

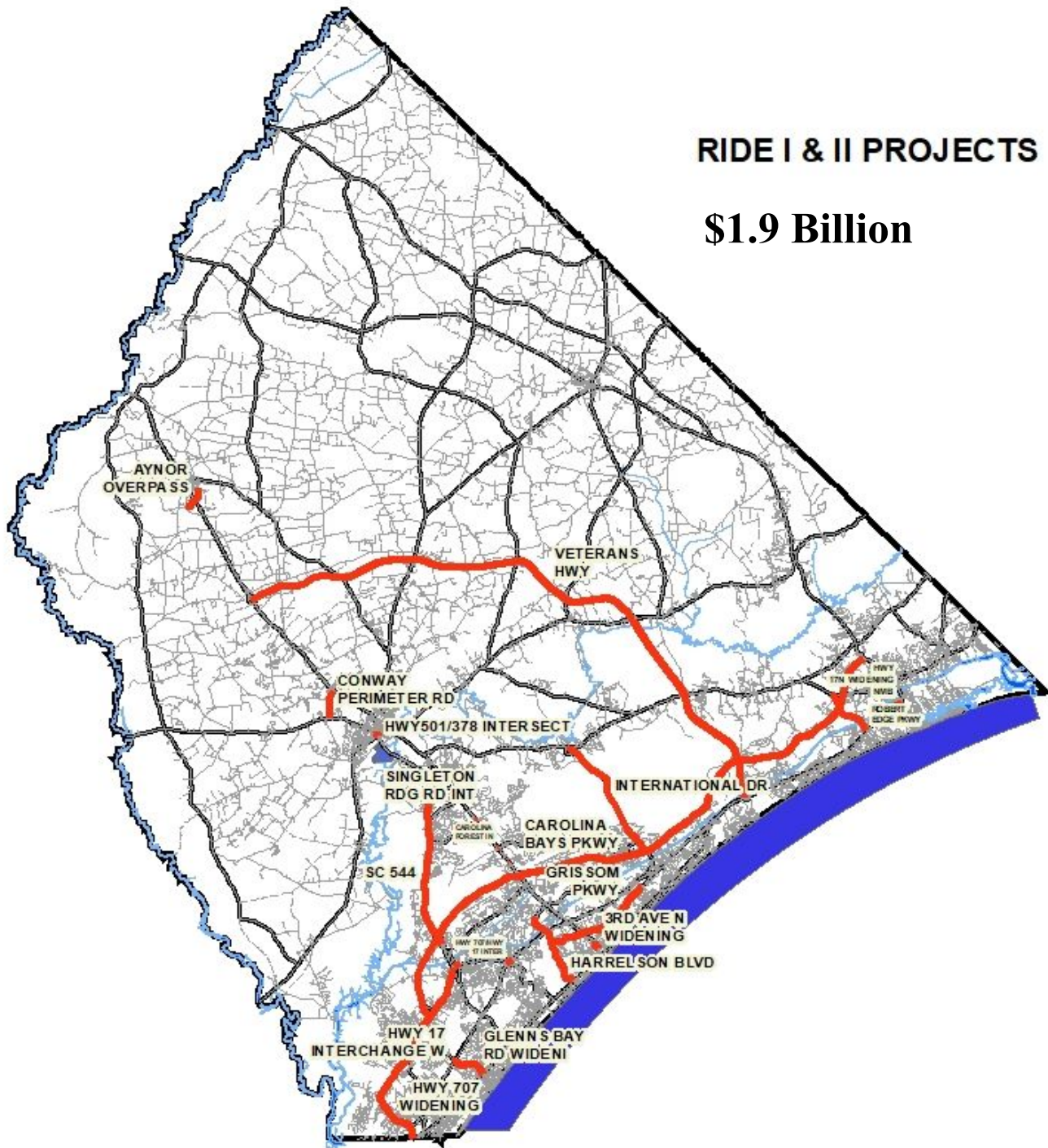
ROAD IMPROVEMENT
DEVELOPMENT EFFORT

RIDE IV



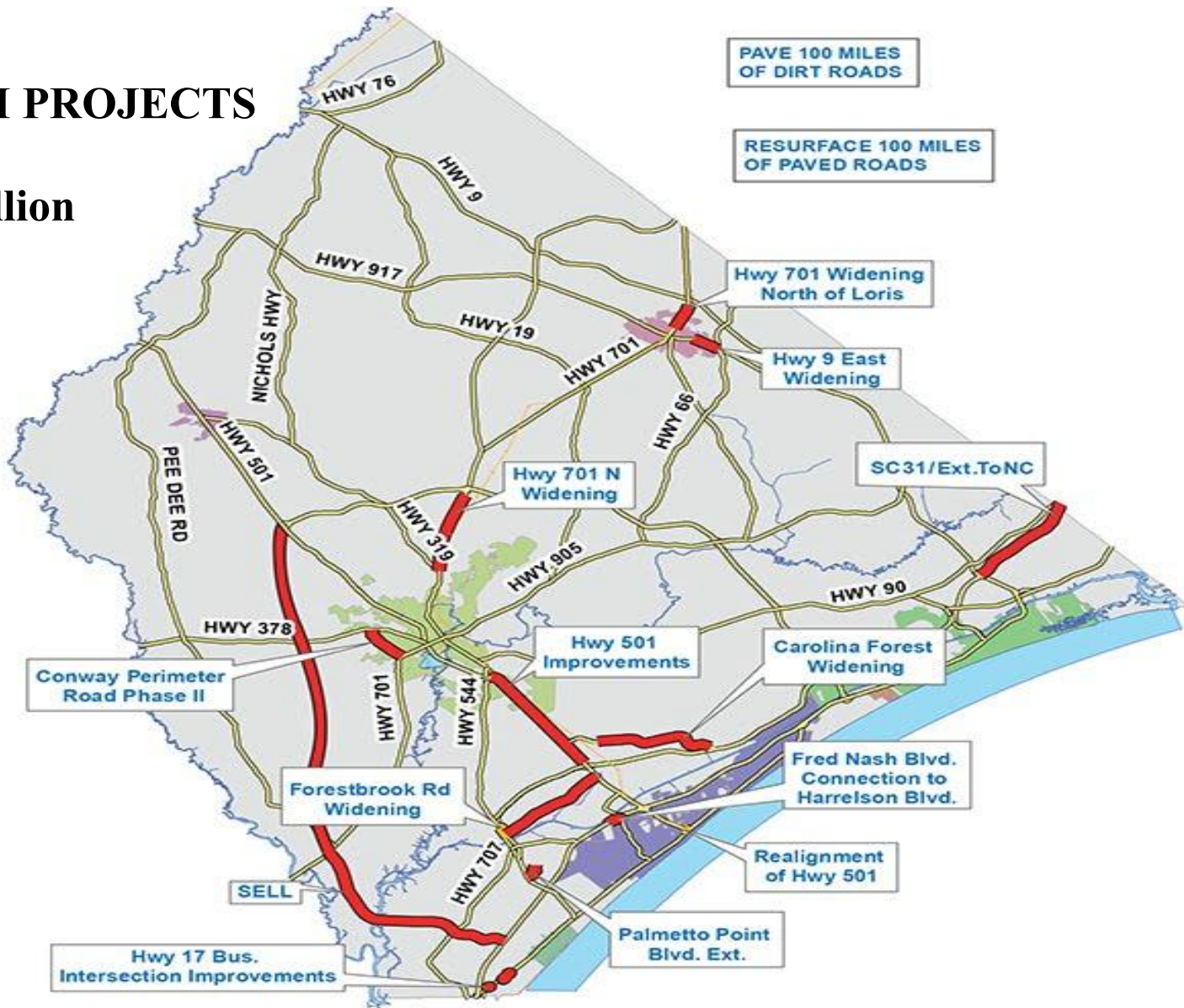
RIDE I & II PROJECTS

\$1.9 Billion



RIDE III PROJECTS

\$800 Million



Road Investment (WHY?)

Current
metropolitan
population at
500,000

Population swells
to in excess of
1,000,000 during
travel season

Consistently
fastest growing
metropolitan area
in the country

Economic
Development /
Tourism

Safety / Evacuation

Maintaining
Sustainable Quality
of Life

Sales Tax Funding (WHY?)

