INTRODUCTION

Located on the coastal plain of northeastern South Carolina, Horry County has experienced significant growth over the past four decades. The Burgess community is an unincorporated area in Horry County, located on the southern boundary between Horry and Georgetown counties. The community is approximately 28 square miles in area and is flanked on the west by the Waccamaw River and the east by US Highway 17 Bypass. The northern boundary is an amalgamation of properties with no clear delineation, separate from neighboring Socastee. A community map is available in the Maps section of this Plan.

The Burgess Community has experienced significant population growth over the last decades. Since 1990, the population of Burgess has increased by 633%. According to the 2010 Census, the Burgess Community has a population of 24,923 persons. In 2000, the population in Burgess was 12,103, and in 1990 it was only 3,396. The total population increase between 1990 and 2010 for Burgess was 21,527 people.

In May of 2012, Horry County Council adopted the Burgess Area Plan. Area plans are designed to give members of the community the opportunity to discuss the direction that growth and development should take in their area. Area plans also allow citizens to make recommendations to County Council on how questions regarding development in their community should be approached. Area plans can be used to cover elements of the Horry County Comprehensive Plan in greater detail. They can also address issues that community members feel are important which are not discussed in the Comprehensive Plan.

Several recommendations established in the Burgess Area Plan identified the community’s desire to increase pedestrian and bicycle infrastructure. Several implementation strategies were developed and are listed below:

- Encourage the construction of sidewalks and bike paths along newly constructed roadways.
- Identify and enhance important pedestrian routes.
- Identify gaps in the existing sidewalk network and where reasonable, fill the gaps.
- Include pedestrian level traffic signaling devices and high-visibility crosswalks at all intersections frequented by pedestrian traffic.
- Develop bicycle routes connecting green and open spaces, commercial areas, schools, community centers, parks and other Burgess Area destinations.

It is the intent of this document to establish a plan for pedestrian and cycle infrastructure in the Burgess Community as envisioned in the Area Plan.
EXISTING CONDITIONS

The existing conditions, as determined through community meetings, community surveys, planning studies, and on site analysis, indicate Burgess is a community that would benefit from a comprehensive cycle and pedestrian network. The Existing Conditions below set the stage for Recommendations later in this Plan.

A. Road Network Expansion
Vehicular volume and congestion are currently being addressed through the Riding on a Penny (RIDE II) local option sales tax. Specifically, the community will have access to Highway 31 via an interchange with Highway 707. This project will bring 6-lanes of relief to citizens on the south end looking to access the regional transportation network. Getting to the beach, Garden City, Surfside Beach, and commercial areas along Highway 17 Bypass and Highway 17 Business will be easier once the grade separation at Holmestown Road and Highway 17 Bypass is complete. The widening of Highway 707 to a 5-lane cross section with sidewalks will have a major impact throughout the community once complete. These projects are a significant investment in the transportation system that will ease congestion, reinforce traffic safety, increase land values, and improve quality of life for citizens of the Burgess community.

B. Limited choices for cyclist and pedestrian
The challenge of a multi-modal transportation network will persist absent this Plan, as the only non-vehicular infrastructure included in the above road projects are sidewalks along the entirety of the Highway 707 corridor. The sidewalks will be constructed on both sides of Highway 707, adding in total over 15.5 miles (total of both sides of Highway 707 measured from the county line to intersection with Big Block Road) of sidewalk. Current sidewalk infrastructure is limited to neighborhoods mostly, although community sidewalks exist in Prince Creek as a result of the Master Plan for that community. A majority of Burgess citizens have access to a transportation network dominated by the automobile.

C. Physical Impediments
During the Fall 2014 semester, students at Coastal Carolina University (CCU) enrolled in an Introduction to Planning course gathered data on existing conditions in the Burgess Community. Roads evaluated included Bay, Freewoods, Holmestown, Longwood, McDowell Shortcut, Salem, Scipio and Tournament. Additionally, the students inventoried conditions around the schools in Burgess. The inventory indicates pedestrian and cycling infrastructure faces an endemic problem; roads in Burgess are lined by ditches in close proximity to travel lanes. These ditches are an important part of
regional infrastructure in that they convey stormwater.

