

Appendix C **Comments**

Carolina Bays Parkway Extension

Feasibility Study Report



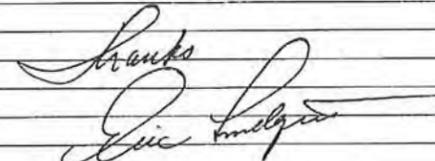
**Civil Engineering
Consulting Services, Inc.**



**Comments received from SCDOT's Public Information Meeting held 2/12/04
Pages C1-C11**

**CAROLINA BAYS PARKWAY EXTENSION, SOUTH CAROLINA
PUBLIC INFORMATION MEETING COMMENTS
(Please Print)**

NAME Mr. DATE 2/12/2004
 Mrs.
 Ms.
 Mr. & Mrs. ERIC E. LINDQUIST

COMMENTS I appreciate the opportunity to meet with
the various individuals involved and to get an idea
of the process involved.
I think you should avoid having developments
close as much as possible.
If possible I would like to get a copy
of the ca 11x18 photo of the area.


Mail Comments to: Mr. Rob Hamzy, P.E.
 Program Manager
 S. C. Department of Transportation
 Post Office Box 191
 Columbia, SC 29202

Written comments will be accepted until February 27, 2004.

**CAROLINA BAYS PARKWAY EXTENSION, SOUTH CAROLINA
PUBLIC INFORMATION MEETING COMMENTS
(Please Print)**

NAME Mr. DATE 2/12/04
 Mrs.
 Ms.
 Mr. & Mrs. ARTHUR PERRY JR.

COMMENTS Please send me, if possible, a copy of the
photo "Carolina Parkway Extension" with map.
Good presentation! Thanks

Mail Comments to: Mr. Rob Hamzy, P.E.
 Program Manager
 S. C. Department of Transportation
 Post Office Box 191
 Columbia, SC 29202

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**CAROLINA BAYS PARKWAY EXTENSION, SOUTH CAROLINA
PUBLIC INFORMATION MEETING COMMENTS
(Please Print)**

NAME Mr. DATE 2/12/04
 Mrs.
 Ms.
 Mr. & Mrs. HARVEY HUGANIN

COMMENTS Would like a copy arial photograph CAR BAYS PKWY
EXTENSION

Mail Comments to: Mr. Rob Hamzy, P.E.
 Program Manager
 S. C. Department of Transportation
 Post Office Box 191
 Columbia, SC 29202

Written comments will be accepted until February 27, 2004.

Comments



CAROLINA BAYS PARKWAY EXTENSION, SOUTH CAROLINA PUBLIC INFORMATION MEETING COMMENTS (Please Print)

NAME Mr. Mrs. Ms. Mr. & Mrs. RONALD W. OLIVER DATE 2/12/04

COMMENTS I AM CHAIRMAN OF THE ARCHITECTURAL COMMITTEE OF THE PRODUCE AT LITTLE RIVER. AS THIS WILL BE CLOSE TO OUR DEVELOPMENT I WOULD LIKE A COPY OF THE MAP SHOWING THE PROPOSED CORRIDORS.

I LOOK FORWARD TO THE COMPLETION OF THE HIGHWAY TO ROUTE 17.

Mail Comments to: **Mr. Rob Hamzy, P.E.**
Program Manager
S. C. Department of Transportation
Post Office Box 191
Columbia, SC 29202

Written comments will be accepted until February 27, 2004.

CAROLINA BAYS PARKWAY EXTENSION, SOUTH CAROLINA PUBLIC INFORMATION MEETING COMMENTS (Please Print)

NAME Mr. RICHARD BETASLEY Mrs. Ms. Mr. & Mrs. DATE 2-12-04

ADD _____
Street/Route City State Zip Code

COMMENTS IN FAVOR OF ANY INTERSTATE TO MYRTLE BEACH. I WOULD LIKE TO SEE A CONNECTOR FROM HWY 17 TO 1654 TO THE PROPOSED CONNECTOR FROM 31 TO 17 IS A WORKABLE SOLUTION FOR E. + N. + N.W. 1/4 WILMINGTON.

Mail Comments to: **Mr. Rob Hamzy, P.E.**
Program Manager
S. C. Department of Transportation
Post Office Box 191
Columbia, SC 29202

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CAROLINA BAYS PARKWAY EXTENSION, SOUTH CAROLINA PUBLIC INFORMATION MEETING COMMENTS (Please Print)

NAME Mr. Mrs. Ms. Mr. & Mrs. CHRIS KRIST II DATE FEB 12, 2004

COMMENTS I think that the Carolina Bays Parkway Extension will be very helpful for traffic flow. My major concern is that the property owners that are affected by the road have adequate access to their property. The extension needs to be less than the present parkway. In other words please make it less limited access than the existing Carolina Bays Parkway.

Mail Comments to: **Mr. Rob Hamzy, P.E.**
Program Manager
S. C. Department of Transportation
Post Office Box 191
Columbia, SC 29202

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Comments



CAROLINA BAYS PARKWAY EXTENSION, SOUTH CAROLINA PUBLIC INFORMATION MEETING COMMENTS (Please Print)

NAME Mr. Mrs. Ms. Mr. & Mrs. Lois Beasley DATE 2-12-04

COMMENTS 29566
Thanks for the info meeting. We need to build out Hwy 31 to North Carolina US Hwy 17 in Brunswick County.
Funding: ① raise the S.C. gas tax
② Hwy County sales tax earmarked for highways
③ tolls OK for new routes until they are paid for
I favor an immediate study to get this Hwy 31 extension started.

Mail Comments to: Mr. Rob Hamzy, P.E.
Program Manager
S. C. Department of Transportation
Post Office Box 191
Columbia, SC 29202

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CAROLINA BAYS PARKWAY EXTENSION, SOUTH CAROLINA PUBLIC INFORMATION MEETING COMMENTS (Please Print)

NAME Mr. Mrs. Ms. Mr. & Mrs. SCOTT SUMERLAW DATE 2/12/2004
c/o TIDEWATCH BOULEVARD, JILL

COMMENTS I currently own the property known as the Retreat on Hwy 17. We are about to start subdividing land immediately adjacent to the existing SC 31 interchange at SC 9. Our land is also adjacent to the northern end of Bay Tree Golf Course. In order to properly plan this development, I would like immediate access to the maps shown tonight.
Thank you.

Mail Comments to: Mr. Rob Hamzy, P.E.
Program Manager
S. C. Department of Transportation
Post Office Box 191
Columbia, SC 29202

Written comments will be accepted until February 27, 2004.

CAROLINA BAYS PARKWAY EXTENSION, SOUTH CAROLINA PUBLIC INFORMATION MEETING COMMENTS (Please Print)

NAME Mr. Mrs. Ms. Mr. & Mrs. Eric E. Lindquist DATE 2/12/2004

COMMENTS I appreciate the opportunity to meet with the various individuals involved and to get an idea of the process involved.
I think you should avoid housing developments as much as possible.

If possible, I would like to get a copy of the ca 11x18 photo of the area.

Eric Lindquist

Mail Comments to: Mr. Rob Hamzy, P.E.
Program Manager
S. C. Department of Transportation
Post Office Box 191
Columbia, SC 29202

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Comments



CAROLINA BAYS PARKWAY EXTENSION, SOUTH CAROLINA PUBLIC INFORMATION MEETING COMMENTS (Please Print)

NAME Mr. Mrs. Ms. Mr. & Mrs. HARVEY HUGONIK DATE 2/12/04

COMMENTS Would like a copy aerial photograph CAR BAYS PKWY EXTENSION

Mail Comments to: Mr. Rob Hamzy, P.E.
Program Manager
S. C. Department of Transportation
Post Office Box 191
Columbia, SC 29202

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CAROLINA BAYS PARKWAY EXTENSION, SOUTH CAROLINA PUBLIC INFORMATION MEETING COMMENTS (Please Print)

NAME Mr. Mrs. Ms. Mr. & Mrs. John DRANGW DATE 2-12-04

COMMENTS World like sets of Drawings
Reduced color copy if
possible

Mail Comments to: Mr. Rob Hamzy, P.E.
Program Manager
S. C. Department of Transportation
Post Office Box 191
Columbia, SC 29202

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CAROLINA BAYS PARKWAY EXTENSION, SOUTH CAROLINA PUBLIC INFORMATION MEETING COMMENTS (Please Print)

NAME Mr. Mrs. Ms. Mr. & Mrs. ARTHUR PERRY JR. DATE 2/12/04

COMMENTS Please send me, if possible, a copy of the photo "Caroline Parkway Extension" to be made. Thank you! Thanks

Mail Comments to: Mr. Rob Hamzy, P.E.
Program Manager
S. C. Department of Transportation
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Columbia, SC 29202

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CAROLINA BAYS PARKWAY EXTENSION, SOUTH CAROLINA PUBLIC INFORMATION MEETING COMMENTS (Please Print)

NAME Mr. ROBERT BUTKIEWICHS DATE 2/12/04
 Mrs.
 Ms.
 Mr. & Mrs.

COMMENTS I HAVE SEEN MAP OF PROJECT I BELIEVE AERIAL
VIEW IS NOT SHOWING DEVELOPMENTS THAT MIGHT
BE IMPACTED WITH PROPOSALS OF THE RT 31 TO
N.C.
I ALSO SEE WHY PROPOSALS HAVE NOT A
STRAIGHT LINE TO N.C. BORDEN - MIGHT BE
CHEAPER
I ALSO WANT TO BE ABLE TO ATTEND MORE
MEETINGS AND DEVELOPED PROPOSAL.

Mail Comments to: Mr. Rob Hamzy, P.E.
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 S. C. Department of Transportation
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 Columbia, SC 29202

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CAROLINA BAYS PARKWAY EXTENSION, SOUTH CAROLINA PUBLIC INFORMATION MEETING COMMENTS (Please Print)

NAME Mr. Ben Neeres DATE _____
 Mrs.
 Ms.
 Mr. & Mrs.

COMMENTS Please mail a copy of this map of the extension
or let me know where we can find it or the individual.

Thanks,
BN

Mail Comments to: Mr. Rob Hamzy, P.E.
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 S. C. Department of Transportation
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 Columbia, SC 29202

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CAROLINA BAYS PARKWAY EXTENSION, SOUTH CAROLINA PUBLIC INFORMATION MEETING COMMENTS (Please Print)

NAME Mr. _____ DATE 2/12/04
 Mrs.
 Ms.
 Mr. & Mrs. RONALD W. OLIVER

COMMENTS I AM CHAIRMAN OF THE ARCHITECTURAL COMMITTEE
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A COPY OF THE MAP SHOWING THE PROPOSED
CORRIDORS.
I LOOK FORWARD TO THE COMPLETION
OF THE HIGHWAY TO ROUTE 67.

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Comments



CAROLINA BAYS PARKWAY EXTENSION, SOUTH CAROLINA PUBLIC INFORMATION MEETING COMMENTS (Please Print)

NAME Mr. Mrs. Ms. Mr. & Mrs. Carl Krust II DATE Feb 12, 2004

COMMENTS I think that the Carolina Bays Parkway Extension will be very helpful for traffic flow. My major concern is that the property owners that are affected by the road have adequate access to their property. The extension needs to be built on a less limited access ~~than the~~ present parkway has. In other words please make it less limited access than the existing Carolina Bays Parkway.
CRK

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Columbia, SC 29202

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CAROLINA BAYS PARKWAY EXTENSION, SOUTH CAROLINA PUBLIC INFORMATION MEETING COMMENTS (Please Print)

NAME Mr. RICHARD BEASLEY Mrs. Ms. Mr. & Mrs. DATE 2-12-04

COMMENTS IN FAVOR OF FIND INTERSTATE TO MYRTLE BEACH. I WOULD LIKE TO SEE A CONNECTOR FROM I95 TO HWY 77. THE PROPOSED CONNECTOR FROM 31 TO 17 IS A WORKABLE SOLUTION FOR SC + NJ + VIRGINIA.

Mail Comments to: Mr. Rob Hamzy, P.E.
Program Manager
S. C. Department of Transportation
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CAROLINA BAYS PARKWAY EXTENSION, SOUTH CAROLINA PUBLIC INFORMATION MEETING COMMENTS (Please Print)

NAME Mr. Mrs. Ms. Lois Beasley Mr. & Mrs. DATE 2-12-04

COMMENTS Thanks for the info meeting. Yes, we need to build out Hwy 31 to North Carolina US Hwy 17 in Brunswick County.
Funding: 1) raise the S.C. gas tax 2) Hwy County sales tax earmarked for highways 3) talk to VA for new routes until they are paid for
I favor an immediate study to get this Hwy 31 extension started.

Mail Comments to: Mr. Rob Hamzy, P.E.
Program Manager
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Post Office Box 191
Columbia, SC 29202

Written comments will be accepted until February 27, 2004.



SALES • VACATION RENTALS • DEVELOPMENT
401 SEA MOUNTAIN HWY / NORTH MYRTLE BEACH, SC 29582
843-249-1408 / 1-800-525-0225 / FAX 843-249-2438
WWW.ELLIOTREALTY.COM

February 17, 2004

Mr. Rob Hamzy, P.E.
Program Manager
S.C. Department of Transportation
Post Office Box 191
Columbia, SC 29202

Dear Mr. Hamzy:

Please allow me to share some concerns regarding the proposed interstate type connection between Interstate 74 in North Carolina to Highway 31 in South Carolina. This is an area that represents approximately 5 miles. The impact of the final determination of the type of road to be built will be significant and will have enormous long-term consequences.

It is my understanding that the proposed connection will be built as an interstate-style extension from Highway 31 northward to tie into Interstate 74 terminating near Highway 17 and the South Carolina border. The road would be built up off of the ground with limited access points. To pursue this plan could represent economic disaster and increase the traffic burden on the existing local highways. Let me explain.

First of all, I am a long-time resident of North Myrtle Beach and a businessperson. What is being proposed will be nothing short of a way for our beach to be completely and unnecessarily "by-passed" and literally pave the way for economic opportunity in Brunswick County, North Carolina at the expense of the citizens of Little River, North Myrtle Beach and northern Horry County, South Carolina. The Brunswick County area will use this bypass to economically prosper and allow tourism tax dollars to shift from South Carolina to North Carolina. The bright lights of Myrtle Beach with



their entertainment, recreational, dining and shopping venues will become extremely accessible. The typical vacationer that has traditionally sought resort accommodations in North Myrtle Beach because they wished to stay in a more quiet family beach area but still within easy access of Myrtle Beach will simply now come to the beach via Interstate 74 and just stay in Brunswick County instead. Access to Myrtle Beach's attractions is assured if the connection between Highway 31 and Interstate 74 is built as a controlled access interstate highway. South Carolina, North Myrtle Beach and Little River will certainly lose tourism dollars and taxes heretofore going to Columbia will be funneled to Raleigh instead.

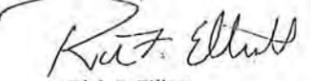
Unlike Highway 31 and Highway 22, both of which had true sensitive wetland components, the 5 miles between Highway 31 north to the intersection with Interstate 74 at the North Carolina/South Carolina border is largely through upland areas and does not present any negative environmental impacts. Therefore this road should not be controlled by environmental concerns that have the underlying intent of stymieing necessary and inevitable growth.

The North Myrtle Beach Main Street connector is a more crucial road at this time to immediately help ease the traffic flow problems in North Myrtle Beach. The difficulty in getting this extension attached to a limited access highway only accentuates the need for this 5-mile connector to be accessible.

Also, in the Myrtle Beach area, you have 4 lanes of north/south traffic flow on Ocean Boulevard, Kings Highway, Grissom Parkway and By-pass 17 prior to limited access on Highway 31. In North Myrtle Beach up to Cherry Grove, you have only 4 lanes of north/south traffic flow on Ocean Boulevard and Highway 17 before you get to the limited access of Highway 31. In Little River and between Highway 31 north to the North Carolina line, the 4-lane north/south corridor is limited to Highway 17. Myrtle Beach has growth corridors on at least 4 major North/South routes. North Myrtle Beach has only 2 growth corridors running north/south. If you build an interstate-type of connection in Little River, you will have effectively choked-off commerce, increased the traffic burden on the existing local highways, and killed the northern area of any hope to develop economically while making Brunswick County, North Carolina the more economically desirable area.

It is for these dollars and cents reasons that I strongly urge you to consider building the connection between Highway 31 north to Interstate 74 as a 4 lane divided highway on an at-grade level with the understanding that there would be intersections which would be a natural draw for retailers, national restaurants, smart economic growth, and other key tourism dollar related attractions. With proper design, traffic flow can be maintained through the use of de-acceleration lanes and acceleration lanes, etc. which could be financed by developers.

If you concede and build the interstate-type connection, not only will Brunswick County flourish at the expense of South Carolina, we will lose our bargaining position related to the Interstate 73 connection from Rockingham, North Carolina to Bennettsville, South Carolina to Dillon and Horry County on to North Myrtle Beach via Highways #9 and #22 and to Myrtle Beach via Highway #501. That is the key "by-pass" that South Carolina really needs. Do not fall prey to thinly veiled plans to supplant South Carolina tourism to North Carolina under the guise of controlled access. There is a lot at stake with these decisions financially and for the long-term as it relates to South Carolina. I urge you to build the type of connection that will allow the northern end of Horry County to prosper and not be "by-passed" in favor of North Carolina.

Sincerely,

Rick F. Elliott



February 17, 2004

Mr. Rob Hamzy, P.E.
Program Manager
South Carolina Department of Transportation
Post Office Box 191
Columbia, South Carolina 29202

Dear Mr. Hamzy:

I am writing in reference to the Carolina Bays Parkway Connector to the North Carolina state line. Is this connector needed? Yes. Is an accessible multilane divided access roadway needed? Yes. Should the proposed elevated controlled access roadway facility be built from SC 9 northerly approximately five miles to the North Carolina state line? No.

Twenty-five years ago Myrtle Beach had the same dilemma in trying to decide if the Myrtle Beach Bypass by Broadway at the Beach should be a controlled access road similar to the Carolina Bays Parkway or a multilane accessible divided highway. At that time Myrtle Beach only had Old Kings Highway 17 as its north-south traffic corridor. The wise decision was made to build the Myrtle Beach Bypass as a multilane accessible highway. Over the years the highway 17 bypass has experienced quality growth and development. In fact today the reason many tourists visit Myrtle Beach is because of the development that has taken place along highway 17 bypass. As you know tourism is the number one industry in our state and certainly number one in Horry County. Even though we desperately need the bypass for Little River, we certainly don't need to do so with an interstate limited highway design that would severely damage economic growth in the fastest growing region in South Carolina.