Everyone Pays

Residents

Businesses

Governmental Entities

Non-governmental entities

Tourists (60% of collections)

Horry County Voters

Support for Sales Tax Referendums:

Nov 2022 Education (15 years) 68%

Nov 2016 Capital-Roads (8 years) 69%

Nov 2008 Education (15 years) 67%

Nov 2006 Capital-Roads (8 years) 61%

RIDE III Actual & Projected Revenue

RIDE III Projected Revenues			
	<u>Budget</u>	<u>Actual</u>	<u>Variance</u>
Year 1	69,510,676	75,818,838	6,308,162
Year 2	70,692,358	79,838,737	9,146,379
Year 3	71,894,128	80,074,913	8,180,785
Year 4	73,116,328	92,200,894	19,084,567
Year 5	74,359,306	117,173,127	42,813,822
Year 6	75,623,414	86,137,904	10,514,490
Year 7	76,909,012	87,860,662	10,951,649
Year 8	79,894,778	89,617,875	9,723,097
	<u>592,000,000</u>	<u>708,722,949</u>	<u>116,722,949</u>

4-30-22

Year 6 calculated as an average of Years 3 to 4 and escalated by 2.00% annually in years 7 to 8.

Trailing 12 months ending 9-30-22 = \$121 Million

Ride 4 Proposed Timeline

- **Late Summer 2022 – Spring 2023:** Ride 4 Advisory Committee develops recommendations (prioritized projects) for presentation to the Ride 4 Commission.
Targeted completion date: April 2023
- **Summer 2023:** County Council creates (by Resolution) the Ride 4 Commission as per state law (3 members each appointed by Council & the municipalities; 6 total)
- **Summer 2023 – Early 2024:** Ride 4 Commission develops its recommendations to be presented to Council (projects, prioritization, referendum question)
- **Spring 2024:** County Council enacts an Ordinance imposing the Ride 4 Capital Project Sales Tax, subject to referendum
- **November 2024:** Referendum is conducted by Election Commission / Registration & Elections (public vote on Ride 4 Capital Project Sales Tax)
- **May 1, 2025:** Date of reimposed tax, terminating at the latest on April 30, 2032

RIDE FUNDING SOURCES

RESOLUTION R-71-2022
June 21, 2022

“STUDY POTENTIAL
FUNDING SOURCES
AND NEW SOURCES”

“FORMULATING
SOLUTIONS TO
PROBLEMS AS PART OF
A LONG-TERM PLAN”



Ride 4 - Compiled List of Projects: As Submitted by Ride 4 Advisory Committee Members (Top Three Priorities)

11/10/2022

Proj ID#	Repeated Submittals (same project OR similar project on same road with different limits)	General Project Location	Basic Project Description	Project Descriptions as submitted (verbatim) by Committee Member	Project Priority By Committee Member	Submitted by
1	1, 8, 11	Carolina Forest	River Oaks Drive widening: to 4-lanes with turn lanes at intersections and a multi-purpose path (entire length)	Widen River Oaks Drive including multi-purpose path from intersection of Carolina Forest Blvd to US Highway 501 or where it currently is 4 lane	1	Wayne Gray, Chairman
2	2, 4, 31, 32	Conway	SC 90 widening: to 4-lanes with turn lanes at intersections (between US 501 Business and International Drive)	Widen SC-90 for International Dr. to US 501	2	Wayne Gray, Chairman
3	3, 9, 13, 16, 23, 25, 28, 46	Conway	Lake Busbee Bypass: New bridge and bypass across river between US 701 and SC 544 (immediately south of Conway and Lake Busbee)	Lake Busbee By-pass	3	Wayne Gray, Chairman
4	2, 4, 31, 32	Little River	SC 90 widening: to 4-lanes with turn lanes at intersections (between Edge Parkway and US 17 interchange)	Widening of East HWY 90 from the intersection of Champions BLVD and HWY 90 where the road returns to two lanes continuing to the bridge where a possible third lane and traffic light (to assist traffic exiting hwy 17 onto 90) and an on ramp to HWY 17 would create a flow of traffic from HWY 9 E traveling to the Memorial Gardens Cemetery to return to HWY 17 by way of HWY 90. without congesting HWY 90 to the traffic light where HWY 17 to Little River meet	1	Jolene Puffer
5		Little River	Hwy 57 widening: with turn lanes at intersections (between SC 90 and state line)	HWY 57 would need widening from HWY 90 through Stephens Crossing to the state line. Allowing alternate routes and with the finishing of 31 will aid in traffic movement with current and future development along this route.	2	Jolene Puffer
6		Little River	Hwy 111 / SC 50 improvements: widening to 4 lanes with turn lanes at intersections (between US 17 and Hwy 57)	Identify potential issues with HWY 31 on ramp and off ramp on HWY 111 with impact on traffic in the little river area from these ramps	3	Jolene Puffer
7	7, 12, 30	Myrtle Beach	US 17 Bypass / Grissom Parkway interchange improvements: build cloverleaf ramp (from Grissom Parkway SB to US 17 Bypass NB)	Complete the cloverleaf at the southwest corner of the intersection of Grissom and US17 Bypass in Myrtle Beach	1	Eddie Dyer
8	1, 8, 11	Myrtle Beach	River Oaks Drive widening: to 4-lanes with turn lanes at intersections and a multi-purpose path (entire length)	Widen River Oaks Drive. [#57]	2	Eddie Dyer
9	3, 9, 13, 16, 23, 25, 28, 46	Conway	Lake Busbee Bypass: New bridge and bypass across river between US 701 and SC 544 (immediately south of Conway and Lake Busbee)	Lake Busbee Bypass. [Res. 80-2021]	3	Eddie Dyer