However, they present a major challenge in terms of constructing sidewalks, cycle lanes, or multi-purpose paths throughout Burgess. A significant component of construction costs for any multi-modal project utilizing existing right-of-way in Burgess is a result of addressing these roadside ditches. In many instances these ditches will require closure, that is, they will need to be piped. Fill material and pipes, along with re-grading road shoulders, account for, in some cases, half of the overall project costs identified in this Plan. Cost will be a significant challenge to overcome moving forward as the projects herein do not have a dedicated funding mechanism.

D. Safety
The CCU student report detailed the issue of safety, or the perceived lack thereof. The students met with administration at the 4 schools in Burgess (St. James High, St. James Middle, St. James Elementary, Burgess Elementary). The report notes that St. James Elementary and Middle are both partners in the South Carolina Safe Routes to School program. However, administration at these two campuses are against improvements to pedestrian and cycling infrastructure due to safety concerns. Current traffic conditions at these campuses during peak travel hours (drop-off and pick-up) are hectic. Safety is the first priority when planning for and developing a multi-modal transportation system. Crosswalks and pedestrian signals are part of the improvements herein, and separation from motorized travel lanes has been taken into account to ease safety concerns.

E. Community Topical Survey
Multiple community meetings were held in the early months of the planning process. At the March 2015 meeting of the Greater Burgess Community Association, residents were given an opportunity to complete a topical survey. The survey was available
in person at the meeting and online for two weeks. A topical survey asks a series of questions on a given topic; in this case bicycle and pedestrian improvements as well as general questions about the community. Almost 290 responses were received during this time, and a majority of respondents were in favor of pedestrian and cycling infrastructure. Many respondents currently engage in pedestrian and/or cycling activities for a number of reasons, most notably for exercise and recreation. Many respondents feel it is extremely important to design for safety and convenience. Respondents were given an opportunity to rank the need for cycle and pedestrian facilities along roads in their community, and there is general agreement that it is important to provide cycling and pedestrian infrastructure in Burgess (47% responded it was extremely important). Over 80% of respondents indicated they would pay some additional tax to support pedestrian and cycling infrastructure in Burgess.

F. Community Visual Survey
During the community meeting in March 2015, attendees were presented with a Visual Survey. This is a useful tool that displays random photos of a variety of trails, sidewalks, cycle lanes and multi-purpose paths from other communities in quick succession. Respondents have a short amount of time (5 seconds) to view individual photos and rank them on a scale of 1 (least preferred) to 5 (preferred).
Urban, suburban and rural landscapes were included. Infrastructure in various stages of the maintenance cycle were shown. For example, some pictures had people walking along the side of the road (with no sidewalk) and others with sidewalks but no people. In all, the survey was meant to capture “1st impressions”.

The respondents prefer multi-purpose paths with a dedicated right-of-way. They also favor streets that clearly designate areas for cyclists and pedestrians through signage, pavement markings, physical separation from automobile traffic, and landscaping.

Interestingly, the survey also found that dilapidated infrastructure is worse than no infrastructure at all, meaning long term maintenance is important to respondents.

G. Opportunity for nature trails
In August 2015, a meeting was held with large tract owners at the request of the Board of the Greater Burgess Community Association. The intent of the meeting was to determine the feasibility of utilizing private property to develop a community trail system. Large tracts of currently inaccessible and environmentally sensitive land form the basis for the creation of a nature trail system in Burgess, the details of which are included in the maps herein. While many agreed a nature trail system is a good idea, they voiced concern about cost, maintenance, safety, and creating access in areas that are ecologically sensitive. Further limiting options for a robust trail system are individual property owners who are not interested in giving the county an easement or right-of-way across their property. Nonetheless, opportunities exist to create some trails in the community. Three trail systems have been envisioned in this Plan; the Prince Creek Trail, the Collins Creek Trail, and the Socastee Park Connector.

Figure 4: Multi-purpose path example used in Visual Survey
H. Community driven SWOT Analysis

During the Greater Burgess Community Association meeting held in late April 2015, residents participated in a SWOT (Strengths, Weaknesses, Opportunities, Threats) Analysis. A SWOT Analysis sheds light not only on the positive elements of a community, but also on the negatives that, if not addressed, will have serious and lasting consequences to a community. Burgess faces weaknesses in its current cycle and pedestrian infrastructure such as a lack of interconnectivity, as well as future threats like funding to develop interconnectivity. However, the community also has strengths like an active and engaged community association today, and opportunities such as planned sidewalks on Highway 707 in the future that will support the growth of cycle and pedestrian infrastructure.

