

The Connector

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VOLUME XX NO. IV

SC DEPARTMENT OF TRANSPORTATION

FALL 2007

SCDOT wins two national roadway safety awards

South Carolina honored for innovative safety programs

By Pete Poore

The South Carolina Department of Transportation (SCDOT) received two national awards for excellence and innovation in operations, planning and roadway design aimed at reducing fatalities and injuries on the highways.

The awards were presented by The Roadway Safety Foundation and the Federal Highway Administration (FHWA) at the National Press Club in Washington, D.C. on Wednesday November 7.

SCDOT was one of 12 state DOTs recognized for improving safety on the roads. Two of SCDOT's programs were among the 10 first place award-winning programs. SCDOT was the only DOT to win more than one first place award:

- The "Let 'Em Work, Let 'Em Live" Work Zone Safety Campaign conducted between 2002 and 2005 included a public education campaign, worker training for both SCDOT employees and contractors employees and stepped up enforcement. The result was that highway work zones became dramatically safer with a 39.2% reduction in crashes, 44.1% reduction in injuries and a 50% reduction in fatalities compared to the time period between 2001 and 2002.

- The Crash Reduction by Improving Safety on Secondaries (CRISOS) Program began in 2003 in response to the death rate on South Carolina's rural secondary roads. The fatality rate on these roads was over three times higher than that of the interstates. The CRISOS Program uses low cost, short term engineering measures, along with public education and stepped up efforts by emergency



PHOTOGRAPHS BY ROB THOMPSON/THE CONNECTOR

SCDOT has won national awards for two safety programs implemented across the state. Above, Old White Horse Road in Greenville County had 2-foot shoulders paved and guardrails installed through the CRISOS program. At right, two of the 'Let 'Em Work' signs are used along I-385 near Simpsonville.

medical services and law enforcement on state-maintained secondary roads with the highest crash rates. Early results from six CRISOS-completed roads in 2006 showed a 47.6% decrease in fatalities and a 16.5% drop in injuries from the five year average from 1998-2002.

Transportation Secretary H. B. "Buck" Limehouse Jr. accepted the awards for SCDOT.

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Agencies join forces to reduce deaths on roadways

By Bob Kudelka

Law enforcement, traffic engineers and other highway safety advocates met in Charleston in September to explore solutions to reduce deaths on South Carolina roadways.

SCDOT and the SC Department of Public Safety (SCDPS) sponsored the 2007 SC Highway Safety Conference at the Marriott Charleston from September 11-13.

The conference brought together over 230 people representing all the "E's" of safety – engineering, EMS, education, enforcement, and economic incentives.

Secretary of Transportation H.B. "Buck" Limehouse Jr. gave opening remarks. Commission Chairman Bobby T. Jones attended the conference, as well as Vice Chairman Joe Young, Commissioner Marvin Stevenson and Commissioner F. Hugh Atkins. Representatives of Metropolitan Planning Organizations and Councils of Government were in attendance.

"The challenges to improving highway safety in South Carolina are many," said Limehouse. "This conference is an excellent opportunity for participants from across our state to share ideas and information – the key to success!"

The conference was held at a time as high-



ROB THOMPSON/THE CONNECTOR

Speakers from the Sept. 11 opening session included, from left: Rev. Ben Colley, Federal Motor Carrier Association Fleet Manager Curtis Thomas, National Highway Traffic Safety Administration Regional Program Manager Erick Moran, SCDPS Assistant Director Phil Riley, SCDPS Director James Schweitzer, Secretary of Transportation H.B. 'Buck' Limehouse Jr., Senator Joel Lourie and FHWA SC Division Administrator Bob Lee.

way traffic deaths in South Carolina were increasing. As of Sept. 7, SCDPS reported that 746 people died in traffic collisions compared to 685 at the same time last year. SCDPS officials fear the state could see another record high of traffic deaths.

"The mission of the SCDPS is to save lives," said SCDPS Director James K. Schweitzer. "Our primary tools in this effort are

enforcement and education. The highway safety conference is an opportunity to bring together multiple constituencies that share this common purpose."

During the conference, the first ever South Carolina Strategic Highway Safety Plan was released. Entitled, "The Road Map to Safety,"

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DIRECTIONS

By H.B. "Buck" Limehouse Jr.
Secretary of Transportation

I want to spend some time in this edition of The Connector on the issue that is our highest priority at SCDOT, safety. Safety has many facets, but I'm writing specifically about highway safety. Unfortunately, South Carolina is not one of the safest states in which to drive. On average, three people die on our roads every day. The public has become oblivious and accepting of the daily reports of fatalities.

If a single event killed over a thousand people in one incident, we would be horrified and a great public outcry would likely result. But a death toll of over a thousand is exactly what occurs over a year's time on our highways, and the number of lives lost goes seemingly unnoticed.

Safety on the highways is in the hands of the drivers, but SCDOT and our partners can make a difference in reducing deaths too. The formula for improving highway safety is known as the "Three Es," Engineering, Education and Enforcement. Engineering of course is primarily an SCDOT responsibility. In addition to regular maintenance, which contributes to the safety of the highways, we have special programs targeting problem areas.

I recently traveled to Washington to accept national awards won by two of our safety programs. The first was for our CRISOS Program. CRISOS stands for Crash Re-

duction by Improving Safety on Secondary Roads. The death rate on our rural secondary roads is three times higher than that on the interstates. The CRISOS Program identifies roads where safety could be greatly improved by taking low-cost measures. The program works. Fatalities have been reduced on the roads that have been completed under the CRISOS Program.

The other national award we received brings us to the second "E" in the formula, which is Education. Our work zone safety program called "Let 'Em Work, Let 'Em Live" was a joint effort by SCDOT, the Department of Public Safety and the Federal Highway Administration (FHWA). This campaign, which included the third "E," Enforcement, significantly reduced the number of deaths in work zones all around the state.

SCDOT has undertaken many other efforts to improve safety such as the Median Cable Barrier Program on our interstates, and the Intelligent Transportation System (ITS) which provides information from traffic cameras, electronic message boards and incident responders to help motorists who run into problems.

We have many cutting-edge, innovative safety programs, but the job ahead of us is still great and our death rate is much too high. All of us at SCDOT must never forget that safety is our highest priority, and we have much more work to do to make our roads safer in 2008.

As 2007 comes to a close, I would like you all to know



H.B. 'Buck' Limehouse Jr.

that I have enjoyed working with you during the past eight months. I have quickly learned that SCDOT's employees have a tremendous work ethic and commitment to our mission. I have great respect and admiration for your dedication. I would like to wish a safe and joyous holiday season to everyone in our SCDOT family.

Recent deaths show need for bicycle safety awareness

By Bob Kudelka

This fall, the deaths of two veteran bicyclists - including one with family ties to SCDOT - brought statewide attention to the dangers bicyclists face on our roads.

For Tom Dodds, SCDOT's Pedestrian and Bicycle's Engineer, the tragedy underscored the importance of efforts being made to increase bicycle and pedestrian safety.

"It both motivates you and depresses you," Dodds said, "and makes you want to do that much a better job for everyone."

In October, experienced cyclists Thomas Hoskins of Columbia and Lee Anne Barry of Waxhaw, N.C., died in a traffic accident in Lancaster County during a fund-raising ride.

Barry was on a journey that began in Seattle as a part of The B.I.G. Ride tour. Barry founded the nonprofit tour in 2001 to advocate helmet use and spread information about head injuries.

Hoskins, a veteran cyclist and captain of the Bell South cycling team, was the brother-in-law of SCDOT geodetic engineer III Glenn Hammond. Hoskins' wife, Sherri, is Hammond's sister.

Hoskins' enthusiasm for riding led Ham-

mond to regularly help out in major charity ride events held twice a year. Hammond has helped at the starting line by grouping riders and by driving along with a motor home filled with the riders' luggage.

"Tom was very outgoing and was able to accomplish many things," Hammond said. "He was a devout Christian, he loved his job and was very good at it.

"This is not a tragedy. This has inspired me and others to go do more and more. And that is how Tom and Lee Anne lived their lives. They cared about others more than they cared about themselves. They rode bikes...because of the money they raised and the good that was done."

Hammond said he hopes there will be a greater awareness of bicycle safety among motorists.

Dodds agreed that there are many challenges ahead. He said the Department is actively:

- Continuing to provide wider paved shoulders on state bike touring routes.
- Partnering with cities and counties on numerous enhancements and other projects to create better places to walk and bicycle.
- Supporting the Safe Routes to School program.
- Working with the citizens of South Carolina as they bring us their problems in

walking and cycling.

Recently, Dodds attended the 2007 South Carolina Transportation Partnering Conference hosted by the Spartanburg Area Transportation Study (SPATS) Committee.

"I'm hoping this year we get re-energized and focused on the efforts that need to be more widespread in South Carolina," Dodds said.

SPATS partnered with SCDOT and FHWA to provide attendees with the latest information on methods to improve accommodations for bicycles and pedestrians as well as opportunities for shared information and coordination of activities between state and federal resource agencies and local planning organizations.

The December conference drew a wide range of participants, including bicycle and pedestrian advocates and clubs; neighborhood groups; municipal, county, regional, state, federal government, elected officials, administrators and planners; transportation planners and engineers; school, public health and safety officials; chambers of commerce; and environmental and community improvement groups.

It's a conference that SCDOT sponsored two years ago, but this year handed the baton to SPATS.

"The conference was originally created to change the culture among SCDOT engineers and train them to immediately think of bicycle pedestrian accommodations when doing projects," said Tesa Griffin, Liaison for Transportation Programs. "We have really achieved that cultural change at DOT. What we're doing now is coming together every other year for new advances to multimodal transportation and safety issues."

Another big part of the conference involves Planning and Environmental permitting.

"This is the one time every other year when we sit down with DHEC, Corps of Engineers, Fish and Wildlife and many other partners who come to the table to talk about the permitting process," said Kristen Lominack, Director of State Governmental Affairs. "They talk about what's working in our processes and what could be made better."

Scheduled speakers at the conference included Dan Burden, Executive Director of Walkable Communities, Inc., a nonprofit corporation helping North America develop walkable communities and Harrison Rue, Executive Director of the Thomas Jefferson Planning District Commission in Charlottesville, Virginia.

The Connector

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H.B. "Buck" Limehouse Jr. is Secretary of Transportation.

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*In 2006,
16 bicyclists
lost their lives
in South Carolina.
Another 11 have died
so far this year.
Do your part in
preventing another
needless tragedy.
Stay alert.
Share the road.*

'Baptism by fire'

Lee Floyd named State Bridge Maintenance Engineer, answers media questions on bridge concerns

By Bob Kudelka

Talk about timing. Two weeks after being promoted to State Bridge Maintenance Engineer, Lee Floyd found himself in the spotlight as he never had been before in his 23 years at SCDOT.

When Minnesota's I-35W bridge collapsed during rush hour Aug. 1, critical questions about bridge safety were raised across the nation, including in South Carolina.

For soft-spoken Floyd, that meant dozens of media interviews in the coming days as reporters had many questions including, "Could it happen here?"

"If I was a public citizen and didn't know anything about bridges, I'd probably be asking similar questions or be concerned," Floyd said. "They had a right to ask those questions. I wanted them to realize we're doing our job and we have a good inspection program."

At one point during the stretch of 12-hour days, Director of Maintenance Jim Feda pulled Floyd aside to check on him and to offer encouragement.

"I feel like I've been Baptized by fire," Floyd told him.

Feda said Floyd's cool-under-fire demeanor was an asset in the wake of the bridge collapse.

"He thinks things through and is very smart and knowledgeable about bridges," Feda said. "He's not the type of person who gets rattled under pressure. Lee did a great job providing information to the media and public."

Floyd said he learned a lot in the experience and has no regrets about taking the new job.

"I appreciate the opportunity management gave me and confidence showed in me to answer the questions," Floyd said. "I tried to give everybody the information they needed in a way they could understand it, realizing that most of them are not



Lee Floyd

Title: State Bridge Maintenance Engineer

Married to: the former Wanda Teat, of Central, a teacher at Oak Point Elementary School

Son: Matthew, 15

Education: Clemson University, Bachelor of Science in Civil Engineering

Hobbies: Soccer, fishing

Church: Cornerstone Presbyterian Church

Residence: Irmo

bridge engineers."

Floyd was born in Greenville and grew up in Pickens. In high school, he did well in math and science and chose engineering as a career path. He graduated from Clemson University in 1980 with a bachelor of science degree in civil engineering.

After college, Floyd got a job with a Greenville firm designing structural frames for automated warehouses.

In 1983, Floyd joined SCDOT and worked under Rocque Kneece in Bridge

Design. He left for a private sector job in 1988, but was unhappy and returned to his old job at SCDOT in 1989.

From 1989 until July 2007, Floyd was in charge of the day-to-day bridge inspection program.

He worked for Ron Hutson, who retired as State Bridge Maintenance Engineer earlier this year, for 20 years.

"He was a really good person to work for," Floyd said. "I learned a lot from him, and he gave me a lot of independence to do my job."

As bridge inspection engineer, Floyd was in charge of the day-to-day statewide inspection program. He reviewed inspection reports and gave technical advice to the Districts and inspectors. He helped develop a bridge management system to select projects based on needs.

Floyd was named interim State Bridge Maintenance Engineer in May and became permanent in mid-July.

He was at home when he learned of the bridge collapse in Minnesota.

Floyd said his first thoughts of the tragedy were for the victims and their families. He also knew there would be more attention on bridges everywhere.

"I knew things would be different - I just didn't know how different," Floyd said.

In the first two days, Floyd received 50 to 60 media requests. His office has also started getting inquiries from citizens who suddenly began paying more attention to the bridges they travel and asked questions.

"We need to remain calm and not make rash decisions," Floyd said. "We have a good inspection program."

Floyd realizes the immense responsibility that he and his team of bridge inspectors have.

"What you do with your inspection program and policies and procedures is try to minimize that risk as close to zero as you can possibly get it," Floyd said. "It's always in the back of your mind."

Floyd said if anything good can occur from the tragedy, maybe it will be an increased attention on infrastructure and sorely needed additional funding.

"The sad thing is if you look back at the history of bridge inspection nationwide, every major component of the inspection

program has begun after a tragic event," Floyd said.

For instance, the first bridge inspection program began nationwide after a bridge collapsed over the Ohio River in the late 1960s. A collapse in Alabama led to underwater inspections. Scour inspection programs began after collapses in New York and Tennessee.

SCDOT maintains and inspects a total of 8,330 bridges. Of those structures, 1,033 are Structurally Deficient. A "Structurally Deficient" bridge is one that is defined as not meeting federal standards.

Floyd is not enamored with the term, "Structural Deficient," and said there is some talk on the nation level of creating more accurate terms.

"Structurally Deficient doesn't mean the bridge has to be load restricted or is going to fall," he said. "It's like a flag that goes up and you keep that bridge in your radar screen."

Yet the challenges are many in South Carolina, where the average year of construction for bridges is 1969.

In South Carolina, many bridges were built in the mid-1960s to open up farm-to-market routes, now known as our secondary road system. A lot of these precast bridges built on timber piles are coming to the end of their time.

"Hindsight it always 20/20, and I can look back and say we shouldn't have done that, but back then, that was an easy way to open up those routes," Floyd said.

Booming growth in many parts of South Carolina translates in the more traffic and more wear and tear on bridges. Traffic demands also make it more dangerous to work on bridges, not only for workers but for motorists, too.

