

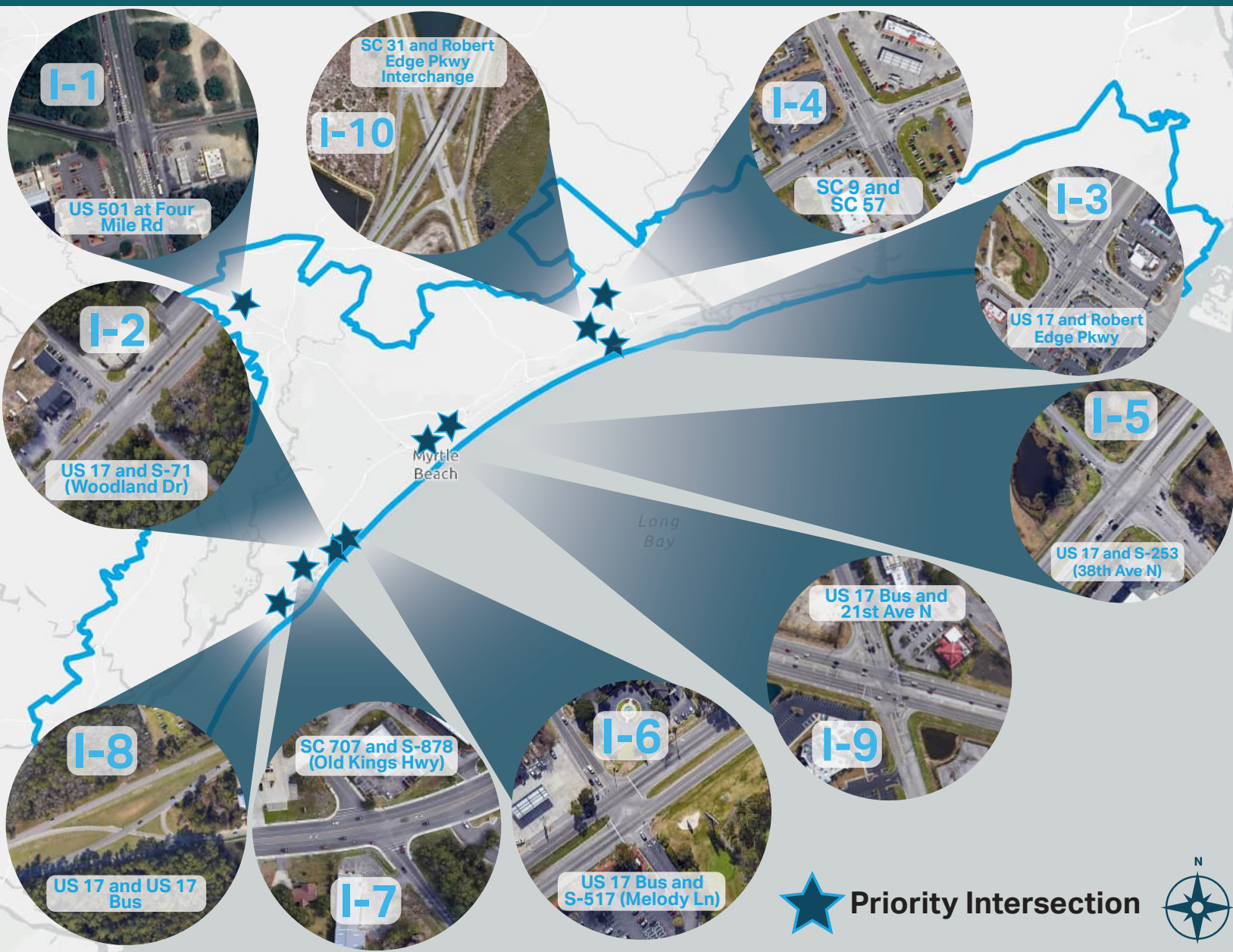


Appendix G

Priority Project Intersection and Corridor Cut-Sheets, Concepts, and Renderings

Priority Intersections

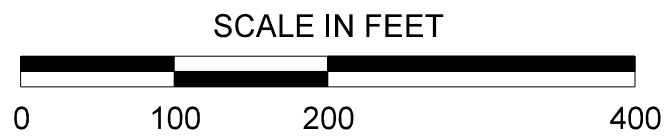
Intersections			
ID	County	Municipality	Location
1	Horry	Conway	US 501 at Four Mile Road
2	Horry		US 17 and S-71 (Woodland Dr)
3	Horry	North Myrtle Beach	US17 and Robert Edge Pkwy
4	Horry		SC 9 and SC 57
5	Horry	Myrtle Beach	US 17 and S-253 (38th Ave N)
6	Horry	Surfside Beach	US 17 Bus and S-517 (Melody Lane)
7	Georgetown		SC 707 and S-878 (Old Kings Hwy)
8	Georgetown		US 17 and US 17 Bus
9	Horry	Myrtle Beach	US 17 and 21st Ave S
10	Horry	North Myrtle Beach	SC 31 and Robert Edge Pkwy Interchange





Intersection 1

US 501 at Four Mile Road (S-548)



SCALE IN FEET





US 501

Four Mile Road

US 501

Four Mile Road



US 501

Four Mile Road

Four Mile Road

US 501

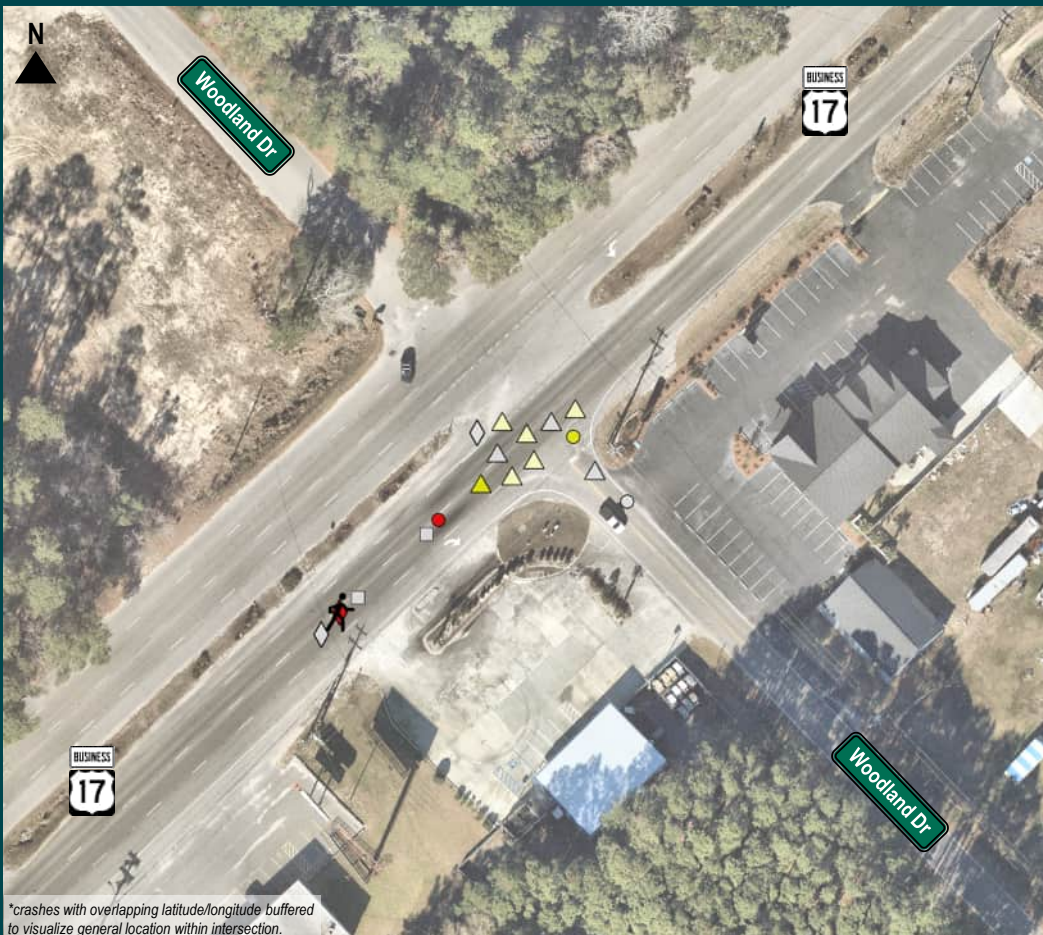


Intersection 2

US 17 and Woodland Dr (S-71)

¹CRF = Crash Reduction Factor
²Cost = Estimated
³B/C = Benefit/Cost Ratio

Location: US 17 Business & S-71/Woodland Drive (33.596189°, -78.998693°)



MANNER OF COLLISION		SEVERITY	PEDESTRIAN/BIKE	
Angle	▲	Fatal (K)	Pedestrian	
Rear End	●	Incapacitating Injury (A)		
No Collision w/ Motor Vehicle	◆	Non-Incapacitating Injury (B)	Bike	
Sideswipe	■	Possible Injury (C)		
Head On	★	Property Damage Only (O)		
Other/Unknown	●			

Unit	Fatal (K)	Incapacitating Injury (A)	Non-Incapacitating Injury (B)	Possible Injury (C)	Property Damage Only (O)	Total
Vehicle	1	0	2	5	8	16
Ped/Bike	1	0	0	0	0	1
Day	0		1	2	7	10
Night	2	0	1	3	1	7

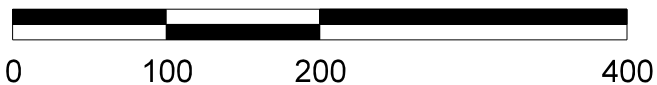
Major Street Minor Street	US 17 Business S-71/Woodland Drive
Functional Classification (Major Minor)	Principal Arterial Major Collector
Cross-Section (Major Minor)	4-Lane Divided 2-Lane Undivided
Posted Speed Limit (Major Minor)	45 mph 30 mph
Estimated 2023 AADT (Major Minor)	32,300 vpd 1,600 vpd
Jurisdiction	Horry County
Schools Within ½ Mile?	Yes
Within Justice40 (J40) Area?	No

	Countermeasure	CRF ¹	Cost ²	B/C ³
	Provide positive offset for left-turn lanes along US 17 Business	35.6%	\$400,000	2.68
	Formalize southbound right-turn lane along US 17 Business with a bulb-out to eliminate the continuous right-turn lane through the intersection.	59.0%	\$10,000	4.97
	Install intersection lighting on each corner.	28.0%	\$40,000	>100
	Install a signal at the intersection if warranted.	44.0%	\$250,000	74.3
	If a signal is installed, install exclusive left-turn lanes along the S-71/Woodland Drive approaches.	47.0%	\$450,000	<1.0
	If a signal is not warranted or installed, install a reduced conflict intersection (RCI) such that left-turns from US 17 Business are permitted but left-turns from S-71 and Woodland Drive are not permitted.	34.8%	\$450,000	1.47

TOTAL ESTIMATED COST \$1,150,000 (Signal)
 \$490,000 (RCI)



