



DETAILED STUDY ALTERNATIVES CARRIED FORWARD REVISITED

Proposed 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 No. R-5876
SCDOT STIP Project No. P029554



SUPPLEMENTAL MERGER CONCURRENCE POINT NO. 2 MEETING

August 12, 2026

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1. Introduction

This is a Supplemental Merger Concurrence Point (CP) No. 2 (Detailed Study Alternatives Carried Forward) meeting for the proposed Carolina Bays Parkway Extension project (South Carolina Department of Transportation [SCDOT] State Transportation Improvement Program [STIP] Project P029554/North Carolina Department of Transportation [NCDOT] STIP Project R-5876) in Horry County, South Carolina and Brunswick County, North Carolina. The purpose of this meeting is to present the Merger Team with information related to an additional alternative, Alternative 10, that SCDOT and NCDOT are proposing to include as a Detailed Study Alternative for the proposed project. A Supplemental Draft Environmental Impact Statement (SDEIS) will be prepared to present information related to Alternative 10, including detailed analyses of the potential impacts to human and natural environmental resources. The lead federal agency for the proposed project is the Federal Highway Administration (FHWA), with the US Army Corps of Engineers (USACE) as a cooperating agency.

The primary points of contact for the subject project are:

Agency	Name
Federal Highway Administration (FHWA) – North Carolina	Seth Wilcher
U.S. Army Corps of Engineers (USACE) – North Carolina	Matt Martin
USACE – South Carolina	Travis Hughes
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South Carolina Department of Transportation	Stacey Johnson
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1.1 Project Description

SCDOT STIP Project P029554 and NCDOT STIP Project R-5876 involve the construction of the proposed Carolina Bays Parkway Extension. The SCDOT portion is within Horry County, South Carolina, and the NCDOT portion is within Brunswick County, North Carolina. These projects are included in the SCDOT 2024-2033 STIP and the NCDOT 2024-2033 STIP, respectively.

- For project P029554, SCDOT proposes to extend Carolina Bays Parkway (SC 31) from its current northern terminus at SC 9 in Horry County, South Carolina to the North Carolina State Line. In the SCDOT 2024-2033 STIP, right-of-way acquisition is planned to begin in 2026 and construction in 2028.
- For project R-5876, NCDOT proposes to continue the Carolina Bays Parkway Extension from the South Carolina State Line to the US 17 Shallotte Bypass in Brunswick County, North Carolina. The proposed Carolina Bays Parkway Extension is not currently funded for right-of-way or construction in the NCDOT 2024-2033 STIP. Any potential future improvements as part of the proposed project in North Carolina would need to be prioritized through the NCDOT SPOT process and funded in the STIP.

The Carolina Bays Parkway Extension is proposed to be a four-lane, full control of access freeway, part on new location. The length of the proposed project varies from 19.7 miles to 22.0 miles. The project study area agreed to by the Merger Team at CP 1 is shown on Figure 1. The [Carolina Bays Parkway Extension Draft Environmental Impact Statement \(DEIS\)](#) was approved and published in July 2025.

1.2 Cost Estimates and Merger Plan

The current cost estimates for the proposed project as shown in the current SCDOT 2024-2033 STIP (June 2026), as well as the current NCDOT 2026 – 2035 STIP (January 2026), are shown in Table 1. The current project schedule is shown in Table 2 and is based on the Merger Plan. The current cost estimates and schedule are subject to change.

Table 1. Current SCDOT and NCDOT STIP Cost Estimates

Phase	SCDOT 2024-2033 STIP Estimated Costs	NCDOT 2026-2035 STIP* Estimated Costs
Right-of-way	\$27,500,000	\$179,200,000
Utilities	N/A	\$7,500,000
Construction	\$209,000,000	\$623,000,000
Total	\$236,500,000	\$809,700,000

*The NCDOT 2026-2035 STIP has not been approved by FHWA, approval pending review.

Table 2. Current Project Schedule*

Milestone	Anticipated Date
CP 1 Meeting (Purpose and Need and Study Area Defined)	March 19, 2019
Alternatives Screening Meeting	September 30, 2019
Open House Public Meetings	December 3 and 4, 2019
CP 2 Meeting (Detailed Study Alternatives Carried Forward)	May 4, 2020
CP 2A Meeting (Bridging Decisions and Alignment Review)	September 30, 2021
DEIS Approved	July 4, 2025
Corridor Public Hearings	October 20 and 23, 2025
Supplemental CP 2 Meeting (Revisit Detailed Study Alternatives Carried Forward)	August 12, 2026
Supplemental CP 2A Meeting (Revisit Bridging Decisions & Alignment Review)	October 28, 2026
SDEIS Approved	December 2026
Supplemental (SDEIS) Public Hearings	February 2027
CP 3 (Proposed LEDPA/Preferred Alternative Selection)	April 2027
CP 4A (Avoidance and Minimization)	June 2027
CP 4B (Hydraulic Design Review)	TBD
CP 4C (Permit Drawings Review)	TBD
Anticipated Combined FEIS/ROD** Approved	August 2027
SCDOT Begin ROW Acquisition	2026
SCDOT Begin Construction	2028
NCDOT Begin ROW Acquisition	Not currently funded
NCDOT Begin Construction	Not currently funded

*Subject to change

**FHWA, SCDOT, and NCDOT intend to issue a Combined FEIS/ROD following the approval of the SDEIS and public hearings.

1.3 Past Merger Meetings Summary

1.3.1 CP 1 – Project Purpose and Need and Study Area Defined

The Project Team concurred on the R-5876/P029554 Project Purpose and Need, as well as the Study Area, at the CP 1 meeting on March 19, 2019. Additional information on the Project Purpose and Need, as well as the Study Area, is included in the [CP 1 Meeting Packet](#). The signed CP 1 concurrence form is included in Appendix B.

1.3.2 CP 2 – Detailed Study Alternatives

The Project Team concurred on the R-5876/P029554 Detailed Study Alternatives at the initial CP 2 meeting on May 4, 2020. Additional information on the Detailed Study Alternatives is included in the [CP 2 Meeting Packet](#). The signed CP 2 concurrence form is included in Appendix B. The Project Team also concurred on a refined project study area at the CP 2 meeting, as discussed in the meeting packet and signature form.

1.3.3 CP 2A – Bridging Decisions and Alignment Review

The Project Team concurred on the R-5876/P029554 Bridging Decisions and Alignment Review at the CP 2A meeting on September 30, 2021. Additional information on the Bridging Decisions and Alignment Review is included in the [CP 2A Meeting Packet](#). The signed CP 2A concurrence form is included in Appendix B.

1.4 Draft Environmental Impact Statement

The [Carolina Bays Parkway Extension Draft Environmental Impact Statement \(DEIS\)](#) was approved and published in July 2025. It is available for public review on [NCDOT's Project Webpage](#), with a link to the document also provided on [NCDOT's Carolina Bays Parkway Extension Public Input Web Page](#).

1.5 Public Involvement

Following the publication of the Carolina Bays Parkway Extension DEIS, SCDOT and NCDOT conducted two Public Hearings in October 2025 for the proposed project. The purpose of the hearings was to provide information concerning the proposed project and to receive public comments on the proposed designs for the seven alternatives under consideration, including the Departments' Preferred Alternative (Alternative 4). The public hearings were advertised via local newspapers, [NCDOT's Project Webpage](#), [NCDOT's Carolina Bays Parkway Extension Public Input Web Page](#), and Facebook pages for several local communities and businesses (i.e., Brunswick County Government, Town of Sunset Beach, and Indigo Market). In addition, approximately 23,000 postcards were mailed to citizens and businesses in the project area. The first public hearing was held on October 20, 2025, at the North Strand Recreational Center in Little River, South Carolina, and the second public hearing was held on October 23, 2025, at the Sea Trail Convention Center in Sunset Beach, North Carolina.

Public Hearing attendees received handouts detailing the project description and purpose, benefits, detailed study alternatives, project costs, proposed typical sections, project schedule/next steps, potential environmental impacts; a Title VI comment form; and comment sheets for the project. Staffed stations with informational displays, including the [Corridor Public Hearing Maps](#) and display boards, were located around the room at both public hearings. The public hearing maps were also provided on-line for public review on NCDOT's public input webpage. In addition to providing project mapping and other

information, the project's public input web page allows the public to participate in project surveys and to provide comments.

A total of 227 citizens registered their attendance at the first public hearing, and 536 citizens registered their attendance at the second public hearing. As of December 4, 2025, a total of 384 public comments were received at and following the public hearings. The [Carolina Bays Parkway Extension Public Hearing Summary](#) provides a comprehensive summary of the public comments received on the proposed project, as well as SCDOT and NCDOT's responses to these comments.

2. Additional Alternative Recommended for Detailed Study (Alternative 10)

As a result of public and stakeholder feedback received at and following the October 2025 public hearings, SCDOT and NCDOT considered additional new design options for the Carolina Bays Parkway Extension project. After reviewing public feedback and considering funding challenges faced by NCDOT for the proposed project, the Departments are requesting the development and evaluation of an alternative (Alternative 10) that would be more cost-effective and would not have the amount of natural and human environmental impacts as the other detailed study alternatives under review. Alternative 10 is shown on Figure 2 and described in detail below.

Alternative 10 begins in Horry County, South Carolina as a four-lane, median-divided freeway in the same location as all the Detailed Study Alternatives at the existing Carolina Bays Parkway (SC 31)/SC 9 interchange. The alternative extends to the east to a proposed interchange at Little River Road (S-111) approximately 3,000 feet south of Wampee Road. Alternative 10 then turns to the northeast, connecting to Wampee Road with an at-grade intersection just south of the North Carolina/South Carolina State Line. The proposed Wampee Road intersection is the northern end of the proposed controlled-access freeway section of the Carolina Bays Parkway Extension project with Alternative 10. Alternative 10 then follows existing Wampee Road into North Carolina, as well as existing Hickman Road (SR 1303) to its intersection with US 17, by widening these existing roads to a 4-lane, median divided facility, with no control of access. A proposed trumpet interchange is proposed at the Alternative 10 connection to existing US 17 (i.e., at the existing US 17/ Hickman Road intersection).

In order to maintain consistent logical termini for Alternative 10 with the other Detailed Study Alternatives while meeting the objectives of the purpose and need for the project, NCDOT will commit to monitoring US 17 from the proposed US 17/Hickman Road interchange to the northern end of the proposed project at the US 17 Shallotte Bypass. NCDOT will monitor conditions along this portion of the existing US 17 corridor to identify potentially needed future improvements. Further NEPA evaluation for any proposed improvements will be done prior to the implementation of any improvements along the corridor.

The proposed four-lane freeway for Alternative 10 follows the same alignment in South Carolina as Alternatives 4 and 4A between SC 9 and the North Carolina State Line, with the exception of curving the northern end of the alignment slightly to the northwest to provide an improved alignment at the proposed at-grade intersection with Wampee Road (see Figure 2). In order to provide adequate traffic level-of-service along the Wampee Road/Hickman Road corridor between the northern end of the proposed Carolina Bays Parkway Extension freeway in South Carolina and US 17 in North Carolina, Alternative 10 also includes the proposed four-lane widening of this section of the Wampee Road/

Hickman Road corridor. The proposed four-lane typical sections for Alternative 10 along existing Wampee Road in South Carolina, as well as along existing Hickman Road in North Carolina, are described below.

Proposed Typical Sections

The proposed typical sections for Alternative 10 in South Carolina and North Carolina, respectively, are shown in Figure 3 and described below.

SOUTH CAROLINA

Through the South Carolina portion of the project, the proposed Carolina Bays Parkway Extension would be primarily a four-lane median-divided facility on new location; though a six-lane section would be used for a short distance south of the SC 9 interchange to match the existing Carolina Bays Parkway typical section.

- **SCDOT Freeway Typical Section 1** – Four-lane median-divided: The proposed four-lane median-divided typical section has 12-foot travel lanes and 12-foot outside shoulders (ten-foot paved). It has a 48-foot median containing ten-foot inside shoulders (four-foot paved) in each direction. It has a total pavement width of 76 feet (38 feet in each direction) (see Figure 3A).
- **SCDOT Freeway Typical Section 2** – Six-lane median-divided: The proposed six-lane median-divided typical section also has 12-foot travel lanes and 12-foot outside shoulders (ten-foot paved). Typical Section 2 also has a 48-foot median, but the median contains 12-foot inside shoulders (ten-foot paved) in each direction. It has a total pavement width of 112 feet (56 feet in each direction) (see Figure 3A). This typical section matches the existing Carolina Bays Parkway (SC 31) cross-section.
- **SCDOT Four-Lane Widening of Wampee Road (S-57)** – The proposed typical section for Wampee Road consists of four 12-foot-wide lanes (two in each direction), eight-foot-wide (four feet paved) outside shoulders on both sides of the roadway, and a 23-foot raised grass median (see Figure 3B). Mountable curb and gutter is provided on the inside lanes along the median.

