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## 1. Introduction

This report contains the Transportation component of the Community Facilities Element of the Georgetown County Comprehensive Plan. It has been prepared as part of the Georgetown Countywide Transportation Master Plan.

## 2. Airports

Georgetown County is served by two county owned airports; Georgetown County Airport and the Robert F Swinnie County Airport. These general aviation facilities, shown in **Figure 1**, are frequently used by local businesses and industries, thereby providing the County with a valuable asset to attract industrial and commercial development. However, these airports provide no air freight/cargo service. Other airports in the region; Myrtle Beach International Airport and Charleston International Airport, provide the air cargo/freight service for the county.

**Figure 1: Airports in Georgetown County**



## 2.1 Georgetown County (GGE) Airport

The Georgetown County Airport is a general aviation airport and is the largest airport in the county, located approximately 4 miles southwest of the City of Georgetown on a 73 acre site adjacent to US Highway 17. The airport is also adjacent to the 100 plus acre Airport Industrial and Business Park, as well as other areas with business and industrial use.

The Georgetown County Airport is operated by Seven Rivers Aviation, a full service aircraft maintenance, flight training, and aircraft fuel center. The airport has two runways. The main airport runway is currently under construction to be extended an additional 1,000 feet to total 6,000 feet. Both runways have a maximum capacity of 72,000 pounds per wheel. Annual airfield operations (takeoffs and landing) at the Georgetown County Airport as expected to increase by 106 percent by 2027<sup>1</sup>. In itinerant operations<sup>2</sup>, 13,202 general aviation flights and 532 air taxi's airfield operations occurred in 2007, which is projected to increase to 27,280 general aviation flights and 1,099 air taxi operations annually by 2027. This is a sign of the airport's importance to the community as a stimulant to local job creation due to increased airport activity.

A new 9,000 square foot terminal is currently under construction. This new terminal will consist of two main floors, a Fixed Based Operations area to conduct flight training, offices, and meeting rooms open to the travelling public and civic groups from the Georgetown area. Additionally, space is available for other vendors such as rental car agents and/or gift shops<sup>3</sup>. Furthermore, ten plane parking garages will be constructed along with a corporate plane hanger. Construction of the terminal and plane facilities are due to be complete by December 2008.

Also, under construction is a runway expansion project funded through a Federal Aviation Administration (FAA) grant. The expansion project includes extending the main runway to a total of 6,000 feet, which would allow the airport to service even the most modern business aircraft. Construction on both the terminal and runway extension are expected to be completed by October 2008.

The Airport has also installed a LPV Satellite Landing System. This will allow planes to land in moderate weather conditions, instead of being

<sup>1</sup> SC Department of Commerce, Aeronautics Division, Operations Statistics, Airport System Plan Forecast

<sup>2</sup> "Itinerant operation" is defined as operations that are not generated from local air traffic beyond 25 miles

<sup>3</sup> SC Department of Commerce, Aeronautics Division, Operations Statistics, Airport System Plan Forecast

diverted to Myrtle Beach or other larger airports. The system will increase airport productivity.

## 2.2 Robert F. Swinnie (PHH) Airport

The Robert F. Swinnie Airport owned by Georgetown County is located on a 100 acre tract approximately 2.5 miles east of the Town of Andrews. This airport has a single lighted runway and is adjacent to the 60 acre Andrews Industrial Park. Based off of the Airport System Plan Forecast Table, the annual airfield operation (takeoffs and landing) at the Robert F. Swinnie Airport is not projected increase in operations over the next 20 years.<sup>4</sup> In itinerant operations, the airport generated 500 general aviation flights with no air taxi's airfield operations in 2007; these volumes are expected to experience no growth by 2027. This airport does not have an attendant on duty and has no air freight/cargo activity.

## 2.3 Air Cargo System

While neither Georgetown County Airport nor Robert F. Swinnie Airport provides air freight/cargo activity in Georgetown County, the County is heavily dependant on integrated express carriers like DHL, FedEx, and UPS, which use airports in proximity to the county to deliver cargo. Integrated express carriers provide door to door service to facilitate air freight/cargo service to Georgetown County. The air cargo commodities typically handled are e-commerce items or high-valued, low weight shipments with a defined delivery commitment that have service connections through the Myrtle Beach International Airport (MYR) or the Charleston International Airport (CHS). Depending on the delivery commitment, a shipper or receiver in the County can tender its product for whichever express integrated carrier that meets the needs for transport and most likely, the carrier will use either MYR or CHS to deliver freight.

### 2.3.1 Myrtle Beach International Airport

The Myrtle Beach International Airport, situated approximately 35 miles north of downtown Georgetown on U.S. Highway 17, offers daily non-stop flights to New York, Chicago, Detroit and dozens of other cities. The airport is located on the site of the former Myrtle Beach Air Force Base. Myrtle Beach International Airport covers an area of 3,795 acres and has one runway

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<sup>4</sup> SC Department of Commerce, Aeronautics Division, Operations Statistics, Airport System Plan Forecast

designated 18/36 with a 9,503 x 150 ft. (2,897 x 46 m) asphalt/concrete surface.

The Myrtle Beach International Airport replaced the commercial airport located in the Crescent Beach area of North Myrtle Beach, which became Grand Strand Airport (CRE) and now serves private and corporate aircraft with parking, refueling, and maintenance. The Myrtle Beach International Airport is served by two air cargo feeders, UPS and DHL.

### 2.3.2 Charleston International Airport

Sixty miles to the south of Georgetown is the Charleston International Airport<sup>5</sup>, offering a full schedule of daily commercial flights, along with U.S. Customs services and a protected Foreign Trade Zone area.

Charleston International Airport is centrally located in the Charleston metropolitan area in North Charleston and sits adjacent to the Charleston Air Force Base, sharing the airfield facilities jointly with the United States Air Force.

Charleston International Airport primarily serves passengers whose travel originates or terminates in the three-county Charleston metropolitan area. In 2006, a total of 943,305 passengers were enplaned on the scheduled, commuter and charter airlines serving the airport. The airfield has a main instrument runway, which is 9,000 feet long and 200 feet wide and a crosswind runway, which is 7,000 feet long and 150 feet wide.

The CHS air cargo facilities include a 21,000 square yard facility to the west of the passenger terminal, which opened in January 1986. A separate cargo/freight area is located on the east side of the airport as well. This airport accommodates two major air cargo feeders, FedEx and DHL.

## 3. Ports

With the increase in intermodal freight and shifts in trade the ports of South Carolina will experience significant growth in intermodal freight traffic. In order to prepare for the influx of cargo, the South Carolina Port Authority is budgeting approximately \$80 million over the next 12 months, with funds allocated for maintenance and dredging for the Port of Georgetown.

<sup>5</sup> Charleston International Airport, Charleston International Airport Facility, Airport Information, <http://www.chs-airport.com/facilities.htm>

### 3.1 The Port of Georgetown

Georgetown is the oldest continuously open seaport on the eastern seaboard and has been at the center of international commerce for nearly two centuries. In the 1770s, it thrived on shipping indigo to European ports. It is known as a shallow-draft port, with a water level of 27 feet. The Port of Georgetown, shown in **Figure 2**, is the South Carolina State Ports Authority's dedicated break-bulk and bulk facility. It annually handles approximately 1.8 million tons of cargo from Latin America, Europe and Asia every year. This is a break-bulk port that imports salt, cement, wire, aluminum, forest products and limestone. The port also leases a berth to ISG, a major importer of raw materials.

