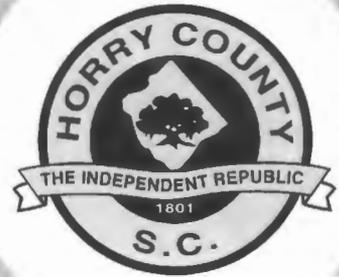


# TRANSPORTATION for HORRY COUNTY



## Revised APPLICATION to the State Transportation Infrastructure Bank Board

Submitted by:

Horry County  
November 1997





OFFICE OF COUNTY ADMINISTRATOR

LINDA G. ANGUS, COUNTY ADMINISTRATOR

November 20, 1997

Mr. Howard "Champ" Covington, Chairman  
South Carolina Transportation Infrastructure Bank  
955 Park Street  
Post Office Box 191  
Columbia, SC 29202

RE: Revised Horry County Application

Dear Mr. Covington:

Horry County is pleased to submit for the Bank's review the revised application, as directed by the Bank on November 11, 1997. Please note that Horry County Council approved a unanimously resolution supporting the application on November 18, 1997 (included as Appendix A in the application). We have also provided the Bank's review copies of the Ordinances that implement the 1.5 percent hospitality fee (included as Appendix B in the application).

The County looks forward to a favorable review and approval of this resubmittal. In the meantime should you have any questions please call me at (803) 248-1203.

Sincerely,

A handwritten signature in cursive script that reads "Linda G. Angus".

Linda G. Angus  
Horry County Administrator

LGA:slp  
enclosures

# TRANSPORTATION OF HOBBS COUNTY



Revised

## APPLICATION

to the

State Transportation  
Infrastructure Bank Board

*Ride*

## EXECUTIVE SUMMARY

On behalf of Horry County, this revised application is being presented to the South Carolina Transportation Infrastructure Bank as a request for funding a portion of the Horry County Road Improvement and Development Effort Project (County RIDE Project). The Original County RIDE Project was presented to and approved by Governor David M. Beasley in September 1996.

Horry County's RIDE Project is the initiation of a comprehensive solution for transportation problems which pairs significant funding from the local level (49 percent) with funding provided by the State of South Carolina. Horry County enacted an ordinance in the fall of 1996 that implemented a 1.5-percent hospitality fee (accommodations, restaurants, amusements, golf, and theaters) effective January 1, 1997. The purpose of this fee is to provide the financial ability for Horry County to partner with the State of South Carolina to meet the infrastructure needs of the County.

The participating parties of the County RIDE Project are Horry County, the South Carolina Transportation Infrastructure Bank, and the South Carolina Department of Transportation. The role of the South Carolina Transportation Infrastructure Bank is to provide the necessary financing and funding for the County RIDE Project. It is Horry County's intent to contract with the South Carolina Department of Transportation to manage the design, construction, and implementation of the County RIDE Project. Horry County, in addition to providing 49 percent of the overall cost of the County RIDE Project, will provide limited oversight to ensure that project schedules are met.

The revised cost of the County RIDE Project that is being requested for funding by the South Carolina Transportation Infrastructure Bank is \$545 million. The total debt service over the life of the proposed bonds for the County RIDE Project is \$864.6 million. Horry County's contribution to retire the debt is \$300 million; the South Carolina Transportation Infrastructure Bank is requested to fund the balance of the debt service, \$564.6 million.

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## INTRODUCTION

On behalf of Horry County, this revised application is being presented to the South Carolina Transportation Infrastructure Bank as a request for funding a portion of the Road Improvement and Development Effort Project (County RIDE Project, refer to Appendix A for a copy of the Resolution). The Original RIDE Project was presented to and approved by Governor David M. Beasley in September 1996. The County RIDE Project provides solutions for today's needs as well as addressing the long term transportation requirements for the Grand Strand. This application is requesting funding for the implementation of the County RIDE Project. Horry County's RIDE Project is the initiation of a comprehensive solution for transportation problems which pairs significant funding from the local level with funding provided by the State of South Carolina.

