

Carolina Crossroads ground breaking ceremony From 'Malfunction Junction' to 'Modern Marvel'

By Bob Kudelka

A groundbreaking ceremony for the historic South Carolina Department of Transportation's (SCDOT) \$1.7 billion Carolina Crossroads project was held on Monday, Nov. 8, 2021, with state leaders extolling the five-phase project to replace and modernize the outdated I-26/I-20/I-126 interchange, known as "Malfunction Junction" in the Midlands region of South Carolina.

"I am happy to tell you Malfunction Junction is getting a makeover," said SCDOT Commission Chairman J. Barnwell Fishburne. "Today we break ground on the new and greatly improved Carolina Crossroads."

Called a "Modern Marvel" by Secretary of Transportation **Christy A. Hall**, Carolina Crossroads is currently the largest interstate improvement project in South Carolina. The five-phase project will widen 14 miles of interstate highway, construct 43 new bridges and reconstruct seven interchanges.

Gov. Henry McMaster thanked the SCDOT Commission, all of whom were in attendance at the ceremony held under a large white tent off Burnette Drive with busy interstate traffic and blue-ribbon decorated shovels as a backdrop.

"South Carolina is on the move," McMaster said. "We are booming...and the next 10 years are going to be extraordinary and this is a big part of it."

Located in the heart of South Carolina, the I-20, I-26 and I-126 interstate corridor is the crossroads of the state economy and serves as the major hub for the Midlands' commuters, travelers and commerce. In addition to being a main route in and out of Columbia, I-26 is a thoroughfare for travelers headed to the coast and mountains for recreation and a major cargo route between Lowcountry ports and Upstate manufacturers.



CODY CROUCH/THE CONNECTOR

Dignitaries break ground on the \$1.7 billion Carolina Crossroads project on Nov. 8, 2021. From left, are: SCDOT Seventh Congressional District Commissioner Tony Cox, SCDOT Fourth Congressional District Commissioner Woody Willard, Jr., SCDOT Third Congressional District Commissioner Pamela Christopher, President and CEO of the S.C. Trucking Association Rick Todd, State Representative Chip Huggins, State Senator Nikki Setzler, U.S. Representative Joe Wilson, Governor Henry McMaster, Secretary of Transportation Christy A. Hall, SCDOT Commission Chairman and Sixth Congressional District Commissioner J. Barnwell Fishburne, Federal Highway Administration S.C. Division Administrator Emily Lawton, SCDOT Fifth Congressional District Commissioner Gene Branham, Jr., SCDOT Commissioner At-Large James McLawhorne, Jr., SCDOT Second Congressional District Commissioner Bill Dukes.

The five phases of Carolina Crossroads

By Pete Poore

The Carolina Crossroads Project, labeled the "The Largest Interstate Highway Improvement Project in the history of SCDOT" is now underway. This massive project, expected to be completed in 2029 has been divided into five phases.

Breaking down the project into five phases allows more

contractors to compete for work on the project, which in turn provides the best value for the people of South Carolina. In addition, each phase is being timed to complete as much of the work as possible between phases to create as many improvements in the corridor as construction progresses.

SCDOT's Carolina Crossroads Project Manager **Brian Klauk** describes Phases 1 and 2 as "set-up phases." Klauk

said, "Phase 1 work includes reconstructing the Colonial Life Blvd. entrance and exit ramps on I-126 into a full access interchange. The new interchange will eliminate the Bush River Road at I-26 interchange to improve traffic flow and safety." Klauk added that Phase 1 will also lengthen the I-26 eastbound exit ramp leading to U.S. 378/Sunset Blvd. where drivers exiting there are regularly backed up on the interstate shoulders.

The Lexington Medical Center is located at that interchange.

The goal of Phase 2 is to improve the Broad River Road interchange at I-20 to make it easier for drivers to get on and off the interstate. Also, the I-20 westbound lanes will be improved to more efficiently access I-26 westbound. The

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Infrastructure Investment and Jobs Act

What does it mean to SCDOT?

The bipartisan Infrastructure Investment and Jobs Act of November 2021 will integrate well into SCDOT's 10-Year plan to upgrade and improve South Carolina's road and bridge network, according to Secretary of Transportation **Christy A. Hall**.

"The bipartisan infrastructure package will enable SCDOT to boost investment in projects designed to improve safety, mobility and the quality of life for the residents, businesses and visitors in the Palmetto state," Hall said. "In addition, the measure provides much needed flexibility at the state level, cuts red tape, streamlines project development and provides a reliable, stable federal funding stream for the next five years."

SCDOT's 10-Year Plan, launched in 2017, is backed by a combination of state and federal funds, including having already incorporated into it the baseline funding included in the bipartisan federal infrastructure funding package. The 10-Year Plan is focused on repaving thousands of miles of highways in the state, replacing hundreds of bridges, widening of critical segments of our interstates and improving many rural roads to drive down our state's rural fatality rate.

The bipartisan federal infrastructure package also included some additional funding, above and beyond the baseline levels. The additional federal funding is projected to be approximately \$250 million per year and will flow directly to

SCDOT for incorporation into the 10-Year Plan. The SCDOT Commission has already approved the deployment of the additional funds in the following manner to supplement and enhance the previously adopted 10-Year Plan:

- \$100 million boost for regional mobility projects. This funding will nearly double our annual investment for projects to combat congestion in the urban areas and economic development / mobility needs in the rural areas. Investment in these types of projects are critical in order to keep pace with the rapid growth of our state and to aid the rural areas ability to be competitive.

- \$69 million boost for more bridge projects. This will increase the 10-year target from replacing/rehabbing 465 bridges across the state to 500 bridges by 2027.

- \$30 million boost for interstate widening projects. This will assist in financially supporting SCDOT's aggressive interstate widening program as part of the 10-Year Plan.

- \$21 million boost for safety projects across the state. This will enable S.C. to address some significant issues regarding roadway departure, bike/pedestrian safety and other identified roadway safety concerns.

- \$15 million for large, capital drainage projects. This funding is associated with improving the resilience of the network. USDOT is also expected to issue guidance in the near future regarding the allowable uses of the funding. It is anticipated that the funding will be used

to repair and upgrade major drainage facilities on the state-owned network.

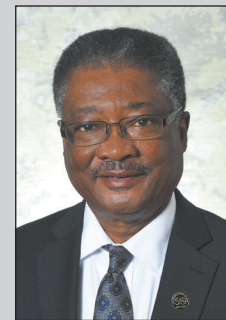
- \$13 million for electric vehicle charging/infrastructure projects. This is funding designated specifically by Congress, with USDOT expected to issue guidance in the near future regarding the allowable uses of the funding. It is anticipated that the funding will be utilized for purposes such as providing charging infrastructure at rest areas, welcome centers and/or transit facilities.

- \$2 million for the Transportation Alternatives Program (TAP). This funding is designated specifically by Congress for this purpose and is expected to help fund sidewalk and other modal improvements across the state.

SCDOT will now move forward with identifying, ranking and prioritizing additional projects to fit within these enhanced and expanded programs in the 10-Year Plan using objective and quantifiable factors in accordance with state law.

Finally, it is important to note that the higher federal funding levels will require a higher level of state matching funds. "South Carolina will need to dedicate an additional \$100-200 million annually in matching funds in order to ensure that our state does not leave any federal funds due to South Carolina on the table and to effectively leverage the massive discretionary grant opportunities that are now available through USDOT," says Secretary Hall.

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Christy A. Hall is the South Carolina Secretary of Transportation.



U.S. 15 bridge over Indian Fields Swamp wins award

By Brittany Harriot

The new U.S. 15 Bridge over Indian Field Swamp has been awarded a 2021 Design-Build Merit Award from the Design-Build Institute of America's National Project/Team. This award is given annually to projects that exemplify the principles of design-build done right.

Winners in this special category go on to compete for a National Award of Excellence, Special Category and Project of the Year awards.

The original bridge was a 2-lane bridge that was load restricted and structurally deficient. Due to its proximity to interstates 26 and 95, U.S.-15 serves as an alternate route during incident management and hurricane evacuations as well as serving as a major route for transportation of unmanufactured forest products from timber harvesting sites to wood mills. Due to the routes significance, SCDOT desired a rapid and environmentally conscious reconstruction plan with the least amount of inconvenience to through-traffic. To accomplish this, SCDOT used an expedited design-build procurement with a mandate that the construction occur on the existing alignment with a maximum detour of 75 days.

Challenging site conditions existed including electrical transmission lines near the bridge that would need to be relocated. Due to the project's fast track nature, SCDOT opted to perform utility coordination and relocation outside of the construction contract to allow construction to begin upon approval of design. SCDOT partnered with the utility company to acquire adequate right-of-way and permits and perform necessary clearing for the relocations to avoid schedule delays with bridge demolition.

Coordination with the local government revealed that fire response times to certain areas would be tripled with a detour. To mitigate this safety concern, SC-

DOT partnered with the locals to fund staffing of a volunteer fire station for the duration of the closure. This innovative approach and "outside of the box" thinking resulted in a win-win for SCDOT and the local government.

The project was designed, permitted and constructed in 111 days from notice of award, which was 52 days ahead of the required completion date. Actual construction with the closure and detour utilized only 58 of the 75 days allowed in the contract.

Ultimately, the existing 68-foot bridge with 4-foot shoulders and a concrete pier in the stream channel was replaced with a 120-foot single span bridge with 10-foot shoulders.



BEFORE: Crews demolish the original bridge that was load restricted and structurally deficient.



AFTER: The new bridge was constructed ahead of schedule in 111 days. A detour was in place for only 58 days. The new bridge is longer and wider than the bridge it replaced. This design-build project was recognized nationally for exemplifying the principles of design-build done right.

CODY CROUCH/THE CONNECTOR

Paving Season 2021



CODY CROUCH/THE CONNECTOR

BAMBERG COUNTY: 1.15 miles were paved on Char-Augusta Rd. (S-5-49) and included road widening and milled-in rumble strips.



CODY CROUCH/THE CONNECTOR

OCONEE COUNTY: 4.56 miles were paved on on S.C. 11 near the I-85 interchange and included bike lanes, rumble strips and updated guardrails.



ROB THOMPSON/THE CONNECTOR

LANCASTER COUNTY: Paving was completed on Douglas Road in Lancaster County. Other completed projects in the area included Dahlia Road, Rocky River Road, Gold Mine Highway and Great Falls Road.



ROB THOMPSON/THE CONNECTOR

YORK COUNTY: 2.0 miles of paving on Sutton Street in Fort Mill included grinding up and milling the old road surface, mixing in concrete to the base layer and then applying new asphalt on top.

Since 2017, the Pavement Improvement Program in the Strategic 10-Year Plan has moved forward with 4,061+ miles of paving projects.

In June of 2021, another 977+ miles were added to Program for the 2021-2022 year.

Here are just a few examples of paving projects that got underway this year across the state.

To see updates on more projects, visit SC-DOT's Facebook and Twitter page.



CODY CROUCH/THE CONNECTOR

ORANGEBURG COUNTY: 1.83 miles were paved on Cut Off Rd. (S-38-686) just west of Orangeburg. It included new thermoplastic paint on center and edge lines and added rumble strips.

HORRY COUNTY: More than 20 miles have been repaved on the Conway Bypass (S.C. 22) in Horry County this year.

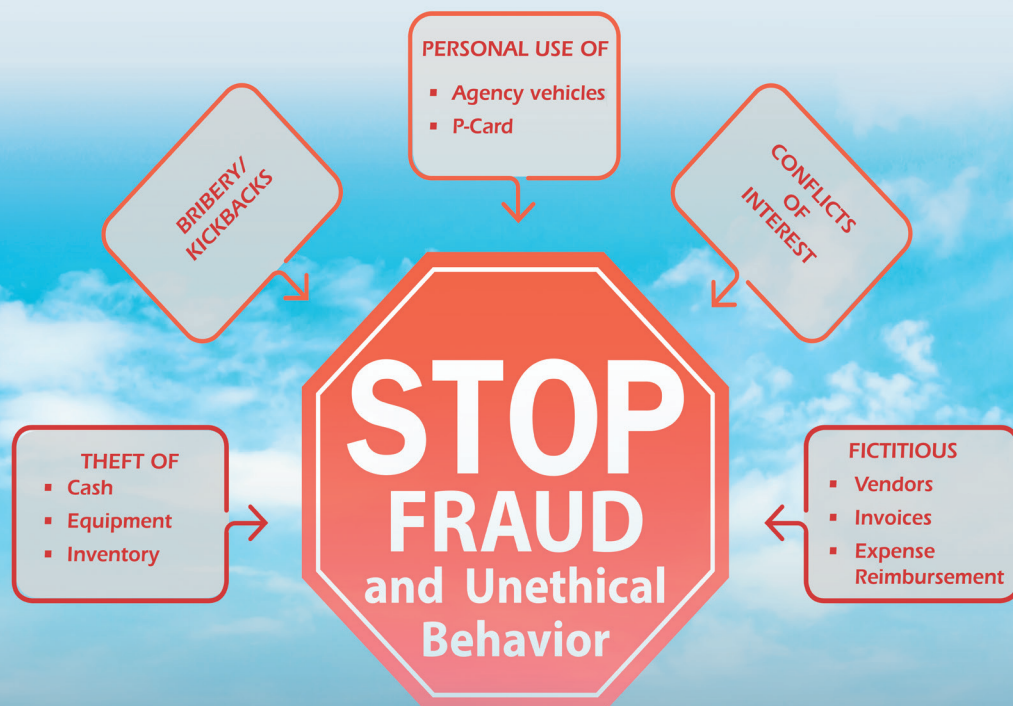


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Tolls are history on the Cross Island Parkway

By Bob Kudelka

The South Carolina Department of Transportation stopped collecting tolls on Hilton Head Is-

land's Cross Island Parkway at 11:59 p.m. on June 30, 2021.

