINARY ALTERNATIVES

Alternatives considered for the proposed project include the No-Build Alternative, the Transportation Systems Management (TSM) Alternative, the Travel Demand Management (TDM) Alternative, the Mass Transit Alternative, and the build alternatives. The Merger Team decided the TSM, TDM, and Mass Transit alternatives did not fully meet the primary purposes of and transportation needs for the proposed project and recommended eliminating these from detailed study.

Nine Preliminary Corridor Concepts (i.e., build alternatives) were established using geographic information systems (GIS) software from Environmental Systems Research Institute (ESRI) to develop a "least-cost" model for the study area (see Figure 1 in Appendix A). The least-cost modeling process utilizes GIS software to analyze natural and human environmental features, weighted for constraint factors, and generates potential alignments between termini that would result in corridors with the least overall impacts (or environmental cost). After the model was run for all routes, centerlines were developed to reflect best path alignments using the modeled corridor, roadway design criteria and constructability considerations, aerial photography, and environmental features mapping. The centerlines were buffered, and the nine Preliminary Corridor Concepts were generated using 1,000-foot-wide corridors.

The alternatives, including the nine Preliminary Corridor Concepts (Corridor Concept 1 through Corridor Concept 9) for the Carolina Bays Parkway Extension were presented to the NEPA/Section 404 Merger Team during meetings held in September 2019 and May 2020 (see additional discussion in Section V below). These Preliminary Corridor Concepts are shown on Figure 2A (see Appendix A). The alternatives were also presented to the general public at two open house public meetings held in December 2019 (see additional discussion in Section V).

Following the public meetings, the Town of Sunset Beach suggested a concept that would extend Corridor Concept 1 inland and parallel to US 17 from Pea Landing Road northwest to US 17 north of Shallotte. The resultant alignment creates alternates to each of build Corridor Concepts 1 and 4 that are identified as Corridor Concepts 1A and 4A. As such, a total of 11 Preliminary Corridor Concepts were developed for the proposed project and evaluated by the Merger Team. It should be noted that the portion of Corridor Concepts 1A and 4A from Hickman Road to US 17 in North Carolina (i.e., the portion developed in response to the comments from the Town of Sunset Beach) was developed outside of the modeling process described above.

Each of the Preliminary Corridor Concepts begin at the existing Carolina Bays Parkway/SC 9 interchange in South Carolina and end at the US 17 Shallotte Bypass in North Carolina. The location of the tie-in to existing US 17 varies by concept. A description of each Preliminary Corridor Concept is provided below:

Preliminary Corridor Concept 1

Corridor Concept 1 (Figure 2B in Appendix A) extends to the east from the SC 9 interchange before turning north to cross Highway 57 (Wampee Road/S-57) near its intersection with Little River Road (S-

111). The new location alignment runs generally north of and parallel to Highway 57 for approximately 2.3 miles to the North Carolina state line. In North Carolina, Concept 1 continues east on new location and turns north to parallel Ash-Little River Road for approximately 2.2 miles, crossing this facility at three locations before again turning east. The new location route runs southeast for approximately 5.2 miles, crossing Gwynn Road and Pea Landing Road before tying into existing-location US 17 at NC 904.

Corridor Concept 1 was presented to the Merger Team at the September 30, 2019 Alternatives Screening Meeting. Input from the team at that meeting resulted in a revision to the Corridor Concept 1 alignment in the vicinity of NC 904. The revision reduced impacts to several natural and human environment features, including wetlands and single-family residences. The revised Corridor Concept 1 alignment was shown at the December 2019 public meetings.

Corridor Concept 1 is the highest ranked alternative based on public input and is endorsed by the Towns of Shallotte and Carolina Shores. When compared to other corridor concepts, Concept 1 has among the lowest impacts to wetlands, ponds, 100-year floodplain, residential and commercial structures, cemeteries, and golf courses. Corridor Concept 1 was selected to be studied in detail following the public meetings and the subsequent recommendation by the Merger Team.

Preliminary Corridor Concept 1A

Corridor Concept 1A (Figure 2C in Appendix A) follows the same alignment as Concept 1 from the SC 9 interchange to Pea Landing Road. From here, Corridor Concept 1A turns to the east and crosses NC 904 near the Russtown Road intersection. The route then continues on new location to the east, generally north of and parallel to Old Shallotte Road. Corridor Concept 1A then crosses McMilly Road before turning slightly to the northeast and tying into the existing US 17 Shallotte Bypass just east of NC 130.

Corridor Concept 1A was developed after the December 2019 public meetings based on public comments, as well as an alternative corridor concept submitted by the Town of Sunset Beach. The Town's corridor concept extended Concept 1 inland and parallel to US 17 from Pea Landing Road to US 17 north of Shallotte. The Town of Calabash also supported developing an alternative similar to the concept submitted by the Town of Sunset Beach. In response to the public feedback on the preliminary corridor concepts, three options to extend Concept 1 inland and parallel to US 17 were evaluated. These options included:

- An option similar to the Town of Sunset Beach's suggested concept, but instead of continuing the corridor beyond NC 130 to US 17 north of Shallotte as recommended by the Town, which would add several miles to the project and essentially create a bypass of the US 17 Shallotte Bypass, the studied option terminated at an interchange with NC 130. While this option reduced overall impacts, it was not selected because of potential traffic and access conflicts at South Brunswick High School.
- An option that generally followed Old Shallotte Road from NC 904 to US 17. While this option reduced impacts in several categories, it was not selected because it resulted in substantial impacts to High Quality Waters and single family residential structures and would create access issues for some farms.
- A new location option as described above from NC 904 to the US 17 Shallotte Bypass developed using GIS modeling methodology. This option reduces impacts to most human and natural environment categories over Concept 1 and was added to the preliminary alternatives as Concept 1A.

Corridor Concept 1A further reduces impacts to several environmental features in comparison to Concept 1, including streams, High Quality Waters, 100-year floodplain, floodway, commercial

structures, cemeteries, and golf courses. Although Corridor Concept 1A was not shown at the December 2019 public meetings, it was recommended by the Merger Team for further study and selected to be studied in detail in the Environmental Impact Statement.

Preliminary Corridor Concept 2

Corridor Concept 2 (Figure 2D in Appendix A) follows the same alignment as Concept 1 from the SC 9 interchange to the North Carolina state line. In North Carolina, the new location alignment includes a new interchange with Ash Little River Road and travels another 1.3 miles on new location before tying into Hickman Road near its intersection with Shingletree Road. Concept 2 follows Hickman Road and US 17 along existing location for the remainder of its length (approximately 11.9 miles).