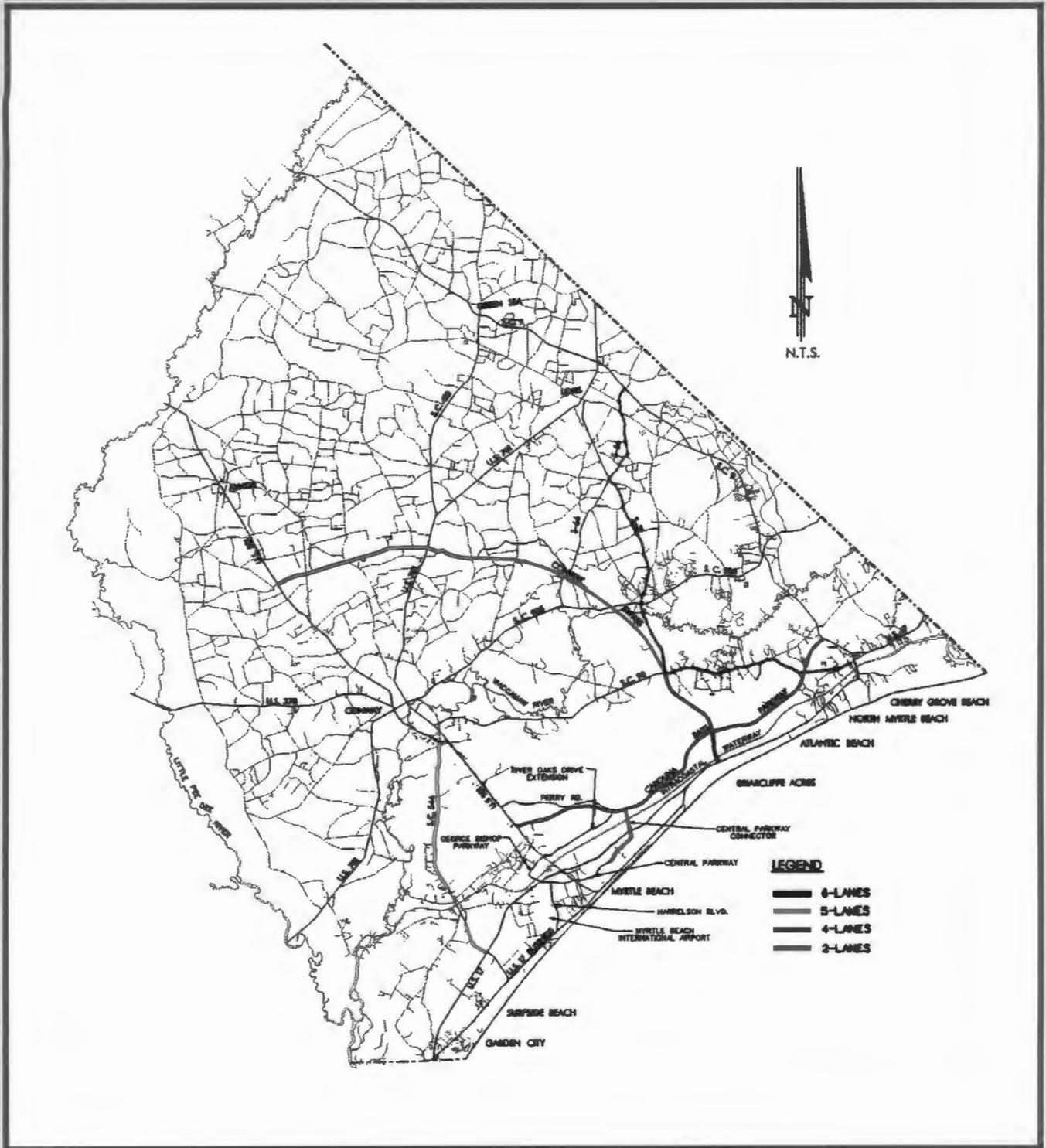
## DESCRIPTION OF THE PROJECT

The Horry County RIDE Project (implementable between 1998 and 2004) provides relief to the traffic congestion resulting from immense growth in the County's tourist population as well as permanent residents. The current road infrastructure does not accommodate a community with a fluctuating population of 250,000 to 750,000 people daily, and therefore results in significant delays, congestion, frustration, fuel consumption, and safety problems, as well as hurricane evacuation concerns.

The revised County RIDE Project for which funding is being requested by Horry County from the South Carolina Transportation Infrastructure Bank includes (refer to Figure 1):

- **Conway Bypass** - A fully controlled access facility from U.S. 17 [the bridge at Briarcliffe complete with interchange at U.S. 17] to U.S. 501 between Aynor and Conway. The facility will consist of six-lane fill/bridging/paving between U.S. 17 and Carolina Bays Parkway, four-lane fill/bridging/paving between Carolina Bays Parkway and S.C. 90, two-lane fill/bridging/paving between S.C. 90 and U.S. 501, with diamond interchanges at U.S. 501, S.C. 319, U.S. 701, S.C. 905, and S.C. 90. The cost includes the purchase of right-of-way as originally designed by the South Carolina Department of Transportation.

# REVISED HORRY COUNTY RIDE PROJECT



11/24/97



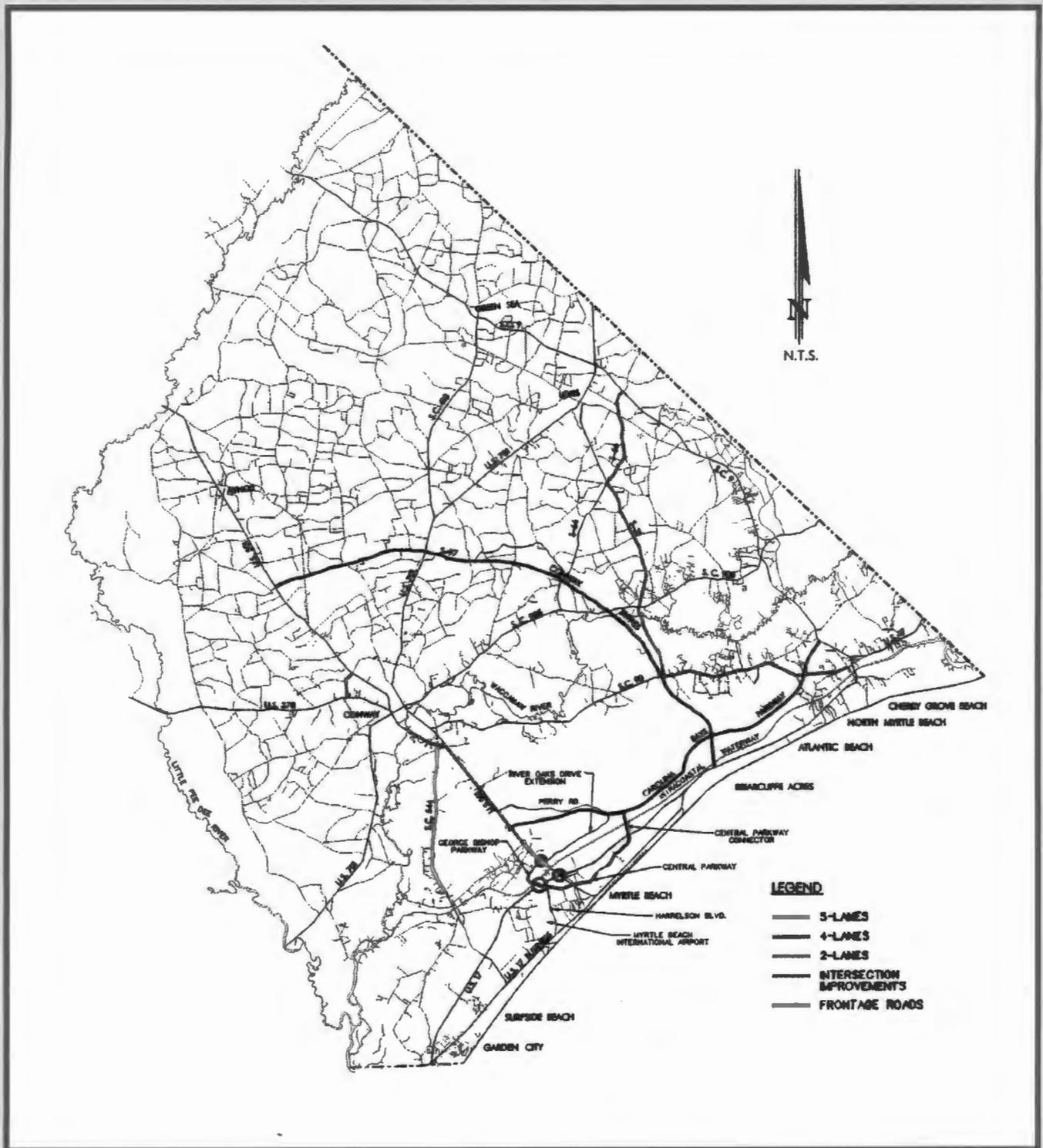
Figure 1

- **Carolina Bays Parkway** - A fully controlled access facility, six-lane fill/six-lane bridging/four-lane paving from S.C. 9 to U.S. 501, including the Central Parkway connector crossing the Atlantic Intracoastal Waterway to U.S. 17 Bypass [four-lane fill/four-lane bridging/two-lane paving]. The cost includes the purchase of right-of-way as originally designed by the South Carolina Department of Transportation.
- **S.C. 544** - Five lanes from the U.S. 17 Bypass to U.S. 501.