"It's definitely not going to get easier," Floyd said. "It's going to get more challenging to replace bridges and repair bridges."

But despite the challenges, Floyd is not worried. He recites a line from the movie "Apollo 13," when a group of engineers in an emergency situation are told to "work the problem - don't let it work you."

"That's a good philosophy to follow," Floyd said. "Take it one day at a time, one issue at a time. Let the people you have help you and don't try to do it all yourself."

Laurens County bridge replaced quickly through emergency repair process

By Bob Kudelka

SCDOT re-opened the SC 56 bridge over Interstate 26 in Laurens County on Oct. 2 after repairs were finished 10 days ahead of schedule.

The bridge received severe damage to two of its beams when struck by a truck hauling equipment on Aug. 20.

Following the incident, Secretary of Transportation H.B. "Buck" Limehouse Jr. issued an emergency order to seek immediate bids for repairs.

The contractor, A.M. Tuck, Inc., mobilized and began working Sept. 4. The original scheduled completion date was Oct. 12. The bridge had remained closed to all traffic during the repairs to expedite the project, lessen costs and improve safety.

"Once again, SCDOT has demonstrated that we respond as quickly and efficiently as we can to an emergency situation," Limehouse said. "Our engineers made the right call to completely shut down this bridge. This action resulted in a complete repair to a bridge that crosses I-26 that was done ten days ahead of schedule."

"I congratulate our SCDOT staff and A.M. Tuck. Above all, the safety of the public was our main concern in responding to this incident."

State Bridge Maintenance Engineer Lee Floyd also was pleased with how the repairs were done ahead of schedule.

Floyd was on the site for a final inspection before traffic was allowed back on the bridge.

"This is a major primary route, a busy interchange, and we needed to get the bridge open as quickly as possible," Floyd said.

Floyd agreed that shutting down the bridge to all traffic once the contractor mobilized saved time.

"In some cases you try to stage traffic to maintain two-way traffic, but in this case, with both outside beams severely damaged and the width of the bridge being limited, we had to shut it down," Floyd said. "That gives the contractor full access. He can work a whole lot quicker. Also, it's a whole lot safer when they have full access to the bridge. It's one of those projects where everything fell into place; you don't always have that luxury."

The contractor, Floyd said, "did a good job and was constantly working."

"I was pleased with him and the District representatives on the job site were pleased that everything was done so well," Floyd said. "Good weather helped and he brought in some extra crews."

The SC 56 bridge was the second bridge this year that warranted emergency repairs directed by Limehouse.

In June, repairs were completed on the J.E. McTeer Bridge on U.S. 21 in Beaufort, which was struck by a barge carrying a crane in April. The damage required replacement of all five beams in the bridge deck.

The work on the McTeer bridge was substantially completed approximately five weeks ahead of the projected date of July 31. The repair work was done primarily by United Contractors, Inc.



ABOVE: Paul Mahon, left, and Calvin Spann of SCDOT's Laurens Maintenance unit remove the barricades on Oct. 2 from the Highway 56 bridge over Interstate 26 in Laurens County.

RIGHT: Asst. Newberry RCE Shawn Salley, left, and Newberry RCE Matthew Shealy check the new railings on the repaired bridge in Laurens County. Levi Cumalander and Tim Connelly, not pictured, of Newberry Construction were the night inspectors on the project. John Burnette, inset above, is the District 2 Bridge Inspector.



PHOTOGRAPHS BY ROB THOMPSON/ THE CONNECTOR

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The Secretary emphasized that safety is SCDOT's number one priority, "We've worked very hard to improve the safety of our state's

highways, and it's an honor to be recognized nationally for those efforts. However, there's much more work to be done, and we look forward to the continued cooperation that SCDOT has enjoyed from other state agencies, particularly the South Carolina Department of Public Safety and the Governor's Office," Limehouse added.



Children who were featured in the 'Let 'Em Work' campaign pose around one of the signs during the May 2004 news conference where the program was announced.



Secretary of Transportation H.B. 'Buck' Limehouse Jr., standing fourth left, receives the two awards during the Nov. 7 National Roadway Safety Awards at the National Press Club in Washington.

Crash Reduction by Improving Safety on Secondaries (CRISOS) examples from across the state



Reflective signs on S-14-79 (Silver Road) in Clarendon County



Reflective sign, new paving, striping and shoulder work on Stagecoach Road in Florence County



2-foot paved shoulder widening on Old White Horse Road in Greenville County

**CONFERENCE
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the plan is a comprehensive set of transportation safety strategies to increase highway safety and reduce crashes, injuries and fatalities.

"This plan represents the very first time in our state's history that the safety partners came together and jointly agreed upon goals to improve safety," Limehouse said. "It is a living Road Map to guide our state to safer highways for the protection of our children and our children's children. Implementing the strategies in this Plan will lead to improved safety and an improved quality of life for all South Carolinians."

During the afternoon session at the conference, participants selected five key focus areas out of the SHSP for all safety partners to support through projects and strategies.

"By narrowing the focus to five areas, more resources can be devoted toward goal accomplishment," SCDOT Safety Director Terecia Wilson said. "All the safety partners will be joining in efforts to reduce fatalities and injuries for these types of crashes."

The five focus areas selected by conference participants are: Run-off-Road Crashes; Aggressive Driving; Sharing the Road with Large Trucks; Pedestrian/Bicycle/Motorcycle Safety; and improving timeliness and access to collision data.

Jeffrey Lindley, FHWA Associate Administrator for Safety, presented the federal requirements for plan development and implementation. He also outlined the challenges that the states face in implementing these plans and how they may be successfully addressed.

Federal partners from NHTSA (Erick Moran) and from FMCSA (Curtis Thomas) also shared how their agencies are supporting SHSP development and implementation, from a national perspective.

Keith Sinclair represented AASHTO, and discussed what AASHTO is doing to support implementation efforts across the nation.

Wilson gave a technical briefing on how South Carolina's plan was developed and explained what emphasis areas are included in the plan; how the plan will be implemented; and ways that the safety partners can join in implementation efforts.

The conference also included results and recommendations from the Traffic Records Assessment that was completed this year by a national team.

Results of an in-depth qualitative research project completed this year to gain psychological insight into of why so many motorists in South Carolina choose to drink and drive and not wear safety belts.

"Our hope is that the fruits of this effort will result in fewer of our citizens and visitors dying on our

At the closing session, State MADD Executive Director Jami Goldman presented a new video which will be shown in schools across the nation.

roadways," Schweitzer said.

At the conference, participants were also introduced to the new web site that will facilitate implementation of the SHSP. The web site has a public side and a private side for the safety partners. The public site may be accessed at <http://www.roadmaptosafety.us/>

The site has a downloadable copy of the SHSP, fact sheets, safety presentations, and other information to improve safety.

Wilson said much work went into planning and coordinating the conference.

"Dedicated staff in the SCDOT Safety Office, the Communications Office, and IT Services spent many hours preparing for conference sessions," Wilson said. "Many SCDOT staff also served as discussion group facilitators and recorders, and did an excellent job."

Staff assisting included: Chris Brown, SCDOT Safety Office Conference Coordinator/Liaison with SCDPS Conference Planning Staff/discussion group facilitator; Colette Murray Swann, SCDOT Safety Office – conference coordination/discussion group facilitator/conference speaker; Amelia Glisson, SCDOT Safety Office – conference coordination/discussion group facilitator/SHSP e-newsletter/SHSP web site; Robert Webb, SCDOT Safety Office – conference coordination; Debbie Williams, SCDOT Safety Office – conference coordination, exhibit coordinator, discussion group recorder; Janice Nelson, Gloria Howell, Melanie Bloom, Joye Powell, Debbie Robinson – preparation of conference materials.

Also, Lawton Player – assistance with PowerPoint presentation development for conference presentations; Anne Futch/Daniel Machado/Dewayne Scott/Mark Hooper: IT Services – development of public web site and coordination with Share Point Site/Anne demonstrated the web site – both sides – at the conference; Daniel Machado, Dewayne Scott, Emily Reese – IT Services – AV/IT Support for all Conference Sessions; Susan Johnson – Special Events Committee – Discussion Group Recorder; James Green, Bink Collette, John Richardson, Jose Valdevieso, and Steve Collins – IT Services – development of SharePoint site.

Also Lee Foster – IT Services – domain name for public web site; Bonnie Cramer – Communications Office: graphics and lay-out for SHSP/graphics and lay-out for SHSP e-newsletter and coordination of graphics for web site development; Bob Kudelka – Communications Office – content development for web site/preparation of conference media advisory; Rob Thompson – Communications Office – conference photographer and photographs for web site; Tina Hembree and Barbara Sharp of the Special Events Committee provided technical assistance to conference staff.



SCDOT Safety employees pose at the end of the conference in Charleston. From left, Debbie Williams, Safety Director Terecia Wilson, Amelia Glisson, Colette Swann and Chris Brown.

PHOTOGRAPHS BY ROB THOMPSON/THE CONNECTOR

Outdoor Advertising does it again

Office wins two national awards two years in a row



ROB THOMPSON/THE CONNECTOR

Commission Chairman Bobby T. Jones, left, listens as Commissioner Joe Young, at podium, recognizes SCDOT's Outdoor Advertising Office for winning two more national awards. Standing, from left, are: Carolyn Lindsay, Jessica Jaworski, Christine Brewster, Teresa Harley, Joyce Gardner, Commissioner Young, Secretary of Transportation H.B. 'Buck' Limehouse Jr., Keith Melvin, Sheila Crouse, Dorothy Erwin, Leroy Davidson and Karl Hoffman.

By Bob Kudelka

SCDOT's Outdoor Advertising Office received two national awards in 2007, continuing success from the previous year.

"We were very surprised, since we won two awards last year," said Keith Melvin, Director of Outdoor Advertising. "It confirms to me that we have good people working for us and a good system in place."

At an annual conference in August, the National Alliance of Highway Beautification Agencies (NAHBA) recognized SCDOT's Outdoor Advertising Office for its leadership in solving some of the challenges associated with the control

and inventory of outdoor advertising.

The awards were given during NAHBA's annual conference in Jackson, Miss.

Members of NAHBA include representatives from the state Department of Transportation, Federal Highway Administration (FHWA), local governments, beautification organizations, and the outdoor advertising industry. Twenty-seven state DOTs were in attendance.

SCDOT received two of three awards presented for "Innovations in Outdoor Advertising" and "Streamlining and Integration in Outdoor Advertising" for its permitting system with emphasis on its Electronic Document Management System (EDMS).

Melvin said the primary purpose of EDMS is to improve document imaging and records management within the outdoor advertising office.

The system acts as an "electronic filing cabinet" and manages all data for billboard sites, including permitting information, transfer of permitted locations, revision of active permitted billboards, cancellation of permits, owners in violation, replacement of permit tags, and vegetation management.

All data captured in the permitting system is secure.

"It definitely saves our department money and saves our coordinators time," Melvin said.

Other states have been contacting Melvin to ask about the news system.

Melvin said his office isn't resting on

the recent laurels. He said the next project under way is to set up an e-commerce system to allow sign owners to pay for permits on the internet using credit cards.

"We're trying to make our process as easy as possible for our customers," Melvin said. "We are on the cutting edge of outdoor advertising permitting."

The office includes Melvin, Christine Brewster, Administrative Assistant, Carolyn Lindsay, Administrative Specialist II, and Jessica Jaworski, Administrative Specialist.

District Coordinators are Teresa Harley, District 1; Karl Hoffman, District 2; Joyce Gardner, District 3; Leroy Davidson, District 4; Randy Ponton, District 5; Sheila Crouse, District 6; and Dorothy Erwin, District 7.

Cooper wins 2007 Askew Award for Certified Public Managers

By Polly McCutcheon
Employee Development

Herb J. Cooper was presented the Askew Award at the 2007 conference of the American Academy of Certified Public Managers (CPM) in Madison, Wisconsin on Sept. 11.

Cooper earned his CPM credential in May 2007. As part of the program each CPM candidate must complete a project.

Cooper's project entitled "Improving the Process of Asphalt Roadway Inspection" aligns itself with SCDOT's five strategic goals:

- Increase Safety
- Maintain and Preserve the Infrastructure
- Excel in Customer Service
- Use Resources Wisely and Efficiently
- Improve Employee

Development

The project focused on improving the process of inspecting roads by SCDOT inspectors during paving operations.

Cooper's project was selected by the Budget and Control Board's Office of Human Resources as the winning project for South Carolina. It was selected "for the utilization of management practices exemplifying the philosophy of the American Academy of Certified Public Managers in the completion of an exceptional curriculum project."

The award is named for George C. Askew, who was the first person to receive the CPM Credential at the first graduation ceremony in Georgia in 1976.

Cooper is the new "C" Program Administrator for SCDOT.



PHOTO PROVIDED

American Academy of Certified Public Managers Ron Buchholz, left, presents SCDOT 'C' Program Administrator Herb J. Cooper with the 2007 Askew Award in Madison, Wis., on Sept. 11.

SCDOT Commission Moves Forward on I-73

Remaining funds will be used to purchase land

The SCDOT Commission voted to use the remaining funds available for the I-73 project for the production of right of way plans and the purchase of right-of-way during a Sept. 19 workshop.

Funding was earmarked for I-73 before work began three years ago on the two Environmental Impact Statements (EIS) for the Northern and Southern routes for the proposed interstate. Currently the amount of funds available for purchasing right-

of-way stands at approximately \$80 million.

The SCDOT Commission directed Transportation Secretary H.B. "Buck" Limehouse Jr. to begin using these remaining dollars to begin the right-of-way acquisition process for the project.

This process will include the production of right of way plans, property title verification work, appraisals, and ultimately

acquisition of the property needed to construct and maintain the project.

Limehouse said, "The Commission's action is a prudent move. Property values are increasing every day, so we will begin the process of acquiring property for I-73 rather than letting the remaining funds sit idle."

I-73 will ultimately run from Myrtle Beach, up to Sault Ste. Marie, Michigan.

Maintenance Shop keeps winter equipment ready for storms

By Bob Kudelka

When a winter storm hits South Carolina, SCDOT maintenance shops in affected areas transform into their own versions of "ER."

The 'patients' coming in for emergency treatment are snow plows, sand spreaders and other heavy equipment that need quick repairs so crews can get back on the road and help keep vital highways and bridges open for motorists.

"If there's any problems, we fix it," said Mac Mobley, Shop Foreman at the Rock Hill Maintenance Shop and a 25-year veteran of SCDOT. "Anything we need to do - whatever breaks."

And with road crews running equipment 24-hours a day - new shifts turn off the engines long enough to check the oil and re-fuel before heading back on the road - it's a given that things are going to need maintenance.

Typical problems are belts snapping, water pumps breaking. The aging sand spreaders are the most common sight coming into the shop, with snow or ice clogging their radiators, Mobley said.

"When it gets started, the first piece that comes in everybody falls on," Mobley said. As things get busier, "it's every man for himself. There's something going on all the time."

Mobley works with 6 mechanics and a shop clerk. When a storm hits, they divide into 12-hour shifts with three mechanics working the night shift.

Just as in a hospital, there is a priority for what gets attention first. In Rock Hill, the top priority is any

equipment used on Interstate 77.

As for the repairs, Mobley said it can be challenging getting replacement parts during a storm.