The State of Florida over the years has been faced with this similar dilemma. Florida beach road A1A for years was the main north-south corridor for travel. US Highway 1 was constructed to provide more efficient movement of north-south traffic. Over the years these roads have developed and continue to be a major route for commercial usage as well as efficient movement of traffic. As the pace of traffic slowed on A1A and US Highway 1 over time the need for additional roads to provide a more direct and efficient movement of north-south traffic was needed. The Florida turnpike and now Interstate 95 serve as the major avenue to move coastal traffic north and south in Florida. This pattern of highway growth has been good in Florida, and has allowed for quality-controlled growth along the accessible

highway corridors that benefit the residents living in the community and tourist that visit. Having both A1A and US Highway 1 as accessible highways complements the traffic flow. However there are problems when an interstate is built so close to the coast or without taking into account the future use including local traffic and passer by traffic. Having additional accessible multilane north-south corridors for efficient movement of traffic is the absolute necessity and the first priority for coastal north-south corridor traffic movement and long-term efficient movement of traffic. Having interstate type highways so close to the coast when advance planning did not take into account the need for additional accessible north-south corridors can have devastating long-term traffic flow problems and unnecessarily add to the cost of constructing new roads, cost of economic lost opportunities along the highway corridor, and lost opportunity for the area that will be bypassed. Interstate 95 in Jacksonville Florida runs through the city. This road is the major north-south corridor for both residents going home from work, tourist and passers by. The road has over the years created massive congestion problems both on the highway itself as well as along the few access roads to the interstate. As a result of poor planning the residents shudder to have to use the interstate as a north-south corridor and the Florida department of Highways has spent millions of tax dollars to build a bypass loop around the city, and expand the road lanes for both the current interstate and the entry/exit roads to the interstate.

Our state cannot afford to be short sighted as it relates to the Carolina Bays Parkway northern connector. The Carolina Bays Parkway interstate type construction was built to terminate at highway number 9. The road in its current form serves as an excellent way to move from North Myrtle Beach to Myrtle Beach and to Highway 501 and points south. The road also serves as an excellent way to move traffic to the major exit corridors Highway 9 and Highway 501 in the event of Hurricane or peril. The road also serves as a way for passers by to enter and leave with ease. We are already experiencing growth and access problems such as the need for a connector to Main Street connector in North Myrtle Beach. As the access is gained with the main street connector and other places along the parkway, the traffic flow efficiency will decrease. The need for a true interstate bypass around the whole grand strand will become apparent. The only true route for an interstate bypass for the grand strand is a route that would follow highway 701 in the Loris area connecting proposed interstate 74 in North Carolina to interstate 73 in South Carolina. This protects the Green Swamp area in North Carolina and moves a true north-south interstate far enough inland to better serve the Grand Strand and its economic and travel needs better over the long hall.

Sincerely,

Ronald C. Bobbitt
Ronald C. Bobbitt



Carolina Bays Parkway Extension, South Carolina

The Carolina Bays Parkway (CBP) project in its entirety involves the development of a new multilane controlled access roadway facility that is intended to provide a more direct and efficient movement of north-south traffic within the Grand Strand area of South Carolina. The CBP from SC 9 to US 501 was opened to traffic on December 17, 2002. The section from US 501 to SC 544 is currently under construction. Conceptual plans for the section from SC 544 to US 17 are complete, however no funding has been identified. This current proposal consists of undertaking a feasibility study for a new multilane divided facility to extend the CBP from SC 9 northerly approximately five miles to a logical terminus at the North Carolina/South Carolina state line.

The study area is bounded on the south by SC 9, on the east by US 17, on the west by S-57 and on the north by the North Carolina state line.

The new facility is needed to expedite the movement of north-south traffic along the South Carolina coast by providing for more direct and efficient movement of traffic seeking to bypass congestion along US 17 from Myrtle Beach, SC to Calabash, NC.

In completing the feasibility study for this project, numerous objectives will be achieved including: identification of possible corridors; traffic studies; alignment identification and refinement; environmental inventory; community and agency involvement; and recommendation of a selected group of alternative corridors for additional studies.

The North Carolina Department of Transportation (NCDOT) in coordination with South Carolina Department of Transportation (SCDOT) is concurrently developing a feasibility study to extend the multilane facility from the state line northerly to US 17 in Brunswick County.

Comments:

Please address any comments you may have regarding this project by mail to:

Mr. Rob Hamzy, P.E.
Program Manager
S. C. Department of Transportation
Post Office Box 191
Columbia, SC 29202

* Written comments will be accepted until February 27, 2004.

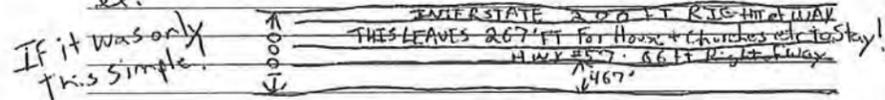
Comments



CAROLINA BAYS PARKWAY EXTENSION, SOUTH CAROLINA PUBLIC INFORMATION MEETING COMMENTS (Please Print)

NAME Mr. Mrs. Ms. Mr. & Mrs. Patrick Baulter DATE 2/22/04

COMMENTS What ever SCDOT Does, Please Have Controlled Access, Not Limited Access, like I heard a certain State Senator was wanting, due to him having a personal agenda because he owns a bunch of land along this #57 Corridor. IF we go to Washington this week with two strategies how we want the #174 to be built, they will laugh us right out of D.C. THE FEDS ONLY CARE ABOUT ONE THING. AS THEY SHOULD "SAFETY" The want an interstate off this Beach for a Hurricane evacuation, and nothing more! I would recommend #57 be a Frontage Rd, and the Interstate run along side. #57 has a 66 rightaway and w/ the 1000' corridor and the Interstate requires a 200' ft Right of Way that would leave 267' Feet off #57 before the Interstate would have to take property using eminent domain. We may have to cross #57 with bridges to keep from curbing imprat. ex.



Mail Comments to: Mr. Rob Hamzy, P.E.
Program Manager
S. C. Department of Transportation
Post Office Box 191
Columbia, SC 29202

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CAROLINA BAYS PARKWAY EXTENSION, SOUTH CAROLINA PUBLIC INFORMATION MEETING COMMENTS (Please Print)

NAME Mr. Mrs. Ms. Mr. & Mrs. Harold D. Ford DATE 2-23-04

COMMENTS To Carolina Bays Parkway Extension From SC 9 to North Carolina Line. Highway 57 N is MY CONCERN is that there are too many homes and too many Churches in this small residential community of fish and children in the area, when the people in the community work so hard to get this diversion from SC 9 to NC Line, which is approx. 3 miles and when it was paved it was called a Farm Secondary Road, and not a Commercial Highway. It was named Carolina Bay parkway so I think it would be in betterment for the people and their families in the community to continue it through the bay and not interfere with people's homes completely. Because we do not need this kind of traffic from Bell & Bell Interlection on SC 57 N to NC state line, through this community. Let it continue straight through from where it connects to SC 9 between 57 N and Highway 17 N to Calibash NC.

Mail Comments to: Mr. Rob Hamzy, P.E.
Program Manager
S. C. Department of Transportation
Post Office Box 191
Columbia, SC 29202

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CAROLINA BAYS PARKWAY EXTENSION, SOUTH CAROLINA PUBLIC INFORMATION MEETING COMMENTS (Please Print)

NAME Mr. Robert Cavanaugh Mrs. Ms. Mr. & Mrs. DATE 2/17/04

COMMENTS VERY important done ASAP to relieve RT 17 of unnecessary traffic. PREFER road - corridor ONLY dumping into Little River had news dumped on 57 - same need match from NC to state line direct exit routing.

Mail Comments to: Mr. Rob Hamzy, P.E.
Program Manager
S. C. Department of Transportation
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Columbia, SC 29202

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Comments



CAROLINA BAYS PARKWAY EXTENSION, SOUTH CAROLINA PUBLIC INFORMATION MEETING COMMENTS (Please Print)

NAME Mr. Mrs. Ms. Mr. & Mrs. Patrick Boulter DATE 2/22/04

COMMENTS This is in Reference to the NMB Connector that is going to become Hwy #90. The SCDOT is correct in saying that the traffic should decrease on Hwy #90 to Little River, except from where Hwy #90 crosses over Hwy 17 at the new traffic light. From the New Light on 90 to Cedar Creek where Hwy 90 ends, the traffic will increase. When coming East on Hwy #9 going toward Little River you will come up to the New Light at NMB Memorial Gardens and turn left to go Hwy #90 to Little River. And if you come off #31 or #90 from Conway you will continue on Hwy 90 from the New Light to Cedar Creek Village. All traffic coming from Weston Hwy #9 and North that small stretch of Hwy #90 is the only way to get to Little River. ~~This section~~ This section of Hwy #90 is ~~big~~ mostly commercial and development is increasing every year. My Recommendation is that Hwy #90 is widened from MAMA JEANS RESTRIANT TO The Cedar Creek Village Turnoff. WE NEED TO ADD A TURN LANE IN THE CENTER OF THE ROAD so traffic turning off does not effect the flow of traffic.

Mail Comments to: Mr. Rob Hamzy, P.E.
Program Manager
S. C. Department of Transportation
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Columbia, SC 29202



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CAROLINA BAYS PARKWAY EXTENSION, SOUTH CAROLINA PUBLIC INFORMATION MEETING COMMENTS (Please Print)

NAME Mr. Mrs. Ms. Mr. & Mrs. William R. BAZZARRE DATE 2/16/04

COMMENTS I APPRECIATED THE PUBLIC INFORMATION MEETING IN NORTH MYRTLE BEACH THIS WEEK CONCERNING THE CBP EXTENSION PROJECT. I FOUND IT TO BE VERY INFORMATIVE.

IF POSSIBLE, COULD YOU PLEASE SEND ME A COPY OF THE SIX PROPOSED ALIGNMENTS?

THANKS,

BILL BAZZARRE

Mail Comments to: Mr. Rob Hamzy, P.E.
Program Manager
S. C. Department of Transportation
Post Office Box 191
Columbia, SC 29202



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Carolina Bays Parkway Extension, South Carolina

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COPY



Carolina Bays Parkway Extension, South Carolina

The Carolina Bays Parkway (CBP) project in its entirety involves the development of a new multilane controlled access roadway facility that is intended to provide a more direct and efficient movement of north-south traffic within the Grand Strand area of South Carolina. The CBP from SC 9 to US 501 was opened to traffic on December 17, 2002. The section from US 501 to SC 544 is currently under construction. Conceptual plans for the section from SC 544 to US 17 are complete, however no funding has been identified. This current proposal consists of undertaking a feasibility study for a new multilane divided facility to extend the CBP from SC 9 northerly approximately five miles to a logical terminus at the North Carolina/South Carolina state line.

The study area is bounded on the south by SC 9, on the east by US 17, on the west by S-57 and on the north by the North Carolina state line.

The new facility is needed to expedite the movement of north-south traffic along the South Carolina coast by providing for more direct and efficient movement of traffic seeking to bypass congestion along US 17 from Myrtle Beach, SC to Calabash, NC.

In completing the feasibility study for this project, numerous objectives will be achieved including: identification of possible corridors; traffic studies; alignment identification and refinement; environmental inventory; community and agency involvement; and recommendation of a selected group of alternative corridors for additional studies.

The North Carolina Department of Transportation (NCDOT) in coordination with South Carolina Department of Transportation (SCDOT) is concurrently developing a feasibility study to extend the multilane facility from the state line northerly to US 17 in Brunswick County.

Comments:
Please address any comments you may have regarding this project by mail to:

Mr. Rob Hamzy, P.E.
Program Manager
S. C. Department of Transportation
Post Office Box 191
Columbia, SC 29202

* Written comments will be accepted until February 27, 2004.





Comments received from NCDOT's Public Information Workshop held 2/24/04
Pages C12-C19

CAROLINA BAYS PARKWAY EXTENSION, NORTH CAROLINA
PUBLIC INFORMATION WORKSHOP COMMENTS
(Please Print)

NAME Mr. _____ DATE 2/24/04
Mrs. _____
Ms. _____
Mr. & Mrs. Bill Bellamy

COMMENTS
Route 1 A -> B - 2 (Eastern Most Route)
Will impact less homes, churches, & businesses

Mail Comments to: Mr. David Wasserman, P.E.
Transportation Planning Branch
NCDOT
PO Box 25201
Raleigh, NC 27611



Written comments will be accepted until March 9, 2004.

CAROLINA BAYS PARKWAY EXTENSION, NORTH CAROLINA
PUBLIC INFORMATION WORKSHOP COMMENTS
(Please Print)

NAME Mr. Bill Bellamy DATE 2-24-04
Mrs. _____
Ms. _____
Mr. & Mrs. _____

COMMENTS
Best Rt. R1 -> A -> B -> 2. Fin Foot Rt.
Best route with least amount of impact

Mail Comments to: Mr. David Wasserman, P.E.
Transportation Planning Branch
NCDOT
PO Box 25201
Raleigh, NC 27601



Written comments will be accepted until March 9, 2004.

CAROLINA BAYS PARKWAY EXTENSION, NORTH CAROLINA
PUBLIC INFORMATION WORKSHOP COMMENTS
(Please Print)

NAME Mr. _____ DATE 2/23/04
Mrs. _____ TELEPHONE _____
Ms. _____
Mr. & Mrs. MASON ANDERSON

COMMENTS
US 17 from shallotte west
should not be the Route.
This area is already to
highly developed and it will
be much more practical to
drop north of US 17 and
make a new route to
the SC state line.

Mason Anderson

Mail Comments to: Mr. David Wasserman, P.E.
Transportation Planning Branch
NCDOT
PO Box 25201
Raleigh, NC 27601



Written comments will be accepted until March 9, 2004.

Comments



CAROLINA BAYS PARKWAY EXTENSION, NORTH CAROLINA PUBLIC INFORMATION WORKSHOP COMMENTS (Please Print)

NAME Mr. GREGORY S. GORE DATE 2-24-04
 Mrs. _____
 Ms. _____
 Mr. & Mrs. _____

COMMENTS

1) It looks like A to B to 2 may be a very good option.
 2) Would it be better to turn north at B and head north and east of Hickman rd.? (less population)?

CAROLINA BAYS PARKWAY EXTENSION, NORTH CAROLINA PUBLIC INFORMATION WORKSHOP COMMENTS (Please Print)

NAME Mr. CHARLES J. HUTTON DATE 2/10/04
 Mrs. _____
 Ms. _____
 Mr. & Mrs. _____

COMMENTS As a new resident to S.C. I was very much impressed with the new Route 31. Now that I see how you may extend into N.C. out of 31 to 57 I hope you will consider "B" Route. I believe the detour would be beneficial to everyone with this Route. Keep up the good work with our Highways systems.

Mail Comments to: Mr. David Wasserman, P.E.
 Transportation Planning Branch
 NCDOT
 PO Box 25201
 Raleigh, NC 27601

Written comments will be accepted until March 9, 2004.

CAROLINA BAYS PARKWAY EXTENSION, NORTH CAROLINA PUBLIC INFORMATION WORKSHOP COMMENTS (Please Print)

NAME Mr. JOSEPH KRONSKI DATE 2-24-04
 Mrs. _____
 Ms. _____
 Mr. & Mrs. _____

ADDRESS 525 Preserve Pt. COAS ISLE BEACH N.C. 28569
 Street/Route City State Zip Code

COMMENTS

Please send a copy of the proposed site maps as soon as available.
 Today IF purpose is to move traffic more easily what impact will this have on Rt. 17 beyond the point where the proposal would come in to 17 as shown?
 Seems it is just moving the problem from S.C. to N.C.
 Why can't 31 be made as a direct connection to the 74 corridor or to Rt. 40.

Joe Kronski

Mail Comments to: Mr. David Wasserman, P.E.
 Transportation Planning Branch
 NCDOT
 PO Box 25201
 Raleigh, NC 27611

Written comments will be accepted until March 9, 2004.

Mail Comments to: Mr. David Wasserman, P.E.
 Transportation Planning Branch
 NCDOT
 PO Box 25201
 Raleigh, NC 27611

Written comments will be accepted until March 9, 2004.

Comments



CAROLINA BAYS PARKWAY EXTENSION, NORTH CAROLINA PUBLIC INFORMATION WORKSHOP COMMENTS

(Please Print)

Public officials
workshop

NAME Mr. _____
Mrs. _____
Ms. _____
Mr. & Mrs. MAY MOORE
DATE 2-24-04

COMMENTS I urge the most northern route
and avoiding existing residential
communities.

Mail Comments to: Mr. David Wasserman, P.E.
Transportation Planning Branch
NCDOT
PO Box 25201
Raleigh, NC 27601



Written comments will be accepted until March 9, 2004.

CAROLINA BAYS PARKWAY EXTENSION, NORTH CAROLINA PUBLIC INFORMATION WORKSHOP COMMENTS

(Please Print)

NAME Mr. _____
Mrs. _____
Ms. _____
Mr. & Mrs. FRANK MORRISON
DATE 2/24/2004
TELEPHONE _____

COMMENTS Please include us on your mailing
list for maps, updates, and new information
as it develops. I have traveled SC,
31 and 22 and support this project
as it connects with North Carolina.
Some of my family owns property near
US 17 and Hwy 211. I have land
in front of the CARDINAL apartments
in Charlotte. We need to plan for
the highest and best use of this
land. I support the proposed
route as shown on the NC. The map
as presented at the Jessie Mae Monroe
workshop today.

I believe this project should be
funded and started in North Carolina
as soon as possible.
Thank you for having this workshop.
Sincerely

Frank M. Morrison
REALTOR

Mail Comments to: Mr. David Wasserman, P.E.
Transportation Planning Branch
NCDOT
PO Box 25201
Raleigh, NC 27601



Written comments will be accepted until March 9, 2004.

CAROLINA BAYS PARKWAY EXTENSION, NORTH CAROLINA PUBLIC INFORMATION WORKSHOP COMMENTS

(Please Print)

NAME Mr. Steve Nouri
Mrs. _____
Ms. _____
Mr. & Mrs. _____
DATE 2-26-04

COMMENTS Route 1 to A to B to 2 is
best.

Mail Comments to: Mr. David Wasserman, P.E.
Transportation Planning Branch
NCDOT
PO Box 25201
Raleigh, NC 27601



Written comments will be accepted until March 9, 2004.