The remainder of the County RIDE Project includes a series of interconnected highway construction and Road enhancements that will improve the overall transportation network in Horry County includes (refer to Figure 2):

- **S.C. 544** - Five lanes from the Socastee Bridge to U.S. 501. The portion of this project required by Horry County to bring this project to completion above and beyond the commitment by the South Carolina Transportation Infrastructure Bank.
- **U.S. 501** - Frontage road system between the Atlantic Intracoastal Waterway and Forestbrook Road, intersection improvements between Forestbrook Road and the Waccamaw River, and an overpass at George Bishop Boulevard/River Oaks Drive.
- **Central Parkway** - Four lanes from the Central Parkway connector (between 48<sup>th</sup> Avenue North and 62<sup>nd</sup> Avenue North) to Harrelson Boulevard (in the vicinity of the Myrtle Beach International Airport).
- **Fantasy Harbour Bridge Interchange** - Four-lane bridge/interchange that will create the final leg of what is to be called the Metropolitan Loop, which includes Central Parkway, George Bishop Boulevard, and River Oaks Drive and Extension.
- **Conway Perimeter Road** -Four lanes from U.S. 501 on the west side of Conway to U.S. 378).
- **Intersection/Interchange Improvements** - Along S.C. 90 between Conway Bypass and S.C. 9, S-31, S-66, and U.S. 17 Bypass.

# HORRY COUNTY'S PORTION OF RIDE PROJECT



11/24/97



Figure 2

## PUBLIC BENEFITS

Refer to the original application submitted to the South Carolina Transportation Infrastructure Bank on October 15, 1997.

## FINANCIAL PLAN

Horry County enacted an ordinance in the fall of 1996 that implemented a 1.5-percent hospitality fee (accommodations, restaurants, amusements, golf, and theaters) effective January 1, 1997 (refer to Appendix B for copies of the Ordinances). The purpose of this fee is to provide the financial ability for Horry County to partner with the State of South Carolina to meet the infrastructure needs of the County. The total cost of the revised County RIDE Project is \$545 million (1997 dollars, which escalates to approximately \$593 million over the seven year construction period, refer to Table 1). The anticipated cash requirements for the revised County RIDE Project is provided in Column 2 on Table 2. The total debt service over the life of the proposed bonds for the County RIDE Project is \$864.6 million, as shown in Column 4 on Table 2. Horry County's contribution to retire the debt is \$300 million, outlined in Column 5 of Table 2. Horry County is requesting that the South Carolina Transportation Infrastructure Bank fund the balance of the debt service, \$564.6 million as outlined in Column 6 of Table 2.

The projected financial plan includes the following assumptions:

- Local revenues are increased by a combined growth and inflation rate of 6.5 percent per year;
- Construction inflation is projected at 4.5 percent per year using 1997 dollars as the base (except for the Conway Bypass which has been negotiated between Fluor Daniel and South Carolina Department of Transportation); and,
- Twenty-year bonds were utilized with 5.5 percent interest rates.

November 1997

**Table 1  
REVISED HORRY COUNTY RIDE PROJECT  
COST TIMELINE**

FACILITY	ESTIMATED COST (1997)	CONSTRUCTION TIMETABLE							
		1998	1999	2000	2001	2002	2003	2004	TOTAL
Conway Bypass (1997 costs provided by Fluor Daniel 9/16/97, revised 11/18/97)	\$291,300,000	\$54,800,000	\$159,800,000	\$76,700,000	\$0	\$0	\$0	\$0	\$291,300,000
Carolina Bays Parkway (1997 costs provided by LPA/WSA 9/30/97)									
S.C. 9 to Conway Bypass (6/6/4)	\$69,600,000	\$3,252,282		\$7,806,672	\$67,555,796				\$78,614,750
Diamond Interchange (Conway Bypass/Carolina Bays Parkway)	\$13,000,000	\$780,000				\$14,530,720			\$15,310,720
Conway Bypass to Central Parkway (6/6/4)	\$38,800,000	\$1,937,809		\$1,597,633		\$42,214,193			\$45,749,635
Central Parkway Connector (4/4/2)	\$28,900,000	\$1,473,602		\$570,583			\$33,527,152		\$35,571,337
Central Parkway to Carolina Forest Boulevard (6/6/4)	\$0								\$0
Central Parkway to U.S. 501 (6/6/4)	\$65,000,000	\$3,072,754		\$6,550,294				\$72,834,037	\$82,457,085
<b>Subtotal</b>	<b>\$215,300,000</b>	<b>\$10,516,447</b>	<b>\$0</b>	<b>\$16,525,181</b>	<b>\$67,555,796</b>	<b>\$56,744,913</b>	<b>\$33,527,152</b>	<b>\$72,834,037</b>	<b>\$257,703,526</b>
S.C. 544 (5-lanes - U.S. 17 to Socastee Brjdge)	\$7,419,500		\$3,709,750	\$3,709,750					\$7,419,500
S.C. 544 (5-lanes - Socastee Bridge to U.S. 501)	\$30,980,500		\$3,909,450	\$14,298,812		\$18,531,349			\$36,739,610
<b>TOTAL</b>	<b>\$545,000,000</b>	<b>\$65,316,447</b>	<b>\$167,419,200</b>	<b>\$111,233,743</b>	<b>\$67,555,796</b>	<b>\$75,276,261</b>	<b>\$33,527,152</b>	<b>\$72,834,037</b>	<b>\$593,162,636</b>
<b>Bond Issue Amounts:</b>		<b>\$65,316,447</b>	<b>\$167,419,200</b>	<b>\$111,233,743</b>	<b>\$67,555,796</b>	<b>\$75,276,261</b>	<b>\$33,527,152</b>	<b>\$24,671,401</b>	<b>\$545,000,000</b>
<b>Horry County Additional Funds</b>								<b>\$48,162,636</b>	
<b>Payment for Each Bond (20 Yr. Bond)</b>		<b>\$5,180,698</b>	<b>\$13,279,172</b>	<b>\$8,822,716</b>	<b>\$5,358,316</b>	<b>\$5,970,680</b>	<b>\$2,659,270</b>	<b>\$1,956,859</b>	<b>\$43,227,711</b>