NORTH CAROLINA

NCDOT Four-Lane Widening of Hickman Road (SR 1303) –The proposed typical section along Hickman Road in North Carolina consists of four 12-foot-wide lanes (two in each direction), a 23-foot raised grass median, and a ten-foot berm on both sides of the roadway (see Figure 3B). Mountable curb and gutter is provided on the inside lanes along the median. Curb and gutter along the outside lanes is 2.5 feet wide. As noted in Section 1.1 these potential future improvements in North Carolina on Hickman Road (SR 1303) are currently not funded and would need to be prioritized through the NCDOT SPOT process and funded in the STIP.

3. Analysis of Additional Alternative Recommended for Detailed Study

- Table 3 shows the potential impacts for Alternative 10, the seven Detailed Study Alternatives analyzed in the DEIS, and five additional alternatives that were analyzed for comparison. The impacts analysis for Alternative 10 was based on the same data used in the DEIS to analyze the other Detailed Study Alternatives, except for the estimated number of residential and business/non-profit displacements, which was determined based on slope stake limits plus a 40-foot buffer instead of Relocation Reports. Updated Relocation Reports, cost estimates, and noise evaluation for Alternative 10 will be completed as part of the evaluation of the Alternative. All other impacts were calculated using functional design slope stake limits plus a 40-foot buffer. Figure 4 shows the human and natural environmental features within the study area for Alternative 10.

Table 3. Potential Environmental Impacts for the Detailed Study Alternatives¹

Impact Category ¹	Detailed Study Alternatives														Proposed Alternative		Additional Alternatives Considered											
	1		1A		2		4		4A		7		8				10		11 (1)*		12 (2)*		13 (4)*		14 (7)*		15 (8)*	
	Total		Total		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	SC	NC	SC	NC		
Length (miles)	22.0		21.3		20.4		21.9		21.2		19.7		20.0		23.5		22.0		20.4		21.9		19.7		20.0			
	5.6	16.4	5.6	15.7	5.6	14.8	5.5	16.4	5.6	15.7	5.4	14.3	6.0	14.0	8.9	14.6	5.6	16.4	5.6	14.8	5.5	16.4	5.4	14.3	6.0	14.0		
Natural Resource Impacts																												
Delineated Wetlands (acres)	150.3		204.5		143.4		162.2		216.5		140.4		139.3		57.4		118.5		82.8		130.4		86.8		66.4			
	45.4	104.9	45.4	159.1	45.4	98.0	57.9	104.3	57.9	158.6	51.4	89.0	39.5	99.8	52.5	5.0	45.4	73.1	45.4	37.4	57.9	72.5	51.4	35.4	39.5	26.9		
Delineated Streams (linear ft)	14,818		12,632		9,865		12,590		10,403		8,089		11,469		3,328		12,281		6,011		10,052		4,528		5,877			
	4,909	9,909	4,909	7,723	4,909	4,956	2,673	9,917	2,673	7,730	2,943	5,146	4,613	6,856	2,788	539	4,909	7,372	4,909	1,102	2,673	7,379	2,943	1,585	4,613	1,264		
Delineated Tributary Waters (linear ft)	15,145		15,682		12,975		15,312		15,849		10,613		8,947		2,209		11,489		5,127		11,656		5,451		2,615			
	1,125	14,020	1,125	14,556	1,125	11,850	1,870	13,442	1,870	13,978	1,733	8,880	1,703	7,244	1,806	403	1,125	10,364	1,125	4,002	1,870	9,786	1,733	3,718	1,703	912		
Delineated Ponds (acres)	6.8		17.5		8.6		5.6		16.4		10.0		7.9		2.9		5.5		5.8		4.3		8.5		4.6			
	3.8	3.0	3.8	13.7	3.8	4.8	2.8	2.8	2.8	13.6	3.6	6.4	3.9	4.0	2.7	0.2	3.8	1.7	3.8	2.0	2.8	1.5	3.6	4.9	3.9	0.7		
Delineated High-Quality Waters (HQW) (linear ft) ²	8,370		5,290		3,770		8,370		5,290		3,770		3,770		0.0		6,643		0.0		6,643		0.0		0.0			
	N/A	8,370	N/A	5,290	N/A	3,770	N/A	8,370	N/A	5,290	N/A	3,770	N/A	3,770	0.0	0.0	N/A	6,643	N/A	0.0	N/A	6,643	N/A	0.0	N/A	0.0		
Federally Protected Species	All Alternatives have a biological conclusion of May Affect, Likely to Adversely Affect (MA-LAA) on the northern long-eared bat and the tricolored bat (NC only). In SC, the biological conclusion for tricolored bat is Unresolved.																											
100-Year Floodplain (acres)	101.2		69.5		157.9		102.0		70.2		85.1		99.6		36.5		58.5		108.2		59.3		42.4		3.2			
	0.0	101.2	0.0	69.5	0.0	157.9	0.0	102.0	0.0	70.2	0.0	85.1	0.0	99.6	0.0	36.5	0.0	58.5	0.0	108.2	0.0	59.3	0.0	42.4	0.0	3.2		
Floodway (acres)	0.3		0.4		0.3		0.3		0.4		0.3		0.3		0.0		0.0		0.0		0.0		0.0		0.0			
	0.0	0.3	0.0	0.4	0.0	0.3	0.0	0.3	0.0	0.4	0.0	0.3	0.0	0.3	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0		
Human Environment Impact																												
Residential Displacements	62		140		105		39		118		266		130		11		52		64		29		233		87			
	28	34	28	112	28	77	4	35	4	114	4	262	24	106	3	8	28	24	28	36	4	25	4	229	24	63		
Business/ Nonprofit Displacements	42		15		52		37		11		41		54		4		22		8		16		9		18			
	7	35	7	8	7	45	3	34	3	8	3	38	3	51	0	4	7	15	7	1	3	13	3	6	3	15		
Historic Resources	1 ³		1 ³		1 ³		1 ³		1 ³		1 ³		1 ³		0		1 ³		1 ³		1 ³		1 ³		1 ³			
	1 ³	0	1 ³	0	1 ³	0	1 ³	0	1 ³	0	1 ³	0	1 ³	0	0	0	1 ³	0	1 ³	0	1 ³	0	1 ³	0	1 ³	0		
Cemeteries	6		6		6		8		8		6		6		0		2		2		4		3		3			
	2	4	2	4	2	4	4	4	4	4	3	3	2	4	0	0	2	0	2	0	4	0	3	0	2	1		
Prime Farmland (acres)	967.8		738.2		1,014.5		910.9		681.3		845.3		932.5		150.4		394.9		321.6		334.0		228.6		242.0			
	194.4	773.4	194.4	543.8	194.4	820.1	126.4	784.5	126.4	554.9	129.7	715.6	147.3	785.2	104.3	46.1	194.4	200.5	194.4	127.2	126.4	207.6	129.7	98.9	147.3	94.7		
Noise Receptor Impacts	71		74		175		40		40		179		126		Not Available		Not Available		Not Available		Not Available		Not Available		Not Available			
	35	36	38	36	35	140	4	36	4	36	4	175	17	109														
Physical Environment Impacts																												
Geo-environmental Sites	21		9		26		20		8		23		25		3		15		6		14		7		4			
	4	17	4	5	4	22	3	17	3	5	3	20	3	22	2	1	4	11	4	2	3	11	3	4	3	1		
Communication Tower	2		2		1		2		2		1		1		0		1		0		1		0		0			
	0	2	0	2	0	1	0	2	0	2	0	1	0	1	0	0	0	1	0	0	0	1	0	0	0	0		
Project Costs																												
Total Cost ⁴ (millions)	\$831.8		\$687.8		\$851.8		\$797.0		\$652.0		\$851.6		\$910.8		Not Available		Not Available		Not Available		Not Available		Not Available		Not Available			
	\$229.5	\$602.2	\$230.1	\$457.6	\$228.5	\$623.2	\$186.1	\$610.9	\$186.2	\$465.8	\$184.6	\$667.0	\$237.8	\$672.8														

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4. Additional Alternatives Considered/Analysed

4.1 Other Alignment Options Considered for Alternative 10

SCDOT and NCDOT also considered an additional alternative similar to Alternative 10; one based on the South Carolina alignment for Alternatives 1, 1A, and 2. This alternative is described in more detail below, along with the reasons for not recommending that it be retained as a Detailed Study Alternative.

The alternative would begin in Horry County, South Carolina as a four-lane, median-divided freeway in the same location as all of the Detailed Study Alternatives at the existing Carolina Bays Parkway (SC 31)/SC 9 interchange. It would extend to the east along the same location as Alternatives 1, 1A, and 2 in South Carolina before turning to connect to SC Highway 57 (S-57) with an at-grade intersection just south of the North Carolina/South Carolina State Line. It then follows existing S57 into North Carolina, as well as existing Hickman Road (SR 1303) to its intersection with US 17.

A functional design was not prepared for this alternative because, as discussed for Alternatives 1, 1A, and 2 in the DEIS, this alternative would cause substantial disruption to the Brooksville community, a low-income agricultural crossroad community in South Carolina in the vicinity of the Wampee Road (S-57)/Little River Road (S-111) intersection. The alternative would also displace or impact several churches, businesses, and residences, including Union Missionary Baptist Church, Grace Christian Fellowship, Power House Church of Christ, the Dollar General and several additional small businesses in the vicinity of the Brooksville community. Following the 2025 Public Hearings, a petition with 402 signatures was received from the Brooksville community expressing opposition to Alternatives 1, 1A, and 2 because of direct impacts to the community.

As discussed in the DEIS, Alternatives 1, 1A and 2 would cause an estimated 28 residential relocations in South Carolina, which would be expected to be similar for this alternative, whereas Alternative 10 would only cause an estimated three (3) residential relocations. Similarly, Alternatives 1, 1A and 2 would cause an estimated seven (7) business/nonprofit relocations in South Carolina, whereas Alternative 10 would have zero (0) business/nonprofit relocations.

4.2 Additional Alternatives Analyzed

At the request of the US Army Corps of Engineers (USACE) and the NC Department of Environmental Quality (NCDEQ), SCDOT and NCDOT calculated the impacts for the other detailed study alternatives (that include improvements to US 17 in North Carolina) based on a Monitoring Plan Concept in lieu of widening US 17, similar to that of Alternative 10 for comparison purposes. The impacts for these alternatives (numbered 11 through 15) are included in table 3 above.

- Alternative 11 is the same as Alternative 1 with US 17 traffic monitoring.
- Alternative 12 is the same as Alternative 2 with US 17 traffic monitoring.
- Alternative 13 is the same as Alternative 4 with US 17 traffic monitoring.
- Alternative 14 is the same as Alternative 7 with US 17 traffic monitoring.
- Alternative 15 is the same as Alternative 8 with US 17 traffic monitoring.

As noted in table 3, although these alternatives would have less impacts to natural resources and result in fewer residential/business displacements compared to the other detailed alternatives (DSAs) that were evaluated in the DEIS, the impacts for Alternative 10 are significantly lower. While the costs for Alternatives 11 through 15 would be lower than the DSAs, they would still require significant funding in

North Carolina and would not offer the financial benefits that would be expected under Alternative 10, which is recommended for further study.

5. Avoidance and Minimization

As discussed in the, the study area boundary for the proposed project was established with consideration given to the ability to develop a full range of alternatives, while also minimizing potential impacts to important environmental features. The development of the functional design for Alternative 10 incorporated the same avoidance and minimization measures as used for the other seven Detailed Study Alternatives, as documented in Chapter 4 of the DEIS. In particular:

- Efforts made to avoid and minimize impacts to wetlands, streams, and tributaries, wherever practicable, are discussed in detail in Section 4.6.4.1.1 of the DEIS.
- Efforts made to avoid and minimize impacts to floodplains are discussed in detail in Section 4.3.8.1 of the DEIS.
- Efforts made to avoid and minimize impacts to protected species, in particular the northern long-eared bat and the tricolored bat, are discussed in detail in Section 4.6.4.3 of the DEIS.
- Efforts made to avoid and minimize the construction impacts of building any of the Detailed Study Alternatives are discussed in Section 4.7 of the DEIS.

6. Merger Plan Review/Next Steps

Based on the Merger Plan for the proposed project, following today's Supplemental CP 2 (Revisited Detailed Study Alternatives Carried Forward) meeting, SCDOT and NCDOT will prepare for the upcoming Supplemental CP 2A Meeting (Revisit Bridging Decisions & Alignment Review) to include Alternative 10, currently scheduled for October 2026. Following CP 2A, SCDOT and NCDOT will prepare the SDEIS to present information related to Alternative 10, with approval currently scheduled for December 2026.

Following approval and publication/public notification of the availability of the SDEIS, Public Hearings are currently proposed to be held in February 2027. SCDOT and NCDOT propose the next Merger Meeting will be CP 3 (Proposed LEDPA/Preferred Alternative Selection), currently proposed to be held in April 2027. Following the selection of the proposed LEDPA/Preferred Alternative, the CP 4A (Avoidance and Minimization) meeting is currently proposed to be held in June 2027. Dates for the CP 4B (Hydraulic Design Review) and CP 4C (Permit Drawings Review) meetings have not yet been determined. The anticipated Combined FEIS/ROD is currently scheduled to be approved in August 2027. Merger Team members will be notified of any changes that require a revision of this timetable.