"The Cross Island Parkway has been serving Hilton Head residents, visitors and businesses as an important

alternate travel route for more than 20 years, and we're pleased to convert it to a non-tolled roadway permanently," said SCDOT Deputy Secretary for Finance and Administration **Justin Powell**.

Opened in 1998, the Cross Island Parkway is a 7.5-mile limited-access route that connects the William Hilton Parkway (Business U.S. 278) at the north end of the Island with Palmetto Bay Road and the Sea Pines Circle at the south end of the island.

The toll had been \$1.25 per cash customer and \$.75 per Palmetto Pass customer based on a two-axle vehicle. It was collected to repay bonds that were issued to build the road, pay for toll collection operations, and maintain the roadway and facilities.

SCDOT continues maintaining the Parkway as a part of its statewide road system.

SCDOT and its contractor who operates the toll communicated with the more than 32,000 Palmetto Pass customers in the months before July to help with procedures to close their accounts, return their transponders, and how they might receive refunds of their deposits.



ROB THOMPSON/THE CONNECTOR

Hilton Head motorists will not need to check their pockets for change at the intersection of the Cross Island and William Hilton parkways anymore. The tolls have been removed from the highway.



PHOTO PROVIDED/DISTRICT 6

Beaufort Maintenance employees cover up the 'toll' part of the sign after the tolls were ended on the parkway.

Reduced Conflict Intersection

SCDOT is starting to implement Reduced Conflict Intersections (RCI) in some cases especially along four-lane primary roads in more rural areas where traffic reaches higher speeds.

Without an RCI, such an intersection makes it more difficult for trucks and cars approaching from a minor road to cross over all four lanes of the primary route -- or to turn onto the primary route.

The RCI incorporates concrete medians, U-turns provided downstream from the interchange, and other features that simplify driver decision making.



ROB THOMPSON/THE CONNECTOR

Reduced Conflict Interchanges (RCI) are being installed at some interchanges in South Carolina as part of SCDOT's Rural Road Safety Program. The design makes it safer for vehicles on smaller roads who are trying to turn left or cross busy a four-lane highway. To see a video on the RCI traffic flow, visit: <https://www.youtube.com/watch?v=fpkAcTNR8-M>

I-20 widening project update

Interstate project anticipated to be complete in March 2022

By Pete Poore

The I-20 widening project is reconstructing and widening I-20 from mile marker (MM) 49 (S-204/Longs Pond Road) to mile marker 61 (West of U.S. 378) for an approximate distance of 11 miles.

The widening consists of one additional travel lane in each direction in both the asphalt and concrete pavement sections and reconstruction of acceleration and deceleration lanes at the various interchanges within the project limits.

The existing I-20 bridges over the Norfolk Southern Railroad (NSRR) line and S-1065 are also being replaced with a single structure to carry the six total new interstate travel lanes.

The project was let on Jan. 14, 2016, and the notice to proceed was given on April 15, 2016, with work starting in September 2016.

The total cost of the contract is \$102,568,801.50.

PROJECT STATUS

At this time, all four lanes of traffic on I-20 are currently shifted back to the original configuration without the use of any split travel lanes. Construction of the new inside travel lanes is complete with the exceptions of the project limit tie-ins. Temporary concrete barrier walls used to construct the new inside travel lanes and shoulders are currently being removed ahead of the grinding operations on the concrete pavement. New inside travel lanes will remain closed to traffic until project limit tie-ins are constructed.

All asphalt paving from MM 49 to MM 54.3 is complete. All concrete pavement from MM 60 to 54.3 is complete. Installation of the new noise barrier wall along Ginny Lane is 99 percent complete. New six-lane I-20 Bridge over NSRR and Meat Plant Road is complete. Work is still required to complete the pavement tie-ins to the existing roadway at the project limits, install final pavement markings, guardrails, cable barriers, and to complete the final grading and grassing of shoulders and clear zones.

UPCOMING MILESTONES

- U.S. 1 Interchange Median Access – Zachry is currently providing access to the median for Superior to construct the center bent of the new U.S. 1 interchange overpass. Superior has 90 days to complete this work.

- During the 90 Day window – Zachry will complete the construction of the mainline tie-ins at each end of the concrete pavement



PHOTOGRAPHS BY CODY CROUCH/THE CONNECTOR

Contractors pave the final riding surface near mile marker 54 on I-20 in Lexington County on Nov. 17, 2021. The paving is part of the 11-mile I-20 widening project, which consists of adding an additional travel lane in each direction from mile marker 49 to mile marker 61 in Lexington County.

sections.

- The Contractor currently expects to open all six lanes to traffic on the entire project by the end of December 2021 with final pavement markings and substantial completion by early Spring 2022.

- Coordination between Zachry and the Superior Construction design-build team is underway on the new U.S. 1 / I-20 interchange. Zachry is constructing part of the U.S. 1 interchange designed by the Superior team, making use of their active lane shift to eliminate reconstruction and lane shifts in this area. Zachry will also allow Superior to enter their work zone to construct foundations and pier protection for the new U.S. 1 bridge over I-20.

RIGHT: Bridge pilings are being driven for a new bridge at the intersection of I-20 and U.S. 1



Jim Feda trades hardhat for bike helmet in retirement

Former Deputy Secretary for Intermodal Planning enjoys more cycling, no work

By Pete Poore

When Jim Feda walked out of the Headquarters building for the last time and into retirement in December of 2019, he brought a 36.5-year career at SCDOT to a close. He held many positions at SCDOT since coming to the agency in June of 1983. Feda last served as the Deputy Secretary for Intermodal Planning.

So why retire now? “I had been thinking about working one more year,” said Feda. Then he came to a conclusion. “I was 66 years old at the time, and eligible for all the state and federal retirement benefits.” And there was one more reason. “I thought it was a good time to move on and give others a chance to move up,” he said.

What to do now in retirement? “At first I planned to take it easy and see how it goes, but I knew I would be riding more.” A long-time cyclist, he noted that he went biking for a grand total of three times in 2019. Now riding regularly, Feda said, “I was taking prescription medicine to control high blood pressure and acid reflux. I’m not taking them anymore and I’ve lost 45 pounds.

Traveling was in the retirement plan, but COVID-19 gripped the state and the country in early 2020 to curtail those thoughts for the time being. Still there was plenty to do. “I work on my house and I do some repairs at my sons’ (Joe and Justin) homes. We have two grandchildren who spend a night or two with us regularly as well. I also go to the library every two weeks or so and check out five or six books.” The Feda household is also home to 11 cats. And there are some days where, “I do nothing.”

When asked if the former Deputy Secretary had any thoughts of going back to work with a private firm, he said,



PHOTOGRAPHS ROB THOMPSON/THE CONNECTOR

Jim Feda, left, and cycling friend David Moxley enjoy a morning ride down Old Tamah Road in Irmo on Dec. 3, 2021. They ride 3 to 4 times a week and cover from 30-50 miles on each ride.

“I retired not with a thought about working. I did get a couple of calls shortly after retiring, but I’m living a simple life. I don’t have to impress anybody. I wear tee shirts and shorts in the summer and long pants and long-sleeved tee shirts in cold weather,” he said. Further proof that Feda is committed to the simple life? He chose to retire his Professional Engineer’s license.

The 36+ year veteran of SCDOT looks fondly on his years at SCDOT. “SCDOT gave me stability and opportunities. I was fortunate to have a good career.” In turn, Feda hoped that he contributed to SCDOT’s success. As he moved from position to position at the agency, he said, “I always tried to leave things better than I found them.”



Feda has always enjoyed cycling, but in retirement he’s got a lot more time to enjoy it.

RETIREMENTS

Michael W. Allen retired from Greenville Construction after 20 years of service.

Jerry M. Amos retired from Georgetown Maintenance after 8 years of service.

Ronald T. Anderson retired from Road Data Services after 29 years of service.

Ronnie W. Blevins retired from RPG 2 – PeeDee after 33 years of service.

Hugh J. Boyd retired from Aiken Construction after 14 years of service.

Jessie J. Brown retired from Williamsburg Maintenance after 14 years of service.

Loretta E. Brown retired from Right of Way – Greenville after 32 years of service.

David A. Burgess retired from Intermodal and Freight after 21 years of service.

Bennie Cauthen retired from Lancaster Maintenance after 24 years of service.

Ronald L. Clemmons retired from Georgetown Maintenance after 12 years of service.

Michael A. Cooper retired from Barnwell Maintenance after 25 years of service.

Henry J. Cross retired from Engineering Support after 17 years of service.

Geraldine G. Darr retired from Financial Planning after 17 years of service.

Deborah S. Davis retired from Safety after 28 years of service.

James E. Davis retired from Greenville Maintenance after 10

years of service.

Paul W. Driggers retired from McCormick Maintenance after 28 years of service.

Richard Gaillard retired from Charleston Maintenance after 32 years of service.

Kevin L. Gantt retired from District 7 Office after 28 years of service.

James L. Gay retired from Barnwell Maintenance after 11 years of service.

Lou O. Gilley retired from Chesterfield Maintenance after 29 years of service.

James M. Godwin retired from Clarendon Construction after 23 years of service.

Tina W. Hales retired from Colleton Maintenance after 20 years of service.

Betty P. Hemingway retired from Marion Maintenance after 25 years of service.

Bobby J. Hill retired from Clarendon Maintenance after 33 years of service.

Russell H. Hinson retired from York Maintenance after 8 years of service.

Derrick Holmes retired from District 6 Bridge Inspection after 8 years of service.

Timothy L. Hunter retired from Director Of Maintenance after 25 years of service.

Hezekiah Jenkins retired from Lexington Maintenance after 16 years of service.

Stanley Joyner retired from District 6 Bridge Inspection after 15 years of service.

Doyle D. Lewis retired from Kershaw Maintenance after 8 years of service.

Robert L. Manning retired from Planning after 9 years of service.

Joseph E. Marcus retired from Lexington Maintenance after 8 years of service.

Glenn A. McCaffrey retired from District 2 Office after 29 years of service.

Dee M. Michaelsen retired from Kershaw Maintenance after 32 years of service.

Robert L. Mingo retired from Darlington Maintenance after 32 years of service.

James P. Moore retired from Spartanburg Maintenance after 4 years of service.

Teresa H. Moore retired from Traffic Engineering after 30 years of service.

Mack Motley retired from Kershaw Maintenance after 31 years of service.

Arthur J. Murden retired from Orangeburg Maintenance after 26 years of service.

Craig D. Nelson retired from District 3 Office after 28 years of service.

Ernest L. Parks retired from District 6 Office after 16 years of service.

Chevis B. Parsons retired from Laurens Maintenance after 29 years of service.

Essie M. Perry retired from Orangeburg Maintenance after 11 years of service.

Michael H. Phillips retired

from Environmental after 28 years of service.

Joel L. Player retired from IT Services after 34 years of service.

Darlene S. Poston retired from District 5 Office after 16 years of service.

James E. Poston retired from District 5 Office after 34 years of service.

Dinah E. Pringle retired from Williamsburg Maintenance after 6 years of service.

Tammy L. Quick retired from Right of Way – Florence after 27 years of service.

Abolfazl Rajabi retired from District 6 Office after 28 years of service.

Walter A. Reed retired from Director Of Maintenance after 29 years of service.

Arthur G. Sanders retired from Equip Service Depot after 23 years of service.

Herman L. Sellers retired from Orangeburg Maintenance after 17 years of service.

Richard A. Sellers retired from Chesterfield Maintenance after 18 years of service.

Terry J. Seymore retired from Anderson Maintenance after 12 years of service.

Charlene R. Smith retired from Materials and Research after 27 years of service.

Elveridge Smith retired from Materials and Research after 28 years of service.

Joe L. Smith retired from Allendale Maintenance after 33 years of service.

J Wesley Spencer retired from Cherokee Construction after 28 years of service.

Donna J. Stone retired from Charleston Maintenance after 31 years of service.

Kimberly A. Stowe retired from IT Services after 28 years of service.

Floyd A. Sweatt retired from Chester Surveys after 28 years of service.

Christopher C. Team retired from Kershaw Maintenance after 28 years of service.

Rusty A. Thompson retired from Chesterfield Maintenance after 5 years of service.

Leonidas S. Tsiantis retired from Director Of Maintenance after 26 years of service.

Waymon E. Whitten retired from Anderson Maintenance after 13 years of service.

Ernestine M. Williams retired from Georgetown Maintenance after 27 years of service.

Stanley L. Williams retired from Lancaster Maintenance after 10 years of service.

