

MUNICIPAL STATE HIGHWAY PROJECT AGREEMENT

STATE OF SOUTH CAROLINA)
)
CITY OF Myrtle Beach) RESOLUTION

Road/Route: US 501 at Cannon Road and Third Avenue South
Project ID: P039385
Project: Intersection Safety Improvements at the intersections of US 501 at Cannon Road and US 501 at Third Avenue South.

WHEREAS, the South Carolina Department of Transportation (SCDOT) proposes to construct, reconstruct, alter, or improve the certain segments of the highway(s) in the State Highway System referenced above which are located within the corporate limits of the City of Myrtle Beach (hereinafter, "the City").

WHEREAS, the City wishes to authorize the construction and improvements of the aforesaid highway(s) in accordance with plans to be prepared by or for SCDOT ("the Project Plans").

NOW THEREFORE, BE IT RESOLVED that, pursuant to S.C. Code Ann. §57-5-820 (1991), the City does hereby consent to the construction or improvements of the aforesaid highway(s) within its corporate limits in accordance with the Project Plans. The foregoing consent shall be the sole approval necessary from the City to complete the project under the Project Plans and constitutes a waiver of any and all other requirements with regard to construction within the City's limits. The foregoing waiver and consent shall also extend to the benefit of utility companies engaged in relocating utility lines on account of the project. Further, the City shall exempt all existing and new right-of-way and all other properties purchased in connection with right-of-way for the highway(s) from any general or special assessment against real property for municipal services.

BE IT FURTHER RESOLVED, that the City will assist in causing all water, sewer and gas pipes, manholes, or fire hydrants, and all power or telephone lines or poles located within the existing right-of-way to be relocated at the utility company's expense, except where the utility can demonstrate a prior right of occupancy. To the extent that City-owned utilities are to be relocated, those utility lines and/or appurtenances may be replaced upon the new highway right-of-way at such locations as may be approved by SCDOT. SCDOT shall bear no liability for damages to property or injuries to persons as a consequence of the placing, maintenance, or removal of any utilities by the City or its contractors. Future utility installations by the City within the limits of the new right-of-way after project completion shall be pursuant to a standard utility encroachment permit obtained in the normal course and issued pursuant to SCDOT's "A Policy for Accommodating Utilities on Highway Rights-of-Way."

BE IT FURTHER RESOLVED, that the City hereby signifies its intention to faithfully observe the provisions of Chapter 5, Title 56, Code of Laws of South Carolina, 1976, and all amendments thereto relating to the regulation of traffic on the street, or streets, to be constructed, reconstructed, altered or improved as hereinabove identified and further agrees to refrain from placing or maintaining any traffic control devices upon any section of said street, or streets, without having first obtained written approval of the South Carolina Department of Transportation as required in S.C. Code §56-5-930 (1976, as amended), nor enacting any traffic regulation ordinances inconsistent therewith.

IN WITNESS WHEREOF, this Resolution is adopted and made a part of the Municipal records this ____ day of _____, 20____, and the original of this Resolution will be filed with the South Carolina Department of Transportation at Columbia.

Dated: City of Myrtle Beach, South Carolina Municipality

ATTEST: Rv



Intersection Traffic Safety Improvements
US 501 at Cannon Road, 3rd Avenue S.

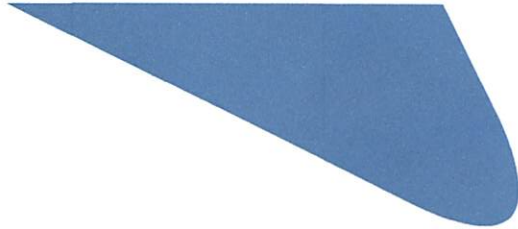
City of Myrtle Beach Council Presentation
May 24, 2022



