

## Hurricane Matthew strikes South Carolina

By Pete Poore

October in South Carolina typically brings easier times as fall begins to creep into the weather bringing relief from hot, humid summer days. Football at every level is in full swing. The State Fair is entertaining thousands of people from all around the Palmetto State. And hurricane season has moved past its “prime time” of September.

But this year, Hurricane Matthew failed to read the calendar and set his sights on the southeastern coast of the US in early October. The closer this deadly storm churned toward the eastern seaboard, the more Matthew began to hone in on South Carolina.

SCDOT had been watching the progress of Matthew all along. When the first Category 5 storm since 2007 appeared to take to take a path with such force that would include South Carolina, the SCDOT leadership decided to make use once again of SCDOT’s “One Team” strategy.

In 2015, Secretary Hall made the call for “all hands on deck” during the preparation stage as a powerful storm front aimed at South Carolina would inundate the state with three months of rain in three days. That deluge resulted in a record 1,000-year flood that damaged or destroyed 541 roads and bridges. At that time, the “One Team” strategy resulted in the repair of 92% of all the damage by the end of 2015.

In October of 2016, SCDOT workers of all types knew what to



CODY CROUCH/THE CONNECTOR

**The Marion County town of Nichols was one of the hardest hit areas. Water flowing down from North Carolina after Hurricane Matthew caused local rivers to overflow. The entire town of Nichols was flooded.**

do in the face of Hurricane Matthew. Maintenance crews in the eastern half of the state began by testing equipment, making sure each county had signs indicating closings and detours ready to go, as well as barrels and cones for lane reversals and fueled their equipment and vehicles. The crews themselves prepared to work 12-hour shifts.

Crews in the western half of the state also started getting ready.

Those crews were preparing for any damage in their own areas. In addition, crews were identified that would go to eastern counties to assist with damage there.

At SCDOT Headquarters, the Preconstruction damage assessment teams that worked so well in 2015 were identified and reformed, assisted by Federal Highway Administration staff. The Construction Office made preliminary contact with contractors

about possible and likely emergency contracts. The Maintenance Office stood by to coordinate sending additional crews where needed as well as purchasing and providing materials for crews to make repairs that were unknown but anticipated. The Maintenance Office also prepared contracts for debris removal. The Procurement Office prepared to track the crews who came from other parts of the state to make sure they had ac-

commodations and meals.

The agency’s Customer Service Center expanded its hours to “around the clock” and volunteers stepped up to answer phones and assist the public. Data Services teamed with ITs web staff to provide real-time information

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ROB THOMPSON/THE CONNECTOR

Deputy Secretary for Engineering Leland Colvin flies over highways and bridges damaged by Hurricane Matthew on Oct. 9, 2016. He was joined by District Engineering Administrators Robert Clark and Kyle Berry to get first-hand views of damage to plan where to send resources for repairs.

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such as real-time traffic flow, road closings and other information the public could use on-line. The Communications Office kept up a steady stream of information on social media.

SCDOT staff located at the State Emergency Management Headquarters just outside Columbia coordinated a whole spectrum of transportation needs at Emergency Support Function (ESF) 1 involving public transportation, evacuation of residents without any means of travel and transportation assets of any kind. SCDOT staff supported law enforcement at ESF 16 which coordinates traffic control, detours and evacuations. ESF 15, the public information operation at SCEMD was also supported by SCDOT staff.

SCDOT was as prepared as possible. The only thing to do on Friday night October 7 was wait, ride out the storm and hope for the best on Saturday morning.

Flood and damage reports came in early Saturday, and they'd continue to come in for days, sometimes weeks after Matthew had gone. The southern part of

the coast suffered mostly wind and surge damage. The northern part of the coast also saw damage from strong winds, but floodwater drenched the Pee Dee and the Grand Strand. To make matters worse, floodwater from North Carolina drained down into our state's river basins. Nearly a dozen state roads in the vicinity of the Waccamaw River were underwater for weeks before the damage could be assessed.

The news was reminiscent of October 2015, except the coastal areas bore the brunt of Matthew unlike the previous year's flood which was centered in the Midlands. But all counties in the eastern half of the state had their share of flooding and the Upstate had some spotty damage.

Hurricane Matthew left his mark by shutting down 481 roads and bridges before leaving South Carolina. In addition, countless limbs and entire trees came down. I-95 in Jasper County had temporary lane closures as drainage ditches filled up and flood water had no place else to go. Thousands lost power. The town of Nichols in Marion County was completely

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



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surrounded by floodwater and all roads leading to the town were closed. Matthew was determined to tax South Carolina's and SCDOT's resources.