The port's innovative Intermodal Break-bulk Service (IBS) lets shippers and consignees combine a multitude of transportation costs and functions, such as stevedoring, storage, port handling, truck and/or rail, etc<sup>6</sup>

**Figure 2: Port of Georgetown**



The Port of Georgetown has easy highway access directly onto U.S. 17, providing efficient inland coverage to and from key markets in the southeast, mid-Atlantic, and mid-west. The port also enjoys on-terminal rail service from CSXT, including covered access.

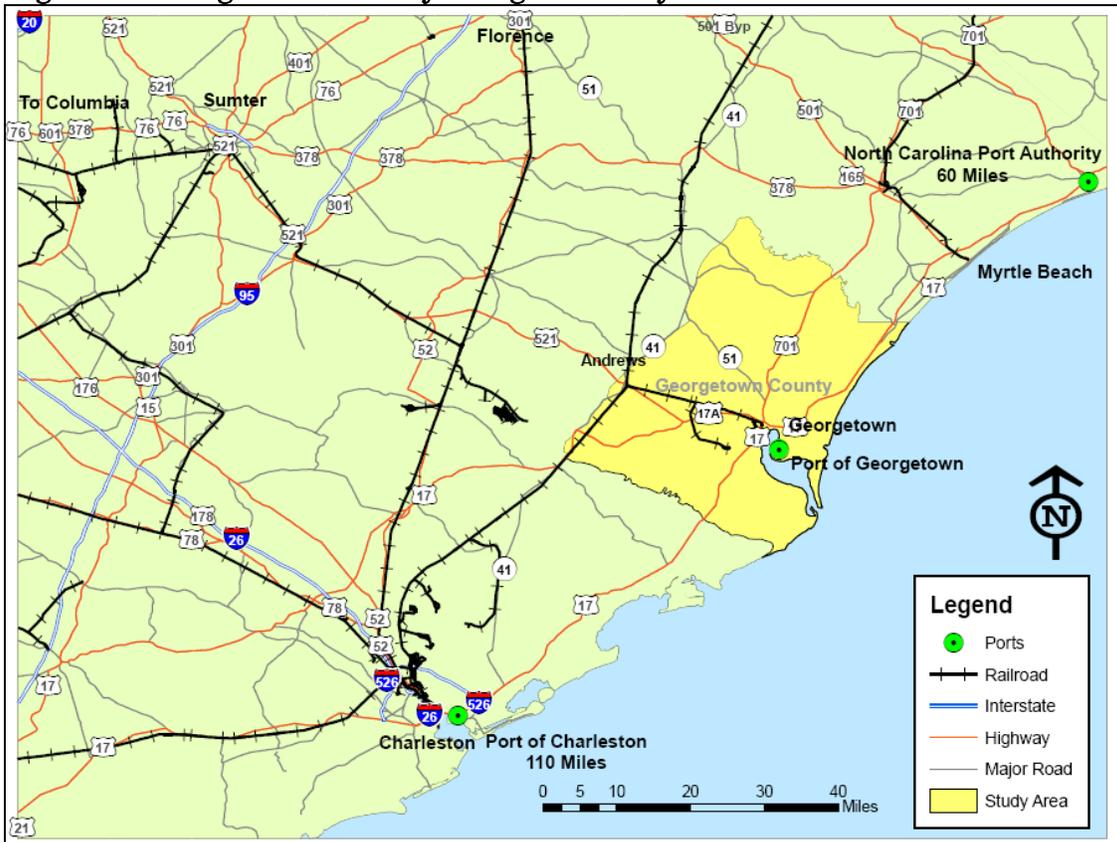
## 4. Railroads

Georgetown County is served by CSX Railroad, which offers direct rail access all over the United States. In South Carolina CSX operates and maintains 1,300 miles of track and handles 190,000 carloads of freight annually. Major

<sup>6</sup> Port of Georgetown, website <http://www.port-of-charleston.com/georgetown/default.asp>

CSX rail yards are located in Charleston and Florence and their only intermodal terminal in the state is located in Charleston. Products shipped include coal, synthetic fuel, acid and iron/steel through the state<sup>7</sup>. The CSX rail line in Georgetown County primary provides the Port of Georgetown intermodal rail freight service for break bulk commodities and connects with the CSX main rail line in Andrews, as shown in **Figure 3**.

**Figure 3: Georgetown County Freight Rail System**



## 5. Public Transportation

Good transportation planning suggests that roadway and multimodal facilities, such as transit, pedestrian facilities, bikeways, etc. be planned together. For many years transportation improvements have emphasized automobile mobility. Until recently, alternative modes of travel such as transit, bicycling, and walking have not been stressed.

The automobile will undoubtedly continue to be the dominant mode of transportation in the foreseeable future, both in number of trips and the distance traveled. However, transit and other modes will continue to play an important and expanding role in the transportation system for Georgetown

<sup>7</sup> CSXT Transportation, CSXT and South Carolina Fact Sheet

County. Supporting and encouraging transit and other modes will reduce congestion and air pollution in the area and also consumption of natural resources. To encourage usage of transit and other modes, facilities must be provided in the County that are convenient, safe, and economical for community residents.

## 5.1 Elderly Population Boom

Georgetown County was one of the top ten counties in the state for fastest growing senior (age 65+) population from 1990 to 2000, with a 40 percent change. Another component of growth is due to South Carolina and the Southeast becoming a retirement destination. County officials estimate the number of seniors is growing by approximately 10,000 people per year. The 2000 Census reports 15 percent of the county is age 65 years or older, which is higher than the state's average of 12 percent. The state's senior population, as a whole, is expected to double over the next two decades.

What effect does this aging population have upon public transportation in Georgetown County?

Today's seniors are different from yesterday's seniors – they live longer, they are more mobile, and they expect more in their communities, including public transportation.

Georgetown County officials are proactively addressing public transportation needs with the County. A recent posting from February 2008 on the county website is shown to the right. Continuous foresight and planning for future growth will provide the county residents more services in the community.

### GEORGETOWN COUNTY DISCUSSES MASS PUBLIC TRANSPORTATION

*County Council recently approved a recommendation from the Council Transportation Committee to consider a contractual agreement with Coast RTA, Waccamaw Regional Transit Authority, to provide mass public transportation within the Georgetown County area. The issue will be a topic of discussion during County Council's upcoming meeting to discuss Capital Improvement Plan funding. The meeting will be scheduled in the near future.*

*Source: February 2008 Georgetown County website.*

As mentioned previously, other factors of the population boom include the exploding growth and development along the Grand Strand. Condominiums and upscale homes are replacing many of the older homes and are dotted along the shoreline. The county should continue its current planning efforts and build a vision for public transportation in the short-term and long-term future. What type of public transportation do residents want to see for their community in the future? What services will be utilized and how should transit service be funded? These questions should be addressed at the local level, with coordination among the surrounding counties, where steady growth is also a factor.

## 5.2 Local Planning Efforts

Over the past decade, Georgetown County residents have dedicated much time and efforts into creating ‘Visions for the Future – I and II.’ The Visions program was initiated in 1998 by a group of concerned citizens to address the problems of rapid growth in some areas, and lack of growth in other areas. Vision I plans were adopted by County Council in 2001 and \$38 million of county-wide projects were put into action.