**Table 2**  
**REVISED Horry COUNTY RIDE PROJECT**  
**DEBT SERVICE SCHEDULE**

FISCAL YEAR (7/1-6/30)	SIB BOND AMOUNT REQUIRED**/ (20 Year Term)	ANNUAL BOND DEBT SERVICE AMOUNT	ANNUAL ESTIMATED TOTAL DEBT SERVICE (5.5% for 20 Years)	Horry COUNTY PORTION OF BOND PAYMENT (Paid to SIB) (35% Contribution Ratio)	STATE PORTION OF BOND PAYMENT**
97/98	\$65,316,447	\$5,180,698	\$5,180,698	\$15,000,000	(\$9,819,302)
98/99	\$167,419,200	\$13,279,172	\$18,459,870	\$15,000,000	\$3,459,870
99/00	\$111,233,743	\$8,822,716	\$27,282,586	\$15,000,000	\$12,282,586
00/01	\$67,555,796	\$5,358,316	\$32,640,902	\$15,000,000	\$17,640,902
01/02	\$75,276,261	\$5,970,680	\$38,611,582	\$15,000,000	\$23,611,582
02/03	\$33,527,152	\$2,659,270	\$41,270,852	\$15,000,000	\$26,270,852
03/04	\$24,671,401	\$1,956,859	\$43,227,711	\$15,000,000	\$28,227,711
04/05			\$43,227,711	\$15,000,000	\$28,227,711
05/06			\$43,227,711	\$15,000,000	\$28,227,711
06/07			\$43,227,711	\$15,000,000	\$28,227,711
07/08			\$43,227,711	\$15,000,000	\$28,227,711
08/09			\$43,227,711	\$15,000,000	\$28,227,711
09/10			\$43,227,711	\$15,000,000	\$28,227,711
10/11			\$43,227,711	\$15,000,000	\$28,227,711
11/12			\$43,227,711	\$15,000,000	\$28,227,711
12/13			\$43,227,711	\$15,000,000	\$28,227,711
13/14			\$43,227,711	\$15,000,000	\$28,227,711
14/15			\$43,227,711	\$15,000,000	\$28,227,711
15/16			\$43,227,711	\$15,000,000	\$28,227,711
16/17			\$43,227,711	\$15,000,000	\$28,227,711
17/18			\$38,047,013	\$0	\$38,047,013
18/19			\$24,767,841	\$0	\$24,767,841
19/20			\$15,945,125	\$0	\$15,945,125
20/21			\$10,586,809	\$0	\$10,586,809
21/22			\$4,616,129	\$0	\$4,616,129
22/23			\$1,956,859	\$0	\$1,956,859
<b>TOTAL</b>	<b>\$545,000,000</b>	<b>\$43,227,711</b>	<b>\$864,554,220</b>	<b>\$300,000,000</b>	<b>\$564,554,220</b>

**NOTE:** Growth Rate + Inflation Rate Assumed: 6.5%

Source of Local Revenue: 1.5% Hospitality Fee

Debt service calculations are based on annual principal plus interest payments paid at the beginning of each year.  
 20 Year Term Per Bond. Fixed Interest Rate Used: 5.5%.

\* Refer to Table 1 Cost Timetable.

\*\* The SCDOT Commission has committed \$114,000,000 (or equivalent debt service) to the South Carolina Transportation Infrastructure Bank for the Conway Bypass.

The degree of financial risk is very low! Local participation for Horry County is funded by the 1.5-percent hospitality fee, which in Horry County carries approximately the same risk as a sales tax (i.e., very low risk). While this source of County participation is subject to severe weather, economic downturns, etc., the projected revenue collection of the hospitality fee allows a contingency amount to address those situations.

Other contributions include the South Carolina Department of Transportation commitment of \$114 million (or equivalent \$10 million debt service on \$114 million per year) to fund a **portion** of the Conway Bypass phase of the County RIDE Project. All components of the County RIDE Project have been structured to capture any federal funding that might become available (i.e., appropriate federal regulations and requirements have been and will be followed).

In an effort to reduce maintenance expense and extend the life of the Conway Bypass and Carolina Bays Parkway, the cost of superpaving has been included. This will **significantly** reduce the routine maintenance effort for the South Carolina Department of Transportation of these primary roads. Horry County will also contribute \$100,000 per year for 20 years to the South Carolina Department of Transportation, to be placed in an escrow interest bearing **account** for use in the resurfacing of the Conway Bypass and Carolina Bays Parkway, as **deemed** necessary by the South Carolina Department of Transportation. State and local **maintenance** participation on secondary roads will be defined at the completion of construction of each facility.

Horry County will implement the remainder of the County RIDE Project, with assistance from the South Carolina Department of Transportation in the form of a contract to manage the **design**, construction, and implementation, as well as bonding. The total cost of the remainder County RIDE Project is \$199.4 million (\$169.1 million in 1997 dollars, escalated at 4.5 percent per year over the construction period, seven years, refer to Table 3). Horry County's participation in implementing this plan in no way eliminates or reduces any funding that the County would normally receive through the Metropolitan Planning Organization guideshare, other **standard** revenue sharing plans, or critical needs implemented through normal South Carolina Department of Transportation funding.

November 1997

**Table 3  
Horry County's Portion of the Ride Project  
Cost Timeline**

FACILITY	ESTIMATED COST (1997)	CONSTRUCTION TIMETABLE							
		1998	1999	2000	2001	2002	2003	2004	TOTAL
<b>Central Parkway</b>									
48th Avenue North to 29th Avenue North	\$10,868,000		\$527,448	\$5,799,406	\$5,759,865				\$12,086,719
21st Avenue North to 10th Avenue North	\$5,434,000	\$5,678,530							\$5,678,530
10th Avenue North to U.S. 501	\$6,270,000		\$301,399	\$3,313,946	\$3,291,351				\$6,906,697
U.S. 501 to Harrelson Boulevard	\$6,897,000		\$470,936	\$2,071,217	\$5,142,736				\$7,684,889
<b>Subtotal</b>	<b>\$29,469,000</b>	<b>\$5,678,530</b>	<b>\$1,299,783</b>	<b>\$11,184,569</b>	<b>\$14,193,953</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$32,356,835</b>
Fantasy Harbour Bridge Interchange	\$12,540,000	\$3,135,000	\$3,276,075	\$3,423,498	\$3,577,556				\$13,412,129
City of Conway Perimeter Road (U.S. 501 to U.S. 378 with interchanges)	\$13,585,000		\$740,939	\$6,224,542	\$8,091,239				\$15,056,720
U.S. 17/U.S. 501 Interchange (complete)	\$12,853,500		\$596,519	\$7,132,288	\$6,514,133				\$14,212,910
U.S. 501 Overpass (George Bishop Parkway/River Oaks Drive)	\$7,837,500			\$1,706,043	\$17,828,153				\$19,534,196
S.C. 544 (5-lanes - Socastee Bridge to U.S. 501)	\$23,359,500						\$15,210,073	\$15,894,526	\$31,104,599
SC 90 (intersection improvements between Conway Bypass and S.C. 9)	\$4,702,500		\$5,135,247.56						\$5,135,248
S-31 and S-66 (intersection improvements)	\$7,524,000		\$8,216,396.10						\$8,216,396
U.S. 501 (frontage road system AICW to Forestbrook Road, including interchange at Forestbrook Road)	\$42,636,000	\$10,659,000	\$22,277,310	\$11,639,895					\$44,576,205
U.S. 501/Carolina Forest Boulevard Interchange	\$10,450,000		\$11,411,661						\$11,411,661
U.S. 501 (acceleration/deceleration lanes)	\$4,180,000		\$4,368,100						\$4,368,100
<b>TOTAL</b>	<b>\$169,137,000</b>	<b>\$19,472,530</b>	<b>\$57,322,030</b>	<b>\$41,310,836</b>	<b>\$50,205,033</b>	<b>\$0</b>	<b>\$15,210,073</b>	<b>\$15,894,526</b>	<b>\$199,415,028</b>