**CAROLINA BAYS PARKWAY EXTENSION, NORTH CAROLINA
PUBLIC INFORMATION WORKSHOP COMMENTS**
(Please Print)

NAME Mr. ADAM H PETERS DATE 2/24/04
Mrs. _____
Ms. _____
Mr. & Mrs. _____

COMMENTS I HAVE JUST INVESTED \$250,000.00 to build a custom home on the MEADOWLANDS Golf Course (LOT 65). If you look at your maps that puts me about 50 yards from the proposed roadway on Hickman Rd. Not only am I not willing to live in the shadow of a 4-6-8 lane highway the infiltration of this project into the MEADOWLANDS Golf course will eliminate one of the holes & severely impact another. My thought is that the golf course will then cease to exist & I'm done. How will I ever recoup my investment in this situation and I'm sure the state is not about to make it right. I did not relocate to NC to watch my retirement home devalued by people who have no foresight or concern for individuals. This highway should have been planned years ago. Please find another route... just the mention of the route has already hurt the value of my home - THANKS

Mail Comments to: Mr. David Wasserman, P.E.
Transportation Planning Branch
NCDOT
PO Box 25201
Raleigh, NC 27641
27601



Written comments will be accepted until March 9, 2004.

**CAROLINA BAYS PARKWAY EXTENSION, NORTH CAROLINA
PUBLIC INFORMATION WORKSHOP COMMENTS**
(Please Print)

NAME Mr. _____ DATE 24 FEB 04
Mrs. _____
Ms. _____
Mr. & Mrs. MICHAEL J. RANDONE

COMMENTS I THINK ROUTE "D"

Mail Comments to: Mr. David Wasserman, P.E.
Transportation Planning Branch
NCDOT
PO Box 25201
Raleigh, NC 27641
27601



Written comments will be accepted until March 9, 2004.

**CAROLINA BAYS PARKWAY EXTENSION, NORTH CAROLINA
PUBLIC INFORMATION WORKSHOP COMMENTS**
(Please Print)

NAME Mr. _____ DATE 24 FEB 04
Mrs. _____
Ms. _____
Mr. & Mrs. MICHAEL J. RANDONE

COMMENTS I THINK ROUTE "D"-(c) WOULD BE A BETTER ROUTE THAN ANY OF THE OTHER ALTERNATIVE ROUTES, IN THAT IT IMPACTS FEWER PEOPLE AS FAR THEIR HOMES AND PROPERTY VALUES. ENVIRONMENTALLY, EITHER ROUTE WOULD HAVE AN ENVIRONMENTAL IMPACT. ROUTE "D"-(c) WOULD HAVE SOME ENVIRONMENTAL IMPACT, BUT IT WOULD AFFECT VERY FEW PEOPLE. THE OTHER ROUTES GENERALLY AFFECT BOTH. WILL NOT COMPENSATE THOSE THAT HAVE THEIR HOMES IN THE PATH OR VERY NEAR THE NEW EXTENSION A FAIR MARKET VALUE. IF EXTENSION "E" IS BUILT IT WILL PASS THROUGH MY HOME ADJACENT TO IT. MY PROPERTY VALUE WILL HIT ROCK BOTTOM. PLEASE TAKE INTO CONSIDERATION OF PEOPLE'S HOMES AND PROPERTY VALUES. EXTENSION "D"-(c) WILL NOT AFFECT VERY FEW HOMES.

THANK YOU
[Signature]

Mail Comments to: Mr. David Wasserman, P.E.
Transportation Planning Branch
NCDOT
PO Box 25201
Raleigh, NC 27641
27601



Written comments will be accepted until March 9, 2004.

Comments



**CAROLINA BAYS PARKWAY EXTENSION, NORTH CAROLINA
PUBLIC INFORMATION WORKSHOP COMMENTS**
(Please Print)

NAME Mr. _____ DATE 2/24/04
 Mrs. _____
 Ms. _____
 Mr. & Mrs. Steven Randone

COMMENTS Will DOT compensate for reductions of property value for homes & lots that will border ROW? Will barriers be installed between homes & ROW? Routes E & F should not be considered due to developments & planned developments within this area.

Mail Comments to: Mr. David Wasserman, P.E.
 Transportation Planning Branch
 NCDOT
 PO Box 25201
 Raleigh, NC 27611
 27601



Written comments will be accepted until March 9, 2004.

**CAROLINA BAYS PARKWAY EXTENSION, NORTH CAROLINA
PUBLIC INFORMATION WORKSHOP COMMENTS**
(Please Print)

NAME Mr. PATRICK SIRATT DATE 2/24/04
 Mrs. _____
 Ms. _____
 Mr. & Mrs. _____

COMMENTS Request a copy of the mapping showing the possible corridor for Carolina Bays Parkway from SC 9 to US 17.

Mail Comments to: Mr. David Wasserman, P.E.
 Transportation Planning Branch
 NCDOT
 PO Box 25201
 Raleigh, NC 27611
 27601



Written comments will be accepted until March 9, 2004.

**CAROLINA BAYS PARKWAY EXTENSION, NORTH CAROLINA
PUBLIC INFORMATION WORKSHOP COMMENTS**
(Please Print)

NAME Mr. Lee Weddy DATE 2/24/2004
 Mrs. _____
 Ms. _____
 Mr. & Mrs. Lee Weddy

COMMENTS We believe planning should explore another alternative which is to extend the parkway from Point D in the area north of Brunswick Plantation to highway 804 where it could be run back to 17. It could run across Hick-Little River through Parcelled to 404. Running it into Highway 17 near the Hickman Rd junction is creating a tremendous traffic problem in that Brunswick Plantation will have more than 2000 homes in the main section, all of which use the entrance on 17 and beyond Hickman Hwy an intersection with the Parkway anywhere near this heavy traffic area makes little sense.

Mail Comments to: Mr. David Wasserman, P.E.
 Transportation Planning Branch
 NCDOT
 PO Box 25201
 Raleigh, NC 27611
 27601



Written comments will be accepted until March 9, 2004.

Comments



**CAROLINA BAYS PARKWAY EXTENSION, NORTH CAROLINA
PUBLIC INFORMATION WORKSHOP COMMENTS**
(Please Print)

NAME Mr. Steven Wodacki DATE 2-24-04
Mrs. Judith Wodacki
Ms.
Mr. & Mrs.

COMMENTS If federal funds are approved for this project, we would prefer the (B) proposal.

[Handwritten signature]

Mail Comments to: Mr. David Wasserman, P.E.
Transportation Planning Branch
NCDOT
PO Box 25201
Raleigh, NC 27611
27601

Written comments will be accepted until March 9, 2004.

**CAROLINA BAYS PARKWAY EXTENSION, NORTH CAROLINA
PUBLIC INFORMATION WORKSHOP COMMENTS**
(Please Print)

NAME Mr. DATE 2/24/04
(Mrs)
Ms. For
Mr. & Mrs. *Jessica Beung by Martin Beung*

COMMENTS

Route 1 → A → B → 2 (Eastern Most Route)
Will Impact Less Property, Churches,
Businesses + Communities.

Mail Comments to: Mr. David Wasserman, P.E.
Transportation Planning Branch
NCDOT
PO Box 25201
Raleigh, NC 27611
27601

Written comments will be accepted until March 9, 2004.

**CAROLINA BAYS PARKWAY EXTENSION, NORTH CAROLINA
PUBLIC INFORMATION WORKSHOP COMMENTS**
(Please Print)

NAME Mr. DATE 2-29-04
Mrs.
Ms.
Mr. & Mrs. *Michelle Kay Billing*

COMMENTS I think the best route is from A → B → 2. The E #15

Just prevent Impact on Home & Church & Business. Plus Central Business

Mail Comments to: Mr. David Wasserman, P.E.
Transportation Planning Branch
NCDOT
PO Box 25201
Raleigh, NC 27601

Written comments will be accepted until March 9, 2004.

**CAROLINA BAYS PARKWAY EXTENSION, NORTH CAROLINA
PUBLIC INFORMATION WORKSHOP COMMENTS**
(Please Print)

NAME Mr. Simon K. Bell DATE 2/29/04
Mrs.
Ms.
Mr. & Mrs.

COMMENTS

Take D to B to C to E to (2)

Avoid Hickam Rd, too much impact, farms, churches
Highway 57 is not suitable for a main road. It would be
better to build a new road engineered for traffic.

Mail Comments to: Mr. David Wasserman, P.E.
Transportation Planning Branch
NCDOT
PO Box 25201
Raleigh, NC 27611
27601

Written comments will be accepted until March 9, 2004.

Comments



Comments received from NCDOT's Public Information Workshop held 10/11/05 Pages C20-C61

CAROLINA BAYS PARKWAY EXTENSION, NORTH CAROLINA PUBLIC INFORMATION WORKSHOP COMMENTS (Please Print)

NAME Mr. DATE 10-11-05
 Mrs.
 Ms.
 Mr. & Mrs. JOHN F. KAIN

COMMENTS

I think alternative F is the least desirable because (1) dumpsites 17 at a very busy intersection + (2) takes up too much of Hwy 17 which we need for local traffic year round

Alternative A also is not desirable because it takes up Wickman's Road which is valuable for local traffic. It's an important road

Alternative E is interesting and probably preferable to others because it doesn't join 17 until the outmost edge of the project. Tough for the farmer but those properties are investment for the short term & not long standing

Alternative B is also acceptable.

Mail Comments to: Mr. David Wasserman, P.E.
 NC Department of Transportation
 Transportation Planning Branch
 1554 Mail Service Center
 Raleigh, NC 27699-1554



Please submit written comments by October 25, 2005.

CAROLINA BAYS PARKWAY EXTENSION, NORTH CAROLINA PUBLIC INFORMATION WORKSHOP COMMENTS (Please Print)

NAME Mr. DATE 10-11-05
 Mrs. TELEPHONE _____
 Ms.
 Mr. & Mrs. MR. + MRS. SWANNA

COMMENTS *If a choice has to be made "B" is our choice. It seems to disrupt the least. We just built a home in OceanSide Place*

Mail Comments to: Mr. David Wasserman, P.E.
 NC Department of Transportation
 Transportation Planning Branch
 1554 Mail Service Center
 Raleigh, NC 27699-1554



Please submit written comments by October 25, 2005.

CAROLINA BAYS PARKWAY EXTENSION, NORTH CAROLINA PUBLIC INFORMATION WORKSHOP COMMENTS (Please Print)

NAME Mr. DATE 10/11/05
 Mrs.
 Ms.
 Mr. & Mrs. MAIGELM + BRANDA GRISSETT

COMMENTS *Need AN INTERCHANGE AT GRISSETT TOWN Hwy 17 + 904 INTERSECTION. VERY DANGEROUS INTERSECTION*

Mail Comments to: Mr. David Wasserman, P.E.
 NC Department of Transportation
 Transportation Planning Branch
 1554 Mail Service Center
 Raleigh, NC 27699-1554



Please submit written comments by October 25, 2005.

Comments



CAROLINA BAYS PARKWAY EXTENSION, NORTH CAROLINA PUBLIC INFORMATION WORKSHOP COMMENTS (Please Print)

NAME Mr. Mrs. Ms. Mr. & Mrs. Don & Geri Fidura
DATE 10/11/05

COMMENTS IF this road has to be I would only
vote for "B". It seems as though "B"
would effect the least amount of homes.
It appears that it would travel through
woodlands rather than sub-divisions.
Plan "B" is our vote.

Mail Comments to: Mr. David Wasserman, P.E.
NC Department of Transportation
Transportation Planning Branch
1554 Mail Service Center
Raleigh, NC 27699-1554

Please submit written comments by October 25, 2005.

Route; it is the longest, most curved and
destroyes the most wet land and natural
Forest. I think the most economically
Best rout would be the straightest also
one along existing roads such as
Route A or F.
Thank you



Comments



CAROLINA BAYS PARKWAY EXTENSION, NORTH CAROLINA PUBLIC INFORMATION WORKSHOP COMMENTS (Please Print)

NAME Mr. Mrs. Ms. Mr. & Mrs. Salvatore Mauro DATE 10/11/05

COMMENTS We live in Brunswick Plantation. Our first choice of routes is "F", as it is furthest away, removing the traffic, noise, and attendant problems as far from our community as possible. Of course, the folks who live near route "F" won't like it, either. Logically, an acceptable route is A, B, C, or D, which appear to travel in a relatively straight line, thus reducing costs.
 * "F" however, has more surface on the existing path of Rt. 17- so would require less work, and has already been established as a roadway. Of all of your choices, B is the worst. It travels through wetlands; it's practically on top of this school, and would destroy farm and forest alike. It's also in the flood plain. Your map is very informative and tells us that any route that employs an existing highway has to be the best choice. Why does North Carolina have to pay for a road to Myrtle Beach S.C. We don't need another road to S.C. Route B is the worst

Mail Comments to: Mr. David Wasserman, P.E.
NC Department of Transportation
Transportation Planning Branch
1554 Mail Service Center
Raleigh, NC 27699-1554



Please submit written comments by October 25, 2005.

CAROLINA BAYS PARKWAY EXTENSION, NORTH CAROLINA PUBLIC INFORMATION WORKSHOP COMMENTS (Please Print)

NAME Mr. Mrs. Ms. Mr. & Mrs. POIER HERRICK DATE 11 Oct 05

COMMENTS I would first like to thank the DOT for giving us the opportunity to comment on the alternatives being considered for the Carolina Bays Parkway extension project. Upon reviewing the alternatives presented (A-F) it is my opinion that Alternative B appears to be the best. I say this because it appears to be the least disruptive to the extensive development that is ongoing from Thomasboro Road south along Route 17 toward SC. I do not know the difficulties that may be incurred with right of way and land acquisition, but to me this alternative (B) seems to be the easiest.

Poier Herrick

Mail Comments to: Mr. David Wasserman, P.E.
NC Department of Transportation
Transportation Planning Branch
1554 Mail Service Center
Raleigh, NC 27699-1554



Please submit written comments by October 25, 2005.

CAROLINA BAYS PARKWAY EXTENSION, NORTH CAROLINA PUBLIC INFORMATION WORKSHOP COMMENTS (Please Print)

NAME Mr. Mrs. Ms. Mr. & Mrs. Willie F. PELHAM DATE 10-11-2005

COMMENTS Please do not even consider using D, E, & F. My first choice would be A. Thank you Willie & Family

Mail Comments to: Mr. David Wasserman, P.E.
NC Department of Transportation
Transportation Planning Branch
1554 Mail Service Center
Raleigh, NC 27699-1554



Please submit written comments by October 25, 2005.

Comments



**CAROLINA BAYS PARKWAY EXTENSION, NORTH CAROLINA
PUBLIC INFORMATION WORKSHOP COMMENTS**
(Please Print)

NAME Mr. Mrs. Ms. Mr. & Mrs. Kent Fulkner DATE 10/11/05

COMMENTS Clearly the most logical is R1'A'

Mail Comments to: Mr. David Wasserman, P.E.
NC Department of Transportation
Transportation Planning Branch
1554 Mail Service Center
Raleigh, NC 27699-1554

Please submit written comments by October 25, 2005.

**CAROLINA BAYS PARKWAY EXTENSION, NORTH CAROLINA
PUBLIC INFORMATION WORKSHOP COMMENTS**
(Please Print)

NAME Mr. Mrs. Ms. Mr. & Mrs. Marcia J. Kleinman DATE 10/11/05

COMMENTS Plan B is the best. It impacts fewer homes
I strongly object to Plan E because it significantly impacts a community that has residential homes
I absolutely object to Plan F also, because it also severely impacts residential areas + homes.
Please keep me informed as to modifications, changes, and information
Thanks
Furtlesway@aol.com

Mail Comments to: Mr. David Wasserman, P.E.
NC Department of Transportation
Transportation Planning Branch
1554 Mail Service Center
Raleigh, NC 27699-1554

Please submit written comments by October 25, 2005.

**CAROLINA BAYS PARKWAY EXTENSION, NORTH CAROLINA
PUBLIC INFORMATION WORKSHOP COMMENTS**
(Please Print)

NAME Mr. Mrs. Ms. Mr. & Mrs. Bruce Kibbehouse DATE 10-11-05

COMMENTS We like B best. C would not be too bad.
We object absolutely to "D", "E" + "F".
We most emphatically do not want "F".

Mail Comments to: Mr. David Wasserman, P.E.
NC Department of Transportation
Transportation Planning Branch
1554 Mail Service Center
Raleigh, NC 27699-1554

Please submit written comments by October 25, 2005.

Comments



CAROLINA BAYS PARKWAY EXTENSION, NORTH CAROLINA PUBLIC INFORMATION WORKSHOP COMMENTS (Please Print)

NAME Mr. Mrs. Ms. Mr. & Mrs. Richard Klesius DATE 10/11/05

COMMENTS the only extension I could support is Option B.
Option A destroys Hickman Road. There are many housing
developments with entrances on Hickman Road. "A" disrupts
many families and goes through a number of churches & cemeteries.
Option C has many of the same problems. Options D & E are
less disruptive but land closer to the waterway & ocean is more
expensive. Option F goes right through Carolina Shores North
and it looks like it would force more than 60 homeowners
Option B is least disruptive to homeowners churches and
cemeteries, most of the land is either forest or farmland which would
be least expensive and least disruptive, & least noisy.

Mail Comments to: Mr. David Wasserman, P.E.
NC Department of Transportation
Transportation Planning Branch
1554 Mail Service Center
Raleigh, NC 27699-1554

Please submit written comments by October 25, 2005.



CAROLINA BAYS PARKWAY EXTENSION, NORTH CAROLINA PUBLIC INFORMATION WORKSHOP COMMENTS (Please Print)

NAME Mr. Mrs. Ms. Mr. & Mrs. L. KACHULIS DATE 10/11/05

COMMENTS E seems to be the most effective route
avoiding traffic glitch. It also has the least
amount of conflicts with the legend.
LKA

Mail Comments to: Mr. David Wasserman, P.E.
NC Department of Transportation
Transportation Planning Branch
1554 Mail Service Center
Raleigh, NC 27699-1554

Please submit written comments by October 25, 2005.



CAROLINA BAYS PARKWAY EXTENSION, NORTH CAROLINA PUBLIC INFORMATION WORKSHOP COMMENTS (Please Print)

NAME Mr. Mrs. Ms. Mr. & Mrs. Cara Jean Williams DATE 10/11/05

COMMENTS I believe proposal "B" would be the least disruptive.
This is my choice

Mail Comments to: Mr. David Wasserman, P.E.
NC Department of Transportation
Transportation Planning Branch
1554 Mail Service Center
Raleigh, NC 27699-1554

Please submit written comments by October 25, 2005.