In 2005, local citizens began the next movement for implementing Visions II, a plan for the next three decades. One proposed project for Visions II includes improvement of multimodal transportation countywide, to include expanded mass transit initiatives. Recognizing public transportation needs at the grassroots level and preparing a transit plan to address those future short-term and long-term needs should be incorporated into this planning effort. Projects for Visions II will be finalized and submitted to the Visions Finance Committee for development of a comprehensive financial plan, which will then be submitted to County Council.



## 5.3 Existing Transit Providers

The percentage of persons using public transportation to get to work in Georgetown County is two percent according to the 2000 Census. This number could increase if additional service is offered in the County. Seventeen (17) percent of persons in the County carpool to work, which is above the statewide average of 14 percent. The higher percentage of ridesharing may be an indicator of a latent demand for transit services. Existing public transit services in Georgetown County are described below.

### 5.3.1 Waccamaw Regional Transportation Authority - The Coast RTA

The Coast RTA, based out of Conway in Horry County, offers a family of service options for residents traveling around coastal Carolina. Services include:

- Neighborhood circulators;
- Curb-to-curb paratransit service;
- Dash About for Seniors (DAS);
- CATS ADA service;
- Community service shuttles; and
- Fixed-route service.



### 5.3.1.1 Fixed-route Service

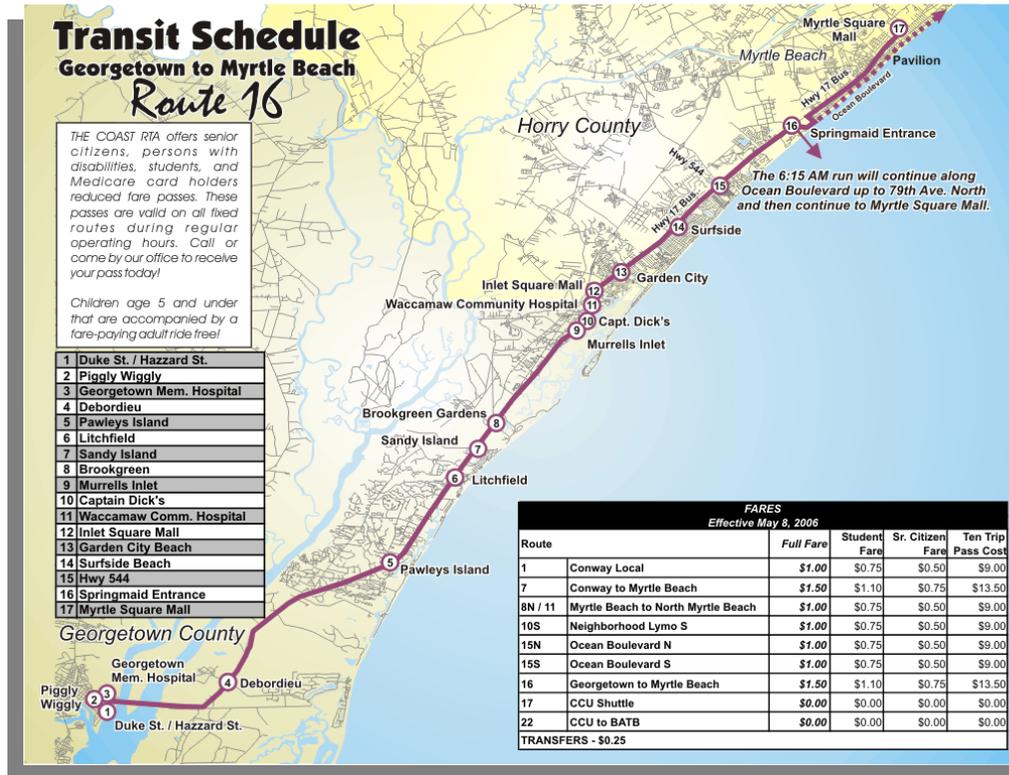
The Coast RTA operates fixed-route regularly scheduled bus service Monday through Friday, from approximately 6:00 a.m. to 9:00 p.m. Fifteen routes provide service across the coastal Carolina region, including one route through Georgetown County. Other areas of service include Myrtle Beach, North Myrtle Beach, Surfside Beach, Conway, Loris, and Aynor.

The fixed-route fleet consists of 35 vehicles. Route 16 typically uses a 15-passenger vehicle to provide service into Georgetown County. The base fare is \$1.50 for each one-way trip, the Student fare is \$1.10 per one-way trip, and the Senior fare is \$0.75 per one-way trip. A 10-Trip Pass is also available for purchase. Service begins at 6:15 a.m. and ends at 9:00 p.m. Transfers to other routes are \$0.25 per passenger.

The primary stops in Georgetown County, as shown below in **Figure 4**, are:

- Duke St./Hazzard St.;
- Piggly Wiggly;
- Georgetown Memorial Hospital;
- DeBordieu; and
- Pawley's Island.

Figure 4: Route Map and Fares for Route 16



Four daily departure trips are scheduled for Route 16 in Georgetown. The time table is shown in Figure 5. The Route 16 service runs Monday through Saturday.

Systemwide ridership for the Coast RTA has declined over the past three years, as illustrated in Figure 6. The Coast RTA staff indicate approximately 12 daily boardings in Georgetown for Route 16. Overall annual ridership for 2007 was approximately 17,500 one-way trips for Route 16.

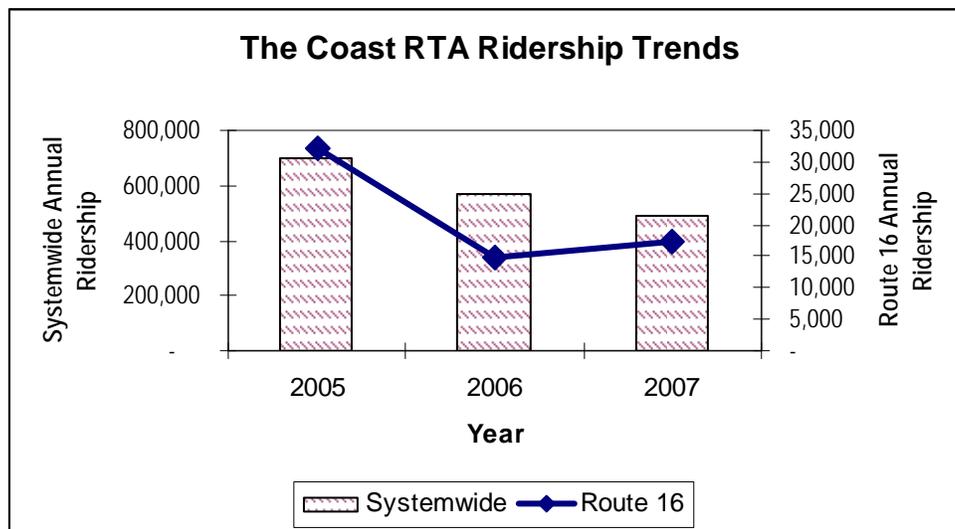
Route 16 operates approximately 2,600 annual revenue hours and 62,400 annual revenue miles. The major trip generators along Route 16 are employment, medical, and education facilities.