Appendix A

Figures

Carolina Bays

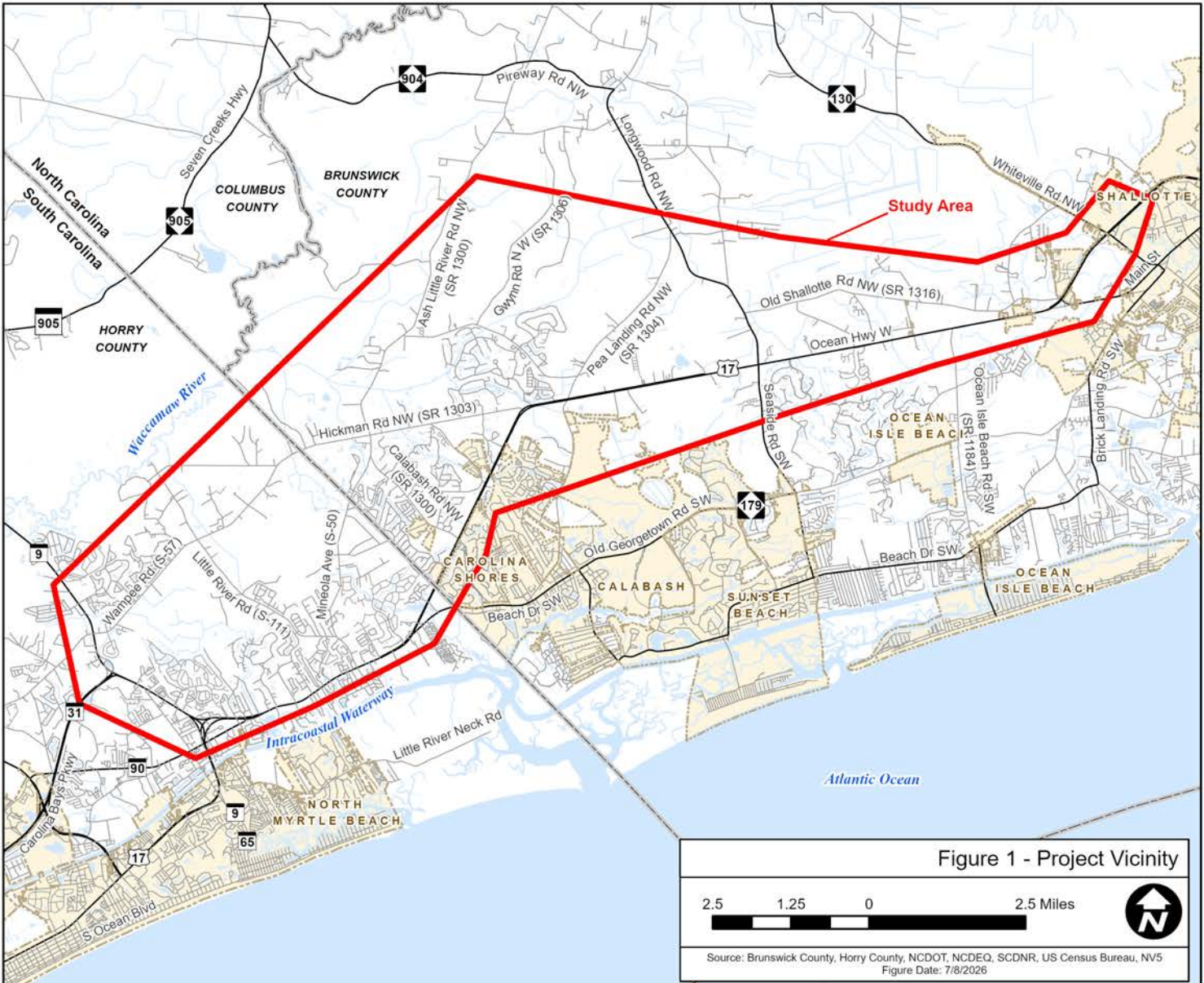
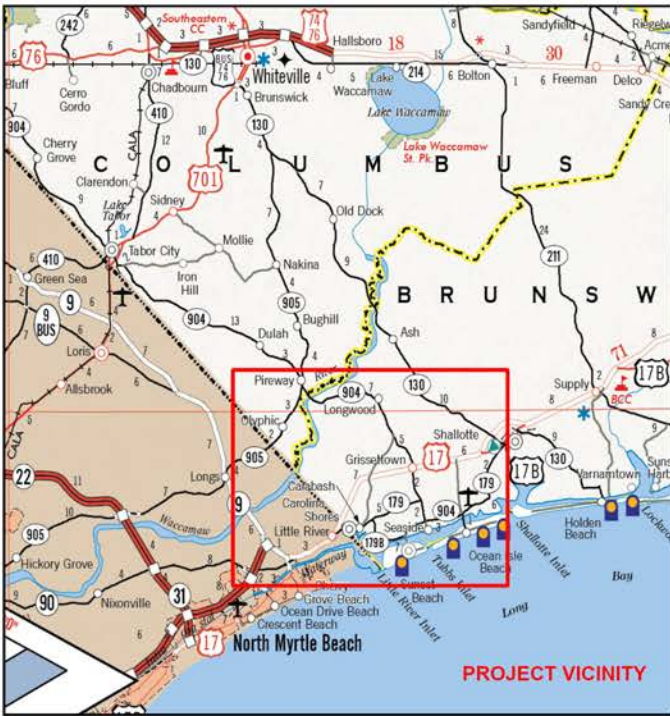
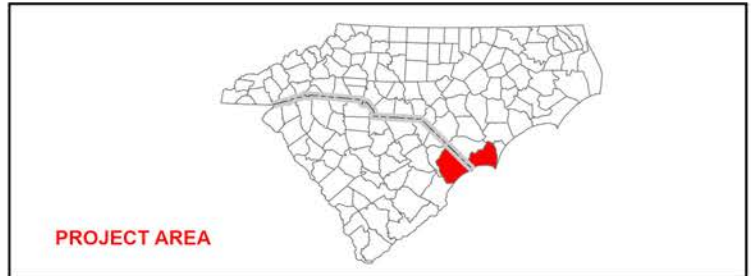
Parkway Extension

North Carolina + South Carolina

NCDOT Project R-5876
Brunswick County



SCDOT Project P029554
Horry County



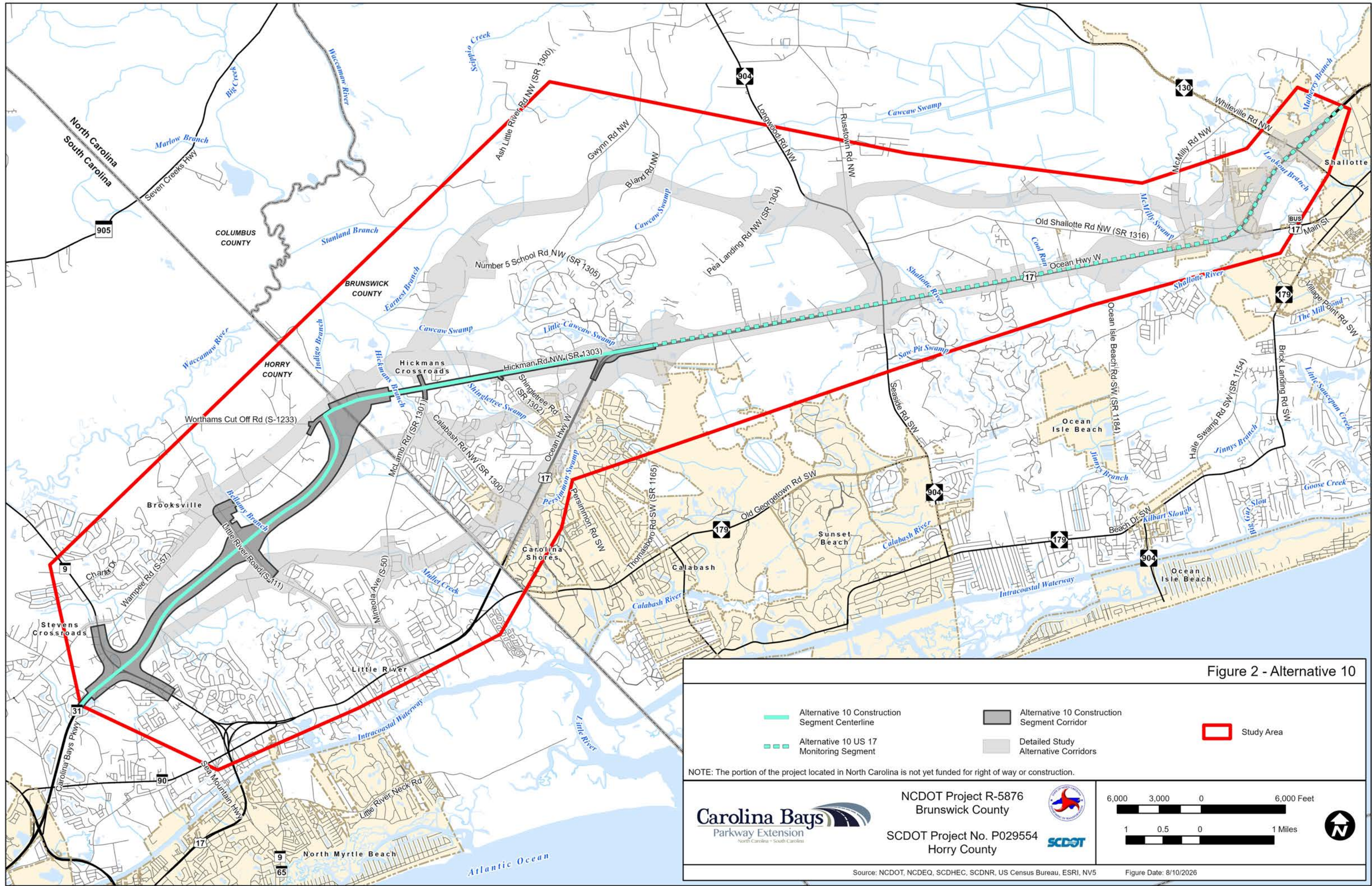


Figure 2 - Alternative 10

NOTE: The portion of the project located in North Carolina is not yet funded for right of way or construction.

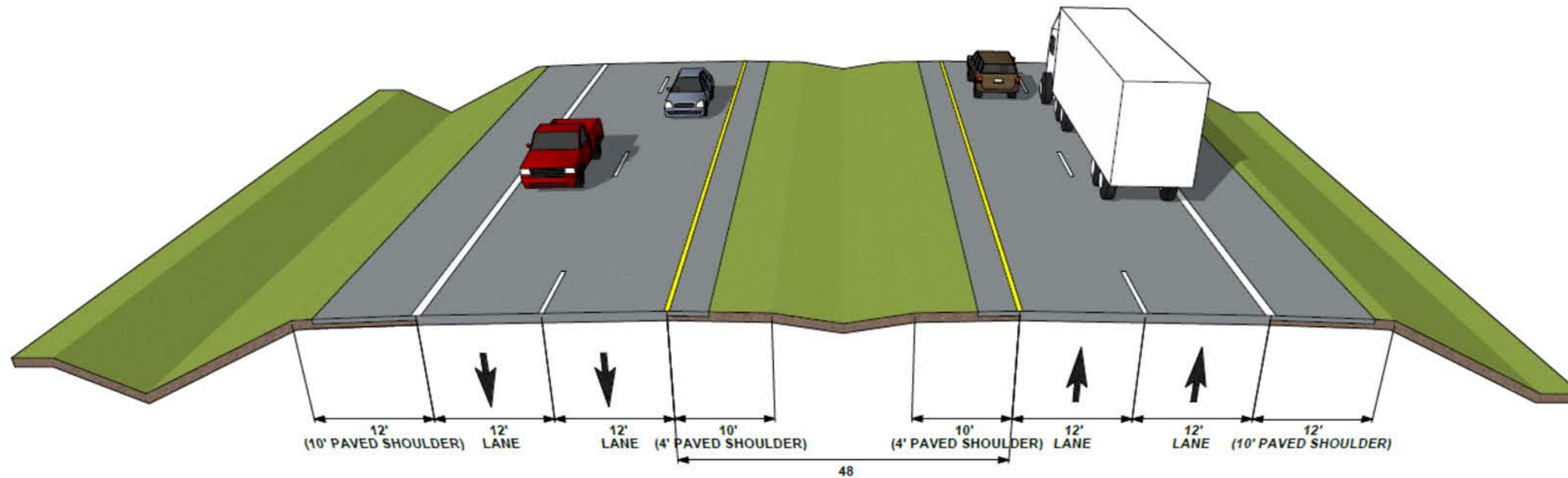
Carolina Bays
Parkway Extension
North Carolina • South Carolina