Comments



CAROLINA BAYS PARKWAY EXTENSION, NORTH CAROLINA PUBLIC INFORMATION WORKSHOP COMMENTS (Please Print)

NAME Mr. DATE 10/11/05
 Mrs.
 Ms.
 Mr. & Mrs. WILLIAM J. ALTRELLTER

COMMENTS I support ALTERNATIVE "B" FOR THE
PROPOSED CAROLINA BAYS PARKWAY EXTENSION

Mail Comments to: Mr. David Wasserman, P.E.
NC Department of Transportation
Transportation Planning Branch
1554 Mail Service Center
Raleigh, NC 27699-1554

Please submit written comments by October 25, 2005.



CAROLINA BAYS PARKWAY EXTENSION, NORTH CAROLINA PUBLIC INFORMATION WORKSHOP COMMENTS (Please Print)

NAME Mr. DATE 11 Oct 05
 Mrs.
 Ms.
 Mr. & Mrs. John G. Carpenter

COMMENTS I like A, B, or C

Mail Comments to: Mr. David Wasserman, P.E.
NC Department of Transportation
Transportation Planning Branch
1554 Mail Service Center
Raleigh, NC 27699-1554

Please submit written comments by October 25, 2005.



CAROLINA BAYS PARKWAY EXTENSION, NORTH CAROLINA PUBLIC INFORMATION WORKSHOP COMMENTS (Please Print)

NAME Mr. DATE 10-11-05
 Mrs.
 Ms.
 Mr. & Mrs. EDWARD R. GILLIN

COMMENTS As Chairman of Carolina Storm & Z Banded
I believe route B is the most practical and
poses the least problem for residents of the
area. The least desirable is route F
which would result in a traffic jam

Mail Comments to: Mr. David Wasserman, P.E.
NC Department of Transportation
Transportation Planning Branch
1554 Mail Service Center
Raleigh, NC 27699-1554

Please submit written comments by October 25, 2005.



Comments



CAROLINA BAYS PARKWAY EXTENSION, NORTH CAROLINA PUBLIC INFORMATION WORKSHOP COMMENTS (Please Print)

NAME Mr. Mrs. Ms. Mr. & Mrs. Dee Gillin DATE 10/11/05

COMMENTS Strongly suggest plan "C" as this seems to
be the most beneficial route without
disrupting established communities.

Mail Comments to: Mr. David Wasserman, P.E.
NC Department of Transportation
Transportation Planning Branch
1554 Mail Service Center
Raleigh, NC 27699-1554

Please submit written comments by October 25, 2005.



CAROLINA BAYS PARKWAY EXTENSION, NORTH CAROLINA PUBLIC INFORMATION WORKSHOP COMMENTS (Please Print)

NAME Mr. Mrs. Ms. Mr. & Mrs. DOUG TAD LOCK DATE 10-11-05
TELEPHONE _____

COMMENTS alt F best
alt E 2nd best

Mail Comments to: Mr. David Wasserman, P.E.
NC Department of Transportation
Transportation Planning Branch
1554 Mail Service Center
Raleigh, NC 27699-1554

Please submit written comments by October 25, 2005.



CAROLINA BAYS PARKWAY EXTENSION, NORTH CAROLINA PUBLIC INFORMATION WORKSHOP COMMENTS (Please Print)

NAME Mr. Mrs. Ms. Mr. & Mrs. Bill M. Wilson DATE 10/11/05

COMMENTS Sam Mandat of the Village at Calabash Property Owners
Association and Vice-Chairman of Carolina Shores Planning and
Zoning Board I would hope that the more feasible route for
for the extension would be Plan B. I would strongly oppose
D-E-F. All of these would have an adverse effect on
people living in Carolina Shores or the Village at Calabash.
The area is becoming very congested now and with further
growth in the future it would become impossible. Thank
you for your consideration

Mail Comments to: Mr. David Wasserman, P.E.
NC Department of Transportation
Transportation Planning Branch
1554 Mail Service Center
Raleigh, NC 27699-1554

Please submit written comments by October 25, 2005.



Comments



CAROLINA BAYS PARKWAY EXTENSION, NORTH CAROLINA PUBLIC INFORMATION WORKSHOP COMMENTS (Please Print)

NAME Mr. Mrs. Ms. Mr. & Mrs. JAMES ROACH
DATE 11 Oct 2005

COMMENTS GREAT JOB OF PRESENTING THE ALTERNATE CORRIDORS FOR THE CAROLINA BAYS PARKWAY EXTENSION -
IT APPEARS TO ME THAT CORRIDOR D/E/F WOULD HAVE EXCESSIVE NEGATIVE IMPACT ON THE TOWN OF CAROLINA SHORES.
WOULD RECOMMEND A/B/OR C -
EVEN THOUGH B IS MUCH LONGER - IT, ON THE SURFACE APPEARS TO HAVE LESS ECONOMIC IMPACT.
MY SUGGESTION IS CORRIDOR B -

Mail Comments to: Mr. David Wasserman, P.E.
NC Department of Transportation
Transportation Planning Branch
1554 Mail Service Center
Raleigh, NC 27699-1554



Please submit written comments by October 25, 2005.

CAROLINA BAYS PARKWAY EXTENSION, NORTH CAROLINA PUBLIC INFORMATION WORKSHOP COMMENTS (Please Print)

NAME Mr. Mrs. Ms. Mr. & Mrs. May Moore
DATE 10-11-05

COMMENTS In priority order
B
C
A
Please do not encroach on existing towns and homes any more than absolutely necessary.
B C A relieve congestion on US 17.

Mail Comments to: Mr. David Wasserman, P.E.
NC Department of Transportation
Transportation Planning Branch
1554 Mail Service Center
Raleigh, NC 27699-1554



Please submit written comments by October 25, 2005.

CAROLINA BAYS PARKWAY EXTENSION, NORTH CAROLINA PUBLIC INFORMATION WORKSHOP COMMENTS (Please Print)

NAME Mr. Mrs. Ms. Mr. & Mrs. Jackie Wright
DATE 10/11/05

COMMENTS Of the 6 proposed routes -
A, B + C seem to be the least disruptive to residents, commercial businesses, cemeteries, etc..
Plan A would alleviate the traffic flows remain on Hwy 57 to sidestep travel on the new highway - If 57 remains intact - traffic would still be a major issue thru that area
Plan D + E seems likely but probably doesn't move the traffic far enough north before merging back in to Hwy 17
Plan F - though easily attainable by cutting Carolina Shores North Subdivision (lots which do not perk) - the traffic it would drop into the intersection of Calabar Rd / County Rd 17 would cause more traffic problems than the ease of this plans use.

Please make wise, well thought decisions on all of our behalfs. Progress must be made, but at what cost to life.

Mail Comments to: Mr. David Wasserman, P.E.
NC Department of Transportation
Transportation Planning Branch
1554 Mail Service Center
Raleigh, NC 27699-1554



Please submit written comments by October 25, 2005.

Thank you

Comments



CAROLINA BAYS PARKWAY EXTENSION, NORTH CAROLINA PUBLIC INFORMATION WORKSHOP COMMENTS (Please Print)

NAME Mr. Mrs. Ms. Mr. & Mrs. ARTHUR SEARBY DATE OCT. 11 2005

COMMENTS

FRANKLY, I'M NOT IN FAVOR OF THE ROAD AT ALL AS I SEE IT ONLY AS A LAND DEVELOPERS DREAM. HOWEVER, IT SEEMS TO BE A DONE DEAL & I BELIEVE (AND MY WIFE) THE ROUTES A, B, & C ARE MORE FAVORABLE THAN D, E, & F, WITH B BEING THE BEST OPTION - IT MAY BE LONGER, BUT DISTURBS FEWER RESIDENTIAL AREAS.

TAUING THE FACT THAT WE NEED THIS ROAD FOR HURRICANE EVACUATION. NEGLECTS ANOTHER FACT... IT WILL BRING MORE PEOPLE IN TO BE EVACUATED AND NEGATES THAT REASONING.

Arthur Searby

Mail Comments to: Mr. David Wasserman, P.E.
NC Department of Transportation
Transportation Planning Branch
1554 Mail Service Center
Raleigh, NC 27699-1554



Please submit written comments by October 25, 2005.

CAROLINA BAYS PARKWAY EXTENSION, NORTH CAROLINA PUBLIC INFORMATION WORKSHOP COMMENTS (Please Print)

NAME Mr. Mrs. Ms. Mr. & Mrs. Nancy Erwin - Sundance Realty, Inc. DATE 10/11/05

COMMENTS

Please keep me informed as to modifications, changes, and information.

Email - Sundance4me@earthlink.net.

Mail Comments to: Mr. David Wasserman, P.E.
NC Department of Transportation
Transportation Planning Branch
1554 Mail Service Center
Raleigh, NC 27699-1554



Please submit written comments by October 25, 2005.

CAROLINA BAYS PARKWAY EXTENSION, NORTH CAROLINA PUBLIC INFORMATION WORKSHOP COMMENTS (Please Print)

NAME Mr. Mrs. Ms. Mr. & Mrs. GREG LEWIS DATE 10/11/05

COMMENTS

BRUNSWICK PLANTATION WOULD PREFER ALTERNATIVE "E".

MY CONCERN IS DOES IT REALLY MATTER WHAT THE RESIDENTS WANT!! IT WILL ALL DEPEND ON WHAT LAND WILL BE AVAILABLE FOR THIS PROJECT AND WHAT IT WILL COST.

Mail Comments to: Mr. David Wasserman, P.E.
NC Department of Transportation
Transportation Planning Branch
1554 Mail Service Center
Raleigh, NC 27699-1554



Please submit written comments by October 25, 2005.

Comments



CAROLINA BAYS PARKWAY EXTENSION, NORTH CAROLINA PUBLIC INFORMATION WORKSHOP COMMENTS (Please Print)

NAME Mr. Mrs. Ms. Mr. & Mrs. Sam & Bellamy DATE 10/11/05

COMMENTS Route A,B,C would do great damage to
Indigo Farm. We prefer route E+F!

Mail Comments to: Mr. David Wasserman, P.E.
NC Department of Transportation
Transportation Planning Branch
1554 Mail Service Center
Raleigh, NC 27699-1554

Please submit written comments by October 25, 2005.



CAROLINA BAYS PARKWAY EXTENSION, NORTH CAROLINA PUBLIC INFORMATION WORKSHOP COMMENTS (Please Print)

NAME Mr. Mrs. Ms. Mr. & Mrs. Randy E. Howell DATE 10/11/05

COMMENTS Interchanges are a must for this Hwy
to be a success. Average traffic back up 1/4 to a
mile daily, Summer beach traffic back up a mile
or more in each direction
By your plans it seems 4 of a kind to be
lets placed

Mail Comments to: Mr. David Wasserman, P.E.
NC Department of Transportation
Transportation Planning Branch
1554 Mail Service Center
Raleigh, NC 27699-1554

Please submit written comments by October 25, 2005.



CAROLINA BAYS PARKWAY EXTENSION, NORTH CAROLINA PUBLIC INFORMATION WORKSHOP COMMENTS (Please Print)

NAME Mr. Mrs. Ms. Mr. & Mrs. WILLIAM + VIRGINIA LUMZER DATE Oct 11, 2005

COMMENTS I like strongly hope that you will vote
B.

Mail Comments to: Mr. David Wasserman, P.E.
NC Department of Transportation
Transportation Planning Branch
1554 Mail Service Center
Raleigh, NC 27699-1554

Please submit written comments by October 25, 2005.



Comments



CAROLINA BAYS PARKWAY EXTENSION, NORTH CAROLINA PUBLIC INFORMATION WORKSHOP COMMENTS (Please Print)

NAME Mr. Mrs. Ms. Mr. & Mrs. GARY DEAN REAVES DATE 10/11/05

COMMENTS We are opposed to any upgrade that would displace any of the properties along Hickory Rd.

Mail Comments to: Mr. David Wasserman, P.E.
NC Department of Transportation
Transportation Planning Branch
1554 Mail Service Center
Raleigh, NC 27699-1554

Please submit written comments by October 25, 2005.



CAROLINA BAYS PARKWAY EXTENSION, NORTH CAROLINA PUBLIC INFORMATION WORKSHOP COMMENTS (Please Print)

NAME Mr. Mrs. Ms. Mr. & Mrs. OK Beck DATE 10/11/05

COMMENTS We prefer E & F. A, B & C would hurt our business if not ruin it.

Mail Comments to: Mr. David Wasserman, P.E.
NC Department of Transportation
Transportation Planning Branch
1554 Mail Service Center
Raleigh, NC 27699-1554

Please submit written comments by October 25, 2005.



CAROLINA BAYS PARKWAY EXTENSION, NORTH CAROLINA PUBLIC INFORMATION WORKSHOP COMMENTS (Please Print)

NAME Mr. Mrs. Ms. Mr. & Mrs. WALTER GLINKA DATE 10/11/05

COMMENTS I PREFER PLAN B SINCE IT IS LESS INVASIVE IN REGARDS TO EXISTING DEVELOPMENTS IT WOULD HAVE A DISASTROUS EFFECT ON CROW CREEK NOT TO MENTION SAVANNAH LAKES BOTH NEW COMMUNITIES AND STILL BUILDING.

Mail Comments to: Mr. David Wasserman, P.E.
NC Department of Transportation
Transportation Planning Branch
1554 Mail Service Center
Raleigh, NC 27699-1554

Please submit written comments by October 25, 2005.



Comments



CAROLINA BAYS PARKWAY EXTENSION, NORTH CAROLINA PUBLIC INFORMATION WORKSHOP COMMENTS (Please Print)

NAME Mr. Mrs. Ms. Mr. & Mrs. To O'Keefe DATE 10/11/05

COMMENTS Alternative ~~A~~ would literally destroy the major revenue source for the Town of Carolina Shores. We have only a few small stores in the Carolina Commons Shopping Ctr. They provide our only business revenue & should be obliterated. We are anticipating the development & growth of the Farms. Alternative E would wipe out this new community in which people are investing today.
Although as a Carolina Shores resident I oppose D, E & F. I also have grave concerns about Alternative B. I might be misinformed, but as an environmentalist I think threatened &/or endangered species might be harmed.
Thank you for your consideration.
To O'Keefe

Mail Comments to: Mr. David Wasserman, P.E.
NC Department of Transportation
Transportation Planning Branch
1554 Mail Service Center
Raleigh, NC 27699-1554



Please submit written comments by October 25, 2005.

CAROLINA BAYS PARKWAY EXTENSION, NORTH CAROLINA PUBLIC INFORMATION WORKSHOP COMMENTS (Please Print)

NAME Mr. Mrs. Ms. Mr. & Mrs. Darrell Lofland DATE 10-11-05

COMMENTS A make the most sense in that it follows Hickman Rd. and existing right of way. Plot C also makes very good sense maybe more with less disturbance. The rest are just plain silly cost too high & too much displacement of people.
T.H. Lofland

Mail Comments to: Mr. David Wasserman, P.E.
NC Department of Transportation
Transportation Planning Branch
1554 Mail Service Center
Raleigh, NC 27699-1554



Please submit written comments by October 25, 2005.

CAROLINA BAYS PARKWAY EXTENSION, NORTH CAROLINA PUBLIC INFORMATION WORKSHOP COMMENTS (Please Print)

NAME Mr. Mrs. Ms. Mr. & Mrs. Robert H. Hume DATE 10-11-05

COMMENTS As a resident of Cedar Tree Neighborhood we oppose Plan A.
We are in favor of plans -
1- B
2- A -
B - With respect to B it appears to me to have the less impact on populated areas.
A - This appears to be a more direct route and seem to be on top of existing roads.
I feel all the remaining routes go thru heavily populated areas and will involve much displacement of people in these areas.

Mail Comments to: Mr. David Wasserman, P.E.
NC Department of Transportation
Transportation Planning Branch
1554 Mail Service Center
Raleigh, NC 27699-1554



Please submit written comments by October 25, 2005.

Comments



CAROLINA BAYS PARKWAY EXTENSION, NORTH CAROLINA PUBLIC INFORMATION WORKSHOP COMMENTS (Please Print)

NAME Mr. Mrs. Ms. Mr. & Mrs. Jan M. Murren
 DATE 10-1-05
 TELEPHONE _____

COMMENTS
 As a resident of Cedar Tree Development, I highly recommend Plan B. Plan B best serves mostly all of the residents and work places of all concerned. I greatly oppose Plan E+D as it incumbrs howa people have lived for many years & home that were newly built. I hope that North Carolina in their best efforts to assist South Carolina's traffic problems realize that Plan B is the most effesed way, we do not need two highways ~~at 177~~ and your new plan side by side.
 Thank You

Mail Comments to: Mr. David Wasserman, P.E.
 NC Department of Transportation
 Transportation Planning Branch
 1554 Mail Service Center
 Raleigh, NC 27699-1554

Please submit written comments by October 25, 2005.



CAROLINA BAYS PARKWAY EXTENSION, NORTH CAROLINA PUBLIC INFORMATION WORKSHOP COMMENTS (Please Print)

NAME Mr. Mrs. Ms. Mr. & Mrs. JAMES H. BARKER

COMMENTS
 FAVORABLE ROUTES: A - COVERS HICKMAN RD WHICH ALREADY HAS A RIGHT-A-WAY. ALSO MOST DIRECT ROUTE WITH INTERCHANGE POSSIBILITY FOR RT 17 NEAR BURNSWICK PLANTATION.
 B - SEEMS TO COVER MOST RESIDENTIAL DEVELOPMENT - AVOIDS PRESENT RAIL CORRIDOR COMMUNITIES & OTHER DEVELOPED AREAS DO NOT KNOW EFFECT ON LOADS
 NOT FAVORABLE: ROUTE F - COVERS EXISTING FULL DEVELOPMENT (RESIDENTIAL) PRAWINDA SITES NORTH; CEDAR TREE; FORD LINA SHOPPING CENTER; MAWINDA SITES. LITTLE RIVER - DEVELOPED (RESIDENTIAL) ALONG SC 50 (MILCAMP RD)
 NOTE: MAP PRESENTATIONS ARE WELL DONE; INDIVIDUAL MAP HAND OUT - LOTS OF ARE APPRECIATED! GOOD JOB FURS

Mail Comments to: Mr. David Wasserman, P.E.
 NC Department of Transportation
 Transportation Planning Branch
 1554 Mail Service Center
 Raleigh, NC 27699-1554

Please submit written comments by October 25, 2005.