David E. Woodard retired from Fairfield Maintenance after 14 years of service.

Jerry Woods retired from Williamsburg Maintenance after 24 years of service.

Willie J. Woods retired from Williamsburg Maintenance after 18 years of service.

Ronnie D. Zimmerman retired from Darlington Maintenance after 26 years of service.

PROMOTIONS

Anna L. Adams promoted to Engineer/Engineering Associate II in Lexington Construction.

John M. Adams promoted to Crew Leader in Oconee Maintenance.

Richard A. Allgood promoted to Incident Responder II in SHEP - Rock Hill.

Larry E. Amick promoted to Assistant Shop Foreman in Newberry Maintenance.

Christopher J. Anderson promoted to Crew Foreman in Lexington Maintenance.

Madison W. Anderson promoted to Assistant Resident Main-

tenance Engineer in Orangeburg Maintenance.

Gary K. Armstrong promoted to Assistant Shop Foreman in Aiken Maintenance.

Kevin A. Baggett promoted to Engineering Technician IV in Materials & Research.

Clint D. Bailey promoted to Crew Leader in Spartanburg Maintenance.

George R. Bedenbaugh promoted to Director of Engineering I in Engineering Support.

Donald R. Benedict promoted to Crew Leader in Aiken Maintenance.

Lauren M. Benjamin promoted to Executive Assistant II in Executive Division.

Jacob R. Blackmon promoted to Heavy Equipment Operator in York Maintenance.

Buddie L. Blackwell promoted to Crew Leader in Spartanburg Maintenance.

Jeremy S. Boltin promoted to Medium Equipment Operator in Lexington Maintenance.

Cynthia Bowers promoted to Administrative Coordinator I in District 1 Office.

Kurtis K. Brady promoted to Heavy Equipment Operator in

Charleston Maintenance.

Dale R. Brisbane promoted to Mechanic III in Berkeley Maintenance.

William J. Brissette promoted to Medium Equipment Operator in Lexington Maintenance.

Randy A. Brunson promoted to Section Shed Supervisor in Orangeburg Maintenance.

Danielle N. Bryson promoted to Supply Specialist III in Equip Service Depot.

Reo D. Buckley promoted to Engineering Associate I in Colleton Construction.

Jerry W. Bullman promoted to

Assistant Shop Foreman in Cherokee Maintenance.

Donald A. Bunch promoted to Section Shed Supervisor in Berkeley Maintenance.

Justin L. Burr promoted to Heavy Equipment Operator in Chesterfield Maintenance.

Wanda Burris promoted to Crew Foreman in Kershaw Maintenance.

Alicia J. Butler promoted to Accountant/Fiscal Analyst II in Accounting.

Rebecca Calcutt promoted to Administrative Assistant in Sumter Maintenance.

PROMOTIONS CONTINUED

John W. Callahan promoted to Incident Responder II in SHEP - Columbia.

Jamar S. Camp promoted to Medium Equipment Operator in Spartanburg Maintenance.

Robert L. Camp promoted to Heavy Equipment Operator in Chester Maintenance.

Alexander T. Cartledge promoted to Assistant Resident Construction Engineer in Richland Construction.

James G. Catoe promoted to Resident Maintenance Foreman in Kershaw Maintenance.

Byron U. Chambers promoted to Incident Responder I in SHEP - Rock Hill.

Jacky Z. Cockrell promoted to Heavy Equipment Operator in Edgefield Maintenance.

Tobias S. Coe promoted to Heavy Equipment Operator in Lee Maintenance.

Melvin T. Coleman promoted to Heavy Equipment Operator in Charleston Maintenance.

David L. Cooper promoted to Heavy Equipment Operator in Cherokee Maintenance.

Ivan G. Corona promoted to Heavy Equipment Operator in Greenwood Maintenance.

Alicia C. Cox promoted to General Laborer in Spartanburg Maintenance.

Daniel L. Cox promoted to Crew Foreman in Colleton Maintenance.

Eddie Cox promoted to Medium Equipment Operator in Lexington Maintenance.

Nicholas H. Crawford promoted to Medium Equipment Operator in Aiken Maintenance.

Christopher D. Crech promoted to Medium Equipment Operator in Aiken Maintenance.

John T. Crech promoted to Program Manager III in Governmental Affairs.

Kirby L. Daniels promoted to Crew Foreman in McCormick Maintenance.

John W. David promoted to Crew Foreman in Horry 1 Maintenance.

Glenn L. Davis promoted to Heavy Equipment Operator in Marion Maintenance.

Kendis A. Dawson promoted to Medium Equipment Operator in

York Maintenance.

Michelle R. Doiley promoted to Engineering Technician II in Georgetown Maintenance.

Walter J. Drakeford promoted to Medium Equipment Operator in Lancaster Maintenance.

Neal B. Eargle promoted to Heavy Equipment Operator in Newberry Maintenance.

Jerod A. Edwards promoted to Heavy Equipment Operator in Charleston Maintenance.

Justin C. Elliott promoted to Small Equipment Operator in Marion Maintenance.

Corey W. Fant promoted to Engineer/Engineering Associate I in Greenville Surveys.

Marcus A. Feaster promoted to Crew Leader in Chester Maintenance.

James E. Ferrell promoted to Mechanic III in Lancaster Maintenance.

Shawn L. Fields promoted to Crew Leader in Jasper Maintenance.

Marvin Flynn promoted to Medium Equipment Operator in Charleston Maintenance.

Joseph D. Fredendall promoted to District Permit Engineer in District 1 Office.

George W. Frederick promoted to Engineer/Engineering Associate II in Charleston Construction.

Lisa K. Galle promoted to Administrative Coordinator I in Accounting.

Chris J. Gaskins promoted to Director of Engineering I in Office of Alternative Delivery.

Joshua B. Gause promoted to Crew Leader in Horry 1 Maintenance.

Taron B. German promoted to Medium Equipment Operator in Charleston Maintenance.

Michael E. Gillikin promoted to Assistant SHEP Supervisor in SHEP - Upstate I-85.

Charles Glenn promoted to Medium Equipment Operator in York Maintenance.

Leonardo F. Glover promoted to Crew Foreman in Fairfield Maintenance.

Landen D. Goff promoted to Heavy Equipment Operator in District 1 Bridge Maintenance.

Alicia F. Goodwin promoted

to Administrative Coordinator I in Engineering Support.

Jamin H. Grandy promoted to Heavy Equipment Operator in Lexington Maintenance.

Michael J. Greene promoted to Crew Leader in Horry 1 Maintenance.

Jeffrey C. Gregory promoted to Incident Responder II in SHEP - Columbia.

Cherry L. Griffith promoted to Heavy Equipment Operator in Orangeburg Maintenance.

Zake'ya M. Hall promoted to Medium Equipment Operator in York Maintenance.

Eric F. Hardee promoted to Crew Foreman in Horry 1 Maintenance.

William T. Hardee promoted to Medium Equipment Operator in Marion Maintenance.

Evan O. Harper promoted to Crew Leader in Aiken Maintenance.

Michael A. Harrington Jr promoted to Heavy Equipment Operator in Richland Maintenance.

Gary D. Hayes promoted to Specialized Equipment Operator in District 4 Pavement Repair and Preservation.

Tamera D. Haynes promoted to Crew Leader in Charleston Maintenance.

Michael P. Healy promoted to Resident Maintenance Foreman in Beaufort Maintenance.

Travis A. Hightower promoted to Crew Leader in Aiken Maintenance.

Brandon W. Hill promoted to Medium Equipment Operator in Berkeley Maintenance.

Timothy D. Hill promoted to Crew Leader in Aiken Maintenance.

Sydney B. Holliday promoted to Engineer/ Engineering Associate II in District 6 Office.

Zachary F. Horn promoted to Assistant SHEP Supervisor in SHEP - Upstate I-85.

Shawntay M. Hugie promoted to Medium Equipment Operator in Colleton Maintenance.

Matthew J. Huller promoted to Crew Leader in Oconee Maintenance.

Adam S. Humphries promoted to Engineer/Engineering Associate IV in PRG 3 - Midlands.

Everette T. Jackson promoted to Medium Equipment Operator in York Maintenance.

Cody B. Jacobs promoted to Medium Equipment Operator in Charleston Maintenance.

Jeffrey O. Jenkins promoted to Heavy Equipment Operator in Greenville Maintenance.

Lisa T. Johnson promoted to Program Manager I in Financial Planning.

Steven T. Johnson promoted to Crew Leader in Newberry Maintenance.

Steven T. Johnson promoted to Medium Equipment Operator in Newberry Maintenance.

Louis D. Johnston promoted to Heavy Equipment Operator in Lexington Maintenance.

Ronnie S. Jones promoted to Heavy Equipment Operator in Darlington Maintenance.

Tiffany T. Jones promoted to Human Resources Manager II in Human Resources.

Kody R. Keisler promoted to Crew Foreman in Saluda Maintenance.

Timothy D. Kelso promoted to Crew Leader in Charleston Maintenance.

Anthony Kennedy promoted to Medium Equipment Operator in Holly Hill Maintenance.

Michael J. Kinard promoted to Heavy Equipment Operator in Barnwell Maintenance.

Montez T. King promoted to Medium Equipment Operator in Charleston Maintenance.

Terrence L. King promoted to Crew Leader in Charleston Maintenance.

Matthew R. Ladd promoted to Medium Equipment Operator in Pickens Maintenance.

Christopher L. Lamb promoted to Engineering Associate I in Laurens Maintenance.

Nathan W. Lance promoted to Resident Maintenance Foreman in York Maintenance.

Leon G. Langford promoted to Heavy Equipment Operator in Jasper Maintenance.

John R. Lawson promoted to Crew Leader in Laurens Maintenance.

Phillip E. Leviner promoted to Engineering Technician II in Darlington Construction.

Christina H. Lewis promoted to Program Manager II in Planning.

Reganald J. Lindsey promoted to Crew Leader in Chesterfield Maintenance.

Zachary P. Liollo promoted to Engineering Technician III in Charleston Construction.

Jonathan A. Lucas promoted to Facilities Maintenance Manager I in Director of Maintenance.

Aaron D. Lutfy promoted to Crew Leader in Anderson Maintenance.

Joel B. Mackey promoted to Crew Leader in Kershaw Maintenance.

Patrick H. Marhan promoted to Crew Leader in York Maintenance.

Anthony B. McAbee promoted to Specialized Equipment Operator in District 4 Pavement Repair and Preservation.

Daniel T. McCormick promoted to Section Shed Supervisor in Berkeley Maintenance.

William H. McCormick III promoted to Engineering Technician IV in Oconee Construction.

Colby J. McGee promoted to Heavy Equipment Operator in Williamsburg Maintenance.

Shane C. McJunkins promoted to Crew Foreman in Greenville Maintenance.

Corby J. McLeod promoted to Assistant Resident Maintenance Engineer in Horry 1 Maintenance.

Lester J. McWilliams promoted to Heavy Equipment Operator in Dorchester Maintenance.

Clifton E. Meadows promoted to Medium Equipment Operator in Charleston Maintenance.

Dakota A. Montgomery promoted to Heavy Equipment Operator in Chester Maintenance.

Joshua T. Moreland promoted to Heavy Equipment Operator in Lexington Maintenance.

Marcus T. Morris promoted to Heavy Equipment Operator in Hampton Maintenance.

Vincent G. Morris promoted to Medium Equipment Operator in Allendale Maintenance.

Solomon Morrison promoted to Heavy Equipment Operator in Charleston Maintenance.

Ivey A. Neal promoted to Heavy Equipment Operator in Cherokee Maintenance.

PROMOTIONS CONTINUED

Marcus L. Nicholson promoted to Heavy Equipment Operator in Edgefield Maintenance.

Robert D. Nix promoted to Medium Equipment Operator in Greenville Maintenance.

Ricky L. Oliver promoted to Medium Equipment Operator in Greenwood Maintenance.

Jacob A. Owings promoted to Medium Equipment Operator in Greenville Maintenance.

Scott C. Page promoted to Heavy Equipment Operator in Richland Maintenance.

Tyler W. Palmer promoted to Heavy Equipment Operator in Lexington Maintenance.

Justin C. Parnell promoted to Small Equipment Operator in Anderson Maintenance.

Lucus B. Pearce promoted to Crew Leader in Colleton Maintenance.

Bryce D. Peeler promoted to Small Equipment Operator in Spartanburg Maintenance.

James R. Perrigan promoted to Heavy Equipment Operator in York Maintenance.

Paul D. Phillips promoted to Crew Leader in Williamsburg Maintenance.

Matthew M. Pike promoted to Heavy Equipment Operator in Greenville Maintenance.

Wendy A. Plunkett promoted to Engineering Associate I in Charleston Construction.

Jamie L. Polston promoted to Crew Leader in Marlboro Maintenance.

Erin P. Porter promoted to Program Manager II in Planning.

Charles D. Postell promoted to Heavy Equipment Operator in Dorchester Maintenance.

Colin W. Price promoted to Heavy Equipment Operator in Newberry Maintenance.

Timothy G. Prince promoted to Medium Equipment Operator in Newberry Maintenance.

James A. Quarterman promoted to Crew Leader in Lexington Maintenance.