NCDOT Project R-5876
Brunswick County

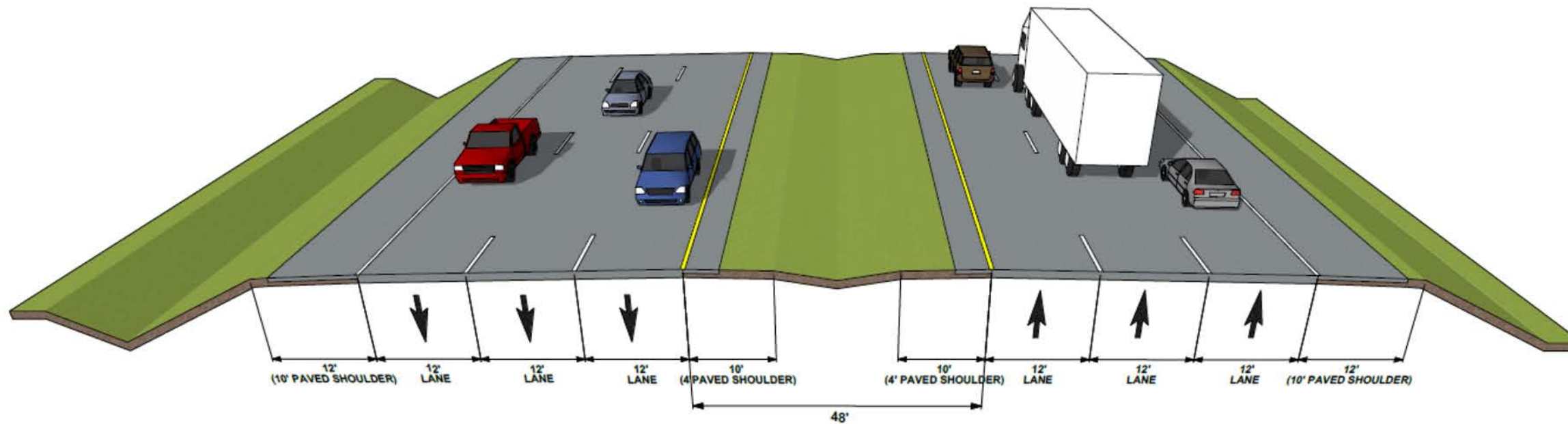
SCDOT Project No. P029554
Horry County

6,000 3,000 0 6,000 Feet

1 0.5 0 1 Miles



SCDOT Typical Section 1
Four-Lane Median-Divided Freeway



SCDOT Typical Section 2
Six-Lane Median-Divided Freeway

Note: Not to Scale



Brunswick County

Horry County

Carolina Bays
 Parkway Extension
 North Carolina + South Carolina

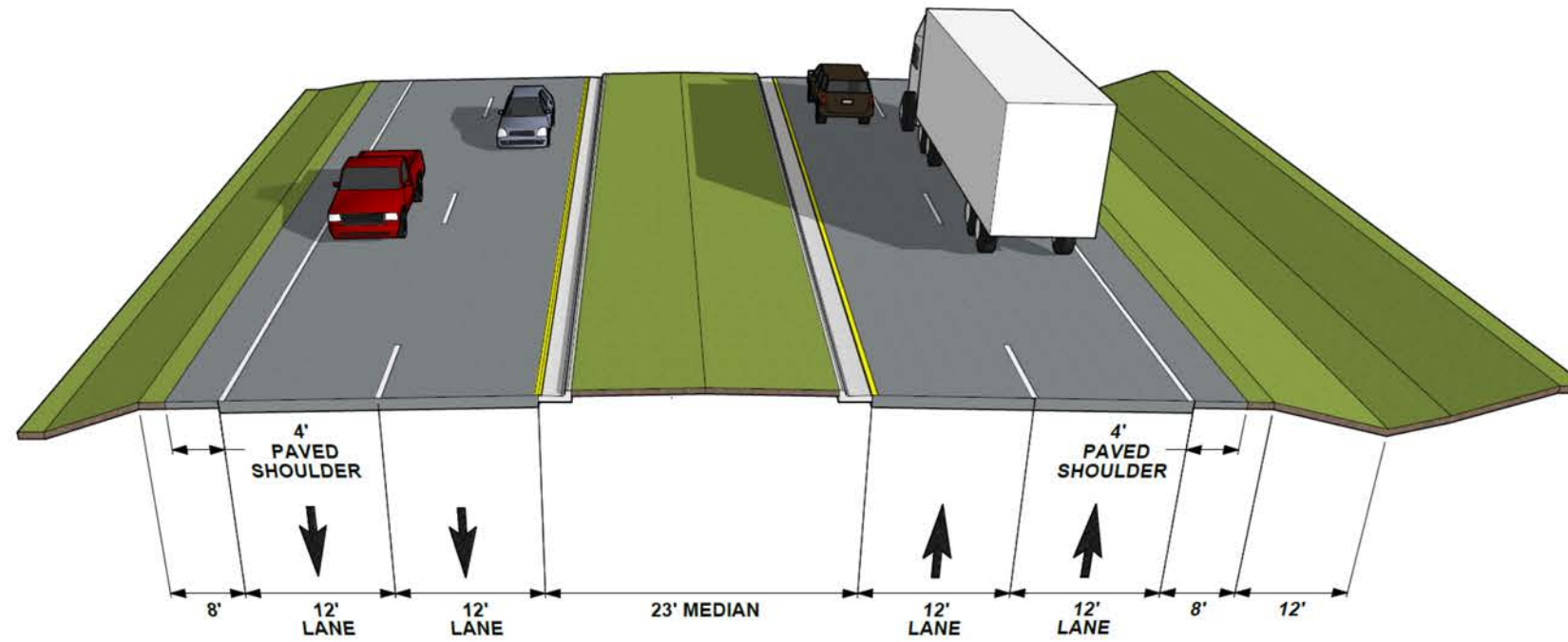


NCDOT Project R-5876
 Brunswick County

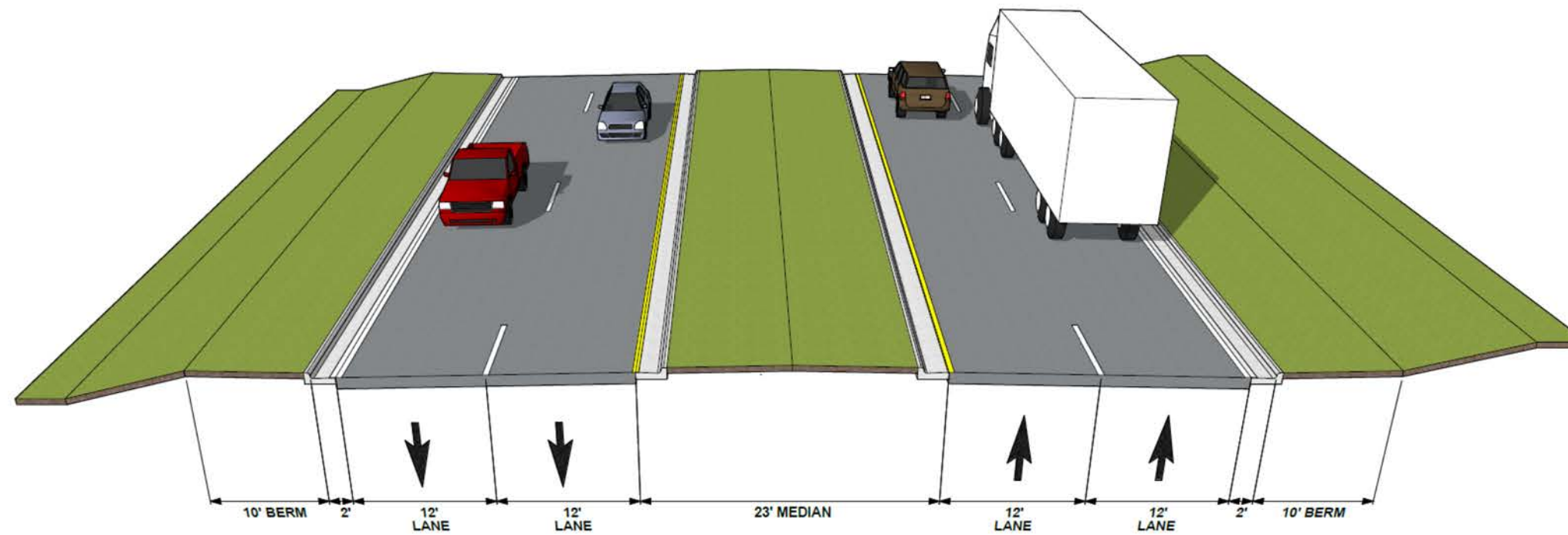


SCDOT Project P029554
 Horry County

Figure 3A
SCDOT and NCDOT
Proposed Typical Sections



SCDOT Four-Lane Widening of Wampee Road (S-57)



NCDOT Four-Lane Widening of Hickman Road (SR 1303)

Note: Not to Scale



Brunswick County

Horry County

Carolina Bays
Parkway Extension
North Carolina + South Carolina

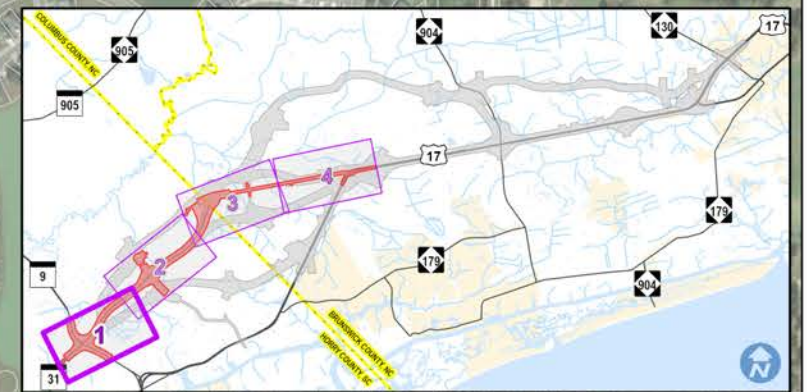
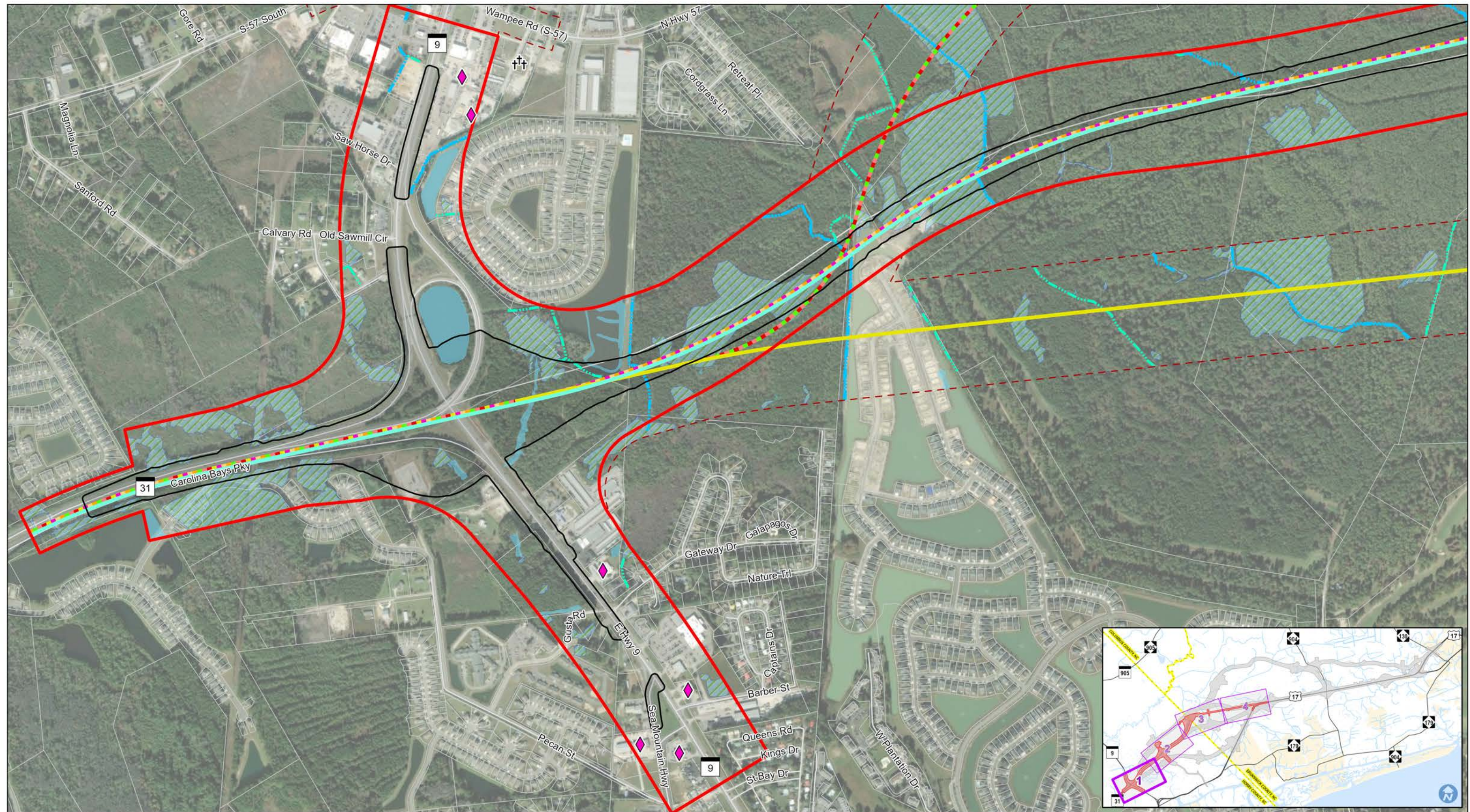