Corridor Concept 2 was presented to the Merger Team at the September 30, 2019 Alternatives Screening Meeting and shown at the December 2019 public meetings.

Corridor Concept 2 ranks sixth out of the nine concepts based on public input and is endorsed by the Town of Shallotte. In comparison to other Corridors, Concept 2 would result in lower impacts to wetlands, moderate impacts to streams, and higher impacts to 100-year floodplain. With the exception of churches, Concept 2 would have low to moderate impacts to the human environment.

The Merger Team recommended carrying forward Concept 2 for detailed study and Concept 2 has been selected for detailed study in the Environmental Impact Statement.

Preliminary Corridor Concept 3

Corridor Concept 3 (Figure 2E in Appendix A) would use the same alignment as Concepts 1 and 2 through South Carolina. As it crosses the North Carolina state line, the new location alignment immediately ties into Hickman Road and follows both this route and US 17 on existing location for the remainder of its length (approximately 14.0 miles).

Corridor Concept 3 was presented to the Merger Team at the September 30, 2019 Alternatives Screening Meeting and shown at the December 2019 public meetings.

In comparison to other corridors, Concept 3 would result in lower wetland impacts, moderate stream impacts, and moderate to high impacts on the human environment. Based on public input Corridor Concept 3 ranks seventh out of the nine concepts shown at the public meetings. There is little variation in the alignment between Concept 3 and Concept 2. Concepts 2 and 3 present similar wetland and stream impacts; however, Concept 3 would have greater impacts to the human environment.

The Merger Team recommended eliminating Concept 3 from further study and Concept 3 will not be studied further in the Environmental Impact Statement.

Preliminary Corridor Concept 4

In comparison to Concepts 1, 2, and 3, Corridor Concept 4 (Figure 2F in Appendix A) would follow a more southerly new location alignment from the SC 9 interchange before intersecting Little River Road at a proposed interchange. The route would then curve back to the north and provide a new interchange at Hickman Road, just east of the North Carolina state line. From here, Concept 4 would follow the same alignment as Concept 1 through the remainder of North Carolina.

Corridor Concept 4 was presented to the Merger Team at the September 30, 2019 Alternatives Screening Meeting. Input from the team at that meeting resulted in a revision to the Corridor Concept 4 alignment in the vicinity of NC 904. The revision reduced impacts to several human and natural environment features, including wetlands and single-family residences. The revised Corridor Concept 4 alignment was shown at the December 2019 public meetings.

Corridor Concept 4 is the second highest ranked alternative based on public input and is endorsed by the Town of Carolina Shores. When compared to other corridor concepts, Concept 4 has higher impact to wetlands and streams, though lower impact to 100-year floodplain. With the exception of cemeteries, human environment impacts are lower than most alternatives.

The Merger Team recommended carrying forward Concept 4 for detailed study and it has been selected for further study in the Environmental Impact Statement.

Preliminary Corridor Concept 4A

Corridor Concept 4 follows the same route in North Carolina as Concept 1. Option A, discussed as part of Concept 1, was also applied to Concept 4. Corridor Concept 4A, which extends Concept 4 on new location from NC 904 to US 17 Shallotte Bypass (see Figure 2G in Appendix A), is added to the preliminary alternatives.

While wetland impacts remain higher when compared to other corridor concepts, Concept 4A results in decreased impacts in several other categories including streams, High Quality Waters, 100-year floodplain, floodway, commercial structures, cemeteries, and golf courses. Concepts 4 and 4A would provide an alternate option to the alignment followed by Concept 1 in South Carolina.

Although Corridor Concept 4A was not shown at the December 2019 public meetings, it was recommended to be carried forward for further study by the Merger Team and is selected to be studied in detail in the Environmental Impact Statement.

Preliminary Corridor Concept 5

Corridor Concept 5 (Figure 2H in Appendix A) follows the same alignment as Concept 4 from the SC 9 interchange to the North Carolina state line. Concept 5 also includes a new interchange at Hickman Road before turning east to cross Ash Little River Road and continuing approximately 1.3 mile on new location before tying into existing Hickman Road in the same location as Concept 2. From here it would use existing location Hickman Road and US 17 for the remainder of its length (approximately 11.9 miles).

Corridor Concept 5 was presented to the Merger Team at the September 30, 2019 Alternatives Screening Meeting and shown at the December 2019 public meetings.

When compared to other corridor concepts, Concept 5 would result in higher wetland, church and cemetery impacts. Impacts to other human and natural environment features would be generally moderate; however, impacts to single family residential structures would be low. Corridor Concept 5 ranks eighth out of the nine preliminary concepts based on public input.

The Merger Team recommended eliminating Concept 5 from further study and it will not be studied further in the Environmental Impact Statement.

Preliminary Corridor Concept 6

Corridor Concept 6 (Figure 2I in Appendix A) follows the same new location alignment as Concepts 4 and 5 through South Carolina. In North Carolina, the proposed alignment would tie immediately to Hickman Road in the same location as Concept 3 and follow existing location Hickman Road and US 17 for approximately 14.0 miles.

Corridor Concept 6 was presented to the Merger Team at the September 30, 2019 Alternatives Screening Meeting and shown at the December 2019 public meetings.

When compared to other corridor concepts, Concept 6 would result in higher impacts to wetlands, streams, churches, cemeteries, and golf courses, and moderate impacts in most other categories.

Corridor Concept 6 is endorsed by the Town of Calabash; however, it is the least preferred of the nine alternatives based on public input.

The Merger Team recommended eliminating Concept 6 from further study and it will not be studied further in the Environmental Impact Statement.

Preliminary Corridor Concept 7

Corridor Concept 7 (Figure 2J in Appendix A) uses the same alignment as Concepts 4, 5, and 6 from the SC 9 interchange to the proposed Little River Road interchange. Concept 7 continues to the northeast on new location, though follows a more southerly route into North Carolina than Concepts 1-6. Concept 7 is the only option to cross McLamb Road in North Carolina and includes a proposed interchange at Calabash Road. The alignment would then continue northeast, crossing Shingletree Road and tying into existing US 17 near its intersection with Hickman Road. The concept would use existing location US 17 for the remainder of its length (approximately 10.2 miles).