CAROLINA BAYS PARKWAY EXTENSION, NORTH CAROLINA PUBLIC INFORMATION WORKSHOP COMMENTS (Please Print)

NAME Mr. Mrs. Ms. Mr. & Mrs. Edna Woods

COMMENTS I do not like any of the plans. They use expensive land areas. You need to go up toward the swamp and get rid of the curves.
 Thanks.

Mail Comments to: Mr. David Wasserman, P.E.
 NC Department of Transportation
 Transportation Planning Branch
 1554 Mail Service Center
 Raleigh, NC 27699-1554

Please submit written comments by October 25, 2005.



Comments



CAROLINA BAYS PARKWAY EXTENSION, NORTH CAROLINA PUBLIC INFORMATION WORKSHOP COMMENTS (Please Print)

NAME Mr. Mrs. Ms. Mr. & Mrs. G.G. DALE DATE 10/11/05

COMMENTS BASED ON THE EXISTING POPULATION BASES
EXISTING IN ALTERNATIVES D, E, F, SELECTION OF
ANY OF THESE 3 ALTERNATIVES WOULD BE
UNCONSIDERABLE.

ALTERNATIVES A, B & C SHOULD, IN MY (OOO)
OPINION BE THE "FINAL 3" SELECTION AND
ALTERNATIVE B APPEARS AS THE LOGICAL
FINAL CHOICE.

G.G. Dale
COMMISSIONER,
TOWN OF CAROLINA SPRINGS

Mail Comments to: Mr. David Wasserman, P.E.
NC Department of Transportation
Transportation Planning Branch
1554 Mail Service Center
Raleigh, NC 27699-1554

Please submit written comments by October 25, 2005.

CAROLINA BAYS PARKWAY EXTENSION, NORTH CAROLINA PUBLIC INFORMATION WORKSHOP COMMENTS (Please Print)

NAME Mr. Mrs. Ms. Mr. & Mrs. BARBARA CONNERTY DATE 10/11/05

COMMENTS Prefer Alternative "F" as it appears
to link up with Rt 17 at the closest
point ~~to~~ east of Rt 9 and does not
have a major impact on residential
areas.

Mail Comments to: Mr. David Wasserman, P.E.
NC Department of Transportation
Transportation Planning Branch
1554 Mail Service Center
Raleigh, NC 27699-1554

Please submit written comments by October 25, 2005.

CAROLINA BAYS PARKWAY EXTENSION, NORTH CAROLINA PUBLIC INFORMATION WORKSHOP COMMENTS (Please Print)

NAME Mr. James M. Smith Mrs. Joan F. Smith Ms. Mr. & Mrs. DATE 10-11-05

COMMENTS We would favor the B or C corridor
for the extension of Rt. 31 since the other more
southerly routings will put the road in
close proximity to far too many individual
homes with many more developments planned
for the future.

Using less populated routes, as long as environment-
ally feasible, would be advantageous to the
most citizens.

Mail Comments to: Mr. David Wasserman, P.E.
NC Department of Transportation
Transportation Planning Branch
1554 Mail Service Center
Raleigh, NC 27699-1554

Please submit written comments by October 25, 2005.

Comments



CAROLINA BAYS PARKWAY EXTENSION, NORTH CAROLINA PUBLIC INFORMATION WORKSHOP COMMENTS (Please Print)

NAME Mr. Mrs. Ms. Mr. & Mrs. Norman W. Eddis DATE 10/11/05

COMMENTS

Live in Charlotte, NC for 4 1/2 years
It is good to see progress.
I would like to see the least interrupted
route of the road.
From where I live, I would think
alternative plans of "C" or "D."

Mail Comments to: Mr. David Wasserman, P.E.
NC Department of Transportation
Transportation Planning Branch
1554 Mail Service Center
Raleigh, NC 27699-1554



Please submit written comments by October 25, 2005.

CAROLINA BAYS PARKWAY EXTENSION, NORTH CAROLINA PUBLIC INFORMATION WORKSHOP COMMENTS (Please Print)

NAME Mr. Mrs. Ms. Mr. & Mrs. Chellie McDowell DATE 10/11/05

COMMENTS

In my opinion more of the proposed
Alternate routes are acceptable. I feel
that you should extend the corridor
into the swamp land where the least
number of people will be disturbed.

Mail Comments to: Mr. David Wasserman, P.E.
NC Department of Transportation
Transportation Planning Branch
1554 Mail Service Center
Raleigh, NC 27699-1554



Please submit written comments by October 25, 2005.

CAROLINA BAYS PARKWAY EXTENSION, NORTH CAROLINA PUBLIC INFORMATION WORKSHOP COMMENTS (Please Print)

NAME Mr. Mrs. Ms. Mr. & Mrs. Martin Bellamy DATE _____ TELEPHONE _____

COMMENTS

No to A, B, C AS IT WOULD DESTROY
too many people, churches, cemeteries and
historic areas
Yes to D, E, F AS IT DESTROYS
less and has better views and

Mail Comments to: Mr. David Wasserman, P.E.
NC Department of Transportation
Transportation Planning Branch
1554 Mail Service Center
Raleigh, NC 27699-1554



Please submit written comments by October 25, 2005.

Comments



CAROLINA BAYS PARKWAY EXTENSION, NORTH CAROLINA PUBLIC INFORMATION WORKSHOP COMMENTS (Please Print)

NAME Mr. Mrs. Ms. Mr. & Mrs. Lee Weddig DATE 10/11/2005

COMMENTS Major residential development is underway along both sides of highway 17 from the state line to beyond Thomastown Rd. Highway 17 is necessary for efficient local movement from the area into Little River and Myrtle Beach. The proposed extension of 31 serves another purpose and should not run through this heavily populated area. We strongly urge Alternative B which would be least disruptive and provides added capacity to the area. Just converting a large stretch of Hickman Rd and Highway 17 to a limited access highway would cause severe congestion on other local roads, none of which are designed for high volume movement in this part of the county. Alternative B is the best way to go.

Mail Comments to: Mr. David Wasserman, P.E.
NC Department of Transportation
Transportation Planning Branch
1554 Mail Service Center
Raleigh, NC 27699-1554



Please submit written comments by October 25, 2005.

CAROLINA BAYS PARKWAY EXTENSION, NORTH CAROLINA PUBLIC INFORMATION WORKSHOP COMMENTS (Please Print)

NAME Mr. Mrs. Ms. Mr. & Mrs. Bill Brennan DATE 10/11/05

COMMENTS WHILE NONE OF THE PROPOSED ROADS ARE TRULY SATISFACTORY, MY PREFERENCES WOULD FAVOR A, B & C AND BE NEGATIVE ABOUT D, E, & F BECAUSE OF THE POPULATION DENSITY ALONG THE VARIOUS ROUTES. OF GREATER CONCERN IS THE NORTHBOUND TERMINUS OF THE NEW ROADWAY (3 LANES AT 2400 VEHICLES/LANE/HOUR) MERGING ONTO RT 17 (2 LANES AT 1600-1800 VEHICLES/LANE/HOUR). WHY NOT BUILD ELEVATED EXPRESS LANES IN THE CONFINES OF THE EXISTING MEDIANS ALONG THE EXISTING ROADWAYS - MINIMAL DISRUPTION - VIRTUALLY NO ACQUISITION COST TO PEOPLES LIVES - OBVIOUSLY THERE WOULD BE CONSTRUCTION DELAYS

Mail Comments to: Mr. David Wasserman, P.E.
NC Department of Transportation
Transportation Planning Branch
1554 Mail Service Center
Raleigh, NC 27699-1554



Please submit written comments by October 25, 2005.

CAROLINA BAYS PARKWAY EXTENSION, NORTH CAROLINA PUBLIC INFORMATION WORKSHOP COMMENTS (Please Print)

NAME Mr. Mrs. Ms. Mr. & Mrs. James Burton DATE 10-11-05

COMMENTS "Route E" is the most acceptable in that it impacts fewer "Planned Residential Developments" that are in existence should be spared. Plan "B" is an acceptable alternative as with plan "E" it spares to a greater extent the existing Planned Developments. Plans A, C, D, F are unacceptable.

Mail Comments to: Mr. David Wasserman, P.E.
NC Department of Transportation
Transportation Planning Branch
1554 Mail Service Center
Raleigh, NC 27699-1554



Please submit written comments by October 25, 2005.

Comments



CAROLINA BAYS PARKWAY EXTENSION, NORTH CAROLINA PUBLIC INFORMATION WORKSHOP COMMENTS (Please Print)

NAME Mr. Mrs. Ms. Mr. & Mrs. JK Bellamy DATE 10-11-05

COMMENTS Alternative E is the best route.
Route E does not tear up the existing
road systems, communities, churches, graveyards
will have least impact on people lives
as they lived roads,

Mail Comments to: Mr. David Wasserman, P.E.
NC Department of Transportation
Transportation Planning Branch
1554 Mail Service Center
Raleigh, NC 27699-1554



Please submit written comments by October 25, 2005.

CAROLINA BAYS PARKWAY EXTENSION, NORTH CAROLINA PUBLIC INFORMATION WORKSHOP COMMENTS (Please Print)

NAME Mr. Mrs. Ms. Mr. & Mrs. Carlisle DATE 10-11-05

COMMENTS All OK but (E)
E looks best

THANKS
for including
us

Mail Comments to: Mr. David Wasserman, P.E.
NC Department of Transportation
Transportation Planning Branch
1554 Mail Service Center
Raleigh, NC 27699-1554



Please submit written comments by October 25, 2005.

CAROLINA BAYS PARKWAY EXTENSION, NORTH CAROLINA PUBLIC INFORMATION WORKSHOP COMMENTS (Please Print)

NAME Mr. Mrs. Ms. Mr. & Mrs. William D. McCroskey DATE 10/11/05

COMMENTS Not option F

Mail Comments to: Mr. David Wasserman, P.E.
NC Department of Transportation
Transportation Planning Branch
1554 Mail Service Center
Raleigh, NC 27699-1554



Please submit written comments by October 25, 2005.

Comments



CAROLINA BAYS PARKWAY EXTENSION, NORTH CAROLINA PUBLIC INFORMATION WORKSHOP COMMENTS (Please Print)

NAME Mr. Mrs. Ms. Mr. & Mrs. TERRY MORRISON DATE 10/11/05

COMMENTS

SC MAP is from 1998 -
needs to be updated
How feasible is a feasibility study
with outdated maps?? The current
building boom is not represented on
these views.
Plan D has a lot of merit!
Plan B has some merit!
Plan F - seems to have almost no
negative impact on current developments

Mail Comments to: Mr. David Wasserman, P.E.
NC Department of Transportation
Transportation Planning Branch
1554 Mail Service Center
Raleigh, NC 27699-1554



Please submit written comments by October 25, 2005.

CAROLINA BAYS PARKWAY EXTENSION, NORTH CAROLINA PUBLIC INFORMATION WORKSHOP COMMENTS (Please Print)

NAME Mr. Mrs. Ms. Mr. & Mrs. BUDDIE HODGES DATE 10-11-05

COMMENTS

all F is the best

Mail Comments to: Mr. David Wasserman, P.E.
NC Department of Transportation
Transportation Planning Branch
1554 Mail Service Center
Raleigh, NC 27699-1554



Please submit written comments by October 25, 2005.

CAROLINA BAYS PARKWAY EXTENSION, NORTH CAROLINA PUBLIC INFORMATION WORKSHOP COMMENTS (Please Print)

NAME Mr. Mrs. Ms. Mr. & Mrs. Theodora C. Alstete DATE Oct 11, 2005

COMMENTS Environmental + cost considerations should be paramount.

This road can be built in such a way
as to be "least" damaging to wetlands +
definitely can be built at least cost to
the taxpayer by utilizing Plan B
Alternatives A + C would perhaps make
the route more direct but since Plan B would
not add many miles ~~to the~~ as it looped
~~the~~ around already built upon areas it
seems the most practical to me.

Mail Comments to: Mr. David Wasserman, P.E.
NC Department of Transportation
Transportation Planning Branch
1554 Mail Service Center
Raleigh, NC 27699-1554



Please submit written comments by October 25, 2005.

Comments



CAROLINA BAYS PARKWAY EXTENSION, NORTH CAROLINA PUBLIC INFORMATION WORKSHOP COMMENTS (Please Print)

NAME Mr. DATE 10/11/05
 Mrs.
 Ms.
 Mr. & Mrs. SARA McHULLOUGH

COMMENTS CORRIDOR "A" - 1ST CHOICE
CORRIDOR "C" - 2ND CHOICE
BOTH ARE MORE DIRECT ROUTES.

Mail Comments to: Mr. David Wasserman, P.E.
 NC Department of Transportation
 Transportation Planning Branch
 1554 Mail Service Center
 Raleigh, NC 27699-1554



Please submit written comments by October 25, 2005.

CAROLINA BAYS PARKWAY EXTENSION, NORTH CAROLINA PUBLIC INFORMATION WORKSHOP COMMENTS (Please Print)

NAME Mr. DATE 10/13/05
 Mrs.
 Ms.
 Mr. & Mrs. Henry (Rosemary) Char

COMMENTS We are in favor of the "B" proposal route.
However, we further suggest connecting this route
to the proposed Rt 74/76 corridor making it a
limited access road thereby alleviating traffic +
congestion on the existing Rt 17 as much as possible.
This would also serve as another evacuation route
from the coastal beach areas.

Mail Comments to: Mr. David Wasserman, P.E.
 NC Department of Transportation
 Transportation Planning Branch
 1554 Mail Service Center
 Raleigh, NC 27699-1554



Please submit written comments by October 25, 2005.

Parkway Feasibility Study

Dear Mr. Wasserman,

In regards to the Carolina Bays Parkway Extension in North Carolina, I urge the selection committee to not be shortsighted by choosing a route that may be easier or cheaper to build now but not good for the area in the long run. Alternative Route B is by far the best choice in the long term for the following reasons:

Brunswick is the fastest growing county in the state. Route 17 is the main artery through the county. Hundreds of residents must use Route 17 on a regular basis to go to work, go to church, get groceries, go to the doctor or dentist, etc. This number will continue to grow as the county grows. To turn Route 17 into a super highway will be a nightmare for local residents. The need is for a super highway to built parallel to Route 17 taking the through traffic headed to Myrtle Beach off of Route 17 not on to it! This will be good for both local residents and vacationers who come to Brunswick coast beaches to get away from traffic congestion not head into it. The long term goal should be for a high speed road (Route 74) to be built parallel to Route 17 on the west connecting Rt. 40 bypass in Wilmington to the Carolina Bays Parkway by way of Alternative Route B.

Alternative Route B will also take heavy traffic off of Hickman Road along which there are at least 7 churches, several cemeteries, as well as golf courses growing communities and businesses. To turn it into a super highway would be another nightmare for local residents.

Even if Alternative Route B turns out to be more expensive or more challenging to build environmentally it will be worth it in the long run by preserving important local access roads, allowing Brunswick county to continue to attract both new residents and vacationers alike. This is not just good for Brunswick county but also for the State of North Carolina.

Please give Alternative Route B your most serious consideration.

Sincerely,

Constance R. Sumner

3
Calabas



CAROLINA BAYS PARKWAY EXTENSION, NORTH CAROLINA
PUBLIC INFORMATION WORKSHOP COMMENTS
(Please Print)

NAME Mr. Mrs. Ms. Mr. & Mrs. GREGORY S. GORE DATE 10-14-05

COMMENTS AFTER ATTENDING THE 10-11-05 PUBLIC INFORMATION WORKSHOP I BELIEVE ALTERNATIVE E IS THE BEST BECAUSE IT AFFECTS THE FEWEST PEOPLE AND BUSINESSES POSSIBLY MAKING IT THE BEST FROM A COST STAND POINT AS WELL. A COUPLE OF SMALL ADJUSTMENTS IN ALTERNATIVE E AROUND ONE OR TWO SUBDIVISIONS MAKES IT A VERY GOOD CHOICE. A, C, D, F HAVE ELEMENTS THAT GREATLY INCREASE COST. ~~ALTERNATIVE B SHOULD CROSS SC57 WEST OF INDIGO FARMS NOT TO THE EAST AS SHOWN. THE NUMEROUS CURVES IN B SHOULD BE SOFTENED IF IT WAS TO BE BUILT. AFTER REVIEWING ALL OF THE PROPOSED ROUTES I FEEL ALTERNATIVE E IS THE BEST CHOICE TO MEET THE IMMEDIATE NEEDS AT THIS TIME AND INTO THE FUTURE.~~

THANK YOU,
Gregory Gore

Mail Comments to: Mr. David Wasserman, P.E.
NC Department of Transportation
Transportation Planning Branch
1554 Mail Service Center
Raleigh, NC 27699-1554



Please submit written comments by October 25, 2005.

CAROLINA BAYS PARKWAY EXTENSION, NORTH CAROLINA
PUBLIC INFORMATION WORKSHOP COMMENTS
(Please Print)

NAME Mr. Mrs. Ms. Mr. & Mrs. Robey Williams DATE 10-20-05

COMMENTS It would be helpful to know where the on ramps + off ramps, overpasses, etc. would be on all proposed routes.

Mail Comments to: Mr. David Wasserman, P.E.
NC Department of Transportation
Transportation Planning Branch
1554 Mail Service Center
Raleigh, NC 27699-1554



Please submit written comments by October 25, 2005.