RECOMMENDATIONS

This plan recommends a comprehensive network in Burgess based on the existing conditions as detailed above. During the planning process, Horry County staff engaged the community in project formulation. This included mapping exercises, open forums, education and constant feedback on the projects identified herein. This was a project based planning exercise where the community provided guidance on the location and type of infrastructure desired. Roads in need of infrastructure were identified and the type of preferred infrastructure (sidewalk vs. multi-purpose path) was vetted. Additionally, the community requested a study of potential nature trails throughout the community. Those maps and preferred routes are included herein.

Challenges to a comprehensive network have been established. Overcoming funding, environmental constraints, narrow rights-of-way, and safety will require a coordinated effort and long term commitment to this Plan. Implementation of the Plan hinges on continued community involvement and county attentiveness to the projects and potential funding mechanisms. By no means does this Plan solve the challenges ahead. County leadership, county staff, and the citizens of Burgess will need to work together to overcome the challenges.

The tables below are all of the projects proposed for the Burgess community. The general Bicycle and Pedestrian Plan includes these projects in the Horry County Bike and Pedestrian Project Ranking Matrix. Further information on the ranking criteria is included therein.
<table>
<thead>
<tr>
<th>STRENGTHS</th>
<th>WEAKNESSES</th>
</tr>
</thead>
<tbody>
<tr>
<td>- Active and engaged community association (GBCA).</td>
<td>- Big ditches along major roads (Holmestown, Bay, McDowell Shortcut)</td>
</tr>
<tr>
<td>- Sidewalks in some areas of the Community</td>
<td>- Citizen apathy</td>
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<tr>
<td>- Physically fit citizenry</td>
<td>- Increased auto traffic with growth</td>
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<tr>
<td>- Planning for infrastructure underway</td>
<td>- Coordination amongst the HOAs</td>
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<tr>
<td>- Strong HOA representation in the Community</td>
<td>- Wetlands and swamps</td>
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<tr>
<td>- High number of “Northern city folk” who expect and are used to seeing and using sidewalks</td>
<td>- An older population that is less active</td>
</tr>
<tr>
<td>- Weather is conducive to year round physical activity</td>
<td>- Not enough traffic lights to protect cyclists and pedestrians</td>
</tr>
<tr>
<td>- Still have room to grow</td>
<td>- Too much growth too quickly</td>
</tr>
<tr>
<td>- Abundant natural resources and open areas</td>
<td>- Constrained Right-of-Ways with major ditches</td>
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<tr>
<td></td>
<td>- Lack of connectivity between neighborhoods</td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>OPPORTUNITIES</th>
<th>THREATS</th>
</tr>
</thead>
<tbody>
<tr>
<td>- Sidewalks being constructed all along Highway 707</td>
<td>- Funding for future infrastructure</td>
</tr>
<tr>
<td>- Utility easements could be cycle and pedestrian corridors</td>
<td>- Rapid growth that is not supported by current infrastructure and outpaces planning</td>
</tr>
<tr>
<td>- Greenway opportunities along Collins Creek and the National Wildlife Refuge</td>
<td>- Open ditches</td>
</tr>
<tr>
<td>- Require cycle and pedestrian infrastructure in new development</td>
<td>- Citizen apathy</td>
</tr>
<tr>
<td>- Potential funding through increased taxation</td>
<td>- Acquisition costs if land needs to be purchased</td>
</tr>
<tr>
<td>- Adopt complete streets</td>
<td>- Future economic stagnation</td>
</tr>
<tr>
<td>- Increase education through signage</td>
<td>- No funding for cycle and pedestrian infrastructure</td>
</tr>
<tr>
<td>- Wide roads that have the necessary width for new infrastructure</td>
<td>- Cost of maintaining a system</td>
</tr>
<tr>
<td>- Activity hubs (South Strand Rec Center, schools, churches)</td>
<td>- Utility relocation</td>
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<tr>
<td></td>
<td>- Ongoing construction</td>
</tr>
</tbody>
</table>
PROJECT DESCRIPTION:
The Burgess Bicycle and Pedestrian Plan is an appendix to the Horry County Bicycle and Pedestrian Plan. This map includes all existing and planned cycle and pedestrian facilities within the Burgess Community, as well as several projects intended to provide a connection to the larger region. Projects herein include ADA compliant sidewalks, multi-purpose paved paths, elevated boardwalks, pedestrian bridges, crosswalks, signals, and signage. Overall, the Plan includes over 33 miles of new facilities. For further information please consult specific project maps included in this Plan.