Corridor Concept 7 was presented to the Merger Team at the September 30, 2019 Alternatives Screening Meeting and shown at the December 2019 public meetings.

Corridor Concept 7 ranks fifth out of the nine concepts based on public input. When compared to other concepts, Corridor Concept 7 would have moderate impacts to single family residential structures and lower impacts to churches and commercial/industrial structures, but higher impacts to apartments/condominiums, approved/planned residential developments, and golf courses. Concept 7 would have lower stream impacts and higher impacts to wetlands.

The Merger Team recommended carrying forward Concept 7 for detailed study and it will be studied in detail in the Environmental Impact Statement.

Preliminary Corridor Concept 8

Corridor Concept 8 (Figure 2K in Appendix A) follows the southernmost alignment from the SC 9 interchange, running on new location to the northeast with proposed interchanges at Little River Road and Mineola Avenue in South Carolina. The alignment curves to the northeast at Mineola Avenue, traversing on new location across the North Carolina state line and tying into existing US 17 just north of its intersection with Calabash Road. Concept 8 uses existing US 17 for the remainder of its length, or approximately 12.6 miles.

Corridor Concept 8 was presented to the Merger Team at the September 30, 2019 Alternatives Screening Meeting and shown at the December 2019 public meetings.

When compared to other concepts, Corridor Concept 8 would result in high impacts to streams and single and multi-family residential structures, and moderate impacts in most other categories. This concept would also impact approximately 3.4 acres in an area designated Essential Fish Habitat. Corridor Concept 8 ranks fourth out of the nine concepts based on public input.

During the May 2020 Concurrence Point 2 Meeting, NCDOT and SCDOT initially recommended eliminating Corridor Concept 8 from detailed study. The US Army Corps of Engineers, National Marine Fisheries Service, US Fish and Wildlife Service, and NC Division of Water Resources supported the initial recommendation to eliminate Corridor Concept 8 from detailed study. In subsequent discussion, NCDOT Community Studies suggested Corridor Concept 8, or a variation, may provide potential opportunity to reduce impacts to the human environment as well as provide a more southerly route to consider in the range of alternatives. As such, NCDOT requested to add this option to the concepts that

will be carried forward for detailed study, and the Merger Team concurred after considering the subsequent recommendation from NCDOT.

The Merger Team recommended carrying forward Concept 8 for detailed study and it will be studied further in the Environmental Impact Statement.

Preliminary Corridor Concept 9

Like Concept 8, Concept 9 (Figure 2L in Appendix A) follows the southernmost alignment from the SC 9 interchange, running to the northeast to cross Little River Road and Mineola Avenue, with proposed interchanges at both of these routes. To the east of Mineola Avenue, the alignment curves to the southeast to tie in with existing US 17 just south of the North Carolina state line. From here, Concept 9 follows US 17 for the remainder of its length (approximately 14.2 miles) through South Carolina and North Carolina to the project terminus.

Corridor Concept 9 was presented to the Merger Team at the September 30, 2019 Alternatives Screening Meeting and shown at the December 2019 public meetings.

Concept 9 would result in the highest impacts to several resources, including streams, ponds, 100-year floodplain, single and multi-family residential and commercial/industrial structures, and public parks. This concept would also impact approximately 39 acres in an area designated Essential Fish Habitat. Corridor Concept 9 ranks third out of the nine concepts based on public input.

The Merger Team recommended eliminating Concept 9 from further study and no additional study is proposed for the Environmental Impact Statement.

Detailed Study Alternative Selection

The NEPA/Section 404 Merger Team recommended carrying forward seven of the Preliminary Corridor Concepts, now identified as Detailed Study Alternatives, for detailed evaluation in the Draft EIS at their May 4, 2020 Concurrence Point 2 meeting (see additional discussion in Section V below). All of the Detailed Study Alternatives meet the primary purposes of the project and would address the transportation needs in the study area. The Detailed Study Alternatives selected for further analysis include Preliminary Corridor Concepts 1, 1A, 2, 4, 4A, 7, and 8. These Detailed Study Alternatives are shown on Figure 3 (see Appendix A).

In selecting the Detailed Study Alternatives, the Merger Team considered recommendations made by federal and state environmental regulatory and resource agencies, as well as comments received from the two open house public meetings held in December 2019.

III. ANTICIPATED IMPACTS

Table 1 identifies nearby resources and potential environmental effects for the 11 Preliminary Corridor Concepts. As discussed in Section II, the impacts are based on best available GIS data and were determined using a 400-foot-wide corridor, generally 200 feet on either side of the alternative centerline.

The seven remaining Detailed Study Alternatives will be further refined as more comprehensive information is obtained through detailed field studies, environmental analysis, and further roadway design. Information gathered from these field studies and technical analyses will be reviewed in the context of proposed roadway designs for each Detailed Study Alternative to provide a more comprehensive review of project effects. These findings will be presented in the Draft EIS, which is

currently anticipated for completion in early 2022 (see Section VII for additional project schedule details).