As of August 2008, the COAST RTA was in the early stages of developing an additional route that will service the county. The route and stops for this new service, to be called the Georgetown Connector, have not yet been determined.

Figure 5: Transit Route 16 Schedule



Figure 6: Coast RTA Ridership



### 5.3.1.2 CATS ADA Service

Citizens' Accessible Transit Service is a complimentary paratransit service for persons with disabilities. CATS' services are available in Georgetown and Horry Counties within a ¾-mile boundary of the fixed-route services. CATS is offered to qualified residents with a physical or mental disability during the same hours as the fixed-route service.

CATS is a curb-to-curb advanced reservation, shared-ride service. Service is provided on a time and space available basis. The CATS base fare is \$3.00 per person per one-way trip. Reservations can be made 24 hours in advance. Cancellations must be made, at a minimum, one hour before pickup time.

### 5.3.1.3 Dash About for Seniors

DAS is a demand response service designed for senior citizens over age 60, disabled residents, and the general public, on a space-available basis. Transportation is provided to any destination within the Coast RTA service delivery area, including Murrells Inlet and the City of Georgetown in Georgetown County. Passengers are registered with the Coast RTA by phone or by application. Transportation is available Monday through Friday, from 8:00 a.m. to 5:00 p.m.

Reservations must be made 48 hours in advance and can be reserved out to 10 days. The cost for service is \$6 per one-way trip or \$12 roundtrip. Common trip destinations include senior centers, medical appointments, employment, grocery/shopping, and others. Service is provided on a first-come, first-serve basis.

### 5.3.1.4 The Coast RTA Expanded Service to Georgetown County

The Coast RTA is currently working with county officials for expanded service into Georgetown. This expanded service is a beginning step towards the Visions goals mentioned earlier in this section. A detailed service plan is in progress for the expanded services and costs. The Coast RTA anticipates releasing a request for proposals in Spring 2008 for assistance developing a long-range transit plan.

### 5.3.2 Williamsburg County Transit Authority

Williamsburg County Transit Authority is based out of Kingstree, South Carolina and provides transportation services within Williamsburg County seven days per week, 24 hours per day. WCTA provides demand response service, employment commuter service to several Williamsburg County companies and to Myrtle Beach.



WCTA began service to Georgetown approximately six years ago and coordinates with the Medicaid Title XIX Program. Approximately 11 trips per week are made to Georgetown. The primary trip generators are transportation to Georgetown Dialysis, medical appointments and Georgetown Adult Day Care.

Annual ridership for WCTA is approximately 230,000 one-way trips. Approximately one percent or 4,400 of those trips are into Georgetown. WCTA typically uses a 17-passenger cutaway bus for service to Georgetown. The vehicle traveling to Georgetown typically stays in Georgetown and waits for the passengers to finish their business, then returns passengers back to their destinations in Williamsburg County. Occasionally, vehicles may leave to provide other nearby transportation, but then return to Georgetown to pickup passengers.

### 5.3.3 Intercity Bus Service



Greyhound, in coordination with Carolina Trailways, provides fixed-route bus service through Georgetown County. The greyhound station is located at 2014 Highmarket Street in Georgetown. Lobby hours are from 9:00 a.m. to 2:30 p.m. and from 7:15 p.m. to 8:15 p.m., seven days per week. Four buses travel through the Georgetown station each day with the following departures – 9:30 a.m., 1:25 p.m., 2:25 p.m. and 8:05 p.m.

The Georgetown station offers full ticketing service and package express service to passengers. A small waiting area, restrooms, and a vending area are also available at the station for waiting passengers. Overnight parking is available at the station. Station staff estimated between one to eight passengers per day boarding buses. Using an estimate of four passengers per day equates to approximately 1,500 annual boardings at the station each year.

### 5.3.4 Taxi Service

Georgetown offers several independent taxi companies for local residents and visitors. One taxi company is a recognized member of the County Chamber of Commerce - Bradley RA Taxi Service. Other companies included in the local yellow pages include:

- Moonlight Taxi Service – Georgetown;
- Skyview Cab Company – Georgetown;
- Yellow Cab – Pawleys Island;
- Stadium Taxi Service – Georgetown; and
- Friendly Cab Company – Georgetown.



Discussions with different taxi operators provided rate information. An estimated flat rate within the City of Georgetown is approximately \$5.00 per stop. Fares for immediate areas outside of the city limits are approximately \$7.00, and traveling longer distances outside the city limits may have a rate of approximately \$2.50 per mile.

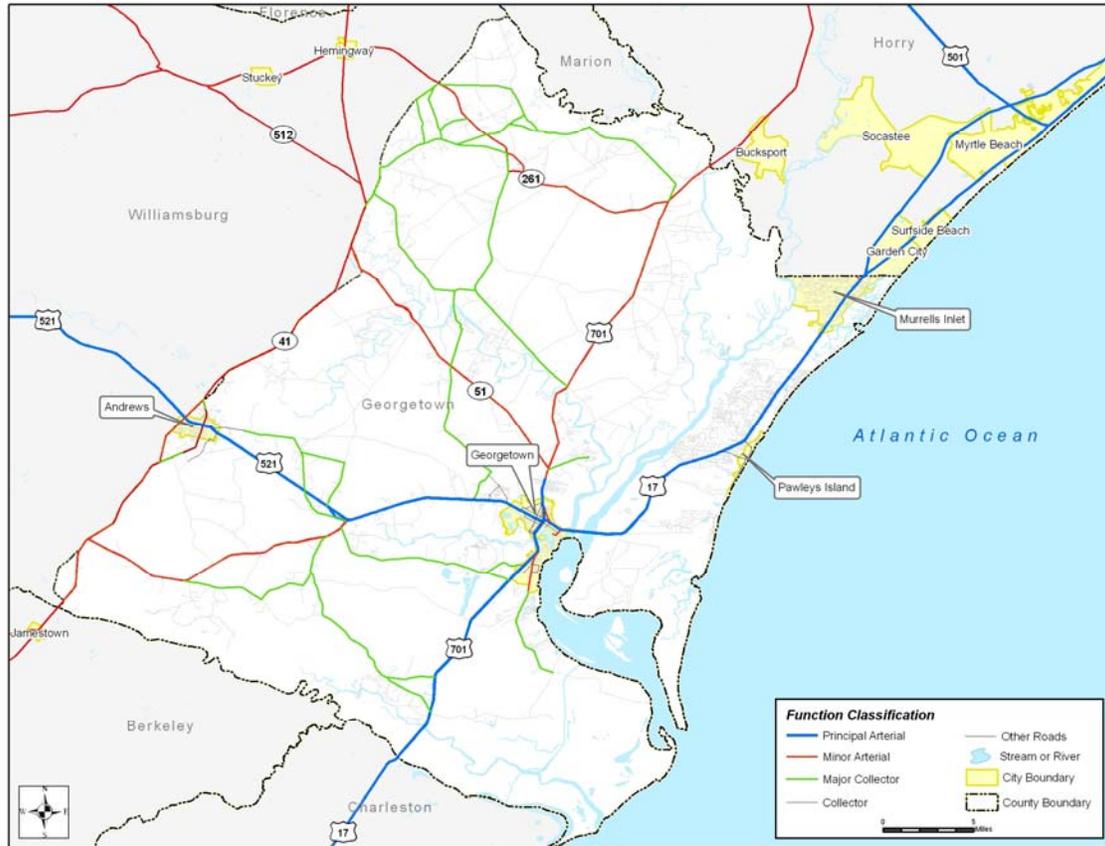
## 5.4 Future of Public Transportation in Georgetown County

Public transportation will continue to be an important element of the county's overall future transportation system and offers many advantages for local residents. Transit offers connections with neighboring cities and counties, including Horry and Williamsburg. As growth continues in the county, so too, will the demands for accessible transportation.

