

TRANSPORTATION for Horry County



APPLICATION to the State Transportation Infrastructure Bank Board

Prepared by:

Horry County
October 1997

10/97

EXECUTIVE SUMMARY

On behalf of Horry County, this application is being presented to the South Carolina Transportation Infrastructure Bank as a request for funding of the Road Improvement and Development Effort (RIDE) Project, which 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 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 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 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 RIDE Project. Horry County, in addition to providing 30 percent of the overall cost of the RIDE Project, will provide limited oversight to ensure that project schedules are met.

The total cost of the RIDE Project is \$774 million (\$698 million in 1997 dollars, escalated at 4.5 percent per year over the construction period, seven years). The total debt service over the life of the proposed bonds for the RIDE Project is \$1.2 billion. Horry County's contribution to retire the debt is \$368 million; the South Carolina Transportation Infrastructure Bank is requested to fund the balance of the debt service, \$859 million.

INTRODUCTION

On behalf of Horry County, this application is being presented to the South Carolina Transportation Infrastructure Bank as a request for funding of the Road Improvement and Development Effort (RIDE) Project, which was presented to and approved by Governor David M. Beasley in September 1996. The 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 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 RIDE Project includes a series of interconnected highway construction and road enhancements that will improve the overall transportation network in Horry County. These include (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, six-lane fill/bridging/four-lane paving between Carolina Bays Parkway and S.C. 90, three-lane fill/bridging/two-lane paving between S.C. 90 and S.C. 905, and two-lane fill/bridging/paving between S.C. 905 and U.S. 501, with temporary at-grade access allowed 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.

- **Carolina Bays Parkway** - A fully controlled access facility, six-lane fill/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/bridging/two-lane paving]. The cost includes the purchase of right-of-way as originally designed.
- **S.C. 544** - Five lanes from the U.S. 17 Bypass to U.S. 501.
- **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 48th Avenue North and 62nd 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.

Appendix A consists of a copy of the RIDE Report to Governor David M. Beasley (September 1996) as well as Resolutions passed supporting the RIDE Project by the municipalities within Horry County, Horry County Board of Education, and South Carolina Department of Transportation. This RIDE report details the objectives of the short and long term transportation needs of Horry County. It also provides a brief history of the difficulty Horry County has faced in trying to fund their transportation infrastructure needs which jeopardizes the significant economic contribution Horry County provides the State of South Carolina through tourism.

PUBLIC BENEFITS

The Grand Strand has grappled with solutions to severe traffic congestion since 1984. Community business groups, such as the Area Council on Transportation and Carolina Bays Parkway Task Force, have spent over 15 years trying to find solutions to the increasing commuter and tourism traffic along the Grand Strand. The approval of the RIDE Report by Governor David M. Beasley in September 1996 gave the Grand Strand a sense of hope that finally something would be done to alleviate their problems. The Governor's approval led to the passage of Resolutions passed supporting the RIDE Project by the municipalities within Horry County, Horry County Board of Education, and South Carolina Department of Transportation (refer to Appendix A).

Economic benefits of the RIDE Project include both reductions in the cost of transportation and the potential for increased economic activity. Highways are best thought of as "tools" for moving goods and people from one place to another. In this sense, highways lower real and perceived transportation costs. The main way that transportation investments can contribute to economic growth is by reducing the cost of moving people and goods. When they save time, enhance safety, and/or cut vehicle-operating costs, travelers benefit. Their transportation cost savings are net gains to society. Public benefits fall into five primary categories:

- **Economics** – The increase in mobility associated with construction of the RIDE Project can conservatively be expected to increase statewide employment by more than 20,800 jobs by the year 2010.¹ Furthermore, the gross state product (value added) could be increased by \$896 million between the years 2001 and 2010. Construction of the RIDE Project is imperative to maintaining the growth of the healthy tourism industry that currently supplies a significant amount of the tax revenue to the State of South Carolina. Currently, approximately 13 million tourists enjoy the Grand Strand and contribute to South Carolina's tax revenues, while experiencing frustration and delays on the roads that make their vacation experience much less than their expectations. Tourism must continue to grow for the area and the State to prosper. Adoption of the RIDE Project will be a major factor in insuring growth rather than decline. The RIDE project also provides an

¹THE LPA GROUP INCORPORATED in association with Wilbur Smith Associates (September 1993). *Carolina Bays Parkway Feasibility Study*. Prepared for the Horry County Higher Education Commission.

increase in employment that accompanies the resulting growth. This employment growth affects in addition to Horry County, but also Georgetown, Williamsburg, and Marion Counties who are currently experiencing unemployment rates of 8.4, 16.7, and 8.6 percent, respectively, and to some extent Sumter and Florence Counties.

- **Convenience** – Currently both local residents and the 13 million tourists that visit Horry County on an annual basis find themselves driving on congested roads. Without action, the situation will only get worse as Horry County is projected to be the second fastest growing county in the United States through the year 2005. Implementation of the RIDE project, will significantly improve access to and exiting from Myrtle Beach, as well as enhancing daily traffic movement within the County. With the implementation of the RIDE Project, examples of improved mobility across the traffic network would be an average travel speed of 29 miles per hour, 12,524,830 total vehicle miles traveled, and 430,545 total vehicle hours. Without implementation of the RIDE Project, the average network travel speed would be 15 miles per hour, 12,828,510 total vehicle miles traveled, and 839,403 total vehicle hours.
- **Safety** – The road infrastructure in Horry County is currently just over capacity, which has a dramatic impact on traffic flow and access. The completion of the RIDE Project will significantly improve the traffic mobility and safety in Horry County.
- **Emergency Response** – Horry County's increased resident retirement population combined with the transient tourist population makes the need for efficient emergency response times critical to the area. By increasing the capacity of the roads designated in the RIDE Project, a substantial reduction in emergency response times by the public safety departments will result.
- **Hurricane Evacuation** – Hurricane evacuation is another pressing concern for Horry County. Should Horry County experience a hurricane during the peak tourist season, approximately 20 to 30 percent of the visitors and residents would be stranded due to the insufficient road infrastructure. The RIDE Project, once complete, would provide several evacuation route alternatives in addition to the current evacuation routes from the Grand Strand. These new routes will significantly improve the safety of evacuation procedures.

Technical analysis of our present highway system reported by the Grand Strand Area Transportation Study (GSATS) indicates that the region's present highway system is operating just over capacity and can not handle significant increases in traffic without intolerable delays. Table A of the daily traffic volumes, provided in Appendix B, is evidence of the benefits resulting from implementation of the RIDE Project.

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. 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 RIDE Project is \$774 million (\$698 million in 1997 dollars, escalated at 4.5 percent per year over the construction period, seven years, refer to Table 1). The anticipated cash requirements for the RIDE Project is provided in Column 2 on Table 2. The total debt service over the life of the proposed bonds for the RIDE Project is \$1.2 billion, as shown in Column 4 on Table 2. Horry County's contribution to retire the debt is \$368 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, \$859 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.

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.

**Table 1
RIDE PROJECT
COST TIMELINE**

FACILITY	COSTS (1997)	CONSTRUCTION TIMETABLE							
		1998	1999	2000	2001	2002	2003	2004	TOTAL
Conway Bypass (1997 costs provided by Fluor Daniel 9/16/97)									
U.S. 17 to Carolina Bays Parkway (6/6/6)	\$77,500,000		\$77,500,000						\$77,500,000
Diamond Interchange (Conway Bypass/Carolina Bays Parkway)	\$0								\$0
Carolina Bays Parkway to S.C. 90 (6/6/4)	\$34,500,000		\$34,500,000						\$34,500,000
Diamond Interchange (Conway Bypass/S.C. 90)	\$0								\$0
S.C. 90 to S.C. 905 (3/3/2)	\$39,700,000		\$39,700,000						\$39,700,000
S.C. 905 to S-97 (2/2/2)	\$33,100,000			\$33,100,000					\$33,100,000
S-97 to U.S. 501 (2/2/2)	\$33,200,000			\$33,200,000					\$33,200,000
Grade separations (6)	\$24,800,000	\$24,800,000							\$24,800,000
Superpave	\$2,300,000			\$2,300,000					\$2,300,000
Right-of-Way	\$6,000,000	\$6,000,000							\$6,000,000
Contingency	\$24,000,000	\$24,000,000							\$24,000,000
Subtotal	\$275,100,000	\$54,800,000	\$151,700,000	\$68,600,000	\$0	\$0	\$0	\$0	\$275,100,000
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
Subtotal	\$215,300,000	\$10,516,447	\$0	\$16,525,181	\$67,555,796	\$56,744,913	\$33,527,152	\$72,834,037	\$257,703,526
Central Parkway									
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
Subtotal	\$29,469,000	\$5,678,530	\$1,299,783	\$11,184,569	\$14,193,953	\$0	\$0	\$0	\$32,356,835
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				\$14,242,940
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 - U.S. 17 to Socastee Bridge)	\$7,419,500		\$3,709,750	\$3,709,750					\$7,419,500

October 1997
7

**Table I
RIDE PROJECT
COST TIMELINE**

FACILITY	COSTS (1997)	CONSTRUCTION TIMETABLE							TOTAL
		1998	1999	2000	2001	2002	2003	2004	
S.C. 544 (5-lanes - Socastee Bridge to U.S. 501)	\$54,340,000		\$3,909,450	\$14,298,812		\$14,954,183	\$15,627,121	\$16,330,342	\$65,119,908
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
TOTAL	\$697,937,000	\$84,788,977	\$216,641,230	\$144,444,578	\$117,760,829	\$71,699,096	\$49,154,273	\$89,164,379	\$773,653,363
Bond Issue Amounts:		\$84,788,977	\$216,641,230	\$144,444,578	\$117,760,829	\$71,699,096	\$49,154,273	\$89,164,379	\$773,653,363
Payment for Each Bond (20 Yr. Bond)		\$6,725,199	\$17,183,311	\$11,456,896	\$9,340,424	\$5,686,950	\$3,898,765	\$7,072,242	

October 1997

**Table 2
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) (30% Contribution Ratio)	STATE PORTION OF BOND PAYMENT**
97/98	\$84,788,977	\$6,725,199	\$6,725,199	\$2,017,560	\$4,707,639
98/99	\$216,641,230	\$17,183,311	\$23,908,510	\$7,172,553	\$16,735,957
99/00	\$144,444,578	\$11,456,896	\$35,365,406	\$10,609,622	\$24,755,784
00/01	\$117,760,829	\$9,340,424	\$44,705,830	\$13,411,749	\$31,294,081
01/02	\$71,699,096	\$5,686,950	\$50,392,780	\$15,117,834	\$35,274,946
02/03	\$49,154,273	\$3,898,765	\$54,291,545	\$16,287,464	\$38,004,082
03/04	\$89,164,380	\$7,072,242	\$61,363,787	\$18,409,136	\$42,954,651
04/05			\$61,363,787	\$18,409,136	\$42,954,651
05/06			\$61,363,787	\$18,409,136	\$42,954,651
06/07			\$61,363,787	\$18,409,136	\$42,954,651
07/08			\$61,363,787	\$18,409,136	\$42,954,651
08/09			\$61,363,787	\$18,409,136	\$42,954,651
09/10			\$61,363,787	\$18,409,136	\$42,954,651
10/11			\$61,363,787	\$18,409,136	\$42,954,651
11/12			\$61,363,787	\$18,409,136	\$42,954,651
12/13			\$61,363,787	\$18,409,136	\$42,954,651
13/14			\$61,363,787	\$18,409,136	\$42,954,651
14/15			\$61,363,787	\$18,409,136	\$42,954,651
15/16			\$61,363,787	\$18,409,136	\$42,954,651
16/17			\$61,363,787	\$18,409,136	\$42,954,651
17/18			\$54,638,588	\$16,391,576	\$38,247,012
18/19			\$37,455,277	\$11,236,583	\$26,218,694
19/20			\$25,998,381	\$7,799,514	\$18,198,867
20/21			\$16,657,957	\$4,997,387	\$11,660,570
21/22			\$10,971,007	\$3,291,302	\$7,679,705
22/23			\$7,072,242	\$2,121,673	\$4,950,569
TOTAL	\$773,653,363	\$61,363,787	\$1,227,275,740	\$368,182,722	\$859,093,018

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 2 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.

Other contributions include the South Carolina Department of Transportation commitment of \$114 million (or equivalent \$10 million debt service per year) to fund a portion of the Conway Bypass phase of the RIDE Project. All components of the 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.

Please refer to Table 2, Column 1 for the schedule of requested funds.

PROJECT APPROACH

The project schedule shown on Figure 2, illustrates that given sufficient funding provided by the South Carolina Transportation Infrastructure Bank, South Carolina Department of Transportation, and Horry County, the RIDE Project will be completed with the time frame indicated. The cost estimates outlined in preceding sections of this application are based on building the roads to American Association of State Highway and Transportation Officials (AASHTO) standards. Those standards project a life of 20 years before resurfacing is required. Table 3 provides the project cost components. Table 4 accompanies Figure 2 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 RIDE Project.

RIDE PROJECT SCHEDULE

PROJECT NAME	1998	1999	2000	2001	2002	2003	2004
Conway Bypass							
Carolina Bays Parkway (4-Lane)							
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 Conway)							
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 2

October 1997
12

Table 3 RIDE PROJECT PROJECT COST COMPONENTS					
FACILITY	COSTS (1997)	ENVIRONMENTAL/ ENGINEERING	RIGHT-OF-WAY ACQUISITION	CONSTRUCTION	MAINTENANCE
Conway Bypass (1997 costs provided by Fluor Daniel 9/16/97)					
U.S. 17 to Carolina Bays Parkway (6/6/6)	\$77,500,000			\$77,500,000	
Diamond Interchange (Conway Bypass/Carolina Bays Parkway)	\$0				
Carolina Bays Parkway to S.C. 90 (6/6/4)	\$34,500,000			\$34,500,000	
Diamond Interchange (Conway Bypass/S.C. 90)	\$0				
S.C. 90 to S.C. 905 (3/3/2)	\$39,700,000			\$39,700,000	
S.C. 905 to S-97 (2/2/2)	\$33,100,000			\$33,100,000	
S-97 to U.S. 501 (2/2/2)	\$33,200,000			\$33,200,000	
Grade separations (6)	\$24,800,000			\$24,800,000	
Superpave	\$2,300,000				\$2,300,000
Right-of-Way	\$6,000,000		\$6,000,000		
Contingency	\$24,000,000			\$24,000,000	
Subtotal	\$275,100,000	\$0	\$6,000,000	\$266,800,000	\$2,300,000
Carolina Bays Parkway (1997 costs provided by LPA/WSA 9/30/97)					
S.C. 9 to Conway Bypass (6/6/4)	\$69,600,000	\$3,112,232	\$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
Subtotal	\$215,300,000	\$10,227,174	\$14,480,960	\$188,291,866	\$2,300,000
Central Parkway					
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	
Subtotal	\$29,469,000	\$1,243,811	\$10,242,045	\$17,983,144	\$0
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 - U.S. 17 to Socastee Bridge)	\$7,419,500			\$7,419,500	
S.C. 544 (5-lanes - Socastee Bridge to U.S. 501)	\$54,340,000	\$3,741,100	\$13,093,850	\$37,505,050	
S.C. 90 (intersection improvements between Conway Bypass and S.C. 9)	\$4,702,500	\$300,437.50	\$1,306,250	\$3,095,813	

Table 3
 RIDE PROJECT
 PROJECT COST COMPONENTS

FACILITY	COSTS (1997)	ENVIRONMENTAL/ ENGINEERING	RIGHT-OF-WAY ACQUISITION	CONSTRUCTION	MAINTENANCE
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	
TOTAL	\$697,937,000	\$19,569,474	\$61,568,398	\$612,199,128	\$4,600,000

**Table 4
RIDE PROJECT
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				
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 - U.S. 17 to Socastee Bridge)	complete	complete	complete	underway	underway	
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)						

The participating parties of the 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 RIDE Project.

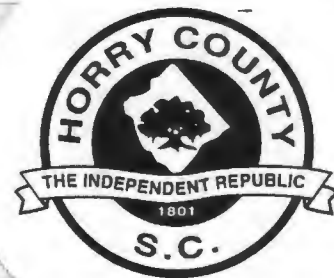
It is Horry County's intent to contract with the South Carolina Department of Transportation to manage the design, construction, and implementation of the RIDE Project. Horry County, in addition to providing 30 percent of the overall cost of the RIDE Project, will provide limited oversight to ensure that project schedules are met.

Upon receipt of funding, South Carolina Department of Transportation is responsible for the construction of the 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 RIDE project should be design/build, traditional, or any other methodology of road construction so as to meet the schedule outlined in the RIDE Project (refer to Figure 2).