"You really can't stock enough stuff to cover everything," he said.

They've learned to prepare as best as possible. For instance, because some sand spreaders need either 5-yard chains or 8-yard chains, Mobley's learned it is better to have more 8-yard chains on hand. They can be cut to fit the smaller spreaders.

Even though parts stores may close during storms, Mobley has made contacts with local stores that will open just for him in an emergency.

SCDOT maintenance shop employees play a key role in battling winter storms, said District 4 DEA Stan Bland.

"They're in the background, but they're doing some of the most important things by repairing and keeping things moving," Bland said. "They also get you ready to go into action."

At Headquarters, the Office of Director of Maintenance Jim Feda provides support to the Districts.

In addition to monitoring forecasts from the National Weather Service, the Director of Maintenance Office monitors weather stations across the state for the latest information on the temperature of pavement and bridge surfaces, as well as humidity and precipitation.

Statewide, SCDOT has a fleet of 199 snowplows, 126 motor graders, 114 sand spreaders and 311 spreader/plows. The Department has a dome to hold a stockpile of 10,000 tons of salt at the Supply and Equipment Depot in case of emergency.



PHOTOGRAPHS BY EDWARD MOORE/DISTRICT 4
Mac Mobley checks on snow plow equipment and the salt brine tanks at Rock Hill Maintenance.

Group changes name to South Carolina Alliance to Fix Our Roads

By Bob Kudelka

Chances are good you'll soon be seeing more and more orange and black bumper stickers with the slogan, "Fix Our Roads."

It's the new message from a group with a new name.

For 26 years, the South Carolina Transportation Policy and Research Council has been an advocate for additional funding to address the Palmetto State's highway infrastructure.

In August of 2007, the advocacy group changed its name to the South Carolina Alliance to Fix Our Roads - SC FOR.

As the SC General Assembly begins its 2008 session, SC FOR is hoping their new name will grab attention of legislators and help spur action.

"We needed to re-energize our group," said Debbie Bass, Executive Director of SC FOR. "We decided to do something to get our message out there, and the name SC FOR, 'Fix Our Roads,'

just puts it all out on the table and clarifies who we are and what we do."

"As South Carolina's population, vehicular and truck traffic has increased, funding to maintain our State's roads and bridges has remained under-funded and stagnant," said Matt Jolliff, SCFOR's Chairman. "Our message to the South Carolina General Assembly will be loud and clear - Fix Our Roads!"

SC FOR's mission is to "facilitate safe and efficient highway systems throughout South Carolina."

The organization is comprised of a growing, diverse membership that represents thousands of South Carolinians who want safe, efficient, well-maintained roads and bridges for their families, employees, and fellow South Carolinians, Bass said.

"We're not just contractors and engineers," Bass said. "We are diversifying our base considerably and inviting all associations, chambers of commerce, economic development professionals and government entities - anyone who wishes to participate in improving and preserving our state highway system."

Bass said thousands of "Fix Our Roads" bumper stickers and buttons will be distributed state-

wide.

"This is our branding," she said. "This is who we are and what we hope to accomplish."

In the upcoming legislative session, SC FOR will "continue educating the general public and the elected officials on the importance of our highway infrastructure system."

Bass said her organization would also offer to assist lawmakers search for alternative funding methods.

"They know best as to where the money needs to come from," she said. "We're here to support them and provide information they need so they have a clear understanding why this is such a critical need for our state."

Improving the transportation system is critical for economic development, addressing increasing capacity and safety issues, she said.

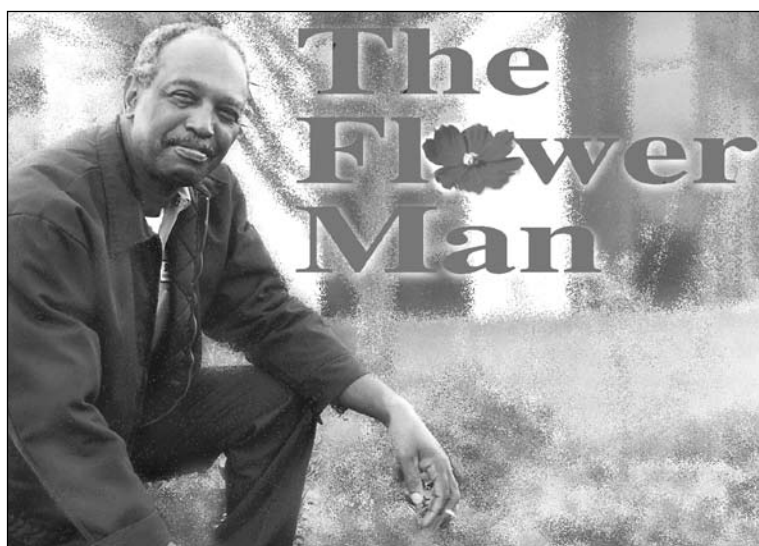
"Three people die every day in South Carolina on our highways,



Debbie Bass serves as Executive Director for SC FOR.

which is unacceptable by any standards," Bass said.

To get a "Fix Our Roads" bumper sticker or button, contact Debbie Bass at Debbie@scfor.org. For more information on SC FOR, visit www.scfor.org.



Gear up now for your spring planting

As weather settles, be ready to plant your flower gardens

By Ernest Jones

Spring planting of non-woody plants begins as the weather settles and the soil

thaws and warms. Warm-climate gardeners begin planting before April.

When the garden soil has been prepared, and weather conditions are congenial, spring planting can

begin. Cold-hardy vegetables, herbs and flowers can go into the ground several weeks before the last frost occurs.

Tender plants must wait until all danger of frost is past. Your local USDA county extension office can tell you the average date of the last spring frost in your area.

Whether you are planting hardy (cool-season) or tender (warm-season) seeds or plants, be sure the soil is properly prepared. Seeds and young seedlings grow most readily in the light, loose, fine-textured soil that is crumbly and well supplied with nutrients.

Hardy plants are able to withstand the coldest winter temperatures normal in a given location without protection. In warm climates, hardiness is also used to describe a plant's ability to tolerate the hottest summer temperatures normally experienced. (Examples: pot marigold, bachelor's button, larkspur, Chinese forget-me-not,

California poppy, sunflower, candytuft, sweet pea, sweet alyssum, black-eyed Susan and gloriosa daisy.)

Half-hardy annuals hold up well in cool, damp weather, and most of them can tolerate light frost. But they cannot withstand prolonged exposure to sub-freezing temperatures. (Examples: snapdragon, China aster, four o'clock, bells of Ireland, cupflower and marigold.)

Tender annuals cannot tolerate any frost. They need warm soil and air to grow well, and are planted outdoors only after all danger of frost is past. (Examples: begonia, cosmos, dahlia, impatiens and morning glory.)

PREPARING SOIL FOR PLANTING

In climates where winters are cold, planting begins in spring when the soil is ready to work - when it has dried out and warmed sufficiently after winter's freeze

to allow seeds to germinate plants to grow.

To tell whether your soil is ready to work, scoop up a handful and squeeze it into a ball. When you open your fingers, if the ball of soil sticks together, it is still too wet to work. Digging now could cause compaction.

But if the soil ball crumbles apart, it is time to dig the garden.

The soil should be loose to at least a foot deep. Two feet is better. For the best texture, you can double-dig. That involves removing the soil to the depth of a spade (about a foot), loosening the subsoil with a spading fork, and then replacing the topsoil.

But sure to dig and turn over your soil to a depth of at least a foot, or run a rotary tiller as deeply into the soil as it will go. Break up large clods and lumps, and remove stones. Finally, rake the surface smooth.

Adding an inch of organic matter to the soil each year will keep it in excellent condition.

SCDOT Commission approves distribution of additional federal funding

SC benefits from an increase of \$26 million in funding

The South Carolina Department of Transportation (SCDOT) Commission has approved a plan to fund new projects with an additional \$26 million in federal dollars for fiscal year 2007. This action was taken on Wednesday, Sept. 19 at a Commission workshop.

These additional funds became available to the states earlier this month following the federal highway obligations that were announced in August of 2007. Each year, in late August or early September, the Federal Highway Administration adjusts funding levels to reflect actual revenues coming into the Federal Highway Trust Fund. The annual calculation of this adjustment, known as revenue aligned budget authority (RABA), is intended to ensure that highway program funding tracks closely with actual and anticipated revenue flowing to the Highway Trust Fund.

This year, revenues were slightly higher than anticipated. The Federal Highway Adminis-

tration has notified the South Carolina Department of Transportation that an additional \$26 million in contract authority is available to be used before September 30th of this year. This includes \$21.5 million in federal dollars plus \$4.5 million in state matching dollars.

SCDOT plans to move forward immediately on 11 projects that were given Commission approval. Transportation Secretary H.B. "Buck" Limehouse Jr. said these funds are a shot in the arm for South Carolina, "These federal dollars will be used to get some work done around the state. All areas of the state will benefit from these projects, and they will stimulate the highway construction industry which will benefit our economy," said Limehouse.

The new funding will be used for four bridge replacement projects totaling \$11.15 million, six safety projects aimed at eliminating road hazards totaling \$7.3 million and one interstate interchange improvement project at a cost of \$7.55 million.

THE PROJECTS

All of these projects meet the new criteria system that has been put into place as required by the new law Bridge Replacement Projects that went into effect this summer. In addition, the projects have been ready for construction waiting for funding to become available, and they can now move forward.

Bridge Projects

Florence/Marion Counties	US 378 over the Great Pee Dee River	\$0.75 million
Greenville County	Hammett Bridge Road/Enoree River	\$3.6 million
Lee County	US 15 over Scape Ore Swamp	\$3.6 million
Lexington County	Piney Grove Road/Kinley Creek	\$3.2 million

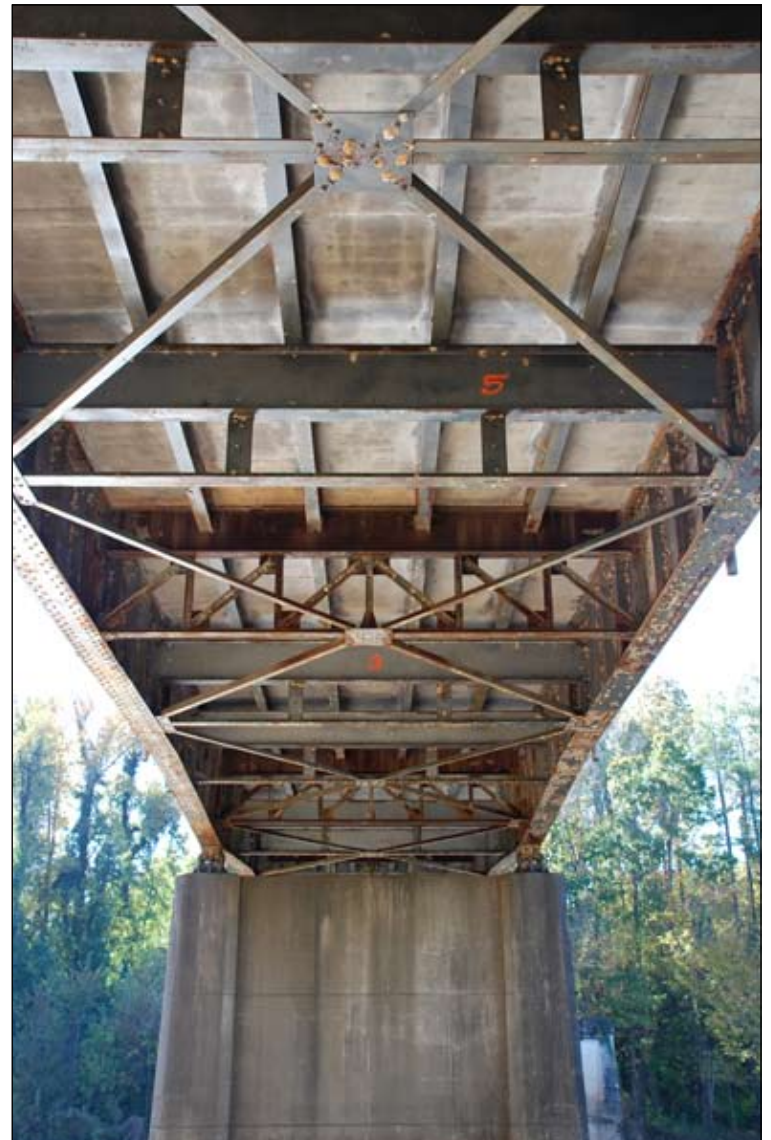
Safety Projects

Aiken County	Gray Mare Hollow Road	\$1.1 million
Horry County	US 501 (16th Ave.) @ Elm Street	\$1.1 million
Horry County	US 701/SC 410	\$1.0 million
Laurens County	SC 14/S-23	\$0.6 million
Lexington County	US 21/176/321	\$2.5 million
Spartanburg County	US 221 @ Airport Road	\$1.0 million

Interstate Interchange Improvement

Charleston County	I-26 @ Remount/Aviation Avenue	\$7.55 million
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The US 378 Bridge over the Pee Dee River between Florence and Marion counties is one of the bridges to benefit from the extra funding. Shown here are two views of the bridge, from above and from below.



PHOTOGRAPHS BY ROB THOMPSON/THE CONNECTOR

SCDOT saves thousands of dollars on innovative interstate repair

SCDOT and partner solve long-term problem on I-95

Transportation Secretary H. B. "Buck" Limehouse Jr. unveiled a unique solution to a long-standing situation on I-95 in Clarendon County.

The situation centers on a 200-foot long drainage pipe located at milepost 103. The steel pipe is 84 inches in diameter. The repair has been needed for several years to prevent the pipe from collapsing.

Several years ago, two estimates for relining the pipe using two different methods

were presented. Both of these estimates came in at approximately \$500,000 at that time. No funding had been identified for this project, so it was postponed.

Several months ago, SCDOT engineers met with representatives of Sekisui SPR Americas, headquartered in Atlanta. The firm expressed an interest in performing a demonstration project with minimal cost to SCDOT. Sekisui SPR Americas uses a technique for culvert rehabilitation that SCDOT engineers have not utilized before. The firm uses a pipe-lining method that is trench-less, and the liner is installed from

the ends of the pipe, which means there is practically no disruption to traffic on this major highway.

In addition to reinforcing the pipe, Sekisui SPR Americas reports that its liner will improve the flow of drainage. This method is environmentally friendly and has a life expectancy of 50 years.

The firm has agreed to rehabilitate this site for only the cost of materials, which is approximately \$98,000.

Secretary Limehouse praised SCDOT engineers for finding a solution to a problem that has lacked funding for many years.

"This arrangement between SCDOT and Sekisui SPR Americas is an example of the new direction SCDOT has now taken. We must find innovative ways to solve problems on our highways, while at the same time saving money for the taxpayers," said Limehouse. "A public-private partnership such as this one that will be used in Clarendon County is just one of the cost-saving avenues that we must pursue."

SCDOT will be responsible for securing any permits required by the project, and for any traffic control that is needed while the work is in progress.

DID YOU KNOW?

Thanks to cooperation among local, state and federal agencies, an approximately 6-mile stretch of US 17 will be widened from Gardens Corner to the Combahee River. For more information on this project, go to: <http://www.usroute17.org>

I-95 in SC named 'Corridor of the Future' by USDOT

By Pete Poore

South Carolina Secretary of Transportation H.B. "Buck" Limehouse Jr. announced Sept. 10 that the US Department of Transportation (USDOT) had approved an application made by a coalition of five states from Virginia to Florida, to designate I-95 in these states as a "Corridor of the Future."