NCDOT Project R-5876
Brunswick County



SCDOT Project P029554
Horry County

Figure 3B
SCDOT and NCDOT
Proposed Typical Sections



- Alternative 1
- Alternative 1A
- Alternative 2
- Alternative 4
- Alternative 4A
- Alternative 7
- Alternative 8
- Alternative 10

- Cemetery
- Church
- Geoenvironmental Site
- Historic Property (Recommended Eligible)

- Perennial Stream
- Intermittent Stream
- Tributary
- Wetland
- Pond
- 100 Year Floodplain

- CAMA Public Trust Waters AEC
- CAMA Coastal Shoreline AEC
- Construction Phase 1 Corridors
- Detailed Study Alternative Corridors
- Slope Stakes + 40 ft (Proposed)

- Public Park
- NR-Eligible Boundary (Recommended)
- Parcel
- County Boundary

Carolina Bays
Parkway Extension
North Carolina - South Carolina

800 400 0 800 Feet

Source: Brunswick County, Horry County, NCDEQ, NCDOT, SCDOT, NC OneMap, US Census Bureau, Google, NV5
Figure Date: 7/9/2026

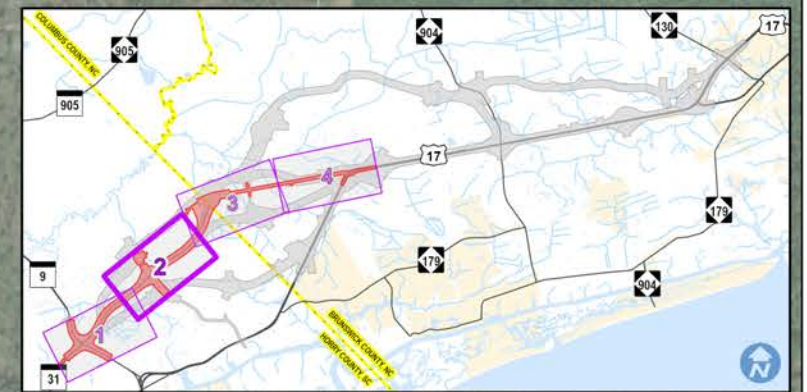
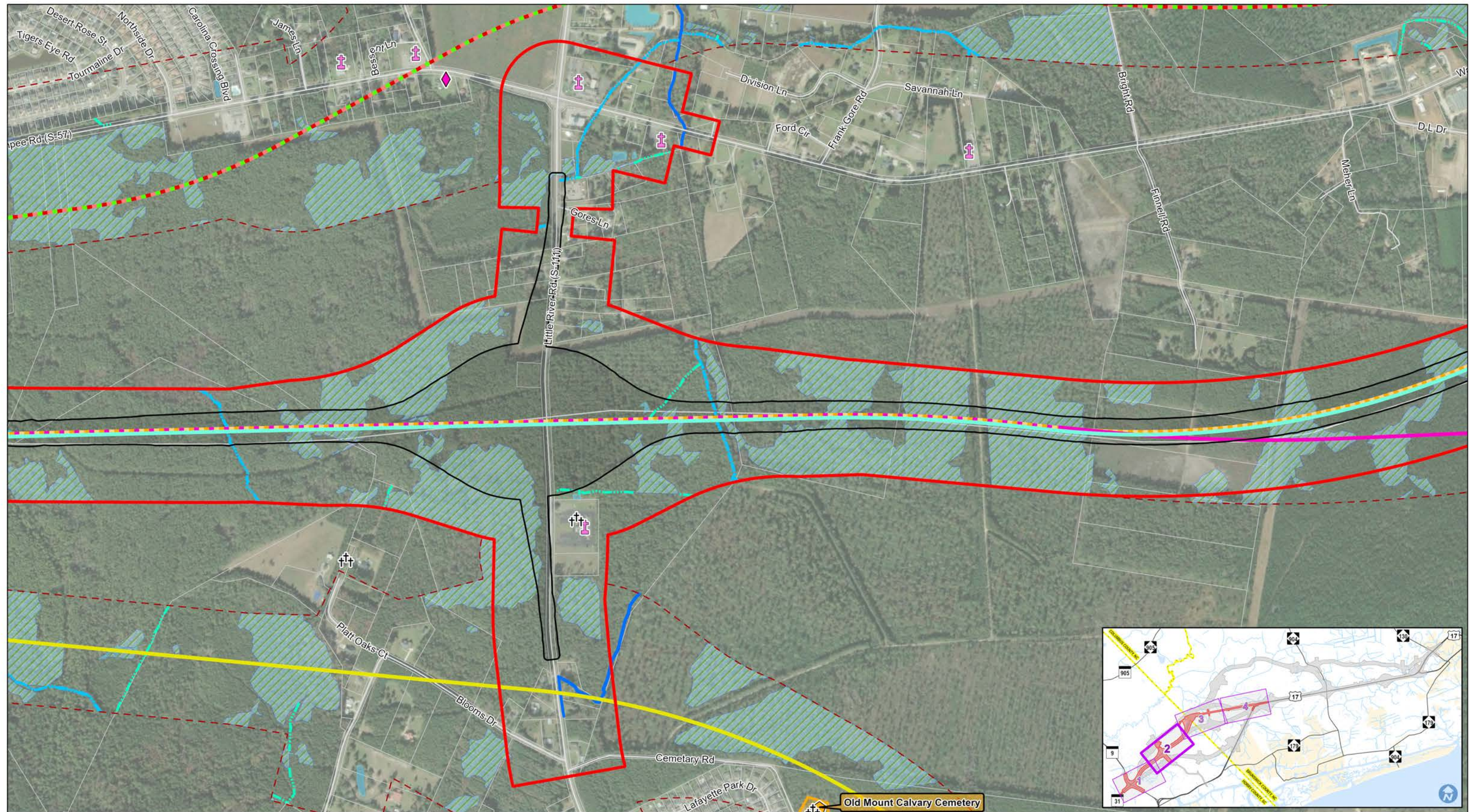
NCDOT Project R-5876
Brunswick County

SCDOT Project No. P029554
Horry County

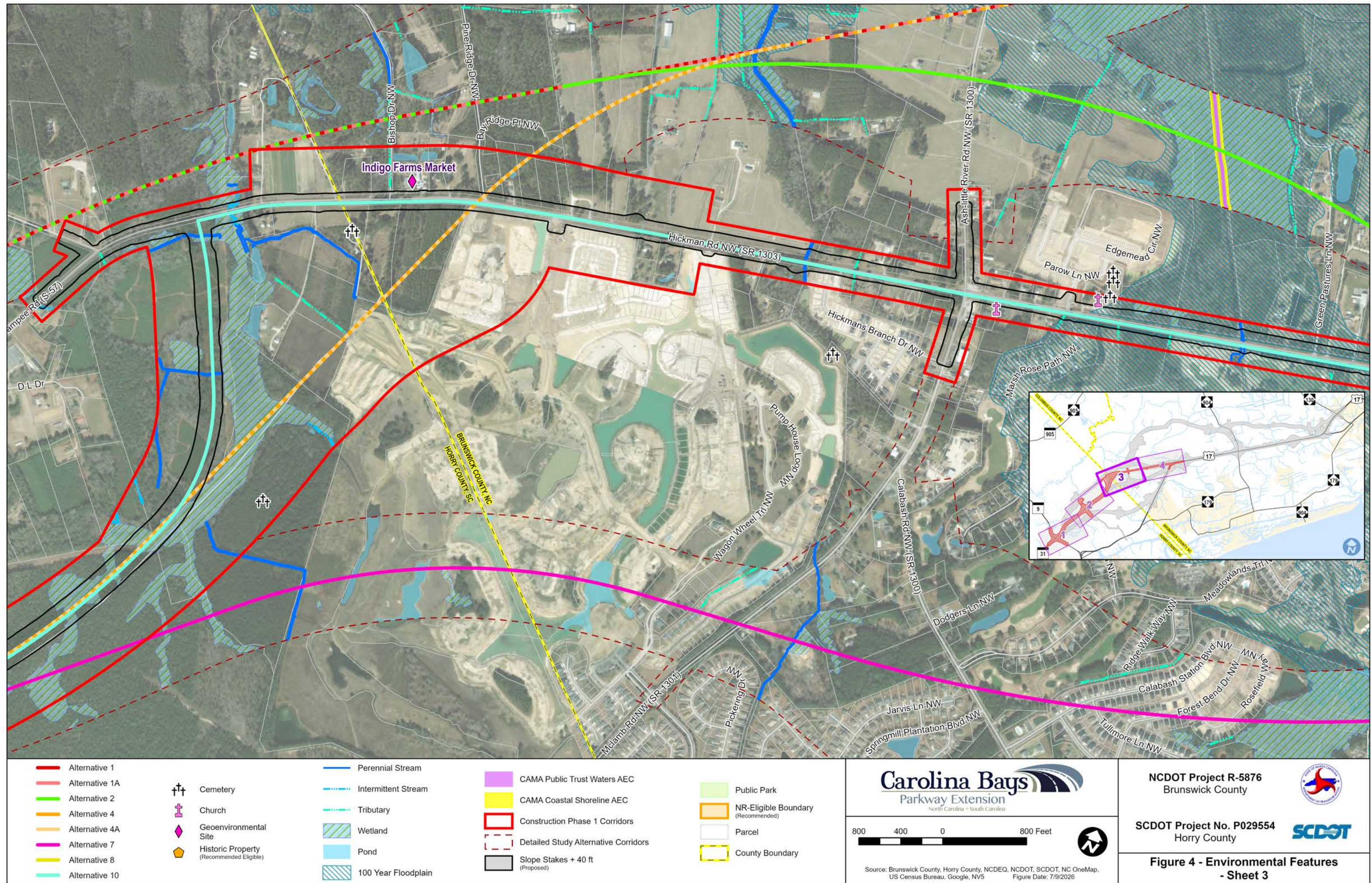
Figure 4 - Environmental Features
- Sheet 1