## 6. Highway System

The major highways within Georgetown County are illustrated in **Figure 7**.

**Figure 7: Major Highways in Georgetown County**



### 6.1 Classifications of Highways

#### 6.1.1 Route Designations

Georgetown County is served by five U.S. highways, five State highways and numerous local roads.

- U.S. 17 ;
- U.S. 17 Alt.;
- U.S. 17 Bus.;
- U.S. 521;
- U.S. 701;
- SC 41;
- SC 51;
- SC 261;
- SC 513; and
- SC 707

Each of these roads is described briefly below.

**U.S. 17** - U.S. 17 is a Principal Arterial that generally parallels the coast and extends the length of the county from the Charleston county line at the Santee River north to the Horry county line in Murrells Inlet. This road experiences exceptionally high traffic volumes in the peak summer season, particular in the Waccamaw Neck region. The portion of U.S. 17 between the City of Georgetown and the Horry county line is designated as an evacuation route.

**U.S. 17 Alt.** - This route extends from the intersection with U.S. 17 in the City of Georgetown west along Highmarket Street towards Sampit. This section, which is classified as a Principal Arterial and an evacuation route, is also signed as U.S. 521. Just before Sampit, U.S. 17 A heads southwest, through Sampit on St. Delight Street until the junction with SC 41, where it heads south (co-signed with SC 41) towards Jamestown. U.S. 17 A leaves Georgetown County as it crosses the Santee River into Charleston County. After leaving U.S. 521 near Sampit, U.S. 17 Alt. is classified as a minor arterial.

**U.S. 17 Business** - U.S. 17 Business parallels U.S. 17 from south of Murrells inlet to the Horry county line.

**U.S. 521** - U.S. 521 is a Principal Arterial extending from the intersection with U.S. 17 in the City of Georgetown westwards to Andrews and on to Manning near I-95. This entire route is an evacuation route. A recently constructed U.S. 521 Bypass around the south side of Andrews connects to SC 41 so through traffic may avoid the downtown area of Andrews. Phase 2 of the Andrews Bypass project will continue the bypass in Williamsburg County. This project is in the WRCOG Rural Long Range Transportation Plan (LRTP).

**U.S. 701** - This route starts at the intersection of U.S. 17 / U.S. 521 in the City of Georgetown and heads north to Conway and on to the North Carolina state line. It is classified as a Minor Arterial except for the southern portion up to SC 51, which is classified as a Principal Arterial, as well as being an evacuation route.

**SC 41** - This Minor Arterial road generally follows the western boundary of the county, along County Line Road, from the Santee River at the Charleston county line, through Andrews to the more northern of two intersections with SC 51, where both SC 41 and SC 51 leave the county and head towards Hemingway in Williamsburg County.

**SC 51** - SC 51 connects U.S. 701 north of the city of Georgetown with SC 41. It is co-signed with SC 41 as it heads north along County Line Road before entering Williamsburg County. This Minor Arterial is designated as an evacuation route.

**SC 261** - This Minor Arterial route extends west from U.S. 701 at Yauhannah to SC 41 / SC 51 in Hemingway in Williamsburg County.

**SC 513** - SC 513 is located in the northwest corner of the county. This Major Collector road runs from County Line Road at its northern intersection with SC 41 / SC 51 and along Pleasant Hill Drive in an easterly direction to the intersection with Choppe Road on SC 261.

**SC 707** - The southern end of this Minor Arterial road is located at its intersection with U.S. 17 in Murrells Inlet. After approximately one mile this road crosses into Horry County, then continues in a northerly direction as Socastee Boulevard, intersecting with SC 544 before terminating once again on U.S. 17 at the intersection with Farrow Parkway, just south of the Myrtle Beach airport. SC 707 has seen increasing development and traffic volumes in recent years. The section from Enterprise Road in Horry County to Murrells Inlet in Georgetown County is planned for widening to five lanes.

### **6.1.2 Highway Jurisdiction / Ownership**

U.S. and State designated routes are maintained by District 5 of the South Carolina Department of Transportation (SCDOT). SCDOT also maintains many other roads throughout the County, amounting to almost half the roads in the county, as shown in **Figure 8**. Approximately 24 percent of roads are maintained by Georgetown County, with the balance being privately owned and maintained. The miles of roads in private ownership has increased considerably in recent years and now surpasses County owned roads. The number of miles of roadway by ownership category and by type of road surface is shown in **Table 1**.

Approximately 60 percent of roads in the County are paved with asphalt, with another 14 percent having a gravel surface.

**Table 1: Existing Roads by Ownership and Surface Type**

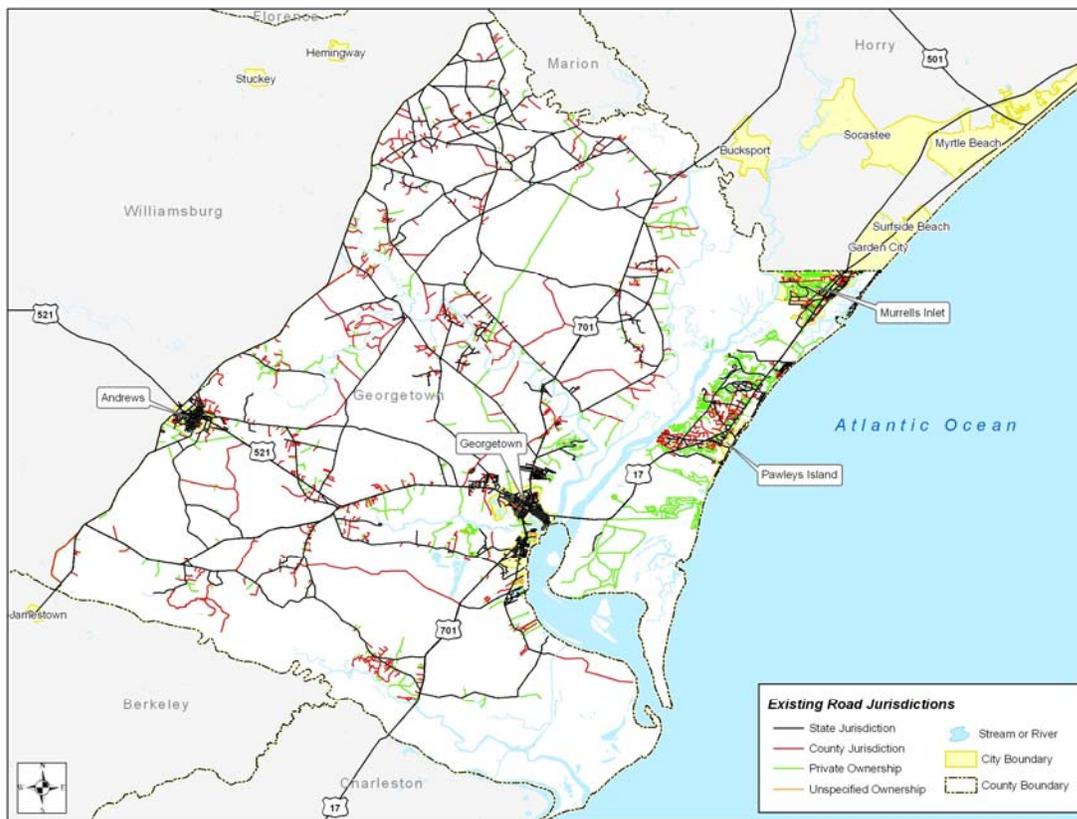
Jurisdiction	Unpaved <sup>(1)</sup> (miles)	Gravel <sup>(2)</sup> Pavement (miles)	Asphalt Pavement (miles)	Total (miles)	Percent
SCDOT	12	17	678	708	49.1%
Georgetown County	139	155	58	352	24.4%
Private	234	24	124	382	26.5%
<b>Total</b>	<b>385</b>	<b>196</b>	<b>860</b>	<b>1,441</b>	
<b>Percent</b>	<b>26.7%</b>	<b>13.6%</b>	<b>59.7%</b>		