Ronald G. & Constance D. Harper

Tuesday, October 25, 2005

Mr. David Wasserman, P.E.
NC Department of Transportation
1554 Mail Service Center
Raleigh, NC 27699-1554

Dear Mr. Wasserman,

The residents of Brunswick Plantation appreciate the opportunity to review and comment on the current set of alternative routes for the proposed extension of Carolina Bays Parkway into Brunswick County. Many of our residents attended the October 11, 2005, informational meeting at the Jessie Mae Monroe elementary school. The matter then came up for discussion at a subsequent general meeting of our Homeowners Organization. While we appreciate the earlier expansion of the study to include additional alternative routes, the consensus in this large community, which lies in the midst of all alternatives, is that none of the routes as now proposed will meet public needs equitably and effectively. We ask that the planning area be further expanded to allow an additional route(s) to increase the options for eventual connection of the Parkway to Interstate 74 and, just as importantly, minimize effects of noise and air pollution associated with busy interstate highways on residents of existing, growing communities such as ours. In addition, concerns with flood control in the Caw Caw drainage system, which also serves as the effluent outflow for the area's wastewater treatment facility, raise questions about highway construction in the flood plain. The gist of our concern is that the alternative route proposals have been forced into an extremely narrow strip of Brunswick County where development is proceeding at breakneck pace. The maps themselves do not show large developments already announced or being planned. The constrictive boundaries for the study result in proposed routes, that would in some cases intersect communities and severely deteriorate local driving conditions for the thousands of residents living in the area, while in others, they lie so close to residences that intolerable noise conditions would prevail. According to Fire and Local Tax officials, the area of Southwest Brunswick County involved in this study is home to about 10,000 people with more than 4,500 residences. Given the development activity already underway in Brunswick Plantation, Meadowlands, Crow Creek, Farmstead, The Farm, and places still on the drawing board, the concentration of homes and people is likely to double before the highway is constructed. Our own community, Brunswick Plantation, is designed to contain more than 4,500 homes and condo units within its present



boundaries.
 We urge that the proposed highway route be selected on the basis of conditions likely to exist here in Southwestern Brunswick County in 10-15 years rather than as they are today. We recognize that extension of the Parkway and completion of Interstate 74 are projects intended to benefit a very large segment of the state and national population. These benefits, however, can and should be achieved without degrading quality of life and property values of a community. It's apparent to any traveler that interstate highways are constructed a mile or more from the outskirts of a town or city whenever possible. We believe the same must be done here. In this instance, the "city" extends from the Calabash waterfront to No. 5 School Road and from the state line to Thomasboro-Pea Landing Road. By the time this highway is built, it will likely be a "city" with a population approaching 20,000.

We ask that two basic points be considered:
First, the conversion of Highway 17 to an Interstate in this part of Brunswick County would create severe problems for all of the residents in the area who depend on Highway 17 as the main thoroughfare for everyday short trips to grocers, shops, doctors, pharmacies, banks, churches and the like. It is our main street. Making any part of Highway 17 in this area into an Interstate with a limited number of access points adds, rather than reduces, traffic problems. We believe the extension of the Carolina Bays Parkway should be planned to become part of Interstate 74, with access from such secondary roads as Highways 904, 130, and 211. Let Highway 17 continue to be the main street for the rapidly growing Southwestern Brunswick County.

Second, the Carolina Bays Parkway extension should and need not cause noise and air pollution problems for the existing community. The Alternative B route could be extended farther along the Ash-Little River Rd. corridor before turning, so that it remains at least a mile above No. 5 School Road. It should continue on in that direction to at least Highway 904. This action would eliminate noise and air pollution concerns for Brunswick Plantation residents and others living along No. 5 School Rd. It would also keep the highway out of the Caw Caw flood plain. This drainage system is in a precarious condition now, as evidenced by Hurricane Floyd and other recent storms. Ongoing development is further challenging the system's capacity to handle storm water. Common sense dictates keeping the highway out of this flood plain as much as possible.

We urge expansion of the planning zone to allow consideration of an alternative which maintains Highway 17 in this part of Brunswick County for growing localized traffic and sites the Parkway extension far enough away from existing, growing communities to avoid issues with noise and air pollution and the costs of sound barriers and other remedies. Once again, we express appreciation for your keeping the public informed as this process proceeds. Should there be need for clarification of our concerns, officers of our organization would be pleased to meet with you and/or your staff and consultants.

Sincerely,

 Ron & Connie Harper

Cc. Brunswick County Commissioner Phil Norris

**CAROLINA BAYS PARKWAY EXTENSION, NORTH CAROLINA
 PUBLIC INFORMATION WORKSHOP COMMENTS**
 (Please Print)

NAME Mr. Mrs. Ms. Mr. & Mrs. RICHARD E. RILEY DATE OCT. 25 2005

COMMENTS AFTER LOOKING OVER THE MAP (FEASIBILITY STUDY)
I WOULD SAY THAT THE ROUTE THAT WOULD TAKE THE
LEAST AMOUNT OF HOMES AND BUILDING LOTS OFF THE TAX ROLL
WOULD BE THE BEST WAY TO GO

PLEASE DO NOT DIVIDE OUR COMMUNITY
CAROLINA SHORES NORTH.

Mail Comments to: Mr. David Wasserman, P.E.
 NC Department of Transportation
 Transportation Planning Branch
 1554 Mail Service Center
 Raleigh, NC 27699-1554

Please submit written comments by October 25, 2005.

A Special Note
 DEAR MR. WASSERMAN
 THANK YOU FOR SENDING US
 THE MATERIAL ON THE PARKWAY
 IF AT ALL POSSIBLE PLEASE DO
 NOT DIVIDE OUR COMMUNITY.
 THANK YOU.
 WINNIE RILEY
 P.S. OUR GRANDDAUGHTER'S WEDDING
 WAS BEAUTIFUL. I WAS UP NORTH.
 THAT WAS THE REASON WE COULDN'T
 BE AT THE PRESENTATION. THANKS

Comments

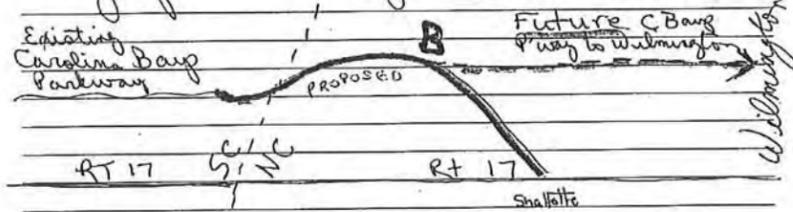


**CAROLINA BAYS PARKWAY EXTENSION, NORTH CAROLINA
PUBLIC INFORMATION WORKSHOP COMMENTS**
(Please Print)

NAME Mr. Mrs. Ms. Mr. & Mrs. Garv Mott DATE 10/24/05

COMMENTS I believe the BEST route for the proposed Carolina Bays Parkway Extension with the future in mind would be B. I have lived in the area since 1989. With the enormous amount of building that is taking place in our area we ALL know that we're going to need a Carolina Bays Parkway all the way up to Wilmington.

By choosing B as the extension route it would be the most feasible hookup to the inevitable Parkway that would go all the way up to Wilmington.



Mail Comments to: Mr. David Wasserman, P.E.
NC Department of Transportation
Transportation Planning Branch
1554 Mail Service Center
Raleigh, NC 27699-1554



Please submit written comments by October 25, 2005.

**CAROLINA BAYS PARKWAY EXTENSION, NORTH CAROLINA
PUBLIC INFORMATION WORKSHOP COMMENTS**
(Please Print)

NAME Mr. Mrs. Ms. Mr. & Mrs. Phil Morris DATE 10/24/05

COMMENTS Please review the attached map. The route should stay in SC.



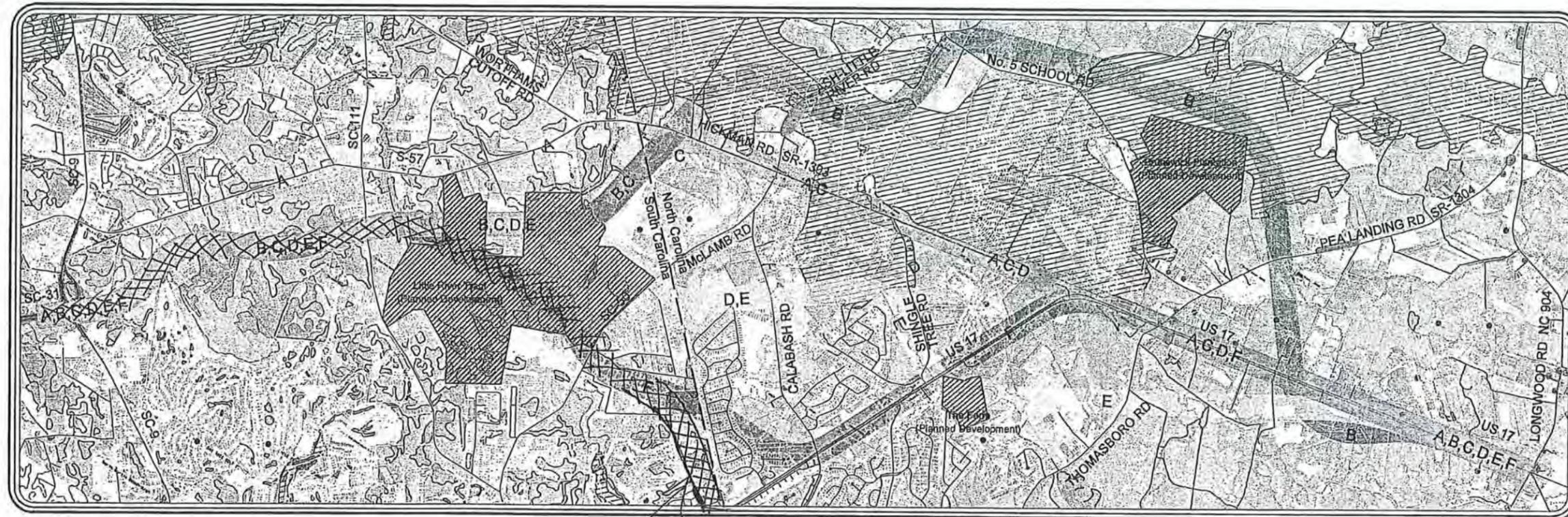
Mail Comments to: Mr. David Wasserman, P.E.
NC Department of Transportation
Transportation Planning Branch
1554 Mail Service Center
Raleigh, NC 27699-1554



Please submit written comments by October 25, 2005.



CAROLINA BAYS PARKWAY FEASIBILITY STUDY
 ALTERNATIVES UNDER STUDY
 South Carolina And North Carolina



Alternatives Noted By Letters

LEGEND		
	CHURCH / CEMETERY	NC BENEFICIAL WETLANDS
	SC HIGH QUALITY WETLANDS	NC SUBSTANTIAL WETLANDS
	SC WETLANDS	NC EXCEPTIONAL WETLANDS
	FEMA 100-YEAR FLOODPLAIN	
	100' WIDE CORRIDOR STUDY AREA	

SCALE 1"=200'
 0 200 400 600 800 1000 1200

Follow This route!

Contact: Mr. David Wasserman, P.E.,
 Project Manager, NCDOT
 (919)715-5482 ext.380
 dswasserman@dot.state.nc.us



Richard Lewis Const & Dev. Co.
 467 8th Ave So, T113
 Myrtle Beach, S. Carolina 29577-4456
 Phone/Fax (843) 448-9702
 MIXED USE DEVELOPMENT / MASS TRANSIT CONTRACTOR.

Oct 13, 2005

David Wasserman, N.C.
 N.C. Dept of Transportation
 1554 Mail Service Center
 Raleigh, N.C. 27695-1554

RICHARD LEWIS CONST AND DEV CO.
 BUILDING GEN. CONST./UNLIMITED LICENSE
 MIXED USE DEV. (GREEN BUILD) LEED CERT.
 FOAM & CONKLIN ACRYLIC ROOF COATINGS
 407 8TH AVE S, T113, M.B., S.C. 29577 FAX (843) 448-9702
 ALL ROOFS GEN. CONST./CONST. MANG./SITE WORK

David:
 Believe we met at the Myrtle Beach High School when they had meetings there.
 Trust and format as they passed before we do not need anymore roads due to oil will be gone for all basic trans. needs by 2030 and hydrogen and hybrids will take 200 billion dollars and 50 years to change, we need multi modal (transportation) not works, we need multi modal (for animals) of all types. We more than ever our road systems need MIXED USE DEVELOPMENT only LEED CERTIFIED, NO NONE MORE SUBDIVISIONS Next Page please.

2.

The choices we make today will be here for our children ^{and generations to come} we need to follow basic rules and laws of Thermodynamics, we need to create a planet that Global Warming is not causing all these hurricanes and other Christian disasters.

I believe with God's guidance you will along with other people pray for God's guidance and do what is right for the generations to come. A good book for you to get, is TOM FRIEDMAN "THE WORLD IS FLAT"

Talks about our (education), technical expertise to use (technology) build make changes to our civilization in the way we move people and materials. I pray you will be guided by God.
 Richard Lewis UNLIMITED Gen/Mech Contr. S.C. 6-14411

CAROLINA BAYS PARKWAY EXTENSION, NORTH CAROLINA
 PUBLIC INFORMATION WORKSHOP COMMENTS
 (Please Print)

NAME Mr. Mrs. Ms. Mr. & Mrs. LARRY & JANET GORSKI DATE Oct 20 '05

COMMENTS FAVOR OF ROUTE F, YOU ALREADY HAVE A WIDE RIGHT AWAY TO FOOD LION,

OPPOSED TO ROUTE 12 - TOO MANY CURVES + CEMENTARIES

Mail Comments to: Mr. David Wasserman, P.E.
 NC Department of Transportation
 Transportation Planning Branch
 1554 Mail Service Center
 Raleigh, NC 27699-1554

Please submit written comments by October 25, 2005.



Mr. David Wasserman, P.E.
NC Department of Transportation
1554 Mail Service Center
Raleigh, NC 27699-1554

Dear Mr. Wasserman:

First, a "thank you" to the N.C. Department of Transportation (NCDOT) for having the informational meeting at the Jessie Mae Monroe Elementary School on alternatives to extend the Carolina Bays Parkway (CBP) into Brunswick County, North Carolina. Hopefully, it is through this type of communications, and the feedback they garner, that things are done right the first time at less cost.

However, I was very disappointed in the alternatives presented. In South Carolina, the CBP is a 60 mph, limited access road that is working very well in quickly moving traffic around traffic busy Route 17. Unfortunately, that is not what I saw in the NCDOT's alternatives. Rather, what I saw was a short "connector road" being "dumped" onto an already busy, rapidly developing local access road (Route 17) somewhere between Hickman Road and NC 904. This, in my view, is a "BIG" mistake, especially when the road that will not exist until 10-15 years from now.

If the NCDOT really wants to be part of a "limited access" highway -- and one that could potentially take traffic from Wilmington to Charleston -- it should plan to take the CBP further north of present Route 17 (ala the Alternative B idea) all the way to Route 211 (to connect with the planned I-74) and then on to Wilmington to connect with I-140. In addition, the CBP access points within southwestern Brunswick County should be limited to say 904, 130 and 211.

Thank you for this opportunity to comment.

Sincerely,

Thomas E. Thompson, Jr.
Thomas E. Thompson, Jr.

NAME Mr. Mrs. Ms. Mr. & Mrs. Alfred J. Ibbott DATE 10/20/05

COMMENTS We are writing these comments to OPPOSE Alternatives A, C and D for the Carolina Bays Parkway. We realize high-speed highways to transport tourists to and from the beach areas are necessary to the economic development of this area, but residential developments currently built should have priority over the tourist trade. We are currently building a new home in the Crow Creek development. All three of these alternatives appear to go right over the top of our new home. It appears we would lose the new retirement home we are currently building. This home has been our dream for years. Even if, by chance, we don't lose it, we would be sitting mere feet from a high-speed highway. All three of these alternatives would split the Crow Creek development into two sections with an interstate between them. These three alternatives would also have a negative impact on our neighboring developments of Brunswick Plantation and the Mendenhall lands. These alternative would also cut right through the golf courses located in these communities. Alternatives should be sought that will have the least impact on currently built developments.

(over)

Mail Comments to: Mr. David Wasserman, P.E.
NC Department of Transportation
Transportation Planning Branch
1554 Mail Service Center
Raleigh, NC 27699-1554



Please submit written comments by October 25, 2005.

Alternatives B (and possibly F) appear to have the least impact on currently developed land. In any case, we would hope you would not split our development into two distinct pieces, separated by a high-speed highway.

Comments



CAROLINA BAYS PARKWAY EXTENSION, NORTH CAROLINA PUBLIC INFORMATION WORKSHOP COMMENTS (Please Print)

NAME Mr. Mrs. Ms. Mr. & Mrs. ADAM H. PETERS DATE OCTOBER 16, 2005 '997

COMMENTS My address is within the confines of the Meadowlands Golf Course property. My wife and I have fulfilled a longtime dream to build a custom home on a golf course and play golf year round. Our home has appreciated nicely in value and it looked as though a second dream, to leave a valued property to our children, would also come true. When we purchased our property there was no talk or record that an extension of a non-existing road (SC RT 31) that could possibly take our property and probably a piece of the golf course which could lead to its demise. When the route choice is made, I'm sure our status will have little or no influence on the decision, but we want to be on record with our opinion. Certainly we would not want Route A, C because it would be right in our back yard which would considerably lower our property value and if the golf course is affected that reduction in value would be even greater. It seems Route B would be the least invasive route. Thank you.

Mail Comments to: Mr. David Wasserman, P.E.
NC Department of Transportation
Transportation Planning Branch
1554 Mail Service Center
Raleigh, NC 27699-1554



Please submit written comments by October 25, 2005.

CAROLINA BAYS PARKWAY EXTENSION, NORTH CAROLINA PUBLIC INFORMATION WORKSHOP COMMENTS (Please Print)

NAME Mr. Mrs. Ms. Mr. & Mrs. JERRY L. RUSS DATE OCT 15 2005 '94

COMMENTS RT 31 FROM RT 9 TO RT 544 IS A GREAT HIGHWAY TO TRAVEL AND I AM REMINDED OF THAT EVERY TIME I TRAVEL IT. TO ME ITS GREATNESS IS THE LACK OF ACCESSES, ITS PORTAL TO PORTAL PROXIMITY AND ITS TIME SAVING AND EASY TRAFFIC FLOW. FROM THAT EXPERIENCE, I BELIEVE THAT RT 31 FROM RT 9 SHOULD PROCEED AS FAR NORTH AS POSSIBLE BEFORE JOINING ANY CONNECTOR RT. ENDING UP AT RT 40 WOULD BE IDEAL. THIS IDEAL ROUTE WOULD ENHANCE FINANCIAL AND PHYSICALLY PLANNED RT 74 DEVELOPMENT.

PLANS THAT CONNECT WITH RT 17 ASAP ONLY DELAY FUTURE TRAFFIC PROBLEMS WHILE DISRUPTING A GREAT DEAL OF EXISTING DEVELOPMENT. FOR MY MONEY, A ROAD CONSTRUCTED TO HANDLE FUTURE PROBLEMS, JUST HALF-WAY TO ITS FINAL DESTINATION, IS FAR BETTER THAN A FULLY FUNDED RT SHORT-CIRCUITED THE BEST OF ALL PLANS WOULD SUPPORT A LIMITED ACCESS ARTERIAL FROM RT 40 IN N.C. TO A GEORGETOWN, SC. BY-RUSS.