The "Corridors of the Future" program is administered by USDOT and the Federal Highway Administration (FHWA).

The intent of this federal program is to encourage states to work together across state lines, and to work with the private sector in a coordinated effort to at-

tract investment in transportation corridors such as I-95 that are in need of funding to maintain them and reduce congestion.

USDOT has announced that Interstate Maintenance Discretionary funds have been made available to the coalition. North Carolina is the administrator of the funds totaling \$21 million, which will be divided among the five states. These federal funds are to be used for improvements along I-95 in the five coalition states including South Carolina.

Secretary Limehouse said this designation opens the door for future funding for I-95.

"The importance of this designation is that it gives these corridors a higher profile in seeking

federal dollars and investment in I-95 projects from the private sector," said Limehouse. "There's no question that I-95 serves the Southeast and the entire east coast as a major transportation artery. I-95 is an economic link that serves our state and the nation as a whole."

"South Carolina and the other states in this coalition have received a boost in seeking the funds we need to preserve and maintain this interstate," said Limehouse.

The "Corridor of the Future" designation for I-95 received by the six Southeastern states was among only six interstate corridors around the country. The others were I-5, I-10, I-15, I-69 and I-70.



PHOTOGRAPHS BY ROB THOMPSON/THE CONNECTOR

ABOVE: Interstate 95 travels 199 miles through South Carolina. LEFT: A section of Interstate 95 in Florence County was widened in 2003. Additional funding from the 'Corridor of the Future' designation will add funding for maintenance of the highway.



Upstate celebrates completion of three Interstate 385 projects

By Bob Kudelka

SCDOT held a ceremony in late September to mark the completion of three Interstate 385 improvement projects in Greenville County.

The event was held atop the bridge crossing I-385 at Harrison Bridge Road in Simpsonville.

South Carolina State Representative Garry Smith presided. Speakers included South Carolina Secretary of Transportation H.B. "Buck" Limehouse Jr.; South Carolina State Senator David Thomas; former SCDOT Commissioner Howell Clyborne; SCDOT District Engineering Administrator Steve Gwinn; and U.S. Constructors President Randy Snow.

Local leaders from the Fountain Inn and Simpsonville were also on hand for the ceremony.

"We're very excited about all the work that has been done and all the partnerships and people who have come together to make this thing happen," Smith said. "As you look back down the highway behind us, you can see a world of improvements - things that have really changed over the last number of years."

The three vital interchanges completed along I-385 are West Georgia Road, Fairview Road and Harrison Bridge Road. The Interstate went from 4 lanes to 6 lanes with a concrete wall in the median throughout entire length of the project. The secondary roadways went from a 2 lane ditch section to a 5 lane concrete curb and gutter with sidewalk throughout the project limits.

The improvements to the interchanges were increased

safety, all were brought up to Interstate Standards and Federal guidelines and traffic flow was improved on all three interchanges.

"I'd like to recognize all the hard work that went into the completion of these projects," said Limehouse, whose past leadership while Commission Chairman helped provide the groundwork for the projects.

"I'm happy to be here in Greenville because I was part of the process that started this entire movement," Limehouse said. "We created the Infrastructure Bank and we funded about \$400 million of interstate projects in the Greenville area. This is kind of the end of that, but I don't think it's the end of the line because there's so much more work to be done. Greenville is such a dynamic area. You provide us with the manufacturing jobs that put the trucks on the highway going to the port of Charleston and I think that's our future in South Carolina."

Thomas said there is much work to be done for the transportation infrastructure in the Upstate.

"This is only a part of the large picture of what is needed, not only by the Golden Strip, but by the city Greenville, Mauldin, Simpsonville, Fountain Inn and the entire county as well as the Upstate," Thomas said. "This is a \$120 million of investment that the state has made into a much needed area where we need to focus. The bigger part of the picture...We need all of 85 from Spartanburg, including all of Spartanburg County, all the way to the Georgia line 6-lane."

"If we don't 6-lane, we're going to be in a world of



ROB THOMPSON/THE CONNECTOR

Dignitaries from the Interstate 385 Improvement Projects completion ceremony pose atop the Harrison Road Bridge over I-385 on Sept. 27. From left: Former Highway Commissioner Howell Clyborne, Representative Adam Taylor, Representative Garry Smith, Senator David Thomas, SC Secretary of Transportation H. B. 'Buck' Limehouse Jr., U.S. Constructors President Randy Snow and SCDOT District 3 Engineering Administrator Steve Gwinn.

trouble. Everybody knows the problem with something called 'malfunction junction' in the Midlands area."

Clyborne, a former Commissioner and former SC Representative, spoke on behalf of "past commissions as well as present commissions," and said he was impressed with the "professionalism and the commitment" of the SCDOT staff.

"This is so critical for the economic development of this region," Clyborne said. "I believe the future is going to belong to those states that invest in their

infrastructure and invest in their intellectual capital. I was glad to be some very small part of this."

Gwinn recognized Assistant District Construction Engineer Stephanie Jackson-Amell and Resident Construction Engineer Kimberly Bishop. He also thanked the SCDOT Commission, Limehouse, the Greenville Legislative Delegation, FHWA and SCDOT employees Mark Lester, Penny Phillips and Jonathan Chasteen.

"I'd like to start out thanking the public for their patience with us," Gwinn said. "These projects were completed in a very

professional manner, and we got a quality job."

Jackson-Amell, who was Resident Construction Engineer in Greenville County when the projects began on Fairview Road, said after the ceremony that the public involvement and cooperation with contractors were keys to its success.

"The job went very smoothly," she said. "We didn't have any major issues or holdups on any of the projects. What you have now is a little over 5 miles of beautiful interstate that rides well, and hopefully the public is happy with."

Even one death can blemish goal

'Put the Brakes on Fatalities Day' strives for zero deaths

By Bob Kudelka

SCDOT reported that one fatality occurred on South Carolina roads during "Put the Brakes on Fatalities Day," a nationwide program to unite the country in achieving one full day of zero traffic deaths. It was held Wednesday, Oct. 10.

"In South Carolina, Put the Brakes on Fatalities Day was slightly better than our average of three traffic fatalities each day," said Terecia Wilson, Safety Director at SCDOT. "However, we believe one traffic death is one too many, and we must all work together to lessen the tragedies that impact families in our state every day."

SCDOT and its partners, the South Carolina Society of Professional Engineers, the South Carolina Department of Public Safety (SCDPS) and the Federal Highway Administration (FHWA), along with a coalition of national safety organizations, federal, state and local governments and private companies, encourage safer behavior and actions

by promoting safer roadways.

SCDOT and its partners also used the awareness day event to release South Carolina's first Strategic Highway Safety Plan, "The Roadmap to Safety." The document contains a comprehensive set of transportation safety strategies, focusing on five emphasis areas.

"It is our hope that the implementation of these strategies will generate significant reductions in traffic crashes, injuries and fatalities on South Carolina's streets and highways," said Secretary of Transportation H.B. "Buck" Limehouse Jr. "We are working with safety partners from across the state to implement this plan. The Road Map will be updated and evaluated annually so that we can monitor our progress toward bringing down the high number of crashes, injuries and fatalities."

More information on The Roadmap to Safety is available at <http://www.roadmaptosafety.us/>

"We encourage the public to use the many lifesaving tips included on the web site and in the Roadmap," Wilson

said. "This information can be shared with family members, co-workers, friends and students."

In 2006, 1,044 people were killed in traffic crashes on South Carolina's highways. This is an average of nearly 3 people killed in crashes every day of the year.

"No economic cost can be computed to reflect the grief and suffering of those who have lost a loved one in a traffic crash or who have themselves been seriously injured in a crash," said Director James Schweitzer of the SC Department of Public Safety. "Traffic crashes are gravely impacting the quality of life in our state and are placing a severe burden on the state's health care delivery system."

Driver error causes most traffic fatalities. Over the past five years, the leading probable cause for traffic fatalities was driving too fast for conditions with 1,099 deaths. An additional 842 traffic deaths were caused by drivers under the influence of alcohol or drugs and 576 by drivers failing to yield right of way.

"We would like to thank our partners and the media for spreading the critical message of highway safety to the citizens of South Carolina," Wilson said. "Working together, each of us can make our highways safer by obeying the speed limits, driving defensively, slowing down in bad weather and construction zones and not drinking and driving."

SCDOT plan preserves more trees in the ACE Basin

Design change protects more trees on US 17 widening project

By Pete Poore

SCDOT has adjusted its design plans on US 17 in Beaufort County to preserve more oak trees in a section of the highway near the Combahee River Bridge.

Phase I of this project will widen approximately six miles of US 17 in Beaufort County from two lanes to four from Garden's Corner to the bridge on the Combahee River that borders Colleton County. In Phase I, the project consists of a four-lane divided section with a 100-foot median south to Big Estate Road and a five-lane section from Big Estate Road to Garden's Corner.

For motorists traveling south, the design calls for a gradually widening median to separate the northbound and southbound lanes after crossing the bridge. The median will reach a maximum width

of 100 feet.

Transportation Secretary H.B. "Buck" Limehouse announced that a design adjustment will be made to protect as many as 30 trees (23 oaks) within the tapered area of the median just south of the Combahee River Bridge.

SCDOT will now have guardrail installed on the northbound lanes, between the median and the two travel lanes. The barrier will be extended approximately 1500 feet so that it will connect with guardrail that has already been planned for a wetland bridge crossing 2.5 miles from the Combahee Bridge.

In addition, guardrail will be placed on approximately 800 feet of the tapered median section on the southbound lanes, also between the travel lanes and the median.

Secretary Limehouse said the cost of the guardrail is minimal. "This is a small price to pay to save more oak trees on this section of US 17 which is in the environmentally-protected ACE Basin," said Limehouse. "It's important to us to protect the natural environment of this area as well improve the highway," he added. The ACE Basin is a pristine estuary where the Ashepoo, Comba-



ROB THOMPSON/THE CONNECTOR

SCDOT Project Manager Chris Hernandez points out some of the clearing work done on the US 17 project in Beaufort County. Changes in the design plans are saving more oak trees along Phase I of the 6-mile project.

hee and Edisto Rivers converge.

The effort to maintain the scenic aspects of US 17 was initiated by Governor Mark Sanford. The Governor called upon SCDOT to take measures to preserve as many trees as possible, particularly those that create the natural

canopy over the highway.

"As we look at our infrastructure needs in South Carolina, we believe it's always important to look at them in the context of how it plays into this larger notion of quality of life," Governor Sanford said. "We believe this new design

will help preserve an important piece of our state's natural beauty, and is in keeping with the look and feel of what's been preserved in the ACE basin."

Phase I of this \$80 million project is scheduled for completion in 2010.

Work zone safety program has successful first year

SCDOT and SCDPS joint enforcement program reduces deaths and injuries

By Pete Poore

Secretary of Transportation H.B. "Buck" Limehouse Jr. announced the results from the first year of operations of the new Safety Improvement Team (SIT) that patrolled work zones and "high crash corridors" in South Carolina.

The Safety Improvement Team is made up of 24 state troopers who are trained and equipped to enforce the speed limits in SCDOT work zones on the state's highways. These troopers have no other responsibilities aside from work zone enforcement, and patrolling sections of highways where crash rates are high when construction in work zones is complete.

The Safety Improvement Team began its operations on June 1, 2006. The first year reporting period closed on May 30, 2007, and the results showed a significant drop in work zone crashes, injuries and fatalities compared to the previous year:

- Work Zone Crashes – Decreased by 51% from 1,366 to 666.
- Work Zone Injuries – Dropped 53% from

615 to 289.

- Work Zone Fatalities – Reduced by 72% from 18 to 5.

In addition, members of the Safety Improvement Team issued 46,986 citations in this one-year period for violations such as speeding, DUI and failure to wear seatbelts.

The funding for this innovative program is provided by the Federal Highway Administration (FHWA). The Safety Improvement Team finished its first year under budget by a little more than \$826,000.

Transportation Secretary Limehouse said, "In the past year, this program has proven itself to be an effective one that can save lives because these troopers can focus entirely on work zone enforcement." In the past, we paid time-and-a-half wages to off-duty officers to patrol specific projects." Thanks to our partners at SCDPS and FHWA, we're now spending less, and more work zones are being patrolled, making them safer places for motorists and the people who work there," Limehouse added.

These 24 specially-trained troopers are grouped into units of six troopers. Each unit covers one of four regions in the state.



ROB THOMPSON/THE CONNECTOR

SCDOT and the Department of Public Safety are working together to increase enforcement in work zones. Twenty-four trooper have gone through the Safety Improvement Training and are stationed across the state.



PHOTOGRAPHS BY ROB THOMPSON/LAYOUT BY CODY CROUCH/THE CONNECTOR

STEP-21 *Class of 2008*

STEP-21 Alumni Annual Meeting



PHOTOGRAPHS BY ROB THOMPSON

Clemson Mayor Larry Abernathy spoke to the STEP-21 alumni during their annual meeting this year. Abernathy, who lost a leg to disease, wears a prosthesis and gave a humorous, heartwarming story about losing a limb and keeping an upbeat attitude in life. Abernathy told a variety of personal stories about family, believing in yourself, staying positive and accomplishing your goals in life.



The STEP-21 Alumni elected officers at their Sept. 21 meeting at Brookland Baptist Conference Center. Shown, from left, are: Parliamentarian Curtis Singleton, Assistant Treasurer Renee Williams, Treasurer Cynthia Von Nyvenheim, Assistant Secretary Gail Dia, Secretary Veronica Merriman, Vice President Michelle Walker and President Steven Perry.



ROB THOMPSON/SCDOT

Award Presentation

The SCDOT Commission was presented with two safety awards during the Dec. 5 Commission meeting in Spartanburg. FHWA Assistant SC Division Administrator Bob Thomas, second from left, presents the Commission with two safety awards presented by the Roadway Safety Foundation and the FHWA. Shown from left are: Commissioner Marvin Stevenson, FHWA Assistant SC Division Administrator Bob Thomas, Commissioner Marion Carnell, Secretary of Transportation H.B. 'Buck' Limehouse Jr., Commission Chairman Bobby T. Jones, Commissioner Joe Young, Commissioner Tee Hooper, Commissioner F. Hugh Atkins and Commissioner Henry Taylor.

Moving Up

Mark K. Staton, of Columbia, from Applications Analyst I to Applications Analyst II, Information Technology Services.

Phillip C. Washington, of Columbia, from Engineer/Associate Engineer II to Engineer/Associate Engineer III, RPG 1 - Lowcountry.

Bener Amado, of Columbia, from Engineer/Associate Engineer III to Engineer/Associate Engineer IV, RPG 2 - Pee Dee.

Jennifer L. Hasting, of Columbia, from Engineer/Associate Engineer III to Engineer/Associate Engineer IV, RPG 3 - Midlands.

Korene A. McDow, of Westville, from Associate Geodetic Technician to Engineer/Associate Engineer I, Federal Program Administration.

Herbert J. Cooper, of Columbia, from Engineer/Associate Engineer III to Engineer/Associate Engineer IV, C Program.

Wesley J. Hawkins, of Newberry, from Engineer/Associate Engineer III to Engineer/Associate Engineer IV, Construction.