APPENDIX A

RIDE REPORT

TRANSPORTATION and HORRY COUNTY



REPORT

to the

Honorable David M. Beasley
Governor of South Carolina

prepared by:

The Road Improvement
and Development Effort
September 1996





PREFACE

*To those
before us ...*

South Carolina's Grand Strand has grappled with solutions to severe traffic congestion since 1984, when the Myrtle Beach Chamber of Commerce created the Area Council on Transportation (ACT). The purpose of ACT was to inform state officials of dangerous travel conditions and potential revenue losses statewide resulting from increasing tourism and commuter traffic on U.S. Highways 17 and 501. ACT's efforts to raise the consciousness of elected officials were successful, but the only solution proposed in the mid-1980s was the controversial Conway Bypass, for which state funding and grass roots support were limited.

Community business leaders saw the Conway Bypass as one step in what should have been a multi-step plan to save lives and foster tourism growth. As ACT worked diligently on trying to make the Conway Bypass a reality, a group of local leaders called the Planning Council, initiated work on what was later to become the Carolina Bays Parkway. This led to the formation of the Carolina Bays Parkway Task Force by then State Highway Commissioner Billy Alford in November 1990, which became a named demonstration project in the *Intermodal Surface Transportation Efficiency Act of 1991*. The Carolina Bays Parkway unlike the Conway Bypass had grass roots support but no way to fund its construction.

For over a decade, no planning or funding mechanism evolved to build the much needed highways in Horry County until leaders initiated an unsuccessful local option sales tax referendum in March 1996. Meanwhile economic forecasts reported South Carolina was losing approximately \$1 billion annually in revenue due to heavy traffic driving visitors to North Carolina beaches and other vacation sites.

*Survey for the
future*

This loss of revenue continues to threaten South Carolina's economy and endangers lives. That's why Governor David Beasley called upon his own staff, the Horry County Legislative Delegation, and local citizens to form an emergency response team to recommend immediate action to address traffic safety and its corollary concerns: job preservation and hurricane evacuation.

The Governor of South Carolina, working through the South Carolina Department of Transportation, has taken the initiative to: (1) survey the transportation infrastructure needs of Horry County for the next 20 to 30 years (identifying short term, as well as long term needs); and (2) evaluate how these needs can best be financially realized and implemented.



***The RIDE
Committee***

The Chairman of the South Carolina Department of Transportation, at the direction of the Governor, created the Road Improvement and Development Effort Committee (RIDE) to determine short and long term transportation infrastructure needs and improvements for Horry County along with various options to fund these improvements.

The RIDE Committee consists of nine people with varied backgrounds and interests: Mr. Gary M. Loftus (Chairman), Mr. Frankie Blanton (Vice Chairman), Mr. Edward Bouknight (concerned citizen), Mr. Harry Charles (Councilman, City of Myrtle Beach), Mr. James Frazier (Councilman, Horry County), Mr. John Kost (Councilman, Horry County), Mr. Edward Rodelsperger (Horry County School Board), Ms. Suzette Rogers (Myrtle Beach Chamber of Commerce Board of Directors), and Mr. Frank Thompson (concerned citizen). The Committee was formed in May 1996 to perform an analysis of road needs, possible funding sources, and oversee the development of a report to be submitted to the Governor in September 1996.

The Committee collected technical information from various engineering and planning groups and individuals concerning transportation issues and held several public meetings throughout Horry County. Concurrently, the Committee attempted to develop an understanding of social, technical, political, and jurisdictional issues which have complicated the solutions and frustrated previous efforts of both the public and private sectors.

This report responds to the Governor's directive through the sections outlined below:

- Section 1 - Introduction
- Section 2 - Short Term Recommendations
- Section 3 - Long Term Recommendations
- Section 4 - Financing Recommendations
- Section 5 - Implementation Recommendations
- Section 6 - Conclusion

***Thanks and
Appreciation***

The Committee received invaluable assistance and support from City, County, State, and Federal personnel familiar with various aspects of the transportation problem. They, together with knowledgeable private citizens, made this report possible in the short time allowed. Their data, candor, and most important, their apparent eagerness to participate in a problem-solving effort too large for any one entity was critical in maintaining focus and momentum toward the success of this report. For their help we are very grateful.



Preface
RIDE Committee Report

The Committee would like to acknowledge the assistance, cooperation, and guidance of the South Carolina Department of Transportation Chairman, Mr. H.B. "Buck" Limehouse, the personnel of the Department who provided information and services necessary for the preparation of this report, and Mr. Robert Probst of the Federal Highway Administration.



Section 1.0 INTRODUCTION

*"Urgent steps must
be taken to better
maintain our highways
and airways or
South Carolina faces
a transportation
crisis."
-- David E. Parson,
President of
AAA Carolinas.*

*Horry County
Comprehensive
Road Plan*

Following an unsuccessful referendum vote on Horry County's Comprehensive Road Plan on March 5, 1996, the Chairman of the South Carolina Department of Transportation (SCDOT), at the direction of the Governor, created the Road Improvement and Development Effort Committee (RIDE). This Committee was charged with the development of a roadway improvement plan that would relieve traffic congestion in Horry County through implementation of short and long term solutions. The Committee also was directed to develop a potential funding program that would address Horry County's short term needs, as well as provide ideas that might be implemented to fund the long term requirements.

REFERENDUM HISTORY

In January 1995, Horry County Council instructed the County Administrator to develop a road plan that combined existing efforts in order to accomplish the construction of major projects (such as the Conway Bypass and Carolina Bays Parkway) and provide improved mobility for the citizens of Horry County.

For years, many interested individuals and organizations worked on individual components of what became ultimately the Comprehensive Road Plan that had been endorsed by the Horry County Council and the Horry County Legislative Delegation. These organizations included the Area Council on Transportation (ACT), Carolina Bays Parkway Task Force, Council of Myrtle Beach Business Organizations (COMBO), Horry County Transportation Committee (CTC) appointed by the Legislative Delegation, Grand Strand Area Transportation Study (GSATS), and Horry County Department of Public Works through funds appropriated by the Horry County Council. Legislation passed during the 1995 session of the South Carolina General Assembly provided the local option sales tax for roads as a possible source of revenue allowing a much broader approach to be taken to solve the transportation needs. Horry County's Comprehensive Road Plan suggested that the combination of talents and resources that might have contributed to an innovative and pro-active model for highway construction statewide. Working together, the organizations pooled their resources to try to produce mega projects such as the Conway Bypass and Carolina Bays Parkway while at the same time providing much needed relief in rural areas along with the expansion of two critical state routes.



Traditional methods of highway construction were very quickly determined to be inadequate or nonexistent in view of statements made by the SCDOT and the Federal Highway Administration concerning the availability of funding. Specifically, the SCDOT indicated that the Conway Bypass might be built by the year 2019 but did not suggest any way to construct the Carolina Bays Parkway, upgrade S.C. 544 or S.C. 9, and did not address rural needs at all.

Utilizing existing statistical data and projections produced by the E. Craig Wall Sr. School of Business Administration and Computer Science at Coastal Carolina University, the Comprehensive Road Plan recommended combining a number of funding sources including the local option sales tax for infrastructure that required a referendum. Based on sales tax figures and utilizing the 25-year sunset clause in the enabling legislation, it was possible to project total revenues available through the addition of the one percent local option sales tax. This resource, in combination with a local hospitality fee and other sources, such as the CTC state gas tax dollars called "C" funds, GSATS funds, and County Department of Public Works funds, provided \$2.49 billion in revenues for the construction of projects and the amortization of associated general obligation debts. Projects identified by Horry County Council for construction included the Conway Bypass, Carolina Bays Parkway, S.C. 544 (five lanes between the Socastee bridge and Conway), S.C. 9 (four lanes from Green Sea to county line), and paving of approximately 600 miles of the 970 total miles of county dirt roads, for a total estimated construction cost of \$1.48 billion.

But the referendum failed by a margin of greater than 2:1 . . .

THE RIDE COMMITTEE

RIDE Committee

The RIDE Committee, formed in May 1996, held their first meeting on May 16, 1996. The Committee met every Thursday after that (with the exception of July 4, 1996, and July 12, 1996 due to Hurricane Bertha) and twice weekly beginning July 29, 1996 through August 23, 1996. The Committee also held three public meetings (June 17, 1996, June 24, 1996, and July 1, 1996, Appendix A), at which they received public input, prior to formulating their plan.

The following sections of this Report, present our recommendations to the Governor.



*"Make big plans; aim
high in hope and
work ..."*
-- Daniel Burham

THE PROPOSED SHORT TERM PLAN

The short term improvement recommendations, as described below, include projects that are currently ongoing and projects that could be implemented by the year 2005 (Table 1). These projects will incorporate portions of the GSATS Long Range Plan as approved in March 1996. As shown in the figure titled Recommended Short Term Improvements, the proposed short term plan includes:

- **Conway Bypass** - construct the six-lane section (as originally designed) between U.S. 17 and Long Bay Road, with an interchange at Long Bay Road or the Carolina Bays Parkway. From Long Bay Road to S.C. 90, construct six lanes of fill and bridges but pave four lanes. From S.C. 90 to S.C. 905, construct three lanes of fill and bridges but pave two lanes. From S.C. 905 to S-97, construct two lanes of fill and bridges and pave both lanes.

The RIDE Committee proposes that the SCDOT fund the portion of the Conway Bypass between U.S. 17 and S.C. 90 as "*Advance Construction*" under federal guidelines and "*set aside*" federal funding in the next 25 years in the State Transportation Improvement Program (STIP) to "*pay back*" the initial early completion of the project. The impact to Federal Highway Administration funding provided to SCDOT would not be adversely affected in any given year, but instead the payment requirements would be spread evenly over the Federal Program for up to 25 years, causing much the same effect as building the project over time. The advantages of this funding scenario are: (1) early completion of the Conway Bypass would immediately relieve congestion in Conway, improve safety, and provide an additional hurricane evacuation route in the area and would enhance other solutions proposed by the RIDE Committee; (2) the SCDOT would avoid the inflation on construction costs over the next 25 years (which would possibly double in cost); and, (3) the Conway Bypass could be completed with efficiencies gained from a design/build concept.

- **Carolina Bays Parkway** - construct six lanes of fill and bridges but pave four lanes of the Parkway from S.C. 9 to the intersection of Perry Road and River Oaks Drive Extension (including Central Parkway Connector which would be four lanes). Intersections with S.C. 9 and Central Parkway will be signalized at-grade intersections.
- **S.C. 544** - widen to five lanes between the Socastee bridge and U.S. 501 to improve capacity and, accelerate the construction of the five lane section between U.S. 17 and the Socastee bridge.



Table 1
RECOMMENDED SHORT TERM IMPROVEMENTS

PROJECTS	RESPONSIBLE PARTY	PRELIMINARY PROJECT COST (1996 \$)	METHOD OF PAYMENT	
			\$330,000,000 BOND ISSUE	HORRY COUNTY RESIDUAL CASH FLOW*
CONWAY BYPASS				
Existing design from U.S. 17 to Long Bay Road (6-lane section, including U.S. 17 interchange)	SCDOT/FHWA/ RIDE	\$65,900,000	“Advance Construction”	
Diamond interchange at Long Bay Road and Conway Bypass	SCDOT/FHWA/ RIDE	\$6,100,000		
Long Bay Road to S.C. 90 (6-lane fill and bridges, paving 4 lanes)	SCDOT/FHWA/ RIDE	\$54,400,000		
Diamond interchange at S.C. 90 and Conway Bypass	SCDOT/FHWA/ RIDE	\$7,800,000		
S.C. 90 to S.C. 905 (3-lane fill and bridges, paving 2 lanes)	RIDE/ STATE OF S.C.	\$37,100,000	\$37,100,000	
S.C. 905 to S-97 (2-lane fill and bridges, paving 2 lanes)	RIDE/ STATE OF S.C.	\$42,000,000	\$42,000,000	
Estimated Program Cost (1996 \$)		\$193,300,000	\$79,100,000	
CAROLINA BAYS PARKWAY				
S.C. 9 to Conway Bypass (6-lane fill and bridges, paving 4 lanes, approximately 7.8 miles)	RIDE/ STATE OF S.C.	\$55,900,000	\$31,700,000	\$24,200,000
Conway Bypass to Central Parkway Connector (6-lane fill and bridges, paving 4 lanes, approximately 6.2 miles)	RIDE/ DEVELOPERS	\$47,300,000	\$25,800,000	\$21,500,000
Central Parkway Connector (approximately 1.8 miles)	RIDE/ STATE OF S.C.	\$38,600,000	\$38,600,000	
Central Parkway Connector to Perry Road (6-lane fill and bridges, paving 4 lanes, approximately 0.8 miles)	RIDE/I.P	\$6,700,000		\$6,700,000
Estimated Program Cost (1996 \$)		\$148,500,000	\$96,100,000	\$52,400,000



Table 1
RECOMMENDED SHORT TERM IMPROVEMENTS

PROJECTS	RESPONSIBLE PARTY	PRELIMINARY PROJECT COST (1996 \$)	METHOD OF PAYMENT	
			\$330,000,000 BOND ISSUE	HORRY COUNTY RESIDUAL CASH FLOW*
CENTRAL PARKWAY				
48th Avenue North to 29th Avenue North	RIDE/ STATE OF S.C.	\$10,400,000	\$10,400,000	
21st Avenue North to 10th Avenue North	RIDE/ STATE OF S.C.	\$5,200,000	\$5,200,000	
10th Avenue North to U.S. 501	RIDE/ STATE OF S.C.	\$6,000,000	\$6,000,000	
U.S. 501 to Harrelson Boulevard (S-600)	RIDE/ STATE OF S.C.	\$6,600,000	\$6,600,000	
Estimated Program Cost (1996 \$)		\$28,200,000	\$28,200,000	
Fantasy Harbour Bridge Interchange (with U.S. 17)	STATE OF S.C./ RIDE	\$12,000,000	\$12,000,000	
City of Conway Perimeter Road (U.S. 501 to U.S. 378, approximately 0.8 miles with interchanges at U.S. 501/ S-165 and U.S. 378)	STATE OF S.C./ RIDE	\$13,000,000	\$13,000,000	
U.S. 17/U.S. 501 Interchange (complete)	STATE OF S.C./ RIDE	\$12,300,000	\$12,300,000	
U.S. 501 Overpass (George Bishop Parkway/River Oaks Drive)	RIDE/ STATE OF S.C.	\$7,500,000	\$7,500,000	
S.C. 544 (5-lane section between U.S. 17 and Socastee Bridge)	GSATS (accelerated)	\$7,100,000	\$7,100,000	
S.C. 544 (5-lane section between Socastee Bridge and U.S. 501)	RIDE/ STATE OF S.C.	\$52,000,000	\$3,600,000	\$48,400,000
S.C. 90 (intersection improvements between Conway Bypass and S.C. 9)	RIDE/ STATE OF S.C.	\$4,500,000	\$4,500,000	
S-31/S-66 (intersection improvements)	RIDE/ STATE OF S.C.	\$7,200,000	\$7,200,000	