Table 1. Preliminary Corridor Concepts – Potential Environmental Effects

						Corridor Concept																	
		1	1A		2		3		4		4A		5		6		7		8		9		
Impact Category ^{1,2}	Measure	Total		Total		Total		Total		Total		Total		Total		Total		Total		Total		Total	
		SC	NC	SC	NC	SC	NC	SC	NC	SC	NC	SC	NC	SC	NC	SC	NC	SC	NC	SC	NC	SC	NC
Length (L-line)	Miles	21.49		20.80		19.77		19.63		21.37		20.68		19.64		19.38		19.04		19.36		20.18	
		5.33	16.16	5.33	15.47	5.33	14.44	5.34	14.29	5.19	16.18	5.19	15.49	5.19	14.45	5.19	14.19	5.14	13.90	5.73	13.63	6.49	13.69
Proposed Interchanges	No.	9		6		9		9		9		6		9		9		8		9		10	
		2	7	2	4	2	7	2	7	2	7	2	4	2	7	2	7	2	6	3	6	4	6
Natural Resource Impacts																							
Modeled Wetlands	Acres	249.78		244.19		238.08		233.75		314.83		309.25		304.73		299.67		291.88		270.35		291.03	
		107.05	142.73	107.05	137.14	107.03	131.05	107.32	126.43	176.79	138.04	176.79	132.46	176.77	127.96	176.77	122.90	169.96	121.92	158.83	111.52	183.45	107.58
NWI / NC CREWS Wetlands	Acres	224.59		262.98		248.08		236.95		216.73		255.12		240.58		232.12		245.16		253.18		282.63	
		36.32	188.27	36.32	226.66	36.31	211.77	36.96	199.99	34.80	181.93	34.80	220.32	34.79	205.79	34.79	197.33	27.72	217.44	42.83	210.35	79.15	203.48
Streams	Linear Feet / (Crossings) ³	25,845 (23)		14,805		20,824 (15)		20,906 (15)		26,935 (24)		15,895 (19)		21,609 (16)		22,089 (16)		18,919 (16)		25,221 (19)		30,369 (20)	
		2,575 (4)	23,270 (19)	2,574 (4)	12,231 (14)	2,574 (4)	18,250 (11)	2,474 (4)	18,432 (11)	3,664 (5)	23,270 (19)	3,664 (5)	12,231 (14)	3,664 (5)	17,946 (11)	3,656 (5)	18,432 (11)	3,084 (5)	15,834 (11)	5,948 (7)	19,273 (12)	7,664 (7)	22,705 (13)
Ponds	Acres	18.15		18.04		21.80		22.69		16.27		16.16		20.04		20.18		21.99		20.65		30.84	
		7.19	10.96	7.19	10.85	7.15	14.65	7.20	15.49	5.17	11.10	5.17	10.99	5.17	14.87	5.17	15.01	6.16	15.83	6.52	14.13	16.10	14.74
HQW	Linear Feet	926		533		925		925		926		533		925		925		925		925		925	
			926		533		925		925		926		533		925		925		925		925		925
Designated Shellfish Harvest Area ⁴	Acres	0		0		0		0		0		0		0		0		0		0		0.08	
																						0.08	
Essential Fish Habitat ⁵	Acres	0		0		0		0		0		0		0		0		0		3.43		38.80	
																					3.43	26.55	12.25
SC Critical Area	Acres	0		0		0		0		0		0		0		0		0		0		76.15	
																						76.15	
Known Federally Protected Species ⁶	Study Area Occurrence	0		0		0		0		0		0		0		0		0		0		0	
100-Year Floodplain	Acres	112.40		51.94		213.95		204.22		112.40		51.94		198.69		202.21		202.52		180.05		214.13	
			112.40		51.94		213.95		204.22		112.40		51.94		198.69		202.21		202.52		180.05	31.40	182.73
Floodway	Acres	2.46		1.10		2.46		2.46		2.46		1.10		2.46		2.46		2.46		2.46		2.46	
			2.46		1.10		2.46		2.46		2.46		1.10		2.46		2.46		2.46		2.46		2.46
Human Environment Impacts																							
Residential – Single Family / Mobile Home	No. Structures	145		161		179		225		91		107		126		169		151		246		287	
		64	81	64	97	63	116	63	162	9	82	9	98	9	117	9	160	9	142	41	205	54	233
Residential – Apartment / Condominium ⁷	No. Structures	4		4		4		4		4		4		4		4		13		15		31	
			4		4		4		4		4		4		4		4		13		15		31
Commercial / Industrial ⁸	No. Structures	111		45		117		121		110		44		116		114		107		118		140	
		29	82	29	16	29	88	29	92	24	86	24	20	24	92	24	90	24	83	24	94	44	96
Approved / Planned Residential Dev.	Acres	32.95		36.80		22.71		36.11		43.29		47.13		38.77		42.67		91.80		48.42		65.42	
		8.86	24.09	8.86	27.94	8.86	13.85	8.86	27.25	16.25	27.04	16.25	30.89	16.24	22.53	14.08	28.59	19.85	71.95	25.57	22.85	49.34	16.08

						Corridor Concept																	
		1		1A		2		3		4		4A		5		6		7		8		9	
Impact Category ^{1,2}	Measure	Total		Total		Total		Total		Total		Total		Total		Total		Total		Total		Total	
		SC	NC	SC	NC	SC	NC	SC	NC	SC	NC	SC	NC	SC	NC	SC	NC	SC	NC	SC	NC	SC	NC
Public Park	Acres	0.57		0		0.57		0.57		0.57		0		0.57		0.57		0.57		0.57		1.68	
			0.57				0.57		0.57		0.57				0.57		0.57		0.57		0.57	1.11	0.57
Church	No. Properties	4		4		9		11		1		1		6		8		3		4		4	
		3	1	3	1	3	6	3	8		1		1		6		8		3		4		4
Cemetery ⁹	Boundary	2		1		2		5		5		4		5		7		3		4		4	
			2		1		2	1	4	3	3	3	2	3	3	3	4	1	2	1	3	1	3
EMS / Fire Station	No. Structures	0		1		0		0		0		1		0		0		0		0		0	
					1							1											
Golf Course ¹⁰	Acres (No. Courses)	16.13 (1)		0		28.80 (2)		47.45 (4)		16.13 (1)		0		28.80 (2)		45.98 (4)		65.48 (4)		19.28 (2)		34.55 (4)	
			16.13 (1)				28.80 (2)		47.45 (4)		16.13 (1)				28.80 (2)		45.98 (4)	7.56 (1)	57.93 (4)		19.28 (2)	3.13 (1)	31.42 (4)
Library	No. Structures	0		0		0		1		0		0		0		1		0		0		0	
									1							1							
Physical Environment Impacts																							
Hazardous Waste Site - RCRA	No. Sites	2		1		2		2		2		1		2		2		2		3		3	
		1	1	1		1	1	1	1	1	1	1		1	1	1	1	1	1	1	2	1	2
Registered USTs	No. Sites	6		6		6		6		6		6		6		6		6		6		7	
		3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	4	3
Communication Tower	No. Structures	2		2		2		2		2		2		2		2		1		1		1	
			2		2		2		2		2		2		2		2		1		1		1
Electrical Substation	No. Sites	1		1		2		2		0		0		1		1		0		0		0	
		1		1		1	1	1	1						1		1						
Water Tower	No. Structures	1		1		1		1		0		0		0		0		0		0		0	
		1		1		1		1															
Wastewater Treatment Plant	No. Sites	1		1		1		1		0		0		0		0		0		0		0	
		1		1		1		1															
NPDES Stormwater Permit	No. Sites	1		0		1		1		1		0		1		1		1		1		1	
			1				1		1		1				1		1		1		1		1

¹ Impacts based on 400-foot impact boundary (generally 200 feet each side of alternative centerline).