10		Carolina Forest	Gardner Lacy Rd: Extend to International Drive	Gardner Lacy (GL) to Intl Drive (or an alternate travel path to Carolina Forest Blvd (CFB), thru Clear Pond, etc.) to address the ever-growing communities that have Gardner Lacy in the area. Please note, this was included in a previous Ride (Note: Page 1 of the Ride III Advisory List). There have been several past rezoning requests to add MRD housing. Someone is currently surveying this area for potential development. MB National has the potential to close the golf courses which are currently zoned for housing which will again increase traffic levels. There is a potential for 2000+ homes in that area alone (depending on MRD classification). Postal Way cannot handle the current traffic flows. 154 homes are being built as we speak on the Chatham tract along Postal Way with the roundabout. There are rumors to widen Postal Way between CFB & GL, but traffic will still gridlock at either CFB or GL and come thru the Waterford Plantation Development which was not built for increased traffic levels. There are rumors of a future frontage road extending Postal Way to the Atlantic Industrial Park. Traffic is overwhelming now, add eight to ten years and it will be worse. Bo Ives had said at October's Meeting, he would ask Staff to run updated numbers at our Oct 2022 Meeting and recently advised he is withdrawing support, it should still be considered a priority project and, again, was identified in previous RIDE Programs. Past HC Council Members agreed this should be considered in this future Ride funding. Understand there could be push back from Conservation Groups but the building in these areas keeps going on and needs to address for hurricane evacuation routes, wildfire routes, etc. Again, it has been in HC Council radar since RIDE II per previous HC Council Chairs. Clear Pond is building and building (under their previous approved zoning). How does their building not affect wetlands that are a concern for a GL extension? It is the same area.	1	Carole VanSickler
11	1, 8, 11	Carolina Forest	River Oaks Drive widening: to 4-lanes with turn lanes at intersections and a multi-purpose path (entire length)	River Oaks DR – widen to four lanes. Traffic is currently at increased volume and building for the River Oaks Golf Course (even under current Zoning) as well as other developments coming forward will make it worse. People are constantly dealing with issues around Berkshire, Waterway Palms, Carolina Bluffs and more. There have been numerous accidents and school bus issues. Widening will assist overburdened roadways.	2	Carole VanSickler
12	7, 12, 30	Myrtle Beach	US 17 Bypass / Grissom Parkway interchange improvements: build cloverleaf ramp (from Grissom Parkway SB to US 17 Bypass NB)	SC17 Bypass and Robert Grissom Parkway. This is a nightmare road that is hazardous and with all the added building at Grand Dunes and along the City of Myrtle Beach areas needs to be considered and funded.	3	Carole VanSickler
13	3, 9, 13, 16, 23, 25, 28, 46	Conway	Lake Busbee Bypass: New bridge and bypass across river between US 701 and SC 544 (immediately south of Conway and Lake Busbee)	Lake Bushy Bypass, Conway-project links Hwy 544 with Hwy 378	1	Bo Ives
14		Surfside Beach	US 17 Bypass / SC 544 Interchange: Redesign / rebuild interchange (including improvements on adjacent segments of SC 544 and US 17)	Cloverleaf Interchange Hwy 544 and US 17 Bypass, Surfside Beach and Socastee Problem: multiple traffic lights cause cascading traffic backups, especially traffic movements from 544 East to US 17 North. Ultimate solution would be to build a full four leaf interchange to eliminate the need for left turns. Convert current ramps to right only traffic movements.	2	Bo Ives
15	13, 18	Surfside Beach	US 17 Bypass improvements: Intersection improvements and widening (SC 544 to East Coast Honda / Deerfield Links)	Coventry Road and US 17 Bypass, Surfside Beach. Coventry Road suffers from backups from traffic entering US 17. Traffic from Beaver Run Blvd, Hickman Road, Heathmuir Dr, Southwood Dr, and Westferry Crossing all feed into Coventry Road, with new development being added. There is considerable congestion as traffic approaches US 17.	3	Bo Ives
16	3, 9, 13, 16, 23, 25, 28, 46	Conway	Lake Busbee Bypass: New bridge and bypass across river between US 701 and SC 544 (immediately south of Conway and Lake Busbee)	Proposed Lake Busbee Bypass & Bridge: I received quite a few comments (and a detailed proposal) on this proposed project. For some time, the "SELL Road" project has been discussed, and I believe should remain an active project. However, I believe the proposal for a new Lake Busbee Bypass and Bridge may provide many benefits for a large area of the County - including a new evacuation route for South Strand residents, at (apparently) a significantly lesser cost. I think this project deserves our careful consideration, and should be a priority.	1	Reese Boyd, III