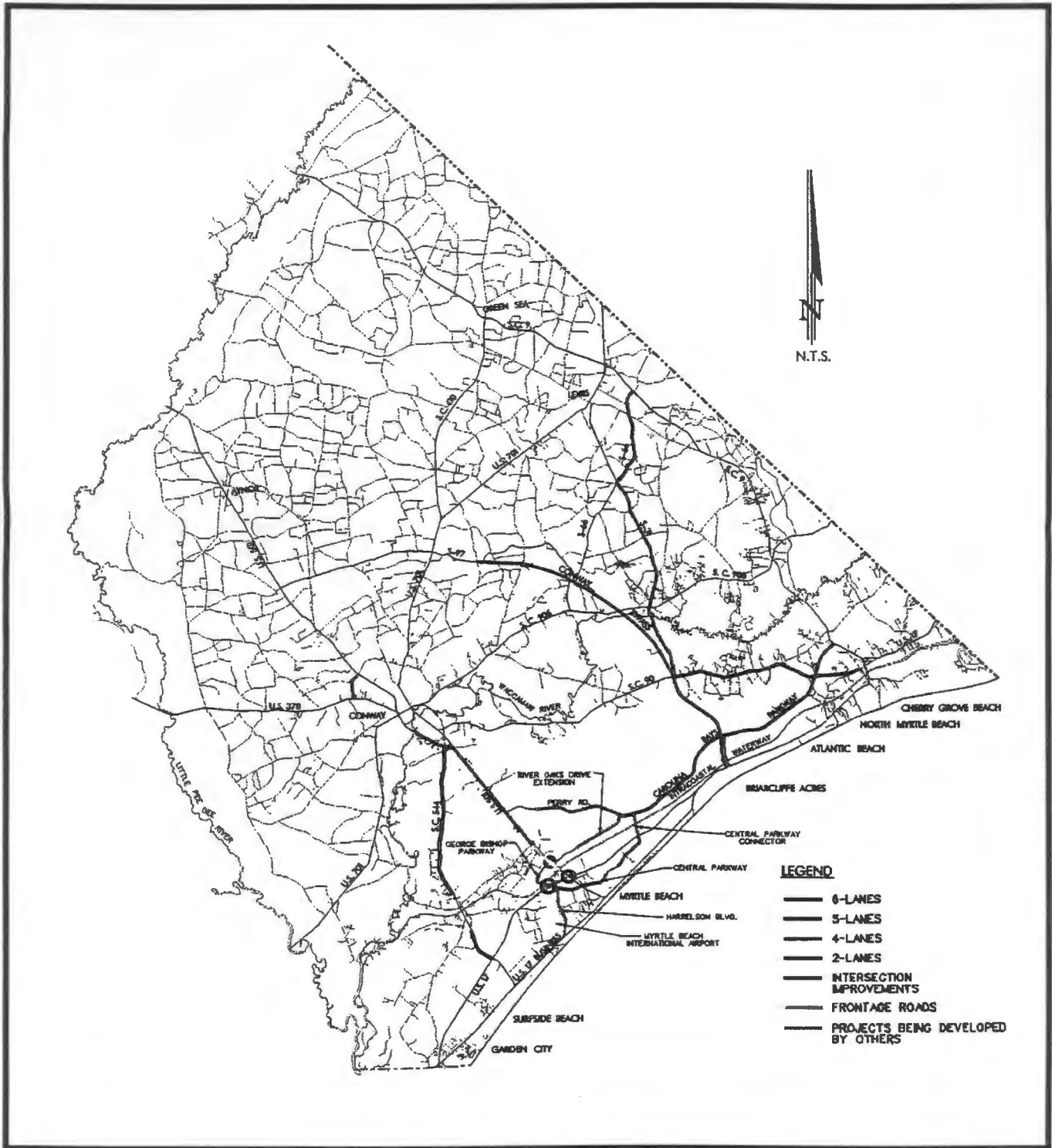


Table 1
RECOMMENDED SHORT TERM IMPROVEMENTS

PROJECTS	RESPONSIBLE PARTY	PRELIMINARY PROJECT COST (1996 \$)	METHOD OF PAYMENT	
			\$330,000,000 BOND ISSUE	HORRY COUNTY RESIDUAL CASH FLOW*
Implementation of <i>Proposal for the Development of the Grand Strand Area Congestion Management Program</i>	RIDE/ STATE OF S.C.	\$4,500,000	\$4,500,000	
U.S. 501 (frontage road system, Atlantic Intracoastal Waterway bridge to Forestbrook Road including the interchange at Forestbrook Road)	RIDE/ STATE OF S.C.	\$40,800,000	\$40,800,000	
U.S. 501/Perry Road Interchange	RIDE/ STATE OF S.C.	\$10,000,000	\$10,000,000	
U.S. 501 (acceleration/deceleration lanes, eliminating median breaks where they are not needed)	RIDE/ STATE OF S.C.	\$4,000,000	\$4,000,000	
SUBTOTAL	RIDE/ STATE OF S.C.	\$416,900,000	\$322,800,000	\$94,100,000
SUBTOTAL (“Advance Construction”)	STATE OF S.C./ RIDE	\$114,200,000		
SUBTOTAL (Accelerated)	GSATS	\$7,100,000	\$7,100,000	
SUBTOTAL	RIDE/ DEVELOPERS	\$6,700,000		\$6,700,000
GRAND TOTAL		\$544,900,000		
STATE OF S.C./RIDE et al		\$423,600,000	\$329,900,000	\$100,800,000

NOTE: * Horry County Residual Cash Flow, refer to Tables 4 and 5 in Section 4, column labeled “Future Project Debt Service Available.”

Recommended Short Term Improvements





*Looking toward
the Future*

- ❑ **Conway Perimeter Road** - construct a bypass of Conway on the south side from U.S. 501 between S-165 and U.S. 378, thereby giving motorists an option to either traverse Conway on U.S. 501 or turn off on S-165 and use U.S. 378 to avoid the congestion through Conway, particularly in the vicinity of the intersection of 16th Avenue and U.S. 501.
- ❑ **Metropolitan Loop** - connect the projects that are currently planned or underway. These projects are the Fantasy Harbour bridge, River Oaks Drive Extension, and Central Parkway between 38th Avenue North and U.S. 501. The completion of the Loop would require the construction of the rest of Central Parkway between U.S. 501 and the Fantasy Harbour bridge, and between 38th Avenue North and the Central Parkway Connector of the Carolina Bays Parkway, all four lanes. In addition, construction of an interchange at the intersection of the Fantasy Harbour bridge, U.S. 17, Central Parkway, and Harrelson Boulevard, as well as an overpass at the intersection of U.S. 501 and George Bishop Parkway, would be required.
- ❑ **U.S. 501** - construct the frontage road system between the Atlantic Intracoastal Waterway and Forestbrook Road, as well as the interchange at Forestbrook Road. Also, construct an interchange at Perry Road, install acceleration and deceleration lanes at median breaks (which may require the elimination of several of the existing median breaks) between Forestbrook Road and the Waccamaw River, and completion of the U.S. 17/U.S. 501 interchange.
- ❑ **Intersection Improvements** - perform intersection improvements on S.C. 90 (between the Conway Bypass interchange and S.C. 9), S-31 (between S.C. 90 and S-66), and S-66 (between S-31 and S.C. 9 in Loris).
- ❑ **Implementation of all or portions of the *Proposal for the Development of the Grand Strand Area Congestion Management Program*** (SCDOT Traffic Engineering, June 1996), including implementation of the SHEP Program in the GSATS area.

In addition to the implementation of the projects outlined in Table 1 and the Recommended Short Term Improvements illustration, the RIDE Committee requests:

1. Passage of enabling legislation to create the Infrastructure Bank, so that the South Carolina Department of Transportation can receive federal funding identified in the recent federal legislation. The SCDOT is one of the ten pilot states identified and this would provide "seed money" for road projects statewide.
2. Amendment of the enabling legislation passed during the 1995 session of the South Carolina General Assembly relating to funding of highway projects through the implementation of a local option sales tax or tolls. The elimination of the referendum requirement for tolling if the project costs exceed \$150 million would allow necessary projects to proceed at a faster pace and lower cost.



3. Clarification and amendment of *ALL* legislation regarding tolling to allow greater flexibility and innovation. Currently, tolls from Project A cannot be used to construct Project B, even though they may be connected. This and other restrictions, need to be addressed.
4. Assignment of additional troopers and an additional District Supervisor (Lieutenant) to Horry County on a permanent basis. This will assist with the prevention of accidents, thus improving the public safety and welfare and providing increased mobility under existing conditions. As a side note, we wish to thank the South Carolina Department of Public Safety for increasing the number of troopers assigned to Horry County during the 1996 summer season. Their presence and assistance were greatly appreciated.
5. Coordination with the U.S. Fish and Wildlife Service to ensure that *ALL* wildlife refuge proposals do not hinder the implementation of long term highway requirements in Horry County, including the GSATS Long Range Transportation Plan.



Section 3.0 LONG TERM RECOMMENDATIONS

*Where do we go
from here?*

WHERE WE ARE NOW

The historic solution to transportation needs of Horry County has been crisis-oriented with piecemeal planning and construction being performed in an uncoordinated manner. Planning for the future should integrate the multimodal approach (road, bicycle, pedestrian, and transit) proposed by GSATS. This integration should involve principal participants at all levels (federal, state, regional, and local). The RIDE Committee, therefore, recommends that a strategic planning approach utilizing the GSATS Long Range Plan be applied under the leadership of the "group" chosen to implement the short term recommendations, as outlined in Section 5.

THE FUTURE

*Path to the
Future*

Applying the strategic planning approach to Horry County should involve not only innovative thinking regarding needs for the next 20 to 30 years but also consider community goals and values. The future could be implemented in degrees, in order for it to be workable, and should focus on all aspects (social, technical, environmental, and economic) but with a "vision" to a comprehensive transportation network. The argument for a specific "group" to play a fundamental role in no way excuses the responsibilities of federal, state, or local governments, but would produce a mechanism that would eliminate the long, tedious process of multi-phased assessment, review, and approval. This "group" could be given the authority to certify projects in a one-step process and thereby reduce the involvement of federal, state, or local governments.

In order to meet the challenge of integration, all boundaries (technical and political) must be eliminated to create the act of "achieving" not just planning.

DETAILING THE PLAN

The RIDE Committee recognizes and applauds the extensive work that has been performed by others before them, and desires to advance these efforts by developing a management plan which would address regulatory, financial, and operational needs for a successful transportation plan. This transportation plan should involve the detailed study that was prepared and approved by the Grand Strand Area Transportation Study in March 1996 (Appendix B). Additionally, the RIDE Committee has added several projects



*"Change unfair
federal formulas for
federal funding ...
stop government
from using dollars
raised in South
Carolina elsewhere."
-- U.S. Senator Strom
Thurmond*

that are not considered in the GSATS Long Range Plan, most of which are outside the GSATS Study Area, but in Horry County. The list of improvements that are offered for consideration is outlined in Table 2 and illustrated on the figure titled Recommended Long Term Improvements.

In addition to the consideration of the projects outlined in Table 2 and Recommended Long Term Improvements illustration, the RIDE Committee requests that the State find solutions to keep South Carolina from being a donor state and increase the funding for the SCDOT. Additionally, the State needs to address the total funding requirements for road construction and maintenance. Current funding mechanisms are inadequate and the formulas used need to be reviewed and overhauled.



*Long Term
Projects*

Table 2
RECOMMENDED LONG TERM IMPROVEMENTS

- GSATS Long Range Plan (as approved March 1995, Appendix B)
- Conway Bypass (as designed, 6 lanes between U.S. 17 and S.C. 905 and 4 lanes between S.C. 905 and U.S. 501)
- Carolina Bays Parkway (as designed, 6 lanes from S.C. 9 to U.S. 17, including a 4 lane crossing of the Atlantic Intracoastal Waterway in North Myrtle Beach)
- Fire/Water Tower Road (2-lanes between Conway Bypass and S-1029 [paved section])
- Burroughs Road (2-lanes between Carolina Bays Parkway and S.C. 90, approximately 8.4 miles)
- Perry Road (4-lanes between U.S. 501 and S.C. 544)
- U.S. 501 (6-lanes with frontage roads between Forestbrook Road and Conway)
- Ocean Boulevard in Atlantic Beach
- S.C. 9 (4-lanes between Green Sea and Horry County line)
- Big Block Road through the MBAFB to Ocean Boulevard
- U.S. 17 (6-lanes between Inlet Square Mall and U.S. 17/U.S. 17 Business interchange)
- U.S. 701 (4-lanes from Conway to Loris)
- S.C. 410 (4-lanes from U.S. 701 to S.C. 9)
- Loris to Tabor City Connector
- U.S. 701 (4-lanes, Conway to Georgetown)
- Conway Perimeter Road (complete the bypass around Conway)
- Pee Dee Road (4-lanes between U.S. 701 and U.S. 378)
- Florence to Conway Connector (I-20 extension)
- U.S. 378 (4-lanes, Conway to Horry County line)
- S.C. 90 (4-lanes between Conway and S.C. 9/U.S. 17 interchange)
- U.S. 501/S.C. 544/S.C. 90 interchange
- Community Bus System (shared bus system with hotels/motels)

NOTE: Should the proposed funding scenario for the short term recommendations have a surplus, it is the recommendation of the RIDE Committee that projects from this list be implemented as short term projects.



Section 2.0 SHORT TERM RECOMMENDATIONS

THE CRISIS

Horry County and the Grand Strand have become the second most popular resort area on the East Coast. The region, under the guidance of the Grand Strand Area Transportation Study (GSATS), is looking for a "vision" that provides accessibility to the Grand Strand, as well as internal mobility. Based on the "vision," the current transportation system will not accommodate future traffic demands and therefore a solution was developed in the form of the GSATS Long Range Plan (approved but not funded March 1996, Appendix B).

WHAT IT WILL COST

Realizing that it is futile to depend exclusively on highway expansion, the Region is considering a multimodal approach that will provide a balanced system. The system will include appropriate transit, bicycle, and pedestrian systems, as well as highways. This plan, however, has an estimated cost of \$2.4 billion for: highway \$1.74 billion, transit \$0.67 billion, and other \$0.01 billion, with a long list of funding options that would require participation from federal, state, and local sources.

Although the RIDE Committee recognizes the appropriateness of this plan, we have chosen to focus on a short term solution which in turn would lead to the implementation of the GSATS Long Range Plan.

THE NEXT STEP

Confronted with the magnitude and complexity of the transportation needs, the RIDE Committee initiated their program by receiving input from entities involved in transportation issues in Horry County. These entities included both the public and private sectors. Based on the data received and from the information presented by local citizens at the public meetings, the Committee defined two improvement options: (1) short term improvements that could be implemented between 1996 and 2005 which would provide traffic congestion relief; and (2) long term improvements that could be implemented and completed between 2005 and 2025.

*"If we first know
where we are, and
whither we are
tending, we could
then better judge
what to do and how
to do it."
-- Abraham Lincoln*

*"If we can't meet our
infrastructure needs,
we can't [expand] the
private sector."
-- Honorable David M.
Beasley*



Table 3
10-, 15-, AND 20-YEAR PROJECTED REVENUE STREAM

FISCAL YEAR (7/1-6/30)	1.5-PERCENT HOSPITALITY FEE*				TOTAL INFLOW	TOTAL REVENUES
	Myrtle Beach	North Myrtle Beach	HORRY COUNTY			
			Additional Incorporated Areas	Unincorporated Areas		
96/97	\$8,579,404	\$2,211,933	\$481,708	\$3,403,325	\$14,676,370	
97/98	\$9,094,168	\$2,344,649	\$510,610	\$3,607,525	\$15,556,952	
98/99	\$9,639,818	\$2,485,328	\$541,247	\$3,823,976	\$16,490,369	
99/00	\$10,218,207	\$2,634,448	\$573,722	\$4,053,415	\$17,479,791	
00/01	\$10,831,300	\$2,792,514	\$608,145	\$4,296,619	\$18,528,579	
01/02	\$11,481,178	\$2,960,065	\$644,634	\$4,554,417	\$19,640,294	
02/03	\$12,170,049	\$3,137,669	\$683,312	\$4,827,682	\$20,818,711	
03/04	\$12,900,251	\$3,325,929	\$724,311	\$5,117,342	\$22,067,834	
04/05	\$13,674,267	\$3,525,485	\$767,769	\$5,424,383	\$23,391,904	
05/06	\$14,494,723	\$3,737,014	\$813,836	\$5,749,846	\$24,795,418	← \$193,446,223
06/07	\$15,364,406	\$3,961,235	\$862,666	\$6,094,837	\$26,283,143	
07/08	\$16,286,270	\$4,198,909	\$914,426	\$6,460,527	\$27,860,132	
08/09	\$17,263,446	\$4,450,844	\$969,291	\$6,848,159	\$29,531,740	
09/10	\$18,299,253	\$4,717,894	\$1,027,449	\$7,259,048	\$31,303,644	
10/11	\$19,397,208	\$5,000,968	\$1,089,096	\$7,694,591	\$33,181,863	← \$341,606,746
11/12	\$20,561,041	\$5,301,026	\$1,154,441	\$8,156,266	\$35,172,775	
12/13	\$21,794,703	\$5,619,088	\$1,223,708	\$8,645,642	\$37,283,141	
13/14	\$23,102,386	\$5,956,233	\$1,297,130	\$9,164,381	\$39,520,130	
14/15	\$24,488,529	\$6,313,607	\$1,374,958	\$9,714,244	\$41,891,338	
15/16	\$25,957,840	\$6,692,423	\$1,457,455	\$10,297,098	\$44,404,818	← \$539,878,947

NOTE: * Assumes a 6-percent rate of annual growth.

SOURCE: Coastal Carolina University, E. Craig Wall Sr. School of Business Administration and Computer Science, June 6, 1996.