Mail Comments to: Mr. David Wasserman, P.E.
NC Department of Transportation
Transportation Planning Branch
1554 Mail Service Center
Raleigh, NC 27699-1554



Please submit written comments by October 25, 2005.

CAROLINA BAYS PARKWAY EXTENSION, NORTH CAROLINA PUBLIC INFORMATION WORKSHOP COMMENTS (Please Print)

NAME Mr. Mrs. Ms. Mr. & Mrs. Robert S. HARDEN DATE 10/17/05 '18

COMMENTS RE: The Carolina Bays Parkway Feasibility Study
After studying the map supplied, the residents at the recent meeting - these are our comments
WE would like to see that PLAN F BE USED - IT SEEM TO BE THE MOST DIRECT ROUTE.
ALTERNATE choice would be D, E -

Robert & Neomi Harden

Any other plans would destroy Peoples homes & LIVES!

Mail Comments to: Mr. David Wasserman, P.E.
NC Department of Transportation
Transportation Planning Branch
1554 Mail Service Center
Raleigh, NC 27699-1554



Please submit written comments by October 25, 2005.



CAROLINA BAYS PARKWAY EXTENSION, NORTH CAROLINA
PUBLIC INFORMATION WORKSHOP COMMENTS
(Please Print)

NAME Mr. Mrs. Ms. Mr. & Mrs. FRANCIS R. BASSO
DATE 10-18-05

COMMENTS WE STRONGLY SUPPORT & RECOMMEND

"OPTION B" BEHIND BRUNSWICK PLANTATION.

THANK YOU.

Mail Comments to: Mr. David Wasserman, P.E.
NC Department of Transportation
Transportation Planning Branch
1554 Mail Service Center
Raleigh, NC 27699-1554



Please submit written comments by October 25, 2005.

October 18, 2005

Dear Mr. Wasserman,

I am writing to you in regards to the various proposals for extending Route 31 Bypass from the South Carolina border into Brunswick County.

While I am usually in favor of having more and better highways, I do not see the relevance of these proposals. Certainly the population is growing in this area but it is doubtful that the cost of this extension will bring large benefits.

Very few vehicles currently use Rt. 31 and so it is difficult to see the traffic growing exponentially even years later.

Also the noise levels from the construction and eventual usage of the highway, will obliterate the values of homes in this area. I am a retiree who moved here for peace and quiet and a lot less traffic. The proposal for Highway section "B" will destroy all of this.

Please consider this.

*Thank you,
Frank H. Maroa*

October 17, 2005

NC Department of Transportation
1554 Mail Service Center
Raleigh, NC 27699-1554

Attention: Mr. David Wasserman, PE, Project Manager

Re: Potential Routes for Carolina Bays Extension or I-73/I-74 Corridor

Dear Mr. Wasserman,

As shown in the attached map, it appears that your office is considering to possibly bring this important Highway extension right through my property in the future. Alternative "F," if approved, would certainly wipe out my fairly new personal home as well as one lot that my company owns on Loblolly Avenue.

Therefore, I humbly request that you quickly eliminate Alternative "F" from your planning. If approved, Alternative "F" would certainly destroy me financially as I don't think I could handle moving my permanent residence that I currently consider to be my final resting place.

If there is any additional petitions or forms I need to fill out concerning this matter, please have your office forward to me whatever I need to make a formal objection to this potential plan.

Best Regards,

J.D. Lewis
J.D. Lewis

Enclosure: Map of Proposed Alternant Routes



Edolo Neighbor,
 There are several proposed routes for the Carolina Bays extension from R69 to RH17 in N.C. One of these routes will have a drastic impact on Pine Eye Acres as well as Carolina Shores North.
 I urge you all to contact Mr. David Wasserman, PE, Project Manager, NCDOT by phone: (919) 715-5432 ext. 310 or david.wasserman@dot.state.nc.us or at NC Department of Transportation, 1554 Mail Service Center, Raleigh, NC 27699-1554. And let them know we don't want them to use R69 through our neighborhood. Time is essence, as they must receive any comments before Oct 25.
 Thank you.

CAROLINA BAYS PARKWAY EXTENSION, NORTH CAROLINA
 PUBLIC INFORMATION WORKSHOP COMMENTS
 (Please Print)

NAME Mr. Mrs. Ms. Mr. & Mrs. Anaeta Ballenace DATE 10/11/05

COMMENTS I would like to see Alternative B implemented out of the represented alternatives. I believe it would be most appropriate to take traffic more westerly. On a given day there is tremendous traffic on US Hwy 17, this is dangerous for retired, elderly persons with slower reaction times. Also, the entirety of "beach" traffic or traffic derived from the eastern side of US Hwy 17, flows onto Hwy 17 and I think it's excessive. Why not create a parallel, independent highway on the west side of US Hwy 17? This makes more sense than trying to further congest the existing roadways. An independent highway will happen in the future anyway due to increased population, so why not go ahead and implement our future now while we have the funding and can afford it? People/persons that reside near Hwy 17 do not want to be in a hurry, whether they are on vacation or deep in thought about a current project, why not avert harsh traffic congestion away from US Hwy 17 on an independent structure to the west? It's our future, we should implement and embrace it.

Mail Comments to: Mr. David Wasserman, P.E.
 NC Department of Transportation
 Transportation Planning Branch
 1554 Mail Service Center
 Raleigh, NC 27699-1554

Please submit written comments by October 25, 2005.

CAROLINA BAYS PARKWAY EXTENSION, NORTH CAROLINA
 PUBLIC INFORMATION WORKSHOP COMMENTS
 (Please Print)

NAME Mr. Mrs. Ms. Mr. & Mrs. ROGER & Lynn Thompson DATE October 11 2005

COMMENTS
 1. OPTION F IMPACTS HEAVILY ON THE VERY BUSY AND DANGEROUS INTERSECTION OF US 17 AND CALADASH AND INTERBERS WITH ABOUT 25% OF A DEVELOPMENT ON THE NC/SC BORDER AS WELL AS IMPACTING WELL ESTABLISHED DEVELOPMENT ON US 17 AND ADJACENT WETLANDS
 2. OPTION E CROSSES US 17 UNNECESSARILY AND GOES THROUGH THE FARM WHICH HAS BEEN UNDER CONSTRUCTION FOR A YEAR
 3. OPTION A APPEARS TO BE ^{LESS} ~~THE~~ MOST DISRUPTIVE BUT
 4. C SEEMS TO BE THE LEAST DISRUPTIVE TO DEVELOPMENT AND THE ENVIRONMENT.
 5. OPTION B IS VIABLE BUT THE WETLANDS SEEM TO BE IN DANGER
 6. THE THREE BEST CHOICES ARE C, A, B.
 7. PLEASE ELIMINATE D, E, F FROM CONSIDERATION

Mail Comments to: Mr. David Wasserman, P.E.
 NC Department of Transportation
 Transportation Planning Branch
 1554 Mail Service Center
 Raleigh, NC 27699-1554

Please submit written comments by October 25, 2005.



CAROLINA BAYS PARKWAY EXTENSION, NORTH CAROLINA
PUBLIC INFORMATION WORKSHOP COMMENTS
(Please Print)

NAME Mr. DATE October 11, 2005
 Mrs.
 Ms.
 Mr. & Mrs. John Csernecky

COMMENTS I attended the Public Workshop today, October 11, 2005, and submit the following comments:
 ① Proposed Routes "E" and "F" are unacceptable for the town of Carolina Shores. Our community would be divided into sections. Route "F" joining Rte. 17 at Calabash Rd would be especially onerous, noisy, and impossible to navigate. Route "E" crossing Rte. 17 then proceeding East to rejoin Rte. 17 makes no sense to me.
 ② Route's "A", "B", and "C" look to have the least impact on established developments and disruption to residents.
 ③ Route "D" as with routes "E" and "F" will split the community.
 ④ As a volunteer in Calabash Fire/Rescue I am concerned about access to the areas West of Hickman Road. A large part of our fire district is West of Hickman Rd, so the bridges for Ash-Little River Rd, etc. need to be large enough to accommodate our fire fighting equipment (Engines, Ladder Truck, Rescue Truck).

Mail Comments to: Mr. David Wasserman, P.E.
 NC Department of Transportation
 Transportation Planning Branch
 1554 Mail Service Center
 Raleigh, NC 27699-1554

Please submit written comments by October 25, 2005.



CAROLINA BAYS PARKWAY EXTENSION, NORTH CAROLINA
PUBLIC INFORMATION WORKSHOP COMMENTS
(Please Print)

Terence & Adelaide Sacchi

10.14.05

Dear Mr. Wasserman, P.E.,
 In reference to the Carolina Bays Pky. Extn., please reconsider to not use any plan but B.
 As it is already so over run with traffic and we are at odds as to how to navigate once all these new home projects are built, we just do not need any more traffic to handle.
 Please, Thank-you
 Adelaide Sacchi

Mail Comments to: Mr. David Wasserman, P.E.
 NC Department of Transportation
 Transportation Planning Branch
 1554 Mail Service Center
 Raleigh, NC 27699-1554

Please submit written comments by October 25, 2005.



CAROLINA BAYS PARKWAY EXTENSION, NORTH CAROLINA
PUBLIC INFORMATION WORKSHOP COMMENTS
(Please Print)

NAME Mr. DATE 10-13-05
 Mrs.
 Ms.
 Mr. & Mrs. DANALA R. CHERRY

COMMENTS I am writing about the proposed routes for the road connecting route 31 to Highway 17.
 We are against any route that would take it along the main road in Calabash and Carolina Shores.
 I feel that another route is more flexible and would not destroy neighborhoods.
 Please consider a route that would not destroy peoples way of life.

Mail Comments to: Mr. David Wasserman, P.E.
 NC Department of Transportation
 Transportation Planning Branch
 1554 Mail Service Center
 Raleigh, NC 27699-1554

Please submit written comments by October 25, 2005.



Comments



**CAROLINA BAYS PARKWAY EXTENSION, NORTH CAROLINA
PUBLIC INFORMATION WORKSHOP COMMENTS**
(Please Print)

NAME Mr. Mrs. Ms. Mr. & Mrs. James M Sebastian DATE 10/12/05

COMMENTS With regards to possible proposed routes for the extension of Carolina Bays Parkway, I strongly urge selection of route D/B,C to A (Hickman Rd.) or D/D,E to A (Hickman Rd) connecting to RT 17. These routes appear to be through areas that are not densely populated, the least invasive to wetland areas, and the shortest distance between SC-31 and RT-17. These choices would meet your goals of protection of taxpayers money, enhanced major corridor mobility and connectivity. Again, I urge you to choose route D/D,E to A or D/B,C to A to RT 17. One other item I'd like to bring to your attention when building a highway through densely populated areas of housing, have "sound barrier" been considered to reduce car and especially truck noise? These proposed routes will carry a huge amount of trucks.

Respectfully,

James M Sebastian
Sandra C Sebastian

Mail Comments to: Mr. David Wasserman, P.E.
NC Department of Transportation
Transportation Planning Branch
1554 Mail Service Center
Raleigh, NC 27699-1554

Please submit written comments by October 25, 2005.



**CAROLINA BAYS PARKWAY EXTENSION, NORTH CAROLINA
PUBLIC INFORMATION WORKSHOP COMMENTS**
(Please Print)

NAME Mr. Mrs. Ms. Mr. & Mrs. Eric Lindquist DATE 10/13/2005

COMMENTS First I would like to thank you for having maps to hand out and take home. This allowed for more detailed study and should lead to better comments.

From my point of view, route B seems to be the best disruption to current homeowners and the one that I like best.

My second choice would be E, which would only impact the Farm Development and part of the Little River tract.

Thank you for the opportunity to comment. I think this is an important project and should be move forward H.A.P. Good luck with it.

Eric Lindquist

Mail Comments to: Mr. David Wasserman, P.E.
NC Department of Transportation
Transportation Planning Branch
1554 Mail Service Center
Raleigh, NC 27699-1554

Please submit written comments by October 25, 2005.



**CAROLINA BAYS PARKWAY EXTENSION, NORTH CAROLINA
PUBLIC INFORMATION WORKSHOP COMMENTS**
(Please Print)

NAME Mr. Mrs. Ms. Mr. & Mrs. Dr. Richard A Grazioli (Judith C.) DATE 10/12/05

COMMENTS After studying the alternatives for the proposed H.A.P. connection to Chasleria Bays Parkway it seems to us as if the most feasible and "non-invasive" (w/ developments and proposed development route would be the proposed "route - B" which affects highly populated areas the least. The most possibility would be AC" to "AC,DE" to "ABCDEF" which follows the path of existing traffic (and the heavily traveled, i.e. Hickman Road to Rt 17). That route would be "F" which will go through existing neighborhoods and proposed developments for which persons have already purchased property! Also, crossing Thomasboro Rd (from Rt 17 into Chasleria) would create a traffic (and danger) nightmare where there were slight problems before. Thomasboro Rd is traveled enough and will become a danger to residents along it, if it becomes "another 97" with a major intersection crossing it.

Mail Comments to: Mr. David Wasserman, P.E.
NC Department of Transportation
Transportation Planning Branch
1554 Mail Service Center
Raleigh, NC 27699-1554

Please submit written comments by October 25, 2005.



→
over
please



We purchased our land in 2002 and after my husband's retirement in 2003 started to build our house and finally moved here from NJ in 2004. We selected this area because it had not become as crowded as Myrtle Beach SC and had a very quaint, cozy feeling to the area. We and many others chose this area to be near to the beach but away from major highways, large developments and crowds. We and most other persons who relocate here do not want to have the topographical and residential areas we came here for spoiled. Many people might have to relocate yet again in search of a quiet and un-hurried lifestyle which is rapidly disappearing from this area.

Please help to keep the Calabash, Carolina Shores and Sunset Beach areas as lovely and as desirable as they have been.

Thank you for considering our comments.

Justa C. Dickinson -Grajior
 Don Richard A. Grajior

October 13, 2005

David Wasserman
 N.C. Dept. of Transportation
 1554 Mail Service Center
 Raleigh, NC 27699-1554

Mr. Wasserman,

In reference to the information in the Sun News, Myrtle Beach in relationship to the proposed routes.

The article looked to be all about the road proposals in North Carolina coming into South Carolina. I don't know if that should be a concern of mine but if one of these roads do extend into South Carolina and I believe it's the one that is to connect us with Michigan, I don't believe it should parallel Route 501. That is an already established evacuation route. I believe this route should be, as I've seen many times, incorporated with the extension of Route 31 / Route 73? (not yet completed between Routes 544 and 17 Bypass.

I hope this makes sense and if you're not the one whom I should have suggested this to, please pass it along.

PS - There are many roads that end with the proposal to extend in the future. In reference to these roads, since they are generally right hand turns into a large circle onto an existing road, how about rumble strips to slow unaware travelers so they don't become a statistic instead of a traveler.

Thank you,

Claudia Williams
 Claudia Williams

CAROLINA BAYS PARKWAY EXTENSION, NORTH CAROLINA
 PUBLIC INFORMATION WORKSHOP COMMENTS
 (Please Print)

NAME Mr. Mrs. Ms. Mr. & Mrs. _____ DATE 10-13-05

COMMENTS AFTER ATTENDING THE INFO MEETING 10-11-05
I SUBMIT THE FOLLOWING:

EACH PERSON SUBMITTING COMMENTS WILL HAVE HIS/HER OWN INTEREST MOTIVATING THEM. I ALSO FALL INTO THAT CATEGORY, HOWEVER, IT SEEMS THE MAJORITY OF AREA PEOPLE AND "ORGANIZATIONS" PREFER THE "ROUTE" (B) PLAN. IT SEEMS TO BE BEST WHEN WE CONSIDER FUTURE IS 74 PATH. ALSO IT WILL BE LESS DISRUPTIVE TO EXISTING HOMES WHERE THE MAJORITY ARE OCCUPIED BY RETIREES WHO HAVE PUT THEIR LIFE SAVINGS ON THE LINE.

"F" WOULD BE MY SECOND CHOICE BUT THAT WOULD NEGATIVELY IMPACT EXISTING HOUSING THROUGHOUT THE CALABASH AREA.

DON'T LISTEN TO THE ENVIRONMENTAL TYPES TOO SERIOUSLY AS THEY HAVE PROVEN TO PUT ANIMALS, IE SNAKES, CATS, BIRDS ABOVE THE WELL BEING OF THE HUMAN RACE.

THANK YOU FOR YOUR EAR.

Mail Comments to: Mr. David Wasserman, P.E.
 NC Department of Transportation
 Transportation Planning Branch
 1554 Mail Service Center
 Raleigh, NC 27699-1554



Please submit written comments by October 25, 2005.

Comments



CAROLINA BAYS PARKWAY EXTENSION, NORTH CAROLINA PUBLIC INFORMATION WORKSHOP COMMENTS (Please Print)

NAME Mr. Mrs. Ms. Mr. & Mrs. GERALD D. MOWERY DATE 10/13/05

COMMENTS Please only consider Route B for the Parkway extension. The other routes go thru highly populated and new developments. Traffic is heavy enough in these areas and do not need to be added to. Route B appears to be in a more rural area affecting a lot less people.

Mail Comments to: Mr. David Wasserman, P.E.
NC Department of Transportation
Transportation Planning Branch
1554 Mail Service Center
Raleigh, NC 27699-1554

Please submit written comments by October 25, 2005.



CAROLINA BAYS PARKWAY EXTENSION, NORTH CAROLINA PUBLIC INFORMATION WORKSHOP COMMENTS (Please Print)

NAME Mr. Mrs. Ms. Mr. & Mrs. WILLIAM CSERNECKY DATE 10/11/05

COMMENTS OF ALL THE PLANS I THINK PLAN B IS THE BEST WITH SOME CHANGES. WHEN THE ROAD AROUND NO. 5 SCHOOL RD HAVE THE ROAD CROSS OVER PEA LANNING RD SR 1304 AND CONTINUE CROSSING OVER NC 904 AND INSECT US 17 AROUND NC 130 OR IF IT DOESN'T HAVE TO INSECT US 17 HAVE PLAN B CONTINUE UP TO ASH NC AND PARROLL NC 130 AND CONNECT WITH US 74-76 NEAR WHITEVILLE N.C.

William Csernecky

Mail Comments to: Mr. David Wasserman, P.E.
NC Department of Transportation
Transportation Planning Branch
1554 Mail Service Center
Raleigh, NC 27699-1554

Please submit written comments by October 25, 2005.