17		Little River	SC 31 / Carolina Bays Parkway (extend from SC 9 to NC)	Hwy 31 Extension: Multiple comments received regarding Highway 31. I think the extension of Hwy. 31 to the NC State line (assuming NC remains committed to connecting to Hwy 31 at the SC state line) will be a project that will benefit many in the County, and I feel that it should remain a priority.	2	Reese Boyd, III
18	15, 18	Murrells Inlet	US 17 Bypass improvements: Intersection improvements and widening (Inlet Sq Dr / Tournament Blvd to County line)	Hwy 17 Bypass/ Tournament Blvd: As the Representative for District 5 on the RIDE IV Committee, many of the comments I received were focused on Hwy 17 Bypass, and in particular the interchanges at Inlet Square Mall Drive and Tournament Blvd. Traffic delays in these areas are significant.	3	Reese Boyd, III
19		Socastee	Big Block Road widening: Widen to 4 lanes (SC 544 to SC 707)	#24 The widening of Big Block Road	1	Steven Neeves
20		Socastee	Scipio Lane extension: Connect / extend to Big Block Road and improve existing road to Holmestown Rd	#3 the connecting of Scipio Lane to Big Block Rd	2	Steven Neeves
21		Socastee	SC 707 connector improvements: Improve SC 707 / SC 707 connector intersection	#38 Improvement to Hwy 707 Connector	3	Steven Neeves
22		Conway	Bicycle / pedestrian connection between CCU and Downtown Conway - use existing roads and rail trail and / or new Busbee Bypass	for bicycle connection from CCU to downtown Conway in addition to 5 sq mi "bike district" around CCU campus; This could be done via the existing roads (bike lanes established on 501 bypass and business), the proposed rail with trail system (existing railroad corridor but add a multiuse path/this has been supported by both City of Conway/CCU/City of Myrtle Beach), and could be done via Busbee Bypass (would link up CCU/wildlife refuge/and downtown Conway).	1	Gina Mishoe
23	3, 9, 13, 16, 23, 25, 28, 46	Conway	Lake Busbee Bypass: New bridge and bypass across river between US 701 and SC 544 (immediately south of Conway and Lake Busbee)	Busbee Bypass: Makes sense given Perimeter Rd placement (would start where perimeter road ends at 701 South); It gives an alternative to SELL which is better than just saying NO to SELL; Less environmental impacts (would not impact refuge) than SELL; Would protect Backsport (and hopefully not impact Sandridge any more than what is already proposed with Perimeter Rd, Perimeter Rd. is a done deal, is happening); Provides that bicycle link from CCU to downtown Conway (including bike lanes/would need to be sure this is included in design); Gives evacuation route during floods/allows 501 bypass to be raised-repaired; Alleviates local traffic-won't increase tourist traffic (like SELL); Will not create sprawl (like SELL); Is supported by some local politicians and conservationists; Uses existing ROW for road (would need to make sure it sticks to ROW); Lower price to build than SELL.	2	Gina Mishoe