² Potential impacts are not anticipated for the following resource categories: Determined Eligible Historic sites/boundaries, NC Natural Heritage Areas, NC Anadromous Fish Spawning Areas, NC Primary Nursery Areas, public water supply wells, 303(d) waters, daycares, private conservation easements, government facilities, hospitals, recreational facilities, or schools.

³ Number of L-line crossings.

⁴ Harvest Areas classification of Prohibited located within the study area.

⁵ Essential Fish Habitat for Snapper, Grouper located within the study area.

⁶ NC: American Alligator (T); SC: Spotted Turtle and Wood Stork are found within 3-miles of the study area and may occur within the study area where suitable habitat exists. SCDNR recommends surveys to rule out presence of species before proceeding with construction at the determined project location.

⁷ Structure count only – apartment and condominium buildings within the same complex are counted individually.

⁸ Structure count only - multiple businesses may be located within a structure.

⁹ Cemetery spans the NC/SC border for Concepts 4, 4A and 5.

¹⁰ Farmstead Golf Links spans the NC/SC border. Only the NC portion of Farmstead Links is crossed in Concepts 3 and 6. Concept 7 crosses both NC and SC portions of Farmstead Links.

IV. ANTICIPATED PERMITS AND AUTHORIZATIONS

All of the proposed detailed study alternatives would require environmental regulatory permits from the US Army Corps of Engineers (USACE), the NC Division of Water Resources (NCDWR), and the SC Department of Health and Environmental Control (SCDHEC).

- A Section 404 Permit from the USACE is required for any activity occurring in water or wetlands that would discharge dredged or fill material into Waters of the United States and adjacent wetlands. An individual Section 404 permit will be required. The USACE will determine final permit requirements.
- Section 401 Water Quality Certifications from the NCDWR and the SCDHEC are required for activities that may result in discharge to Waters of the United States to certify that the discharge will be conducted in compliance with applicable state water quality standards. The Section 401 Water Quality Certifications will be required prior to issuance of the Section 404 permit.

The proposed project will require a NC Coastal Area Management Act (CAMA) consistency determination from the North Carolina Division of Coastal Management. It will also require a Coastal Zone Consistency Certification from SCDHEC Ocean and Coastal Resource Management in accordance with South Carolina's Coastal Zone Management Plan and Coastal Zone Management Act.

The project will be developed in compliance with Section 7 of the Endangered Species Act of 1973, including consultation with the US Fish and Wildlife Service (USFWS) and/or National Oceanic and Atmospheric Administration (NOAA) Fisheries, as needed, regarding the effects of the proposed project on federally-protected species in the project area.

The project will be developed in compliance with Section 106 of the Historic Preservation Act of 1966, as appropriate. Also compliance with Section 4(f) of the USDOT Act of 1966, as appropriate.

FHWA will authorize the use of federal funds for right-of-way and construction when all requirements, including National Environmental Policy Act (NEPA) compliance, are satisfied.

V. SCOPING PROCESS

Environmental coordination for the proposed project is following NCDOT's NEPA/Section 404 Merger Process, adapted to include South Carolina regulatory and resource agencies as team members. Merger is a process to streamline the project development and permitting activities, agreed to by the USACE, North Carolina Department of Environmental Quality (NCDEQ), FHWA, and NCDOT and supported by other stakeholder agencies and local units of government. To this effect, the Merger Process provides a forum for appropriate agency representatives to discuss and reach consensus on ways to facilitate meeting the regulatory requirements of Section 404 of the Clean Water Act during the NEPA decision-making phase of transportation projects.

The Merger Process allows agency representatives to work more efficiently (quicker and comprehensive evaluation and resolution of issues) by providing a common forum for them to discuss and find ways to comply with key elements of their agency's mission. The Merger Process helps to document how competing agency mandates are balanced during a shared decision-making process, which results in agency representatives reaching a "compromise based decision" to the regulatory and individual agency mandates.

Concurrence Points are defining points in the NEPA/Section 404 Merger Process. Concurrence implies that each project team member and the agency they represent agrees to decisions made at these defining points in the project development process and in doing so pledges to abide by the decision made unless there is a profound changed condition. Concurrence is sequential and must be achieved in the proper order. The Merger Process involves the interagency team meeting to coordinate on seven concurrence points, as follows:

- Concurrence Point (CP) 1 – Purpose and Need and Study Area Defined (*reached on March 19, 2019 – see discussion below*);
- CP 2 – Detailed Study Alternatives (DSA) Carried Forward (*reached on May 4, 2020 – see discussion below*);
- CP 2A – Bridging Decisions and Alignment Review;
- CP 3 – Least Environmentally Damaging Practicable Alternative (LEDPA)/Preferred Alternative Selection;
- CP 4A – Avoidance and Minimization;
- CP 4B – 30 Percent Hydraulic Review; and
- CP 4C – Permit Drawings Review.

Project Coordination Activities to Date

Coordination on the proposed project with federal, state, and local regulatory and resource agencies, as well as the general public, began in late 2016 and has continued through the USACE issuance of the original NOI to complete a Draft EIS in the Federal Register on July 6, 2017, the rescission of that NOI, and through the current issuance of FHWA's NOI as the lead federal agency. Coordination will continue in compliance with NCDOT's NEPA/Section 404 Merger Process described above. More information on the Merger Process can be accessed at: <https://connect.ncdot.gov/resources/Environmental/EPU/Merger/Pages/default.aspx>.

Following is a chronological list of the project coordination activities to date:

- **December 4, 2016 – Internal Scoping Meeting.** The purpose of the meeting was to commence coordination and information exchange between representatives of the various departments and disciplines at NCDOT and SCDOT that will be involved in project development. Representatives from the Grand Strand Area Transportation Study (GSATS) Metropolitan Planning Organization (MPO) also attended the meeting.
- **February 7, 2017 – Local Official's Informational Meeting.** The purposes of the meeting were to: provide an opportunity for information exchange with local officials that will be used for Carolina Bays Parkway Extension project development; present information on the project background and purpose; and discuss the project status and proposed schedule. Thirty-eight (38) attendees signed in at the meeting, including 22 representatives from local jurisdictions, and five property owners and/or HOA representatives.
- **July 6, 2017 – USACE Publishes Original Notice of Intent in Federal Register** for Preparation of a Draft EIS for the Proposed Carolina Bays Parkway Extension.