LENGTH OF NEW FACILITIES:
33 miles (approximate)
<table>
<thead>
<tr>
<th>Project</th>
<th>Description</th>
<th>Total Project Cost (estimate)</th>
<th>Project Length (appx. feet)</th>
<th>$/Linear Foot</th>
</tr>
</thead>
<tbody>
<tr>
<td>Bay Road Phase I</td>
<td>5' sidewalk on the north side of Bay Road from Highway 707 to Grand Oak Boulevard.</td>
<td>$391,000</td>
<td>4,490</td>
<td>$87</td>
</tr>
<tr>
<td>Bay Road Phase II</td>
<td>5' sidewalk from Grand Oak Boulevard to Enterprise Landing on the north side of Bay Road, transitioning to the south side of Bay Road at the intersection of Henry Middleton Boulevard.</td>
<td>$548,000</td>
<td>7,920</td>
<td>$69</td>
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<td>Big Block Road</td>
<td>5' sidewalk on the south side of Big Block Road between Highway 707 and Highway 544.</td>
<td>$408,000</td>
<td>4,050</td>
<td>$101</td>
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<tr>
<td>Blackmoor Trail</td>
<td>8' elevated boardwalk from Prince Creek Trail Phase II to the cul-de-sac terminus of Somersby Drive around the perimeter of Blackmoor Golf Course.</td>
<td>$4,881,000</td>
<td>9,500</td>
<td>$513</td>
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<td>Burgess Elementary Spur</td>
<td>10' multi-purpose path on the north side of the school entrance road connecting Scipio Lane to the front entrance of Burgess Elementary.</td>
<td>$268,000</td>
<td>2,950</td>
<td>$91</td>
</tr>
<tr>
<td>Collins Creek Trail</td>
<td>10' multi-purpose path utilizing a portion of Old Murrells Inlet Road, terminating at the sidewalk on Highway 707. A trailhead and parking area is proposed next to TPC Boulevard.</td>
<td>$469,000</td>
<td>4,880</td>
<td>$96</td>
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<tr>
<td>Enterprise Road Phase I</td>
<td>5' sidewalk on the east side of Enterprise Road.</td>
<td>$261,000</td>
<td>2,500</td>
<td>$104</td>
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<tr>
<td>Enterprise Road Phase II</td>
<td>5' sidewalk from Enterprise Phase I to Socastee Park utilizing Butler Road. The sidewalk terminates at the RC track.</td>
<td>$726,000</td>
<td>8,300</td>
<td>$88</td>
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<tr>
<td>Freewoods Road Phase I</td>
<td>5' sidewalk on the east side of Freewoods Road from Bay Road to Carolina Woods Drive.</td>
<td>$922,000</td>
<td>10,560</td>
<td>$87</td>
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<tr>
<td>Freewoods Road Phase II</td>
<td>5' sidewalk on the south side of Bay Road from Baywood Circle to Freewoods Road.</td>
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<tr>
<td>Freewoods Road Phase II</td>
<td>5' sidewalk on the west side of Freewoods Road from Carolina Woods Drive to Red Cedar Avenue.</td>
<td>$370,000</td>
<td>3,625</td>
<td>$102</td>
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<tr>
<td>Project</td>
<td>Description</td>
<td>Total Project Cost (estimate)</td>
<td>Project Length (appx. feet)</td>
<td>$/Linear Foot</td>
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<tr>
<td>Holmestown Road Phase I</td>
<td>8' multi-purpose path on the south side of Holmestown Road from Highway 707 to Scipio Lane. The phase includes connecting the existing sidewalks in The Gates subdivision to Holmestown Road.</td>
<td>$888,000</td>
<td>7,700</td>
<td>$114</td>
</tr>
<tr>
<td>Holmestown Road Phase II</td>
<td>5' sidewalk on the north side of Holmestown Road from Scipio Lane to Highway 17 Bypass. The phase will connect with the new sidewalk included in the Glenns Bay overpass project.</td>