24		Conway	Pitch Landing Road widening: to 4 lanes with turn lanes at intersections (between Pauley Swamp / Willow Springs and US 701)	Pitch Landing Road from Pauley Swamp/Willow Springs Rd to Hwy 701	3	Gina Mishoe
25	3, 9, 13, 16, 23, 25, 28, 46	Conway	Lake Busbee Bypass: New bridge and bypass across river between US 701 and SC 544 (immediately south of Conway and Lake Busbee)	Lake Busby bypass (another route across Waccamaw).	1	David Ellis
26		Conway	Myrtle Ridge Drive widening: to 4-lanes with turn lanes at intersections (between US 501 and SC 544 - limited widening through Castlewood); includes intersection improvements at SC 544 (additional turn lanes)	Widen Myrtle Ridge Drive from 501 to 544.	2	David Ellis
27		Conway/Myrtle Beach	US 501: Convert to limited access freeway (from Conway / Waccamaw River Bridge to SC 31)	Hwy 501 overpass in median from Hwy 31 to Waccamaw River utilizing existing 501 as on/off ramps (to match Hwy 31 to Waterway).	3	David Ellis
28	3, 9, 13, 16, 23, 25, 28, 46	Conway	Lake Busbee Bypass: New bridge and bypass across river between US 701 and SC 544 (immediately south of Conway and Lake Busbee)	Lake Busbee Bypass	1	Delan Stevens
29	29, 43	Loris	US Hwy 701 widening: to 4-lanes with turn lanes at intersections (SC 9 / Airport Road to state line)	4 lane 701 from Hwy 9 to NC line	2	Delan Stevens
30	7, 12, 30	Myrtle Beach	US 17 Bypass / Grissom Parkway interchange improvements: complete missing cloverleaf ramp (from Grissom Parkway SB to US 17 Bypass NB)	Complete SW portion of Grissom and Hwy 17	3	Delan Stevens
31	2, 4, 31, 32	Conway	SC 90 widening: to 4-lanes with turn lanes at intersections (between International Drive and S-31 / Monaca Dr)	Widen Hwy 90 from International Drive to Old Hwy 31 including the elevation of the flood prone areas at Tilley Swamp and Jones Big Swamp.	1	Pam Creech
32	2, 4, 31, 32	Conway	SC 90 widening: to 4-lanes with turn lanes at intersections (between US 501 Business and International Drive)	Widen Hwy 90 from International Drive to Hwy 501 Business including elevation of the flood prone area at Steritt Swamp.	2	Pam Creech
33		Conway	S-31 / Red Bluff Rd improvements: Widen shoulders / safety improvements (SC 90 to Loris)	Resurface and construct 2' paved shoulders on both Red Bluff Road from Loris to Hwy 905 and Old Hwy 31 from Hwy 905 to Hwy 90	3	Pam Creech
34	34, 52	Aynor	US 501 at Aynor Overpass: Build interchange ramps	On off ramps Hwy 501 at aynor overpass	1	Sam Johnson
35	35, 53	Aynor	US 501 at SC 319: Build acceleration lane	319 and hwy 501 intersection	2	Sam Johnson