- **August 2017 – Project Scoping Letter.** A project scoping letter announcing the start of the proposed Carolina Bays Parkway Extension project development, environmental and engineering studies was mailed out to federal, tribal, state, and local agencies in August 2017. Comments on the project were requested and written responses were received from a total of 16 federal, state, and local agencies.
- **October 19, 2017 – External Scoping Meeting.** The purpose of the meeting was to gather information for use in Carolina Bays Parkway Extension project development. Meeting attendees were provided a handout showing project background information and mapping. Representatives from 16 federal, state, and local agencies attended the meeting.
- **July 20, 2018 – Meeting with GSATS MPO Transportation Advisory Committee.** The purpose of the meeting was to provide an update on the current status of the proposed project, including the preliminary study area, project purpose and need, preliminary cost estimates, project schedule, and next steps in project development. Meeting participants also had an opportunity to ask questions and provide feedback to the project team.
- **November 30, 2018 – USACE Rescinds Original Notice of Intent in Federal Register for Preparation of a Draft EIS for the Proposed Carolina Bays Parkway Extension.** After NCDOT decided to use federal funds for the proposed project, USACE issued a Notice in the Federal Register to withdraw the prior Notice of Intent, and to notify the public that it would no longer be the lead federal agency, and would not be issuing a Draft EIS for this project. USACE indicated in the Notice that the project will be federal funded and another lead agency would issue a Notice of Intent to prepare a Draft EIS. FHWA subsequently notified all federal, tribal, state, and local agencies on the NEPA/Section 404 Merger Team, as well as the general public, that it is the lead federal agency.
- **December 2018 – First Carolina Bays Parkway Extension Project Newsletter.** The first Carolina Bays Parkway Extension project newsletter was mailed to citizens and other stakeholders within the project area in December 2018. The purpose of the first newsletter was to introduce the local community to the project and provide general information about the planning process, as well as to request community input on the project’s draft purpose and need and area transportation needs.
- **March 19, 2019 – NEPA/Section 404 Merger Team CP 1 (Purpose and Need and Study Area Defined) Meeting.** The purpose of the meeting was to review information about the project’s purpose and need and preliminary study area. Following discussion, the Merger Team concurred on CP 1.
- **September 30, 2019 – NEPA/Section 404 Merger Team Alternatives Screening Meeting.** The Alternatives Screening meeting is an interim step between CP 1 and CP 2. The purpose of the meeting was to review Preliminary Corridor Concepts for the proposed Carolina Bays Parkway Extension and determine which alternatives and concepts should be presented at the upcoming public meetings for the project. Following detailed discussion of the potential impacts, the Merger Team agreed that all nine corridor concepts as presented at the Alternatives Screening meeting satisfied the primary purposes of the project and should be presented for public review and input at the public meetings.

- **November 15, 2019 – Meeting with GSATS MPO Policy Committee.** The purpose of the meeting was to provide the local elected officials serving on the Policy Committee an opportunity to review project-related information, including the preliminary cost estimates, the project purpose and need, the corridor concepts development process, the nine Preliminary Corridor Concepts, the potential environmental effects, and the overall project development status and next steps, prior to the public meetings. Meeting participants also had an opportunity to ask questions, provide comments, and discuss various aspects of the proposed project with the project team.
- **December 2, 2019 – Meeting with South Brunswick County Mayors.** The purpose of the meeting was to provide local elected officials outside the GSATS MPO area an opportunity to review project-related information, including figures showing the nine Preliminary Corridor Concepts, a table showing the potential environmental effects, preliminary cost estimates, and the overall project development status, prior to the public meetings. Meeting participants also had an opportunity to ask questions, provide comments, and discuss various aspects of the proposed project with the project team.
- **December 3 and 4, 2019 – Open House Public Meetings.** Open house public meetings were held on December 3, 2019 in Sunset Beach, North Carolina and on December 4, 2019 in Little River, South Carolina. Citizens received notification about the public meetings through the mail via postcards sent to project area residents, as well as through legal ads posted in local newspapers and online at NCDOT and SCDOT websites. The informal public meetings gave the public the opportunity to view project maps and the nine corridor concepts, review the project schedule and cost estimate, ask questions, provide comments, and discuss various aspects of the project with the project team. An online version of the meetings was hosted through PublicInput.com, which gave users an opportunity to review the same information provided during the meeting, complete a poll to rank the nine corridor concepts in order of preference, and leave comments. A total of 553 individuals signed-in to the North Carolina meeting, and 467 individuals signed-in to the South Carolina meeting.
 - Public Comments: A total of 1,804 public comments on the proposed project were received. The majority of public comments and questions related to corridor concept preferences (768), project impacts (576), and alternative corridor concepts (420). Approximately 628 comments were received in support of an alignment proposed by the Town of Sunset Beach.
 - Approximately 628 comments were received in support of an alignment proposed by the Town of Sunset Beach, which was used to create Preliminary Corridor Concepts 1A and 4A.
 - The results of the poll on PublicInput.com allowing commenters to rank the nine corridor concepts in order of preference indicated that Corridor Concept 1 was the most popular corridor with 1,835 supporters (19.5 percent of respondents), followed by Corridor Concept 4 with 1,551 supporters (16.5 percent), and Corridor Concept 9 with 999 supporters (10.6 percent).
 - The 768 comments received expressing a preference on corridor concepts included comments in support of and opposed to each of the nine concepts presented at the

meeting. However, a majority of these comments were categorized as “Favor Corridor Concept 1” or “Favor Corridor Concept 4”; more commenters expressed their support for these two concepts than all other concepts combined.