Through it all as in 2015, SCDOT's "One Team" was determined to recover the state's highways and bridges as quickly as possible. Crews in the eastern half of the state began the emergency response immediately; closing roads that were under water, washed out or were blocked by trees and debris.

The recovery began shortly thereafter as crews from the western counties came to help with clearing, repairing washouts, restoring signals as soon as power was restored and replaced signs among other tasks. The assessment teams moved in to locate the damage and determine the magnitude of the needed repairs. Headquarters staff tracked the movements of the crews and equipment to make sure they had the manpower and materials needed to make repairs. This process was done around the clock as crews were working around the clock in 12-hour shifts.

Inevitably, a number of SCDOT workers living in coastal areas lost their homes or their homes were severely damaged or they lost everything, including homes and personal vehicles. Despite those circumstances, those workers did not miss one shift, not one, while putting the SCDOT mission ahead of their own circumstances.

The non-profit SC Cares organization had still not finished its work assisting SCDOT employees with their losses from the 2015 flood. Hurricane Matthew only served to ramp up the organization's efforts to help this new group of SCDOT workers who were in need. In addition, a number of Headquarters employees stepped up to deliver meals to the coastal crews on five separate days at multiple locations on each day.

SCDOT's "One Team" kept working. The numbers of closed roads and bridges kept dropping. In three days after the storm



CODY CROUCH/THE CONNECTOR



PHOTOGRAPHS BY ROB THOMPSON/THE CONNECTOR

**SCDOT personnel on hand at the South Carolina Emergency Management Division to prepare for the storm even before it hit. Here, Dick Jenkins, Chief Engineer for Operations Andy Leaphart and Deputy Secretary for Engineering Leland Colvin participate in a conference call with Governor Nikki Haley and other state agencies.**

passed, the 481 roads and bridges closed dropped to 300. One week following Matthew, the number stood at 153. By the end of October, only 44 facilities were still closed. One month after the Hurricane, only 35 roads and bridges were on the "closed" list. By the

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**ABOVE RIGHT: Tom Johnson is SCDOT's ESF1 which is the lead coordinator for SCDOT at EMD.**

**RIGHT: Beth Andrews of the Upstate Regional Production Group coordinated with the SC Department of Education to get buses to help evacuate people from Charleston.**



# Districts help each other battle Hurricane Matthew

*‘One SCDOT’ is more than a motto*

By Bob Kudelka

**K**yle Berry saw it in action after Hurricane Matthew, when crews from throughout the state arrived to hard-hit District 5 immediately following the storm and provided assistance in repairing damaged roads, bridges, and traffic signals. Extra sign crews also helped replace damaged signs and install detours.

“Their efforts, along with those of our staff in District 5, allowed us to reduce our road closures by almost 80 percent within 2 weeks of Hurricane Matthew passing through the area,” said Berry, District Engineering Administrator (DEA) for District 5. “The assistance crews eagerly tackled all assigned projects, had good attitudes and worked with our units in a true team effort.

“Our employees answer the call when faced with events such as this,” Berry said. “I could not be prouder of our employees for all of their efforts.”

Said **John McCarter**, District 4 DEA, on sending 60 of his employees to District 5: “I had instructed our employees that while they were down there, they were under the full direction of District 5 and Kyle’s staff, and they should consider themselves as just another unit in District 5 during the time they were down there.”

District 4 sent two 2-person crews for bridge inspection, two 2-person crews for traffic signals, eight 6- to 8-person backhoe crews along with dump truck drivers to haul stone and materials. Included were three resident maintenance engineers, one assistant resident maintenance engineer and one assistant district maintenance engineer to help coordinate the efforts, McCarter said.

McCarter also sent a crew to Charleston to assist with signs for a few days as well as SHEP responders to assist with the I-26 lane reversal from Charleston to Columbia.

“Our employees were fully uti-

lized and well taken care of by the receiving counties while they were down there assisting, and I greatly appreciate that,” McCarter said.

District 3 Engineering Administrator **Stephanie Jackson-Amell** said her district sent several employees to the coast. She said Spartanburg sent a 7-person crew to Beaufort for ditching and slope repair and a 2-person crew to Georgetown for sign repair; Greenville sent a 2-person crew to Georgetown for sign repair and two 2-person crews to Florence for sign repair; Pickens sent a 2-person crew to Dillon for sign repair; and Oconee sent a 2-person crew to Dillon for sign repair.

