

GSMNP. GSMNP visitor centers would provide visitors information about the Bushnell Developed Area to promote this destination.

Located near the terminus of the new roadway would be a multi-use picnic shelter and picnic tables, a backcountry permit station, an information kiosk, restrooms, and a parking area to accommodate vehicles and horse and boat trailers. Interpretive, self-guided loop trails would recognize local heritage through a series of wayside exhibits explaining particular points of interest along the trails.

The Partial-Build Alternative to Bushnell would also include provisions for enhancements at Hazel Creek for the former community of Proctor. A new, accessible trail from the boat dock to Proctor and new wayside exhibits would convey the history of the area.

The Bushnell Area would provide a unique park experience. It would provide the only boating access directly in GSMNP boundaries. It is likely to attract a broad range of visitors to the North Carolina side of GSMNP. If this alternative is selected, a *Commercial Services Plan* would be prepared to determine the type of concessions that would be necessary and appropriate, financially viable, and serve the public.

8.5 Northern Shore Corridor

The Northern Shore Corridor is recommended for detailed study. This detailed study alternative is different from the preliminary study alternative described in Section 3.4.1. The revised alternative, or baseline corridor, would include a smaller bridge crossing of Forney Creek north of the impounded waters and the Proctor option (discussed earlier in Section 7.3) that avoids the major bridge crossings of the Hazel Creek and Eagle Creek embayments. Following the Proctor option, the corridor would turn north just west of Calhoun and Mill branches to follow the Lakeshore Trail to the area of the former Proctor settlement. Once north of the Hazel Creek embayment, the corridor would turn to the west and continue through a portion of Flint Gap. Past Eagle Creek, the corridor would turn to the south and continue west to NC 28 toward Deal's Gap. As described in Section 3.4.1, the major bridge crossings of the Forney, Hazel, and Eagle Creek embayments will be studied as options to the baseline corridor. In addition to these options, another option exists for the western terminus that would involve the corridor tying into Fontana Dam Road and crossing the Fontana Dam before intersecting with NC 28. The estimated length of the baseline corridor is 38 miles (61.2 km). Depending on options chosen at Forney, Hazel, and Eagle creeks and the western terminus, the length ranges from roughly 29 to 38 miles (46.7 to 61.2 km).

The Northern Shore Corridor will include provisions for the development of an auto-tour guide describing the historic and natural points of interest along the route for the study area, telling local history and illustrating the location of trails and backcountry campsites. Wayside exhibit panels would be provided along the new road and at appropriate pull-off areas and overlooks. A dedicated ranger-led interpretation would be provided at Proctor with the full-build alternative. Also, restrooms would be built at appropriate locations.

8.6 Next Phase of the NEPA Planning Process

The environmental planning study will proceed with impact analysis of the detailed study alternatives. A summary of impacts will be provided to the public at the next public workshop. Following the public workshop, the DEIS will be completed and made available for public review. A public hearing will be held to solicit additional input on the project and to collect comments on the DEIS.