- Approximately 576 comments were received regarding the potential impacts various corridor concepts may have to homes, businesses, farmland, cemeteries, and the environment throughout the project study area. A number of these comments related to specific neighborhood concerns (specifically, impacts to the Spring Mill Plantation, Crow Creek, Meadowlands, and Ocean Ridge neighborhoods) and general quality of life concerns in the towns of Calabash and Carolina Shores in North Carolina.
- Approximately 420 comments were received that voiced a need for or suggestions to alternative concepts from the nine presented at the public meetings. While most of these comments simply referred to a general need to reconsider the project study area, many commenters recommended their own alternative designs.
- Additional comments were received related the following issues: concerns about increased traffic and safety (i.e., crash) issues in the project area (74); concerns about increased risk of flooding due to water runoff from the proposed project and the need for additional hurricane evacuation routes (66); comments about the preservation of Indigo Farms (62) and one petition; and requests for more information on the project schedule, cost, and funding (53).
- A total of 51 comments were received that either voiced non-specific opposition to the project or asserted the project is not needed in North Carolina. The primary argument for the latter was that traffic will be bypassing towns in Brunswick County as tourists travel to and from Myrtle Beach, forcing North Carolina citizens to front the expense of the proposed project without benefit to the local economy.
- Local Government Comments: Additional comments received from local governments were in the form of written resolutions and letters, as follows:
 - A resolution submitted by the Town of Sunset Beach voiced their opposition to all nine corridor concepts on the grounds that each would connect with US 17 at NC 904 and run along it for 6.3 miles until it joins the Shallotte Bypass. The Town submitted an alternative corridor concept that would extend Concept 1 inland and parallel to US 17 from Pea Landing Road NW to US 17 north of Shallotte (resulting in Corridor Concepts 1A and 4A).
 - A resolution submitted by the Town of Carolina Shores expressed concern and opposition to any of the corridor concepts that would impact an existing, established neighborhood. Therefore, the Town submitted their support for Corridor Concepts 1 or 4.
 - The Town of Shallotte submitted a letter voicing their support of the project, specifically Corridor Concepts 1 and 2. They also noted a concern about the project’s design at the south end of Main Street, where the Town feels an interchange is necessary for emergency service accessibility.

- A resolution submitted by the Town of Calabash expressed concern that the Parkway will impact a number of businesses and neighborhoods in the project study area regardless of which concept is selected. While the Town formally endorsed Corridor Concept 6, they also recommend the project team explore a tenth alternative similar to the proposal submitted by the Town of Sunset Beach to further minimize impacts to the area's residents.
- **January 31, 2020 – Small Group Meeting with Representatives of Carolina Shores Area Homeowners Associations (HOAs).** The purpose of the meeting was to discuss the project and its current status with HOA representatives from the Town of Carolina Shores and neighboring portions of Brunswick County, as well as the Town's Mayor.
- **May 4, 2020 – NEPA/Section 404 Merger Team CP 2 (Detailed Study Alternatives Carried Forward) Meeting.** The purpose of the meeting was to discuss and reach formal concurrence on the alternatives to carry forward for detailed study in the Draft EIS for the Carolina Bays Parkway Extension project. Following discussion, the Merger Team concurred on CP 2.
- **December 10, 2020 – NCDOT Receives Alternative Inland Concept from Citizens' Group.** NCDOT and SCDOT have reviewed a new concept alternative, Alternative Inland Concept, for the Carolina Bays Parkway Extension Project presented by a citizens' group to NCDOT on December 10, 2020. The Alternative Inland Concept is shown on Figure 4 in Appendix A. It begins in South Carolina at the terminus of the current Carolina Bays Parkway at SC 9. The concept then flows in a northeasterly direction through a portion of the Carolina Bays Parkway Extension study area, roughly parallel and inland of existing US 17. The concept terminates near the existing I-140/US 17 interchange area just west of Leland, North Carolina, approximately 25 miles northeast of the project's proposed northeastern terminus at the US 17 Shallotte Bypass. In order to consider a more consistent comparison of the Alternative Inland Concept to other alignments under review, a 1,000-foot-wide corridor was established for the Alternative Inland Concept.

Within the vicinity of the current Carolina Bays Parkway Extension study area, the Alternative Inland Concept alignment is similar to previously evaluated alignments, including one of the current Detailed Study Alternatives for the project – Alternative 4A. However, the Alternative Inland Concept would provide increased potential to impact community features and environmental resources. The concept would increase impacts to the floodplain associated with the Cawcaw Swamp and would directly impact the residences located off of Russtown Road along Bayfield Lane and Grove Circle Court. The concept would also require controlling access along a portion of NC 130 which would impact access to West Brunswick High School and businesses along that facility. Additionally, extending the project 25 miles to the northeast to terminate at the I-140/US 17 interchange is beyond the scope and financial feasibility of the Carolina Bays Parkway Extension Project as programmed in the current NCDOT State Transportation Improvement Program. Because of those potential additional impacts, it is unlikely that the Alternative Inland Concept (in the vicinity of the Carolina Bays Parkway Extension) would be chosen as the Least Environmentally Damaging Practicable Alternative if compared to the other Detailed Study Alternatives currently under review. As such, NCDOT and SCDOT concluded the Alternative Inland Concept will not be carried forward for detailed study in the Environmental Impact Statement. On March 2, 2021, NCDOT provided a response to the

citizens' group outlining the aforementioned reasons why the Alternative Inland Concept will not be studied in further detail.

In a follow-up meeting on May 12, 2021, the citizens' group presented NCDOT with a revised concept that would alter the northern terminus of the Alternative Inland Concept to tie into a future interchange at US 17 Shallotte Bypass and Smith Avenue (currently proposed under NCDOT Project U-5862). NCDOT and SCDOT prepared a conceptual design as a representation of the revised concept and conducted a detailed review of the proposed alternative's anticipated benefits and impacts based on a 1,000-foot-wide corridor. Figure 5 in Appendix A shows the Conceptual Citizen Option along with the seven Detailed Study Alternatives.

As shown in Figure 5, the Conceptual Citizen Option is only located in the North Carolina section of the proposed project and is a variation of Detailed Study Alternatives 1A and 4A. The option would address the transportation needs in the study area. It would extend the traffic benefits of the Carolina Bays Parkway further to the north, and also would terminate at an advantageous location at the proposed US 17 Shallotte Bypass/Smith Avenue interchange. However, the option would not fully utilize a controlled access portion of the US 17 Shallotte Bypass to the west of the proposed interchange. While there are no major environmental issues that would prevent the Conceptual Citizen Option from being a viable candidate for additional study, the impacts to some natural resources would increase. The impacts to High Quality Water (HQW) with the option would be more than double the impacts of the current highest Detailed Study Alternatives. In addition, depending on whether the Conceptual Citizen Option is paired with Concept 1A or 4A, the wetlands impacts would be as high or substantially higher (approximately 62 acres), respectively, than Concept 4 (i.e., the alternative with the current highest wetlands impacts). The potential increased natural resources impacts make it unlikely that the Conceptual Citizen Option would be chosen as the Least Environmentally Damaging Practicable Alternative if compared to the other Detailed Study Alternatives currently under review. Additionally, the option would likely be the costliest of the alternatives currently under review. As such, NCDOT and SCDOT concluded the Conceptual Citizen Option will not be carried forward for detailed study in the Environmental Impact Statement.