<td>$802,000</td>
<td>3,085</td>
<td>$260</td>
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<tr>
<td>Holmestown Road Phase III</td>
<td>8' multi-purpose path on the south side of Holmestown from Scipio Lane to Highway 17 Bypass. The phase will connect with the new sidewalk included in the Glenns Bay overpass project.</td>
<td>$594,000</td>
<td>2,525</td>
<td>$235</td>
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<tr>
<td>Holmestown Road Phase IV</td>
<td>5' sidewalk on the north side of Holmestown Road from Highway 707 to Scipio Lane.</td>
<td>$748,000</td>
<td>6,465</td>
<td>$116</td>
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<tr>
<td>Longwood Drive</td>
<td>10' multi-purpose path on the south side of Longwood Drive from Highway 707 to Waterhall Drive.</td>
<td>$384,000</td>
<td>4,625</td>
<td>$83</td>
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<tr>
<td>McDowell Shortcut Phase I</td>
<td>5' sidewalk on both sides of McDowell Shortcut from Highway 707 to the intersection of St. James Road. 5' sidewalk on St. James Road in front of both schools (St. James Elementary, St. James Middle).</td>
<td>$251,000</td>
<td>2,865</td>
<td>$88</td>
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<tr>
<td>McDowell Shortcut Phase II</td>
<td>5' sidewalk on both sides of McDowell Shortcut from St. James Road to Sebastian Drive.</td>
<td>$119,000</td>
<td>1,570</td>
<td>$76</td>
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<tr>
<td>McDowell Shortcut Phase III</td>
<td>5' sidewalk on the west side of McDowell Shortcut from McDowell Shortcut Phase I signal at St. James Road to Deer Tree Drive. 5' sidewalk on the east side of McDowell Shortcut between Muscari Drive and Stone Throw Drive.</td>
<td>$1,234,000</td>
<td>10,032</td>
<td>$123</td>
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<tr>
<td>McDowell Shortcut Phase IV</td>
<td>5' sidewalk on the west side of McDowell Shortcut from Stone Throw Drive to Tournament Boulevard.</td>
<td>$431,000</td>
<td>3,910</td>
<td>$110</td>
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<tr>
<td>McDowell Shortcut Phase V</td>
<td>5' sidewalk on the west side of McDowell Shortcut from Tournament Boulevard to Highway 707.</td>
<td>$386,000</td>
<td>3,615</td>
<td>$107</td>
</tr>
<tr>
<td>Project</td>
<td>Description</td>
<td>Total Project Cost (estimate)</td>
<td>Project Length (appx. feet)</td>
<td>$/Linear Foot</td>
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<tr>
<td>Prince Creek Parkway</td>
<td>5’ sidewalk on the east side of Prince Creek Parkway from Highway 707 to Hunters Grove Drive. The project will connect the internal sidewalks in Hunters Grove with Prince Creek Parkway.</td>
<td>$107,000</td>
<td>1,155</td>
<td>$93</td>
</tr>
<tr>
<td>Prince Creek Trail Phase I</td>
<td>8’ multi-purpose path and elevated boardwalk throughout wooded areas on the western edge of Prince Creek. The project includes a parking area and trailhead at the current terminus of West Creek Drive, and a trailhead at the terminus of Wilderness Lane multi-purpose path with a connection to Prince Creek Trail Phase II. Completion of the existing sidewalk on West Creek Drive that converts to a 8’ multi-purpose path extending to the current terminus of West Creek Drive.</td>
<td>$1,333,000</td>
<td>7,920</td>
<td>$168</td>
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<tr>
<td>Prince Creek Trail Phase II</td>