Christopher M. Reynolds promoted to Crew Foreman in Berkeley Maintenance.

Clayton W. Richter promoted to Engineer/Engineering Associate IV in Director of Construction.

Michael C. Ridenour promot-

ed to Heavy Equipment Operator in Spartanburg Maintenance.

David W. Rivers promoted to Shop Foreman in Chesterfield Maintenance.

Mark G. Robinson promoted to Crew Leader in Bamberg Maintenance.

Richard Robinson promoted to Shop Foreman in Florence Maintenance.

Sydney R. Robinson promoted to Medium Equipment Operator in Chester Maintenance.

Colin M. Rodgers promoted to Crew Leader in Marlboro Maintenance.

John S. Rosado promoted to Engineer/Engineering Associate II in Horry 1 Maintenance.

Andrew A. Rowe promoted to Resident Maintenance Foreman in Richland Maintenance.

Michael S. Ruby promoted to Heavy Equipment Operator in Berkeley Maintenance.

Robert A. Rush promoted to Heavy Equipment Operator in York Maintenance.

Dwayne M. Salley promoted to Medium Equipment Operator in Colleton Maintenance.

Leroy D. Sanders promoted to Medium Equipment Operator in Greenville Maintenance.

Morgan B. Sanders promoted to Crew Leader in Orangeburg Maintenance.

Cheryl L. Scholl promoted to Engineering Technician III in Lexington Maintenance.

Kenneth L. Scott promoted to Small Equipment Operator in Greenwood Maintenance.

Kenneth D. Sessions promoted to Crew Leader in Charleston Maintenance.

Jason A. Shroyer promoted to Crew Leader in Lancaster Maintenance.

Christopher W. Shull promoted to Crew Leader in Cherokee Maintenance.

Theodore Silvester promoted to Associate Bridge Inspector in District 6 Bridge Inspection.

Tarrel T. Smalls promoted to Mechanic III in Barnwell Maintenance.

Adam C. Smith promoted to Assistant Resident Construction Engineer in Lexington Construction.

Johnny R. Smith promoted to Crew Leader in Greenville Maintenance.

Alex Soto Betancur promoted to Engineering Associate I in Greenville Construction.

Nathan E. Sovine promoted to Heavy Equipment Operator in Kershaw Maintenance.

Brannon D. Spangenberg promoted to Engineering Associate I in Chester Construction.

William J. Spano promoted to Small Equipment Operator in Anderson Maintenance.

Jarrian D. Squire promoted to Heavy Equipment Operator in Lexington Maintenance.

David J. Starnes promoted to Medium Equipment Operator in Oconee Maintenance.

Devon C. Staton promoted to Small Equipment Operator in Laurens Maintenance.

Paul C. Stewart promoted to Crew Leader in Union Maintenance.

Cory M. Stone promoted to Crew Leader in Bamberg Maintenance.

Tannie A. Stovall promoted to Medium Equipment Operator in Anderson Maintenance.

Buddy L. Strickland promoted to Mechanic III in Marlboro Maintenance.

Lance R. Stroble promoted to Resident Maintenance Engineer in Colleton Maintenance.

Joshua L. Strock promoted to Heavy Equipment Operator in Bamberg Maintenance.

Eddie D. Suggs promoted to Crew Foreman in Horry 1 Maintenance.

Seth B. Tanner promoted to Engineering Associate I in Florence Construction.

William M. Taylor promoted to OSHA Officer III in Safety.

Jeffrey S. Terry promoted to District Engineering Administrator in District 7 Office.

Gary L. Todd promoted to Crew Leader in Pickens Maintenance.

Desiree M. Tucker promoted to Heavy Equipment Operator in Charleston Maintenance.

Shaquita J. Walker promoted to Heavy Equipment Operator in Richland Maintenance.

William S. Walker promoted

Johnson named Chief of Strategic Planning and Reporting

Susan C. Johnson, CPM, has been offered and accepted the position as Chief of Strategic Planning and Reporting in the Planning division.

She assumed the position on Nov. 2, 2021.

Johnson has more than 26 years of experience at SCDOT most recently as Program Manager for the SCDOT Statewide Planning and Research Program. Johnson was responsible for development and support of the Risk Management portion of the Transportation Asset Management Plan (TAMP).

She began her career at SCDOT in 1994 as a road design engineer and has since worked in positions for the offices of Engineering, Finance & Administration, Executive Director/Secretary's Office and Planning.

She earned her Bachelor of Science in Architecture from Clemson University and attended the University of Oxford in England with a focus on Urban



Susan C. Johnson

Planning and Shakespeare.

Johnson has been the recipient of the SCDOT Employee of the Year, the SCDOT Engineering Excellence Award, and the South Carolina Harwood Award, as well as certification as Associate Public Manager, Certified Public Manager, STTAR graduate, Duke Leadership for State Executives and Leadership for the New South Certification.

to Heavy Equipment Operator in District 1 Bridge Maintenance.

Douglas J. Wanser promoted to Crew Foreman in Spartanburg Maintenance.

Adam R. Ward promoted to Resident Maintenance Engineer in Edgefield Maintenance.

Tyler E. Ward promoted to Assistant Resident Maintenance Engineer in Beaufort Maintenance.

Redfearn T. Watson promoted to Engineering Technician II in Chesterfield Maintenance.

James G. Weaver promoted to Mechanic III in Berkeley Maintenance.

Wade H. Westbrook promoted to Heavy Equipment Operator in Chester Maintenance.

Odell Weston promoted to Medium Equipment Operator in Richland Maintenance.

James M. White promoted to Crew Foreman in York Maintenance.

William T. White promoted to Heavy Equipment Operator in

Marion Maintenance.

Michael S. Whitmire promoted to Crew Leader in Pickens Maintenance.

John W. Williams promoted to Crew Foreman in Orangeburg Maintenance.

Wyatt C. Woodall promoted to Medium Equipment Operator in Greenwood Maintenance.

Marty W. Wooten promoted to Facilities Maintenance Manager I in Materials & Research.

Allison H. Wright promoted to Engineer/Engineering Associate II in Charleston Construction.

Cameron D. Wright promoted to Small Equipment Operator in Berkeley Maintenance.

Gail E. Wright promoted to Crew Foreman in Charleston Maintenance.

Brandon J. Yaw promoted to Crew Leader in Beaufort Maintenance.

Christian J. Young promoted to Electronics Technician II in District 6 Traffic Signals.

PROMOTIONS

Christina Lewis named Statewide Planning Chief

Christina Lewis has been selected to serve in the position of Statewide Planning Chief in the Planning division. She started the new position on July 17, 2021.

Lewis has more than 25 years of combined experience in transportation planning and engineering at SCDOT and the South Carolina Department of Health and Environmental Control. She joined SCDOT in 2018 as Regional Planner in the Office of Planning acting as a liaison for MPOs and COGs, coordinating development of TIP and STIP element, and assisting with project prioritization and ranking.

She earned her bachelor's degree in Chemical Engineering from the University of South Carolina. Christina is married to husband, Scott, who is a teacher/



Christina Lewis

football coach in Kershaw County School District and has 2 daughters, Courtney and Caroline.

David Kelly is NEPA Division Manager

David Kelly has been selected to serve as NEPA Division Manager for the Environmental Services Office.

Kelly earned a Bachelor of Arts in History and Art History from the University of South Carolina, a masters degree in American Studies from the University of Alabama, and a masters degree in Historic Preservation from the University of Georgia.

Prior to joining SCDOT in March 2012, he worked as the SCOOT liaison for the State Historic Preservation Office for nine years. Since joining SCDOT, he has served in a number of capacities including NEPA Coordinator for RPG-4 and RPG-1, architectural historian, and lead staff for highway traffic noise studies.



David Kelly

Cruz Wheeler is State Maintenance Engineer

Cruz Wheeler has been selected to serve as the State Maintenance Engineer in the Director of Maintenance office. Wheeler earned his Bachelor of Science in Civil Engineering from the University of South Carolina and is a registered Professional Engineer in South Carolina.

Wheeler has more than 12 years of experience with SCDOT in various positions in Maintenance, Construction, and the Office of Materials and Re-

search. Prior to accepting the position as State Maintenance Engineer, Wheeler served as the Assistant State Maintenance Engineer in the Director of Maintenance office.

He resides in Lexington with his wife (Taren) and two daughters (Blakely 11, Hartley 5). He and his family are members of Northside Baptist Church. Cruz enjoys golf, hunting, fishing, sporting clays, and helping coach his daughters' soccer teams.



Cruz Wheeler

Erin Porter is Chief Asset, Performance Manager

Erin Porter has been selected as Chief Asset and Performance Manager in the Planning division. She assumed the Chief position on July 2, 2021.

Porter worked more than 20 years in the private sector as a consulting engineer designing and managing projects before coming to SCDOT in November 2019 as the Assistant Feasibility Report Manager in the Office of Planning. Over the past year she has been assisting with tasks as-

sociated with the Transportation Asset Management Plan and Performance Management.

Porter earned a bachelor's degree in Civil Engineering and a masters degree in Engineering Management from the University of South Carolina. Please congratulate her on her new position and lend her your support as she leads efforts to define the Department's 10-year investment priorities for pavements, bridges, and other asset and system performance needs.



Erin Porter

Jae Mattox is Alternative Delivery Engineer

James (Jae) H. Mattox, has been selected as the Alternative Delivery Engineer for Preconstruction Services in the new Office of Alternative Delivery. His appointment was effective Nov. 17, 2021.

Mattox has approximately 15 years of service with the SCDOT and he previously served as a Program Manager in the Office of Alternative Delivery.

He began his career at SCDOT in 2006 as an engineer in Traffic Engineering. He was promoted to Assistant Program Manager in Preconstruction in 2008 and in

2014 became a Program Manager in the Preconstruction Design-Build Group.

He earned a Bachelor of Science in Civil Engineering from The Citadel in 2004. He also earned a Master of Science in Civil Engineering from Clemson University in 2005. He is a registered Professional Engineer in South Carolina, a certified Design-Build Professional (DBIA), and a Certified Public Manager (CPM).

Mattox will be a great asset to the new Office of Alternative Delivery as we strive to achieve



Jae Mattox

future objectives associated with the 10-Year Plan.



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Governor proposes accelerating the widening of I-26

By Bob Kudelka

South Carolina Secretary of Transportation **Christy A. Hall** joined Governor Henry McMaster and business leaders on Sept. 2, 2021, for a proposal to accelerate existing plans to widen key portions of Interstate 26 between Charleston and Columbia.

“A widened I-26 is needed now,” Hall said, calling the connection from the Midlands to Charleston “critical and crucial to our continued prosperity here in South Carolina.”

The \$360 million investment from the state’s share of American Rescue Plan Act (ARPA) funding will accelerate the I-26 project by at least 6 years, bringing faster relief to motorists and businesses that rely on this vital stretch of interstate.

“With this bold plan proposed by the Governor, this one-time funding boost will accelerate this project forward by at least six years,” said Hall.

“To maintain and grow our business to meet the demand of our

customers, we must have the ability to move our raw materials, our finished products both domestically and internationally,” said April Allen, S.C. Manufacturers Alliance Board Chair.

“I-26 is truly the most important South Carolina-centric interstate corridor within our state, having enabled the development of growth in international and domestic economy like no other route in the state,” said Shawn Godwin, S.C. Trucking Association Board Chair.

One eligible use of ARPA funds is the replacement of lost revenue a state experienced due to the COVID-19 pandemic. South Carolina experienced \$453 million in revenue loss and the governor is recommending that \$360 million of it be used for this project.

This investment will be included in the governor’s final recommendations to the General Assembly on how ARPA funds should be invested in the state.

The governor plans to issue his final recommendations, following several meetings of “accelerateSC” in the coming weeks.



PHOTOGRAPHS BY ROB THOMPSON/THE CONNECTOR

Governor Henry McMaster makes a proposal to accelerate existing plans to widen key portions of Interstate 26 between Charleston and Columbia on Sept. 2, 2021.



“A widened I-26 is needed now,” Secretary of Transportation Christy A. Hall said, calling the connection from the Midlands to Charleston “critical and crucial to our continued prosperity here in South Carolina.”

“With this bold plan proposed by the Governor, this one-time funding boost will accelerate this project forward by at least six years.”

Christy A. Hall
S.C. Secretary
of Transportation



“I-26 is truly the most important South Carolina-centric interstate corridor within our state, having enabled the development of growth in international and domestic economy like no other route in the state.”

Shawn Godwin
S.C. Trucking Association
Board Chair



“To maintain and grow our business to meet the demand of our customers, we must have the ability to move our raw materials, our finished products both domestically and internationally.”

April Allen
S.C. Manufacturers Alliance
Board Chair





PHOTOGRAPHS BY CODY CROUCH/THE CONNECTOR

South Carolina Governor Henry McMaster gives remarks during the Carolina Crossroads groundbreaking ceremony Nov. 8, 2021. The five-phase \$1.7 billion infrastructure project will widen 14 miles of interstate, construct 43 new bridges and reconstruct seven interchanges in the Midlands over the course of nine years.

MODERN MARVEL from page 1

“What an exciting time this is,” said U.S. Representative Joe Wilson. “It’s a wonderful time to say, ‘Goodbye, Malfunction Junction, Hello Carolina Crossroads.’ This is really significant because this is the most widely traveled corridor in South Carolina.”