PROPOSED PROJECT SCHEDULE FOR SHORT TERM RECOMMENDATIONS

PROJECT NAME	1997	1998	1999	2000	2001	2002	2003	2004
Conway Bypass		█	█					
Carolina Bays Parkway (4-Lane)		█	█	█	█	█	█	█
Central Parkway		█	█	█				
Fantasy Harbour Interchange		█	█	█				
Conway Perimeter Road		█	█	█				
U.S. 17 / 501 Interchange		█	█	█				
U.S. 501 (George Bishop Overpass)		█	█					
S.C. 544 (Widening Between Socastee Bridge and Conway)		█	█	█	█	█	█	
S.C. 90 Intersection Improvements		█	█					
S-31 / S-66 Intersection Improvements		█	█	█				
Congestion Management Plan	█	█						
U.S. 501 (Frontage Road Between Forestbrook Road and AKW)		█	█	█				
U.S. 501 Perry Road		█	█	█				
U.S. 501 Improvements		█	█	█				

LEGEND

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





Table 4
PROJECTED DEBT SERVICE - 15-YEAR SCENARIO

FISCAL YEAR (7/1-6/30)	1.5-PERCENT HOSPITALITY FEE* TOTAL COUNTY REVENUES	FUTURE PROJECT DEBT SERVICE AVAILABLE	CURRENT DEBT SERVICE AVAILABLE	ESTIMATED DEBT SERVICE ON \$330,000,000 LOAN (6.5% FOR 15 YEARS)	CURRENT DEBT SERVICE SHORTFALL (STATE CONTRIBUTION)
96/97	\$14,676,370	\$0	\$14,676,370	\$35,096,418	(\$20,420,048)
97/98	\$15,556,952	\$1,414,268	\$14,142,684	\$35,096,418	(\$20,953,734)
98/99	\$16,490,369	\$2,851,965	\$13,638,404	\$35,096,418	(\$21,458,014)
99/00	\$17,479,791	\$4,346,965	\$13,132,826	\$35,096,418	(\$21,963,592)
00/01	\$18,528,579	\$5,873,310	\$12,655,269	\$35,096,418	(\$22,441,149)
01/02	\$19,640,294	\$7,445,217	\$12,195,077	\$35,096,418	(\$22,901,341)
02/03	\$20,818,711	\$9,067,091	\$11,751,620	\$35,096,418	(\$23,344,798)
03/04	\$22,067,834	\$10,743,546	\$11,324,288	\$35,096,418	(\$23,772,130)
04/05	\$23,391,904	\$12,479,408	\$10,912,496	\$35,096,418	(\$24,183,922)
05/06	\$24,795,418	\$14,279,740	\$10,515,678	\$35,096,418	(\$24,580,740)
06/07	\$26,283,143	\$16,149,853	\$10,133,290	\$35,096,418	(\$24,963,128)
07/08	\$27,860,132	\$18,095,326	\$9,764,806	\$35,096,418	(\$25,331,612)
08/09	\$29,531,740	\$20,122,018	\$9,409,722	\$35,096,418	(\$25,686,696)
09/10	\$31,303,644	\$22,236,093	\$9,067,551	\$35,096,418	(\$26,028,867)
10/11	\$33,181,863	\$24,444,041	\$8,737,822	\$35,096,418	(\$26,358,596)
TOTAL	\$341,606,746	\$169,548,843	\$172,057,903	\$526,446,270	(\$354,388,367)
PRESENT VALUE (1996 \$) AT 6.5%		\$87,553,940			

NOTES: * Assumes a 6-percent rate of annual growth.

Assumes that four lanes of the Carolina Bays Parkway will be constructed between S.C. 9 and Perry Road, as well as the Central Parkway Connector, and S.C. 544 will be widened to five lanes between the Socastee bridge and Conway, using the \$330 million bond issue and monies available under the "Future Project Debt Service Available."

SOURCE: Coastal Carolina University, E. Craig Wall Sr. School of Business Administration and Computer Science, June 6, 1996.
South Carolina Department of Transportation, August 28, 1996.



Table 5
PROJECTED DEBT SERVICE - 20-YEAR SCENARIO

FISCAL YEAR (7/1-6/30)	1.5-PERCENT HOSPITALITY FEE* TOTAL COUNTY REVENUES	FUTURE PROJECT DEBT SERVICE AVAILABLE	CURRENT DEBT SERVICE AVAILABLE	ESTIMATED DEBT SERVICE ON \$330,000,000 LOAN (6.5% FOR 20 YEARS)	CURRENT DEBT SERVICE SHORTFALL (STATE CONTRIBUTION)
96/97	\$14,676,370	\$0	\$14,676,370	\$29,949,610	(\$15,273,240)
97/98	\$15,556,952	\$1,414,268	\$14,142,684	\$29,949,610	(\$15,806,926)
98/99	\$16,490,369	\$2,851,965	\$13,638,404	\$29,949,610	(\$16,311,206)
99/00	\$17,479,791	\$4,346,965	\$13,132,826	\$29,949,610	(\$16,816,784)
00/01	\$18,528,579	\$5,873,310	\$12,655,269	\$29,949,610	(\$17,294,341)
01/02	\$19,640,294	\$7,445,217	\$12,195,077	\$29,949,610	(\$17,754,533)
02/03	\$20,818,711	\$9,067,091	\$11,751,620	\$29,949,610	(\$18,197,990)
03/04	\$22,067,834	\$10,743,546	\$11,324,288	\$29,949,610	(\$18,625,322)
04/05	\$23,391,904	\$12,479,408	\$10,912,496	\$29,949,610	(\$19,037,114)
05/06	\$24,795,418	\$14,279,740	\$10,515,678	\$29,949,610	(\$19,433,932)
06/07	\$26,283,143	\$16,149,853	\$10,133,290	\$29,949,610	(\$19,816,320)
07/08	\$27,860,132	\$18,095,326	\$9,764,806	\$29,949,610	(\$20,184,804)
08/09	\$29,531,740	\$20,122,018	\$9,409,722	\$29,949,610	(\$20,539,888)
09/10	\$31,303,644	\$22,236,093	\$9,067,551	\$29,949,610	(\$20,882,059)
10/11	\$33,181,863	\$24,444,041	\$8,737,822	\$29,949,610	(\$21,211,788)
11/12	\$35,172,775	\$26,752,692	\$8,420,083	\$29,949,610	(\$21,529,527)
12/13	\$37,283,141	\$29,169,243	\$8,113,898	\$29,949,610	(\$21,835,712)
13/14	\$39,520,130	\$31,701,283	\$7,818,847	\$29,949,610	(\$22,130,763)
14/15	\$41,891,338	\$34,356,813	\$7,534,525	\$29,949,610	(\$22,415,085)
15/16	\$44,404,818	\$37,144,245	\$7,260,573	\$29,949,610	(\$22,689,037)
TOTAL	\$539,878,947	\$328,673,118	\$211,205,829	\$598,992,200	(\$387,786,371)
PRESENT VALUE (1996 \$) AT 6.5%		\$138,450,681			

NOTES: * Assumes a 6-percent rate of annual growth.
Assumes that four lanes of the Carolina Bays Parkway will be constructed between S.C. 9 and Perry Road, as well as the Central Parkway Connector, and S.C. 544 will be widened to five lanes between the Socastee bridge and Conway, using the \$330 million bond issue and monies available under the "Future Project Debt Service Available."

SOURCE: Coastal Carolina University, E. Craig Wall Sr. School of Business Administration and Computer Science, June 6, 1996.
South Carolina Department of Transportation, August 28, 1996.



Section 4.0
RIDE Committee Report

As work proceeds with the implementation of the short term recommendations, additional options for funding may evolve, such as:

- The reevaluation of Horry County's share of state dollars (it has long been a contention that Horry County's share of SCDOT dollars should be based on permanent population *and* tourists and not just permanent population);
- Implementation of a local gas fee for roads; and,
- Implementation of tolls.



*"Team" Building
toward Workable
Solutions*

Section 5.0 IMPLEMENTATION RECOMMENDATIONS

The realization of the goals and work program discussed in Sections 2 and 3 will require a committed "group" of talented individuals who can stay focused on the goal of developing a workable transportation plan that benefits everyone, while keeping in perspective both public sentiment and political realities. To this end, the RIDE Committee offers the following recommendations:

1. A workable and achievable transportation plan that encompasses the projected needs (both short and long term) of Horry County for the next 20 to 30 years must be developed and adopted. This plan must be presented to and reviewed by Horry County and Municipal Councils, in order to achieve a mutual consensus of the program to be implemented. The most important factor is that the plan *MUST* be maintained to completion *AS ADOPTED* with only very minor modifications, if any at all.
2. An intergovernmental agreement between the State, SCDOT, Horry County, and municipal governments must be prepared. This agreement should outline the responsibilities of the State and SCDOT (issuance of the bonds, oversight responsibility for construction, and matching of funds to achieve each annual bond payment) and Horry County and municipal governments (annual, quarterly, or monthly payments to the State to retire the bonds issued for a period of 15 or 20 years).
3. A "group" to implement the Plan must be appointed. The RIDE Committee recommends that the "group" consist of seven members, two representatives chosen by Horry County, two chosen by the municipalities, two chosen by the SCDOT, and a chairman chosen by the Governor. The "group," once formed, would have to be supported by a staff with a director responsible for overseeing the daily implementation and requirements of the plan and to coordinate with the State and SCDOT, and Federal Highway Administration, if necessary.
4. A SCDOT Fast Response Team must be created. This Fast Response Team would have the capability to expedite various planning, engineering, and environmental challenges to ensure that all projects stay on the fastest track possible. The team should consist of individuals who have the skills, expertise, and power of approval to "cut through red tape and make things happen." This team, in concert with the "group," would be responsible for maintaining the schedule and the ultimate success of the adopted transportation plan.



Section 6.0 CONCLUSION


This report provides a workable solution to the transportation issues facing Horry County that will enhance the quality of life of its residents, as well as ensure its continued prosperity in the future. It recommends a program that will produce a series of meaningful short term improvements that will assist in making the GSATS Long Range Transportation Plan a reality. It has a plan that will provide a revenue stream to fund short term improvements while working to find a funding solution for long term requirements. It develops also a mechanism that can be used throughout the State of South Carolina to accelerate the construction of other critical infrastructure needs.

The RIDE Committee has determined that the only way for Horry County to achieve an improved transportation network that benefits everyone is for citizens of Horry County and tourists visiting the Grand Strand to participate in the future success of tourism, one of the State's very important economic engines.


Therefore, in order to serve the citizens of Horry County correctly and completely, the RIDE Committee requests that the State, in partnership with Horry County, be willing to act on the recommendations outlined herein.

Respectfully Submitted

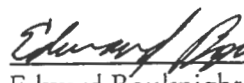
THE RIDE COMMITTEE




Gary M. Loftus (Chairman)




Frankie Blanton (Vice Chairman)



Edward Bouknicht



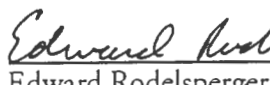
Harry Charles



James Frazier



John Kost



Edward Rodelsperger



Suzette Rogers



Frank Thompson, II

"Destiny is a matter
of choice."
-- William Jennings
Bryan

Appendix A
Public Meeting Summaries





PUBLIC MEETING
NUMBER 1

- Location:** Myrtle Beach Law Enforcement Center at 1101 Oak Street, Myrtle Beach.
- Time:** The public meeting was held on Monday, June 17, 1996, from 7:00 p.m. to 8:30 p.m.
- Displays:** Two displays were available for review, a map of Horry County and a map illustrating transportation projects that are proposed or currently underway in Horry County between the Waccamaw River and the coast.
- Personnel:** Actively participating in the public meeting were five members of the RIDE Committee (Mr. Gary M. Loftus [Chairman], Mr. Edward Bouknight, Mr. Harry Charles, Ms. Suzette Rogers, and Mr. Frank Thompson). Absent was Mr. Frankie Blanton (Vice Chairman), Mr. James Frazier, Mr. John Kost, and Mr. Edward Rodelsperger.
- Process:** The attendees were greeted as they entered and asked to sign in. The attendees were also asked if they wanted to address the Committee, as the purpose of the public meeting was to receive public comment prior to formulating the Report to the Governor.
- Attendance:** Approximately 41 people attended the meeting. Of this number 14 addressed the Committee.
- Comments:** Comments received included:
- Add left-turn lanes to existing four-lane roads.
 - Add a third lane for turning to existing two-lane roads.
 - Construct I-20 from Florence to Myrtle Beach.
 - Impose development impact fees.
 - Purchase the right-of-way for Carolina Bays Parkway.
 - Increase the gas tax \$0.05.
 - Construct a bypass to the south of Conway and connect it to S.C. 544.
 - Use the tax dollars currently sent to Columbia to pay for the local road improvements.
 - Toll I-95.
 - Improve S.C. 544, U.S. 521, and U.S. 501.
 - Widen S.C. 9 to four lanes all the way to I-95.



- Build a bridge over the Waccamaw River to connect S.C. 544 with U.S. 701.
- Impose a two-percent hospitality tax east of Conway.
- Widen S.C. 319 (located north of U.S. 501) from Aynor to Conway, build a bridge over the Waccamaw River and connect it to the bridge over the Atlantic Intracoastal Waterway at Briarcliffe Acres.
- Tell Governor Beasley that Horry County should not be responsible for finding the money to build the roads.



PUBLIC MEETING
NUMBER 2

- Location:** North Myrtle Beach City Hall, Council Chambers at 1015 Second Avenue South, North Myrtle Beach.
- Time:** The public meeting was held on Monday, June 24, 1996, from 7:00 p.m. to 8:30 p.m.
- Displays:** Two displays were available for review, a map of Horry County and a map illustrating transportation projects that are proposed or currently underway in Horry County between the Waccamaw River and the coast.
- Personnel:** Actively participating in the public meeting were the nine members of the RIDE Committee (Mr. Gary M. Loftus [Chairman], Mr. Frankie Blanton [Vice Chairman], Mr. Edward Bouknight, Mr. Harry Charles, Mr. James Frazier, Mr. John Kost, Mr. Edward Rodelsperger, Ms. Suzette Rogers, and Mr. Frank Thompson).
- Process:** The attendees were greeted as they entered and asked to sign in. The attendees were also asked if they wanted to address the Committee, as the purpose of the public meeting was to receive public comment prior to formulating the Report to the Governor.
- Attendance:** Approximately 28 people attended the meeting. Of this number eight addressed the Committee.
- Comments:** Comments received included:
- Construct a small bypass of Conway instead of the Conway Bypass.
 - Use Waccamaw Regional Planning and Development Council's expertise, because they are the transportation representatives for Horry County.
 - Impose development impact fees.
 - Improve signage for S.C. 9 in order to attract increased usage.
 - Use accommodations taxes to improve roads instead of for advertising.
 - Impose a business license fee.
 - Construct clover-leaves at interchanges.



- Increase the sales tax \$0.01.
- Widen U.S. 701 from S.C. 9 to the state line to take advantage of North Carolina's plans.
- Tell the Governor Horry County deserves their fair share.



PUBLIC MEETING
NUMBER 3

- Location:** Burroughs School Auditorium at 801 Main Street, Conway.
- Time:** The public meeting was held on Monday, July 1, 1996, from 7:00 p.m. to 8:45 p.m.
- Displays:** One display was available for review, a map of Horry County.
- Personnel:** Actively participating in the public meeting were seven members of the RIDE Committee (Mr. Gary M. Loftus [Chairman], Mr. Frankie Blanton [Vice Chairman], Mr. Edward Bouknight, Mr. Harry Charles, Mr. John Kost, Mr. Edward Rodelsperger, and Mr. Frank Thompson). Absent was Ms. Suzette Rogers and Mr. James Frazier.
- Process:** The attendees were greeted as they entered and asked to sign in. The attendees were also asked if they wanted to address the Committee, as the purpose of the public meeting was to receive public comment prior to formulating the Report to the Governor.
- Attendance:** Approximately 43 people attended the meeting. Of this number 15 addressed the Committee.
- Comments:** Comments received included
- Impose development impact fees.
 - Increase the sales tax on vehicle sales.
 - Learn from the mistakes made in Miami and Fort Lauderdale.
 - Increase the gas tax \$0.01.
 - Impose a one-percent hospitality fee.
 - Create a lottery and use the revenues to pay for infrastructure.
 - Widen S.C. 9 to I-95.
 - Widen U.S. 501.
 - Impose tolls.
 - Financing should come from everyone, federal, state, and local participation.
 - Revenues for financing should be mixed, sales tax, hospitality fees, gas tax, tolls.

Appendix A
RIDE Committee Report

- Impose a development moratorium.
- Improve traffic flow through Conway.
- Computerize the traffic signals.
- Improve S.C. 544.

Appendix B

Long Range Plan for the
Grand Strand Area Transportation Study
Executive Summary



EXECUTIVE SUMMARY



Conducted for:
WACCAMAW REGIONAL PLANNING AND DEVELOPMENT COUNCIL

Prepared by:
WILBUR SMITH ASSOCIATES

March 1996

Funding for this study was provided by the Federal Highway Administration, the South Carolina Department of Transportation, and the Waccamaw Regional Planning and Development Council.

GSATS LONG RANGE TRANSPORTATION PLAN

The last decade has seen the Grand Strand Area emerge as the second most popular resort destination on the East Coast. More and more people have found their way to the region. The upside is economic growth; the downside is traffic congestion.