CAROLINA BAYS PARKWAY EXTENSION, NORTH CAROLINA PUBLIC INFORMATION WORKSHOP COMMENTS (Please Print)

NAME Mr. Mrs. Ms. Mr. & Mrs. ROGER & LYNN THOMPSON DATE October 11 2005

COMMENTS

1. OPTION F IMPACTS HEAVILY ON THE VERY BUSY AND DANGEROUS INTERSECTION OF US 17 AND CALABASH AND INTERFERES WITH ABOUT 25% OF A DEVELOPMENT ON THE NC/SC BORDER AS WELL AS IMPACTING WELL ESTABLISHED DEVELOPMENT ON US 17 AND SUBSTANTIAL WETLANDS
2. OPTION E CROSSES US 17 UNNECESSARILY AND GOES THROUGH THE FARM WHICH HAS BEEN UNDER CONSTRUCTION FOR A YEAR
3. OPTION A APPEARS TO BE ^{LESS} ~~THE~~ ~~LEAST~~ DISRUPTIVE BUT
4. 'C' SEEMS TO BE THE LEAST DISRUPTIVE TO DEVELOPMENT AND THE ENVIRONMENT.
5. OPTION B IS VIABLE BUT THE WETLANDS SEEM TO BE IN DANGER
6. THE TRADE BEST CHOICES ARE A B.
7. PLEASE ELIMINATE D, E, F FROM CONSIDERATION

Mail Comments to: Mr. David Wasserman, P.E.
NC Department of Transportation
Transportation Planning Branch
1554 Mail Service Center
Raleigh, NC 27699-1554

Please submit written comments by October 25, 2005.





**CAROLINA BAYS PARKWAY EXTENSION, NORTH CAROLINA
PUBLIC INFORMATION WORKSHOP COMMENTS**
(Please Print)

NAME Mr. Mrs. Ms. Mr. & Mrs. Marsha E. Krug

DATE 10-15-05

TELEPHONE _____

ADDRESS _____

COMMENTS See Attached

Mail Comments to: Mr. David Wasserman, P.E.
NC Department of Transportation
Transportation Planning Branch
1554 Mail Service Center
Raleigh, NC 27699-1554



Please submit written comments by October 25, 2005.

NAME Mr. Mrs. Ms. Mr. & Mrs. John F. Krug

DATE 10/14/05

TELEPHONE _____

ADDRESS _____

COMMENTS _____

See Attached

USE Route "B"

Mail Comments to: Mr. David Wasserman, P.E.
NC Department of Transportation
Transportation Planning Branch
1554 Mail Service Center
Raleigh, NC 27699-1554



Please submit written comments by October 25, 2005.

October 15, 2005

I would like to thank you for the opportunity to provide my comments regarding the Carolina Bays Parkway Feasibility Study. Currently I am a resident of Crow Creek, 9262 Checkerberry Square, Calabash and have owned land in this community since 2002.

I would recommend the Alternate B as the best route for all the residents for Crow Creek. Alternate routes A,C,D, which all come up Hickman Road will negatively impact the golf course, Club House and home and condo sites by encroaching into the community. When I purchased property and built our home here I did not envision or desire a divided highway running through the development. I am concerned about the depreciation this would have on our investment and being retired my options to move and maintain the standard of home I have currently have would be greatly reduced in the current market.

As I stated above it seems that Alternate B is the best route, while it will impact on the environment, will have the least impact on the homes and businesses. Also if you consider that this highway will not be built for 7 to 10 years there would be and even greater disruption to this entire area with the growth and development that will be taking place over that time period.

As for alternate F which will runs along Highway 17, I do not feel this is a reasonable alternate as it will place additional traffic onto this road when the intended purpose of the Parkway is to alleviate additional traffic. Alternate E will also negatively impact current development.

Again thank you for the opportunity to provide my comments and also appreciate the opportunity to continue to have input into this process.

Marsha E. Krug
9262 Checkerberry Square



I feel that Route B is the most viable route to connect with the Carolina Bays Parkway Extension. I believe that this route has the least amount of impact on existing homeowners and businesses. Most of Route B is rural and wet land and no homeowner would be displaced. Proposed Routes A, C & D has too much of an impact on CROW CREEK Golf Course and community along with Brunswick Plantation being effected.

By the time that the road would be constructed, the southeastern part of Brunswick County would be very heavily populated. The purpose of the extension was to expedite traffic to and from Myrtle Beach not to produce congestion to a populated area.

Please bear in mind that people have already moved to southeastern Brunswick County because of the peace and tranquility. These same people should not have to bear the brunt of development to Myrtle Beach and surrounding areas. Most people that have moved to this area are retired and this could have some major impact on their lifelong dreams and investment (home).

The bottom line is to ensure that the current residents are not effected by this road and to keep costs to a minimum (farmland and wet land should be cheaper then to pay for developed property). ROUTE B should be given your highest priority. Maybe even extending Route B further north and parallels Route 17 further should be considered.

John F. Krue
John F. Krue

CAROLINA BAYS PARKWAY EXTENSION, NORTH CAROLINA PUBLIC INFORMATION WORKSHOP COMMENTS (Please Print)

NAME Mr. Mrs. Ms. Mr. & Mrs. DAVID KNIGHT DATE 10/24/05

COMMENTS We would oppose alternate routes D, E & F. Routes D + E would affect our home. We have lived here for 16 years and invested a lot of work and money in it.
Route F would affect the lot we own where we hope to build a home in the future. Over the years we have had a perk test performed, clearing work done, a pond dug, fill dirt brought in, etc.
We chose this area to live in because of its quiet, rural nature. We feel that Alternate Routes D, E & F would completely change the character of our neighborhood.

Mail Comments to:  Mr. David Wasserman, P.E.
NC Department of Transportation
Transportation Planning Branch
1554 Mail Service Center
Raleigh, NC 27699-1554

Please submit written comments by October 25, 2005.

CAROLINA BAYS PARKWAY EXTENSION, NORTH CAROLINA PUBLIC INFORMATION WORKSHOP COMMENTS (Please Print)

NAME Mr. Jay Allen, President
Carolina Shores North Homeowners Association, Inc. (CSN) DATE October 19, 2005
Mrs.
Ms.
Mr. & Mrs.

COMMENTS I am writing on behalf of the 476 homeowners and lot owners of this development (CSN).

Carolina Shores North has the potential for 376 additional homes to be built. This will add almost \$100 million dollars to Brunswick County's property tax base. At current rates this equates to over \$5 million dollars in property tax receipts for the County.

Alternative F bisects our development, and would result in the loss of many lots. Certainly new home construction would also be drastically curtailed, resulting in a huge loss of tax revenue to the County. Business and/or residential expansion along a sizeable distance of Route 17 would be affected. Existing intersections would become even more dangerous. New intersections needed for The Farm development and the nearby condominium complex would add even more cost and also create another high-risk traffic area.

Other potential alternatives pass through areas of far less population density and traffic congestion. Construction costs and acquisition costs would surely be less than those for Alternative F.

The owners of Carolina Shores North strongly urge the removal of Alternative F from consideration as a possible extension route.

Mail Comments to:  Mr. David Wasserman, P.E.
NC Department of Transportation
Transportation Planning Branch
1554 Mail Service Center
Raleigh, NC 27699-1554

Written comments will be accepted until October 25, 2005.



WAY EXTENSION, NORTH CAROLINA
INFORMATION WORKSHOP COMMENTS
(Please Print)

NAME Mr. Mrs. Ms. Mr. & Mrs. HAMPTON SHUPING, JR., WACCAMAW RIVERKEEPER
DATE 10/20/05

OCT 20, 2005
N.C. DOT
Raleigh, N.C.
27699

DEAR MR WASSERMAN:

We have recently learned that a decision is to be made by your Agency regarding the route of a new highway in our area that will impact us. One of the proposals, marked "F" which runs through the "Hickman Crossing" community in Little River takes our new church property. This is also the area where a several hundred home development is planned on Hwy 50 in Little River. We realize that this new road is an important

connection between North and South Carolina, however, using existing multi-lane roadway seems to be the most feasible, economically and environmentally.

Please allow us to keep our property and continue on in our endeavors to build this church. We are in the site preparation stage and have spent a lot to this point.

If you pick Route "F", we must start over again on something that has taken years to get to this point.

Thank you,
Respectfully,

Stephen Selby
Judy Co. Selby

COMMENTS NEW ROADS SHOULD USE EXISTING ROADS AND RIGHT-OF-WAYS WHENEVER POSSIBLE. PRESERVATION OF WETLANDS, AND IN THIS CASE, PROTECTING THE FLOODPLAIN, ARE ALSO VITAL. IN ORDER TO BALANCE THESE ENVIRONMENTAL PRIORITIES WITH THE NEED TO MINIMIZE DISRUPTION OF LOCAL RESIDENTS, OUR POSITION ON THE PROPOSED ROUTES IS AS FOLLOWS:
FIRST CHOICE - ROUTE D
SECOND CHOICE - ROUTE C
THIRD CHOICE - ROUTE F

ROUTE B SHOULD NOT BE CONSIDERED. I REALIZE IT WILL BE POPULAR BECAUSE IT SEEMS TO AVOID MOST EXISTING RESIDENTS, BUT ITS IMPACT ON WETLANDS AND THE FLOODPLAIN HAS THE POTENTIAL TO DO SERIOUS DAMAGE TO BOTH. THERE ARE ALREADY FLOODING ISSUES HERE BECAUSE CONSTRUCTION OF RESIDENCES HAS TAKEN PLACE IN THE FLOOD PLAIN. AN INTERSTATE TYPE ROAD (OR ANY ROAD) TAKING THE ROUTE SHOWN FOR B WOULD HAVE NEGATIVE IMPACTS ON AREA RESIDENTS, AS WELL AS FOLKS DOWNSTREAM (INCREASED FLOODING, POOR WATER QUALITY, ETC.). THANK YOU

Mail Comments to: Mr. David Wasserman, P.E.
NC Department of Transportation
Transportation Planning Branch
1554 Mail Service Center
Raleigh, NC 27699-1554



Please submit written comments by October 25, 2005.

Comments



BRUNSWICK PLANTATION Area 1 residents

NAME	ADDRESS
Anna D. Blandford	
Dulcia Bragha	
James S. Smith	
James Carlston	
William C. Carlin	
Eleanor Suchal	
Tommy Suchal	
John Branding	
Donald Nurbesger	
William C. Johnson	
Janet Anderson	
Vicki L. ...	
Barbara Spranger	
Leo M. Auzary	
Jan M. Aubrey	
Gilbert Walys	
Joe Walys	
James J. ...	
Vinny ...	
Jan ...	
Janet ...	
Kelly Lombardo	
William ...	
Janett ...	
Caplan Thompson	

BRUNSWICK PLANTATION Area 2 residents

NAME	ADDRESS
Bell Patta	
Eda Patten (Bell Co)	
Dolores Matern	
Bruce A. Matern	
Don M. Miller	
Paul E. ...	
Alexandra Tucker	
Patricia H. Haniguet	
Kell E. ...	
Diane ...	
[Signature]	
Larry Johnson	
Joyce Murray	
E. Kobrowski	
Kenneth C. ...	
H. J. ...	
William H. ...	
Grand Kennedy	
Eugene ...	
George T. ...	
Barbara P. ...	
Theresa Varney	
Margaret Varney	
Cathy P. ...	
Richard ...	

BRUNSWICK PLANTATION Area 2 residents

NAME	ADDRESS
Margaret Boufford	
Marie Wilson	
Gregory ...	
Katherine Maggi	
Henry Moser	
Whitney ...	
Mary ...	
Betty ...	
Sam Summers	
Donna Clark Vidal	
Jan Nittler	
Ralph Nittler	
Barbara ...	
Geo. T. ...	
Rachel ...	
Ginny ...	
Donald ...	
Maureen ...	
Edward ...	
Margaret ...	
William ...	
Janice ...	
Kepler ...	
Fredrick Keller	
Pat ...	

Comments



BRUNSWICK PLANTATION Area 4 residents

NAME	ADDRESS
Benny Hoast	6
John Bova	
John S. Sordani	6
J. S. Sordani	1
Lee W. Weller	
Andrea Kershner	
Gregory K. K. K.	11
Robert J. J. J.	1
Ross J. J. J.	6
Robert Bernard	
Kathleen Heppner	
Robert D. Heppner	1
James M. Woodwell	1
James T. Woodwell	
Angela D. D. D.	
Randall J. J. J.	6
Albert F. F. F.	
Will L. L. L.	
Philip Olson	
Constance Olson	
Kenneth M. M. M.	
Barry E. E. E.	
Nelbi E. E. E.	
Juan J. J. J.	
John M. M. M.	

BRUNSWICK PLANTATION Area 4 residents

NAME	ADDRESS
Betty Cotter	
Bill Cotter	
Jim SEKASTIAN	
Fred Hanta	
John Ganta	
John Ganta	
Virginia D. D. D.	
Marianna Eastman	
John A. A. A.	
Maria M. M. M.	
David M. M. M.	
Nancy K. K. K.	
Sharon Kam	
James J. J. J.	
Betsy Reese	
Jan R. R. R.	
Mary L. L. L.	
Barbara M. M. M.	
Dean Weingard	
Mike S. S. S.	
Ray Z. Z. Z.	
Cari R. R. R.	
Thomas H. H. H.	
Barbara R. R. R.	

BRUNSWICK PLANTATION Area 7 residents

NAME	ADDRESS
Marsala Clark	
Edward W. Clark	
John F. F. F.	6
Roger J. J. J.	11
Nancy D. D. D.	
Annan M. M. M.	1
Haldene Hartman	1
Paula Hepburn	5
Janet L. L. L.	1
Frank W. W. W.	
Paul R. R. R.	
Mark R. R. R.	
John V. V. V.	1
John M. M. M.	
James P. P. P.	
Paul A. A. A.	6
Patricia S. S. S.	
Donna B. B. B.	1
John B. B. B.	
Lynda M. M. M.	
Bill M. M. M.	
Louise M. M. M.	1
Sue S. S. S.	1
Ronald J. J. J.	
William B. B. B.	5

Comments



BRUNSWICK PLANTATION Area residents

NAME	ADDRESS
Christoph Arian	1
Ed Haley	
TEACY RENGRIVE	1
Gregory M. Jones	
David H. Thompson	
Jospe Redegard	
Jaylon H. Ralston	
Elizabeth Longdon	
Kristen Longdon	
John M. Kelly	
Kelvin M. King	
Barbra Connerty	
Ann Kwaska	10
Richard Swartz	
Phyllis Tucker	
Gay Tucker	
Jessica M. Ayers	
Bonnie + Ed Struff	
Mike + Fran Warner	1
Robert Klauer	
Paul Moulton	
Sue Duffus	
DANNA STANGROOM	
Jim Stangroom	



Letter and Resolution to NCDOT from the Town of Carolina Shores



Town of Carolina Shores

200 Persimmon Road, Carolina Shores, NC 28467
Tel (910) 575-4877 Fax (910) 575-4812

RECEIVED
DIVISION ENGINEER
THIRD DISTRICT
OCT 18 2005

cc: Daniel R. Cumbo, P.E., District Engineer
Joe Blair, Construction Engineer
David Lynn Thomas, Sr., Division Maintenance Engineer
Pate Butler, Regional Traffic Engineer
Lanny Wilson, Board of Transportation
Don Eggert, Council of Governments
Senator R.C. Soles, Jr.
Representative Bonner Stiller
Elizabeth Mabry, Director of Transportation
Stan Shealy, SCDOT
Pete Poore, SCDOT

October 13, 2005

Allen Pope, Division Engineer
NCDOT
124 Division Drive
Wilmington, NC 28401

Re: Proposed Carolina Bays Parkway Extension in Brunswick County, N.C.

Dear Mr. Pope,

In an effort to protect our community from the devastating impact this major parkway would have on the Town of Carolina Shores, we need to make it well known that we are adamantly opposed to proposed routes D, E and F. The proposed route D would have a substantially negative impact on two residential communities within our Extraterritorial Jurisdiction, Ocean Forest and Shingletree. The proposed route E would entirely eliminate the Planned Residential Development known as The Farm At Brunswick, when upon completion, will consist of approximately 900 homes. This route would also have a significantly negative impact on the recently annexed community, The Village At Calabash. The proposed route F would literally divide the residential development known as Carolina Shores North, not to mention the fact that it would completely abolish the only commercial development in our town, located at the intersection of Highway 17 and Calabash Road.

From the feasibility study map, provided at the public workshop held October 11, 2005, proposed route B would have less of a negative impact on The Town of Carolina Shores and all of Southern Brunswick County, as most of this property is agriculture.

Again, we strongly request that the Department of Transportation not select proposed routes D, E or F. Furthermore, please see the enclosed Resolution requesting NCDOT disapprove the construction of Carolina Bay Parkway in the Carolina Shores Extraterritorial Jurisdiction, adopted March 2, 2004.

Sincerely,

Daniel A. Mann
Daniel A. Mann
Mayor

RESOLUTION REQUESTING NORTH CAROLINA
DEPARTMENT OF TRANSPORTATION TO DISAPPROVE
THE CONSTRUCTION OF CAROLINA BAY PARKWAY IN
THE CAROLINA SHORES EXTRA TERRITORIAL JURISDICTION

WHEREAS, The Town of Carolina Shores is a municipality in Brunswick County, North Carolina with our Town Extra Territorial Jurisdiction area extending to community developments on Calabash Road.

WHEREAS, The Town of Carolina Shores sees the importance and need for the extension of Carolina Bay Parkway from Highway 9 into Brunswick County. This Parkway will allow an efficient way for traffic to move with fewer delays between North Carolina and South Carolina.

WHEREAS, it is the responsibility of the Mayor and the Board of Commissioners to protect our Residential Communities from the impacts of this major parkway. As the proposed construction of Carolina Bay Parkway into the intersection of Calabash Road and Highway 17 would severely divide a residential development and have a negative impact on traffic around the corporate Town of Carolina Shores. The proposed parkway crossing Calabash Road impacts two residential communities and would seriously affect the residents' qualities of life.

WHEREAS, let it be resolved that while the Town of Carolina Shores Mayor and Board of Commissioners fundamentally endorse this proposed project, we have a primary responsibility to our town and neighboring community to oppose any construction that intersects Calabash Road.

WHEREAS, the Mayor and Board of Commissioners encourages North Carolina Department of Transportation to select one of the other four alternate routes.

THEREFORE, be it resolved that the Town of Carolina Shores does hereby declare this resolution on this 2nd day of March, 2004.

Daniel A. Mann
Daniel Mann, Mayor

Town of Carolina Shores

ATTEST:

Linda Herrcane
Linda Herrcane, Town Administrator/Clerk