Notes: (1) Includes roads where surface is unspecified.

(2) Single course gravel pavement

Source: Georgetown County

**Figure 8: Georgetown County Roads by Jurisdiction**



### 6.1.3 Functional Classification of Highways

Highways are classified in a hierarchical system, as shown in **Table 2**.

**Table 2: Functional Classification of Highways**

<b>Rural Highways</b>	
<b>Principal Arterial</b>	<ul style="list-style-type: none"> <li>▪ Serve corridor movements having trip length and travel density characteristics indicative of substantial statewide or interstate travel</li> </ul>
	<ul style="list-style-type: none"> <li>▪ Serve all, or virtually all, urban areas of 50,000 and over population and a large majority of those with population of 25,000 and over.</li> </ul>
	<ul style="list-style-type: none"> <li>▪ Provide an integrated network without stub connections except where unusual geographic or traffic flow conditions dictate otherwise (e.g., to coastal cities).</li> </ul>
<b>Minor Arterial</b>	<ul style="list-style-type: none"> <li>▪ Link cities and larger towns (and other traffic generators, such as major resort areas, that are capable of attracting travel over similarly long distances) and form an integrated network providing interstate and inter-county service.</li> </ul>
	<ul style="list-style-type: none"> <li>▪ Should be spaced at such intervals, consistent with population density, so that all developed areas are within a reasonable distance of an arterial highway.</li> </ul>
	<ul style="list-style-type: none"> <li>▪ Provide service to corridors with trip lengths and travel density greater than those predominantly served by rural collector or local systems.</li> </ul>
<b>Major Collector</b>	<ul style="list-style-type: none"> <li>▪ Provide service to any county seat not on an arterial route, to the larger towns not directly served by the higher systems, and to other traffic generators of equivalent intracounty importance, such as consolidated schools, shipping points, county parks, important mining and agricultural areas, etc.</li> </ul>
	<ul style="list-style-type: none"> <li>▪ Serve the more important intracounty travel corridors.</li> </ul>
<b>Minor Collector</b>	<ul style="list-style-type: none"> <li>▪ Spaced at intervals, consistent with population density, to collect traffic from local roads and bring all developed areas within reasonable distance of collector road.</li> </ul>
	<ul style="list-style-type: none"> <li>▪ Provide service to the remaining smaller communities.</li> </ul>
<b>Local Road System</b>	<ul style="list-style-type: none"> <li>▪ Serve primarily to provide access to adjacent land.</li> </ul>
	<ul style="list-style-type: none"> <li>▪ Provide service to travel over relatively short distances as compared to collectors or other higher systems.</li> </ul>
<b>Urban Highways</b>	
<b>Principal Arterial</b>	<ul style="list-style-type: none"> <li>▪ Serve the major centers of activity of a metropolitan area, the highest traffic volume corridors, and the longest trip desires.</li> </ul>
	<ul style="list-style-type: none"> <li>▪ Carry most trips entering and leaving the urban area, as well as the majority of through movements desiring to bypass the central city. Also carry significant intra-area travel, such as between CBDs and outlying residential areas.</li> </ul>
	<ul style="list-style-type: none"> <li>▪ Almost all fully and partially controlled access facilities will be part of this system</li> </ul>
<b>Minor Arterial</b>	<ul style="list-style-type: none"> <li>▪ Interconnect with and augments the urban principal arterial system and provide service to trips of moderate length at a somewhat lower level of travel mobility than principal arterials.</li> </ul>
	<ul style="list-style-type: none"> <li>▪ Provide intra-community continuity, but ideally should not penetrate identifiable neighborhoods.</li> </ul>
	<ul style="list-style-type: none"> <li>▪ Should include urban connections to rural collector roads where such connections have not been classified as urban principal arterials.</li> </ul>
<b>Urban Collector</b>	<ul style="list-style-type: none"> <li>▪ Provide both land access service and traffic circulation within residential neighborhoods, commercial and industrial areas.</li> </ul>
	<ul style="list-style-type: none"> <li>▪ May penetrate residential neighborhoods, distributing trips from the arterials through the area to the ultimate destination. They also collect traffic from local streets in residential neighborhoods and channel it into the</li> </ul>

	arterial system.
<b>Local Street System</b>	<ul style="list-style-type: none"> <li>▪ All facilities not on one of the higher systems. It serves primarily to provide direct access to abutting land and access to the higher order systems.</li> <li>▪ Service to through traffic movements are usually deliberately discouraged.</li> </ul>

Source: Functional Classification Guidelines, Sec II: Concepts, Definitions System and Characteristics.

### 6.1.4 Four Lane Roads

There are approximately 40 miles of four-lane roads in Georgetown County, including:

- U.S. 17 on the Waccamaw Neck (Ocean Highway) – 17.6 miles;
- U.S. 17 Alt. / U.S. 521 (Highmarket Street) – 10.7 miles;
- U.S. 521 (Georgetown Highway) – 7.8 miles; and
- U.S. 17 Business in Murrells Inlet – 3.8 miles.

## 6.2 Evacuation Routes

Given the location of Georgetown County on the Atlantic Coast and the low lying terrain the county’s highway system plays a key role in emergency evacuation situations. The routes designated by SCDOT as Hurricane Evacuation Routes are shown in **Figure 9**.

## 6.3 Traffic Volumes

### 6.3.1 Average Daily Traffic

Traffic volumes on all roads with Annual Average Daily Traffic (AADT) of 5,000 vehicles or more are listed in **Table 3**. In 2007 the highest volumes occurred on U.S. 17 between Wesley Road (S-392) and the Horry County Line, where the AADT was 38,900 vehicles per day. Note that this is an annual average, with higher traffic volumes occurring during the peak summer season. All other locations where the AADT exceeded 30,000 were also located on U.S. 17 in the Waccamaw Neck area of the county.

Sections of U.S. 17, U.S. 17 Alt and U.S. 701 in the Georgetown urban area experienced traffic volumes in the range of 16,800 to 25,500 in 2007. Outside of the urban area, the highest AADT occurred on U.S. 17 Alt / U.S. 521 between Georgetown and Sampit with 19,200 vehicles per day. The highest traffic volume (13,000 vehicles per day) on a two-lane road in Georgetown County occurred on SC 707 between U.S. 17 Bus and the Georgetown / Horry county line. Traffic volumes in 2007 at selected locations are illustrated in **Figure 10**.