Kimley»Horn

Location





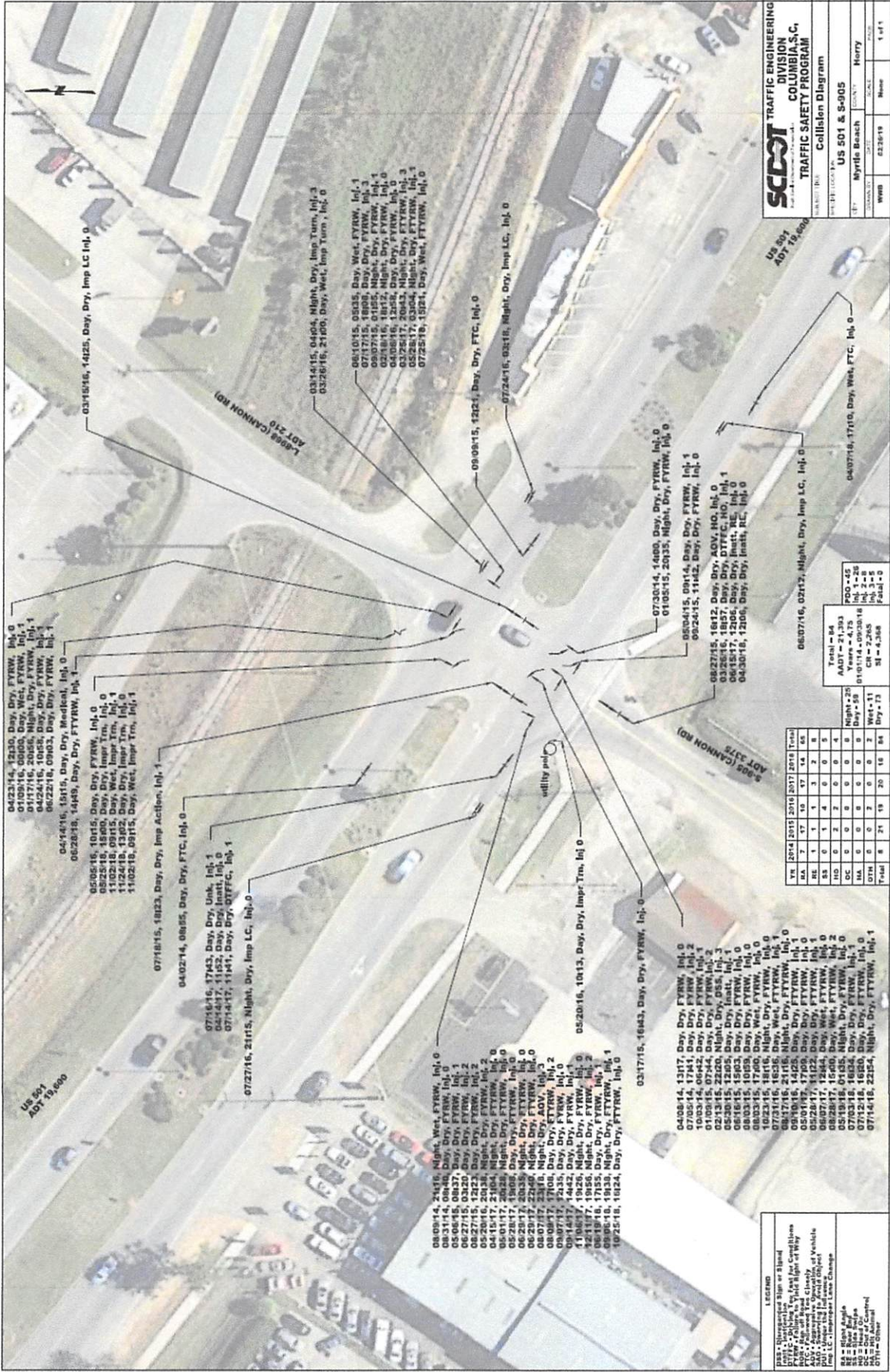
Crash Data

US 501 at Cannon Road

- **84** total crashes
 - 1/1/2014 to 9/20/2018
 - 67 right angle (80%), 8 rear end, 3 side swipe, and 4 head on
 - 39 injury, 5 serious injury, 0 fatal

US 501 at 3rd Avenue S.