## PROJECT APPROACH

The revised County RIDE Project schedule shown on Figure 3 and Table 4 illustrates that given sufficient funding provided by the South Carolina Transportation Infrastructure Bank, South Carolina Department of Transportation, and Horry County, the revised County RIDE Project will be completed within the time frame indicated. Table 5 accompanies Figure 3 and outlines the factors (necessary steps) required to initiate construction. At this time there are no obstacles (legal issues, lack of support, environmental concerns) anticipated that would deter the implementation of the revised County RIDE Project.

The schedule, project components, and factors necessary to initiate construction for the remainder of the County RIDE Project is outlined in Figure 4 and Tables 6 and 7.

The participating parties of the County RIDE Project are Horry County, the South Carolina Transportation Infrastructure Bank, and the South Carolina Department of Transportation. The role of the South Carolina Transportation Infrastructure Bank is to provide the necessary financing and funding for the County RIDE Project.

It is Horry County's intent to contract with the South Carolina Department of Transportation to manage the design, construction, implementation, and assist in bonding of the County RIDE Project. Horry County, in addition to providing 49 percent of the overall cost of the County RIDE Project, will provide limited oversight to ensure that project schedules are met.

Upon receipt of funding, South Carolina Department of Transportation is responsible for the construction of the County RIDE Project including design, right-of-way, construction, maintenance, etc. South Carolina Department of Transportation is to use its judgement in determining whether a specific phase of the County RIDE Project should be design/build, traditional, or any other methodology of road construction so as to meet the schedule outlined in the County RIDE Project (refer to Figures 3 and 4).

## REVISED HORRY COUNTY RIDE PROJECT SCHEDULE

PROJECT NAME	1998	1999	2000	2001	2002	2003	2004
Conway Bypass							
Carolina Bays Parkway (4-Lane)							
S.C. 544 (Widening Between U.S. 17 and Socastee Bridge)				(Infrastructure Bank/SCDOT)			
S.C. 544 (Widening Between Socastee Bridge and U.S. 501)							(Infrastructure Bank/SCDOT)

### LEGEND

- Environmental and / or Design
- Right - of - Way Aquisition
- Construction



Figure 3

**Table 4  
REVISED HORRY COUNTY RIDE PROJECT  
PROJECT COST COMPONENTS**

FACILITY	ESTIMATED COST (1997)	ENVIRONMENTAL/ ENGINEERING	RIGHT-OF-WAY ACQUISITION	CONSTRUCTION	MAINTENANCE
Conway Bypass (1997 costs provided by Fluor Daniel 9/16/97, revised 11/18/97)	\$291,300,000	\$0	\$6,000,000	\$283,000,000	\$2,300,000
<b>Carolina Bays Parkway (1997 costs provided by LPA/WSA 9/30/97)</b>					
S.C. 9 to Conway Bypass (6/6/4)	\$69,600,000	\$3,112,232	\$6,840,960	\$58,746,808	\$900,000
Diamond Interchange (Conway Bypass/Carolina Bays Parkway)	\$13,000,000	\$910,000	\$0	\$11,990,000	\$100,000
Conway Bypass to Central Parkway (6/6/4)	\$38,800,000	\$1,854,363	\$1,400,000	\$35,245,637	\$300,000
Central Parkway Connector (4/4/2)	\$28,900,000	\$1,410,145	\$500,000	\$26,789,855	\$200,000
Central Parkway to Carolina Forest Boulevard (6/6/4)	\$0	\$0	\$0	\$0	
Central Parkway to U.S. 501 (6/6/4)	\$65,000,000	\$2,940,434	\$5,740,000	\$55,519,566	\$800,000
<b>Subtotal</b>	<b>\$215,300,000</b>	<b>\$10,227,174</b>	<b>\$14,480,960</b>	<b>\$188,291,866</b>	<b>\$2,300,000</b>
S.C. 544 (5-lanes - U.S. 17 to Socastee Bridge)	\$7,419,500			\$7,419,500	
S.C. 544 (5-lanes - Socastee Bridge to U.S. 501)	\$30,980,500	\$3,741,100	\$13,093,850	\$14,870,500	
<b>TOTAL</b>	<b>\$545,000,000</b>	<b>\$13,968,274</b>	<b>\$33,574,810</b>	<b>\$493,581,866</b>	<b>\$4,600,000</b>

**Table 5**  
**REVISED HORRY COUNTY RIDE PROJECT**  
**CURRENT PROJECT STATUS**

FACILITY	ENVIRONMENTAL	PERMITTING	PRELIMINARY DESIGN	FINAL DESIGN	RIGHT-OF-WAY ACQUISITION	CONSTRUCTION
Conway Bypass	complete	complete	complete	underway	underway	initiated
Carolina Bays Parkway	underway	underway				
S.C. 544 (5-lanes - U.S. 17 to Socastee Bridge)	complete	complete	complete	underway	underway	
S.C. 544 (5-lanes - Socastee Bridge to U.S. 501)						