South Carolina State Senator Nikki Setzler spoke of the long hours spent working in the General Assembly to get badly needed road funding.

The Legislature passed Act 98 in 2013 that allocated state dollars through the State Infrastructure Bank for expanding and improving the state’s interstates. And in 2017, the lawmakers passed the historic road user fee legislation to allocate 2 cents per gallon each year for six years.

“We fought to get the funding to improve our roads and it was a slow, arduous task, but we were successful,” Setzler said. “I have waited a long, long, long time to say to Malfunction Junction, your days are numbered. You are through and will exist no longer.”

South Carolina State Rep. Chip

Huggins, who grew up in the area, said: “We’re so excited to finally get rid of that name, Malfunction Junction, and rename it Carolina Crossroads...The improvements that will be made will be enormous. A big thank you to the South Carolina DOT.”

Huggins recognized fellow State Representatives in attendance including Nathan Ballentine, Paula Calhoun and Rita Allison.

South Carolina Division Administrator Emily Lawton thanked everyone who had a role in making the project a reality and said: “This projects supports the Federal Highway Administration’s initiatives of safety, innovation and infrastructure.”

Rick Todd, president and CEO of the S.C. Trucking Association, said Carolina Crossroads will “unlock a major, often hazardous bottleneck.”

“We recognize and appreciate the best in class leadership and the expertise within the Department of Transportation,” Todd said. “Our DOT is responding with methodical, sound work to improve our transportation infrastructure...We have confidence with the stewardship you see here today.”

Secretary Hall gave a historical perspective on what led to the

groundbreaking, informing the crowd that the section of interstate behind her was one of the first built in the state and opened in 1960.

“The interchange hasn’t changed much since 1960,” Hall said, but meanwhile population doubled, businesses boomed and traffic spiked.

Despite the obvious need, a makeover for Malfunction Junction was continually skipped over. Hall recalled the roadblocks during her days as a junior project engineer for this area in 1997.

“It was always too hard of a project,” she said. “It would take too long and it would cost too much. It was skipped over time after time after time.”

What changed?

Two big things, Hall said.

First, DOT in 2013 established a vision for our state’s road and bridge networks, targeting three critically needed interstate projects, called “pinch points”: Malfunction Junction, the Upstate’s I-85/I-385 (which has been completed) and I-526/I-26 in the Lowcountry.

“The second ingredient in the recipe for success, as state Senator Setzler so eloquently described, was state funding stepping forward to make it a reality.”

“Establishing that vision and funding that vision has gotten us to where we are today,” Hall said. “Without either of these, we would not be here. It’s as simple as that.”

The Midlands region’s population is projected to grow an average of 70 percent with a corresponding increase in traffic between now and 2040. The Carolina Crossroads Project will benefit the economy of the region by directly and indirectly creating over 1,300 jobs in the region throughout the duration of construction.

The five-phase project will widen 14 miles of interstate highway, construct 43 new bridges and reconstruct seven interchanges. The entire project is expected to be completed in nine years.

As the speeches came to a close, Hall announced the project would begin construction in two weeks, and then it was time for ceremonial shovels to turn over dirt and for the historic makeover to begin.



Phase 1 of the Carolina Crossroads project includes reconfiguring the Colonial Life Boulevard interchange as well as making improvements along I-126 and I-26. Here, the I-26 bridges and the I-126 flyover exit ramp toward Charleston are seen spanning the Saluda River on Oct. 14, 2021.

**Speakers at
Carolina Crossroads Groundbreaking**



J. Barnwell Fishburne
SCDOT Commission
Chairman



Henry McMaster
Governor
South Carolina



Joe Wilson
U.S. Representative



Nikki Setzler
South Carolina
Senator



Chip Huggins
South Carolina
Representative



Emily Lawton
FHWA
S.C. Division



Rick Todd
S.C. Trucking
Association President



Christy A. Hall
S.C. Secretary of
Transportation



ROB THOMPSON/THE CONNECTOR

Shovels were set up and ready for the dignitaries to start the groundbreaking on Nov. 8, 2021, that will transform the heavily traveled area known as 'Malfunction Junction' into 'Carolina Crossroads.' The project will reconfigure the intersections of I-20, I-26 and I-126.



DAVID ROGERS/DIRECTOR OF CONSTRUCTION OFFICE

Phase 2 of the Carolina Crossroads project will improve the I-20 at Broad River Rd. interchange. This phase stretches from the Broad River to just west of the I-20/I-26 interchange.



Carolina Crossroads Project

PHASES from page 1

Interchange. The frontage roads on either side of I-26 between Harbison Blvd. and St. Andrews Road will be relocated. Construction is estimated to be complete in 2028.

improvements are designed to reduce congestion as drivers change interstates. Work on both Phases 1 and 2 should be completed by late 2024, and early 2025 respectively.

Phase 5 is scheduled to begin in 2027. The remaining tasks are to widen I-26 between the U.S. 76 (Broad River Road) and St. Andrews Road interchanges. The exit and entrance ramps on Piney Grove Road will be reconfigured to accommodate the widening of I-26.

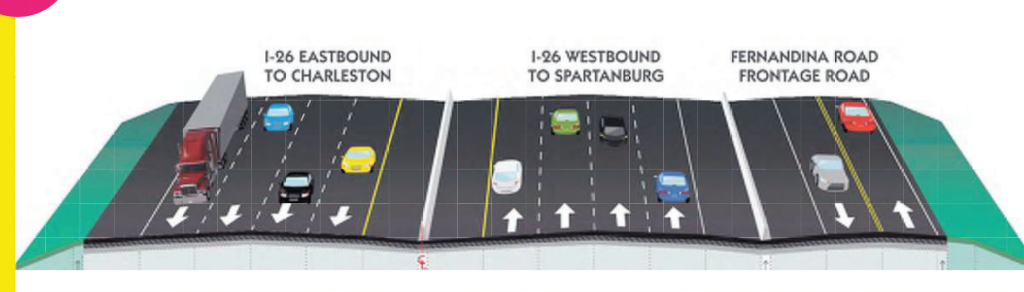
Phase 3 will make dramatic changes in how drivers navigate changing from I-26 to I-20, or changing from I-20 to I-26. Loop ramps will be replaced with modern and safer ramps. The interchange between I-26 and I-126 will also be reconstructed and modernized. The I-26/St. Andrews Road interchange and the I-20/Bush River Road Interchanges will be rebuilt. This work is scheduled to start in late 2023 and completed in 2028.

Klauck notes that the ramps at Lake Murray Blvd. and the Broad River Road interchanges will be adjusted to connect with the "Midlands Connection" I-26 widening project between Exit 85 in Little Mountain (Newberry County) and Exit 101 in Irmo. Phase 5 is expected to be completed in 2029 to close out the entire project.

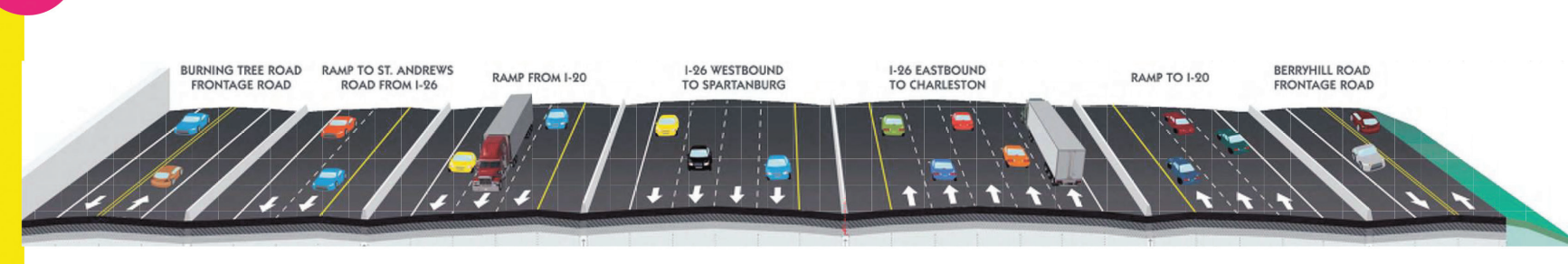
Beginning in 2025, Phase 4 will begin the work of reconstructing the Harbison Blvd.

You can find more information on the project at: www.scdotcarolinacrossroads.com

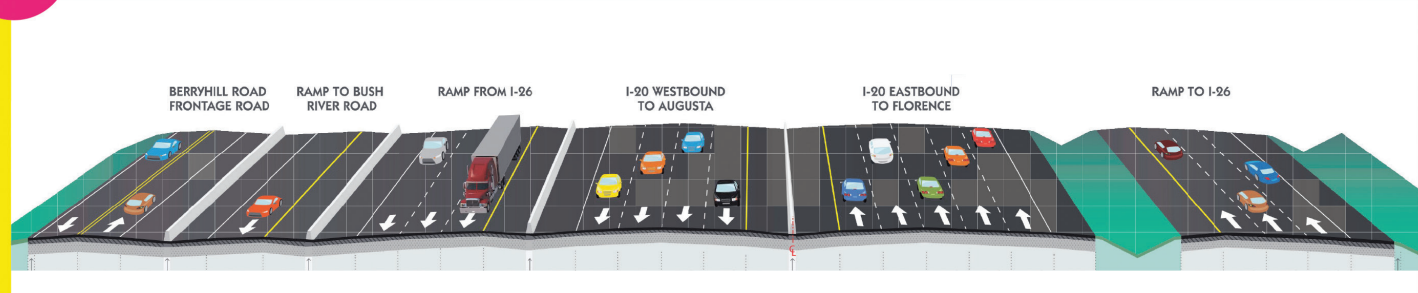
1 I-26 | West of Piney Grove Rd



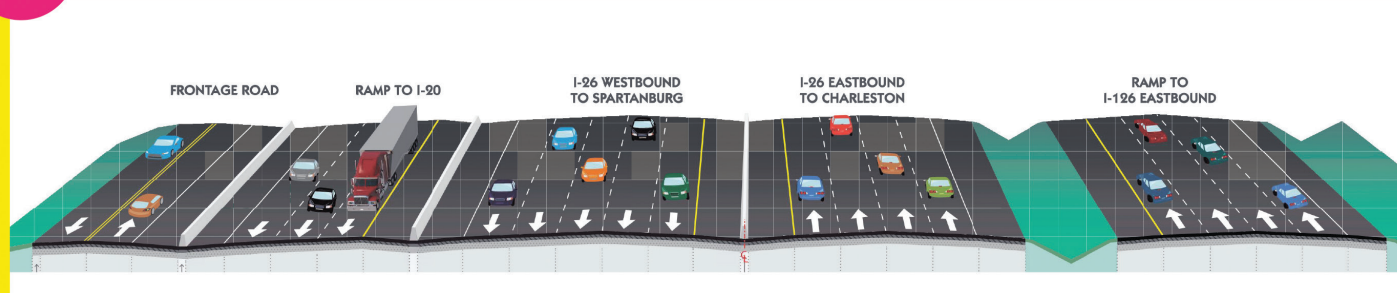
2 I-26 | Between I-20 and St. Andrews Rd



3 I-20 | Between I-26 and Bush River Rd



4 I-26 | Between I-20 and Bush River Rd



5 I-126 | Between Colonial Life Blvd and I-26



SCDOT properties used for fire training exercises

By Molly Burns

WoodSpring Suites Hotel, bought by the South Carolina Department of Transportation at the beginning of 2020, was used for four weeks in May and June of 2021 by Lexington County Fire Services for fire training exercises.

The Captain of Training Jason Joannides states “this building has a couple of key building construction features that we aren’t normally able to train in.” Joannides talks about how the solid wood and fireproof doors are ideal components in this hotel building that he normally does not have the opportunity to use for training exer-

cises. Training at this hotel gave the firefighters a more realistic version of what will happen in the field.

The hotel was originally purchased by SCDOT in early 2020 as part of the U.S. 1 over I-20 bridge replacement project in Lexington County.

In the early months of the COVID-19 pandemic, the bridge project was put on pause. The hotel was transformed into a field hospital under the state’s Hospital Surge Plan. It served as a tier 1 site for COVID-19 patients with minor symptoms who were unable to care for themselves.

This property has been demolished as part of the I-20 widening in Lexington County.



PHOTOGRAPHS BY CODY CROUCH/THE CONNECTOR

Fire personnel from City of Columbia, West Columbia, Irmo and Lexington County learn about flat roof ventilation techniques atop the Spherion Building on Berryhill Rd. in Irmo on Oct. 27, 2021. This building was purchased by SCDOT as right of way for Carolina Crossroads. After the fire training, the building was demolished.



SCDOT originally purchased this property as part of the U.S. 1 bridge over I-20 replacement project. The hotel demolition was delayed in order to make it available to assist those in need at the start of the COVID-19 pandemic.



Lexington County Fire Service used the old hotel on SCDOT property at U.S. 1 and I-20 for training exercises on June 2, 2021.



Firemen from Irmo Fire Department train inside the Spherion Building on Berryhill Rd. in Irmo on Oct. 21, 2021, prior to its demolition for Carolina Crossroads construction.