Selena C. Metts, of Cayce, from Engineer/Associate Engineer I to Program Coordinator II, Research and Materials Engineer.

James J. R. Gibson, of Columbia, from Trades Specialist II to Supply Specialist III, Supply Depot.

Debra H. Hartley, of West Columbia, from Program Coordinator I to Engineer/Associate Engineer II, Rights of Way Office.

Michael W. Todd II, of Pamplico, from Engineer/Associate Engineer I to Engineer/Assoc Engineer II, Surveys - Florence.

Melissa E. Edmonds, of

Lexington, from Engineer/Assoc Engineer II to Engineer/Associate Engineer III, Traffic Engineering.

Timothy M. Seeby, of Lexington, from Assistant Geodetic Technician to Associate Geodetic Technician, Traffic Engineering.

Cyle J. Rhoades, of Columbia, from Engineer/Associate Engineer I to Engineer/Associate Engineer II, Traffic Engineering.

Janice Redd, of Columbia, from Administrative Assistant to Program Coordinator I, Enhancement.

Eugene J. Cantrell, of Boiling Springs, from Boiling Springs, from Incident Responder I, District 3 Office.

Troy K. Green, of Columbia, from Engineer/Associate Engineer II to Engineer/Associate Engineer III, District 4 Office.

Timothy J. Cook, of Branchville, from Assistant Geodetic Technician to Information Resource Coordination, District 6 Office.

Jeffrey S. Ellison, of Orangeburg, from Engineer/Assoc Engineer II to Engineer/Associate Engineer III, District 7 Office.

Johnny Moses, of Bishopville, from Trades Specialist III to Trades Specialist IV, Lee Maintenance.

James M. Smith, of Pelion, from Trades Specialist II to Trades Specialist IV, District 1-Traffic Signals.

John L. McGee III, of Trenton, from Trades Specialist III to Trades Specialist IV, Greenwood Maintenance.

Kevin H. Ridley, of Gray Court, from Trades Specialist III to Trades Specialist IV, Laurens Maintenance.

Glenn W. Messer, of Eas-

Roy Tolson named Rail Program Manager in Mass Transit

By Glennith C. Johnson
Division Director
of Mass Transit

Roy Tolson, of Sumter, has rejoined SCDOT. Tolson has accepted the Rail Program Manager position in the Division of Mass Transit.

He will serve as the advocate for high-speed and passenger rail transportation in South Carolina.

Tolson is no stranger to SCDOT. He retired from SCDOT after 31 years of service. He brings a wealth of knowledge concerning the operation and planning of the fourth largest state-maintained highway transportation system in the nation.

Tolson began his career with SCDOT as a summer intern in

1971, earned a degree in Civil Engineering Technology, and graduated from the STTAR program in 2005.

His last assignment at SCDOT was managing the day-to-day operations of the preconstruction management section as Director of Program Management. He also coordinated with various sections of SCDOT, to include district offices, to ensure the successful completion of projects and programs and to ensure that all funds were obligated.

After retiring from the SCDOT, Tolson joined the LPA Group as a Program Manager where he shared his expertise for a year and a half. He participated in managing the \$1.3 billion 1/2 cent sales tax program in Charleston County.



Roy Tolson

ley, from Trades Specialist II to Trades Specialist IV, Greenville Maintenance.

Roger D. McCall, of Easley, from Trades Specialist IV to Trades Specialist V, Greenville Maintenance.

Tommy E. Wilbanks, of Mountain Rest, from Supply Specialist II to Supply Specialist III, Oconee Maintenance.

Lonnie D. Cobb, of Walhalla, from Trades Specialist II to Trades Specialist III, Oconee Maintenance.

Richard L. McClennen, of Spartanburg, from Trades Specialist III to Trades Specialist IV, Spartanburg Maintenance.

Ricky W. Horne, of Spartanburg, from Trades Specialist III to Trades Specialist IV, Spartanburg Maintenance.

Randy E. Jordan, of Mt. Croghan, from Trades Specialist III to Trades Specialist IV, Chesterfield Maintenance.

Renee' Sellers, of Jefferson, from Trades Specialist II to Trades Specialist III, Chesterfield Maintenance.

Carlos A. Bryant, of Darlington, from Trades Specialist II to Trades Specialist III, Darlington Maintenance.

Richard L. Johnson, of Dillon, from Trades Specialist II to Trades Specialist III, Dillon Maintenance.

Demetrius O. Blanks, of Florence, from Trades Specialist I to Trades Specialist II, Florence Maintenance.

Jimmy Riggins, of Salter, from Trades Specialist II to Trades Specialist IV, Williamsburg Main-

tenance.

Edward M. Elmore Jr., of Scranton, from Trades Specialist III to Associate Geodetic Technician, District 5-Bridge Inspection.

Paul J. Poston, of Pamplico, from Senior Geodetic Technician to Engineer/Associate Engineer II, Darlington Construction.

Richard L. Turner, of Charleston, from Engineer/Associate Engineer II to Engineer/Associate Engineer III, Charleston Maintenance.

Mark D. Weatherford, of St Matthews, from Trades Specialist III to Trades Specialist IV, Calhoun Maintenance.

Richard V. Gregory, of Swansea, from Engineer/Associate Engineer I to Engineer/Associate Engineer II, Orange-

Retirements

Claudia C. Wilkes, of Orangeburg, Right of Way Agent II Low Country, retired Aug. 2, after 20 years of service.

Dennis M. Hilburn, of Galivants Ferry, Trades Specialist III at Marion Maintenance, retired Aug. 9, after 22 years of service.

Richard K. Center, of Greer, Trades Specialist IV at Greenville Maintenance, retired Aug. 14, after 33 years of state service.

Eldridge M. J. Campbell, of Ladson, Incident Responder I, District 6, retired Aug. 16, after 10 years of state service.

Tonya M. York, of Sumter, Supply Specialist III at Sumter Maintenance, retired Aug. 20, after 26 years of service.

Freddie W. McKay, of Coward, Trades Specialist II at Florence Maintenance, retired Aug. 20, after 10 years of state service.

Harold Kendrick, of Elloree, Trades Specialist II at Orangeburg Maintenance, retired Aug. 21 after 2 years of service.

Michael D. Mathis, of Blacksburg, Trades Specialist IV at Cherokee Maintenance, retired Aug. 27, after 9 years of service.

Joe J. Greene, of Georgetown, Trades Specialist III at Georgetown Maintenance, retired Aug. 27, after 8 years of service.

Alex Theriot III, of Columbia, Trades Specialist IV at Central Sign Shop, retired Aug. 31, after 15 years of service.

William C. Floyd, of Jonesville, Trades Specialist III at Union Maintenance, retired Aug. 31, after

24 years of service.

Timothy P. Corley, of West Columbia, Senior Geodetic Technician at Lexington Construction, retired Aug. 31, after 23 years of service.

Wayne A. Lewis Sr., of Winnsboro, Trades Specialist IV at Fairfield Maintenance, retired Sept. 1, after 8 years of service.

Ollie L. Huff, of Travelers Rest, Assistant Geodetic Technician at Greenville Maintenance, retired Sept. 6, after 6 years of service.

Jimmie L. Ruff, of Newberry, Trades Specialist III at Newberry Maintenance, retired Sept. 7, after 27 years of service.

Paula K. Collier, of Walterboro, Associate Geodetic Technician at Colleton Maintenance, retired Sept. 10, after 28 years of service.

Janice M. Williams, of Murrells Inlet, Supply Specialist II at Horry 1 Maintenance, retired Sept. 13, after 33 years of service.

Raymond O. Ward Jr., of Kingstree, Trades Specialist III at Williamsburg Maintenance, retired Sept. 14, after 21 years of service.

David L. Johnson, of West Columbia, Mechanic III at Calhoun Maintenance, retired Sept. 18, after 8 years of service.

Cornelius Joe, of Rowesville, Trades Specialist II at District 7 Office, retired Sept. 28, after 29 years of service.

Jerry D. McDaniel, of Boiling Springs, Trades Specialist II at Spartanburg Maintenance, retired Sept. 28, after 10 years of service.

Joe L. Holmes, of Florence,

Trades Specialist II at Florence Maintenance, retired Sept. 30, after 11 years of service.

Melanie J. Bloom, of Lexington, Administrative Assistant in Safety, retired Oct. 1, after 28 years of service.

Joe L. Peeples, of Irmo, Engineer/Associate Engineer in Office of Materials and Research, retired Oct. 16, after 28 years of service.

Lawrence D. Brian Jr., of Camden, Senior Geodetic Technician at Lee Maintenance, retired Oct. 16, after 20 years of service.

David Gist, of Union, Trades Specialist II at Union Maintenance, retired Oct. 17, after 10 years of service.

Henry Y. Hunter, of Abbeville, Trades Specialist III at Abbeville Maintenance, retired Oct. 17, after 39 years of service.

Warren F. Bennett, of Ruffin, Mechanic III at Colleton Maintenance, retired Oct. 18, after 13 years of service.

Helen H. Williamson, of Dillon, Trades Specialist II at Dillon Maintenance, retired Oct. 25, after 16 years of service.

Raymond R. Pearson, of Walhalla, Trades Specialist II at Oconee Maintenance, retired Oct. 31, after 10 years of service.

Arthur O. Jackson, of Winnsboro, Trades Specialist II at Fairfield Maintenance, retired Oct. 31, after 11 years of service.

Alfred L. Craft, of Blythewood, Trades Specialist II at Fairfield Maintenance, retired Oct. 31, after 12 years of service.

Deaths



Kelly Hansen

Kelly Michelle Hansen, 41, of Spartanburg, trades specialist II at Spartanburg Maintenance, died Oct. 17.

Margaret Nichols Miller, 73, of West Columbia, an SCDOT retiree, died Oct. 18.

John W. Sullivan Jr., of Spartanburg, trades specialist II at Spartanburg Maintenance, died Sept. 19.

Standra "Boot" Jones, 41, an employee at Lexington



Standra Jones

Maintenance since 1986, died Dec. 5, after he was struck by a vehicle while removing traffic control on I-26 near mile marker 113. He and his crew had been cleaning the barrier wall.

Johnney Williamson, of Salley, 43, a foreman at the Wagener Section Shed, died Nov. 18.

Charlie Moorefield, 87, of Columbia, a retiree from Traffic Engineering, died Nov. 2.

*Let 'Em Work,
Let 'Em Live.*

*Please slow down in Work Zones.
They're only doing their jobs*

The SC Transportation Infrastructure Bank

Tens years since its inception, South Carolina reaps benefits

By Pete Poore

Every day South Carolinians and our visitors drive on new, efficient highways and bridges. Most drivers and walkers can appreciate the eight lanes, the bike-ped lane and the magnificent view from the Ravenel Bridge on the Cooper River. Tourists in the Grand Strand can use the Conway By-Pass to get to and from the beach, while residents can use the Carolina Bays Parkway to travel back and forth between North Myrtle and Myrtle Beach. All of these facilities provide improved hurricane evacuation should the need arise.

But very few drivers probably ever think about how the Ravenel Bridge became reality, or how sections of our interstates were widened to six lanes and resurfaced. These projects became bridges and highways thanks in part to the South Carolina Transportation Infrastructure Bank (SCTIB). The SCTIB was created by the General Assembly in 1997. The Bank is not a large agency. The SCTIB is a seven-member Board which operates very efficiently, assisted by SCDOT staff for day-to-day operations, and contracting for financial and legal services on an "as needed" basis. Members of the SCTIB Board are appointed by the Governor and the Legislature. The SCDOT Commission Chairman also serves as a member.

The SCTIB is not the only bank of its kind in the country. Thirty-two other states have similar banks to enhance the financing of transportation projects. However, the South Carolina SCTIB is recognized nationally as the largest and most active State Infrastructure Bank in the nation. Here's the proof: **The SCTIB in South Carolina has provided more financial assistance for transportation projects than the other 32 banks combined.**

The SCTIB is charged with using available funding sources to assist major transportation projects (those in excess of \$100 million in value). Those projects are required to improve mobility and safety,

or promote economic development, or increase the quality of life in South Carolina. In many cases, these projects would still be on the wish list if not for the SCTIB.

Don Leonard from Myrtle Beach serves as the Chairman of the SCTIB. He believes the role of the Bank is to get important and needed projects moving forward. "We have too many significant transportation needs in our state that must be funded sooner rather than later. If our state is going to compete in the 21st century, we need the infrastructure that will serve our people and our economic development," said Leonard.

The SCTIB has had a major hand in getting projects to construction. The Bank has approved \$4.5 billion in financial assistance during the last decade. Some of the projects that have benefited from the SCTIB's help include: the Arthur Ravenel Jr. Bridge in Charleston County, The Conway By-Pass and Carolina Bays Parkway in Horry County, the widening and other improvements made to interstate highways in York, Anderson, Greenville and Spartanburg Counties, completion of Phase I of the Palmetto Parkway in Aiken County and the widening of SC 170 in Beaufort County. In addition, the SCTIB provided \$30 million for the installation of median cable barriers on the interstate highways. The cables have sustained over 12,000 "hits" saving hundreds of lives and preventing catastrophic "crossover crashes."

Transportation Secretary H.B. Limehouse Jr. served on the SCTIB Board at its inception during his tenure as the Chairman of the SCDOT Commission. "South Carolina had several major projects that were sitting on the drawing board, and getting more expensive as time passed. The creation of the SCTIB was the most expedient way to make these projects happen. I am proud of what we started in 1997, and I'm proud of what the Bank continues to do today," said Limehouse.

The SCTIB's role in funding transportation projects goes beyond the initial providing of financial

assistance. The SCTIB continues to manage those finances even after the projects have begun. Through refinancing of debt and using other creative and innovative techniques, the SCTIB has saved the taxpayers \$120 million during the past four years. These savings have been reinvested in more highway projects.

The SCTIB's work goes on and the Bank's efforts are visible today with construction continuing on the widening of SC 6 and SC 60 in Lexington County. This project includes two additional lanes across the Lake Murray Dam. Work is under way on two intracoastal waterway bridges in Horry County and construction is on-going on Phase II of the Palmetto Parkway in Aiken County.

The SCTIB has also approved assistance for several projects that are just getting under way with design, environmental and right-of-way activities. All of the funding for these projects requires a local match so as to stretch the available state dollars:

Florence County has six highway improvements. The Bank is providing \$250 million. Florence County is providing \$125 million from its Capital Improvement sales tax.

Horry County will receive \$235 million for the southern extension of the Carolina Bays Parkway and the widening of SC 707. This amount will be matched by the County's Capital Projects sales tax.

Charleston County will use its county transportation sales tax to match \$51 million from the SCTIB for an interchange improvement at I-526 and US 17 in Mt. Pleasant. Charleston County will use the same county transportation sales tax to match \$420 million in funding from the SCTIB for the extension of the Mark Clark Expressway.

The SCTIB has also loaned SCDOT \$82 million to widen US 17 in Beaufort County.