The region is capitalizing on its popularity and is looking to continued growth and success in the decades to come. For this vision to be realized, there must be a realistic long range transportation plan that:

- (1) **provides accessibility to the Grand Strand Area.** If the required roadway and transit capacities leading to the area are not in place, then there is no way for the vision to become reality; and
- (2) **provides internal mobility through the area.** As more and more people flock to the beach, it will become impossible and impractical to accommodate all the short-distance travel demands by automobile. It is essential that an expanded highway, transit, pedestrian, and bicycle system be provided to encourage non-automobile travel within the area.

THE PRESENT AND FUTURE

There is no way the region can accommodate anticipated future travel demands with the current transportation system. Presently, a typical summer day is characterized by long

queues on major highways such as US 501, SC 544, and US 17 Business and Bypass. Along the oceanfront, pedestrians and vehicles compete for space on Ocean Boulevard and Kings Highway. These situations confirm the results of technical analyses that indicate the region's present highway system is operating just over capacity and cannot handle any significant increases in traffic without intolerable delays.

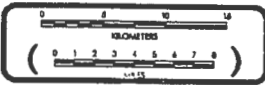
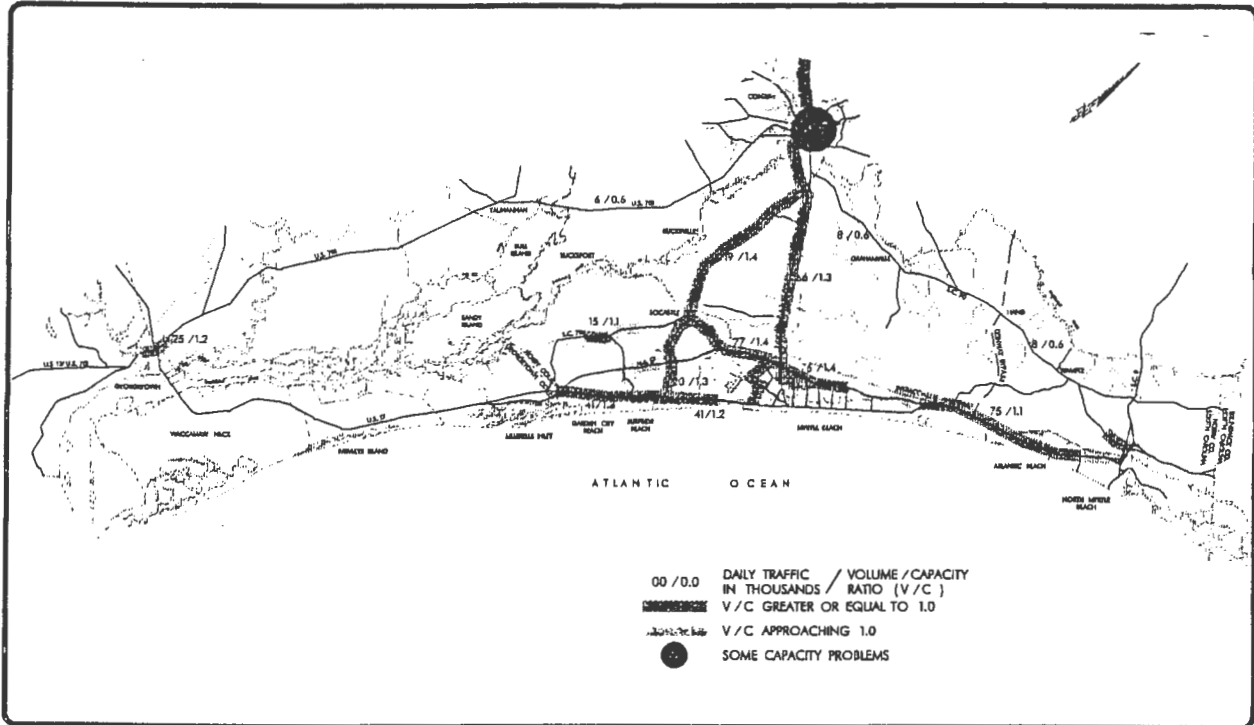
ROADWAY	1995 DAILY TRAFFIC	2015 DAILY TRAFFIC	PERCENT INCREASE
SC 544	19,000	30,000	58%
US 501	66,000	101,000	53%
US 17 Bypass	77,000	132,000	71%
US 17 BUSINESS	41,000	69,000	68%

A number of highway improvements have been proposed; some have reached the stage of being considered as committed projects, such as widening of US 17 Business in Murrells Inlet and US 17 in North Myrtle Beach as well as the Conway Bypass. Some projects have been studied in detail, such as Carolina Bays Parkway, as well as the widening of US 501 and SC 544.

If the Year 2015 traffic projections become a reality, all these projects, and numerous other improvements, will be needed to keep traffic conditions from getting worse than they already are.

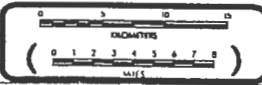
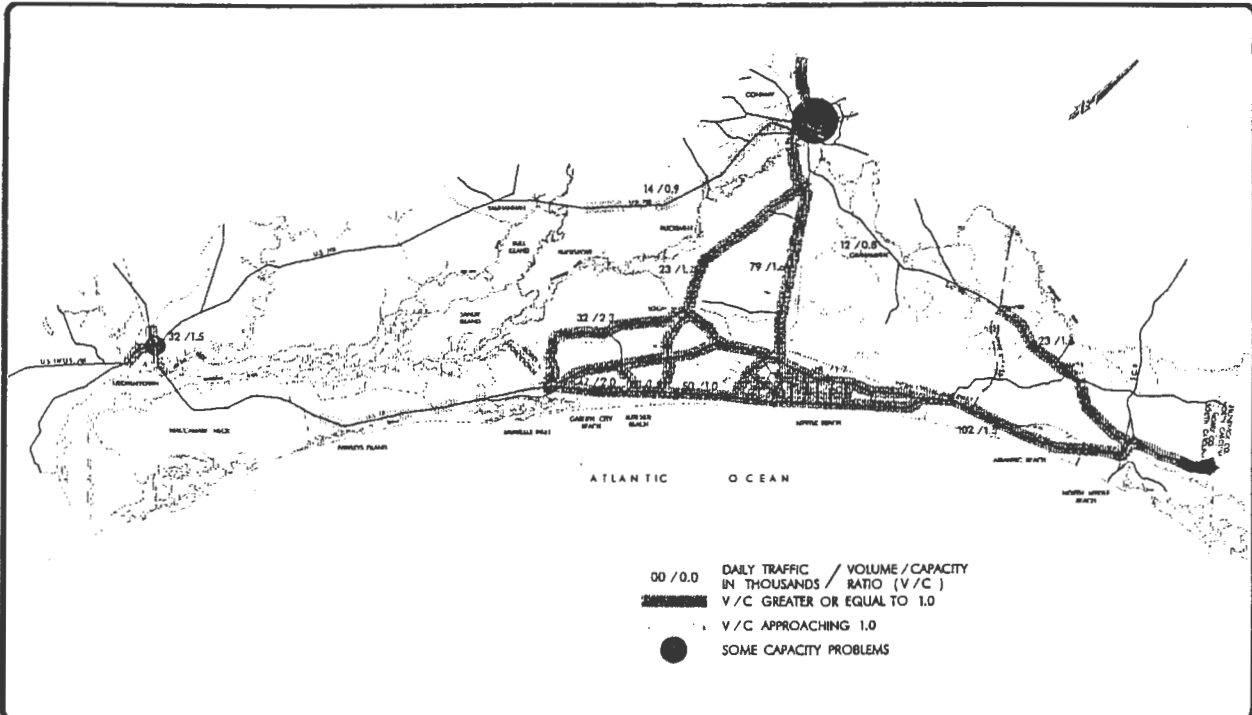
Some would argue that the construction of highway improvements encourages highway-dependent land development, which in turn encourages more traffic, perpetuating today's traffic problems.

GSATS LONG RANGE TRANSPORTATION PLAN



EXISTING 1995 TRAFFIC CONDITIONS
GSATS Long Range Plan

FIGURE
ES-1



ANTICIPATED 2015 EXISTING & COMMITTED TRAFFIC CONDITIONS
GSATS Long Range Plan

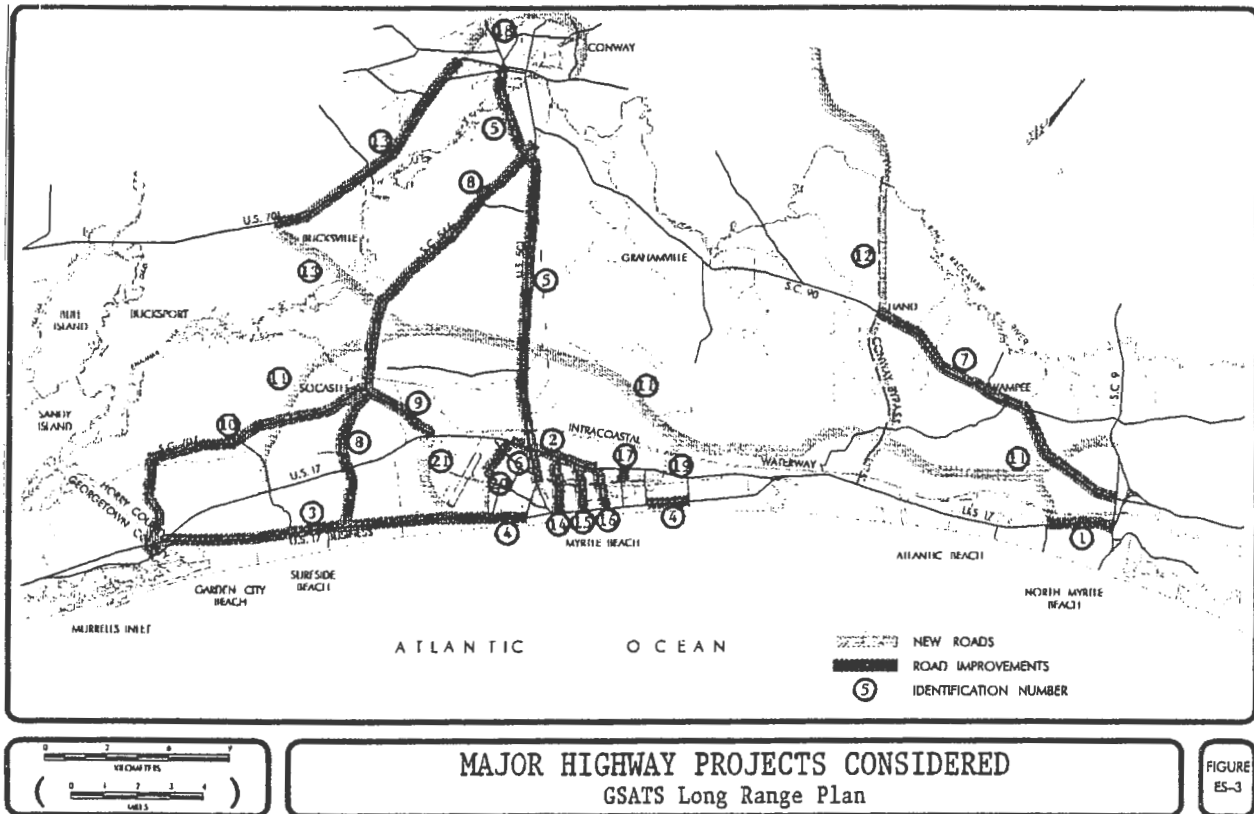
FIGURE
ES-2

GSATS LONG RANGE TRANSPORTATION PLAN

BALANCE IS THE ONLY REAL SOLUTION

Evidence of the futility of excessive dependence on highways is the amount of land required to accommodate the automobile. Not only road space is needed, but parking spaces as well. If status quo automobile dependent conditions continue into the future, and if the anticipated traffic growth materializes, it is estimated that approximately 2,500 acres of land would be needed to construct an estimated 240,000 parking spaces (assuming only surface lots are built). This land could obviously be put to better economic use.

Highway improvements totaling \$1.7 billion (with contingency) are necessary to accommodate projected traffic growth and return traffic conditions to better than they are today. But these improvements would not address all of the region's transportation problems. It would be easier to get to the area, but not so easy to move around. Movements, especially on Ocean Boulevard and Kings Highway, would be hampered as pedestrians walk along or cross streets, and vehicles try to maneuver through the area. Sidewalks can be provided, but with wider roads and more parking needed, the resulting environment would not likely be pedestrian friendly.



GSATS LONG RANGE TRANSPORTATION PLAN

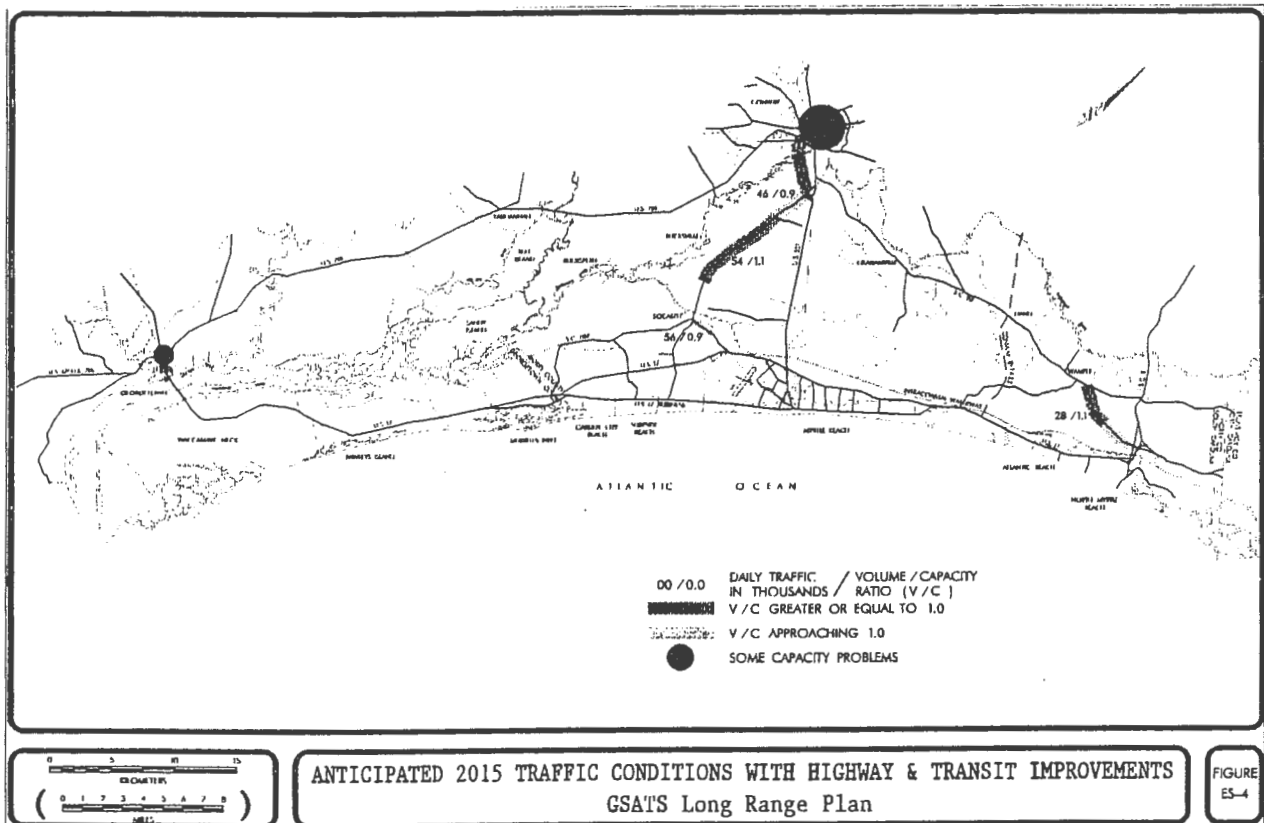
Another drawback to the "All Highway" approach is the lack of capacity to address post-Year 2015 growth. The proposed highway improvements will result in little reserve capacity to accommodate any additional growth beyond that anticipated by Year 2015. After most major roadways become six to eight lanes wide, there will be few opportunities to provide more road capacity. Therefore, the "All Highway" approach has limited potential to serve the region's post-Year 2015 growth.

PREFERRED PLAN

A multimodal approach that provides a balanced transportation system is the only sound basis for addressing the region's needs. The Preferred Plan is based on a series of highway improvements needed today or in the near

future to alleviate congestion. These improvements must be augmented by an increased emphasis on alternate modes of transportation, such as transit, bicycles, and pedestrian improvements.

It is not possible to stop building roads and force people to use alternate modes -- in part because those alternate modes do not exist today, and in part because presently there is no overwhelming willingness to use those modes. Careful planning over time will allow the appropriate transit, bicycle, and pedestrian systems to evolve in concert with changes in land use which will be critical to the success of these alternate modes. To encourage more people to ride transit, transit services must be improved, and the convenience/cost of internal travel by automobile changed.