SCALE IN FEET





US 17 Business

Woodland Drive

Woodland Drive

US 17 Business

Woodland Drive

US 17 Business

US 17 Business

Woodland Drive





Intersection 3

US 17 and Robert Edge Pkwy/Main St

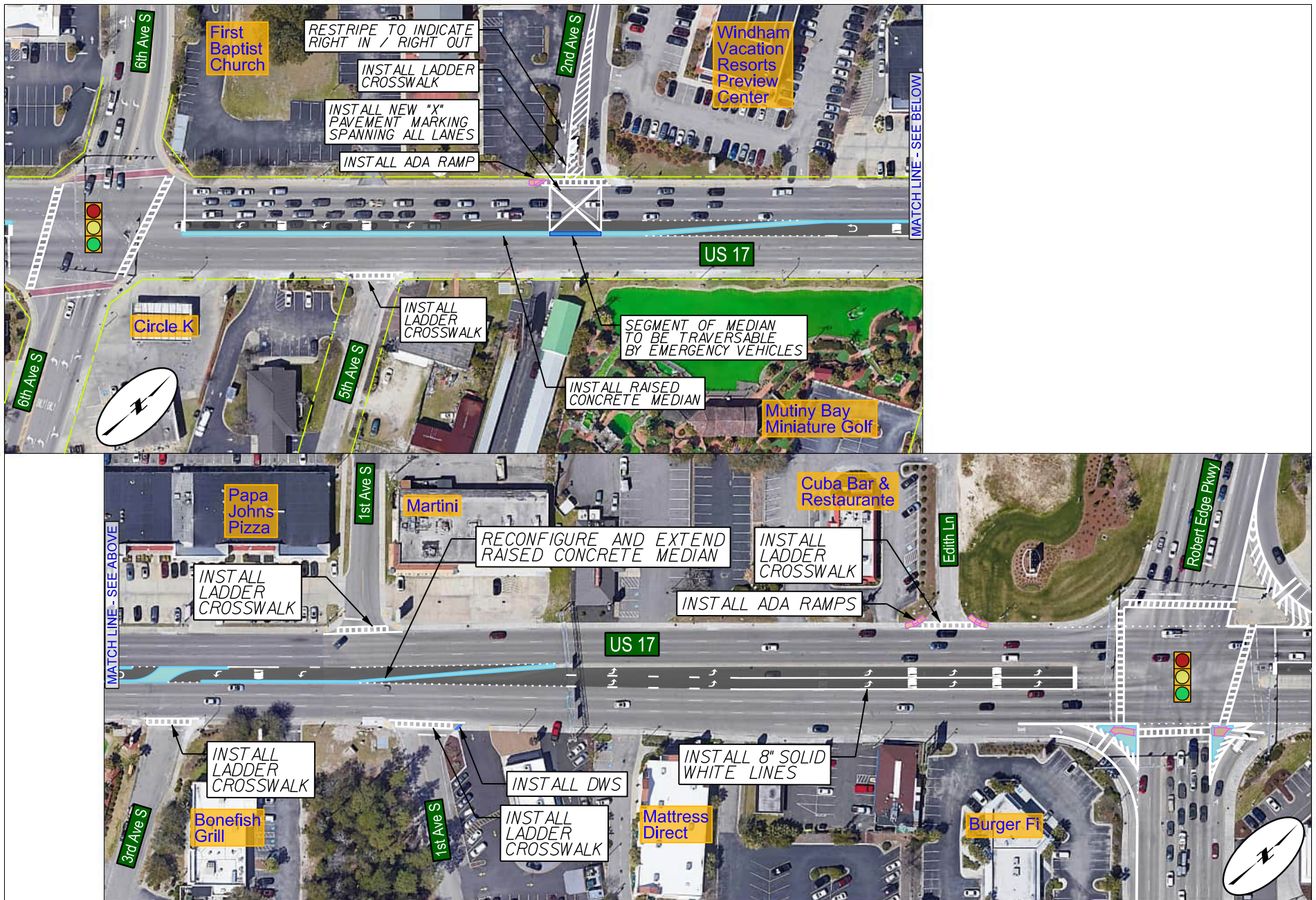


Figure 10 - US 17 from 6th Avenue S to Robert Edge Parkway

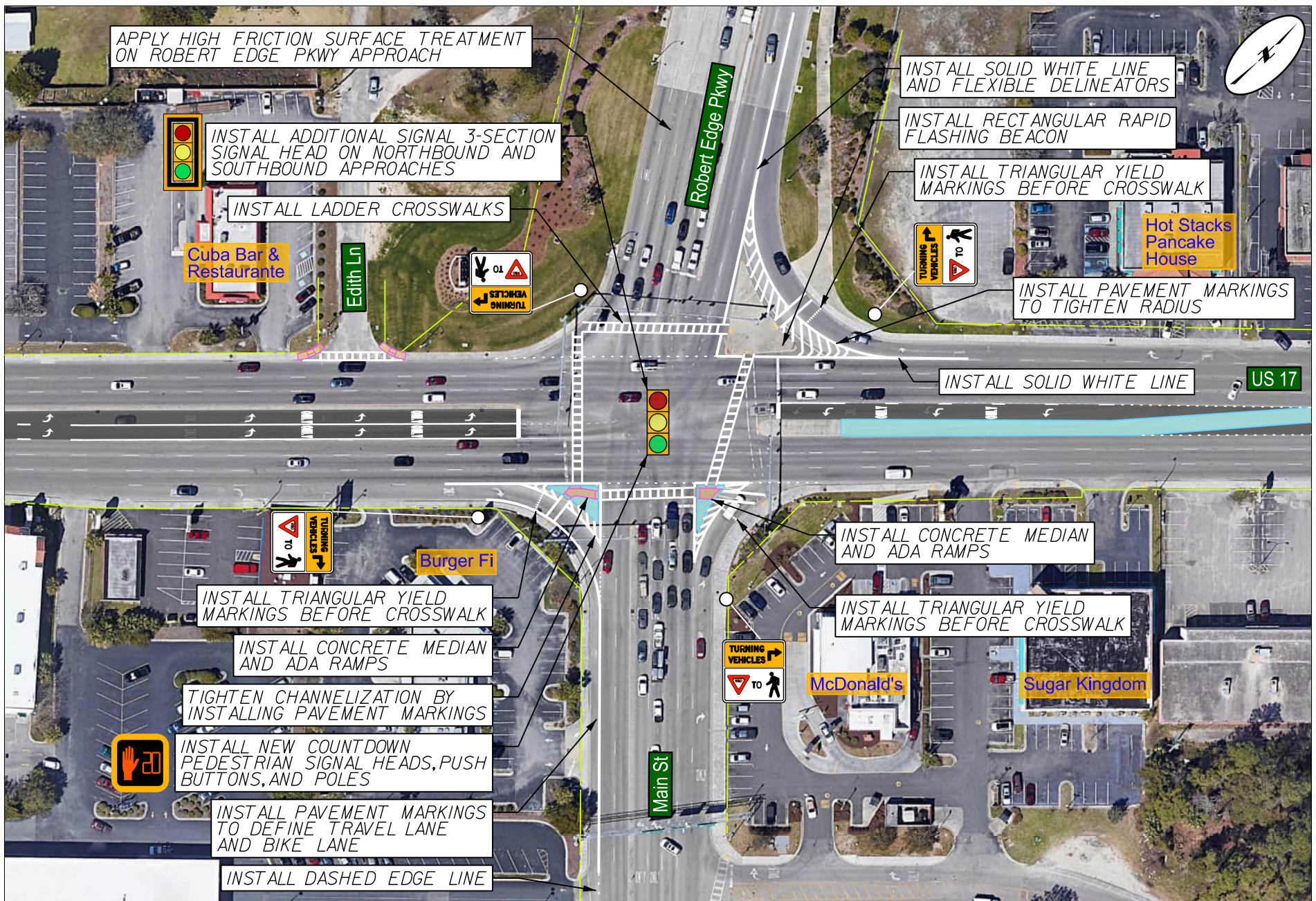


Figure 11 - US 17 at Robert Edge Parkway



Figure 12 - US 17 from Robert Edge Parkway to 2nd Ave N

Robert Edge Parkway

US 17

US 17

Robert Edge Parkway





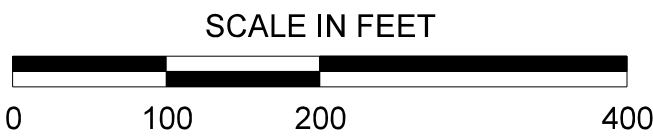
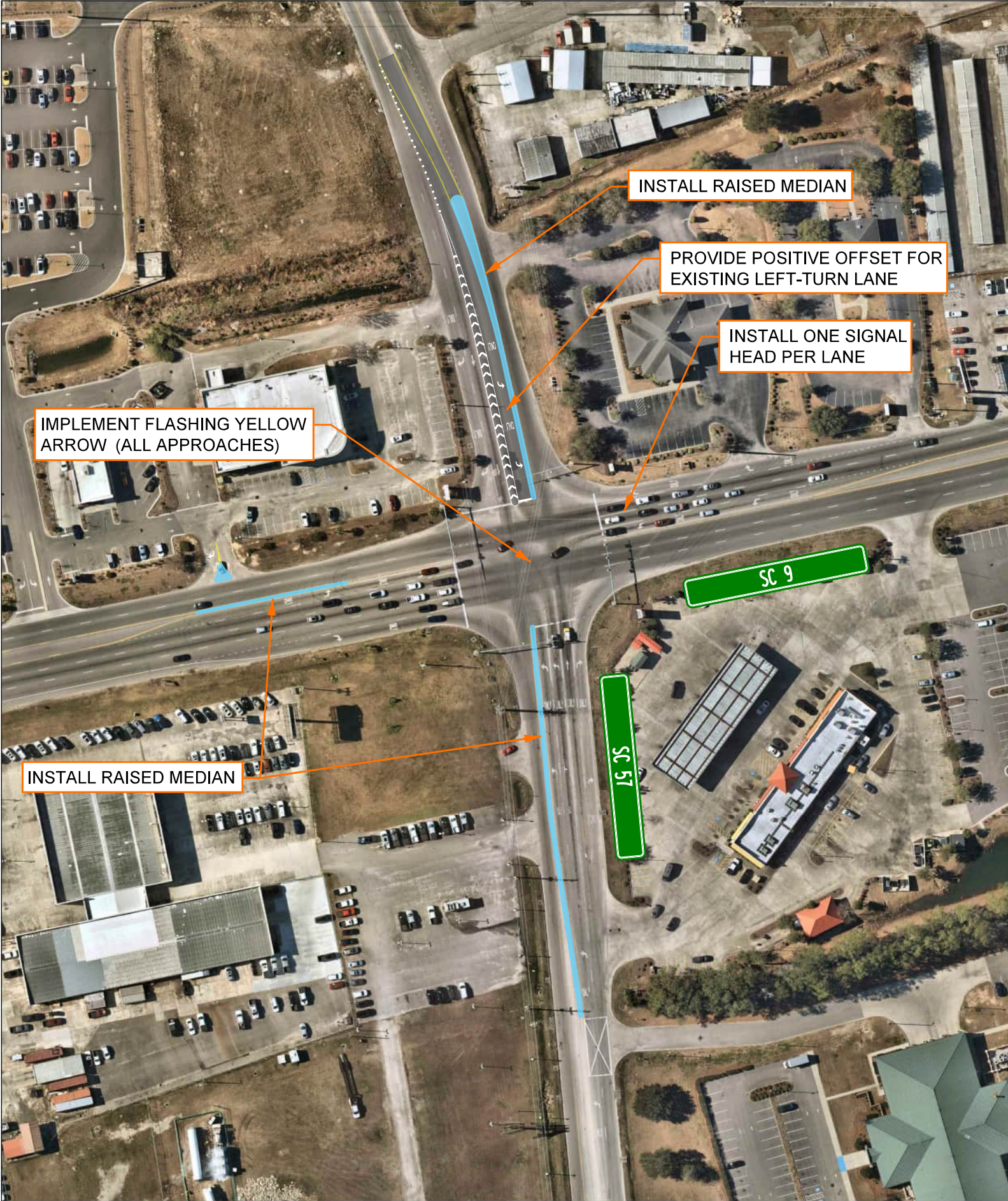
US 17