Members of the South Carolina Transportation Infrastructure Bank Board



Donald D. Leonard
Chairman



Ernest L. Duncan



SCDOT Commission Chairman
Bobby T. Jones



Senator
Hugh Leatherman



Representative
H.B. 'Chip' Limehouse III



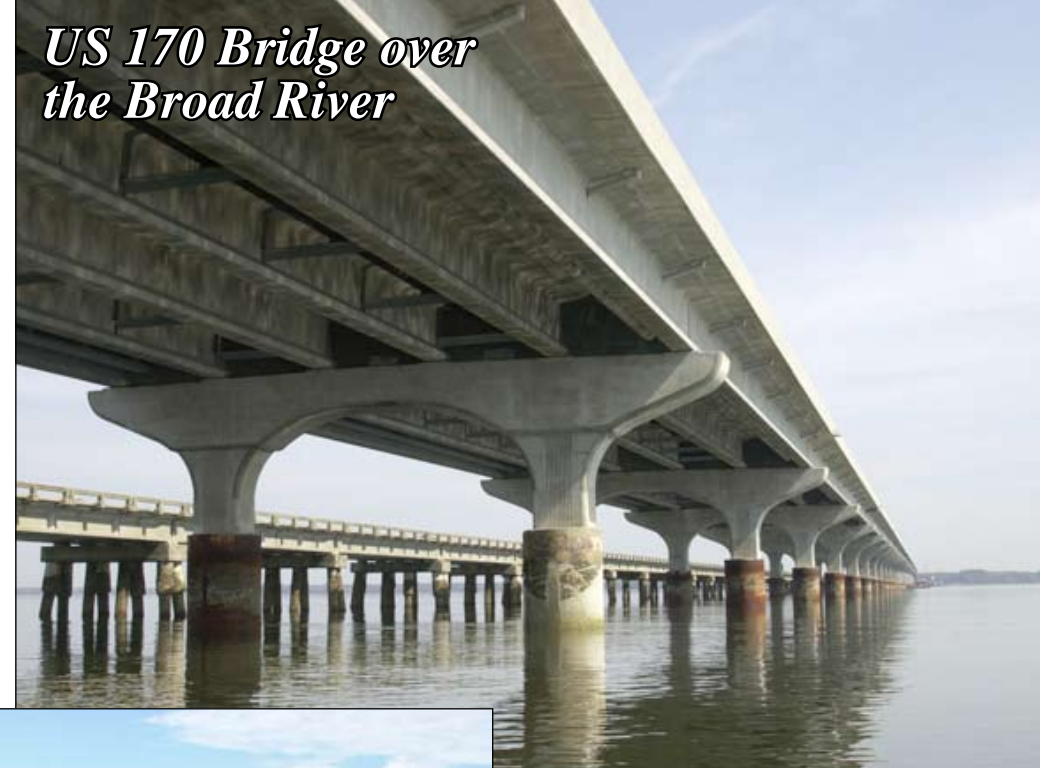
Max Metcalf



Ric Tapp

Former SCTIB Board Members

- Howard W 'Champ' Covington Jr. - Chairman
- Tee Hooper
- B. K. Jones
- H. B. 'Buck' Limehouse Jr.
- Timothy E. Madden
- L. Morgan Martin
- Senator Ernie Passailague
- Senator Luke Rankin
- Senator Arthur Ravenel
- Senator Greg Ryberg
- Warren Schulze
- Representative Ronny Townsend
- S. Lyman Whitehead



US 170 Bridge over
the Broad River



Palmetto Parkway

The projects shown here are some of the projects that have been funded through the SC Transportation Infrastructure Bank.



Arthur Ravenel Jr. Bridge



Carolina Bays Parkway



Conway By-Pass



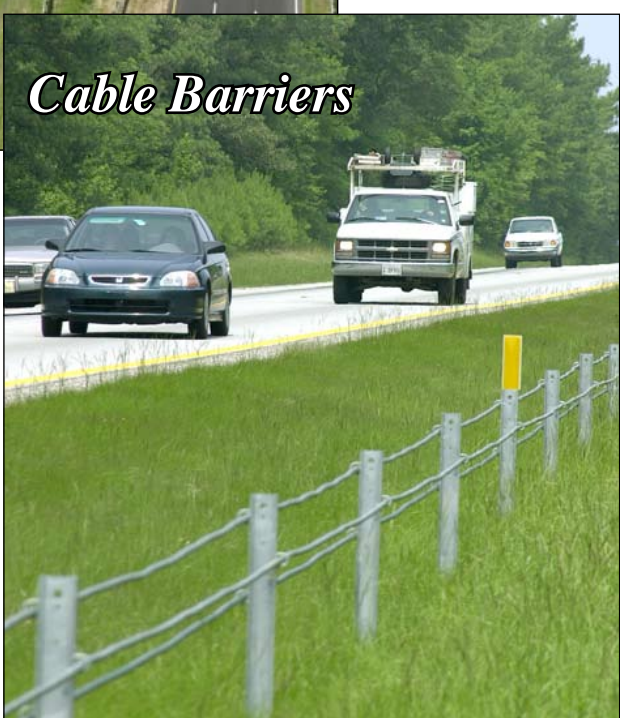
US 170 Widening



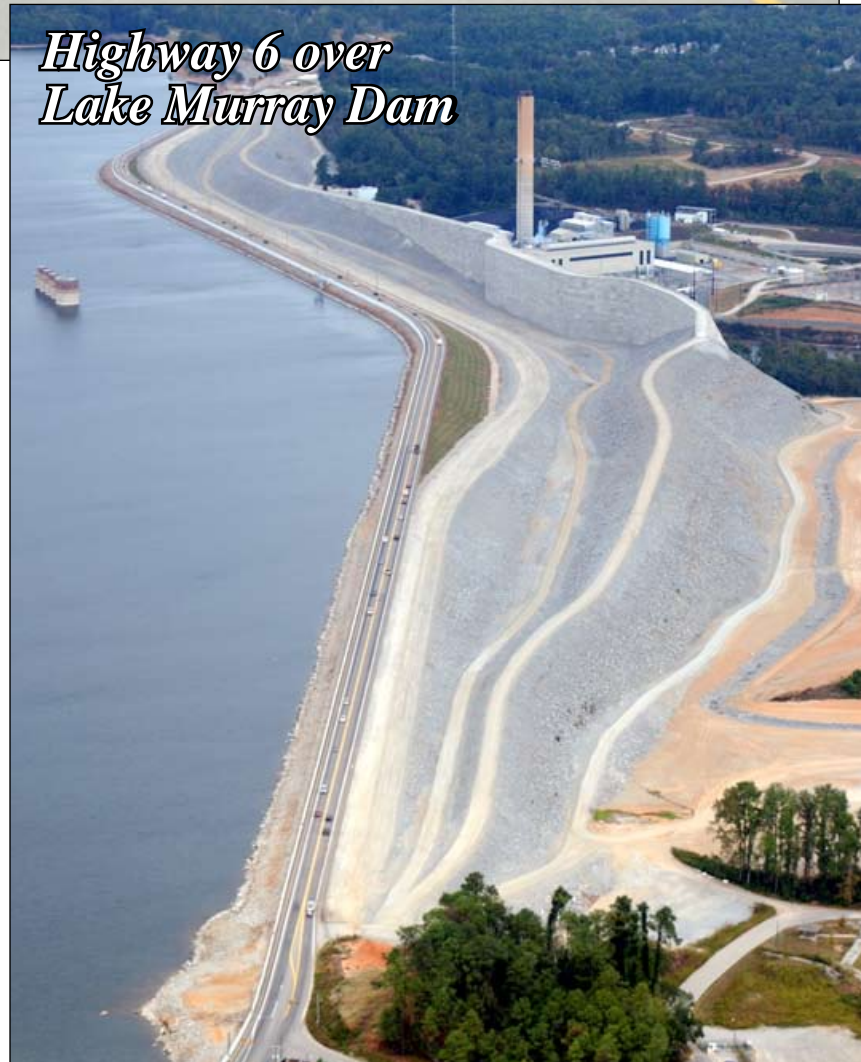
Carolina Bays Parkway



I-77 Widening



Cable Barriers



Highway 6 over
Lake Murray Dam

Photographs by
Rob Thompson

SCDOT introduces new signs for SC highways



PHOTOGRAPHS BY ROB THOMPSON/THE CONNECTOR

One of the newly-designed state road signs was unveiled Nov. 1, on SC Route 200 in Winnsboro. Shown, from left, are: Assistant District 4 Engineering Administrator Perry Crocker, District 4 Engineering Administrator Stan Bland, SCDOT Commission Chairman Bobby T. Jones and Fairfield Resident Maintenance Engineer Jamie Johnston.

Commissioners unveil signs in their districts

The South Carolina Department of Transportation (SCDOT) Commission has approved a change in the appearance of the signs that are used to identify South Carolina highway route numbers.

The current black & white signs will gradually be replaced with blue & white signs that also display an outline of the state, the Palmetto Tree & Crescent state symbol. In addition, "South Carolina" will be spelled out on the sign.

Members of the SCDOT Commission agreed that the change is an improvement in identifying state roads. The addition of the state outline, state symbol and the spelling of the state's name will clearly indicate to travelers that they are in South Carolina. The signs will gradually appear on state

routes. Signs that identify highways that are U.S. primary routes and interstate highways will not change.

The use of the new state route signs will not incur any additional costs. The state signs will not be changed until the existing signs reach their normal lifespan, which is between seven and ten years. However, signs that are damaged or stolen will be replaced with the new version as soon as possible. In addition, the change from black ink to blue will not cause a price increase. The shade of blue being used for the new state signs is the same ink used for interstate highway shields, and is already in stock at the SCDOT sign shops.

The SCDOT Commission took this action at its monthly meeting on June 19 in Columbia.



The old sign design is shown here. The signs will be replaced as they wear out.



SCDOT's Lexington Maintenance Engineer Lorena Boger, center, and SCDOT Commissioner Henry Taylor, right, unveil a newly-designed state road sign Oct. 29 at the intersection of SC 6 and US 378 in Lexington. Also on hand for the event are District 1 Engineering Administrator Thad Brunson, left, and Lexington Sign Foreman Terry Tucker, second from right.

SCDOT, FHWA sign environmental statement on southern portion of I-73

By Bob Kudelka

South Carolina Secretary of Transportation H.B. "Buck" Limehouse Jr. and Federal Highway Administration Division Administrator Bob Lee signed the Final Environmental Impact Statement (FEIS) for the Southern I-73 Project on Thursday, Nov. 29.

"The signing of the FEIS is the culmination of more than 3 years of work and represents the most significant milestone achieved to date for I-73," Limehouse said during the signing.

"The national average for approval of an environmental document of this magnitude is 5 to 6 years, but because of the partnerships in South Carolina, we were able to accomplish this milestone in a little over 3 years," Lee said.

The Southern I-73 Project is from I-95 in Dillon County through Marion County to SC 22 (Veterans Highway) in Horry County.

The FEIS represents a comprehensive assessment of all relevant human and environmental features within the project study area and results in the least overall impact alternative for I-73 in this area.

Approval of the FEIS, along with the upcoming Record of Decision document, allows for the right of way acquisition process to begin.

A draft environmental impact statement for the Northern I-73 Project was approved in July 2007. It is anticipated the final environmental impact statement for this project will be completed in spring 2008.



ROB THOMPSON/THE CONNECTOR

Secretary of Transportation H.B. "Buck" Limehouse Jr., (seated left) and SC Division Administrator of the Federal Highway Administration Bob Lee (seated right) sign the Final Environmental Impact Statement on the southern portion of Interstate 73 in South Carolina on Nov. 29 in Columbia. Watching the agreement signing are, standing from left: SCDOT Environmental Project Manager Amanda Queen; LPA Group, Inc. Environmental Manager Heather Robbins; Wilbur Smith Associates Senior Environmental Planner Jennifer Pearson; SCDOT Pee Dee Regional Production Engineer Mitchell Metts and FHWA Environmental Program Manager Patrick Tyndall.

What's Happening?

A mini-time capsule of SCDOT events across the state



SEPTEMBER 20: Nurse Dale Thomas, right, talks with Jason Byrd as he donates blood at headquarters in Columbia. The effort collected 31 units of blood for the Red Cross.



OCTOBER 30: The US 17 and I-526 Interchange in Charleston was dedicated to former Commissioner Bobby Harrell. Above, Harrell poses with his family members around one of the signs to be erected to honor him for his service to South Carolina.

PHOTOGRAPHS BY ROB THOMPSON/THE CONNECTOR



OCTOBER 3: Tesa Griffin and Tom Dodds join Rosewood Elementary students, parents and USC cheerleaders for the 'Safe Routes To School' walk in Columbia.



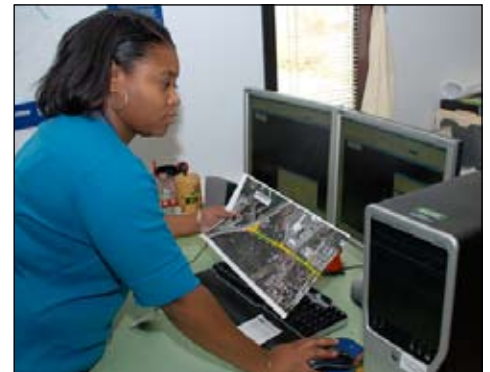
OCTOBER 31: Headquarters employees in Columbia bought a hot dog lunch to support the United Way.



NOVEMBER 1: Larry Smith of Fairfield Maintenance does some welding repair work on an extension on a lowboy in Winnsboro.



OCTOBER 15: Jim Frierson gets a flu shot at headquarters in Columbia. The preventative measure was offered and administered to employees across the state.



NOVEMBER 21: Dawn Watkins of Regional Production Group 1 in Headquarters does CADD work for a project in the Lowcountry.

THE 1ST ANNUAL TRIP PAGE CLASSIC GOLF TOURNAMENT

FOR THE BENEFIT OF THE CITADEL FOUNDATION'S ROSCOE ASHLEY "TRIP" PAGE, III SCHOLARSHIP ENDOWMENT FUND AND, OF COURSE, HAVING FUN IN HONOR OF OUR FRIEND, TRIP PAGE.

THE GOLF CLUB AT WESCOTT PLANTATION
SUMMERVILLE, SC

SATURDAY, MARCH 22, 2008

WHAT: This Captain's choice Golf Tournament is held in memory of Trip Page, a former SCDOT employee from Summerville. All proceeds go directly to the Citadel Foundation's Roscoe Ashley "Trip" Page III Scholarship Endowment Fund.

FORMAT: Captain's Choice, Shot Gun Start, Foursomes, 27-Hole Course

WHERE: The Golf Club at Westcott Plantation
5000 Wescott Club Drive
Summerville, SC

WHEN:
Saturday, March 22, 2008, 12 PM
Driving Range Open 11 AM - 12 PM
Practice Balls included
Awards Dinner 5 PM

For more information, contact:
Christi Page at 843-469-2835
ChristiSol@Yahoo.Com

Download an entry form at:
<http://www.scdot-transfer.org/scdotphotos/TripPage.pdf>



NOVEMBER 14: Chester Survey Crew members plot the coordinates of roads near an interchange scheduled for upgrades in Ridgeway. Clockwise from top left are: Drew Herring, Floyd Sweat, Joe Ellis, Jennifer Allen, Daryl Strong and Hillary Cottingham.

District 1 News

Aiken, Kershaw, Lee, Lexington, Richland and Sumter counties

District Engineer: **Thad Brunson** (803) 737-6660
 FAX (803) 737-6401

Got news?

Contact Teresa Harley at:
 803-737-6715 or email
 her at HarleyTL@scdot.org



Teresa Harley

District One Construction Inspectors

Thank you for all the hard work you do!