GSATS LONG RANGE TRANSPORTATION PLAN

Land Use Controls

Today, the Grand Strand Area is primarily served by low density development. Within the Myrtle Beach area, development is poised to jump over the Intracoastal Waterway and repeat the low density pattern. Such trends will compound demands for highway capacity and make viable transit service difficult to provide.

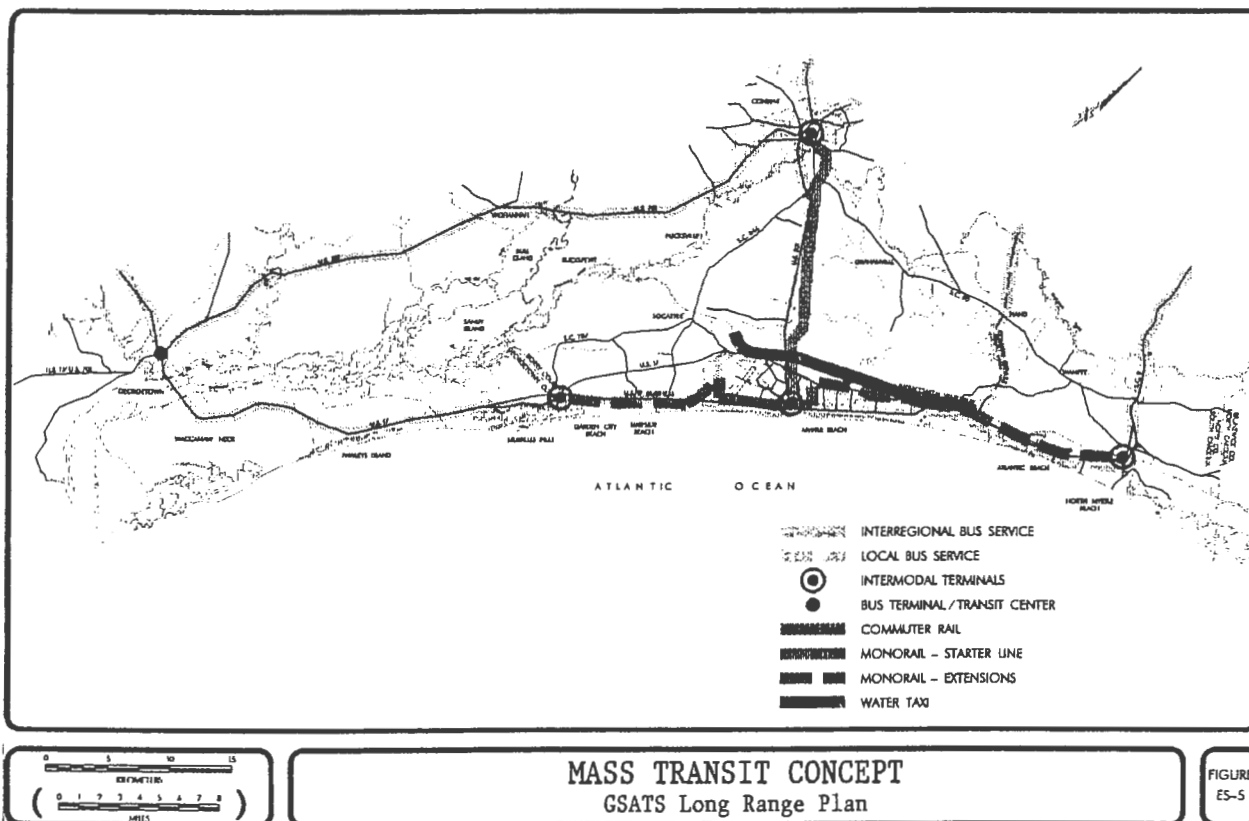
A combination of highway and transit improvements along the Grand Strand can encourage redevelopment of low density areas into major development clusters that encourage transit usage, and facilitate the use of bicycle and pedestrian travel.

Only by coordinating land use and transit improvements as part of a comprehensive long

range plan will the Grand Strand be able to implement the transportation plan required to accommodate future economic growth. Without managed land use and a balanced transportation system, desired growth may never materialize.

Transit Plan

The Transit Element of the Preferred Plan is a comprehensive program of regional and local bus service, rail projects, plus introduction of water taxi and monorail service. The heart of the plan is a monorail system that would initially link the Air Force Base Redevelopment Area to the Visitors Center, and on to Broadway at the Beach. Later, the system would be extended to North Myrtle Beach and Murrells Inlet.



GSATS LONG RANGE TRANSPORTATION PLAN

Supporting the Transit Element would be bicycle and pedestrian improvements that offer nonmotorized transportation alternatives. Pedestrian and bicycle improvements around transit stations and intermodal terminals will be important to the success of the transit system.

Highway Element

The adjacent table indicates the highway improvements that are required, in addition to the Transit Element and pedestrian/bicycle improvements, to maintain traffic conditions at acceptable standards. These improvements range from localized intersection or interchange improvements, to short segments of roadway widenings or new connecting highways, to major regional highway improvements such as the proposed Carolina Bays Parkway.

The improvements are prioritized by group and within each group. Priority Group 1 includes all projects contained in the existing Transportation Improvement Plan, plus projects oriented towards improving capacity on routes leading to the Grand Strand Area. Priority Group 2, as a rule, focuses on projects that typically carry lower traffic volumes or are more sub-regional in nature. Additionally, the first phase of the monorail and transit improvement projects are included in Priority Group 2. The final group, Priority Group 3, involves generally localized projects and the expansion of the monorail transit system.

Estimated Costs

The plan is estimated to cost approximately \$2.4 billion, including an overall contingency factor of 15 percent. Estimates (including the contingency factor) for each major element include:

Highway	\$1.74 billion
Transit	\$0.67 billion
Other	\$0.01 billion
Total	\$2.42 billion

Funding Options

A long list of potential local funding options was explored with those having the best potential to generate the funds necessary to finance the plan being: a motor vehicle fuel tax, a county sales tax, a local accommodations tax, impact fees, and an increase in the admissions tax. Although a combination of these taxes could produce most of the required funds, it is likely that State and Federal funding beyond what is already committed could be found to finance some improvements, and that user fees could sustain the Transit Element.

NEXT STEPS

The GSATS Region has come to a fork in the road. If a status quo approach is most desired by the region, then the All Highway approach costing \$1.7 billion will do -- for now. If the region is willing to take slightly more risk and increase the cost of the plan by some \$675 million, then the Preferred Plan will not only meet all anticipated travel demands to the Year 2015, but also have reserve capacity to serve the anticipated development beyond that planning horizon. The Preferred Plan appears to be more in tune with the area's goals and objectives.

Table ES-1
PRIORITIZED PREFERRED PLAN ELEMENTS

PRIORITY		IMPROVEMENT	TYPE	ACTION	LOCATION	COST (\$000)	
GROUP	NO.						
1	1	CAROLINA BAYS PARKWAY	HIGHWAY	NEW FACILITY	SC 9 TO US17 (BYPASS) INC US701 CONNECTOR	\$717,000	
1	1	CONWAY BYPASS	HIGHWAY	NEW FACILITY	US501 TO US17, NORTH MB	\$413,000	
1	2	US501	HIGHWAY	WIDEN TO 4 LANE FRWY/4 LANE FRONTAGE RD	CONWAY TO FORESTBROOK RD	\$31,431	
1	2	US501	HIGHWAY	WIDEN TO 6 LANE FRWY/6 LANE FRONTAGE RD	FORESTBROOK RD TO US17 (BYPASS)	\$32,789	
1	2	US501	HIGHWAY	WIDEN TO 6 LANES	US17 (BYPASS) TO 3RD AVE S	\$11,202	
1	3	SC544	HIGHWAY	WIDEN TO 6 LANES	US17B TO US17 (BYPASS)	\$6,075	
1	3	SC544	HIGHWAY	WIDEN TO 6 LANES	US17 (BYPASS) TO SOCASTEE	\$14,580	
1	3	SC544	HIGHWAY	WIDEN TO 8 LANES	SOCASTEE TO CONWAY	\$14,648	
1	3	SC544	HIGHWAY	CONSTRUCT INTERCHANGE	SC707/SOCASTEE BLVD, SOCASTEE	\$2,500	
1	4	US501	HIGHWAY	INTERSECTION IMPROVEMENTS	16TH AVE, CONWAY	\$500	
1	5	3RD AVENUE S	HIGHWAY	ADD TWO WAY LEFT TURN LANE	US501 TO US17B, MB	\$4,051	
1	6	BELTLINE ROAD	HIGHWAY	NEW TWO LANE ROAD	SC905 TO US701, CONWAY	\$7,050	
1	7	10TH AVENUE N	HIGHWAY	WIDEN TO 7/6 LANES	US17 (BYPASS) TO CENTRAL PARKWAY, MB	\$3,375	
1	8	INLET SQUARE DRIVE	HIGHWAY	REALIGN-SMALL TIP PROJECT	ALIGN WITH MT GILEAD RD, GARDEN CITY	\$400	
1	9	SC90	HIGHWAY	REALIGN-SMALL TIP PROJECT	REALIGN AT ENT. TO CEDAR CREEK SUBDIV., NORTH M	\$500	
1	10	N OCEAN BOULEVARD	HIGHWAY	WIDEN	SEA MOUNTAIN HWY TO 53RD AVE N	\$1,200	
1	11	SC707	HIGHWAY	WIDEN TO 8 LANES	SC544 TO US17 (BYPASS), BACK GATE	\$3,600	
1	12	US17	HIGHWAY	WIDEN	S OF 8TH AVE N TO SC9, NORTH MB	\$1,900	
1	13	US17 BUSINESS	HIGHWAY	WIDEN	US17B TO S-62, MURRELLS INLET	\$1,480	
1	14	ATLANTIC AVENUE (S-51)	HIGHWAY	ADD TWO WAY LEFT TURN LANE	WACCAMAW DRIVE TO US17B, GARDEN CITY	\$942	
1		NORTH OCEAN BLVD	BIKEWAY	NEW FACILITY	MYRTLE BEACH	\$190	
1		OCEAN BOULEVARD	BIKEWAY	ADD BIKE AND PED PATH/BIKE LANE	SURFSIDE BEACH	\$51	
1		US17	BIKEWAY	NEW FACILITY	MYRTLE BEACH	\$380	
1		CRABTREE CANAL BIKEWAY	BIKEWAY	NEW FACILITY	CONWAY	\$10	
1		SANTEE COOPER BIKEWAY	BIKEWAY	NEW FACILITY	48TH AVE N TO 76TH AVE N	\$342	
1		SOUTH WACCAMAW DRIVE	SIDEWALK	CONSTRUCT SIDEWALKS	GARDEN CITY	\$113	
1		WACHESAW RD	SIDEWALK	CONSTRUCT SIDEWALKS	MURRELLS INLET	\$18	
1		16TH AVE N	SIDEWALK	ADD SIDEWALKS	MYRTLE BEACH	\$21	
1		62ND ST N	SIDEWALK	ADD SIDEWALKS	MYRTLE BEACH	\$189	
1		VARIOUS	SIDEWALK	ADD SIDEWALKS	MYRTLE BEACH	\$2,500	
1		VARIOUS	MISC	SIGNAL SYSTEMS	MYRTLE BEACH, N. MYRTLE BEACH, CONWAY	\$1,160	
1		VARIOUS	TRANSIT	PHASE 1 CAPITAL COSTS (w/ contingency)	REGIONAL	\$61,625	
						SUBTOTAL	\$1,334,822
						CONTINGENCY @ 15% (exc transit)	\$190,980
March 28, 1996						TOTAL PRIORITY GROUP 1	\$1,525,802

Table ES-1 (cont) PRIORITIZED PREFERRED PLAN ELEMENTS						
PRIORITY		IMPROVEMENT	TYPE	ACTION	LOCATION	COST (\$000)
GROUP	NO.					
2	1	US17 (BYPASS)	HIGHWAY	WIDEN TO 6/7 LANES	BACK GATE TO JETPORT ROAD TO US501 TO 29TH AVE N	\$28,080
2	2	US17BUSINESS	HIGHWAY	WIDEN TO 6 LANES	N OF MURRELLS INLET TO JETPORT ROAD	\$8,500
2	3	21ST AVE N	HIGHWAY	WIDEN TO 5/4 LANES	US17 TO US17B, MB	\$4,750
2	4	US17BUSINESS	HIGHWAY	WIDEN TO 6 LANES	JETPORT TO 34TH AVE AND 48TH AVE N TO 62ND AVE N	\$15,500
2	5	JETPORT ROAD	HIGHWAY	EXTEND	JETPORT TO US17B, MB	\$2,000
2	5	JETPORT ROAD	HIGHWAY	WIDEN TO 4 LANES DIVIDED	US17 (BYPASS) TO JETPORT, MB	\$1,214
2	6	SC707	HIGHWAY	WIDEN TO 8 LANES	CAROLINA BAYS PARKWAY TO SC544	\$7,200
2	6	SC707	HIGHWAY	WIDEN TO 8 LANES	US17 (BYPASS), MURRELLS INLET TO CBP	\$11,520
2	7	SC90	HIGHWAY	WIDEN TO 4 LANES	CAROLINA BAYS PARKWAY TO SC9	\$960
2	7	SC90	HIGHWAY	WIDEN TO 4 LANES	CONWAY BYPASS TO CAROLINA BAYS PKWY NEAR SC9	\$6,660
2	8	CENTRAL PARKWAY - NORTH	HIGHWAY	NEW DIVIDED ARTERIAL	52ND AVE N TO 38TH AVE N	\$10,138
2	8	CENTRAL PARKWAY - SOUTH	HIGHWAY	NEW DIVIDED ARTERIAL	21ST AVE N TO US501	\$9,462
2	9	US378	HIGHWAY	CORRIDOR IMPROVEMENTS	CONWAY	\$500
2	10	US701	HIGHWAY	CORRIDOR IMPROVEMENTS	CONWAY	\$500
2	11	US17	HIGHWAY	ADD RAISED MEDIAN	NORTH MYRTLE BEACH	\$250
2	12	OLD SOCASTEE ROAD	HIGHWAY	WIDEN	US501 TO US17 (BYPASS)	\$1,056
2	12	OLD SOCASTEE ROAD EXTENSION	HIGHWAY	EXTEND	S-635 TO BACK GATE RD	\$285
2	13	US501/378 CONNECTOR	HIGHWAY	NEW FACILITY	CONWAY	\$1,560
2	14	GLENN'S BAY RD	HIGHWAY	WIDEN/IMPROVE TO 3 LANES	US 17 (BYPASS) TO US17B	\$3,400
2	15	S OCEAN BLVD	HIGHWAY	WIDEN TO 4 LANES	ATLANTIC BEACH TO 48TH AVENUE S, NORTH MB	\$1,500
2	16	S OCEAN BLVD	HIGHWAY	WIDEN TO 4 LANES	17TH AVENUE S TO ATLANTIC BEACH, NORTH MB	\$750
2		KINGS HIGHWAY	BIKEWAY	ADD BIKEWAYS	MYRTLE BEACH	\$100
2		MONORAIL-PHASE 1	TRANSIT	FROM AIRBASE TO DOWNTOWN	MYRTLE BEACH	\$151,100
					SUBTOTAL	\$266,985
					CONTINGENCY @15% (exc transit)	\$17,383
					TOTAL PRIORITY GROUP 2	\$284,368