Robert Edge Parkway



Intersection 4

SC 9 and SC 57







Intersection 5

US 17 and 38th Ave N (S-263)

¹CRF = Crash Reduction Factor
²Cost = Estimated
³B/C = Benefit/Cost Ratio

Location: US 17 & S-263/38th Ave N (33.728235°, -78.869763°)



MANNER OF COLLISION		SEVERITY	PEDESTRIAN/BIKE	
Angle	▲	Fatal (K)	Pedestrian	
Rear End	●	Incapacitating Injury (A)		
No Collision w/ Motor Vehicle	◆	Non-Incapacitating Injury (B)	Bike	
Sideswipe	■	Possible Injury (C)		
Head On	★	Property Damage Only (O)		
Other/Unknown	●			

Type	Fatal (K)	Incapacitating Injury (A)	Non-Incapacitating Injury (B)	Possible Injury (C)	Property Damage Only (O)	Total
Vehicle	2	2	12	18	99	133
Ped/Bike	0	0	0	0	0	0
Day	1	1	3	13	71	89
Night	1	1	9	5	28	44

Major Street Minor Street	US 17 S-263/38 th Ave N
Functional Classification (Major Minor)	Principal Arterial Minor Arterial
Cross-Section (Major Minor)	4-Lane Divided 4-Lane Divided
Posted Speed Limit (Major Minor)	45 mph 35 mph
Estimated 2023 AADT (Major Minor)	46,800 vpd 8,300 vpd
Jurisdiction	Horry County City of Myrtle Beach
Schools Within ½ Mile?	No
Within Justice40 (J40) Area?	Yes

Countermeasure	CRF ¹	Cost ²	B/C ³
 Install additional signal heads to ensure one signal head per lane.	9.85%	\$3,000	44.4
 Install intersection lighting on each corner.	28.0%	\$40,000	>100
 Change from 5-section "doghouse" protected/permmissive left turn to flashing yellow arrow protected/permmissive left turn	6.6%	\$6,000	>100
 Extend left turn lane storage (100' each) along mainline	45.0%	\$200,000	N/A
 Remove informal northbound acceleration lane along US 17 departing the intersection	43.6%	\$15,000	88
 Remove informal southbound acceleration lane along US 17 departing the intersection	43.6%	\$12,000	>100
 Install signal ahead signage with flasher at both approaches along US 17	25.5%	\$5,000	>100
 Install high-visibility crosswalks at all legs of the intersection.	40.0%	\$2,500	N/A
 Install new sidewalk connection along Arundel Road to the next adjacent parallel roadway (Wild Iris Drive)	40.2%	\$48,000	N/A

TOTAL ESTIMATED COST \$331,500



SCALE IN FEET





Arundel Road

US 17

38th Ave N

US 17





38th Ave N

US 17

US 17

Arundel Road



Intersection 6

US 17 Bus and Melody Lane (S-517)



PROVIDE POSITIVE OFFSET FOR EXISTING LEFT-TURN LANE

INSTALL HIGH VISIBILITY CROSSWALKS

US 17 Business

PROVIDE POSITIVE OFFSET FOR EXISTING LEFT-TURN LANE

Melody Lane

PROVIDE POSITIVE OFFSET FOR EXISTING LEFT-TURN LANE

REMOVE PAVEMENT TO FORMALIZE ACCESS AND ELIMINATE CONTINUOUS RIGHT-TURN LANE THROUGH THE INTERSECTION

SCALE IN FEET



US 17 Business

Melody Lane

US 17 Business

Melody Lane





Melody Lane

US 17 Business

US 17 Business

Melody Lane





Intersection 7

SC 707 and Old Kings Hwy (S-878)

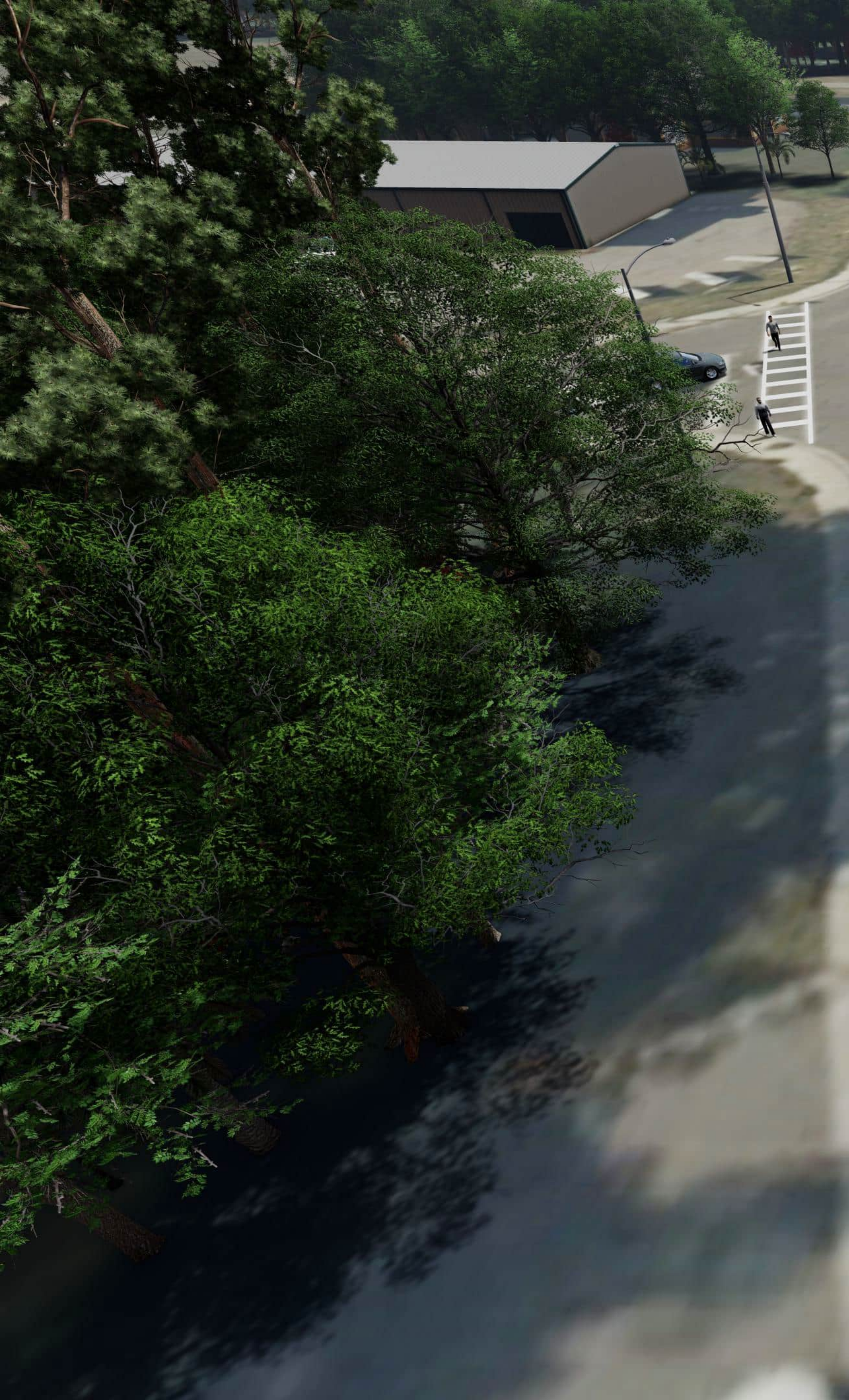


SCALE IN FEET



Old Kings Highway

SC 707



SC 707

Old Kings Highway





Intersection 8

US 17 and US 17 Bus



An aerial photograph of a road intersection. A two-lane road runs diagonally from the bottom left towards the top right. It intersects with a road that runs horizontally across the top of the image. A third road branches off to the right from the diagonal road. Several vehicles are visible on the roads. Crash locations are marked with colored symbols: yellow triangles, orange triangles, red triangles, and white diamonds. A north arrow is located in the top left corner of the image. A text box in the bottom left corner contains the following text: "*crashes with overlapping latitude/longitude buffered to visualize general location within intersection".

MANNER OF COLLISION		SEVERITY		PEDESTRIAN/BIKE	
Angle	▲	Fatal (K)		Pedestrian	
Rear End	●	Incapacitating Injury (A)			
No Collision w/ Motor Vehicle	◆	Non-Incapacitating Injury (B)		Bike	
Sideswipe	■	Possible Injury (C)			
Head On	★	Property Damage Only (O)			
Other/Unknown	●				

Unit	Fatal (K)	Incapacitating Injury (A)	Non-Incapacitating Injury (B)	Possible Injury (C)	Property Damage Only (O)	Total
Vehicle	1	5	1	6	7	20
Ped/Bike	0	0	0	0	0	0
Day	1	3	1	3	5	13
Night	0	2	0	3	2	7

Major Street Minor Street	US 17 US 17 Business
Functional Classification (Major Minor)	Principal Arterial Minor Arterial
Cross-Section (Major Minor)	4-Lane Divided 2-Lane Undivided
Posted Speed Limit (Major Minor)	55 mph 45 mph
Estimated 2023 AADT (Major Minor)	41,600 vpd 4,300
Jurisdiction	Georgetown County
Schools Within ½ Mile?	No
Within Justice40 (J40) Area?	Yes

Countermeasure	CRF ¹	Cost ²	B/C ³
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Install a signal at the currently stop-controlled intersection of US 17 and US 17 Business with signal ahead and flasher signage assembly along US 17 northbound approach and along US 17 Business westbound approach.