On August 12, 2021, NCDOT mailed a response letter to the citizens' group outlining the aforementioned reasons why the Conceptual Citizen Option will not be studied in further detail. It was also discussed in the response letter that in order to develop this alternative to the same level as the seven current Detailed Study Alternatives, it would result in an approximate nine-month delay in the current project schedule. Since NCDOT and SCDOT are jointly preparing the Environmental Impact Statement, the schedule delay would negatively impact the portion of the Carolina Bays Parkway Extension project in South Carolina. The portion of the project in South Carolina is fully funded and both states are committed to finalizing the Environmental Impact Statement as soon as possible.

A toll-free project information line and project email address were established in 2018 to receive project comments and questions. A project website was also developed in 2018 to make project mapping, newsletters, and other project information available to the public. In addition, the website provides

contact information for the NCDOT and SCDOT project representatives. The website link and project representative contact information was also provided in project newsletters and handouts.

The publication date of this NOI will start a two-year time clock for the agency to reach its final decision on the project (40 CFR § 1501.10(a) and (b)(2)). NCDOT and SCDOT are currently conducting detailed environmental analyses and preparing conceptual roadway design plans for the Detailed Study Alternatives. Following are key milestone dates based on the current project schedule:

- Draft EIS approval and publication – Winter 2021/2022
- Public Hearings – Spring 2022
- CP 3 (LEDPA/Preferred Alternative Selection) – Spring 2022
- Final EIS approval and publication – Summer 2023
- Record of Decision (ROD) approval and publication – Fall 2023
- Section 404 Permit issued – Fall 2023

NCDOT and SCDOT have developed a permitting timetable that includes a schedule of decision-making milestones and EIS documentation that has been shared with Merger Team representatives. The permitting timetable for the project is discussed in Section VII.

VI. REQUEST FOR INPUT AND CONTACT INFORMATION

For further information contact the following:

- Mr. Clarence W. Coleman, P.E., Director of Preconstruction, Federal Highway Administration, 310 New Bern Avenue, Suite 410, Raleigh, North Carolina 27601-1418, Telephone: (919) 747-7014; or
- Mr. D. Chad Kimes, P.E., North Carolina Department of Transportation, Division 3 Engineer, 5501 Barbados Boulevard, Castle Hayne, North Carolina 28429, Telephone: (910) 675-0143.

In addition, questions or comments may be submitted by email: Carolina-Bays-Pkwy@publicinput.com or by calling 855-925-2801 and entering project code 7734 when prompted.

VII. PERMITTING TIMETABLE

This section includes FHWA's Environmental Impact Statement Permitting Timetable for the proposed Carolina Bays Parkway Extension. The permitting timetable provides a listing of the major federal and state actions (e.g., EIS approval, permit approval, agency consultation, etc.) associated with the development of the proposed project, along with the responsible agency and milestone activities/target dates for each action. This information is also included on the Federal government's *Permitting Dashboard for Federal Infrastructure Projects*. The Permitting Dashboard is an online tool for Federal agencies, project developers, and interested members of the public to track the Federal government's environmental review and authorization processes for large or complex infrastructure projects, part of a government-wide effort to improve coordination, transparency, and accountability.

Federal Lead Agency/Action:

**FHWA/Environmental Impact Statement
(Responsible Agency – FHWA)**

Milestone	Target Date
Issuance of Notice of Intent (NOI) to prepare an Environmental Impact Statement (EIS): Date the NOI is published in the Federal Register (FR)	10/15/21
Scoping Date: End of public comment period for NOI	11/16/21
Official Notice of Availability (NOA) of a Draft EIS published in the FR beginning both the public comment period and concurrent CAA Section 309 Review	2/4/22
Official Notice of Availability of a Final EIS published in the FR beginning both the public review period and concurrent CAA Section 309 Review	8/10/23
Issuance of Record of Decision or combined Final EIS/Record of Decision	9/10/23

**State or Sponsor Section 106 Review
(Responsible Agency – FHWA)**

Milestone	Target Date
Consultation initiated with SHPO/THPO	10/18/21
Section 106 Consultation Concluded	5/26/23

Cooperating Agency/Action:

**U.S. Army Corps of Engineers/Section 404 Clean Water Act and Section 10 Rivers and Harbors Act,
Individual Permit
(Responsible Agencies – USACE, Wilmington District and USACE, Charleston District)**

Milestone	Target Date
Joint Application Received	6/20/23
Complete Application Received	7/11/23
Publication of Public Notice	8/10/23
Permit Decision Rendered	11/10/23

**U.S. Fish and Wildlife Service/Fish and Wildlife Coordination Act Review (Part of Section 404 CWA)
(Responsible Agency – USFWS)**

Milestone	Target Date
Action Agency requests consultation regarding conservation of fish and wildlife resources	3/1/23
Fish and Wildlife Coordination Act review concluded	5/26/23

**National Marine Fisheries Service/Section 7 Endangered Species Act Consultation
(Responsible Agency – NOAA (NMFS))**

Milestone	Target Date
Request for ESA Consultation Received	8/14/22
Consultation Package Deemed Complete (Formal Consultation)	9/13/22
Conclusion of ESA Consultation	5/26/23

**U.S. Fish and Wildlife Service/Section 7 Endangered Species Act Consultation
(Responsible Agency – USFWS)**

Milestone	Target Date
Request for ESA Consultation Received	8/14/22
Consultation Package Deemed Complete (Formal Consultation)	9/13/22
Conclusion of ESA Consultation	5/26/23

**National Marine Fisheries Service/Essential Fish Habitat (EFH) Consultation
(Responsible Agency – NOAA (NMFS))**

Milestone	Target Date
Lead Agency Requests EFH Consultation by submitting an EFH Assessment	12/15/21
NOAA Determines the EFH Assessment is complete and Initiates consultation	1/15/22
NOAA Issues a Response to the EFH Consultation Request	5/26/23

**U.S Fish and Wildlife Service/Bald and Golden Eagle Protection Act Permit
(Responsible Agency – USFWS)**

Milestone	Target Date
Initial Application Received	12/15/21
Completed Application Received	1/15/22
Issuance of decision for permit/approval	5/26/23

**State, Local, Other Non- Federal Agency/Dependent Action – CWA Section 401 WQC
(Responsible Agency – North Carolina Department of Environmental Quality–Division of Water Resources)**

Milestone	Target Date
Initial Application Received	3/1/23
Completed Application Received	3/22/23
Issuance of decision for Permit/Approval	5/26/23