- **30** total crashes
 - 1/1/2016 to 3/31/2021
 - 14 right angle (47%), 15 rear end, and 1 side swipe
 - 11 injury, 0 serious injury, 0 fatal



0423314, 1230, Day, Dry, FTRW, Inj. 0
 0100916, 0800, Day, Wet, FTRW, Inj. 1
 0117116, 2055, Night, Dry, FTRW, Inj. 1
 0422416, 1055, Day, Dry, FTRW, Inj. 1
 0822116, 0903, Day, Dry, FTRW, Inj. 1
 0614116, 1515, Day, Dry, FTRW, Inj. 0
 0620116, 1455, Day, Dry, FTRW, Inj. 1
 0505116, 1015, Day, Dry, FTRW, Inj. 0
 0825116, 1500, Day, Dry, Imp. Trn, Inj. 0
 1102116, 1315, Day, Wet, Imp. Trn, Inj. 0
 1102116, 0915, Day, Wet, Imp. Trn, Inj. 1

0718115, 1823, Day, Dry, Imp. Accion, Inj. 1
 0402114, 0855, Day, Dry, FTC, Inj. 0
 0716116, 1743, Day, Dry, Unk, Inj. 1
 0514117, 1152, Day, Dry, Inact, Inj. 0
 0714117, 1141, Day, Dry, DTFFC, Inj. 1
 0727116, 2115, Night, Dry, Imp. LC, Inj. 0
 0316116, 1423, Day, Dry, Imp. LC, Inj. 0

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 0717115, 1808, Day, Dry, FTRW, Inj. 1
 0807115, 0155, Night, Dry, FTRW, Inj. 1