Figure 9: Georgetown County Evacuation Routes



Table 3: Locations with 2007 AADT Over 5,000

Sta. No.	Route	Location	FC (1)	Lns	Annual Average Daily Traffic					Annual Growth	
					1990	1995	2000	2005	2007	17-Yrs	7-Yrs
101	US 17 / 701	Charleston Co. Line to Whitehall Ave (S-23)	2	4	6,700	6,500	7,700	7,800	8,000	1.0%	0.5%
103	US 17 / 701	Whitehall Ave (S-23) to S. Island Rd (S-18)	13	4	13,300	13,400	15,300	15,700	16,500	1.3%	1.1%
105	US 17 / 701	S Island Rd (S-18) to U.S. 701	13	4	17,600	20,800	23,700	25,500	22,700	1.5%	0.6%
107	US 17	U.S. 701 to St. James St (S-80)	13	4	12,200	18,600	22,200	24,600	23,900	4.0%	1.1%
109	US 17	St. James St. (S-80) to Waterford Rd (S-759)	2	4	15,360	18,400	21,900	24,000	24,600	2.8%	1.7%
113	US 17	Waterford Rd	2	4	13,700	16,000	22,800	23,600	25,000	3.6%	1.3%

# Countywide Transportation Master Plan

Transportation Element of the Georgetown County Comprehensive Plan

Sta. No.	Route	Location	FC (1)	Lns	Annual Average Daily Traffic					Annual Growth	
					1990	1995	2000	2005	2007	17-Yrs	7-Yrs
		(S-759) to South CSWY Rd (S-266)									
115	US 17	South CSWY Rd (S-266) to Martin Luther King Rd (S-449)	2	4	17,600	23,000	28,300	32,000	33,700	3.9%	2.5%
117	US 17	Martin Luther King Rd (S-449) to Sandy Island Rd (S-362)	2	4	15,500	22,200	31,900	35,200	37,000	5.3%	2.1%
119	US 17	Sandy Island Rd (S-362) to Carson Rd (S-392)	2	4	17,700	21,700	30,800	32,000	35,100	4.1%	1.9%
120	US 17A / 521	U.S. 521 to Garrison Rd (S-119)	2	4	8,600	10,200	12,500	12,400	12,400	2.2%	- 0.1%
121	US 17	Carson Rd (S-392) to Horry County Line	2	4	16,600	24,300	33,300	34,400	38,900	5.1%	2.2%
123	US 17A	Saints Delight Rd (S-24) to U.S. 521	3	4	3,800	5,300	5,600	5,900	6,200	2.9%	1.5%
125	US 17A / 521	Garrison Rd (S-119) to U.S. 17	13	4	15,000	17,500	19,900	19,000	19,200	1.5%	- 0.5%
127	US 17 Bus	U.S. 17 to Wachesaw Rd (S-62)	3	2	2,400	4,200	4,800	6,000	6,600	6.1%	4.7%
129	US 17	Wachesaw Rd (S-62) to Horry County Line	3	2	6,000	6,700	7,600	7,400	8,000	1.7%	0.7%
131	St. James St (S-80)	U.S. 17 to Highmarket St (S-95)	14	2	3,000	4,600	4,800	4,800	5,200	3.3%	1.2%
133	S-156	Highmarket St (S-95) to U.S. 17	15	2	7,400	7,400	6,300	7,400	7,500	0.1%	2.5%
135	US 521	U.S. 17 to Chance Drive (S-564)	2	4	5,300	6,900	7,500	8,400	8,400	2.7%	1.6%
137	US 521	Chance Drive (S-564) to Clifford St (S-142)	2	4	5,600	7,000	7,500	8,000	6,700	1.1%	- 1.6%
139	US 521	Clifford St (S-142) to SC 41	2	2	6,600	10,700	10,800	10,200	9,700	2.3%	- 1.5%
140	US 17	U.S. 17 to Horry County Line	3	4	21,100	12,900	17,900	19,800	19,500	- 0.5%	1.2%
141	US 701	U.S. 17/17A to Sammit Ave. (S-514)	3	4	17,000	20,400	26,200	23,200	23,100	1.8%	- 1.8%
143	US 701	Sammit Ave. (S-514) to S.C. 51	3	4	11,200	14,700	18,200	16,900	16,800	2.4%	- 1.1%

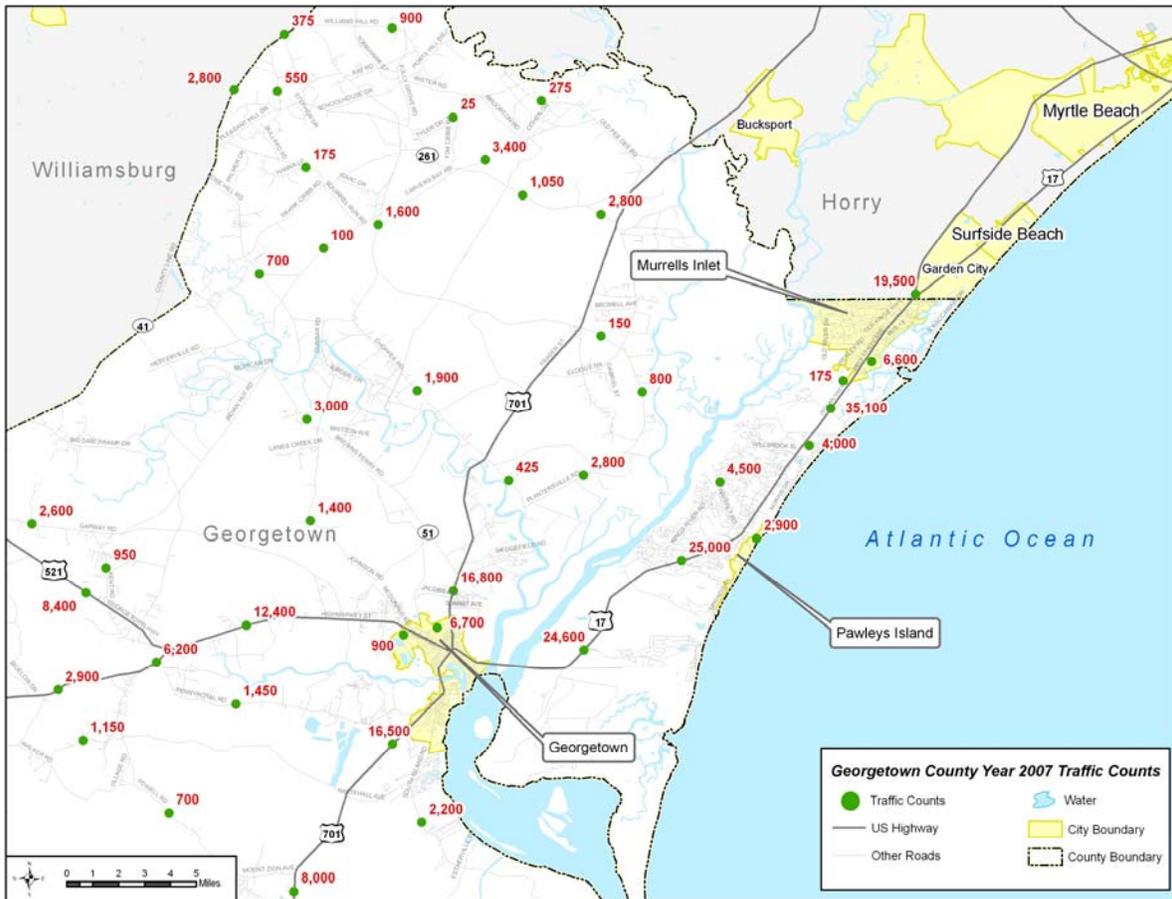
**Countywide Transportation Master Plan**  
 Transportation Element of the Georgetown County Comprehensive Plan