March 28, 1996

Table ES-1 (cont)
 PRIORITIZED PREFERRED PLAN ELEMENTS

PRIORITY		IMPROVEMENT	TYPE	ACTION	LOCATION	COST (\$000)	
GROUP	NO.						
3	1	29TH AVE N	HIGHWAY	WIDEN TO 5/4 LANES	US17 (BYPASS) TO US17B, MB	\$2,850	
3	2	38TH AVE N	HIGHWAY	WIDEN TO 4 LANES	US17 (BYPASS) TO CENTRAL PARKWAY, MB	\$2,850	
3	3	5TH AVE S	HIGHWAY	EXTEND 3 LANE ROAD THRU RACEPATH RD	S-600 TO BROADWAY, MB	\$2,064	
3	3	5TH AVE S	HIGHWAY	ADD TWO WAY LEFT TURN LANE	BROADWAY HWY TO US17B, MB	\$1,601	
3	4	GEORGETOWN BYPASS	HIGHWAY	NEW FACILITY	US701 TO US17, WEST OF TOWN	\$6,724	
3	5	GEORGETOWN NE-SW BOULEVARD	HIGHWAY	MAKE FRASIER AND HAZARD ONE-WAY PAIRS	GEORGETOWN	\$1,500	
3	6	GEORGETOWN NW-SE BOULEVARD	HIGHWAY	MAKE HIGHMARKET AND CHURCH ONE-WAY PAIRS	GEORGETOWN	\$1,500	
3	7	ELIZABETH STREET	HIGHWAY	EXTEND	16TH AVE TO WALMART CONN, CONWAY	\$1,958	
3	8	FORESTBROOK ROAD	HIGHWAY	WIDEN TO 4 LANES	US501 SOUTH	\$6,585	
3	9	MILL POND ROAD	HIGHWAY	EXTEND	US378 TO BEYOND US501, CONWAY	\$1,500	
3	10	SOUTH JETPORT PARKWAY	HIGHWAY	NEW FACILITY	MYRTLE BEACH	\$11,880	
3	11	LITTLE RIVER NECK ROAD	HIGHWAY	WIDEN	NORTH MB	\$9,000	
3	12	LITTLE RIVER NECK ROAD CONNECTOR	HIGHWAY	NEW FACILITY	BETWEEN LITTLE RIVER NECK AND US17	\$9,200	
3	13	CYPRESS AVE	HIGHWAY	ADD TWO WAY LEFT TURN LANE	WACCAMAW DRIVE TO US17B, GARDEN CITY	\$942	
3	14	S-111	HIGHWAY	WIDEN TO 4 LANES	S-50 TO SC57	\$1,920	
3	15	S-50	HIGHWAY	WIDEN TO 4 LANES	LITTLE RIVER TO S-111	\$3,360	
3	16	US501	HIGHWAY	CORRIDOR IMPROVEMENTS	CONWAY	\$500	
3	17	US501	HIGHWAY	INTERSECTION IMPROVEMENTS	9TH AVE, CONWAY	\$500	
3	18	US501	HIGHWAY	INTERSECTION IMPROVEMENTS	US378, CONWAY	\$500	
3	19	US501	HIGHWAY	CONSTRUCT INTERCHANGE	FORESTBROOK ROAD	\$2,500	
3	20	US501	HIGHWAY	CONSTRUCT INTERCHANGE	FUTURE INTERSECTION	\$2,500	
3	21	US501	HIGHWAY	CONSTRUCT INTERCHANGE	SINGLETON RIDGE ROAD	\$2,500	
3	22	US501	HIGHWAY	CONSTRUCT INTERCHANGE	SC544, CONWAY	\$4,000	
3	23	US501	HIGHWAY	CONSTRUCT INTERCHANGE	US17 (BYPASS)	\$10,000	
3	24	US501	HIGHWAY	CONSTRUCT INTERCHANGE	CENTRAL PARKWAY/S-600	\$3,500	
3	25	US501	HIGHWAY	CONSTRUCT INTERCHANGE	GEORGE BISHOP BOULEVARD	\$3,500	
3	26	US17 (BYPASS)	HIGHWAY	CONSTRUCT INTERCHANGE	SC707/SOUTH JETPORT PARKWAY, MB	\$2,500	
3	27	US17 (BYPASS)	HIGHWAY	CONSTRUCT INTERCHANGE	JETPORT ROAD, MB	\$2,500	
3	28	US17 (BYPASS)	HIGHWAY	CONSTRUCT INTERCHANGE	10TH AVE N, MB	\$2,500	
3	29	US17 (BYPASS)	HIGHWAY	CONSTRUCT INTERCHANGE	21ST AVE N, MB	\$2,500	
3	30	US17 (BYPASS)	HIGHWAY	CONSTRUCT INTERCHANGE	38TH AVE N, MB	\$2,500	
3	31	US17 (BYPASS)	HIGHWAY	CONSTRUCT INTERCHANGE	29TH AVE N, MB	\$2,500	
3	32	US17 (BYPASS)	HIGHWAY	CONSTRUCT INTERCHANGE	67TH AVE N, MB	\$2,500	
3	33	US17BUSINESS	HIGHWAY	CONSTRUCT INTERCHANGE	OCEAN BLVD/MAIN GATE, MB	\$2,500	
3	34	US17BUSINESS	HIGHWAY	CONSTRUCT INTERCHANGE	SC544, SOUTH STRAND	\$2,500	
3	35	US17BUSINESS	HIGHWAY	CONSTRUCT INTERCHANGE	21ST AVE N, MB	\$4,000	
3	36	US17BUSINESS	HIGHWAY	CONSTRUCT INTERCHANGE	SURFSIDE DRIVE, SOUTH STRAND	\$2,500	
3	37	OCEAN BOULEVARD	HIGHWAY	MAKE CONTINUOUS	32ND TO 33RD AVES S, ATLANTIC BEACH	\$100	
3	38	OCEAN BOULEVARD	HIGHWAY	MAKE CONTINUOUS	20TH TO 29TH AVES S, ATLANTIC BEACH	\$200	
3	39	MAIN STREET/US17	HIGHWAY	HIGHWAY INTERSECTION IMPROVEMENTS	NORTH MB	\$30	
3	40	48TH AVE S/US17	HIGHWAY	HIGHWAY INTERSECTION IMPROVEMENTS	NORTH MB	\$30	
3	41	HILL STREET/LITTLE RIVER NECK	HIGHWAY	HIGHWAY INTERSECTION IMPROVEMENTS	NORTH MB	\$120	
3	42	WALMART CONNECTOR	HIGHWAY	NEW FACILITY	US501 TO OAK STREET EXT, CONWAY	\$2,500	
3	43	NORTH STREET	HIGHWAY	WIDEN TO 5 LANES/EXTEND	US701 TO US521, GEORGETOWN	\$2,900	
3		BIKE THE NECK	BIKEWAY	ADD BIKE FACILITIES	WACCAMAW NECK, GEORGETOWN COUNTY	\$950	
3		MONORAIL-PHASE 2	TRANSIT	EXTEND TO MURRELLS INLET AND NORTH MB	REGIONAL	\$185,500	
3		VARIOUS	TRANSIT	PHASES 2 AND 3 COSTS (EXC MONORAIL)	REGIONAL	\$270,185	
						SUBTOTAL	\$586,949
						CONTINGENCY @ 15% (exc transit)	\$19,690
						TOTAL PRIORITY GROUP 3	\$606,639

March 28, 1996

APPENDIX B

TRAFFIC DATA

**Table A
RIDE PROJECT
TRAFFIC VOLUME COMPARISON**

FACILITY/LOCATION	1995		2010			
	V/C Ratio	Volume	Without RIDE		With RIDE	
			V/C Ratio	Volume	V/C Ratio	Volume
U.S. 501						
- Waccamaw Pottery	2.04	102,100	3.03	151,577	1.01	64,700
- West of Carolina Forest	1.33	66,000	1.92	95,916	1.14	70,100
- Conway	1.8	72,100	2.05	82,356	1.5	62,400
U.S. 17						
- North Myrtle Beach	1.05	74,300	1.39	96,659	0.8	60,000
- Myrtle Beach (north of U.S. 501)	1.47	81,100	2.33	128,288	1.34	110,500
- Myrtle Beach (south of U.S. 501)	1.49	84,500	2.67	147,430	1.45	74,700
- Surfside Beach	0.83	53,400	1.79	90,415	1.52	83,800
U.S. 17 Business						
- Myrtle Beach	0.92	43,100	1.02	48,540	1.15	43,700
- Surfside Beach	1.88	49,000	2.38	61,934	1.85	48,000
U.S. 378						
- At U.S. 501	1.14	57,500	1.45	70,542	1.24	79,200
S.C. 544						
- East of U.S. 17	1.42	19,900	2.42	33,911	1.28	46,500
- Socastee Bridge	0.77	28,200	1.35	49,231	1.71	62,500
- U.S. 501	1.26	18,000	1.96	27,936	1.19	43,400
S.C. 90						
- Conway	0.81	11,900	2.27	33,100	0.88	12,800
- S.C. 9	1.07	15,600	1.92	27,936	0.7	38,700
S.C. 9						
- Between S-57/U.S. 17	0.74	20,200	0.87	23,618	0.24	6,600
Conway Bypass						
- Briarcliffe (6 lanes)	0.00	0	0.00	0	0.99	61,200
- Carolina Bays Parkway (6 lanes)	0.00	0	0.00	0	0.43	26,900
- S.C. 90 (4 lanes)	0.00	0	0.00	0	0.43	26,900
- Aynor (2 lanes)	0.00	0	0.00	0	0.77	11,600
Carolina Bays Parkway						
- U.S. 501	0.00	0	0.00	0	0.3	18,300
- Conway Bypass (north)	0.00	0	0.00	0	0.81	50,100
- Conway Bypass (south)	0.00	0	0.00	0	0.73	45,200
- S.C. 9	0.00	0	0.00	0	0.23	14,100
Central Parkway						
- U.S. 17 Bypass	0.00	0	0.00	0	2.31	34,700
- U.S. 501	0.00	0	0.00	0	1.39	39,500
Fantasy Harbour Bridge	0.00	0	0.00	0	1.92	50,800

SOURCE: Waccamaw Regional Planning and Development Council, September 12, 1997.

APPENDIX C

RESOLUTIONS

RESOLUTION

WHEREAS, serious transportation problems and traffic congestion are an ever increasing threat to the public safety and welfare, and the future economic development of Horry County and the State of South Carolina; and

WHEREAS, the Honorable David M. Beasley, Governor of the State of South Carolina, requested Transportation Commission Chairman H. B. Limehouse to form a special committee to prepare a study on Horry County transportation problems and potential solutions; and

WHEREAS, a nine-member Road Improvement and Development Effort (RIDE) committee was formed, and has considered both short and long term solutions; and

WHEREAS, the RIDE Committee presented its study results to the Governor on September 16, 1996, and to the South Carolina Department of Transportation Commission on September 19, 1996, and to municipal bodies in Horry County on October 3, 1996; and

WHEREAS, the plan presented will provide substantial traffic relief and provides a plan that involves partnering among and between the South Carolina Department of Transportation, the State of South Carolina and Horry County; and

WHEREAS, the South Carolina Department of Transportation commends the RIDE Committee for proposing this partnering concept to address the Horry County transportation concerns;

NOW, THEREFORE, BE IT RESOLVED THAT the South Carolina Department of Transportation Commission strongly and unanimously support the RIDE Committee Report to Governor David M. Beasley; and further, that the following actions be implemented immediately:

THAT the South Carolina Department of Transportation and Horry County proceed with the Conway Bypass Project, listed as the number one priority in the RIDE Report. The scope of the modified Conway Bypass project is to be revised to provide a complete, limited access road. Also, that additional review of other projects in the RIDE Report be conducted to assure all factors have been considered in the setting of priorities and subsequent funding.

Done this 22 day of November, 1996.


H.B. Limehouse, Chairman


S. Lyman Whitehead


Jack E. Mullinax


Arnold S. Goodstein


W.M. "Mat" Soff


Bobby T. Jones

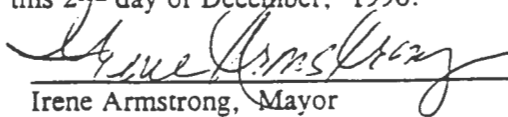

Joe Jefferson

RESOLUTION


- Whereas, transportation problems and traffic congestion present a serious concern for the welfare and public safety, and the future economic development of Atlantic Beach, Horry County, and the State of South Carolina; and
- Whereas, the Honorable David M. Beasley, Governor of the State of South Carolina, requested that the Honorable H.B. Limehouse, Chairman of the South Carolina Highway Commission, form a special committee which consist of nine members and become known as the Road Improvement and Development Effort (R.I.D.E.) Committee to prepare a study on Horry County transportation problems and potential solutions; and
- Whereas, the R.I.D.E. Committee presented the results of the study to the Governor on September 16, 1996, and to the South Carolina Department of Transportation Commission on September 19, 1996; and
- Whereas, the plan provides for substantial relief and requires participation in the funding package by the citizens of Horry County to include a 1.5% hospitality fee for a period of up to twenty years in partnership with the substantial funding; and
- Whereas, in order to solve the serious transportation and traffic congestion problem in Horry County it is essential that the people and the governments of Horry County work together harmonically toward that common goal.

NOW, THEREFORE, BE IT RESOLVED that the Atlantic Beach City Council support the R.I.D.E. Committee Report to Governor David M. Beasley; and further urges Horry County Council to enact expeditiously the necessary ordinance to implement the R.I.D.E. Committee Report.

DATED at Atlantic Beach , South Carolina, this 2nd day of December, 1996.


Irene Armstrong, Mayor

Attest:


City Clerk

STATE OF SOUTH CAROLINA
COUNTY OF HORRY
TOWN OF AYNOR

RESOLUTION

WHEREAS, the serious transportation problems and traffic congestion are an ever increasing threat to the public safety and welfare, and the future economic development of Horry County and the State of South Carolina; and

WHEREAS, the Honorable David M. Beasley, Governor of the State of South Carolina, requested that the Honorable H. B. Limehouse, Chairman of the South Carolina Department of Transportation, form a special committee, which consisted of nine members and became known as the Road Improvement and Development Effort (RIDE Committee), to prepare a study on Horry County transportation problems and potential solutions; and

WHEREAS, the RIDE Committee considered both short term and long term solutions to the serious transportation problems and traffic congestion on Horry County roads; and

WHEREAS, the RIDE Committee presented the results of their study to the Governor on September 16, 1996, and to the South Carolina Department of Transportation Commission on September 18, 1996, and municipal bodies of Horry County on October 3, 1996; and

WHEREAS, the plan presented will provide a substantial traffic relief and require participation in the funding package by the citizens of Horry County, as outlined by the proposed implementation of a 1.5 percent hospitality fee for a period of up to 20 years in partnership with the State of South Carolina, who will contribute substantial funding; and

WHEREAS, in order to solve the serious transportation and traffic congestion problems in Horry County, it is essential that the people and governments of Horry County work together harmoniously toward that common goal.

NOW, THEREFORE, BE IT RESOLVED that Aynor Town Council strongly and unanimously support the RIDE Committee Report to Governor David M. Beasley; and further urges Horry County Council to enact expeditiously

the necessary ordinances to implement the RIDE Committee report.

SIGNED SEALED THIS 21st DAY OF October, 1996.

ATTEST:

Opal Dorsett
OPAL DORSETT, CITY CLERK

John W. Dawsey
JOHN W. DAWSEY, MAYOR

Lynn Capps
LYNN CAPPS, COUNCIL MEMBER

John Gardner
JOHN GARDNER, COUNCIL MEMBER

Keb Johnson
KEB JOHNSON, COUNCIL MEMBER

Craig Morrison
CRAIG MORRISON, COUNCIL MEMBER

STATE OF SOUTH CAROLINA)
COUNTY OF HORRY) RESOLUTION
CITY OF CONWAY)

WHEREAS, the serious transportation problem and traffic congestion are an ever increasing threat to the public safety and welfare, and the future economic development of Horry County and the State of South Carolina; and

WHEREAS, the Honorable David M. Beasley, Governor of the State of South Carolina, requested that the Honorable H.B. Limehouse, Chairman of the S.C. Department of Transportation, form a special committee which consisted of nine members and became known as the Road Improvement and Development Effort (RIDE Committee), to prepare a study on Horry County transportation problems and potential solutions; and

WHEREAS, the RIDE Committee considered both short term and long term solutions to the serious transportation problems and traffic congestion on Horry County roads; and

WHEREAS, the RIDE Committee presented the results of their study to the Governor on September 16, 1996, and to the South Carolina Department of Transportation Commission on September 19, 1996, and municipal bodies of Horry County on October 3, 1996; and

WHEREAS, the plan presented will provide substantial traffic relief and require participation in the funding package by the citizens of Horry County, as outlined by the proposed implementation of a 1.5 percent hospitality fee for a period of up to 20 years in partnership with the State of South Carolina, who will contribute substantial funding; and

WHEREAS, in order to solve the serious transportation and traffic congestion problems in Horry County, it is essential that the people and governments of Horry County work together harmoniously toward that common goal.

NOW, THEREFORE, BE IT RESOLVED that Conway City Council strongly and unanimously support the RIDE Committee Report to Governor David M. Beasley; and further urges Horry County Council to enact expeditiously the necessary ordinances to implement the RIDE Committee report.

SIGNED AND SEALED this 28th day of October, 1996.

ATTEST:
Carolyn Stevens
Carolyn Stevens, City Clerk

Gregory K. Martin
Gregory K. Martin, Mayor

Miriam Webb
Miriam Webb, Mayor Pro Tem

William A. Graham, Jr.
William A. Graham, Jr.

Edwin F. Brown, Jr.
Edwin F. Brown, Jr.

Leslie H. Melver, Sr.
Leslie H. Melver, Sr.