District 2 Engineering Administrator **Kevin R. McLaughlin** sent 10 crews with RME **Clifton White** on Oct. 9, and they returned home Oct. 15. They cleared roadways in Jasper, Beaufort, Colleton and Dorchester counties, and some of these crews were able to work on roadway repairs the last few days of their deployment.

McLaughlin also sent two 2-person teams to District 6 for bridge inspection on Oct. 9, and they returned Oct. 15; two 2-person sign crews on Oct. 11 to Horry County, and they returned home Oct. 18; 2 crews for roadway repairs to Beaufort County on Oct. 17, and they returned Oct. 21; two 2-person relief sign crews on Oct. 19, and they returned home Oct. 21.

The help provided to District 6 was greatly appreciated.

“It was huge,” said District 6 Maintenance Engineer **Michael Black**. “They immediately began clearing the roads. The crews were really an inspiration in how hard they worked - it kept our guys going.”

Black said once the initial work was done, District 2 crews helped with special projects.

“It allowed our people to go back to somewhat of a normal shift after just two weeks,” Black said.

Berry said: “The ‘One SCDOT’ motto is evident on a daily basis by our employees and is especially displayed during events such as Hurricane Matthew.”



PHOTO BY DISTRICT 2

**Crew members from Greenwood remove downed trees from S.C. 15 in Beaufort after Hurricane Matthew.**

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early days of December, only 21 roads and four bridges were out of service. That number represents a 94.8% re-opening of the hurricane closures on the state highway system. A few more facilities are expected to re-open before the end of 2016.

The remaining closures are either the result of

dam failures, or major road or bridge washouts, or collapses that are under contract, but will require more time to rebuild.

In both October of 2015 and 2016, SCDOT and the state of South Carolina faced major emergencies that affected the entire state. The second came while the state was still recovering from the flood of 2015. As in 2015, SCDOT employees did not blink when Hurricane Matthew came along. There was no time. SCDOT’s “One Team” had a monumental job to do, and all hands were on deck to accomplish it.

# 'Furr-ricane' Matthew

*Rescuing kitten makes one feline warm, fuzzy inside*



Dorchester Resident Maintenance Engineer David Pilch found an abandoned kitten while working Hurricane Matthew duty. He and his crew were able to nurse the kitten and find a home for her.

By Kim Corley

**D**orchester Maintenance crews knew they would be helping save lives during Hurricane Matthew, they just didn't know it would be the four-legged kind.

On the morning of Oct. 5, 2016 crews began reversing lanes to allow residents to comply with Gov. Nikki Haley's call for all coastal residents to evacuate in preparation for Hurricane Matthew.

Dorchester Resident Maintenance Engineer **David Pilch** was at the staging area at the I-26 East and U.S. 15 interchange.

He heard faint noises that morning but never gave it much thought until he heard the same noise again when they began switching traffic over around 4:00 p.m.

He walked over to fencing along the interstate. Much to his surprise, there was a tiny kitten hidden in the pine straw.

"I knew it wouldn't have made it. We hadn't seen a cat nearby and there were no homes on the frontage road," he said.

He called the office and **Melissa Poole** and **Aimee Spires** knew exactly what to do. They went to the local pet store for supplies.

Of course they named their new companion Matthew CAT 1.



"Mattie" the kitten has been adopted and posed for an updated photograph. The photo and story of her being rescued was popular on SCDOT's Facebook page.

Matthew stayed at the Dorchester Maintenance Office while crews were on a 24 hour schedule due to the hurricane. Someone was always on call for babysitting and feedings.

After the hurricane, they all knew they would have to find a more suitable home. Luckily, Matthew was able to stay in the SCDOT family. **Jennifer Hilton's** mother decided to adopt her and changed her name to Mattie.