Employees clear roadways during Fall Cleanup event

SCDOT maintenance crews and headquarters employees picked up litter across the state on Nov. 2, 2021 for the annual agency-wide “Fall Cleanup” event.

Employees in every county participated in the day-long event. This extra effort helps remove litter that was previously done by inmate labor from the Department of Corrections. That labor has been reduced and stopped since the pandemic started.

A big thanks to all employees and staff that helped make South Carolina a little more beautiful.



Horry Maintenance crews pickup litter along S-134 during the Fall Cleanup effort.



Peter Manning picks up litter in Charleston County.



A lot of litter was picked up across the state, and you never know what you’ll find. A crew working in Lexington County with Doug McClure from headquarters reported picking up 12 bags, 1 tire, a tarp and a ‘white, size 12, left tennis shoe.’



Sumter Maintenance employees pick up litter during the cleanup effort.



Rodney Malphrus and his coworkers from Jasper Maintenance pick up litter along Church Road in Jasper County.



Crews from Oconee Maintenance work together to remove trash and debris from along a highway in Oconee County.



Twenty-seven employees in Marion Maintenance removed more than 400 pounds of litter.

What's it like in SCDOT's LEAD program?

My experience in the 2020 LEAD class

By Brittany Harriot

It was an unusually calm and quiet day in the Communications Office when I learned that I would be in the upcoming 2020 LEAD Class at the South Carolina Department of Transportation. I remember the day well, because it was **Wendy Nicholas** who told me.

At first, I will admit I was a little shocked and confused. "Why me?" I thought.

I had only been at SCDOT for about one year at the time of the announcement, and we had just wrapped up multiple weeks of

In a very short time, I realized that everyone in the class possessed strengths in those areas of leadership, including myself.

coverage of the hard work SCDOT employees had done to build flood barriers following Hurricane Florence.

Before reaching eventual acceptance of the decision, my final thought was, "What would I bring to the LEAD class?"

Day One of LEAD answered that question very quickly.

Walking into our assigned basement-level classroom for that day really felt like the first day of school. We were instantly greeted with the enthusiastic smile, excited laugh, and a bucket of toys from **Tonya Ahtonen**.

Ike McFarlan, **Melanie Robinson**, and **Debbie Davis** were

also routinely on hand to keep the class in order. Overall, the Employee Development team did an outstanding job of organizing the program. I never had any questions, because Tonya always had an email waiting with our schedules, our homework, daily classroom topics, and even our scheduled group activities.

After a round of introductions, we were asked to nominate our peers for class officers, and that's when, I believe, the class took off. In those first few days of LEAD, I realized that what makes a leader is comprised of much more than your influence on your peers, but also the qualities that you possess

inside. Qualities such as integrity, empathy, respect, and of course, communication.

In a very short time, I realized that everyone in the class possessed strengths in those areas of leadership, including myself.

Eventually, **Jason Fulmer** became the class president, **John Caver** became the vice president, **Tabitha Celestine** became the class secretary, and **Rob Quetti** became our treasurer. We even had some very necessary roles to fill to keep the class sociable and photo-ready: **Liza Robertson** and **Melanie Mobley** became LEAD Historians and I became the first LEAD social coordinator.



CODY CROUCH/THE CONNECTOR

The 2020 LEAD class graduated on July 19, 2021. Back row, from left: John Caver, Berry Mattox, Michael Hannah, James Davidson, Michael Chandler, Adam Bishop, Eric Wessinger and Nicholas Pizzuti. Front row, from left: Jason Fulmer, Liza Robertson, Melanie Mobley, LaShawn Wilson, Christine Steagall, Tabitha Celestine, Joel Smith, Brittany Harriot and Rob Quetti.



Michael Bagley
Associate Engineer III
Lexington Maintenance



Lauren Benjamin
Executive Assistant
Office of the Secretary



Shawn Burroughs
Human Resources Manager I
Human Resources



Tony Edwards
Associate Engineer IV
RPG3



Carolyn Fisher
Safety and Operations Engineer
FHWA



Renee Gardner
Associate Engineer IV
RPG3



Meagan Hare
Program Assistant
Agency Events



Lisa Johnson
Senior Accountant/Fiscal Analyst
Financial Planning



Eric Jones
Associate Engineer III
District 6, Specialized Bridge



Joe Laws
Associate Engineer III
Pickens Construction



Christina Lewis
Program Manager II
Office of Planning



Casey Lucas
Associate Engineer IV
RPG4



Erin Porter
Program Manager II
Office of Planning



Brian Rister
IT Technician III
Information Technology Services



David Rogers
Associate Engineer IV
Construction



Toya Scipio
Associate Engineer III
Traffic Engineering



Stephen Shehan
Associate Engineer III
Laurens Maintenance



Emily G. Thomas
Program Manager II
Traffic Engineering



Brad Trout
Associate Engineer III
District 4 Office



Tripp Ward
Associate Engineer III
District 5 Office



Cruz Wheeler
Associate Engineer IV
Maintenance



Clifton White
Associate Engineer III
District 2 Office



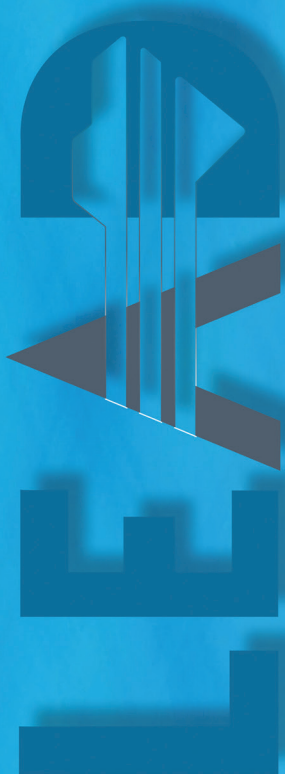
Cynthia Whittenburg
Human Resources Consultant II
Human Resources



Christopher Williams
Associate Engineer III
District 7 Office



Delicia Wingard
Program Coordinator II
Minority and
Small Business Affairs



**LEAD SCDOT
Class of 2022**

Safety and Health News

Six Driving Tips

- **Be Attentive Always** – The road should command your full attention as it is, but if you had to give driving your absolute and undivided attention, this month would be the right time. This goes double for sunset and sunrise, which is when many wildlife creatures are the most active. Put away your smart phone (it can wait!), stop fiddling with the music, and tell your friend on your Bluetooth that you'll call later.
- **Heed the Signs** – If you're driving in areas that have special signs that indicate that animals could be present, make sure you heed those warnings! Slow down a bit, and use extra caution. Remember, those signs were posted for a reason!
- **Scan the Sides** – It's not enough to just look at the road itself when driving; you need to scan the sides of the road as well. Look for any sort of reflective features in the grass – your headlights will typically illuminate any creature's eyes that could be standing in the shadows. Also, be extra cautious in areas that have a great deal of vegetation next to the road. Wildlife might

not be visible in these locations.

- **Look for Others** – If you happen to see an animal on or near the road, please keep in mind that there could be others nearby as well. Deer, for example, like to travel in groups, so if you see one, you will more than likely see at least one more. Slow down and pay attention!

- **Slow Down** – We've mentioned decreasing your speed throughout several of these tips, but we felt that this deserved its own section. Reduce your speed, especially at night and definitely if you see an animal near or on the roadway. Additionally, do your best to stay in your lane. Several serious accidents are a result of the driver swerving to avoid wildlife or driving at high speeds and losing control of their vehicle.

- **Wear Your Seat Belt** – Not only is this a big rule of the road, but it can also save your life. Always put on your seat belt. Remember, even the slightest collision could result in serious injuries.

Ten Mental Health Tips to Beat the Holiday Blues

- Learn to say "No."
- Don't overspend.
- Spend time with people you enjoy.
- Don't isolate yourself.
- Act responsibly.
- Avoid drama and conflict.
- Do everything in moderation.
- Be practical.
- Maintain a healthy routine.
- Identify your triggers.

Seasonal Flu and COVID-19

- Flu and COVID-19 are both contagious respiratory illnesses, but they are caused by different viruses. COVID-19 is caused by infection with a coronavirus (called SARS-CoV-2) and seasonal flu (most often just called "flu") is caused by infection with one of many influenza viruses that spread annually among people.

- Because some symptoms of flu and COVID-19 are similar, people may need to be

tested to tell what virus is causing their illness. People can be infected with both a flu virus and the virus that causes COVID-19 at the same time. In general, COVID-19 seems to spread more easily than flu and causes more serious illnesses in some people. Compared with people who have flu infections, people who have COVID-19 can take longer to show symptoms and be contagious for longer.

cdc.gov

Impaired Driving: Get the Facts

- In 2016, 10,497 people died in alcohol-impaired driving crashes, accounting for 28 percent of all traffic-related deaths in the United States.

- Of the 1,233 traffic deaths among children ages 0 to 14 years in 2016, 214 (17 percent) involved an alcohol-impaired driver.

- In 2016, more than 1 million drivers were arrested for driving under the influence of alcohol or narcotics. That's one percent of the 111 million self-reported episodes of alcohol-impaired driving among U.S. adults each year.

- Drugs other than alcohol (legal and illegal) are involved in about 16 percent of motor vehicle crashes.

- Marijuana use is increasing and 13 percent of nighttime, weekend drivers have marijuana in their system.

- Marijuana users were about 25 percent more likely to be involved in a crash than drivers with no evidence of marijuana use, however other factors -- such as age and gender -- may account for the increased crash risk among marijuana users.

What Is Your Smoke Alarm Telling You?

- A continued set of three loud beeps -- BEEP BEEP BEEP -- means smoke or fire. Get out. call 9-1-1 and stay out.

- A single "chirp" every 30 or 60 seconds means the battery is low and must be changed.

- All smoke alarms must be replaced after 10 years.

- Chirping that continues after the battery has been replaced means the alarm is at the end of its life and the unit must be replaced.

Overhead Power Line Safety

Chapter 20 of the SCDOT Safety Manual

Electrical Overhead Power Lines

Section 6: Working Near Overhead Power/Utility

Working near overhead or underground power/utility lines can be very dangerous. In order to insure a safe workplace, you are required to take the following specific precautions:

- If you use or operate equipment, always maintain at least a minimum 10-foot clearance between all equipment parts and power lines. OSHA refers to this minimum 10-foot approach distance as the "forbidden zone" or the "forbid-

den area."

- Do not approach within 10 feet of overhead power lines unless you are specifically authorized to perform work within the "forbidden zone." Authorized department personnel must receive initial and annual refresher training.

- Always consider power lines to be energized unless specifically de-energized by the local utility company.

- Crane Operators refer to the OSHA standard 1926.1408-1411.

Safety  **- Live It!**

SCDOT

Minority & Small Business News



Front Row, L-R: Carolyn Burton, Cassandra Fletcher, Precious Bryant, Gary Linn, Juanita Campbell, Natalie Blackburn, James Cooper, Greg Davis, Kimberly Harris. Back Row, L-R: Ashton Williams, Barbara Beagles, Angela Page-Smith, Syrees Gillens Oliver, Anthony Cromartie, Henry Jones, Rodrick Stevenson, Natasha Livingston. Not Pictured: Ulsylla Johnson, Delicia Wingard, and Mary Wyeth

Division of Minority and Small Business Affairs Staff

2021 Summer Transportation Institute goes virtual due to COVID pandemic

The 2021 Summer Transportation Institute (STI) was conducted virtually by Benedict College on June 29 through July 22, 2021. The program consisted of 21 students, 9th through 11th grade, representing 15 high schools in South Carolina.

STI, a Federal Highway Administration program initiative, was created to bring about awareness of and expose middle and high school students to career opportunities in the transportation industry. South Carolina is considered the “birth state” of STI because the first program was held on the campus of South Carolina State University in 1993. Since that time, the STI has expanded from a single university to multiple colleges and universities throughout the country.

STI is comprised of three components: academic, enhancement and sports/recreation. Each component provides a stimulating introduction to the field of transportation, motivates students towards professions in the industry, as well as enhances leadership and teamwork skills. The academic curriculum emphasizes the importance of safety and provides exposure to all modes of transportation including land, air, water and rail.

During the program, students engaged in activities that assisted in gaining unique exposure to the



transportation industry. Transportation professionals provided presentations about transportation career options, highway construction projects and safety. Students were also able to engage in virtual simulations and interactive software that provided them an opportunity to create technical simulations relating to automobiles.

The enhancement component consisted of ACT preparation, leadership skills, resume writing and interview skills.

The Culminating Ceremony was held on Thursday, July 22, 2021. Students gave PowerPoint presentations sharing the highlights of lessons learned while participating in the STI. The occasion was celebrated by staff, as well as representatives from SCDOT and FHWA

STI continues to serve as a mechanism that prepares our future workforce for rewarding careers in the transportation industry.

Title VI

The foundation of SCDOT’s Division of Minority & Small Business Affairs

Title VI is important because it is a legal tool that guides our mission to enhance equal opportunities through: contracting, monitoring, small business development, and workforce development. Every aspect of the Division of Minority and Small Business Affairs and its’ current civil rights programs hinge on this amendment.