Barbara Jo Blain
Barbara Jo Blain

Vivian E. Chestnut
Vivian E. Chestnut

HORRY COUNTY
BOARD OF EDUCATION

RESOLUTION SUPPORTING
THE R.I.D.E. COMMITTEE REPORT

WHEREAS, the serious transportation problem and traffic congestion are an ever increasing threat to the public safety and welfare of Horry County Schools' students and those who transport them to and from school; and

WHEREAS, the Honorable David M. Beasley, Governor of the State of South Carolina, requested that a special committee be formed, which consisted of nine members and became known as the Road Improvement and Development Effort (RIDE Committee), to prepare a study on Horry County transportation problems and potential solutions; and

WHEREAS, the RIDE Committee considered both short term and long term solutions to the serious transportation problems and traffic congestion on Horry County roads; and

WHEREAS, the RIDE Committee presented to the Governor the results of their study that will provide substantial traffic and that study has since been endorsed by the various governments of Horry County; and

WHEREAS, in order to solve the serious transportation and traffic problems of Horry County, it is essential that the people and governments of Horry County work together harmoniously toward that common goal.

NOW, THEREFORE, BE IT RESOLVED that the Horry County Board of Education supports the RIDE Committee Report and pledges cooperation with other governmental bodies to enact the RIDE Committee's plan.

SIGNED AND SEALED this 18th day of November, 1996.

ATTEST:

Alex M. Smith
Board Chairperson

William A. Graham Jr.
Board Vice-Chairperson

Joan L. Anderson
Board Member

Patti Hilton
Board Member

Ronald Brown
Board Member

Josef Salim
Board Member

W. M. D. Chan
Board Member

Ken Summerall
Board Member

Mary Ann
Board Member

W. M. Williams
Board Member

Robert
Board Member

STATE OF SOUTH CAROLINA)
COUNTY OF HORRY) R E S O L U T I O N
CITY OF LORIS)

WHEREAS, the serious transportation problems and traffic congestion are an ever increasing threat to the public safety and welfare, and the future economic development of Horry County and the State of South Carolina; and

WHEREAS, the Honorable David M. Beasley, Governor of the State of South Carolina, requested that the Honorable H. B. Limehouse, Chairman of the South Carolina Department Of Transportation, form a special committee, which consisted of nine members and became known as the Road Improvement and Development Effort (Ride Committee), to prepare a study on Horry County Transportation problems and potential solutions; and

WHEREAS, the RIDE Committee considered both short term and long term solutions to the serious transportation problems and traffic congestion on Horry County roads; and

WHEREAS, the RIDE Committee presented the results of their study to the Governor on September 16, 1996, and to the South Carolina Department of Transportation Commission on September 19, 1996, and municipals bodies of Horry County on October 3, 1996; and

WHEREAS, the plan presented will provide a substantial traffic relief and require participation in the funding package by the citizens of Horry County, as outlined by the proposed implementation of a 1.5 percent hospitality fee for a period of up to 20 years in partnership with the State of South Carolina, who will contribute substantial funding; and

WHEREAS, in order to solve the serious transportation and traffic congestion problems in Horry County, it is essential that the people and governments of Horry County work together harmoniously toward that common goal.

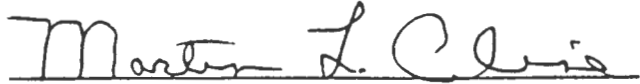
NOW, THEREFORE, BE IT RESOLVED that the City Of Lorris strongly and unanimously support the RIDE Committee Report to Governor David M. Beasley; and further urges Horry County Council to enact expeditiously the necessary ordinances to implement the RIDE Committee report.


SIGNED, SEALED THIS 4TH DAY OF NOVEMBER, 1996.

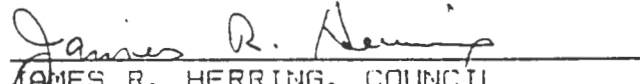
ATTEST:

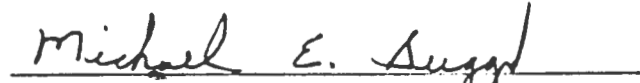

MARTHA G. DORMAN, CLERK

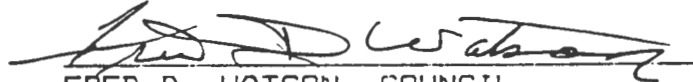

DAVID E. SToudenMIRE, JR., MAYOR

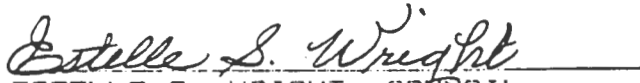

MARTIN L. CLINE, COUNCIL


JOAN S. GAUSE, COUNCIL


JAMES R. HERRING, COUNCIL


MICHAEL E. SUGGS, COUNCIL


FRED D. WATSON, COUNCIL


ESTELLE S. WRIGHT, COUNCIL

STATE OF SOUTH CAROLINA
COUNTY OF HORRY
CITY OF MYRTLE BEACH

RESOLUTION SUPPORTING
THE FINDINGS AND
RECOMMENDATIONS OF THE
RIDE COMMITTEE REPORT OF
SEPTEMBER 1996.

WHEREAS, the serious transportation problem and traffic congestion are an ever increasing threat to the public safety and welfare, and the future economic development of Horry County and the State of South Carolina; and

WHEREAS, the Honorable David M. Beasley, Governor of the State of South Carolina, requested that the Honorable H.B. Limehouse, Chairman of the South Carolina Department of Transportation, form a special committee, which consisted of nine members and became known as the Road Improvement and Development Effort (RIDE Committee), to prepare a study on Horry County transportation problems and potential solutions; and

WHEREAS, the RIDE Committee considered both short term and long term solutions to the serious transportation problems and traffic congestion on Horry County roads; and

WHEREAS, the RIDE Committee presented the results of their study to the Governor on September 16, 1996, and to the South Carolina Department of Transportation Commission on September 19, 1996, and municipal bodies of Horry County on October 3, 1996; and

WHEREAS, the plan presented will provide substantial traffic relief and require participation in the funding package by the citizens of Horry County, as outlined by the proposed implementation of a 1.5 percent hospitality fee for a period of up to 20 years in partnership with the State of South Carolina, who will contribute substantial funding; and

WHEREAS, in order to solve the serious transportation and traffic congestion problems in Horry County, it is essential that the people and governments of Horry County work together harmoniously toward that common goal.

NOW, THEREFORE, BE IT RESOLVED that Myrtle Beach City Council strongly and unanimously support the RIDE Committee Report to Governor David M.

Beasley; and further urges Horry County Council to enact expeditiously the necessary ordinances to implement the RIDE Committee report.

SIGNED AND SEALED this 8th day of October, 1996.

ATTEST:

Joan Grove
JOAN GROVE, CITY CLERK

Robert M. Grissom
ROBERT M. GRISSOM, MAYOR

Rachel Broadhurst
RACHEL BROADHURST, COUNCIL MEMBER

Wilson Cain
WILSON CAIN, COUNCIL MEMBER

Harry Charles
HARRY CHARLES, COUNCIL MEMBER

John Maxwell
JOHN MAXWELL, COUNCIL MEMBER

MS/3
MARK S. McBRIDE, COUNCIL MEMBER

Crain Woods
CRAIN WOODS, COUNCIL MEMBER

R E S O L U T I O N

WHEREAS, transportation problems and traffic congestion present a serious concern for the welfare and public safety, and the future economic development of North Myrtle Beach, Horry County, and the State of South Carolina; and

WHEREAS, the Honorable David M. Beasley, Governor of the State of South Carolina, requested that the Honorable H.B. Limehouse, Chairman of the South Carolina Highway Commission, form a special committee which consisted of nine members and became known as the Road Improvement and Development Effort (R.I.D.E.) Committee to prepare a study on Horry County transportation problems and potential solutions; and

WHEREAS, the R.I.D.E. Committee presented the results of the study to the Governor on September 16, 1996, and to the South Carolina Department of Transportation Commission on September 19, 1996; and

WHEREAS, the plan provides for substantial relief and requires participation in the funding package by the citizens of Horry County to include a 1.5% hospitality fee for a period of up to twenty years in partnership with the State of South Carolina, who will contribute substantial funding; and

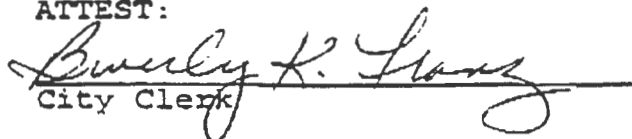
WHEREAS, in order to solve the serious transportation and traffic congestion problem in Horry County it is essential that the people and the governments of Horry County work together harmoniously toward that common goal.

NOW, THEREFORE, BE IT RESOLVED that the North Myrtle Beach City Council support the R.I.D.E. Committee Report to Governor David M. Beasley; and further urges Horry County Council to enact expeditiously the necessary ordinance to implement the R.I.D.E. Committee Report.

DATED at North Myrtle Beach, South Carolina, this 4th day of November, 1996.


Philip S. Tilghman, Mayor

ATTEST:


City Clerk



Resolution

STATE OF SOUTH CAROLINA)
COUNTY OF HORRY)
TOWN OF SURFSIDE BEACH)

IN SUPPORT OF THE
R I D E COMMITTEE
REPORT

WHEREAS, the serious transportation problems and traffic congestion are an ever increasing threat to the public safety and welfare, and the future economic development of Horry County and the State of South Carolina; and,

WHEREAS, the Honorable David M. Beasley, Governor of the State of South Carolina, requested that the Honorable H.B. Limehouse, Chairman of the South Carolina Department of Transportation, form a special committee, which consisted of nine (9) members, and became know as the "Road Improvement and Development Effort" (RIDE Committee), to prepare a study on Horry County transportation problems and potential solutions; and,

WHEREAS, the RIDE Committee considered both short term and long term solutions to the serious transportation problems and traffic congestion on Horry County Roads; and,

WHEREAS, the RIDE Committee presented the results of their study to the Governor on September 16, 1996, and to the South Carolina Department of Transportation Commission on September 19, 1996, and municipal bodies of Horry County on October 3, 1996; and,

WHEREAS, the plan presented will provide substantial traffic relief and require participation in the funding package by the citizens of Horry County, as outlined by the proposed implementation of a 1.5 percent Hospitality Fee for a period of up to twenty (20) years, in partnership with the State of South Carolina, which will contribute substantial funding; and,

WHEREAS, in order to solve the serious transportation and traffic congestion problems in Horry County, it is essential that the people and governments of Horry County work together harmoniously toward that common goal,

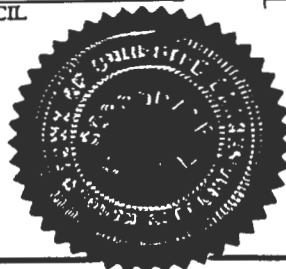
NOW, THEREFORE, BE IT RESOLVED, that the Mayor and Town Council of Surfside Beach strongly and unanimously support the RIDE Committee Report to Governor David M. Beasley, and further urges Horry County Council to expeditiously enact the necessary ordinances to implement the RIDE Committee Report.

SIGNED, SEALED, AND ADOPTED THIS 12th DAY OF October 19 96

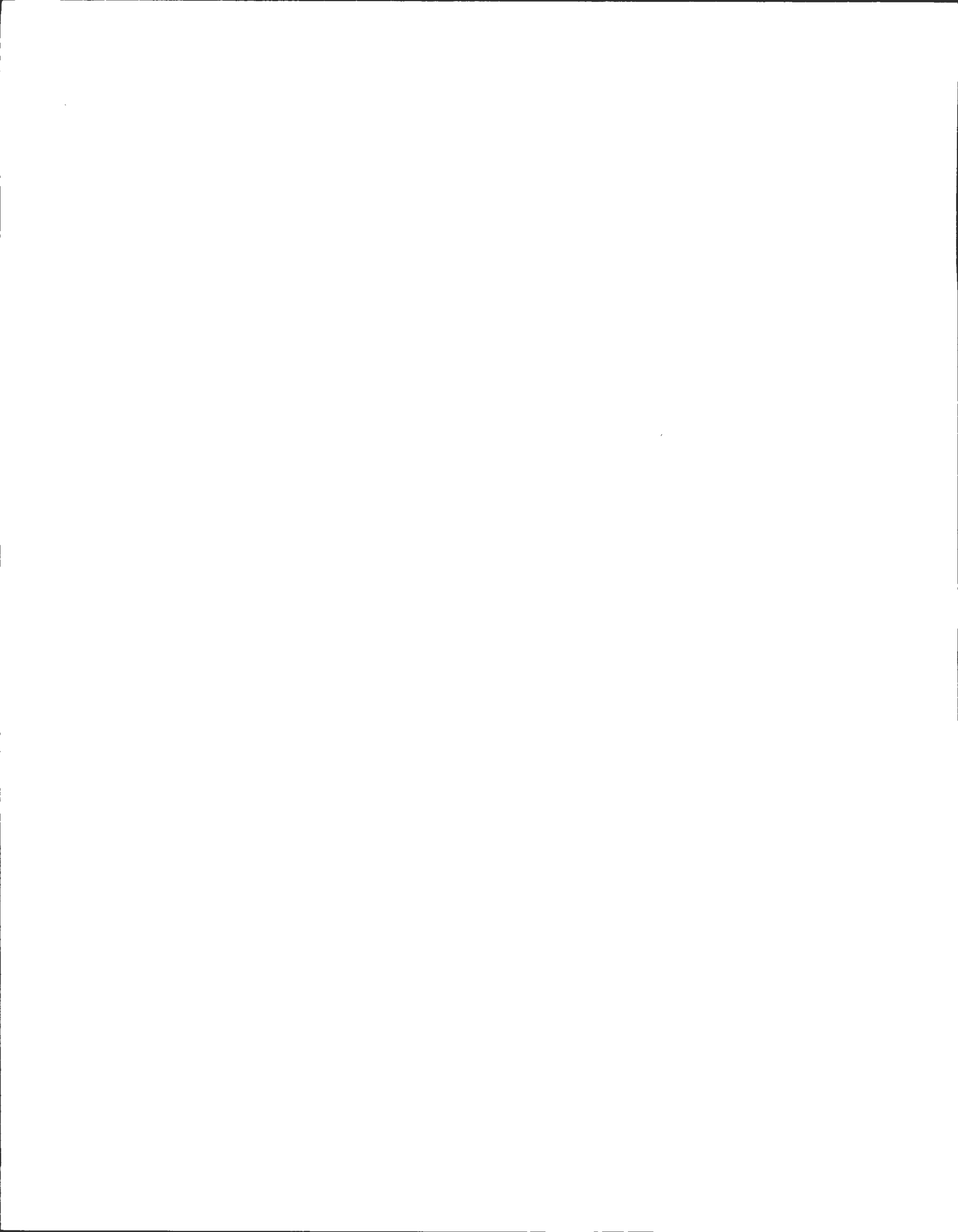
Dick M. Johnson
MAYOR

[Signature]
TOWN COUNCIL
[Signature]
TOWN COUNCIL
[Signature]
TOWN COUNCIL

[Signature]
TOWN COUNCIL
[Signature]
TOWN COUNCIL
[Signature]
TOWN COUNCIL



ATTEST:
[Signature]
TOWN CLERK





OFFICE OF COUNTY ADMINISTRATOR

LINDA G. ANGUS, COUNTY ADMINISTRATOR

October 15, 1997

Mr. Howard "Champ" Covington, Jr., Chairman
South Carolina State Transportation
Infrastructure Bank
P.O. Box 191
Columbia, South Carolina 29202-0191

Dear Mr. Covington,

Horry County is pleased to submit twenty (20) copies of our application to the State Transportation Infrastructure Bank for funding of the Road Improvement and Development Effort (RIDE) Project, which was presented to and approved by Governor David M. Beasley in September 1996, and has been endorsed by all the local governing bodies of Horry County.

Your approval and subsequent financing of this project will be the first step in implementing this much needed infrastructure improvement necessary to sustain the economic viability and growth of the Grand Strand, as well as ensure safe travelways and evacuation routes for tourists and local citizens of Horry County.

It has been brought to our attention that the Bank may consider additional funding to four-lane the Conway Bypass in its entirety. The RIDE project (which two lanes a portion of the Conway Bypass) presented in the application is the plan adopted by the RIDE Committee. This plan was formulated after many meetings, public input and consideration of financial limitations. Any change to the plan presented must be approved by the RIDE Committee.

Horry County would like the Bank to know that, while the completion of the Conway Bypass is very important, it can in no way jeopardize the implementation of the entire RIDE project as presented. Therefore, if the Bank decides to add the additional \$147 million required to four-lane the entire Bypass, the RIDE Committee and the County would agree to that addition of state funds provided the funding for the RIDE project remains intact as presented.

Sincerely,
HORRY COUNTY

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

Linda Green Angus
County Administrator

LGA:sb
ride

Attachments

c: The Honorable John Kost
The Honorable James Frazier
Gary Loftus, RIDE Chairman
Steven S. Gosnell, P.E., Director of Public Works Division
Tanya Quickel, Director of Finance Division