36	36, 54	Aynor/Conway	US 501 at SC 22: Build ramp (from EB SC 22 to US 501 south)	Eastbound turn lane to Conway over hwy 501 at the end of Hwy 22; That is a dangerous place with 22 ending there	3	Sam Johnson
37	37, 40	North Myrtle Beach	US Highway 17 in Windy Hill: Widening the road to accommodate dual left turn at intersections (need project limits)	US Highway 17 in Windy Hill: Widening the road to accommodate dual left turn at intersections; Cost estimate is \$10,700,000	1	Jay Baldwin
38	38, 41	North Myrtle Beach	Long Bay and Water Lilly Road: Construct new two-lane road to include shared use path (between Champions Blvd extension and Water Tower Rd?)	Long Bay and Water Lilly Road: Construct new two-lane road to include ECG; Cost estimate \$7,000,000	2	Jay Baldwin
39	39, 42	North Myrtle Beach	Little River Neck Road: Widen to three lanes to include bike/pedestrian lane with traffic circle at Hill Street (between Hill Street and end of SCDOT maintenance)	Little River Neck Road: Widen to three lanes to include bike/pedestrian lane with traffic circle at Hill Street; Cost Estimate \$18,300,000	3	Jay Baldwin
40	37, 40	North Myrtle Beach	US Highway 17 in Windy Hill: Widening the road to accommodate dual left turn at intersections (need project limits)	US highway 17 in Windy Hill: MTP Project # 97; Cost Estimate \$10,700,000; Widening the road to accommodate dual left turn at intersections	1	Benjy Hardee
41	38, 41	North Myrtle Beach	Long Bay and Water Lilly Road: Construct new two-lane road to include shared use path (between Champions Blvd extension and Water Tower Rd?)	Long Bay Road and Water Lilly Road: MTP Project # 99;75; Cost Estimate \$7,000,000; construct new two-lane road to include ECG and raised median	2	Benjy Hardee
42	39, 42	North Myrtle Beach	Little River Neck Road: Widen to three lanes to include bike/pedestrian lane with traffic circle at Hill Street (between Hill Street and end of SCDOT maintenance)	Little River neck Road; MTP Project # 74; Cost Estimate: \$18,300,000; Widen to three lanes to include bike/pedestrian lane with traffic circle at Hill Street	3	Benjy Hardee
43	29, 43	Loris	US Hwy 701 widening: to 4-lanes with turn lanes at intersections (SC 9 / Airport Road to state line)	U.S. 701 North from Airport Road (S-26-665) to the North Carolina State Line, approximately 3.0 miles. Upgrade to four lanes. U.S. Highway 701 is the major highway used by tourists from North Carolina to connect to the S.C. Highway 9 By-Pass to reach the North Myrtle Beach area. The tourist traffic, coupled with the already heavy local traffic, creates bumper to bumper lines of traffic during peak travel times making turns into residences and businesses located along the highway challenging. This will tie directly into the widening and improvements of U.S. Highway 701 from the City of Loris to the U.S. Highway 701 & S.C. Highway 9 interchange that are being done as part of the Ride III initiative.	1	Ronald Fowler
44		Loris	US Hwy 701 widening: to 4-lanes with turn lanes at intersections (SC 22 / Airport Road to Loris) to Meadow St	U.S. Highway 701 South from the City of Loris to S.C. Highway 22. Upgrade to four lanes. U.S. Highway 701 carries a tremendous number of vehicles each day to include local residents of Northern Horry County traveling to Conway and other area for work and a number of tourists who travel from North Carolina and other Northern areas using S.C. Highway 410 to U.S. Highway 701 South to connect with S.C. Highway 22. During peak traffic hours, congestion, slow speeds and the inability to pass slower traffic safely are obstacles drivers face each day. The road surface is also worn in several areas.	2	Ronald Fowler
45		Loris	Walnut Street corridor improvements (between US 701 and SC 9 Bus / Main St) - includes intersection improvements at US 701	Walnut Street in the City of Loris from its Eastern intersection with S.C. Highway 9 Business (Main Street) to its Western intersection with U.S. Highway 701 (Broad Street). Upgrades to include resurfacing and improvements at the intersection of U.S. Highway 701. Walnut Street has become the preferred route for some tourists who desire to travel through Loris on their way to, or from, North Myrtle Beach. Using Walnut Street allows drivers to avoid the traffic lights and congestion in downtown Loris, especially at the intersection of S.C. Highway 9 Business and U.S. Highway 701 in the heart of Loris. The City of Loris has received a grant through Horry County and the American Rescue Plan in the amount of \$500,000.00 to replace water lines in the Walnut Street and Main Street sections of Loris. Upgrading Walnut Street simultaneously with the water line replacement would serve the interests of both residents of the City of Loris and the tourist who chose to travel through Loris via Walnut Street.	3	Ronald Fowler
46	3, 9, 13, 16, 23, 25, 28, 46	Conway	Lake Busbee Bypass: New bridge and bypass across river between US 701 and SC 544 (immediately south of Conway and Lake Busbee)	Additional Bridge Across the Waccamaw; There are three options that have been pitched for new bridge locations: Hwy 319 extended to connect to International; The Busbee Bypass; and, the Southern Evacuation Lifeline in Bucksport. Any of these would benefit the City and we would be in full partnership with the County by supporting any, not needing it to be within the City limits; Price tag for a bridge is likely \$500 million; Environmental reviews could take years	1	Brandon Harrelson