44.0%	165.000	84.31
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Install lighting at the intersection

28.0% \$20,000 40.0

TOTAL ESTIMATED COST \$185,000



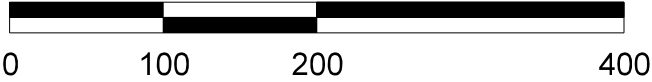
INSTALL TRAFFIC SIGNAL

INSTALL SIGNAL AHEAD WITH
FLASHER SIGNAGE ASSEMBLY

INSTALL INTERSECTION LIGHTING

INSTALL SIGNAL AHEAD WITH
FLASHER SIGNAGE ASSEMBLY

SCALE IN FEET



US 17 Business

US 17



US 17 Business

US 17





Intersection 9

US 17 and 21st Avenue S

Location: US 17 & 21st Ave N (33.716491°, -78.891352°)



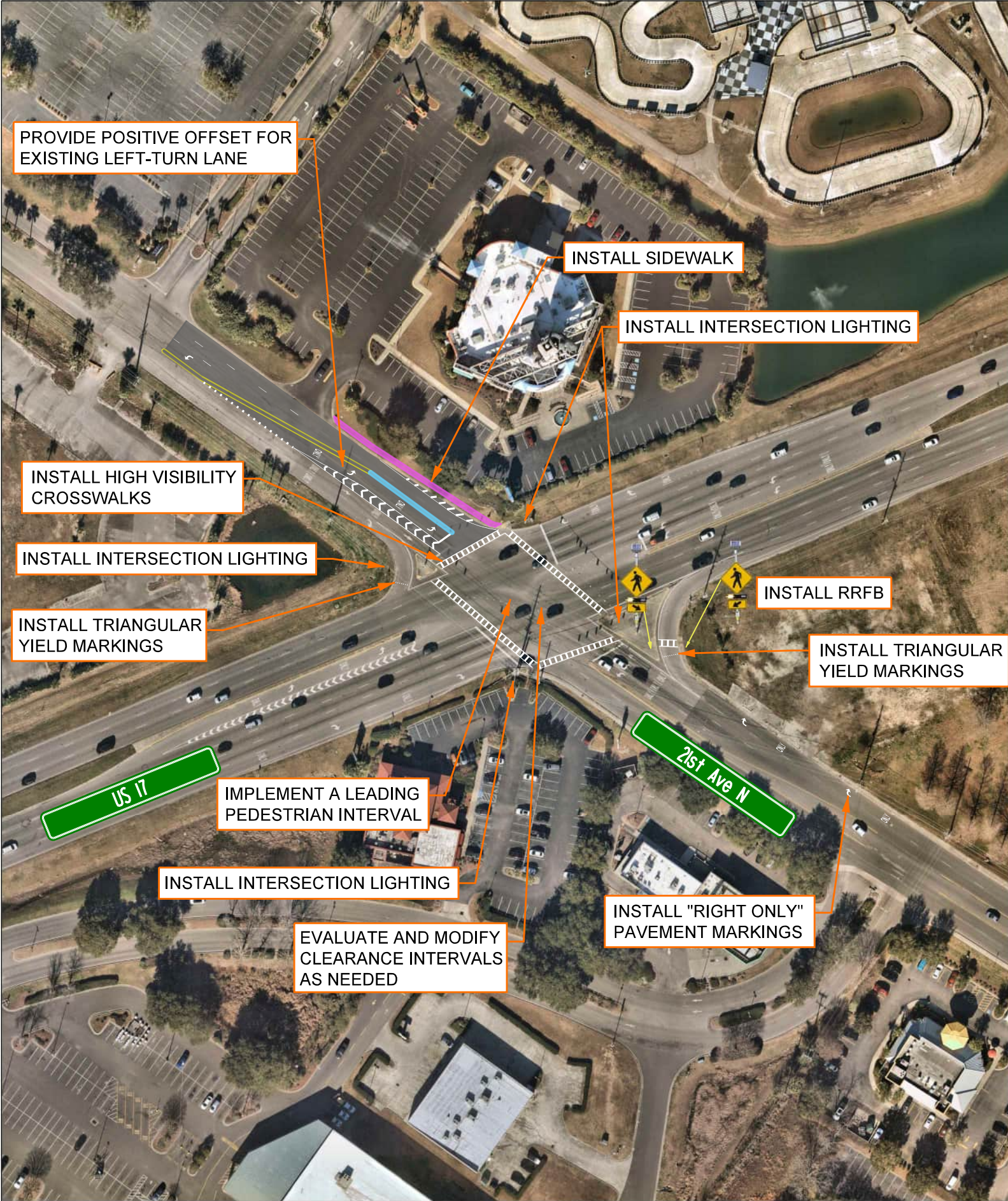
MANNER OF COLLISION		SEVERITY	PEDESTRIAN/BIKE	
Angle	▲	Fatal (K)	Pedestrian	
Rear End	●	Incapacitating Injury (A)		
No Collision w/ Motor Vehicle	◆	Non-Incapacitating Injury (B)	Bike	
Sideswipe	■	Possible Injury (C)		
Head On	★	Property Damage Only (O)		
Other/Unknown	●			

Unit	Fatal (K)	Incapacitating Injury (A)	Non-Incapacitating Injury (B)	Possible Injury (C)	Property Damage Only (O)	Total
Vehicle	1	5	10	22	127	165
Ped/Bike	1	1	0	0	0	2
Day	1	4	4	13	100	122
Night	1	2	6	9	27	45

Major Street Minor Street	US 17 21 st Ave N
Functional Classification (Major Minor)	Principal Arterial Minor Arterial
Cross-Section (Major Minor)	6-Lane Divided 5-Lane (w/TWLT)
Posted Speed Limit (Major Minor)	50 mph 45 mph
Estimated 2023 AADT (Major Minor)	19,900 vpd 14,300 vpd
Jurisdiction	Horry County City of Myrtle Beach
Schools Within ½ Mile?	No
Within Justice40 (J40) Area?	Yes

	Countermeasure	CRF ¹	Cost ²	B/C ³
	Install high visibility ladder style crosswalks on all approaches.	40.0%	\$2,500	>100
	Install sidewalk along north side of 21 st Ave N in the northeast quadrant of the intersection	40.2%	\$20,000	>100
	Install RRFB at the channelized right-turn for the WB (21 st Ave N) approach.	69.0%	\$22,000	>100
	Install triangular yield markings at both channelized right turns.	20.0%	\$2,000	12.65
	Implement a leading pedestrian interval.	19.0%	\$4,000	>100
	Evaluate yellow and red clearance intervals and modify as necessary.	8.0%	\$1,500	>100
	Add pavement markings to indicate that the WB approach (21 st Ave N) outer lane is right-turn only.	3.0%	\$2,500	38.45
	Shift eastbound left-turn lane (along 21 st Ave N) to the north improve sight distance and provide positive offset – reducing the departing number of lanes along 21 st Ave N to one lane	45.0%	\$20,000	20.85
	Install lighting at the intersection.	28.0%	\$40,000	>100