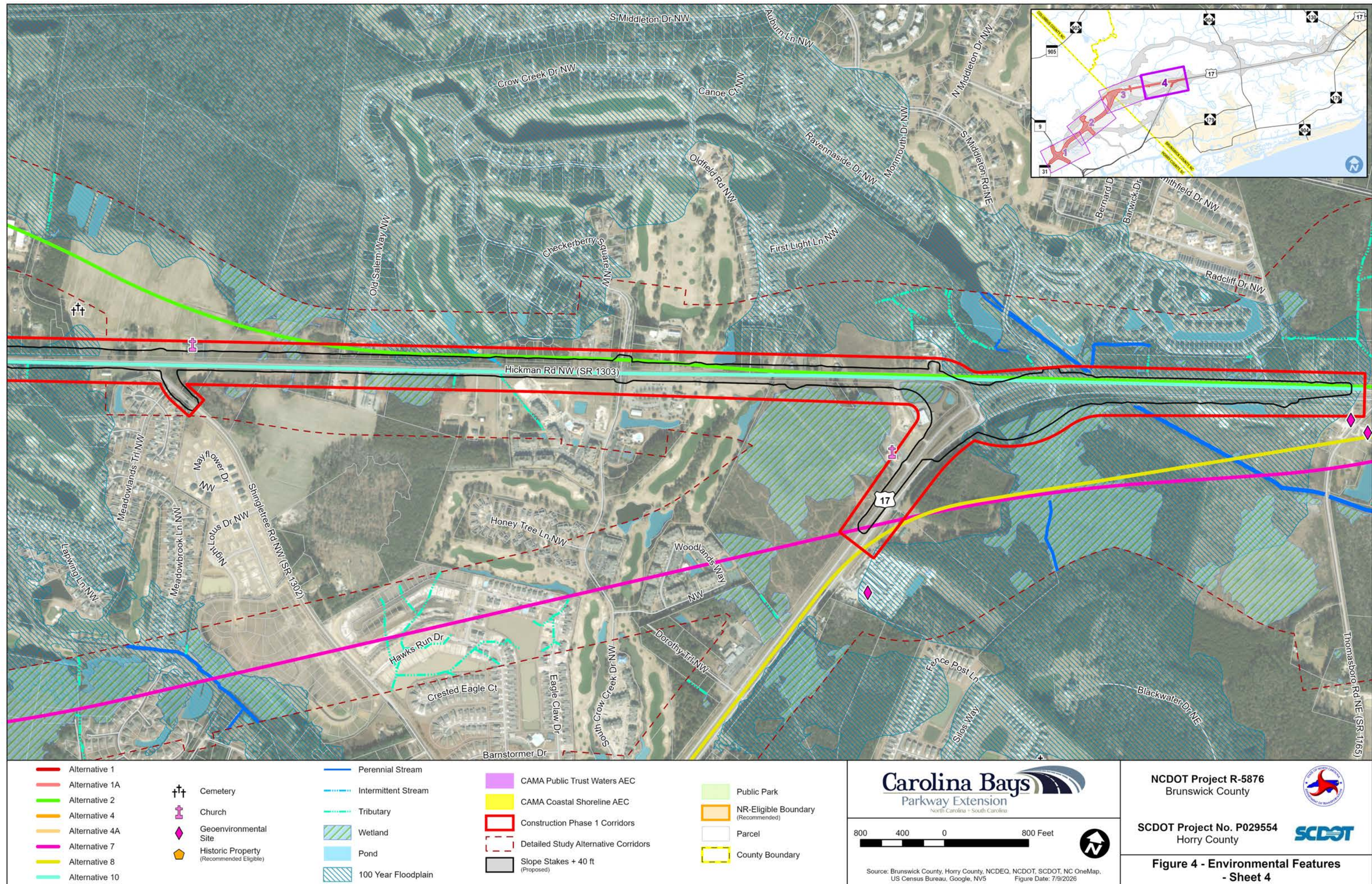


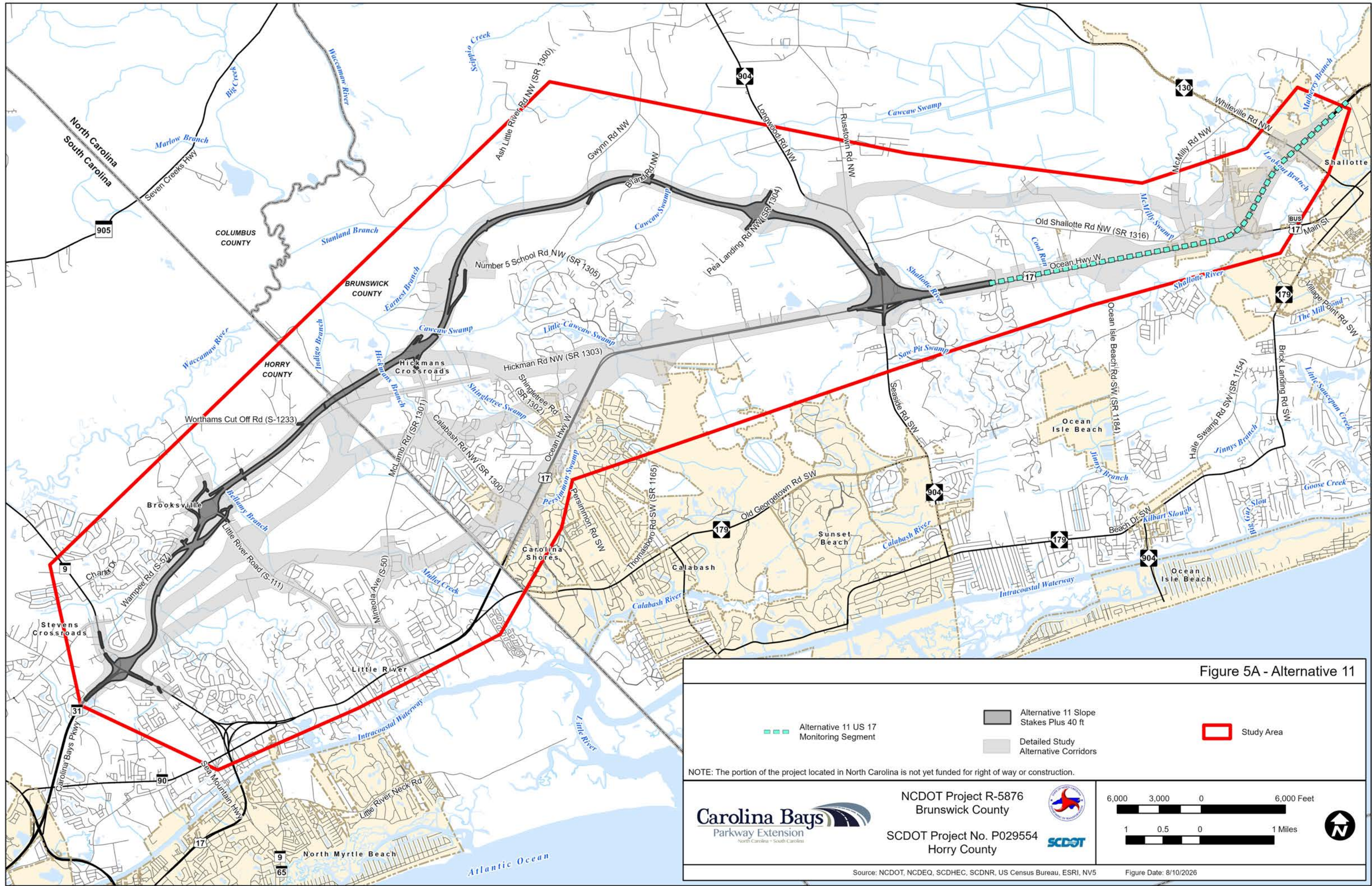
SCDOT

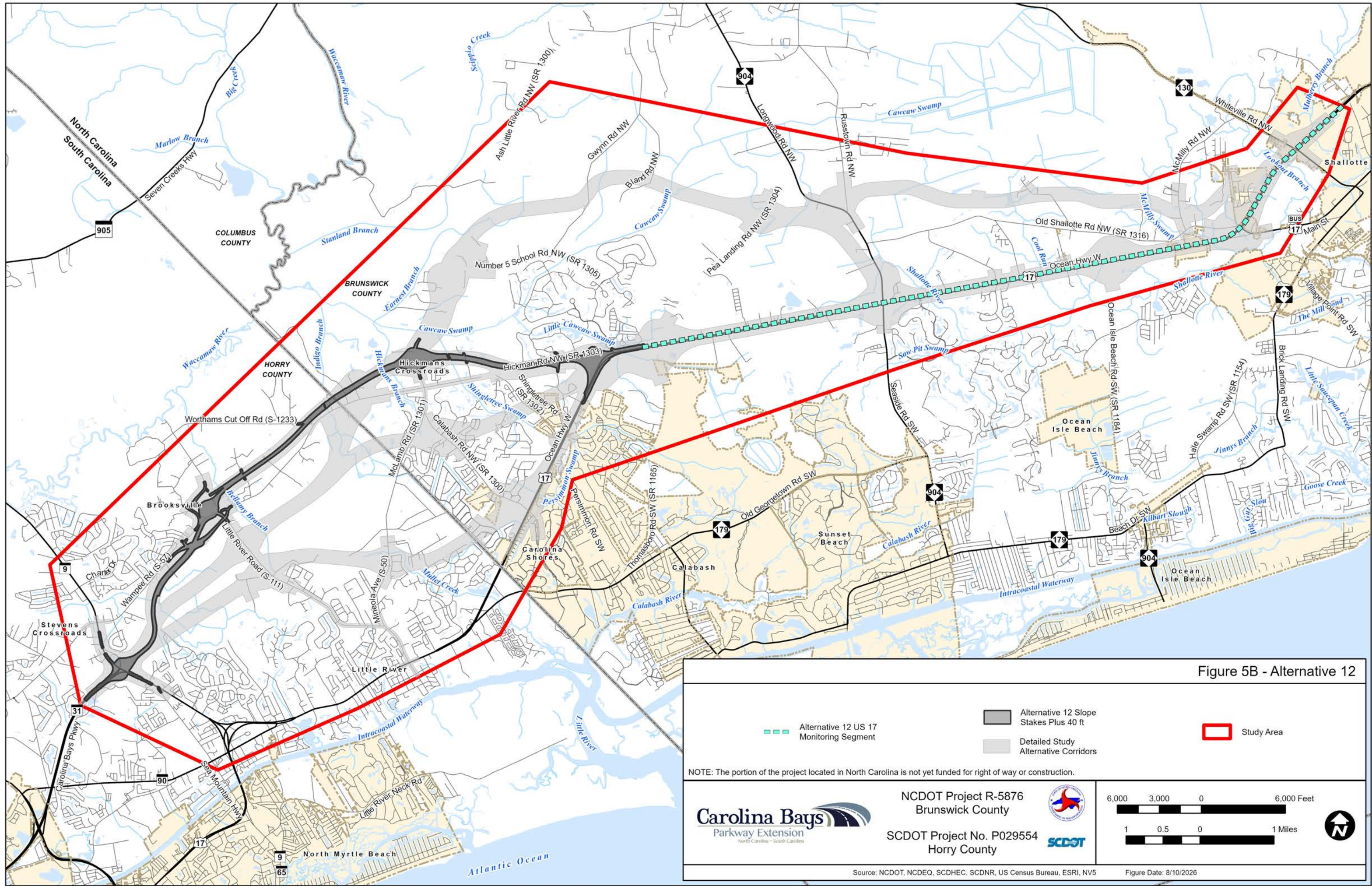


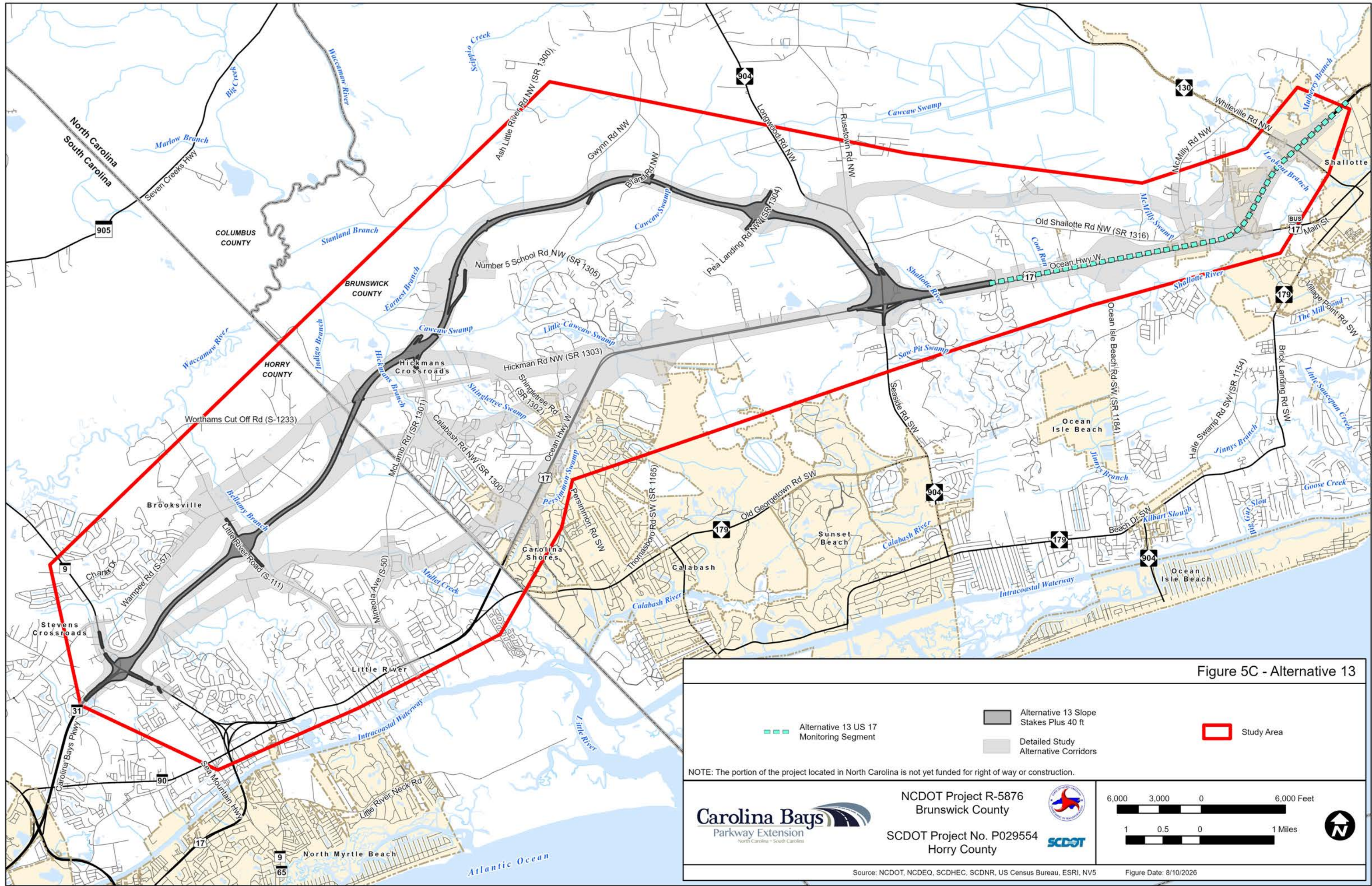
- Alternative 1 - Alternative 1A - Alternative 2 - Alternative 4 - Alternative 4A - Alternative 7 - Alternative 8 - Alternative 10	- Cemetery - Church - Geoenvironmental Site - Historic Property (Recommended Eligible)	- Perennial Stream - Intermittent Stream - Tributary - Wetland - Pond 100 Year Floodplain	- CAMA Public Trust Waters AEC - CAMA Coastal Shoreline AEC - Construction Phase 1 Corridors - Detailed Study Alternative Corridors - Slope Stakes + 40 ft (Proposed)	- Public Park - NR-Eligible Boundary (Recommended) - Parcel - County Boundary	Carolina Bays Parkway Extension North Carolina - South Carolina 800 400 0 800 Feet Source: Brunswick County, Horry County, NCDEQ, NCDOT, SCDOT, NC OneMap, US Census Bureau, Google, NV5 Figure Date: 7/9/2026	NCDOT Project R-5876 Brunswick County SCDOT Project No. P029554 Horry County Figure 4 - Environmental Features - Sheet 2
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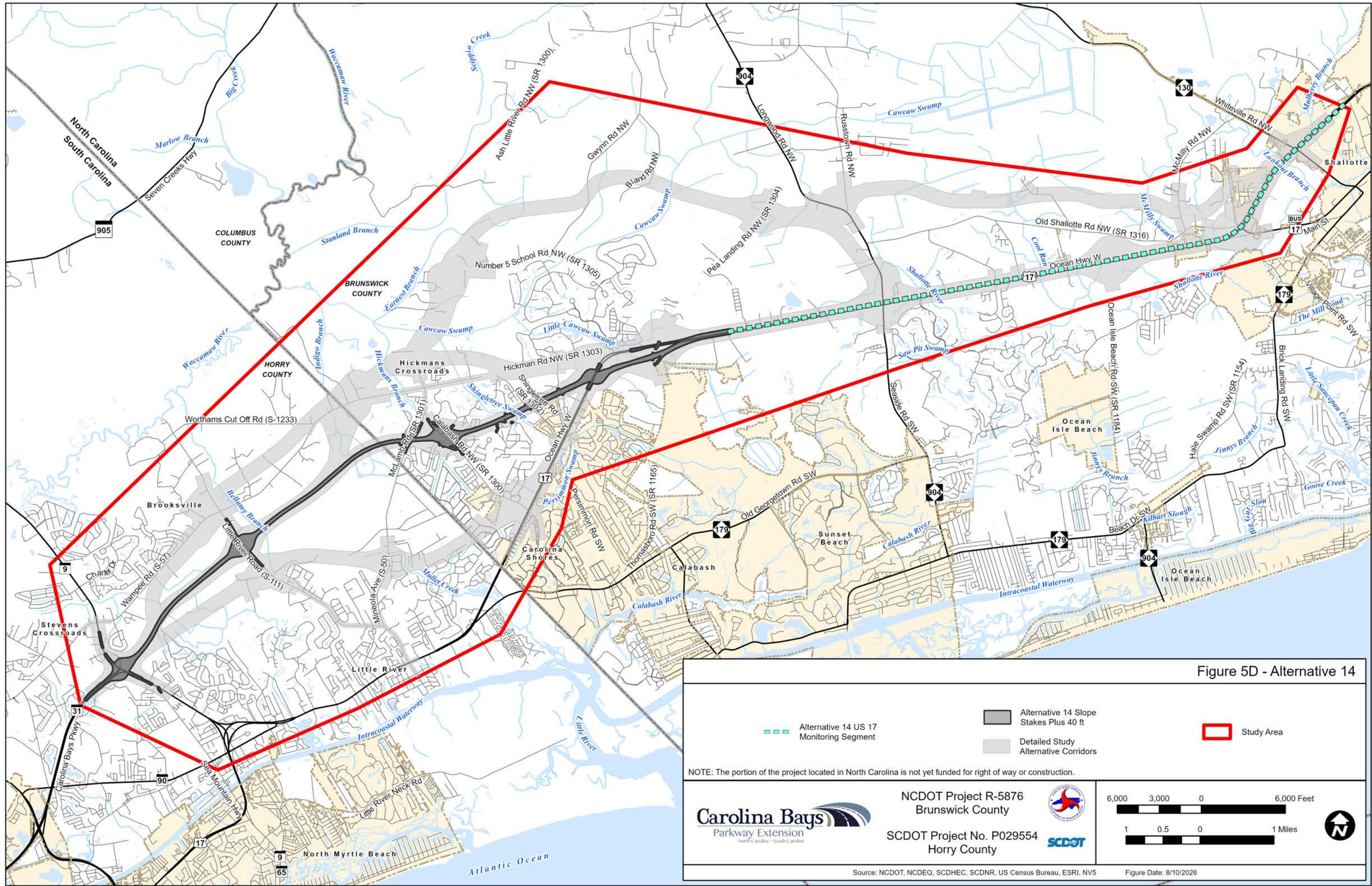


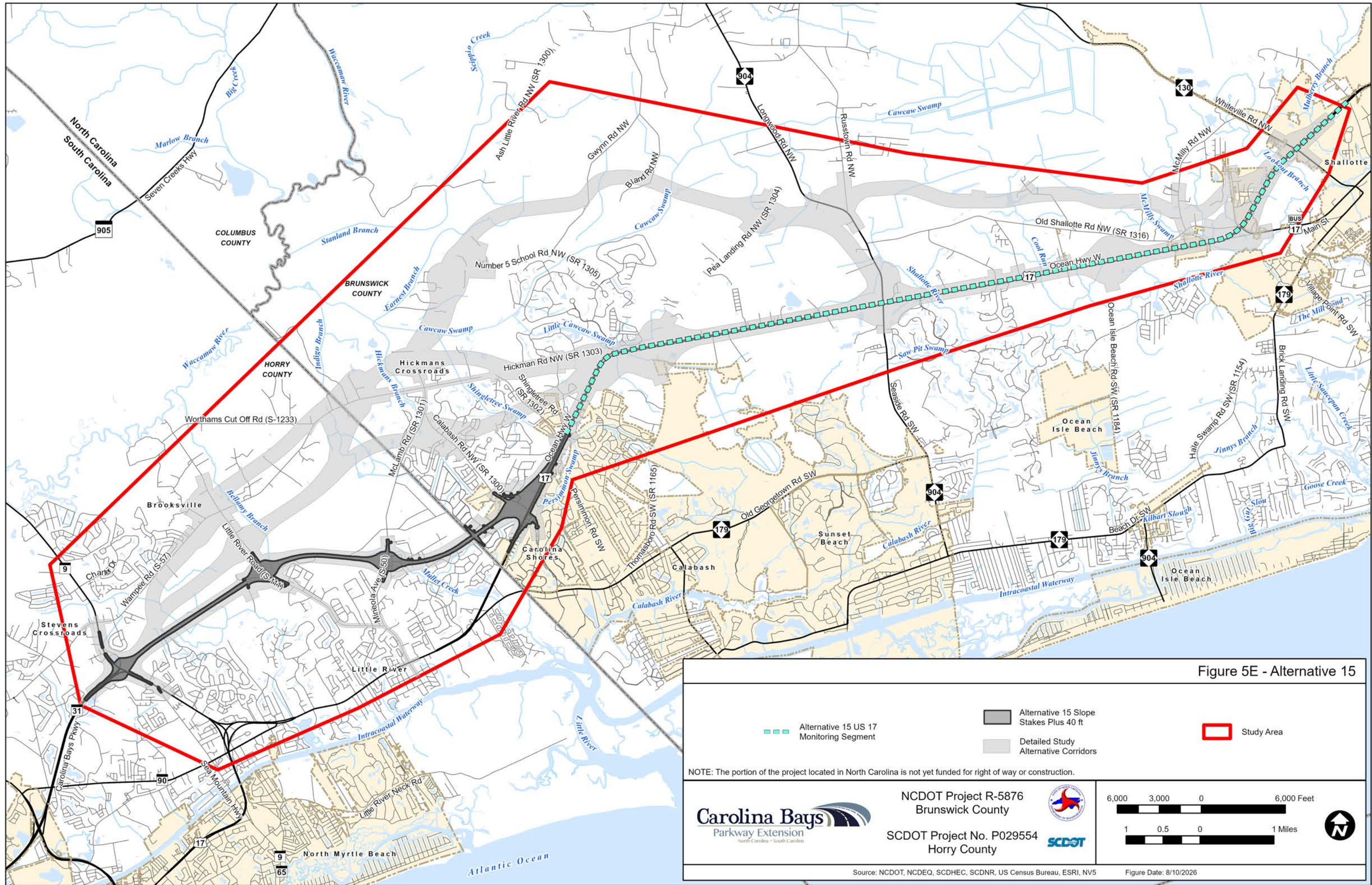












Appendix B

Signed Merger Meeting Concurrence Forms

Carolina Bays Parkway Extension
NEPA/Section 404 Concurrence Point 1
March 19, 2019

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.

DocuSigned by:
Brad Shaver
66772C09D03340B...
USACE (NC)

DocuSigned by:
Travis G. Hughes
D918B73660054C...
USACE (SC)

DocuSigned by:
Amanetta Somerville
4A37889ED457480...
USEPA (NC)

DocuSigned by:
Alya Singh-White
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USEPA (SC)