<td>8’ multi-purpose path and elevated boardwalk throughout wooded areas on the western edge of Prince Creek. Trailheads at Blackmoor Golf Course 10th fairway and the amenity center at Prince Creek Park. Public parking will not be available at either trailhead.</td>
<td>$1,779,000</td>
<td>7,026</td>
<td>$253</td>
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<tr>
<td>Salem Road</td>
<td>5’ sidewalk on the north side of Salem Road from Freewoods Road to Highway 707. The project includes a 5’ sidewalk on the south side of Salem Road from the St. James High School entrance to Highway 707.</td>
<td>$597,000</td>
<td>5,280</td>
<td>$113</td>
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<tr>
<td>Scipio Lane Phase I</td>
<td>10’ multi-purpose path on the east side of Scipio Lane from Holmestown Road to the South Strand Recreation Center. The project will connect to the existing trail system at South Strand Recreation Center.</td>
<td>$188,000</td>
<td>3,380</td>
<td>$56</td>
</tr>
<tr>
<td>Scipio Lane Phase II (Big Block)</td>
<td>10’ multi-purpose path that will coincide with the extension of Scipio Lane, which could potentially connect to Big Block Road or South Strand Commons and Highway 544.</td>
<td>$668,000</td>
<td>8,550</td>
<td>$78</td>
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<tr>
<td>Project</td>
<td>Description</td>
<td>Total Project Cost (estimate)</td>
<td>Project Length (apx. feet)</td>
<td>$/Linear Foot</td>
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<tr>
<td>Scipio Lane Phase II (South Strand)</td>
<td>10’ multi-purpose path that will coincide with the extension of Scipio Lane, which could potentially connect to Big Block Road or South Strand Commons and Highway 544.</td>
<td>$797,000</td>
<td>11,200</td>
<td>$71</td>
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<tr>
<td>Socastee Park Connector</td>
<td>10’ multi-purpose path from Tern Hall Drive to Socastee Park utilizing GSWSA and SCDOT property.</td>
<td>$610,000</td>
<td>7,650</td>
<td>$80</td>
</tr>
<tr>
<td>Socastee Park Trail</td>
<td>Potential expansion of internal trail system TBD based on park expansion utilizing Highway 31 buyout properties.</td>
<td>TBD</td>
<td>TBD</td>
<td>TBD</td>
</tr>
<tr>
<td>Tern Hall Connector</td>
<td>5’ sidewalk from Highway 707 to the terminus of Tern Hall Drive.</td>
<td>$286,000</td>
<td>4,350</td>
<td>$66</td>
</tr>
<tr>
<td>Tournament Boulevard Phase I</td>
<td>10’ multi-purpose path on the south side of Tournament Boulevard from Highway 707 to McDowell Shortcut. 5’ sidewalk on the north side of Tournament Boulevard from Highway 707 to Founders Bay Road. 5’ sidewalk from Founders Bay Road to Craven Swamp Drive.</td>
<td>$1,442,000</td>
<td>7,400</td>
<td>$195</td>
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<tr>
<td>Tournament Boulevard Phase II</td>
<td>5’ sidewalk on the south side of Tournament Boulevard from McDowell Shortcut to Highway 17 Bypass.</td>
<td>$97,000</td>
<td>1,160</td>
<td>$84</td>
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<tr>
<td>Wilderness Avenue Phase I</td>
<td>10’ multi-purpose path on the west side of Wilderness Avenue from Longwood Drive to TPC Boulevard.</td>
<td>$548,000</td>
<td>6,500</td>
<td>$84</td>
</tr>
<tr>
<td>Wilderness Avenue Phase II</td>
<td>10’ multi-purpose path on the west side of Wilderness Avenue from West Creek Drive to the proposed Prince Creek trailhead near Chanted Drive.</td>
<td>$176,000</td>
<td>2,000</td>
<td>$88</td>
</tr>
</tbody>
</table>
Bay Road Phase I