TOTAL ESTIMATED COST \$114,500



PROVIDE POSITIVE OFFSET FOR EXISTING LEFT-TURN LANE

INSTALL SIDEWALK

INSTALL INTERSECTION LIGHTING

INSTALL HIGH VISIBILITY CROSSWALKS

INSTALL INTERSECTION LIGHTING

INSTALL TRIANGULAR YIELD MARKINGS

INSTALL RRFB

INSTALL TRIANGULAR YIELD MARKINGS

US 17

IMPLEMENT A LEADING PEDESTRIAN INTERVAL

21st Ave N

INSTALL INTERSECTION LIGHTING

EVALUATE AND MODIFY CLEARANCE INTERVALS AS NEEDED

INSTALL "RIGHT ONLY" PAVEMENT MARKINGS

SCALE IN FEET



US 17

21st Ave N

US 17





21st Ave N

US 17

US 17

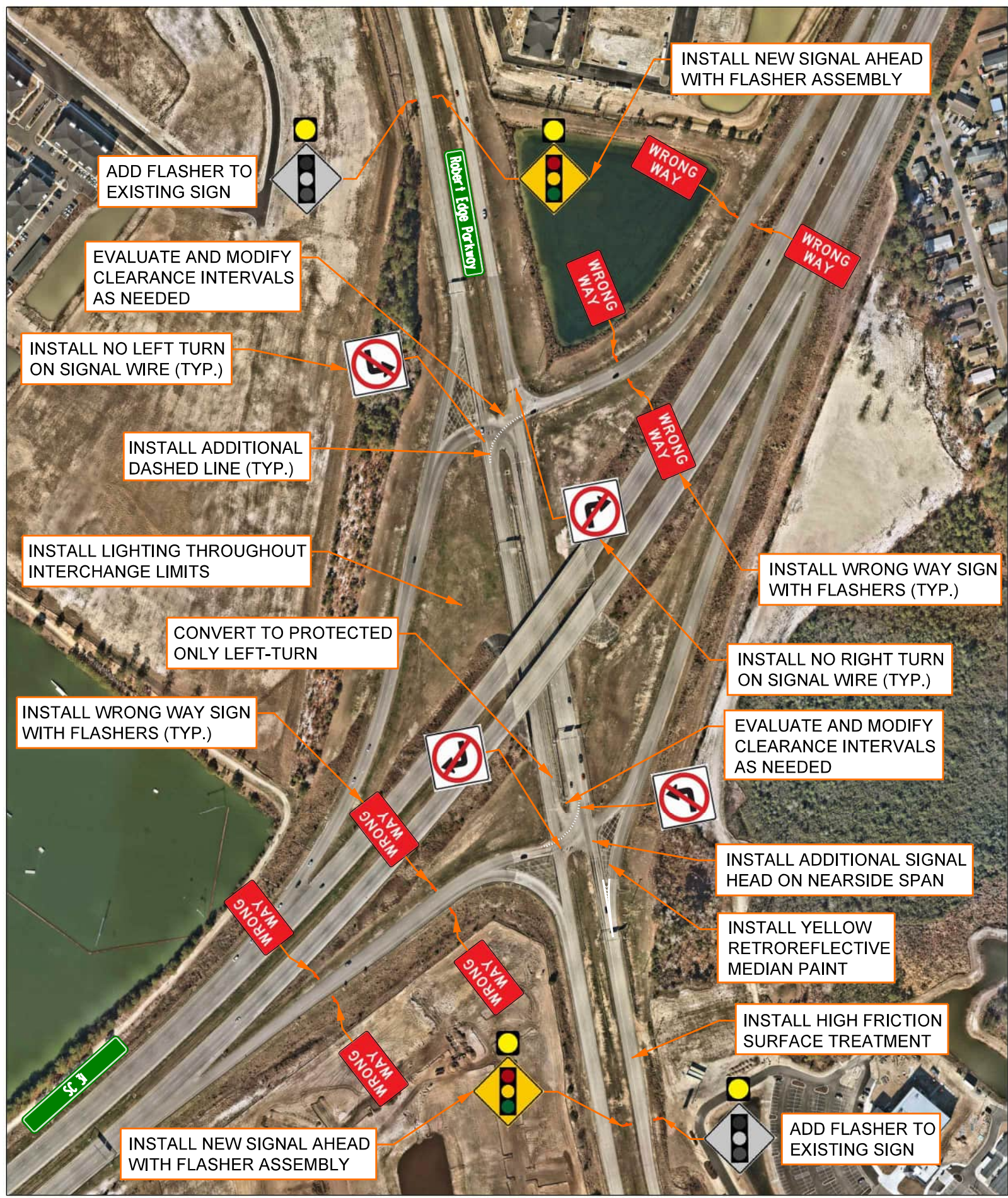


21st Ave N



Intersection 10

SC 31 and Robert Edge Pkwy Interchange

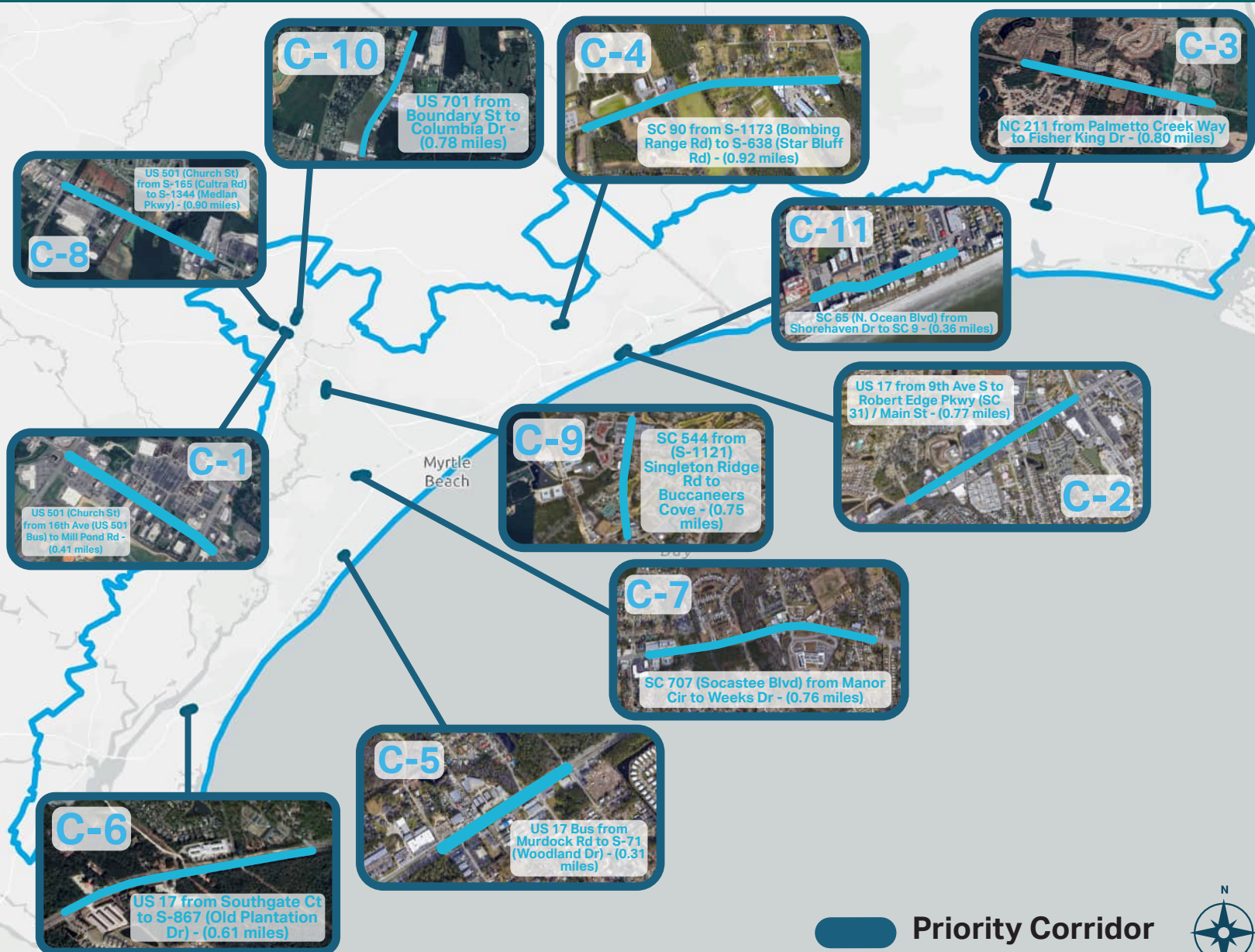


SCALE IN FEET



Priority Corridors

Intersections			
ID	County	Municipality	Location
1	Horry	Conway	US 501 (Church St) from 16th Ave (US 501 Bus) to Mill Pond Rd - (0.41 mi)
2	Horry	North Myrtle Beach	US 17 from Robert Edge Pkwy (SC 31)/Main St to 9th Ave S - (0.77mi)
3	Brunswick		NC 211 from Palmetto Creek Way to Fisher King Dr - (0.80 mi)
4	Horry		SC 90 from S-1173 (Bombing Range Rd) to S-638 (Star Bluff Rd) - (0.92 mi)
5	Horry		US 17 Bus from Murdock Rd to S-71 (Woodland Dr) - (0.61 mi)
6	Georgetown	Conway	US 17 from Southgate Ct to S-867 (Old Plantation Dr) - (0.61 mi)
7	Horry		SC 707 (Socastee Blvd) from Manor Cir to Weeks Dr - (0.76 mi)
8	Horry		US 501 (Church St) from S-165 (Cultra Rd) to S-1344 (Medlan Pkwy) - (0.90 mi)
9	Horry	Conway	US 501 (Church St) from (S-1121) Singleton Ridge Rd to Buccaneers Cove - (0.75 mi)
10	Horry		US 701 from Boundary Street to Columbia Dr (0.78 mi)
11	Horry	North Myrtle Beach	SC 65 N. Ocean Blvd from Shorehaven Dr to SC9 (0.36 mi)

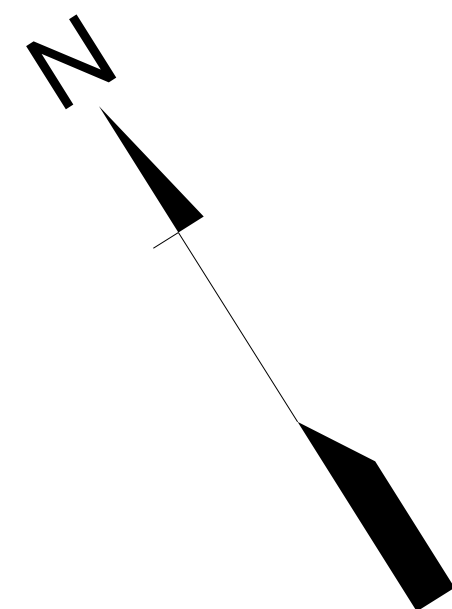




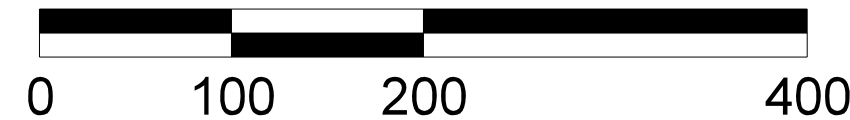
Corridor 1

US 501 (Church St) from 16th Ave (US 501 Bus) to Mill Pond Rd – (0.41 mi)

CONCEPTUAL SAFETY IMPROVEMENTS
US 501 (CHURCH STREET)
12/16/2024



SCALE IN FEET



LEGEND

- PAVEMENT
- PROPOSED SIDEWALK
- PROPOSED RAISED MEDIAN
- EXISTING TRAFFIC SIGNAL



Point of View



Existing



C-1



Corridor 1 - US 501 (Church St) from 16th Ave (US 501 Bus) to Mill Pond Rd – (0.41 mi)

Proposed





Corridor 2

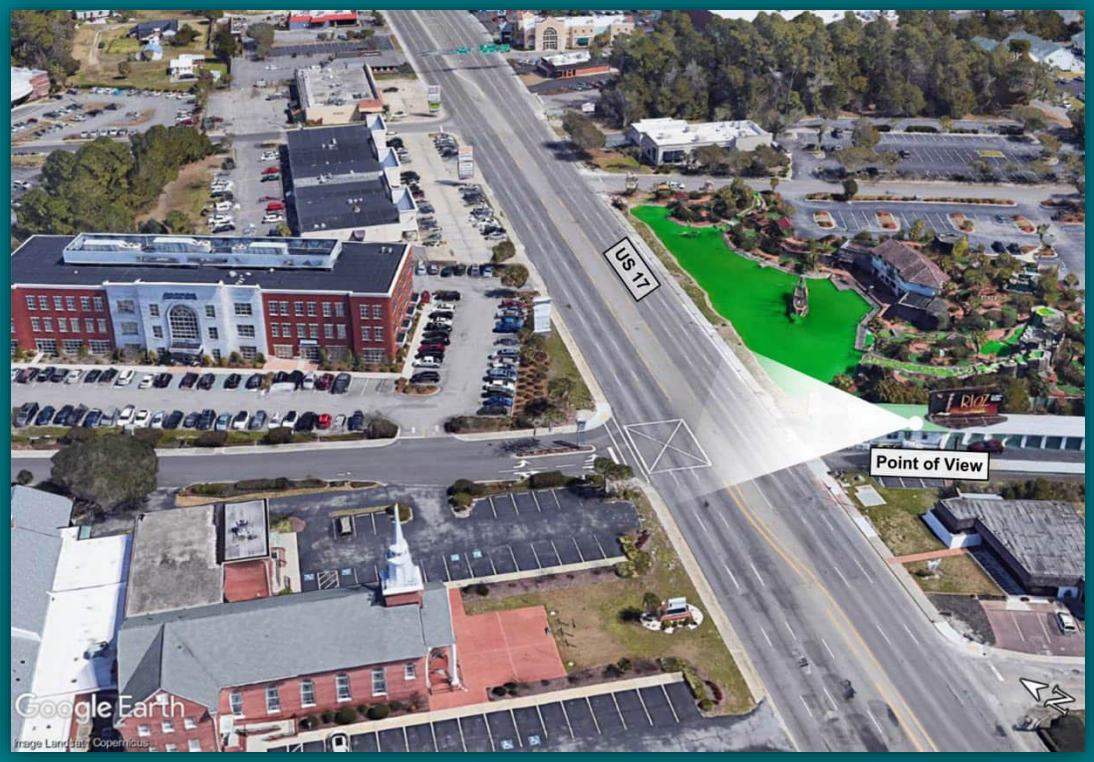
US 17 from Robert Edge Pkwy (SC 31) /Main St to 9th Ave S - (0.77 mi)

C-2



Corridor 2 - US 17 from Robert Edge Pkwy (SC 31) /Main St to 9th Ave S - (0.77 mi)

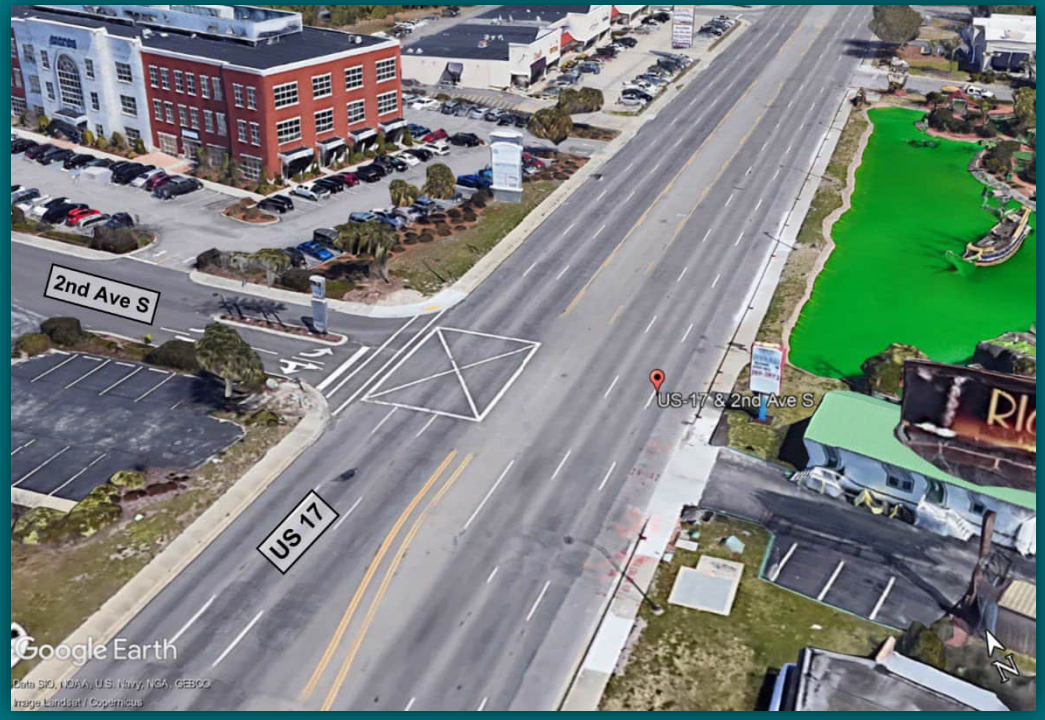
Point of View



Proposed



Existing

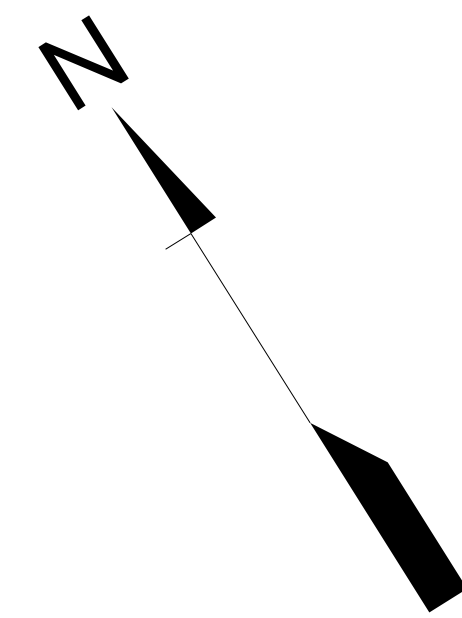




Corridor 3

NC 211 from Palmetto Creek Way to
Fisher King Dr - (0.80 mi)