 0608116, 1352, Night, Dry, FTRW, Inj. 0
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 0528117, 0304, Night, Dry, FTRW, Inj. 1
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0908115, 1221, Day, Dry, FTC, Inj. 0
 0724116, 0316, Night, Dry, Imp. LC, Inj. 0

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 0924115, 1142, Day, Dry, FTRW, Inj. 0

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 0430116, 1206, Day, Dry, Inact, RC, Inj. 0
 0607116, 0317, Night, Dry, Imp. LC, Inj. 0

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 083114, 0847, Day, Dry, FTRW, Inj. 0
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 081916, 1755, Day, Dry, FTRW, Inj. 1
 090016, 1938, Night, Dry, FTRW, Inj. 1
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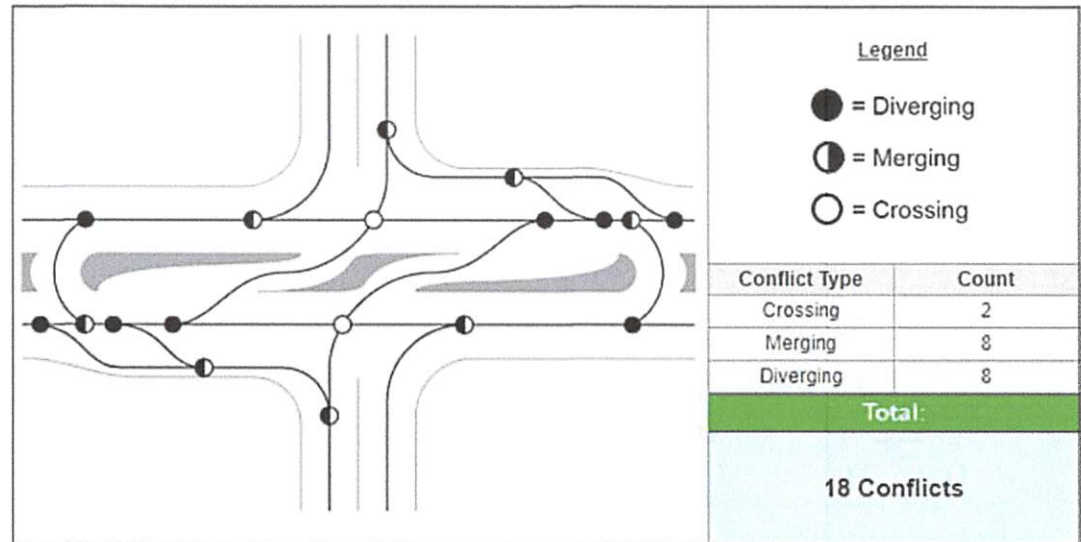
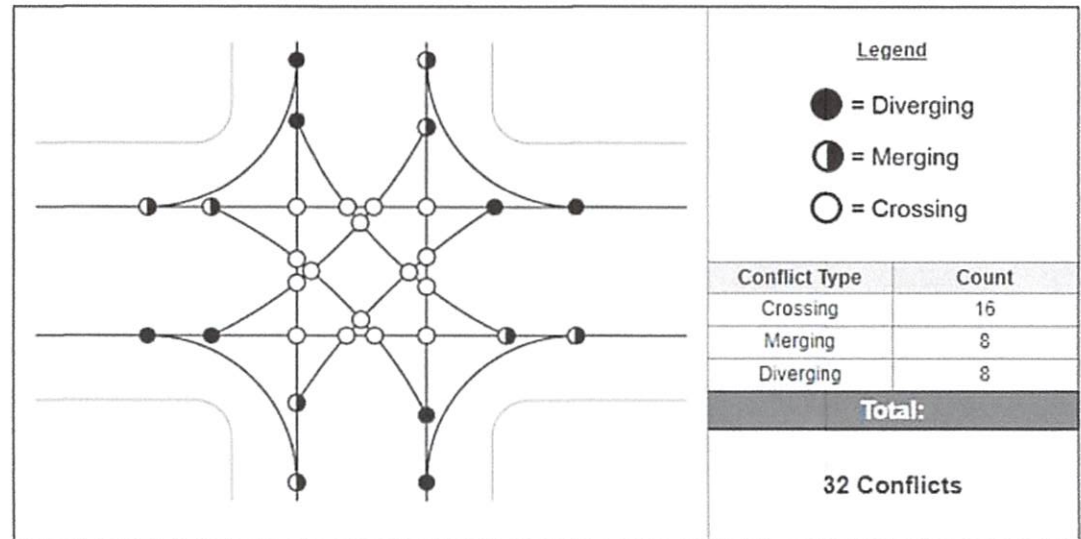
YS	2014	2015	2016	2017	2018	Trunk
NA	7	7	10	17	14	83
SS	1	1	4	0	0	6
NO	0	2	2	0	0	4
CC	0	0	0	0	0	0
NA	0	0	0	0	0	2
DTH	0	0	0	0	2	Wet-11
Total	8	21	19	20	16	84