PROJECT DESCRIPTION:
Sidewalk on the north side of Bay Road from Highway 707 to Grand Oak Boulevard.

LENGTH OF NEW FACILITIES:
4,500 Feet (approximate)
Bay Road Phase II

PROJECT DESCRIPTION:
S' sidewalk from Grand Oak Boulevard to Enterprise Landing on the north side of Bay Road, transitioning to the south side of Bay Road at the intersection of Harry Middleton Boulevard.

LENGTH OF NEW FACILITIES:
7,020 feet (approximate)
Big Block Road

PROJECT DESCRIPTION:
5’ sidewalk on the south side of Big Block Road between Highway 707 and Highway 544.

LENGTH OF NEW FACILITIES:
4,035 feet (approximate)
The Burgess Community

PROJECT DESCRIPTION:
8' elevated boardwalk from Prince Creek Trail Phase II to the cul-de-sac terminal of Somersby Drive around the perimeter of Blackmoor Golf Course.

LENGTH OF NEW FACILITIES:
9,500 feet (approximate)
The Burgess Community

Burgess Elementary Spur

Project Description:
10' multi-purpose path on the north side of the school entrance road connecting Scipio Lane to the front entrance of Burgess Elementary.

Length of New Facilities:
2,950 feet (approximate)
The Burgess Community

**Collins Creek Trail**

**PROJECT DESCRIPTION:**
10’ multi-purpose path utilizing a portion of Old Murrells Inlet Road terminating at the sidewalk on Highway 707. A trailhead and parking area is proposed next to TPC Boulevard.

**LENGTH OF NEW FACILITIES:**
4,880 feet (approximate)
Enterprise Road Phase I

**PROJECT DESCRIPTION:**
5’ sidewalk on the east side of Enterprise Road.

**LENGTH OF NEW FACILITIES:**
2,500 feet (approximate)
Enterprise Road Phase II

**PROJECT DESCRIPTION:**
5’ sidewalk from Enterprise Phase I to Socastee Park utilizing Butler Road. The sidewalk terminates at the RC track.

**LENGTH OF NEW FACILITIES:**
8,500 feet (approximate)
Freewoods Road Phase I

PROJECT DESCRIPTION:
5’ sidewalk on the east side of Freewoods Road from Bay Road to Carolina Woods Drive. 5’ concrete sidewalk on south side of Bay Road from Baywood Circle to Freewoods Road.

LENGTH OF NEW FACILITIES:
10,560 feet (approximate)
Freewoods Road Phase II

PROJECT DESCRIPTION:
6' sidewalk on the west side of Freewoods Road from Carolina Woods Drive to Red Cedar Avenue.

LENGTH OF NEW FACILITIES:
3,625 Feet (approximate)
Holmestown Road Phase I

PROJECT DESCRIPTION:
8' multi-purpose path on the south side of Holmestown Road from Highway 707 to Scopio Lane. The phase includes connecting the existing sidewalks in The Gates subdivision to Holmestown Road.

LENGTH OF NEW FACILITIES:
7,700 feet (approximate)
Holmestown Road Phase II

PROJECT DESCRIPTION:
6’ sidewalk on the north side of Holmestown Road from Scipio Lane to Highway 17 Bypass. The phase will connect with the new sidewalk included in the Glens Bay overpass project.

LENGTH OF NEW FACILITIES:
3,085 feet (approximate)
Holmestown Road Phase III

PROJECT DESCRIPTION:
6’ multi-purpose path on the south side of Holmestown from Socio Lane to Highway 17 Bypass. The phase will connect with the new sidewalk included in the Glenns Bay overpass project.

LENGTH OF NEW FACILITIES:
2,525 feet (approximate)
Holmestown Road Phase IV

PROJECT DESCRIPTION:
5' sidewalk on the north side of Holmestown Road from Highway 707 to Scipio Lane.

LENGTH OF NEW FACILITIES:
6,465 feet (approximate)
PROJECT DESCRIPTION:
10' multi-purpose path on the south side of Longwood Drive from Highway 707 to Waterhall Drive.

LENGTH OF NEW FACILITIES:
4,825 feet (approximate)
McDowell Shortcut Phase I

**PROJECT DESCRIPTION:**
5’ sidewalk on both sides of McDowell Shortcut from Highway 707 to the intersection of St. James Road. 5’ sidewalk on St. James Road in front of both schools (St. James Elementary, St. James Middle).

**LENGTH OF NEW FACILITIES:**
2,865 feet (approximate)
PROJECT DESCRIPTION:
8’ sidewalk on both sides of McDowell Shortcut from St. James Road to Sebastian Drive.

LENGTH OF NEW FACILITIES:
1,570 feet (approximate)
McDowell Shortcut Phase III

PROJECT DESCRIPTION:
5' sidewalk on the west side of McDowell Shortcut from McDowell Shortcut Phase I signal at St. James Road to Deer Tree Drive.
5' concrete sidewalk on the east side of McDowell Shortcut between Muscardi Drive and Stone Throw Drive.

LENGTH OF NEW FACILITIES:
10,930 feet (approximate)
The Burgess Community

McDowell Shortcut Phase IV

PROJECT DESCRIPTION:
S sidewalk on the west side of McDowell Shortcut from Stone Throw Drive to Tournament Boulevard.