The Title VI Civil Rights Act of 1964 states that discrimination on the grounds of race, color, or national origin shall not occur in connection with any programs and activities receiving Federal financial assistance. Discrimination under the Title VI Program is an action or inaction, intentional or not, through which any intended beneficiary, solely because of race, color, or national origin, has been otherwise subjected to unequal treatment or impacted under any program or activity. Title VI Program objectives are:

- to ensure federally-assisted benefits and related services are made available and are equitably distributed without regard to race, color, or national origin;
- to ensure the level and quality of services are sufficient to provide equal access for any person

without regard to race, color, or national origin;

- to ensure opportunities to participate in the planning and decision-making processes are provided to people without regard to race, color, or national origin;
- to ensure all applicants and recipients of federal financial assistance take corrective and remedial action to prevent discriminatory treatment of any beneficiary based on race, color, or national origin.

Title VI also requires that recipients of federal financial assistance take reasonable steps to ensure that persons with Limited English Proficiency (LEP) have meaningful access to programs, services, and information. Persons who do not speak English as their primary language and who have a limited ability to read, speak, write, or understand English can be limited English proficient. These individuals may be entitled to language assistance in accessing a particular type of service or benefit.

Additional information and resources regarding Title VI is available on the Business Development Center’s website: <https://www.scdot.org/business/bus-development-titleVI.aspx>

Additional information and resources regarding Title VI is available on the Business Development Center’s website: <https://www.scdot.org/business/bus-development-titleVI.aspx>

District 1 News

Kershaw, Lee, Lexington, Richland and Sumter counties

*District Engineer: Robert Dickinson (803) 737-6660
FAX: (803) 737-6401*

Fast DNR permit helps SCDOT replace pipe

**By Alan Kozusko,
Assistant District 1
Maintenance Engineer**

Boiling Springs Road in Lexington County had an 84-inch crossline pipe with multiple joint failures that necessitated replacing the pipe before the

road was to be resurfaced. There were interesting hurdles from the start of this project. The pipe drains a pond that holds an endangered plant, so a permit with the Department of Natural Resources (DNR) was necessary before beginning work.

The permit happened very fast

with help from SCDOT leadership.

Weather was not our friend during the project. As all other road crossings are bridges and this is the only pipe crossing in the watershed system, each rain event flooded the area and was a heavy setback when trying to beat the

Got news?

Contact Alan Kozusko at: 803-737-6420 or email him at KozuskoAR@scdot.org

**Alan
Kozusko**



June 30 budget deadline.

The Contractor, Guardian Retention Systems, did not give up even after the deadline and with some intuitive water handling was able to complete the install, meeting the DNR permit requirement of zero change in pond elevation. Their patented concrete bag reten-

tion walls were installed, and Lexington Maintenance finished the job with fill and asphalt. CR Jackson is set to resurface the entire road this season and will provide the final surface. This project was a good demonstration of partnership between agencies, as well as private contractors.



Four-foot long sections of 84-inch reinforced concrete pipe are removed for replacement.



The contractor's first attempt to install new pipe was flooded by heavy rains.



The contractor's successful installation depended on a lined diversion ditch and integrated trench boxing methods.



Lexington Maintenance installs initial asphalt surface to open Boiling Springs Road to traffic. The final resurfacing will be done later by contractors.



A patented concrete bag retention wall was installed and final dirt grade was done by Lexington Maintenance.

Meet William Bailey



William A. Bailey

William A. Bailey is the Specialty Crew Foreman of the District One Bridge Construction and Deficiency Crew. He has been with the Department for 10 years and has been the Crew Foreman for 3 years.

Under his leadership the crew transitioned from one of the fastest bridge replacement programs in the state to an efficient blend of bridge construction and deficiency repair.

Bailey is well-respected by his colleagues and supervisors alike. He lives in Lexington County with his wife, Marissa, and three children. He enjoys raising farm animals and home improvements.

Thank you, William Bailey, for your and your crew's most excellent work.

District 2 News

Abbeville, Anderson, Edgefield, Greenwood, Laurens, McCormick, Newberry and Saluda counties

District Engineer: **Kevin McLaughlin** (864) 227-6971
 FAX: (864) 227-6567

District 2 bridge projects

Underway



District 2 is replacing the bridge on Ridge Road over Camp Creek.

Completed



District 2 recently completed a bridge over Beaver Dam Creek on Beaver Dam Creek Road as part of SCDOT's 10-Year Strategic Plan.

District 2 Fall litter pickup event



Leon F. Fulmer, left, and Ryan D. Ballentine



From left: Keri E. Vines, Tina L. Price, Shaley J. Roberts and Pamela J. Balsler

Got news?

Contact Jennifer Pickens at 864-889-8086 or email him at RebovichNS@scdot.org.



Nick Rebovich

Meet Joey Burns

Joey Burns began his career as a summer intern in 2003 and started working full time as an Engineering Tech 1 in 2005. Since 2015, he has served as the Assistant Resident Construction Engineer for the Greenwood County Construction office.

Burns and his team currently manage more than a dozen construction projects throughout District Two. The projects range from large scale bridge replacement projects to smaller scale projects like pavement marking replacements.

Burns is married to Lindsay and they have a five-year-old daughter named Crawford. In his off time he enjoys family time, woodworking, golfing and hunting.



Joey Burns

District 3 News

Greenville, Oconee, Pickens and Spartanburg counties

District Engineer: David Hebert (864) 241-1010
FAX: (864) 241-1115

Got news?

Please contact
 Karuam Booker
 at 864-241-1010
 or by emailing him at
 BookerKV@scdot.org

**Karuam
 Booker**



District 3 participates in agency's Fall Cleanup

GREENVILLE



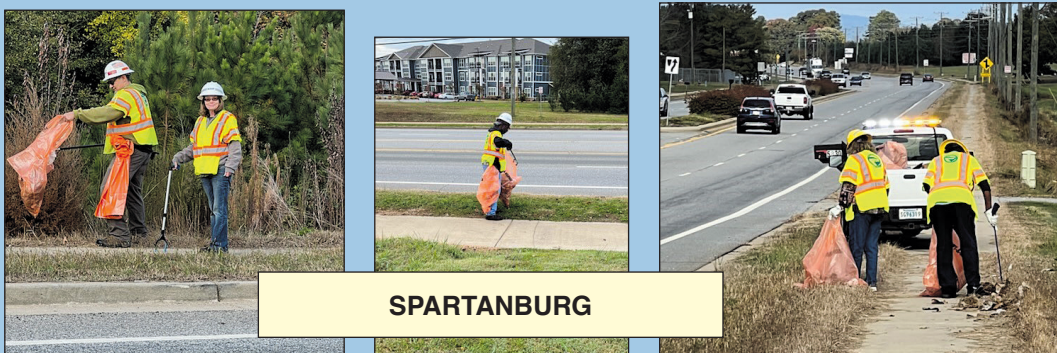
PICKENS



OCONEE



SPARTANBURG



Meet Forrest Yates



Forrest Yates is an associate bridge inspector in District 3. Yates started as an intern at SCDOT in Greenville Maintenance. He was hired as a full time employee in District 3 in February 2021.

Yates is originally from North Myrtle Beach and is a 2021 graduate in Engineering Technology Management from the University of South Carolina Upstate.

His hobbies include fishing and hunting.

District 4 News

*Cherokee, Chester, Chesterfield, Fairfield, Lancaster,
Union and York counties*

*District Engineer: Jason Johnston (803) 377-4155
FAX: (803) 581-2088*

Got news?

Contact Lee Oliver
with your ideas at
803-377-8101 or
by emailing him at
OliverHL@scdot.org



Lee Oliver

Meet James B. Powers



James B. Powers

It was a hot day in August of 1970. A car pulls into SCDOT Lancaster Maintenance containing a mother and her energetic 18-year-old son.

The mother instructs, “you get out of the car and go inside to get a job.” **James B Powers** reluctantly exited the car and went inside for the job. That was more than 50 years ago and Powers is still there serving the public at SCDOT.

Powers has worked many jobs at Lancaster Maintenance: spending many hot days paving, patching and ditching, and many cold nights plowing, sanding and cutting trees. In 50 years, there isn’t much he hasn’t seen. Now he shares his knowledge and wisdom with the newer

employees around him.

Powers was here during the oil crisis and gas shortages in the 70s, the Cold War in the 80s and the dawning of a new millennium at the end of the 90s. Through Y2K, the Afghan war and even a pandemic, Powers was here providing dedicated public service. Even now, Powers remains at Lancaster Maintenance continuing years of meritorious public service.

Powers said, over the course of his career here, there have been ups and downs as expected, but the good days have certainly outnumbered the bad.

Congratulations and thank you, James Powers, for a 50+ year career.

D4 trains on snow plow simulators

Employees from all seven District 4 counties recently completed snow plow simulator driver training. Over 130 CDL operators were trained in the use of plows and spreaders in a variety of challenging scenarios.

The NextGen Driver Training trailer was brought to the Richburg SCDOT facilities on Oct. 24 and was open to the first trainees at 7 a.m. the following day. Pairs of employees would enter the enclosed trailer and spend about an hour taking turns driving a simulated truck through differing terrains and situations.

Video screens and speakers surround a truck seat complete with a seat belt to simulate driving. Good graphics and seat movements make the simulation more real by mimicking the weight and motion of a plow being raised and lowered and the truck’s motion. Employees were tasked with clearing roadways from snow and ice accumulations in multiple situations. From interstate exit and entrance ramps to small two-lane roads opportunities to control a snow plow and spreader were presented in a very realistic and safe environment.



Robert Jones, left, listens to instructions from a trainer during the snow plow training session.



Scottie Sellers avoids a deer while training on a snow plow simulator. The training was done in all seven District 4 counties.

Hazards to contend with included bridge approaches, railroad crossings, speeding traffic, even the occasional deer or elk crossing and they were all available by the push of a button by the NextGen Driver trainer. Individual courses could be modified based on the trainee’s experience level. Visibility, the amount of snowfall, available traction could all be varied to challenge even our most seasoned operators.

More seasoned drivers were reminded of safe practices when operating equipment in snow operations. Less experienced drivers were introduced to the hazards of plowing in a realistic and safe way. Comments from employees who participated in the training were positive in support of the simulator training. Employees stated this is a good way to train in a controlled environment in order to sharpen skills at plow operations and it was enjoyable.

District 5 News

Darlington, Dillon, Florence, Georgetown, Horry, Marion, Marlboro and Williamsburg counties

District Engineer: Kyle Berry (843) 661-4710
FAX: (843) 661-4704

D5 crews work as one team on emergency bridge repair

On Sunday, Sept. 26, District 5 staff received a call regarding settlement on a section of the bridge crossing Lake Paul Wallace on Beauty Spot Road in Marlboro County. District 5 Lead Bridge Inspector **Spencer Cox** and his staff were quickly dispatched to review the current conditions, and the decision was made to close the bridge to traffic on Monday morning. It was determined that the timber piles in the

main channel at the bridge crossing needed to be replaced with steel piling.

Marlboro Maintenance crews coordinated with District 5 traffic to design a detour plan and installed the detour signage and road closure on Monday, Sept. 27. Both District 5 Bridge Maintenance crews lead by **Leroy McElveen** and **Edmond "E.D." Garner** also visited the site and quickly developed a plan to repair the bridge.

Overhead power lines had to be temporarily relocated in order to provide enough room for the crane to remove and install the new piles. Garner reached out to the affected utilities, and the power line relocations were completed on Monday, Oct. 5. While these relocations were taking place, Marlboro Maintenance crews, led by **Jasper Quick** and the District 5 Bridge Maintenance crews removed the asphalt from the bridge deck and guardrail from the bridge end.

Removal of the deck slabs began during the week of Oct. 18 followed by removal of the settled bent and timber piles. Seven steel H-piles were driven approximately 60 feet in order to reach bearing. The bridge repairs were completed the week of Nov. 1 and



The Beauty Spot Road bridge over Lake Paul Wallace was repaired by District 5 employees.

included asphalt paving performed by **Kevin Poston** and the District 5 Paving Crew and installation of pavement markings by **Donald Samuel** and the District 5 Paint Crew. The Marlboro Maintenance Ditching/Work Request crew led by **Jack Pearson** performed the finish grading and dressing on the bridge approach and assisted in

hauling asphalt to the project.

A special thanks goes out to all SCDOT staff that played a part in the successful completion of this project.

This emergency repair project is just one example of how District 5 employees work together as ONE TEAM to get the job done.



Got news?

Contact Michael Miller at 843-661-4710 or by emailing him at MillerMW@scdot.org

Michael Miller



D5 Paving Crew: Daniel Miller, Matthew Cade, Austin Edwards, Kevin Poston, Danny Moore



D5 Paint Crew: William O'Connell, Frederick Stevenson, Little Wesley Shaw, Donald Samuel



D5 Bridge Crew - Leroy: John Johnson, Roger Barr, Henry Williams, Brian Houston, Henry McGill, Leroy McElveen



**Marlboro Maintenance: Photo, left to right: Jamie Polston, Jasper Quick, Jack Pearson, George Haaney, Richard Sims, John Quick, Frederick Bridges, Tim Jacobs
 Absent: Albert Wallace**



D5 Bridge Inspection: Justin Braveboy, Alex Powers, Kirk Daley, Edward Elmore, Kenneth Scott, Spencer Cox



D5 Bridge Crew - E.D.: E.D. Garner, Tyler Davis

District 6 News

Beaufort, Berkeley, Charleston, Colleton, Dorchester and Jasper counties

District Engineer:

Tim Henderson

(843) 740-1665

FAX:

(843) 740-1663

U.S. 17A repaired after heavy rains in Colleton

By Ron Boller

On July 28, 2021, areas of Colleton County received approximately 7 inches of rain during a relatively short time. During this period, a portion of U.S.17A (Hendersonville Hwy.) located approximately 0.65 miles south of the intersection of U.S.17A and Peniel Road in Walterboro experienced significant flooding at a crossline area.