Total = 84
 AADT = 21,393
 010114-092018
 CR = 2,265
 SI = 4,368
 Fatal = 0

LEGEND
 Inj. - Injurious Sign or Signal
 FTRW - Followed by Vehicle with
 PFC - Followed Too Closely
 SOV - Struck by or from Vehicle
 Inact - Inaction
 DTFFC - Departure from Flow of Traffic
 Inact - Inaction
 Imp LC - Impeding Lane Change
 Inj. - Injurious
 SS - Sign Speed
 NA - Near Acc
 CC - Coll. Cont.
 DTH - Hit & Run
 SOV - Struck by or from
 DTFFC - Departure from Flow of Traffic
 Inact - Inaction

RCIs

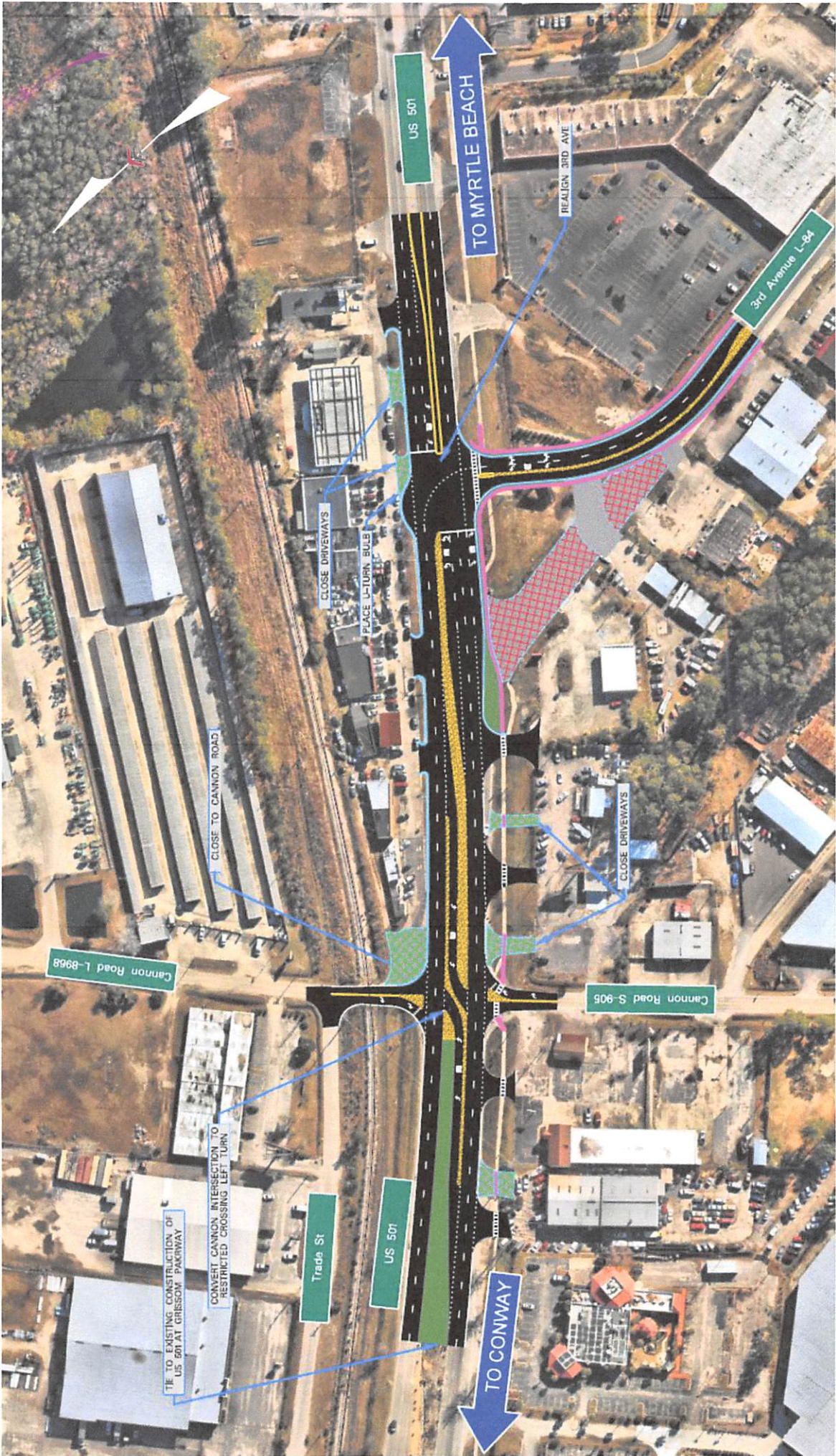
- Reduced Conflict Intersection (RCI)
- Innovative intersection design that improves traffic safety and operations by changing how minor road traffic crosses or turns left at a major road.
- RCIs reduces the total number and overall severity of vehicle-to-vehicle conflict points.
- At a typical four-leg intersection, an RCI design **reduces** the total number of conflict points from **32** to **18**.





Improvement Alternative

Cannon Road Implement a Reduced Conflict Intersection
3rd Avenue S. Install SB U-Turn Lane + Realign 3rd Avenue S. approach



TO MYRTLE BEACH

US 501

REALIGN 3RD AVE

3rd Avenue L-84

CLOSE DRIVEWAYS

PLACE U-TURN BUSH

CLOSE TO CANNON ROAD

Cannon Road L-8968

CLOSE DRIVEWAYS

Cannon Road S-905

Trade St

US 501

TO CONWAY

TIE TO EXISTING CONSTRUCTION OF US 501 AT GRISSOM PARKWAY

CONVERT CANNON INTERSECTION TO RESTRICTED CROSSING LEFT TURN



Improvement Alternative Analysis Results

Cannon Road Implement a Reduced Conflict Intersection
3rd Avenue S. Install SB U-Turn Lane + Realign 3rd Avenue S. approach

- **Capacity Analysis**
Alternative will improve level of service from **F** to **C** for the Cannon Road approaches (no change for the 3rd Avenue S. intersection)
- **Crash Modification Analysis**
Alternative will reduce future crash potential by **75%** at Cannon Road and **17%** at 3rd Avenue S.
- **Benefit-Cost Analysis**
Alternative has a benefit-to-cost ratio of **13.11**



Intersection Traffic Safety Improvements
US 501 at Cannon Road, 3rd Avenue S.

Thank You!

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meetzeckr@scdot.org



Kimley»»Horn