DocuSigned by:
Gary Jordan
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USFWS (NC)

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Thomas D. McCoy
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USFWS (SC)

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Felix Davila

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FHWA

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Joanne Steenhuis

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NCDEQ DWR

DocuSigned by:

Cathy Brittingham

DE3BD0751DB34D1...

NCDEQ DCM

DocuSigned by:

Travis Wilson

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NCWRC

DocuSigned by:

Renee Gledhill-Earley

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NCHPO

DocuSigned by:

Joseph E Wilkinson

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ABSTAIN

SCHPO

DocuSigned by:

Krista Kimmel

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NCDOT

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Leah Grattlebaum

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SCDOT

DocuSigned by:

Twyla Cheatwood

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NOAA Fisheries

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Myra C. Quaca

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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

DocuSigned by:

Susan Davis

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SCDNR

DocuSigned by:

Mark Howeler

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GSATS MPO

DocuSigned by:

Jason D. Thompson

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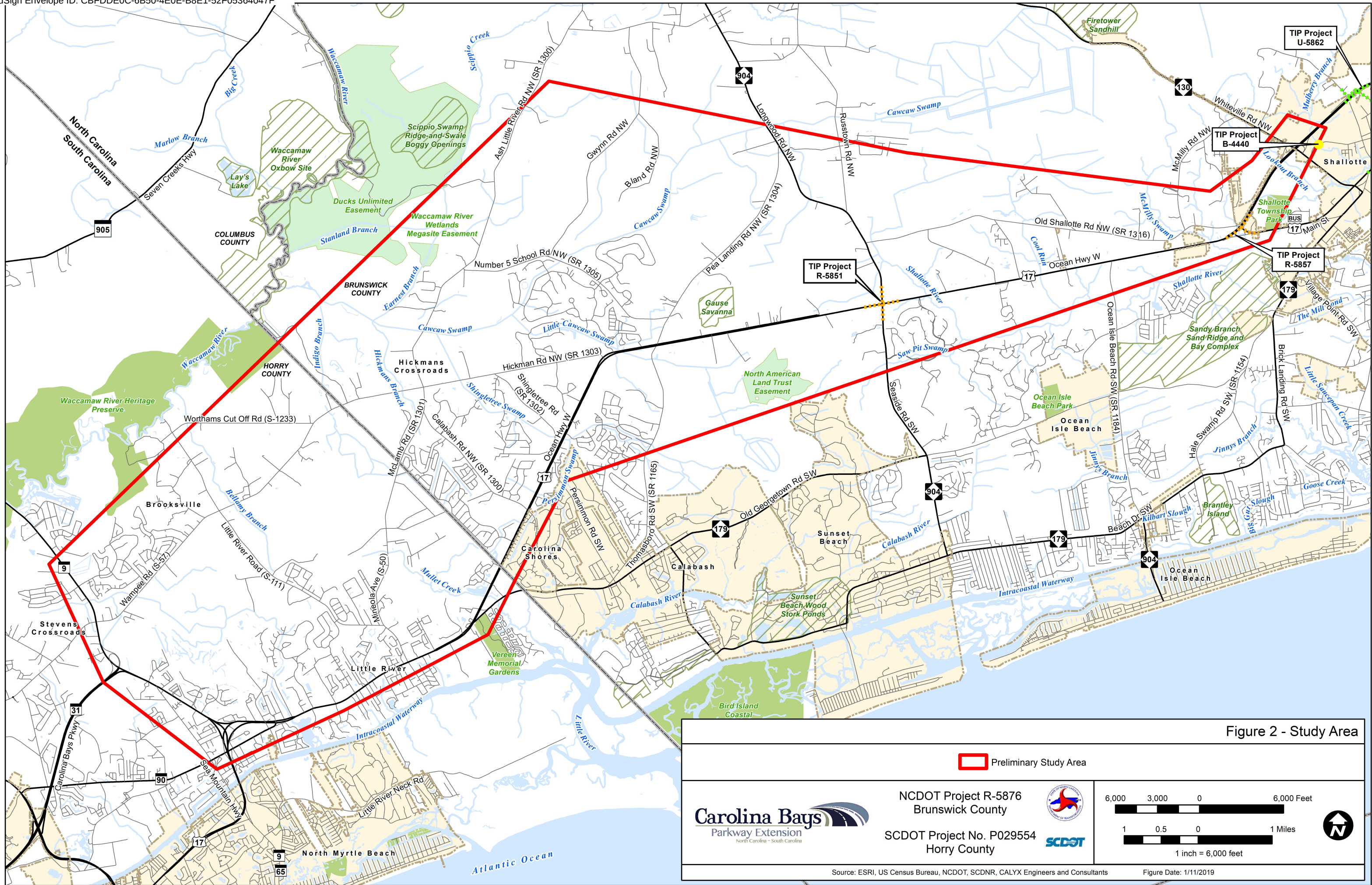
Horry County - Ride 3