Due to flooding at the crossline area, the approximately 24-foot-wide roadway was eroded at the crossline and adjacent embankment areas, and flooded the roadway.

These conditions resulted in a complete collapse of approximately 85 linear feet of the roadway at the crossline area, and approximately 125 linear feet of the eastern shoulder and pavement edge collapsed or was severely undermined. Other areas of the roadway shoulder experienced some moderate to significant erosion.

The roadway was immediately closed and a detour along Peniel Road and Great Swamp Road was implemented. Upon District 6 Construction and Maintenance personnel assessing the damages, it was decided to contract out this emergency repair work. Banks Construction was awarded the repair work, as an extension to their existing contract. The work primarily included removal and disposal of existing pavements (existing pavement section consisted of asphalt overlaid on concrete), replacing the old 36-

inch reinforced concrete pipe crossline with a 72 linear feet, 60-inch pipe crossline, stabilizing and rebuilding roadway sections and slopes, and reconstructing and resurfacing over 250 linear feet with hot mix asphalt. The hot mix asphalt work included placing 900 PSY of asphalt base and 200 PSY of asphalt surface course in roadway areas that were reconstructed and then milling and overlaying the affected roadway area with a final 200 PSY of asphalt surface course. The repair work also involved using approximately 10 cubic yards of flowable fill to stabilize undermined areas and more than 1,000 cubic yards of borrow and 400 tons of stone to rebuild shoulder and roadway areas. More than 150 tons of riprap were placed at pipe areas for erosion control, along with additional erosion control measures consisting of temporary erosion control blankets and turf reinforcement matting in some areas.

The estimated cost for this scope of work was around \$450,000, and the work had to be completed by Aug. 12, 2021, before the start of the new school year.

Banks Construction mobilized to the site on Aug. 3, 2021, and was able to achieve substantial work completion with the roadway opening back up for traffic on time on Aug. 12, 2021.

Dorchester Construction oversaw the construction and those involved included **Behling Guess, Ron Boller, Jamar White, Jason Berry, Wesley Ott, and Trenton Gruber.**



July 28, 2021 - U.S. 17A - Flooded



Aug. 12, 2021 - U.S. 17A - Repairs completed

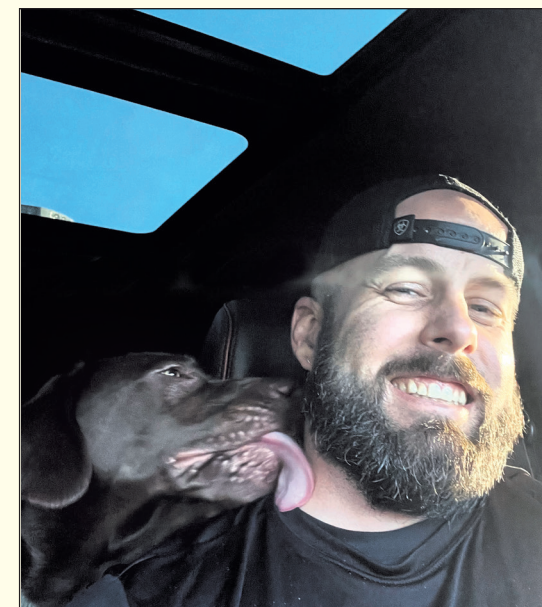
Got
news?

Contact Debra
Jerideau :
843-834-9034 or
by emailing her at
JerideauDJ@scdot.
org



Debra Jerideau

Meet Gregory Moore



Greg Moore gets a big kiss from his puppy, Booker. Moore is the new resident construction engineer in Beaufort and Jasper counties.

Gregory P. Moore has been with the SCDOT as the Resident Construction Engineer at Beaufort/Jasper Construction since the beginning of April 2021.

He was last employed by the SCDOT as an intern, for multiple summers, working for **Tony Magwood** at Richland Maintenance while he completed his undergraduate degree at USC. Prior to returning to the SCDOT, Moore spent more than 10 years managing federal / military construction projects of all sizes and scopes.

Moore resides in Port Royal with his chocolate Labrador puppy (Booker). He volunteers his time with the Construction Institute (CI) of the American Society of Civil Engineers (ASCE) and Beaufort Water Search and Rescue (BWSAR). He also enjoys scuba diving, playing golf, hunting and riding his Harley Davidson.

District 7 News

Aiken, Allendale, Bamberg, Barnwell, Calhoun, Clarendon, Hampton and Orangeburg counties

District Engineer: *Jeff Terry* (803) 531-6850
FAX: (803) 531-6854

Got news?

Contact Danny Simmons at:
 803-395-7165 or
 by emailing him at
 SimmonsD@scdot.org

**Danny
 Simmons**



D7 holds entry level driver training program

The Entry level Driver Training program, an Federal Motor Carrier Safety Administration mandated program, has been operational in District 7 since February 2020.

The program offers a progressive yet standardized approach to training SCDOT District 7 employees and presents an opportunity for our commercial driver's to gain comprehensive knowledge of the equipment before driving, as well as a safety orientation for SCDOT CDL operators.

Thaddeus Douse, lead instructor and Aiken Maintenance OSHA officer, along with Lead Trainer **Travis**

Johnson, with the support of our Resident Maintenance Engineers, ARMEs, Resident Maintenance Foremen and unit trainers **James Bannister** (Clarendon Maintenance), and **Mark Crosby** (Hampton Maintenance) work as a team to train and evaluate District 7 employees and help them become knowledgeable and safe drivers.

The program consists of 16 hours of classroom instruction with information and modules from the SCDOT Learning Management System and the SCDOT Safety Manual along with specific general knowledge, pre-trip, proper backing techniques (from LMS) and

much more. Employees are evaluated during the training and must complete a minimum of 16 hours of behind the wheel training.

So far 32 employees have completed the program. Since inception of the program District 7 has witnessed a marked reduction in CDL related accidents, along with an impressive increase in employee test scores.

Upon successful completion of the program and verification along with documentation that all program requirements are met; employees receive a framed completion certificate.

U.S. 1 bridge replacement nears completion

The replacement of the U.S. 1 bridge over the South Edisto River in Aiken County is nearing completion. The \$3.9 million project was awarded to Dane Construction, Inc., in March 2020.

The new 290 foot by 47.25 foot bridge replaces a 276 foot by 39.5 foot bridge that was constructed in 1954. According to District Construction Engineer **Brian Heape**, the project corridor carries

an average daily traffic count of 3,600 vehicles per day. Currently, the project is on track to finish ahead of the March 19, 2022, scheduled completion date. This project is part of the Department's 10-Year Strategic Plan goal of maintaining and preserving our existing infrastructure and the objective to improve the level of service of our day-to-day maintenance of the state system for key safety related items.



PHOTOGRAPHS BY DANNY SIMMONS/
 DISTRICT 7

District Seven employees listen and observe as trainer Travis Johnson reviews proper air brake testing and in cab pre-trip inspection procedures.



A RESOLUTION TO DEDICATE A PORTION OF U.S. 178 IN GREENWOOD COUNTY THE “CHARLES ‘CHUCK’ BARRY KENNEDY MEMORIAL HIGHWAY”

WHEREAS, Charles “Chuck” Barry Kennedy moved to South Carolina after enjoying a successful career building firetrucks in Florida, and joined the South Carolina Department of Transportation (SCDOT) family in 2020; and

WHEREAS, Mr. Kennedy was a beloved husband, father and grandfather, and looked forward to spending his time being closer to his children and grandchildren; and

WHEREAS, upon joining SCDOT, he was immediately welcomed to the SCDOT family and quickly regarded as a dedicated and knowledgeable member of the District Two Reclamation crew and Greenwood County Maintenance; and

WHEREAS, Mr. Kennedy, and two other members of the District Two Reclamation crew, were traveling to Saluda County to perform their daily operations on the morning of June 10, 2021, when a driver struck their work vehicle and Mr. Kennedy lost his life in the tragic accident; and

WHEREAS, Mr. Kennedy left behind his high school sweetheart and wife of 39 years, Mary Kennedy; his daughter Krista (Terry) Williams; his son, Jason (Allison) Kennedy; and five grandchildren, Gavin, Landon, Caroline, Clay and Jake, who



ROB THOMPSON/THE CONNECTOR

Family and coworkers of Chuck Kennedy were presented with this resolution on Dec. 9, 2021.

dearly loved their Pop; and

WHEREAS, Mr. Kennedy was a hard-working employee of SCDOT, was easy to get along with and always helpful to others, had a great sense of humor and infectious smile; and

WHEREAS, Mr. Kennedy was an avid fisherman, a racing fan, and enjoyed playing golf with his SCDOT co-workers; and

WHEREAS, Mr. Kennedy’s life and service are missed daily by the Department, by his fellow employees in District Two

and by employees statewide who have been affected by his loss; and

WHEREAS, Mr. Kennedy’s death is a somber reminder of the dangers SCDOT employees face every day working on roads and bridges in our state; and

WHEREAS, Mr. Kennedy will forever be memorialized with the men and women of the South Carolina Department of Transportation who unselfishly gave their lives in service to the State of South Carolina. They are always in our thoughts and will

forever remain in our hearts.

NOW, THEREFORE BE IT RESOLVED by the South Carolina Department of Transportation Commission, this 9th day of December of 2021, that the portion of U.S. 178 between Scotts Ferry Road and S.C. 246 in Greenwood County is hereby dedicated as the “Charles ‘Chuck’ Barry Kennedy Memorial Highway” and that the Commission extends its sincere condolences to the family, friends and co-workers of Charles ‘Chuck’ Barry Kennedy for their loss.

DEATHS



Willis Dobson

Willis Dobson, 50, of Bamberg Construction, died June 10, 2021.



Clifton M. Griffin

Clifton M. Griffin, 41, of Abbeville Maintenance, died June 27, 2021.



Sylvia McElveen

Sylvia M. McElveen, 73, retired Executive Assistant in State Highway Engineer’s Office, died on Aug. 31, 2021.



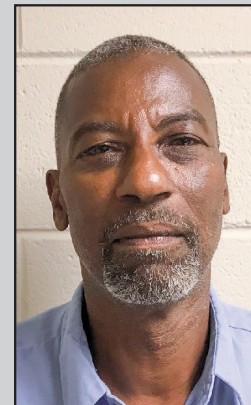
Wendy Nicholas

Wendy B. Nicholas, 50, of Public Relations, died Aug. 26, 2021.
Wesley R. Hanna, 63, of Dorchester Maintenance, died Sept. 9, 2021.



Sonya Grant

Sonya L. Grant, 58, of Colleton Maintenance, died Sept. 1, 2021.
Richard L. Lindler, 79, SCDOT retiree, died on Nov. 2, 2021.



Curtis Mack

Curtis E. Mack, 60, of Horry Maintenance, died May 25, 2021.
Kurtis P. Ponder, 37, of Spartanburg Maintenance, died July 19, 2021



Christine McNeal

Christine McNeal, 81, SCDOT retiree, died Nov. 24, 2021.
Vernon Erskin Suber, 78, retired SCDOT engineer, died Sept. 2, 2021.

VIEWPOINTS

By Christy A. Hall
South Carolina Secretary
of Transportation

As we close out 2021, let's all take a few moments to reflect on the year.

We continued our fight with COVID in our daily lives, but

were still very successful in keeping SCDOT operational and open for business.

The hard work and dedication of our team is always visible, but it was shining through especially in 2021.

There was no playbook with how to operate in such extreme circumstances, yet we navigated

the year together as a team and kept on pace with our activities.

I know it was a challenge to each and every one of our team members, both personally and professionally, to get through a tumultuous 2021.

However, we have much to be thankful for and are positioned to be able to make a significant

impact on the State's infrastructure network in the coming years.

The expression "success begets success" comes to mind when I think of where we are today as an agency and a team.

I look forward to what's ahead and am always appreciative to serve as your Secretary of Transportation.

Widening is underway on U.S. 17 in Jasper County



Borrow material is unloaded and soon to be spread at the U.S. 17 widening project in Jasper County on Dec. 2, 2021. This material is the first of a few different layers of material placed underneath the future riding surface.



PHOTOGRAPHS BY CODY CROUCH/THE CONNECTOR

The borrow material is being spread by a bulldozer. As this road widening is built close to marshland, this material is one of many layers that are gradually built up to in order to properly drain water and support the future riding surface.



RIGHT: A bulldozer spreads more material at the project. The 4.2-mile widening project will widen U.S. 17 from two to four lanes at the S.C./Georgia border.



LEFT: A roller compacts the borrow material on the project.

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