CONCEPTUAL SAFETY IMPROVEMENTS
NC 211 (SOUTHPORT-SUPPLY ROAD)
12/16/2024



SCALE IN FEET



Point of View



Existing



Corridor 3 - NC 211 from Palmetto Creek Way to Fisher King Dr - (0.80 mi)

Proposed





Corridor 4

SC 90 from S-1173 (Bombing Range Rd) to S- 638 (Star Bluff Rd) – (0.92 mi)

CONCEPTUAL SAFETY IMPROVEMENTS

SC 90
12/16/2024



Point of View



Existing



C-4



Corridor 4 - SC 90 from S-1173 (Bombing Range Rd) to S- 638 (Star Bluff Rd) – (0.92 mi)

Proposed

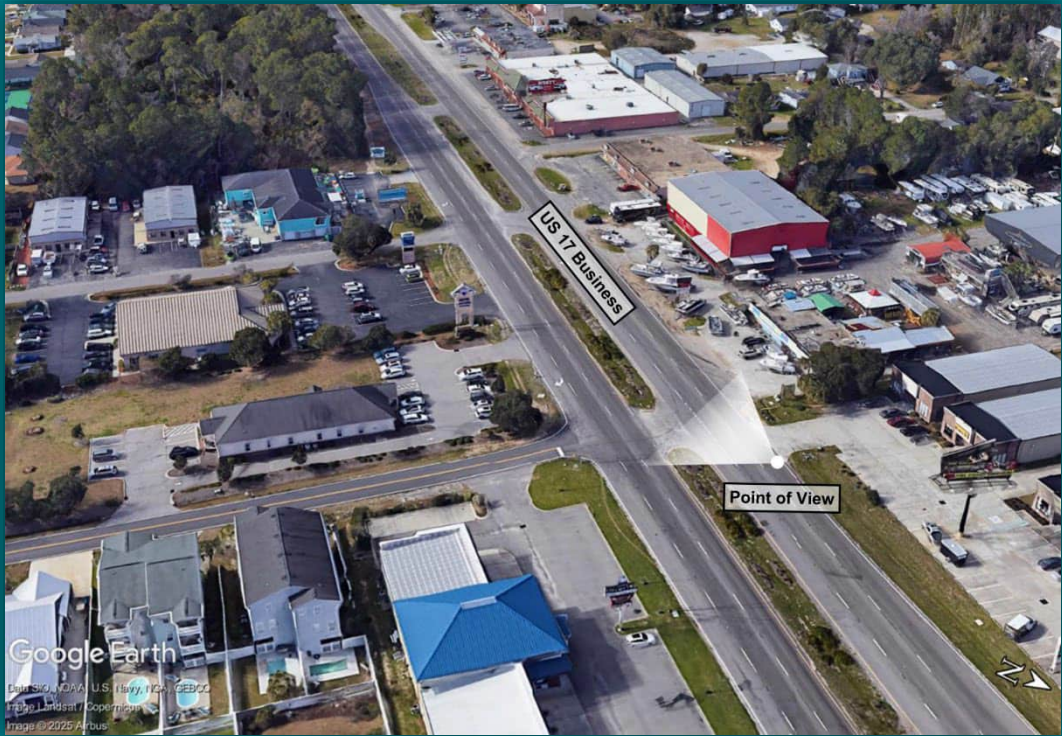




Corridor 5

US 17 Bus from Murdock Rd to S-71
(Woodland Dr) – (0.31 mi)

Point of View



Existing



C-5



Corridor 5 - US 17 Bus from Murdock Rd to S-71 (Woodland Dr) – (0.31 mi)

Proposed





Corridor 6

US 17 from Southgate Ct to S-867 (Old Plantation Dr) – (0.61 mi)

CONCEPTUAL SAFETY IMPROVEMENTS
US 17 (OCEAN HIGHWAY)
12/16/2024



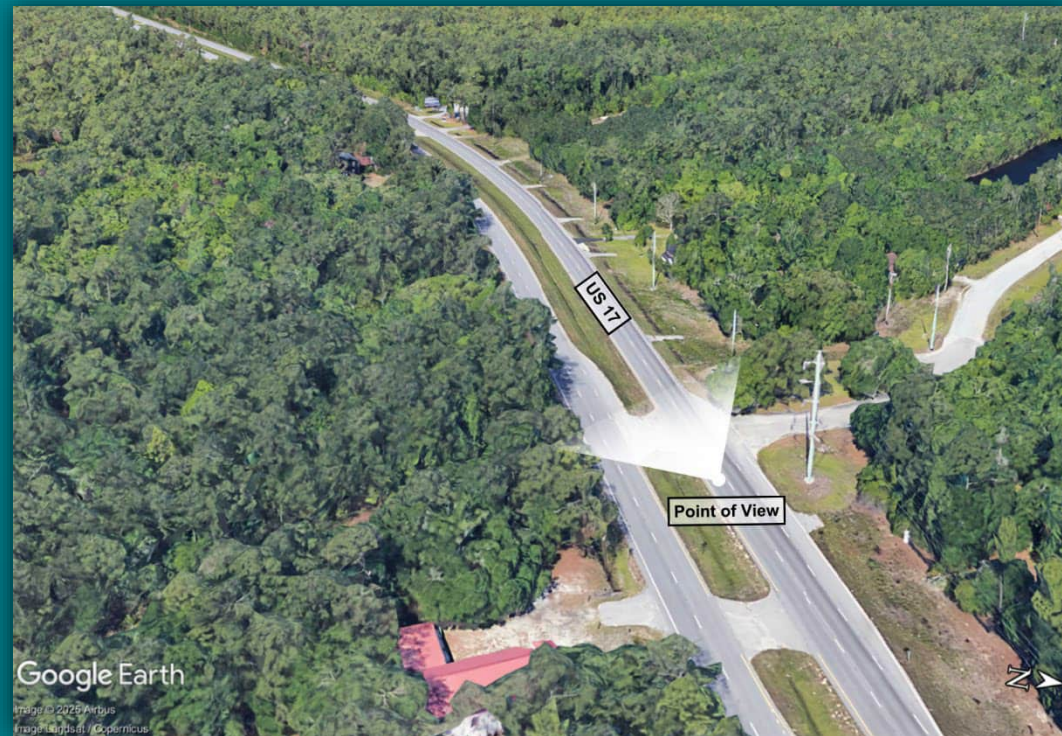
SCALE IN FEET

0 100 200 400

LEGEND

- PAVEMENT
- PROPOSED SIDEWALK
- PROPOSED RAISED MEDIAN
- PAVEMENT REMOVAL

Point of View



Existing



C-6



Corridor 6 - US 17 from Southgate Ct to S-867
(Old Plantation Dr) – (0.61 mi)

Proposed





Corridor 7

SC 707 (Socastee Blvd) from Manor
Cir to Weeks Dr - (0.76 mi)

CONCEPTUAL SAFETY IMPROVEMENTS
SC 707 (SOCASTEE BOULEVARD)
2/16/2024

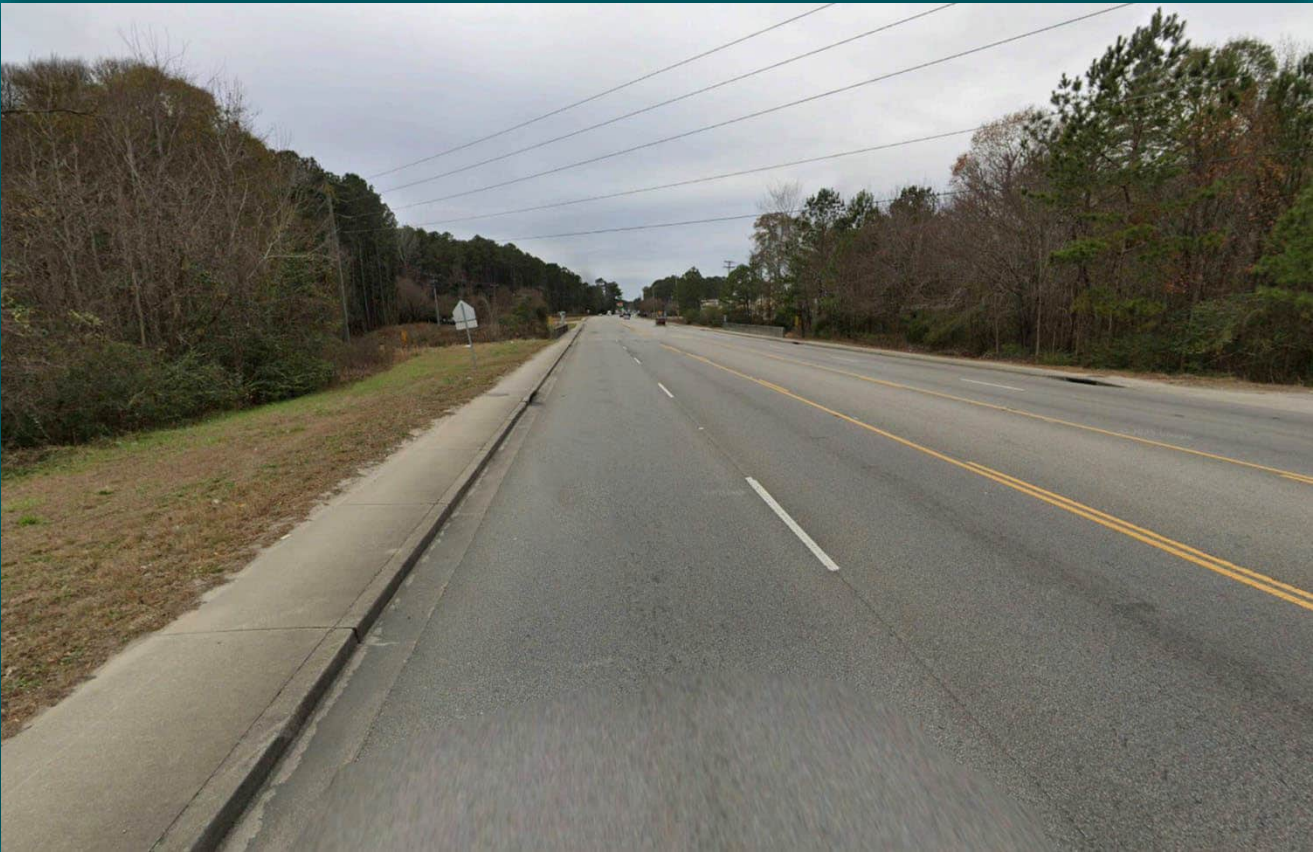


Point of View



Corridor 7 - SC 707 (Socastee Blvd) from Manor Cir to Weeks Dr - (0.76 mi)

