



**FIGURE 2-21**  
GHIO ROAD  
SHIFT



alignment had better roadway geometry for the interchange since it had three less curves and crossed Ghio Road at close to a perpendicular angle. Therefore, it was adopted and is depicted on Figure 2-21 (refer to page 2-58).

A multitude of comments were received from individual property owners that requested shifts in the vicinity of their homes. In all cases, the suggestions were evaluated. However, in the majority of cases the modification would simply shift the potential impacts from one property owner to another.

### 2.7.3 What is the estimated cost of the Preferred Alternative?

The estimated cost to construct the Preferred Alternative was determined in 2008 dollars, and then factored up by six percent per year to the Years 2013 and 2018 (refer to Table 2.16). The cost estimates are based upon unit pricing for estimated quantities derived from the conceptual design and as such are subject to change. In addition, the materials costs can be very volatile given the current instability in energy costs.

**Table 2.16**  
**Total Estimated Cost for Alternative 2**  
**(Preferred Alternative)**

	Year 2008	Year 2013	Year 2018
<b>Total Estimated Cost</b>	\$841 million	\$1.125 billion	\$1.505 billion

Following the evaluation of the proposed modifications, the Preferred Alternative was requantified and a summary of the impacts is presented in Table 2.17 on page 2-60 and depicted on Figure 2-22 on page 2-61.



*Interstate 73 FEIS: I-95 to North Carolina*



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Table 2.17  
Preferred Alternative Impact Matrix

Category	Unit of Measure	Preferred Alternative (Alternative 2)
<b>Purpose And Need</b>		
System Linkage		Yes
Economic Development		Yes
Improved Access for Tourism		Yes
Increased Safety on Existing Roads		Yes
Multimodal Planning		Yes
<b>Engineering Criteria</b>		
Length	Miles	36.6
Design Criteria	Meets/Does Not Meet	Meets
Constructability	Ranking	1
Construction Cost (year 2013)	\$ Millions	1,125
<b>Natural Features</b>		
Threatened and Endangered Species	Yes (#) / No	No
Species of Concern	Yes (#) / No	No
Wetlands	Acreage	57.2
Fill	Acreage	52.9
Bridge	Acreage	4.3
Wetland Quality	Value	285.9
Fill	Value	265.5
Bridge	Value	20.4
Streams (Jurisdictional)		
Total Crossings	# of Crossings (Linear Feet)	23 (14,994)
Perennial	# (Linear Feet)	11 (5,188)
Intermittent	# (Linear Feet)	12 (9,806)
Water Quality		
Outstanding Resource Water	# of Crossings	0
303(d) Impaired (2008 Draft List)	# of Crossings	0
Habitat	Unique	No
Uplands (Fill Only)	Acreage	923.4
Floodplains	Acreage	15.4
<b>Man-Made Features</b>		
Hazardous Material Sites	#	1
Parks and Wildlife Refuges	Yes (#) / No	Auction Water - Hamlet No
Historical Structures	#	1 (Beauty Spot Motor Court Office Building)
Potentially Eligible Archaeological Sites	#	4
Noise (R= Residential, B= Business)	#	8 R, 1 B, and Beauty Spot Cemetery
Farmland	Acreage	1,578
Prime	Acreage	849
Unique	Acreage	0
Statewide Important	Acreage	729
Poultry Farm	#	0
Hog Farm	#	0
<b>Socioeconomic Issues</b>		
Direct Community Impacts	#	11
Indirect Community Impacts	#	Adamsville, Bennettsville, Bingham, Brightsville, Clio, Dunbar, Hamlet, Hebron, Lester, Newtonville, Tatum 11
Total Relocations	#	28
Residential Relocations	#	24
Commercial Relocations	#	4
Environmental Justice	# of Block Groups	8
<b>Infrastructure</b>		
Airports	#	0
Fire Stations	#	0
Schools	#	0
Churches	#	0
Cell Phone Towers	#	1
Cemeteries	#	0
Railroad Crossings	#	4
Gas Line Crossings	#	2