## SCDOT GIS office keeps evacuation routes updated

By Pete Poore

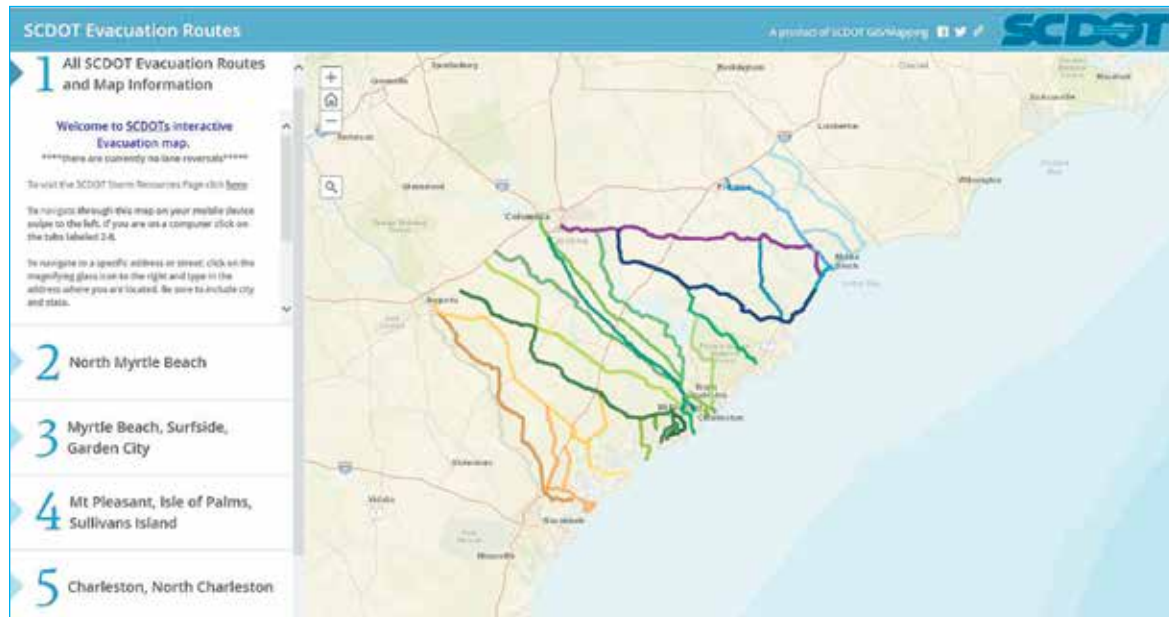
**R**esidents and visitors on the coast who were evacuating from the path of Hurricane Matthew in our state were able to keep up with the latest evacuation routes and road closings thanks to SCDOT's GIS Office.

Road Data Services Engineer Todd Anderson reported that the GIS staff developed many online and traditional paper maps during Hurricane Matthew. Two online

maps provided road closure information and the status of evacuation routes. The latter was featured on network television.

The online maps began with updates every two hours. However, about a week into the Hurricane event, the GIS staff found a way to present the information in real time. The evacuation route map was featured on ABC's "Good Morning America."

The online evacuation and road closure maps had over 140,000 hits once the storm had passed.



# Practice, more practice led up to historic I-26 lane reversal

By Bob Kudelka

Seventeen years of planning and drills were put into action when the state of South Carolina reversed travel lanes on a 100-mile stretch of eastbound Interstate 26 from Charleston to Columbia on Oct. 5, 2016.

From a traffic engineering standpoint, a lane reversal is about as challenging as it gets.

Imagine telling motorists it's OK to drive the opposite way down a one-way street. Now try doing that for 100 miles at highway speeds with the stress of a mammoth hurricane taking aim at the Palmetto State.

"It's a big operation," said SCDOT's Traffic Management Engineer **Dick Jenkins**, an original developer of the reversal.

The massive plan took coordination of 1,200 to 1,400 employees from several agencies including SCDOT, S.C. Department of Public Safety, S.C. Department of Natural Resources (SCDNR), State Law Enforcement Division (SLED), S.C. Pardon and Parole Services, local law enforcement agencies, firefighters and emergency medical responders.

Aircraft from SLED, SCDNR and Civil Air Patrol were watching from above. "If they see anything that's not right, they can report it to us and it's taken care of immediately," Jenkins said.

On the ground, DOT employees with thousands of traffic cones, barrels and barricades had to close or modify 22 interchanges to make sure motorists headed the right way.

"As an example, you're blocking ramps that otherwise people could get on and go



PHOTOGRAPHS BY ROB THOMPSON/THE CONNECTOR

**Harriet Caldwell-Moore, Lynn Scholl and John Chapman of SCDOT's Lexington Maintenance unit look at lane reversal plans at I-26 and I-77 on Oct. 5, 2016. They coordinated with the Highway Patrol to deploy barrels and cones when given the orders to do so for the lane reversal for evacuations before Hurricane Matthew.**

the wrong way," Jenkins said.