## HORRY COUNTY RIDE PROJECT SCHEDULE

PROJECT NAME	1998	1999	2000	2001	2002	2003	2004
Central Parkway							
Fantasy Harbour Bridge Interchange							
Conway Perimeter Road							
U.S. 17 / 501 Interchange							
U.S. 501 (George Bishop Overpass)							
S.C. 544 (Widening Between Socastee Bridge and U.S. 501)					(Horry County/SCDOT)		
S.C. 90 Intersection Improvements							
S-31 / S-66 Intersection Improvements							
U.S. 501 (Frontage Road Between Forestbrook Road and AKW)							
U.S. 501 Carolina Forest Boulevard							
U.S. 501 Improvements							

### LEGEND

- Environmental and / or Design
- Right - of - Way Aquisition
- Construction



Figure 4

14

**Table 6  
HORRY COUNTY'S PORTION OF THE RIDE PROJECT  
PROJECT COST COMPONENTS**

FACILITY	ESTIMATED COST (1997)	ENVIRONMENTAL/ ENGINEERING	RIGHT-OF-WAY ACQUISITION	CONSTRUCTION	MAINTENANCE
<b>Central Parkway</b>					
48th Avenue North to 29th Avenue North	\$10,868,000	\$504,735	\$5,310,690	\$5,052,575	
21st Avenue North to 10th Avenue North	\$5,434,000			\$5,434,000	
10th Avenue North to U.S. 501	\$6,270,000	\$288,420	\$3,034,680	\$2,946,900	
U.S. 501 to Harrelson Boulevard	\$6,897,000	\$450,656	\$1,896,675	\$4,549,669	
<b>Subtotal</b>	<b>\$29,469,000</b>	<b>\$1,243,811</b>	<b>\$10,242,045</b>	<b>\$17,983,144</b>	<b>\$0</b>
Fantasy Harbour Bridge Interchange	\$12,540,000			\$12,540,000	
City of Conway Perimeter Road (U.S. 501 to U.S. 378 with interchanges)	\$13,585,000	\$709,033	\$5,700,000	\$7,175,968	
U.S. 17/U.S. 501 Interchange (complete)	\$12,853,500	\$570,831	\$6,531,250	\$5,751,419	
U.S. 501 Overpass (George Bishop Parkway/River Oaks Drive)	\$7,837,500		\$1,706,043	\$6,131,457	
S.C. 544 (5-lanes - Socastee Bridge to U.S. 501)	\$23,359,500			\$23,359,500	
S.C. 90 (intersection improvements between Conway Bypass and S.C. 9)	\$4,702,500	\$300,437.50	\$1,306,250	\$3,095,813	
S-31 and S-66 (intersection improvements)	\$7,524,000	\$540,787.50	\$1,567,500	\$5,415,713	
U.S. 501(frontage road system AICW to Forestbrook Road, including interchange at Forestbrook Road)	\$42,636,000	\$1,358,500.00		\$41,277,500	
U.S. 501/Carolina Forest Boulevard Interchange	\$10,450,000	\$627,000	\$418,000	\$9,405,000	
U.S. 501 (acceleration/deceleration lanes)	\$4,180,000	\$250,800	\$522,500	\$3,406,700	
<b>TOTAL</b>	<b>\$169,137,000</b>	<b>\$5,601,200</b>	<b>\$27,993,588</b>	<b>\$135,542,212</b>	<b>\$0</b>

**Table 7  
HORRY COUNTY'S PORTION OF THE RIDE PROJECT  
CURRENT PROJECT STATUS**

<b>FACILITY</b>	<b>ENVIRONMENTAL</b>	<b>PERMITTING</b>	<b>PRELIMINARY DESIGN</b>	<b>FINAL DESIGN</b>	<b>RIGHT-OF-WAY ACQUISITION</b>	<b>CONSTRUCTION</b>
Central Parkway			underway			
Fantasy Harbour Bridge Interchange						
City of Conway Perimeter Road (U.S. 501 to U.S. 378 with interchanges)						
U.S. 17/U.S. 501 Interchange (complete)						
U.S. 501 Overpass (George Bishop Parkway/River Oaks Drive)						
S.C. 544 (5-lanes - Socastee Bridge to U.S. 501)						
S.C. 90 (intersection improvements between Conway Bypass and S.C. 9)						
S-31 and S-66 (intersection improvements)						
U.S. 501 (frontage road system AICW to Forestbrook Road, including interchange at Forestbrook Road)	complete	complete	complete	underway	underway	
U.S. 501/Carolina Forest Boulevard Interchange						
U.S. 501 (acceleration/deceleration lanes)						



# Appendix A

COUNTY OF HORRY )  
STATE OF SOUTH CAROLINA )

RESOLUTION NUMBER 224-97

A RESOLUTION REAFFIRMING HORRY COUNTY COUNCIL'S SUPPORT OF BUILDING THE ROADS OUTLINED IN THE "RIDE PLAN" AS APPROVED AND ENDORSED BY ORDINANCE NUMBER 105-96, AND PLEDGING FINANCIAL SUPPORT THROUGH DEDICATION OF REVENUE DERIVED FROM A COUNTY-WIDE HOSPITALITY FEE:

WHEREAS, Horry County Council passed Ordinance Number 105-96 on October 15, 1996, to collect a Hospitality Fee to pay for road construction pursuant to the RIDE Plan; and

WHEREAS, Ordinance Number 105-96 implemented a one and one-half percent Hospitality Fee to be used to provide the county portion of funding for the RIDE Plan; and

WHEREAS, Governor Beasley and SCDOT endorsed the RIDE Plan as the preferred solution to the traffic problems of Horry County; and

WHEREAS, Horry County remains firm on its commitment to the RIDE Plan as the minimum solution to the county's transportation crisis; and

WHEREAS, State funding is being provided through the newly formed State Infrastructure Bank (SIB) allowing for a lesser percentage participation by Horry County; and

WHEREAS, the State Infrastructure Bank has indicated a desire to have a resolution from Horry County Council reaffirming its support of the roads outlined in the RIDE Plan and supporting Horry County's application to the State Infrastructure Bank.

NOW THEREFORE, BE IT RESOLVED BY THE HORRY COUNTY COUNCIL, duly assembled, that the Horry County Council reaffirms its support of the RIDE Plan as presented to and approved by Governor David Beasley in September, 1996, and supports, endorses and approves its amended application to the State Infrastructure Bank to be presented on November 24, 1997.

Dated this 18th day of November, 1997.