47		Conway	US Hwy 501 @ US 701: Extend overpass & improve interchange (construct new ramps to 3rd Ave and Marina Drive)	Extending 501 Bypass Overpass; This would allow for 3rd Avenue to connect to New Road and provide for pedestrian connection; Also may help with flood relief if extension was bridged part way or had additional culverts added; Would include Marina Drive exit directly from 501 Bypass, allowing for better access to downtown and riverfront and helping with the redevelopment of the Grainger site; Because of the 3rd Avenue connection, may allow for better access from southbound 501 bypass as well	2	Brandon Harrelson
48		Conway	US Hwy 501 / Church Street: Access management (16th Ave to Cultra Rd)	Access Management on Church Street from 16 th Avenue to Cultra Road; Area between 16th and Mill Pond very dangerous with center turn lane, number of curb cuts and congestion; Increasing number of serious accidents near high school; Area around Walmart has a number of new developments coming and it is already one of the more dangerous sections of roadway; Solution is unclear, but would likely call for a reduction in curb cuts, reduced median cut/crossing ability, consideration of frontage roads or secondary access points	3	Brandon Harrelson
49		Myrtle Beach	Kings Highway: Improve US Highway 17 from Farrow Parkway to 31st Avenue North (GSATS corridor study: access management, streetscape and complete streets / multimodal improvements)	Kings Highway: Improve US Highway 17 from Farrow Parkway to 31st Avenue North in accordance with the Grand Strand Area Transportation Study (GSATS) Kings Hwy Corridor Study. The access management, streetscape and complete streets-focused project considers multimodal improvements along the corridor as recommended within the report. The project considers the construction of two of the five districts - Southern Entrance District (Farrow Pkwy to 17th Avenue South) and Downtown District (17th Avenue South to 31st Avenue North)	1	Mark Lazarus
50		Myrtle Beach	Seaboard Street: between US 501 and Mr. Joe White Avenue; include multimodal facilities between the intersections of Mr. Joe White Ave to Oak Forest Lane	Seaboard Street: Widen Seaboard St between Us 501 and Mr. Joe White Avenue to include multimodal facilities needed to provide connectivity along the corridor from the intersections of Mr. Joe White Ave to Oak Forest Lane	2	Mark Lazarus
51		Myrtle Beach	38th Avenue North widening: between Robert Grissom Parkway and Kings Highway; include multimodal facilities	38th Avenue North: Widen 38th Avenue North between Robert Grissom Parkway and Kings Highway to include multimodal facilities needed to provide connectivity along the corridor.	3	Mark Lazarus
52	34, 52	Aynor	US 501 at Aynor Overpass: Build interchange ramps	On/off ramps to Hwy 501 from Aynor overpass	1	Michael Dorman
53	35, 53	Aynor	US 501 at SC 319: Build acceleration lane	Acceleration lane at Hwy 319 and Hwy 501 intersection	2	Michael Dorman
54	36, 54	Aynor-Conway	US 501 at SC 22: Build ramp (from EB SC 22 to US 501 south)	Eastbound ramp needed at Hwy 22 and Hwy 501 intersection to merge traffic	3	Michael Dorman