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Allen Serkin

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Cape Fear RPO



Carolina Bays Parkway Extension
NEPA/Section 404 Concurrence Point 2
May 4, 2020

NEPA / Section 404 Interagency Agreement

Concurrence Point 1: Study Area Update

Concurrence Point 2: Detailed Study Alternatives Carried Forward

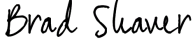
Project: Carolina Bays Parkway Extension, from SC 9 in Horry County, South Carolina to US 17 Shallotte Bypass in Brunswick County, North Carolina; NCDOT STIP Project R-5876 | SCDOT Project P029554

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:

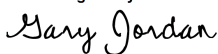
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Alternative 2	☒ Yes	☐ No	Alternative 3	☐ Yes	☒ No
Alternative 4	☒ Yes	☐ No	Alternative 4A	☒ Yes	☐ No
Alternative 5	☐ Yes	☒ No	Alternative 6	☐ Yes	☒ No
Alternative 7	☒ Yes	☐ No	Alternative 8	☒ Yes	☐ No
Alternative 9	☐ Yes	☒ No			

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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USACE (NC)

DocuSigned by:

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USEPA (NC)

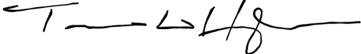
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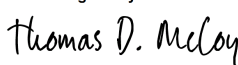
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USACE (SC)

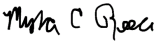
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USEPA (SC)

DocuSigned by:

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USFWS (SC)

DocuSigned by:

DC28BC131154492...
NOAA Fisheries

DocuSigned by:

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SCDHEC

DocuSigned by:

Cathy Brittingham

DE3BD6781DB34D1...

NCDEQ DCM

DocuSigned by:

Travis Wilson

31383D0B682E436...

NCWRC

DocuSigned by:

Perce Gledhill-Earley

C26A1556A275464...

NCHPO

DocuSigned by:

Elizabeth Johnson

E6B440A3641744A...

SCHPO

DocuSigned by:

Krista Kimmel

D8B56B796BC141F...

NCDOT

DocuSigned by:

Leah Quattlebaum

9A6EE1DE6442431...

SCDOT

DocuSigned by:

Christopher Stout

F7E5AA0F8103476...

SCDHEC OCRM

DocuSigned by:

Chuck Hightower

1BF615A24CEB47A...

SCDHEC Bureau of Water

DocuSigned by:

Susan Davis

E0C87381F82F424...

SCDNR

DocuSigned by:

Mark Howeler

46320AD8E2C442E...

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

DocuSigned by:

Jason D. Hopper

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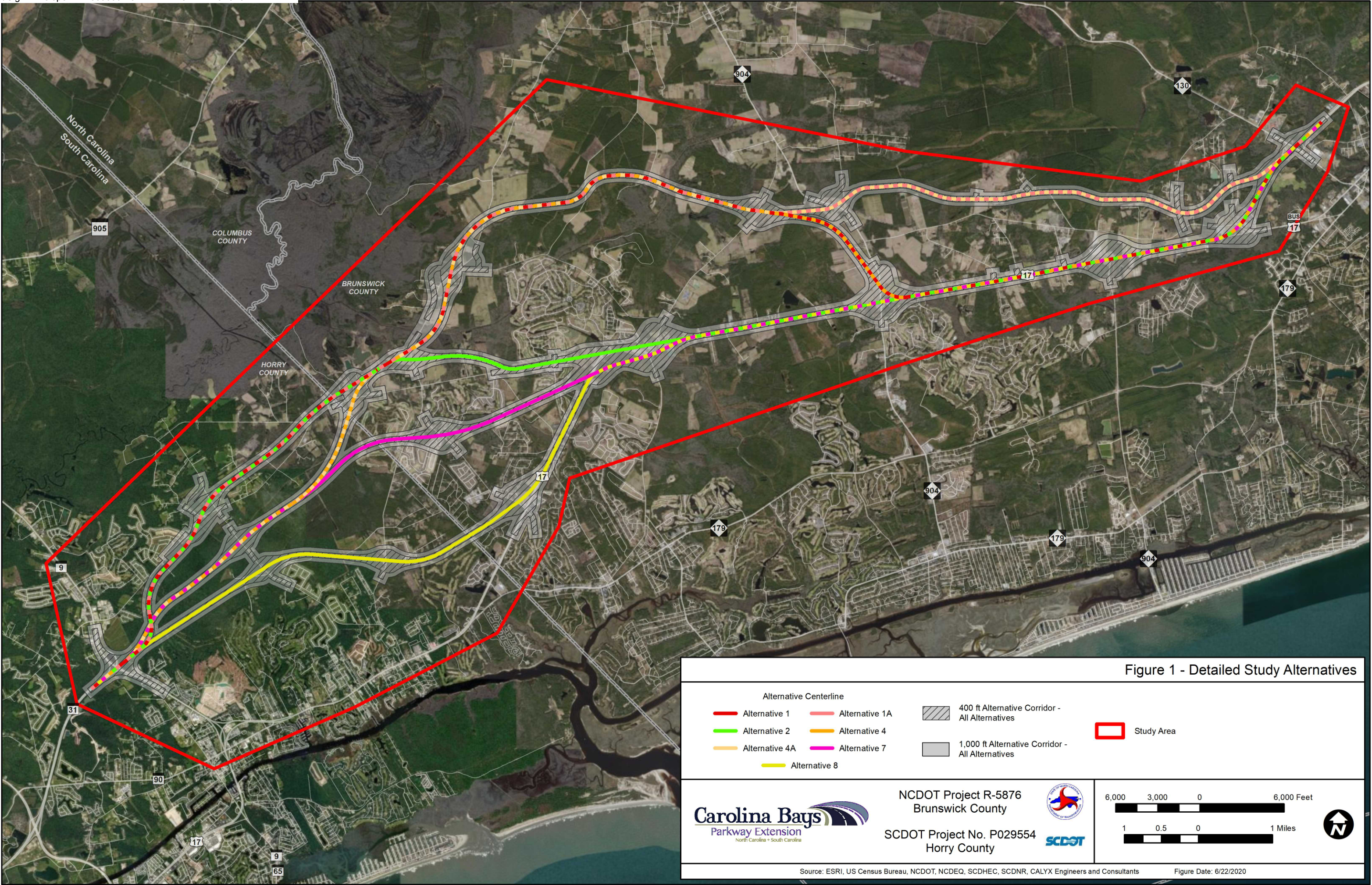
Horry County - Ride 3

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Patrick Flanagan

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Cape Fear RPO



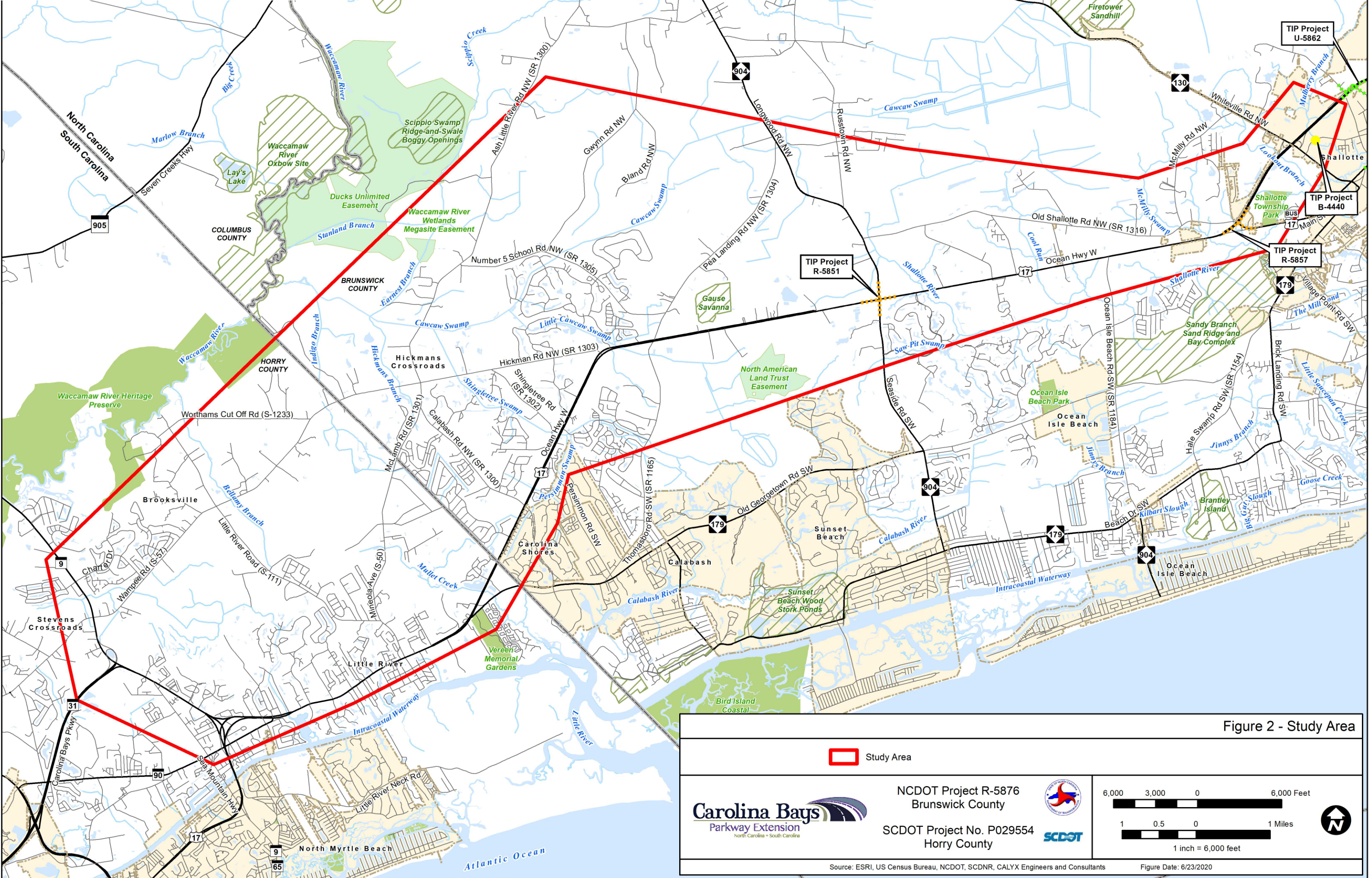


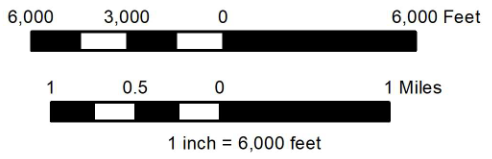
Figure 2 - Study Area

 Study Area



NCDOT Project R-5876
Brunswick County

SCDOT Project No. P029554
Horry County



Carolina Bays Parkway Extension
NEPA/Section 404 Concurrence Point 2A
December 6, 2021

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)

DocuSigned by:

Brad Shaner

USACE (NC)

DocuSigned by:

Travis G Hughes

USACE (SC)

DocuSigned by:

Amanetta Somerville

USEPA (NC)

DocuSigned by:

Alye Singh-White

USEPA (SC)

DocuSigned by:

Gary Jordan

USFWS (NC)

DocuSigned by:

Thomas Mcloy

USFWS (SC)

DocuSigned by:

Seth Wilcher

FHWA

DocuSigned by:

Twyla Cheatwood

NOAA Fisheries

DocuSigned by:

Hannah Sprinkle

NCDEQ DWR

DocuSigned by:

Mina C. Gue

SCDHEC

DocuSigned by:

Cathy Brittingham

NCDEQ DCM

DocuSigned by:

Christopher Stout

SCDHEC OCRM

DocuSigned by:

Travis Wilson

NCWRC

DocuSigned by:

Chuck Hightower

SCDHEC Bureau of Water

DocuSigned by:

Renee Gledhill-Earley

NCHPO

DocuSigned by:

Maggie Jamison

SCDNR

DocuSigned by:

Elizabeth M Johnson

SCHPO

DocuSigned by:

Mark Hoeweler

GSATS MPO

DocuSigned by:

Krista Kimmel

NCDOT

DocuSigned by:

Jason D. Thompson

Horry County - Ride 3

DocuSigned by:

Leah Gnattlebaum

SCDOT

DocuSigned by:

Cape Fear RPO