HORRY COUNTY COUNCIL

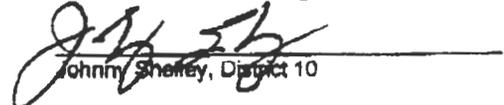
  
Chandler C. Prosser, Chairman

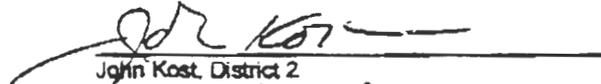
  
Ray Skidmore, Jr., District 1

  
Raymond Z. Brown, District 3

  
Terry Chambers, District 6

  
Elizabeth B. Gilland, District 8

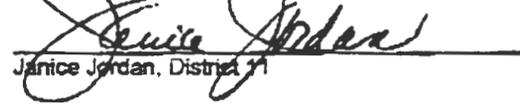
  
Johnny Sherry, District 10

  
John Kost, District 2

  
Chandler Brigham, District 4

  
James R. Frazier, District 7

  
Ulysses Dewitt, District 9

  
Janice Jordan, District 11

ATTEST:  
  
Rosella H. Carroll, Clerk to Council



# Appendix B

STATE OF SOUTH CAROLINA  
COUNTY OF HORRY

ORDINANCE NO. 105-96

AN ORDINANCE IMPOSING A TWO AND ONE-HALF PERCENT HOSPITALITY FEE IMMEDIATELY.

WHEREAS, A plan which offered long-range solutions to this area's road problems failed to pass; and

WHEREAS, The need for road improvement continues and will in all likelihood increase in the future; and

WHEREAS, Considerable time and effort was expended by the Governor's RIDE Committee to establish a new plan and a new timetable; and

WHEREAS, All past efforts to institute a local options sales tax have failed, thus making difficult the possibility of using the largest single revenue generator available; and

WHEREAS, Current law allows local government to levy reasonable and necessary fees to provide needed infrastructure.

NOW THEREFORE, BE IT ORDAINED IN COUNCIL DULY ASSEMBLED,

SECTION 1. (A) Establishment of Hospitality Fee. There is established a uniform service charge, hereinafter referred to as the "hospitality fee," equal to one and one-half percent (1.5%) within the geographic confines of Horry County, with an additional hospitality fee equal to one percent (1.0%) within the unincorporated areas of Horry County only. These fees shall be imposed on:

(1) the gross proceeds derived from the rental or charges for any rooms, campground spaces, lodgings, or sleeping accommodations furnished to transients by any hotel, inn, tourist court, tourist camp, motel, campground, residence, or any place in which rooms, lodging, or sleeping accommodations are furnished to transients for a consideration within the County to which the sales tax imposed by the State of South Carolina pursuant to Section 12-36-920 of the South Carolina Code applies;

(2) those paid admissions to places of amusement within the County to which the admissions tax imposed by the State of South Carolina pursuant to Section 12-21-2420, et seq. of the South Carolina Code, applies (golf fees not to begin until 7/1/97); and

(3) the gross proceeds derived from the sale of food and beverages sold in establishments which primarily have as their business purpose the sale of prepared food for immediate consumption either on or off premises; or maintain licenses for the on-premise consumption of alcohol, beer or wine.

(B) **Payment of the Hospitality Fee.** Payment of the hospitality fee shall be the liability of the consumer of the services described in Section 19-51 subsection (A). The hospitality fee shall be paid at that time of the delivery of services to which the hospitality fee applies, shall be collected by the provider of the services, and shall be held in trust by the provider until remitted as provided for herein.

(C) **Collection of the Hospitality Fee.** The hospitality fee imposed by this section is due and payable in monthly installments on or before the twentieth day of each month and every person liable for the fee shall on or before the twentieth day of each month make a true and correct return to the County in such form as it may prescribe and remit the fee therewith. A return is considered to be timely filed if the return is mailed and has a postmark dated on or before the date the return is required to be filed. In case of a failure to make a true and correct return or a failure to file the return, the County shall make a return upon such information as it may be able to obtain, assess the fee due thereon, and add a penalty of ten percent, whereupon the County shall mail notice to the person liable for the fee and, in the case of failure to pay the fee within ten days after the mailing of any such notice, the County shall add an additional penalty of ten percent.

(D) **Inspections and Audits.** For the purpose of enforcing the provisions of this section the County Administrator or other authorized agent of the County, is empowered to enter upon the premises of any person subject to this section and to make inspections, examinations and audits of books and records, and it shall be unlawful for any person to fail or refuse to make available the necessary books and records during normal business hours upon twenty-four (24) hours written notice. In the event that an audit reveals that false information has been filed by the remitter, the costs of the audit shall be added to the correct amount of fees determined to be due, in addition to the penalties provided in subsection (C). The County Administrator or other authorized agent of the County may make systematic inspection of all businesses within the County, to ensure compliance with this section. Records of inspection shall not be deemed public records.

(E) **Penalties.** (1) It is a violation of this section to:

(a) fail to collect the hospitality fee;

(b) fail to remit to the County any hospitality fee collected;

(c) fail to file a hospitality fee; return.

(d) knowingly provide false information on a hospitality fee return;

or

(e) fail to provide books and records to the County Administrator or other authorized agent of the County for the purpose of inspection, examination, or audit after twenty-four (24) hours written notice.

(2) Each day this section is violated constitutes a separate offense.

(3) Upon conviction of this section, the violator is guilty of a misdemeanor and subject to a fine or forfeiture not exceeding five hundred dollars or imprisonment not exceeding thirty days, or both.

**(F) Start-up Funds and Administration of Hospitality Fee.** The County Administrator is responsible for the implementation, collection, and enforcement of the hospitality fee and, upon mutual agreement with the County Auditor and County Treasurer, the County Administrator may provide for the implementation, collection, and enforcement of the hospitality fee through the County Auditor and County Treasurer.

**(G) Disposition of Hospitality Fee.** All revenues collected from the hospitality fee shall be deposited in two separate funds. The funds derived from the one and one-half percent fee shall be deposited into a Road Fund which will be used to implement a comprehensive road plan adopted by the County in concert with the municipalities of the County. The money in this Fund shall be held in escrow until the said comprehensive road plan is finalized and adopted. Interest generated by this fund shall accrue to the fund. The funds derived from the one percent fee shall be deposited in the general fund of the County to offset the cost of public safety and public works services and infrastructure directly impacted by tourism. In the case of either fund, the costs of collecting

the monies may be reimbursed by the fund monies, up to a maximum of one percent (1%).

(H) **Sunset.** The imposition of the one and one-half (1.5%) percent hospitality fee for infrastructure will terminate (a) on 8/1/97 if an appropriate agreement or legislation is not in place from the State of South Carolina to provide their share of the short term funding plan outlined by RIDE or (b) twenty years from the effective date of this ordinance. Should the one and one-half (1.5%) percent hospitality fee be terminated on 8/1/97, all funds collected will be placed in the general fund of the County and used for services directly impacted by the tourism industry (see G above).