Existing



Proposed





Corridor 8

US 501 (Church St) from S-165
(Cultra Rd) to S-1344 (Medlan
Pkwy) - (0.90 mi)

CONCEPTUAL SAFETY IMPROVEMENTS
US 501 (CHURCH STREET)
12/16/2024



C-8



Corridor 8 - US 501 (Church St) from S-165 (Cultra Rd) to S-1344 (Medlan Pkwy) - (0.90 mi)

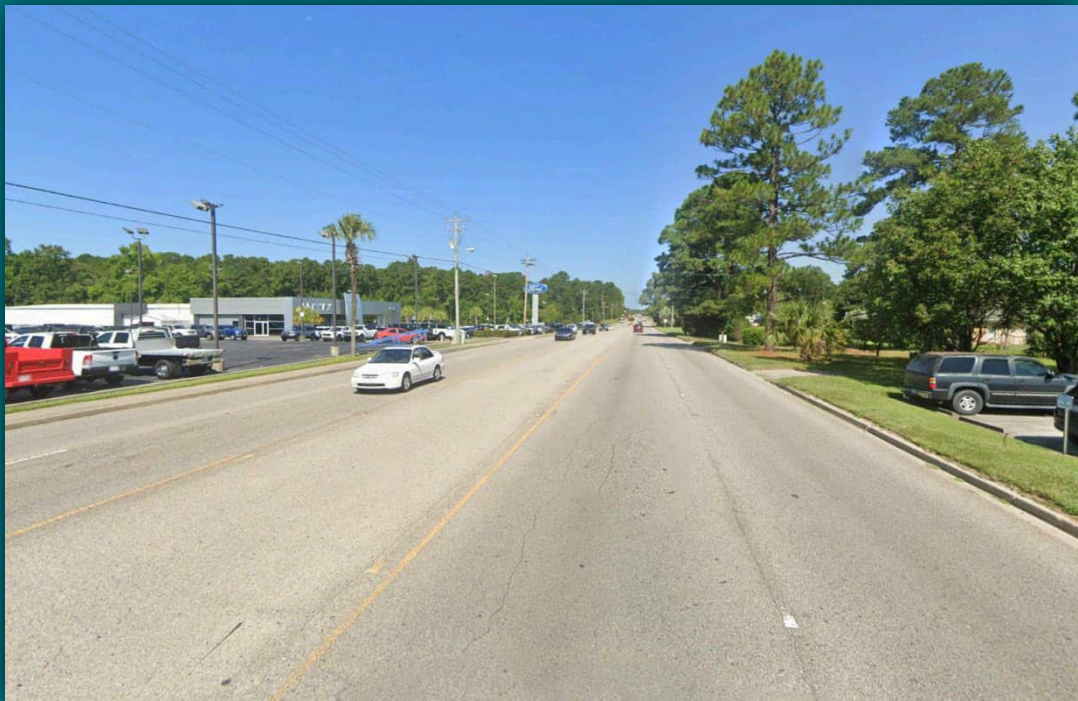
Point of View



Proposed



Existing



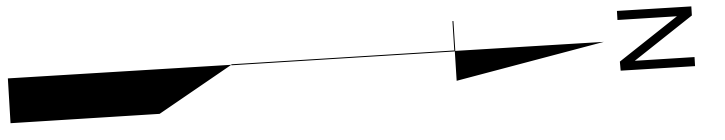



Corridor 9

SC 544 from (S-1121) Singleton Ridge Rd to Buccaneers Cove - (0.75 mi)




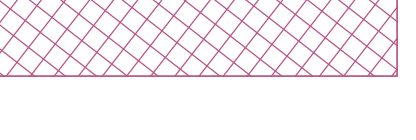

CONCEPTUAL SAFETY IMPROVEMENTS
SC 544 (CORPORAL DENNIS LYNDEN MEMORIAL HIGHWAY)
12/16/2024




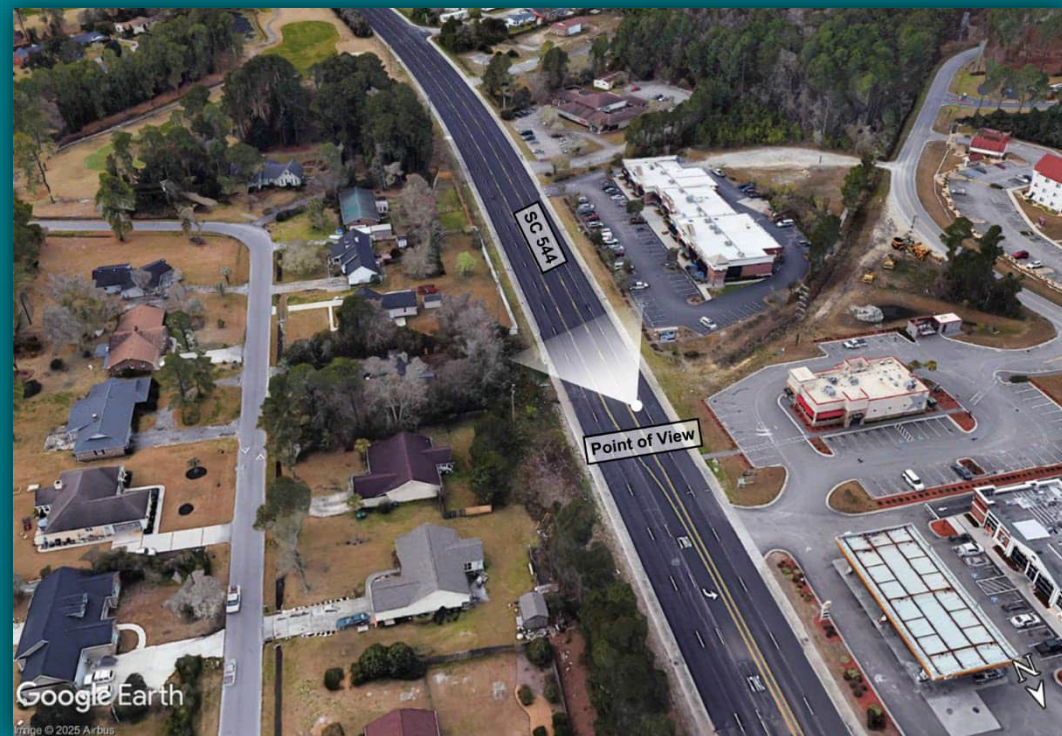
SCALE IN FEET

LEGEND

	PAVEMENT
	PROPOSED SIDEWALK
	PROPOSED RAISED MEDIAN
	PAVEMENT REMOVAL
	EXISTING TRAFFIC SIGNAL



Point of View



Existing



C-9



Corridor 9 - SC 544 from (S-1121) Singleton Ridge Rd to Buccaneers Cove - (0.75 mi)

Proposed



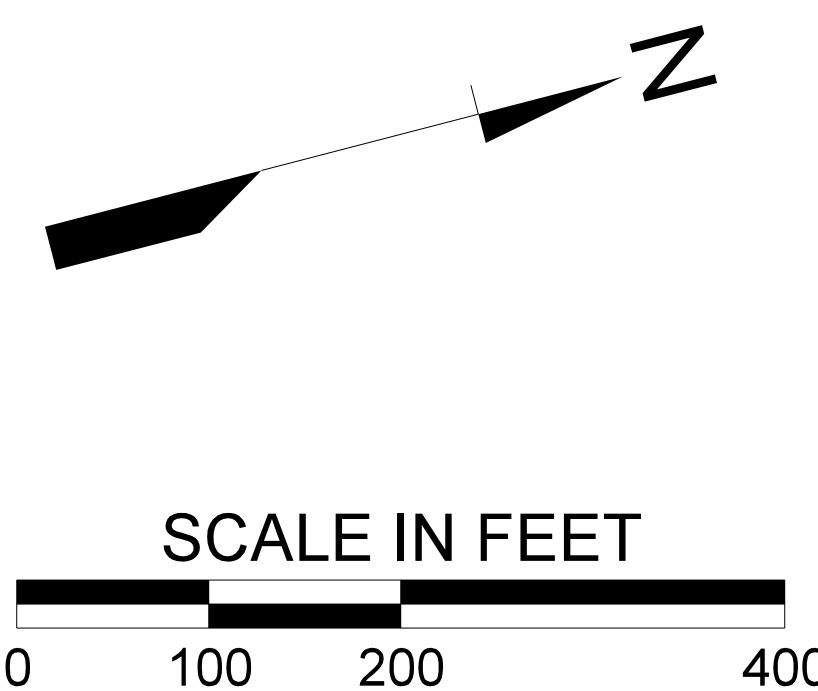
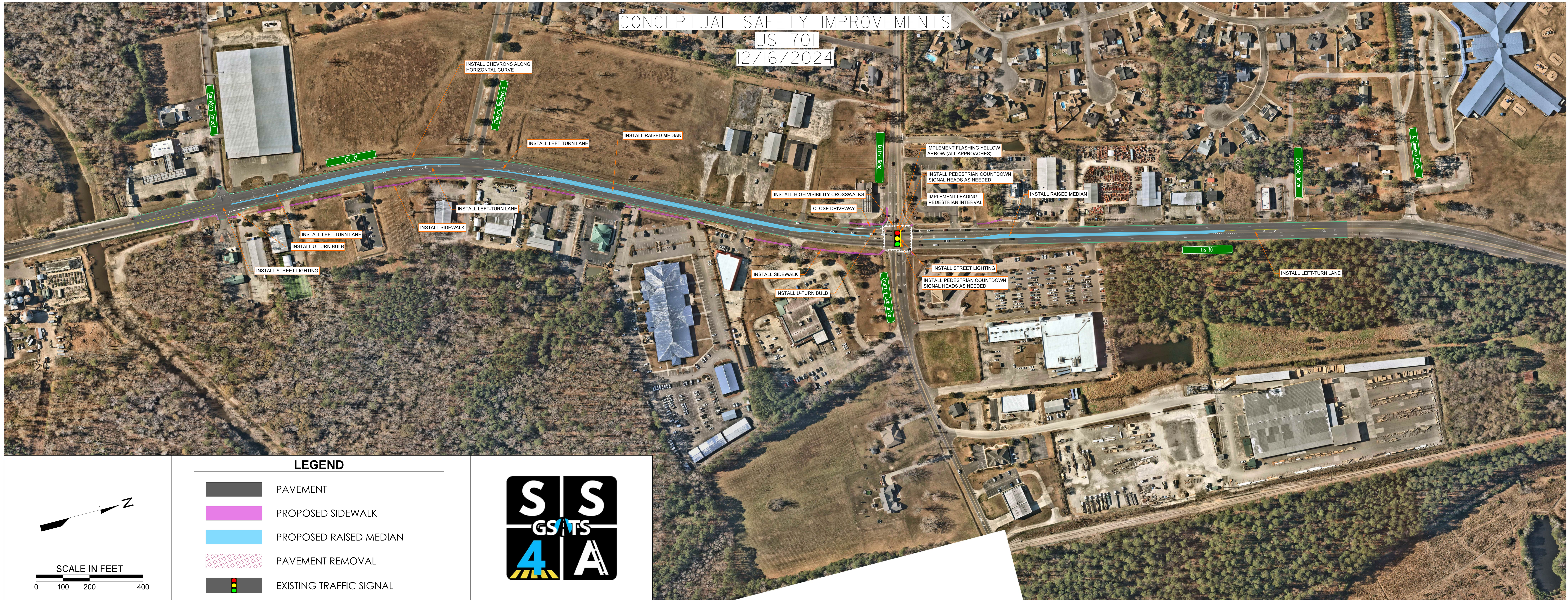


Corridor 10






US 701 from Boundary Street
to Columbia Dr (0.78 mi)

An aerial photograph of a road construction site. A white banner is overlaid across the top of the image. The banner contains the text 'CONCEPTUAL SAFETY IMPROVEMENTS' in large, black, sans-serif capital letters. Below this, in smaller black, sans-serif capital letters, is 'US 701'. At the bottom of the banner, the date '12/16/2024' is displayed in large, black, sans-serif capital letters. The background shows a dirt road, some trees, and construction equipment.