LENGTH OF NEW FACILITIES:
3,910 feet (approximate)
PROJECT DESCRIPTION:
3' sidewalk on the west side of McDowell Shortcut from Tournament Boulevard to Highway 707.

LENGTH OF NEW FACILITIES:
3,615 feet (approximate)
Prince Creek Parkway

PROJECT DESCRIPTION:
5’ sidewalk on the east side of Prince Creek Parkway from Highway 707 to Hunters Grove Drive. The project will connect the internal sidewalks in Hunters Grove with Prince Creek Parkway.

LENGTH OF NEW FACILITIES:
1,155 feet (approximate)
Prince Creek Trail Phase I

PROJECT DESCRIPTION:
8’ multi-purpose path and elevated boardwalk throughout wooded areas on the western edge of Prince Creek. The project includes a parking area and trailhead at the current terminus of West Creek Drive, and a trailhead at the terminus of Wilderness Lane multi-purpose path with a connection to Prince Creek Trail Phase II. Completion of the existing sidewalk on West Creek Drive that converts to a 10’ Multi-purpose path extending to the current terminus of West Creek Drive.

LENGTH OF NEW FACILITIES:
7,920 feet (approximate)
Prince Creek Trail Phase II

**PROJECT DESCRIPTION:**
8’ multi-purpose path and elevated boardwalk throughout wooded areas on the western edge of Prince Creek. Trailheads at Blackmoor Golf Course 10th fairway and the amenity center at Prince Creek Park. Public parking will not be available at either trailhead.

**LENGTH OF NEW FACILITIES:**
7,026 feet (approximate)
PROJECT DESCRIPTION:
5' sidewalk on the north side of Salem Road from Freewoods Road to Highway 707. The project includes a 5' sidewalk on the south side of Salem Road from the St. James High School entrance to Highway 707.

LENGTH OF NEW FACILITIES:
5,280 feet (approximate)
Scipio Lane Phase I

PROJECT DESCRIPTION:
10' multi-purpose path on the east side of Scipio Lane from Holmestown Road to the South Strand Recreation Center. The project will connect to the existing trail system at South Strand Recreation Center.

LENGTH OF NEW FACILITIES:
3,380 feet (approximate)
Scipio Lane Phase II

PROJECT DESCRIPTION:
10’ multi-purpose path that will coincide with the extension of Scipio Lane which could potentially connect to Big Block Road or South Strand Commons and Highway 544.

LENGTH OF NEW FACILITIES:
8,550 feet (Big Block Connection)
11,200 feet (South Strand Commons Connection)
**Socastee Park Connector**

**PROJECT DESCRIPTION:**
Potential expansion of internal trail system TBD based on Socastee Park expansion utilizing Highway 31 boulevard properties.

**LENGTH OF NEW FACILITIES:**
7,650 feet (approximate)

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Map showing the Socastee Park Connector with various trails and paths marked.
PROJECT DESCRIPTION:
5' sidewalk from Highway 707 to the terminus of Tern Hall Drive.

LENGTH OF NEW FACILITIES:
4,350 feet (approximate)
Tournament Boulevard Phase I

PROJECT DESCRIPTION:
10’ multi-purpose path on the south side of Tournament Boulevard from Highway 707 to McDowell Shortcut. 5’ sidewalk on the north side of Tournament Boulevard from Highway 707 to Founders Bay Road. 5’ sidewalk from Founders Bay Road to Craven Swamp Drive.

LENGTH OF NEW FACILITIES:
7,400 feet (approximate)
Horry County Bicycle and Pedestrian Plan | 2015

Tournament Boulevard Phase II

PROJECT DESCRIPTION:
S’ sidewalk on the south side of Tournament Boulevard from McDowell Shortcut to Highway 17 Bypass.

LENGTH OF NEW FACILITIES:
1,180 feet (approximate)
PROJECT DESCRIPTION:
10' multi-purpose path on the west side of Wilderness Avenue from Longwood Drive to TPC Boulevard.

LENGTH OF NEW FACILITIES:
6,485 feet (approximate)
Wilderness Lane Phase II

PROJECT DESCRIPTION:
10’ multi-purpose path on the west side of Wilderness Avenue from West Creek Drive to the proposed Prince Creek trailhead near Chanted Drive.

LENGTH OF NEW FACILITIES:
2,000 feet (approximate)