**SECTION 2. SEVERABILITY.**

If any section, subsection, or clause of this ordinance shall be deemed to be unconstitutional or otherwise invalid, the validity of the remaining sections, subsections and clauses shall not be affected thereby.

**SECTION 3. CONFLICTING ORDINANCES REPEALED.**

All ordinances or parts of ordinances in conflict with the provisions of this ordinances are hereby repealed.

**SECTION 4. EFFECTIVE DATE.**

This ordinance shall be effective 1/1/97.

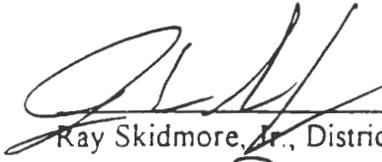
FIRST READING: August 6, 1996  
SECOND READING: August 20, 1996  
THIRD READING: October 15, 1996

ATTEST:

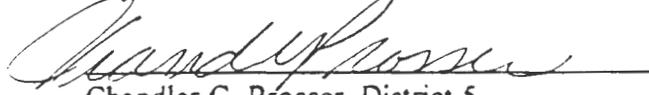
  
Rosella H. Carroll, Clerk to Council

HORRY COUNTY COUNCIL

A. Joseph McNutt, Jr., Chairman

  
Ray Skidmore, Jr., District 1

  
Raymond J. Brown, District 3

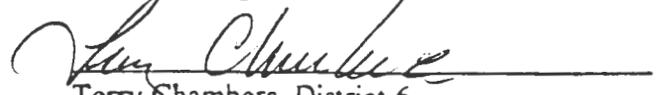
  
Chandler C. Prosser, District 5

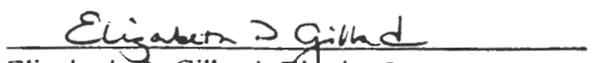
  
James R. Frazier, District 7

Ulysses Dewitt, District 9

John Kost, District 2

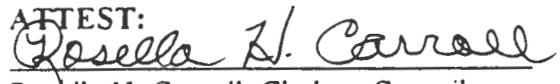
  
Chandler Brigham, District 4

  
Terry Chambers, District 6

  
Elizabeth D. Gilland, District 8

Johnny Shelley, District 10

Janice Jordan, District 11

ATTEST:  
  
Rosella H. Carroll, Clerk to Council

STATE OF SOUTH CAROLINA)

ORDINANCE NO. 7-97

COUNTY OF HORRY )

97 FEB 21 AM 9:52

R.H.C.

FILED  
HORRY COUNTY

WHEREAS, the Horry County Council, in meeting duly assembled, enacted Ordinance No. 96 on October 15, 1996; and

WHEREAS, County Council deems it appropriate to clarify certain portions of that ordinance and

WHEREAS, County Council now desires to amend said ordinance in order to provide authority to use the funds collected pursuant to the ordinance for the purpose of matching state and/or federal funds as may be determined by the Horry County Council to be appropriated.

NOW THEREFORE, KNOW ALL MEN BY THESE PRESENTS, that the Horry County Council, in meeting duly assembled, does hereby amend Ordinance No. 105-96 as follows:

SECTION 1.

Section 1. (A)(2) of Ordinance Number 105-96 shall be amended by the deletion of the language contained therein and by the substitution of the following language therefor:

Those paid admissions to places of amusement within the County to which the admissions tax imposed by the State of South Carolina pursuant to Section 12-21-2420, et seq. of the South Carolina Code, applies; and

SECTION 2.

Section 1.(A)(3) of Ordinance Number 105-96 shall be amended by the deletion of the language contained therein and by the substitution of the following language therefor:

The gross proceeds derived from the sale of prepared food and beverages sold for immediate consumption either on or off premises; or maintain licenses for the on-premise consumption of alcohol, beer or wine.

SECTION 3.

Section 1. (A)(3)(G) "Disposition of Hospitality" of Ordinance Number 105-96 shall be further amended by the deletion of the language contained therein and by the substitution of the following language therefor:

**Disposition of the Hospitality Fee.** All revenues collected from the hospitality fee shall be deposited in two separate funds. The funds derived from the one and one-half percent fee shall be deposited into a Road Special Revenue Fund which will be used to implement a comprehensive road plan adopted by the County in concert with the municipalities of the County. The money in this Fund shall be held in escrow until the said comprehensive road plan is finalized and adopted. Interest generated by this Fund shall accrue to the Fund. The funds derived from the one percent fee shall be deposited in a separate Special Revenue Fund of the County to offset the cost of providing public safety and public works services and infrastructure directly impacted by tourism. In the case of either fund, the costs of collecting the monies may be reimbursed by the Fund monies, up to a maximum of one percent (1%).

**EXEMPT**

**SECTION 4.**

Section 1.(A)(3)(H) "Sunset" of Ordinance Number 105-96 shall be further amended by the deletion of the language contained therein and by the substitution of the following language therefor:

**Sunset.** The imposition of the one and one-half (1.5%) percent hospitality fee for infrastructure will terminate (a) on 8/1/97 if an appropriate agreement or legislation is not in place from the State of South Carolina to provide their share of the short term funding plan outlined by RIDE or (b) twenty years from the effective date of this ordinance. Should the one and one-half (1.5%) percent hospitality fee be terminated on 8/1/97, all funds collected will be placed in the one percent (1%) Special Revenue Fund of the County and used for services directly impacted by the tourism industry (see G above).

**SECTION 5. SEVERABILITY**

If any section, subsection, or clause of this ordinance shall be deemed to be unconstitutional or otherwise invalid, the validity of the remaining sections, subsections and clauses shall not be affected thereby.

**SECTION 6. CONFLICTING ORDINANCES REPEALED**

All ordinances or parts of ordinances in conflict with the provisions of this ordinance are hereby repealed.

**SECTION 7. EFFECTIVE DATE.**

This ordinance shall be effective upon its third reading

FIRST READING: 1-7-97 as amended  
SECOND READING: 1-21-97  
THIRD READING: 2-4-97

ATTEST:

Rosella H. Carroll  
Rosella H. Carroll, Clerk to Council

HORRY COUNTY COUNCIL

A. Joseph McNutt, Jr., Chairman

Ray Skidmore, Jr., District One

John Kost, District Two

Raymond J. Brown, District Three

Chandler Brigham, District Four

Chandler C. Prosser, District Five

Terry Chambers, District Six

James R. Frazier, District Seven

Elizabeth D. Gilland, District Eight

Ulysses Dewitt, District Nine

Johnny Shelley, District Ten

Janice G. Jordan, District Eleven

ATTEST:

Rosella H. Carroll  
Rosella H. Carroll, Clerk to Council