Sta. No.	Route	Location	FC (1)	Lns	Annual Average Daily Traffic					Annual Growth	
					1990	1995	2000	2005	2007	17-Yrs	7-Yrs
159	SC 707	U.S. 17 BUS. to Horry Co.	14	2	3,300	5,800	7,900	10,500	13,000	8.4%	7.4%
201	Wachesaw Rd (S- 62)	U.S. 17 to Carson Rd (S- 392)	15	2	2,100	2,600	4,200	4,900	5,000	5.2%	2.5%
207	Waverly Rd (S- 46)	U.S. 17 to Kings River Rd (S-255)	9	2	3,800	4,300	5,400	4,800	5,100	1.7%	- 0.8%
213	S. Island Rd (S- 18)	U.S. 17 to Golf Drive (S-639)	14	2	4,300	4,600	5,400	4,900	5,400	1.3%	0.0%
221	Bourne St (S- 106)	U.S. 701 to W Church St (S- 161)	14	2	4,500	5,000	6,100	6,600	5,900	1.6%	- 0.5%
223	Bourne St (S- 106)	W. Church St (S-161) to Winyah Street (S-88)	15	2	6,100	5,300	6,400	7,500	6,700	0.6%	0.7%
225	Bourne St (S- 106)	Winyah Street (S-88) to Henry St.	15	2	2,200	3,800	4,500	4,800	4,900	4.8%	1.2%
235	Black River Rd (S- 82)	U.S. 17 to U.S. 701	14	2	7,900	9,000	11,200	10,200	10,400	1.6%	- 1.1%
239	Anthuan Maybank Dr (S- 438)	W. Church Street (S-161) to U.S. 701	15	2	6,000	5,200	7,800	6,900	6,700	0.7%	- 2.1%
243	Reservoir St (S- 717)	W. Church Street (S-161) to U.S. 521	15	2	5,000	4,800	6,500	6,100	6,000	1.1%	- 1.1%

Note: (1) Functional Classes: 2 - Rural Principal Arterial, 3 - Rural Minor Arterial, 4 - Rural Major Collector  
 13 - Urban Principal Arterial, 14 - Urban Minor Arterial, 15 - Urban Collector

Source: SCDOT traffic count stations in Georgetown County

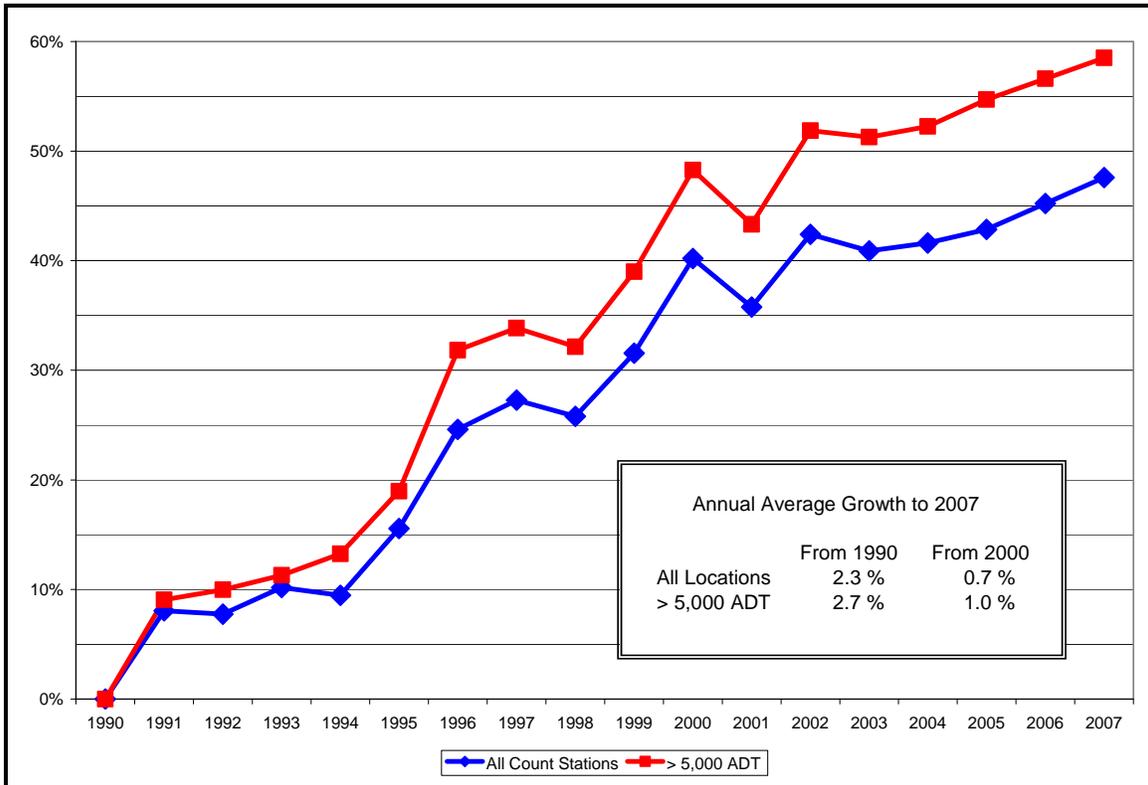
Figure 10: 2007 Traffic Counts at Selected Locations



### 6.3.2 Traffic Growth

SCDOT maintains traffic count information for over 130 locations in Georgetown County. Count information is available for each year from 1990 to 2007 at 124 of these locations. Averaged over all locations, traffic volumes have increased by 48 percent, or 2.3 percent per year, over this 17-year period. On roads with an AADT of 5,000 or higher, the growth in traffic averaged 59 percent, or 2.7 percent per year. Most of this growth occurred in the 1990s, as shown in **Figure 11**. Growth has moderated over the last seven years (2000 to 2007) to an average of 0.7 percent per year for all locations and to 1.0 percent per year on the busier roads (AADT > 5,000).

Figure 11: Traffic Growth in Georgetown County, 1990 to 2007



### 6.3.3 Peak Season Traffic

Due to the tourist attractions along the South Carolina coast and the Grand Strand area in particular, traffic volumes peak during the summer months.

Figure 12 illustrates average daily volumes by month for three locations:

- Station 109 – U.S. 17 on the Waccamaw Neck, south of Pawleys Island;
- Station 115 – U.S. 521, west of Andrews (in Williamsburg County); and
- Station 151 – SC 51, Browns Ferry Road.

During the peak month of July, the average daily traffic volume on U.S. 17 on the Waccamaw Neck of 27,599 was 16.6 percent higher than the Average Annual Daily Traffic (AADT) volume of 23, 678 at the same location.

Figure 12: Average Daily Traffic Volumes, By Month