SCDOT handles many types of construction projects: resurfacing, full-depth patching, chip-seal, full-depth reclamation, pavement markings, landscaping, intersection improvements, bridges, signing, guard-rail, cable rail, interchanges, road widening, etc.

There are many components of construction – asphalt, earthwork, concrete, culverts, catch basins, drainage pipe, erosion control, traffic control, piles, drilled shafts, foundations, walls, curb, sidewalk, night work, day work, weekend work and in all kinds of weather conditions.

When the contractor is working, the inspector is there.

Inspectors must be trained and certified in many different areas – surveying, asphalt roadway, foundation, earthwork, drainage and base course inspection, concrete, erosion control and traffic control inspection. As inspectors gain experience, they attain familiarity with specifica-

tions and achieve the ability to read plans.

What makes a good inspector?

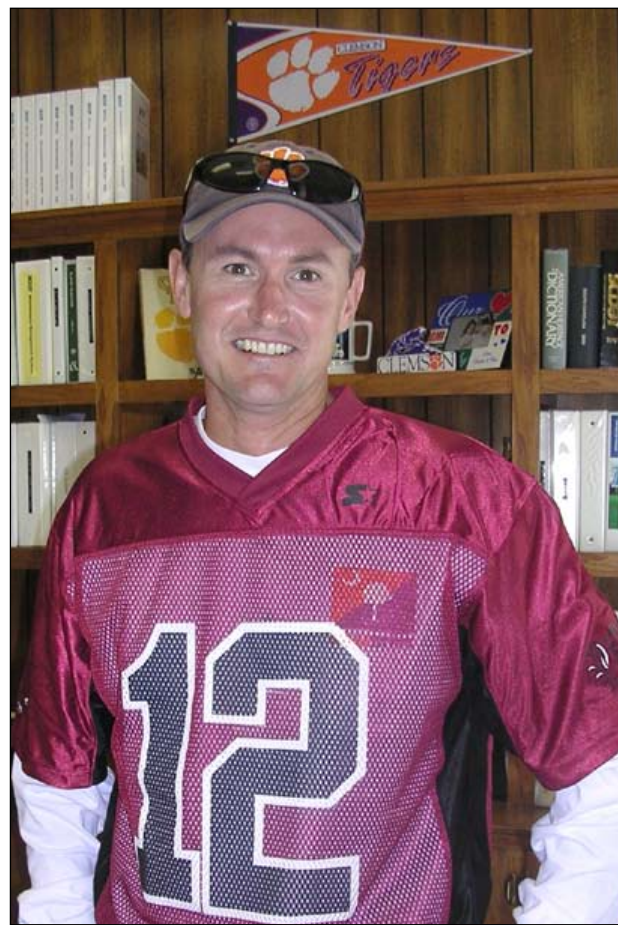
The best inspectors are able to “build” the projects weeks and even months ahead of the contractor and “see” problems and issues before they arise. Good inspectors’ most desirable qualities are job knowledge, dependability, having initiative, honesty and diversity.

Inspectors must possess thorough job knowledge in each respective area of construction activity. Inspectors must be able to make informed and accurate decisions. To be an inspector takes a self-motivated person able to work on most construction projects with minimal direction and supervision.

In their jobs, inspectors often encounter difficulties to include dangers from the traveling motorists and construction equipment, traffic in work zones, utility conflicts and poor cooperation with some contractors.



How did this happen?



Bryan Jones learns that USC's garnet and black looks good even if you're a Clemson fan.

Where did this come from?



MIKE GILCHRIST/DISTRICT 1

This helicopter just appeared one afternoon and caused quite a stir at the District Office.

Several employees went to investigate out of curiosity. Upon finding

the helicopter empty, they began to get concerned for the pilot.

After several phone calls and lots of questions, it was revealed that the pilot was visiting someone in the

area and just landed the helicopter there and secured it. Can we charge for parking like USC does for the games?

Meet Bobby Usry

Name: Bobby Usry
Title: Eng/Assoc. Eng. II
Unit: Aiken Maintenance

Bobby Usry is a 1999 graduate of Clemson University with a B.S. in Civil Engineering. Upon graduation, he began his engineering career at Cranston, Robertson, & Whitehurst, P.C., a private consulting firm in Augusta, GA.

He was able to obtain his professional engineering license while working as a project design engineer during his seven

year tenure at CRW.

Usry began his career at SCDOT last September as an assistant for the Beech Island section shed with Aiken County Maintenance. He currently serves as Assistant Resident Maintenance Engineer at the Aiken facility.

Usry is from North Augusta and enjoys spending time with his wife, Stacey, daughters, Madison and Morgan, and son, Kaden. Bobby's hobbies include wood-working and playing golf in his spare time.



How does a dyed in the wool Clemson fan whose blood runneth orange end up like this?

Being the usual kiddier Bryan Jones is, he stepped in it one time too many.

After losing a bet, he was forced into having to wear a Carolina jersey. However, the humiliation didn't end there. He didn't have to wear it just to work – Oh no. He had to wear it in public.

Considering the grief he received, he took it like the good sport that he is.

District 2 News

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

District Engineer: Phillip M. Brooks (864) 227-6971
 FAX (864) 227-6567

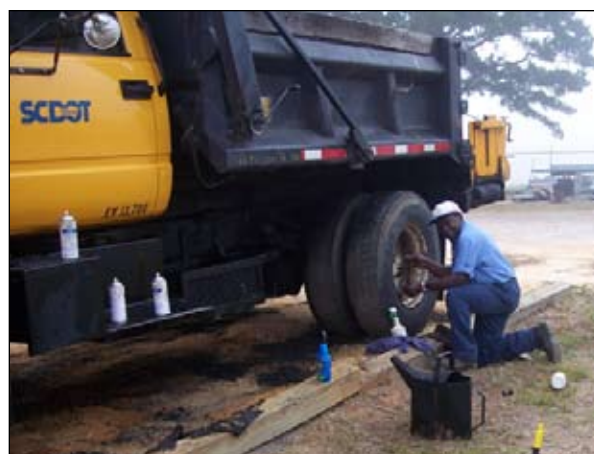
Got news?

Contact Dwayne Scott at 864-227-6222 or email him at ScottDE@scdot.org.



Dwayne Scott

Edgefield Maintenance Clean Up 2007



PHOTOS BY EDGEFIELD MAINTENANCE

Employees from Edgefield Maintenance held a Clean Up Day on Sept. 26. The photographs here show a few of the employees scrubbing down equipment and getting the maintenance yard in order.



Tommie Parker cycles across the United States

By Tommie Parker
 McCormick Resident
 Maintenance Engineer

Dubbed as Tour '07 by one of the group members, Tommie Parker and eight close friends embarked on a cross country motorcycle adventure.

After talking and planning for nearly three years, we were finally on way to the Sturgis, South Dakota, bike rally and other parts of the United States.

Sturgis was the only place we had reservations. Beyond Sturgis, we were just going to ride motorcycles to see the country. We figured we would ride between 5,000 and 6,000 miles total. The trip began in Greenwood on Aug. 3 and lasted the next two weeks, going places I thought I would only see when I retire from SCDOT.

On Aug. 3, we left Greenwood at 7:30 pm and rode to my in-laws house in Chattanooga, TN. Going through Atlanta on a motorcycle at night is not the most relaxing ride I have ever been on.

On Saturday, Aug. 4 we planned on riding 1,000 miles in 24 hours – better known in the motorcycle community as the “Iron Butt Ride.” Our 1,000 miles took us from Chattanooga, TN, to Sioux City, Nebraska, in about 16 or 17 hours.

It is amazing the things you think of and do to keep yourself occupied when you have been riding a motorcycle for ten or twelve hours.

The next day, Aug. 5, we only had to ride about 500 miles to get to Sturgis by way of the Badlands National Park and Wall Drug.

While in South Dakota, we visited Mt. Rushmore, Custer State Park, Crazy Horse Monument, Hill City, Deadwood (my favorite town on the trip), and Spearfish Canyon (group photo taken here).



McCormick RME Tommy Parker is shown here on his Harley Davidson during his cross-country trip.

This was the day my motor started to make some unusual noise.

Hoping my motor was just running rough on some bad gas, we headed for Devils Tower and Billings, Montana, on Aug. 8.

I could not believe how hard it is to find 90 or better octane gas in the upper mid-west. Harley Davidson motorcycles run better on 90 or better octane gas.

My motor continued to make the unusual noise, so while in Billings I had it checked. Bad news for me, they were not able to repair my motor. I had to ship my motorcycle home. Good news for me, the Billings Harley dealership had a motorcycle one of my buddies was looking for. He bought the new bike and I rode his old one the rest of the trip. That's what friends are for, right?

With my wallet lighter than I planned on, we continued our ride. Red Lodge, Montana, where it was 90 degrees, was next, then Beartooth Pass where the elevation was 10,497 and it was 40 degrees.

By night fall, we were in Yellowstone National Park for the nights of Aug. 10-11. Jackson Hole, Wyoming, and the Grand Tetons were beautiful on Aug. 12.

The night of Aug. 13 was spent in a cabin on a 750-acre ranch in Delta, Colorado. This night was free thanks to a relative



Parker, second from left, took the trip with a group of motorcycle buddies as part of their Sturgis Bike Rally vacation.



PHOTOS BY TOMMY PARKER/MCCORMICK MAINTENANCE

of one of the guys.

We then rode to Four Corners where the states of Arizona, Colorado, Utah, and New Mexico all meet at one point.

The next four days we cruised toward home crossing New Mexico, Texas, Oklahoma, Arkansas, Tennessee, and North Carolina to South Carolina.

We did all this riding with maybe 20 minutes of rain the entire time.

Riding a motorcycle a little over 5,600 miles is an amazing way to see the country!



08/12/2007

District 3 News

Anderson, Greenville, Oconee, Pickens and Spartanburg counties

District Engineer: Steve Gwinn (864) 241-1010
FAX (864) 241-1115

A bit of history comes down in Enoree



Spartanburg County recently replaced this one lane wooden bridge located along Beaver Dam Church Road in Enoree.



The bridge was originally constructed in 1930 and reconditioned in 1982.

Here, wood can be seen under the thin layer of asphalt on the old roadway.

Got news?

Please contact Joyce Gardner at 864-241-1010 or by emailing her at GardnerJR@scdot.org



Joyce Gardner

In Memory Kelly Michelle Hansen



Kelly Hansen



Kelly Hansen

By Sandy Arrington

On the morning of Oct. 17, Kelly Hansen, 41, passed away while on her job at Spartanburg Maintenance. She was a very dedicated and dependable worker and would always greet you with a smile. She was employed with SCDOT for 15 years.

She is survived by a son, Brandon, a brother Craig and her mother Linda Hansen, who is also employed with SCDOT. She will be greatly missed by all her SCDOT family.



PHOTOGRAPHS COURTESY OF SANDRA ARRINGTON/SPARTANBURG MAINTENANCE
From left: Linda Hansen, Brandon Hansen and Kelly Hansen

Meet Melvin Alexander

Name: Melvin Alexander

Position: Sign Maintenance Tech B at Oconee Maintenance

Time with SCDOT: 1 year, 3 months

Interesting facts: Melvin Alexander is the Minister of St. Peter's Church in Seneca. He has been happily married for 25 wonderful years. He is the proud father of one son and six grandchildren.

When he is not working at SCDOT and spending his time serving the Lord, he enjoys spoiling his grandchildren. If there is any time left after that, he likes to do mechanical work.

You will always see a smile on his face and a man who is ready to get the job done!



From left: Sandy Arrington, Sandra Kirby, Kelly Hansen, Linda Hansen and Wanda Martin of Spartanburg Maintenance

District 4 News

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

*District Engineer: Stan Bland
(803) 377-4155
FAX (803) 581-2088*

Got news?

Contact Edward Moore with your ideas at 803-377-4155 or by emailing him at MooreEO@scdot.org



Edward Moore

A cut above the rest

Employees show their skills, learn safety during District 4 chainsaw competition

District 4 held the first annual Chainsaw Competition at the Rock Hill Maintenance Facility on Oct. 25.

The event was organized to promote the safe use of chainsaws. A total of 85 people from all over the district competed in five different events.

The first event was the Chainsaw Speed Cut. The competitors were timed as they made three cuts through a 12" x 12" block.

The Polesaw Speed Cut was similar but a garden timber was used. The timber was in a stand 7 feet off the ground and placed 8 feet from the competitors.

The third event was Log Rolling. A two man team had to roll a large oak log with cant hooks a total of 100 feet.

The Maintenance Event had the competitors taking the bar

and chain off of a saw, flipping it over, and putting it back on the saw with the correct amount of tension in the chain. This was also a timed event.

The final event was a written test. It consisted of ten technical questions relating to chain size, sharpening, gas/oil ratio, etc.

All the competitors, judges, and timers were fed a hot dog lunch that was prepared by some of the York County Maintenance workers.

Everyone who participated in the event had a good time. Safe work practices using all the proper PPE was stressed throughout the event.

There was a lot of competition between all seven counties. An overall winner in each event was announced.

Plans are being made to have this event again next year.



Buddy Bell of Chester Maintenance competes in the polesaw event.



Dennis Moore of Chester Maintenance saws safely and quickly in the chainsaw competition.



Bryan Baker of Lancaster Maintenance installs a chain on the saw during the maintenance part of the competition.



PHOTOGRAPHS BY EDWARD MOORE/DISTRICT 4

CHAINSAW WINNERS

Left to right: Don Culton won the polesaw event, Lewis Brazell won the chainsaw competition and Ricky Evans won the maintenance competition.



LOG ROLL WINNERS

Left to right; J. W. Austin, Chester Maintenance; Mike Rector, RME Chester Maintenance; James 'Big L' Lucas, Chester Maintenance



Jerome Belton of Fairfield Maintenance demonstrates good technique with the chainsaw.



Don Evans, left, and Sammie Belk post a good time in the log roll event.



Competitors take a test on chainsaw safety and maintenance.

Chester Maintenance Shop Wins 2007 Outstanding Maintenance Facility Award



Chester Shop employees pose with a plaque. Shown are, bottom row left to right: Chad Hare, Mike Huey, Butch Craig. Top row left to right: Scott Gaston, Tommy Clayton, Shop Foreman, Mike Rector, RME, Carolyn Branham, Shop Clerk and Harold Boulware.

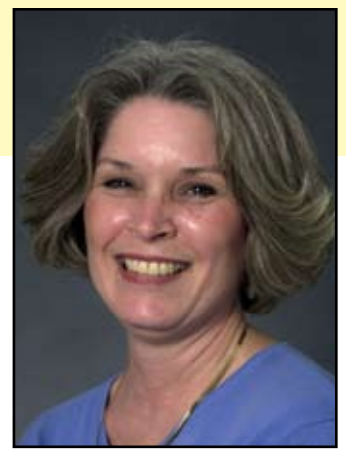
District 5 News

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

*District Engineer: Dennis Townsend (843) 661-4710
FAX (843) 661-4704*

Got news?

Contact Kay Williams at 843-661-4710 or by emailing her at WilliamsKH@scdot.org



Kay Williams

Meet Marion Maintenance and Construction

Marion Maintenance has 68 employees with 2 Section Sheds, Aynor and Green Sea, and is responsible for more than 900 miles of roads. Marion Construction's main project now is the North Myrtle Beach Connector.