CONCEPTUAL SAFETY IMPROVEMENTS
US 701
12/16/2024



LEGEND

	PAVEMENT
	PROPOSED SIDEWALK
	PROPOSED RAISED MEDIAN
	PAVEMENT REMOVAL
	EXISTING TRAFFIC SIGNAL

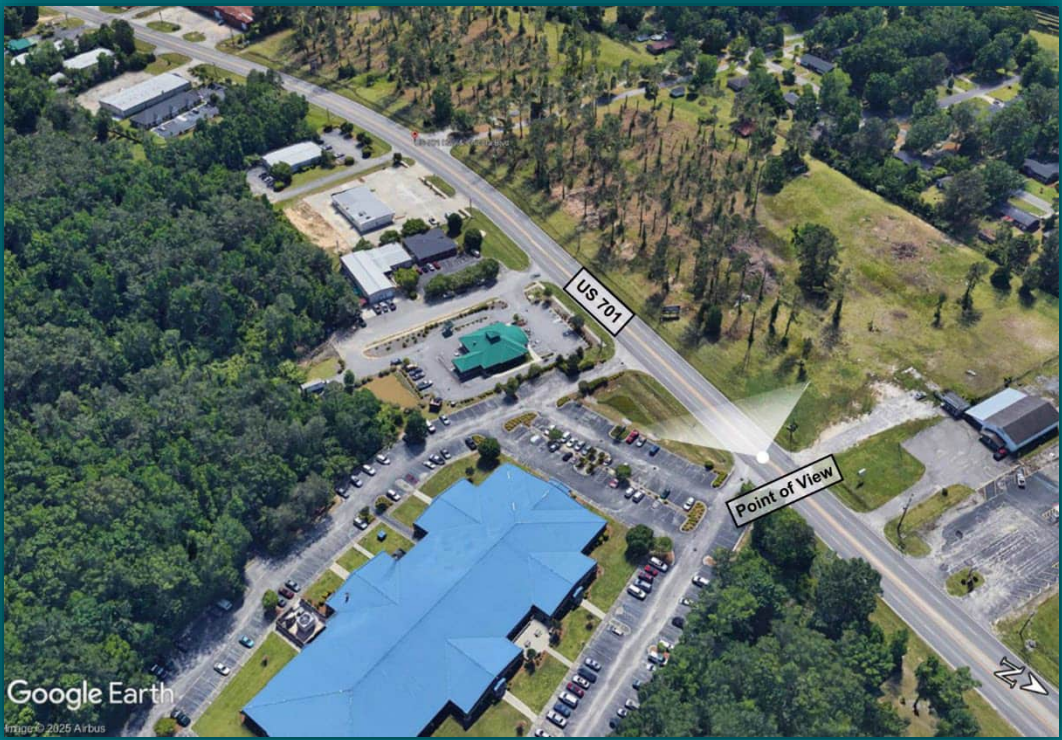


C-10



Corridor 10 - US 701 from Boundary Street to Columbia Dr (0.78 mi)

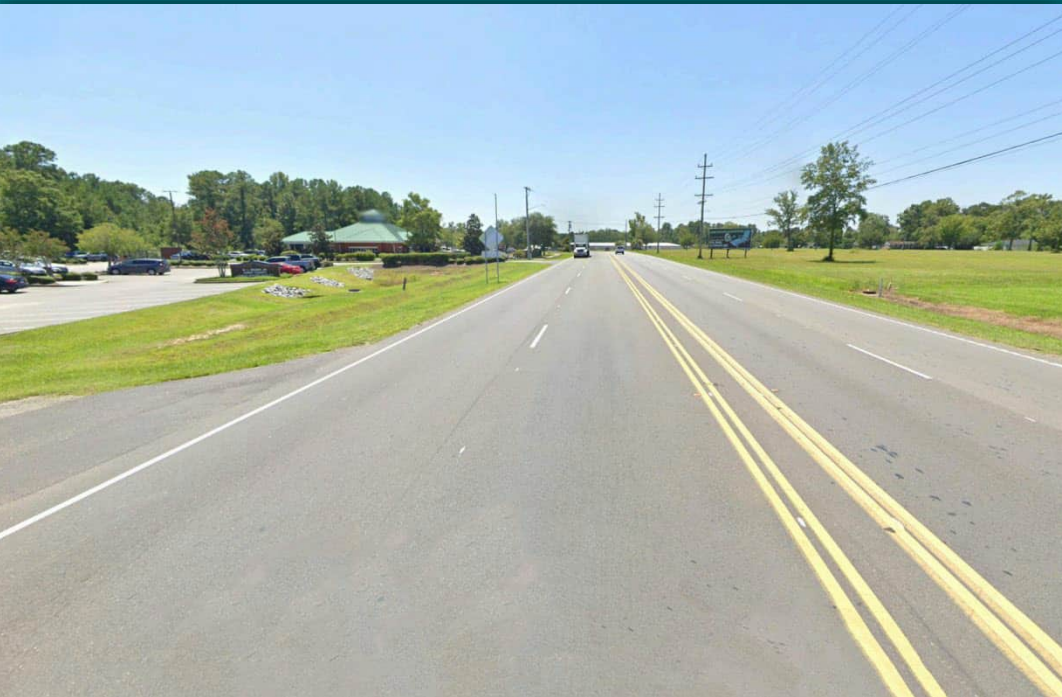
Point of View



Proposed



Existing





Corridor 11

SC 65 N. Ocean Blvd from
Shorehaven Dr to SC 9 (0.36
miles)

CONCEPTUAL SAFETY IMPROVEMENTS
SC 65 (NORTH OCEAN BOULEVARD)
12/16/2024

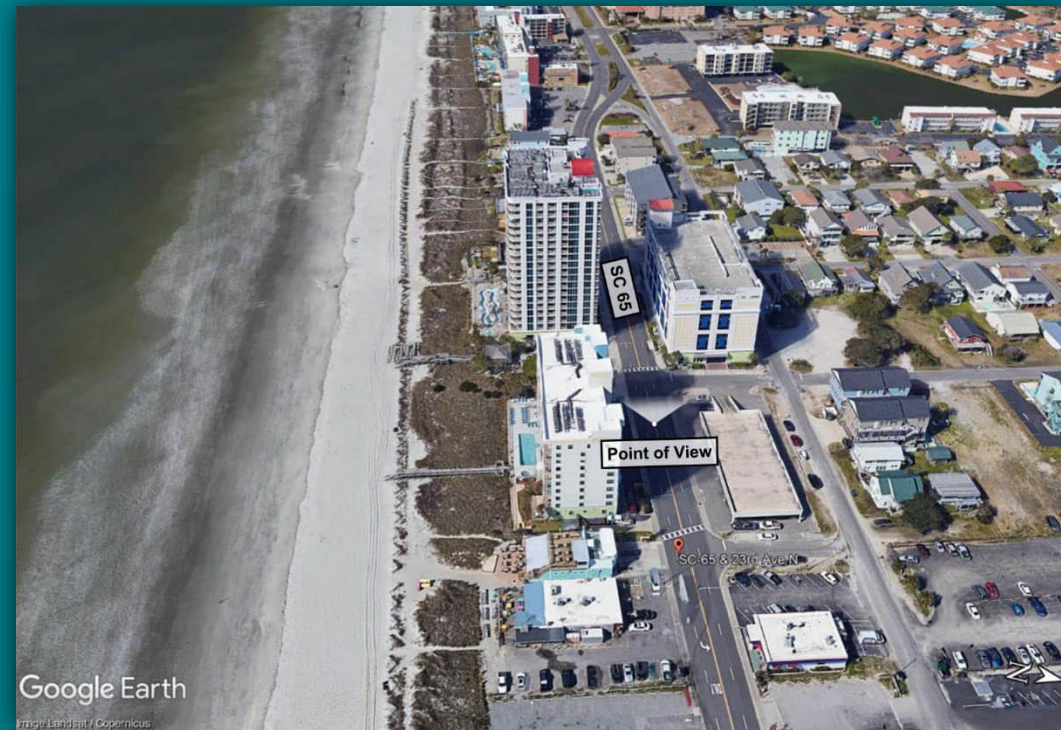


LEGEND

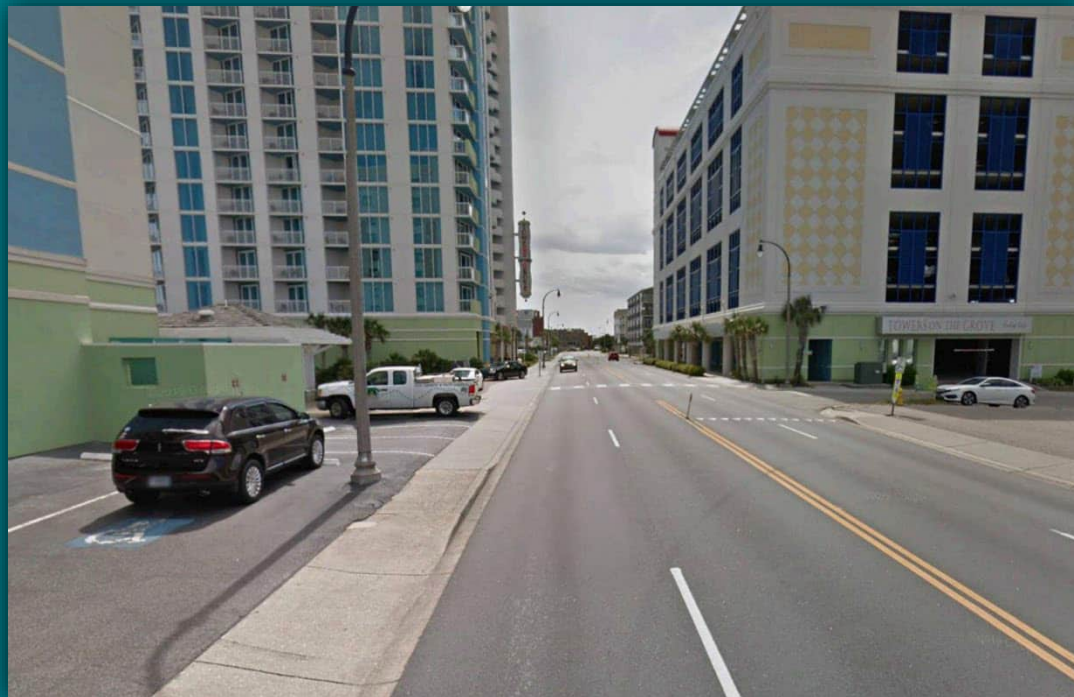
- PAVEMENT
- PROPOSED SIDEWALK
- PROPOSED RAISED MEDIAN
- PAVMENT REMOVAL
- EXISTING TRAFFIC SIGNAL



Point of View



Existing



C-11



Corridor 11 - SC 65 N. Ocean Blvd from
Shorehaven Dr to SC 9 (0.36 miles)

Proposed