AYNOR SECTION SHED CREW
Richard Floyd, Jeremy Barnhill, Jason Rabon and Joey Bullard



Robbie Bean of Marion Construction



FLAGGER
Harry Abraham



FLAGGER
Lakeshia Owens



MOWING CREW
Michael Boatwright, William Legette, Betty Hemingway and Arthur Lee Godbolt



AYNOR SECTION SHED
Foreman Willie Thompkins



MARION CONSTRUCTION
Rusty Doyle, Nancy Fipps and James Graves



GREEN SEA SECTION CREW
Henry Drew, Ear Johnson, Jeff Johnson, Keith Elliott and Gregg Cooper



MOWING CREW
Myron Garceau and Foreman Arthur Lee Godbolt



Assistant Resident Construction Engineer Phillip McMillan



DITCHING CREW
A.J. Fryson, Willie Cross, Herbert Page, Wallace Wiggins, Jimmy R. Boatwright and Roy Davis



OFFICE STAFF
RME Harold Coleman, Jimmy Bryant, Betty Brice and Laura Beaver. Not pictured: Asst. RME Jerry Lee Barnhill, Elaine Owens, and Henry Collins



PAVING CREW
Leroy Cook and Claude Misenheimer



MARION CONSTRUCTION
Bryan Scott and Jerry Lane



SIGN CREW
Tim Robinson, David Cook, Mike Cook and Foreman Mike Jackson

Thanks to all Marion County employees for all their hard work!



PAVING CREW
Jeff Bullard, Ronnie Eaddy, David Shaw, Jeff Cook, John Reichardt and Jackie Graves



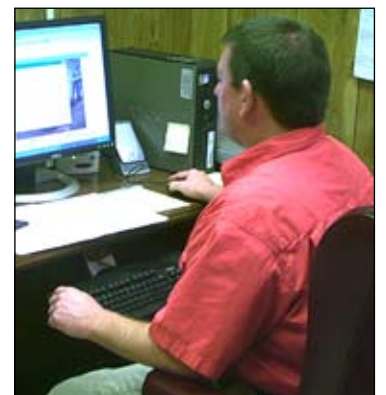
DITCHING CREW
Will Smith and Foreman Larry Hayes



MOWING CREW
David Alford, Ernest Williamson and Michael Boatwright



REPAIR SHOP
Wanda Harrelson, Glen Brewer, Foreman Calvin Richardson, Lenneau Bristow, Jimmy Godbold and Ray Skipper

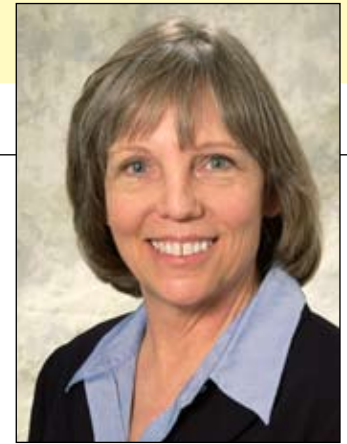


Resident Construction Engineer Ken Hayes

District 6 News

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

District Engineer: Robert Clark (843) 740-1665
 FAX (843) 740-1663



Janet Hendrix

Got news?

Contact Janet Hendrix at:
 843-740-1667 ext. 128 or
 by emailing her at
 HendrixJL@scdot.org

Meet Berkeley Maintenance

On my visit to Berkeley, Environmental/Health Manager Robin Austin took me around the county to meet the various crews on location.

Berkeley County Maintenance has 74 employees responsible for about 1,100 center lane miles of roadway.

In September, Berkeley employees enjoyed their family picnic at Short Stay on the lake. This has become an annual event looked forward to by all the employees, their families and friends. They had a basketball tournament complete with trophies. Music was provided by one of their own, Richard Gilliard

who is a DJ. They had a great turn out and fun was had by all in attendance.

We would like to say "Way to go Berkeley!" In June they scored the highest rating in the state on their Quality Maintenance Team review. That really shows the team spirit in your county!



Patching Crew: Sylvester Campbell, Arthur Polite, Phillip Erickson, Michael Gilliard, Melvin Palmer (Foreman). Not pictured: Dontell Gilliard (Active duty - Afghanistan)



St. Stephen Section Shed Crew: Raymond Williams (Foreman), Sam Oliver, Albert Harris, Arthur McBride, Alphonza Williams, Herman Gethers. Not pictured: Noel Brown



Encroachment Permits/Contracts: Steven Cornwell, Elizabeth Watson, Roger Casey



Herbicide/Mowing Crew: Dickie Chinnners, Chris Floyd. Not pictured: Clyde McCants, Duane Rodgers



Office Staff: Mike Moskal, Assistant RME Craig Brown, Marlene Litchfield, Robin Austin, Thomas Lewis - RME, Marie Starks, Rosetta Wilson



Mechanic Shop: Front Row: Jimmy Branton, Nita Reid, Kenny Mills, Terry Falkowski (Shop Foreman) Back row: Kevin Hiers, Brian Kautzman, Dale Brisbane. Not pictured: David Douty, Michael Cantrell (Active duty - Afghanistan)



Ditching Crew #1: Tim Adams, Joseph Reid, Michael Rivera, Art Armstrong. Not pictured: Herbert Gilliard (Foreman), Samuel Shine.



Driveway Crew: Trevor Izzard, Gregory Smith, Preston Matthews, Stephen Gaskins, Thomas Gillians (Foreman). Back: Thomas Mims



Shoulder and Patching Crew: Front Row: Cantrell Singleton, Myera Cunningham, Larry Jones (Foreman), Abraham Mitchum. Back Row: William Gourdine, Richard Gilliard, Lee Evans, Clyde Middleton.



Ditching Crew #2: Johnny Elerby, Ricky Singletary (Foreman), Trevor Thompson, Willie Scott. Not pictured: John Gadson, Wendy Williams



Huger Section Shed Crew: Claude (Buttons) Sexton, Jim Weaver, Sam Bayles, William Heyward (Foreman), Matthew Lear.



Foremen: Greg Schlag, Herbicide/Mowing Foreman; Dale Harvey, Sign Crew Foreman; Dan Wells, Resident Maintenance Foreman



Sign Crew: William Benton, Roy Evans, Steve Broughton, Willie Judy.

District 7 News

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

District Engineer: Jo Ann Woodrum (803) 531-6850
 FAX (803) 531-6854

2007 Annual Facilities and Equipment Inspections

The Annual Equipment Inspections took place Oct. 17-23. "The inspections went great. We have a good group of people" said District Mechanical Engineer Eddie Parker. All maintenance and construc-

tion unit employees were responsible for preparing for the inspections. Employees were involved in cleaning up the grounds and shop areas and painting various areas and equipment.



Equipment pictures provided by Resident Maintenance Engineers Stan Holladay and William Locklair



District Mechanical Engineer Eddie Parker inspects a tractor during the annual facilities and equipment inspection.

Meet Audrey Smith

Name: Audrey Smith
Title: Trade Specialist II
Location: Manning
Service: 6 Months

Audrey Smith is responsible for the removal of litter and debris within a 64 mile radius along I-95 in Clarendon County. She cleans up around the interchanges, primary routes and secondary roads.

She is a very conscientious and hard working employee. She enjoys reading and horseback riding.



Audrey Smith

Got news?

Contact Deborah Berry at: 803-531-6850 or by emailing her at BerryDS@scdot.org



Deborah Berry

New Arrivals

Cecelia and Travis Jennings are the proud parents of Joshua Lee Jennings born Sept. 6. Joshua weighed 7 lbs 5 oz. Joshua's mom is an Administrative Assistant in the District Office and his dad is a foreman with Bamberg Maintenance.

Joe and Abby Williams are the proud parents of Joshua Quentin Williams born Sept. 7. He weighed 8 lbs. Joshua was welcomed home by his brothers/sisters Cody, Eli, Daniel, Gwendolynn, Jacquelynn and Nathaniel. Joshua's dad is the District IRC.

2007 Engineering Awards

Awards for Maintenance and Construction Excellence were presented to outstanding SCDOT units across the state during the October 25 State Highway Engineer's Meeting in Columbia.

State Highway Engineer Tony Chapman, Director of Maintenance Jim Feda and Director of Construction Danny Shealy recognized the units for their hard work and dedication in the areas of customer service and the environment, for effective and efficient use of resources and for ensuring quality is a part in everything they do.



Edgefield Maintenance receives an award during the Oct. 25 meeting. From left are: DEA Phillip Brooks, Doc Padgett, Secretary of Transportation H. B. 'Buck' Limehouse Jr., and Director of Maintenance Jim Feda.



Lexington Maintenance receives an award. From left are: DEA Thad Brunson, Bryan Jones, Lorena Boger, Secretary of Transportation H. B. 'Buck' Limehouse Jr., and Director of Maintenance Jim Feda.



Richland Maintenance receives an award. From left are: DEA Thad Brunson, Bryan Jones, Tony Magwood, Secretary of Transportation H. B. 'Buck' Limehouse Jr., and Director of Maintenance Jim Feda.



Berkeley Maintenance receives an award. From left are: DEA Robert Clark, Tom Lewis, Secretary of Transportation H. B. 'Buck' Limehouse Jr., and Director of Maintenance Jim Feda.



District 1 receives the award for highest average in for Maintenance. From left are: DEA Thad Brunson, Bryan Jones, Secretary of Transportation H. B. 'Buck' Limehouse Jr., and Director of Maintenance Jim Feda.



Greenville Construction receives an award. From left are: DEA Steve Gwinn, Kimberly Bishop, Secretary of Transportation H.B. 'Buck' Limehouse Jr., and Director of Construction Danny Shealy.



Spartanburg Construction receives an award. From left are: DEA Steve Gwinn, David Herbert, Secretary of Transportation H.B. 'Buck' Limehouse Jr., and Director of Construction Danny Shealy.



Newberry Construction receives an award. From left are: DEA Steve Gwinn, Lee Neighbors, Matthew Shealy, Secretary of Transportation H.B. 'Buck' Limehouse Jr., and Director of Construction Danny Shealy.



Dorchester Construction receives an award. From left are: Tim Henderson, T. Behling Guess, Secretary of Transportation H.B. 'Buck' Limehouse Jr., and Director of Construction Danny Shealy.



Berkeley Construction receives an award. From left are: David Glenn, Rob McFee, Secretary of Transportation H.B. 'Buck' Limehouse Jr., and Director of Construction Danny Shealy.



Charleston Construction receives an award. From left are: David Glenn, Jeff Rajabi, Secretary of Transportation H.B. 'Buck' Limehouse Jr., and Director of Construction Danny Shealy.



Cherokee Construction receives an award. From left are: DEA Stan Bland, John McCarter, Shane Parris, Secretary of Transportation H.B. 'Buck' Limehouse Jr., and Director of Construction Danny Shealy.



District 4 receives an award for quality construction. From left are: DEA Stan Bland, John McCarter, Secretary of Transportation H.B. 'Buck' Limehouse Jr., and Director of Construction Danny Shealy.

2007 Regional Equipment Rodeo

SCDOT places fourth in regional competition



SCDOT participants at the regional event were, from left: Bryan Jones, Jeremy Shrewsberry, Melvin Brown, Jim Feda, Richard Stroble, Dennis Moore, Lewis Brazell, Kale Mears, Sam Riddle, Scott Burgess, Kenny Eaddy, Allen Moore, Jason Allison, Timothy Johnson, Efre Dantzler, James Catoe, Treasure Scarborough, Johnney Williamson, Michael Black, Todd Cook and Steve Coleman.

By Sam Riddle
Equipment Depot

Listed at right are the results of the 2007 Regional Equipment Operators' Rodeo, which was held in Asheville, NC, on Oct. 11.

This year's team placed fourth overall, which was an improvement over last year's sixth place finish.

Several SCDOT contestants placed in the top three in their event including James Catoe (second) Motor Grader, Allen Moore (third) Tandem Axle Dump Truck, and Jeremy Shrewsberry (third) Tractor with Mower.

These contestants were recognized at the awards banquet and were presented awards for their outstanding performance.

Congratulations to this year's SCDOT Regional Rodeo Team!

2007 Regional Equipment Rodeo Results

Single Axle Dump Truck

Scott Burgess (6th Place)
Kale Mears (8th Place)

Tandem Axle Dump Truck

Allen Moore (3rd place)
Kenny Eaddy (6th Place)

Tractor Truck with/ Lowboy Trailer

Richard Stroble (8th Place)
Timothy Johnson (11th Place)

Backhoe

Lewis Brazell (9th Place)
Dennis Moore (12th Place)

Motor Grader

James Catoe (2nd Place)
Johnney Williamson (11th Place)

Tractor with/ Mower

Jeremy Shrewsberry (3rd Place)
Melvin Brown (6th Place)

Overall Team Rankings

Mississippi
Arkansas
Tennessee
South Carolina
Georgia
North Carolina
Virginia

Equipment Rodeo competitor, current STEP-21 class member passes away



Johnney Williamson, above left, who competed in the motor grader event at the Regional Equipment Rodeo passed away Nov. 18.

SCDOT Wagener Section Shed foreman Johnney Williamson passed away Nov. 18.

Williamson participated in the Regional Equipment Rodeo in October and was a current member of the STEP-21 class.

Williamson was also a farmer, a owner/operator of Hollow Creek Raceway, a member of Clinton United Methodist Church and a member of the Hollow Creek Hunt Club.

Memorials may be made to the American Heart Association at PO Box 5216, Glen Allen, VA 23058-5216 or the Cystic Fibrosis Foundation at 215 East Bay St., Suite 205B, Charleston, SC 29401.



Johnney Williamson

Assets Management

Energy Conservation

SCDOT looks for ways to conserve energy, employees urged to do their part

By Carl Chase Jr., Assets Manager

The Department has recently received the results of a Level One Energy Audit designed to identify energy costs and ways to conserve energy.

The impetus behind the audit was a suggestion by Secretary H.B. "Buck" Limehouse Jr. based on his recent experience at the Citadel where he was a member of the Board of Visitors. The Citadel now has an energy Performance Contract in-place that is designed to make fixes to numerous buildings on the Charleston campus. These fixes equate to conservation of energy and savings to the taxpayer.

Three SCDOT buildings where audited, the Headquarters, Materials and Research Laboratory, and the District Three Headquarters Building.

The Headquarters spent approximately \$530,000 in 2006 for its energy needs of which \$328,876 was for electricity. The audit indicated that SCDOT spends more on energy for the Headquarters

Building than would be spent on an average building.

Several fixes were recommended for the Headquarters Building included changing the fluorescent lighting to a more energy efficient bulbs, installing vendor miser on the soft drink vending machines and placing occupancy sensors in some office areas and conference rooms. There are major modifications that are recommended that may lead to the Department exploring a performance contract.

Coincidentally, a safety inspection was recently concluded of the Headquarters and there are hundreds of personal items such as space heaters, microwave ovens, toasters, and refrigerators in the building. All of these items add to the plug load.

As to the audits of the Research and Materials Laboratory and the District Three Headquarters there were recommendations on how to reduce energy.

Our employees will be informed of progress as we take action to mitigate the findings in the Level One Audit. Remember when your office is unoccupied the lights should be cut off.



Fire, water damage SCDOT facilities

ABOVE: An SCDOT equipment warehouse on Shop Road in Columbia was damaged by fire on Sept. 11.

AT RIGHT: Crews vacuum water out of the carpet after a water pipe burst above the 5th floor at Headquarters Sept. 16. Quick discover and action by Darin Kyzer prevented serious damage.