For instance, at the I-95 interchange, the set-up included 184 traffic cones, 25 barrels, seven DOT employees and 12 law enforcement officers. Similar coordination was

done at each of the other 21 interchanges.

Fire department and ambulance crews were staged at key interchanges along I-26

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**John Chapman adjusts the placement of cones at the crossover where traffic traveling westbound in the eastbound lanes of I-26 will cross over the median to rejoin normal westbound traffic at the end of the lane reversal section near I-77.**



**Lexington Maintenance crews put up barricades across I-26 where the traffic is being reversed. Troopers discuss the lane reversal and flushing operation where they will drive down I-26 East as the last vehicles before the traffic is reversed.**



**Rodney Livingston of SCDOT's Lexington Maintenance unit marks the spacing for cones to be placed as part of the lane reversal.**

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in case of emergencies.

SCDOT SHEP crews from Rock Hill and Greenville assisted SHEP crews from Columbia and Charleston along I-26 to help traffic go smoothly in the event of broken down vehicles. For even bigger problems, the National Guard had a vehicle removal team capable of moving a tractor trailer or RV out of the way.

The lane reversal operation began with a “flushing” of eastbound traffic in Columbia at I-26 and I-77.

First, District 1 set up barricades and together with the Highway Patrol traffic was blocked from I-26 eastbound at I-77. Motorists had to exit at U.S. 321 or I-77 northbound.

The flush cars, two Highway Patrol cars side by side with lights flashing and sirens on, began heading toward Charleston on the eastbound lanes. If they encountered any motorists on the highway or at rest areas, they were escorted off the interstate at the nearest interchange.

As they made their way east, the SCHP Trooper stationed at each interchange radioed “no car present” as the flush cars cleared each interchange. SCDOT employees stood by to immediately block off ramps with traffic control devices.

A State Trooper and a DOT crew supervisor were stationed at each interchange on I-26 to report to Jenkins and SCDPS back at a command center in Columbia. “They stand side by side,” Jenkins said. “They do things right in coordination. Everybody confirms that they’re doing the same thing they’re told to do in sequence.”

The two Highway Patrol flush cars made their way to Charleston, leaving behind an eastbound interstate highway devoid of traffic.

Then came the moment of truth - the lane reversal equivalent of lift-off for a space mission.

All clear signals were given at up and down the 100-miles of I-26.

Then, two Highway Patrol cars led the first motorists heading westbound to Columbia on the now barren eastbound lanes. They lead evacuees from major interchanges beginning at I-526, U.S. 78, College Park and Ashley Phosphate.

“They pace them back to Columbia,” Jenkins said, “so they don’t run 100 mph.”

The traffic on the eastbound reversed lanes moved to the westbound I-26 at the heavily barricaded and patrolled crossover at I-77 in Columbia. Regular westbound traffic was directed northbound to I-77 to I-20 and then I-26 westbound toward Spartanburg if desired.



Lexington Maintenance crews put out the cones right as the last cars are stopped from traveling down I-26 East.

PHOTOGRAPHS BY ROB THOMPSON/THE CONNECTOR



Two troopers wait for the go-ahead and then travel down I-26 East to “flush” the interstate as the last vehicles traveling east before the traffic is reversed.



Once the troopers flush the entire route and all exit and entrance ramps are closed, traffic flows west on the reversed lanes. Above, the cars traveling in the reversed lanes cross back over at the crossover at I-26 and I-77.

“It’s a real good way to distribute that traffic,” he said.

The results of the lane reversal were as good as Jenkins could anticipate.

The average westbound volume is about 26,000 vehicles on a typical October day. It spiked to 42,000 during the evacuation. As many as 3,300 vehicles were heading west on I-26 per hour; compared to 2,600 per hour before the reversal.

“Not only did the reversal increase capacity, but greatly reduced travel times on both sides of the interstate,” said **Berry Mattox**,

former Assistant State Traffic Management Engineer and now Midlands RPG Program Manager.

Mattox said the reduced demand on the normal westbound side of I-26 increased the average speed from 35 mph during the evacuation prior to the reversal to about 70 mph during the reversal.

“It wasn’t much different from a typical Sunday afternoon coming back from Charleston,” Jenkins said. “That’s about as good as you’re going to get.”

Secretary of Transportation **Christy Hall**

commended Governor Nikki Haley for ordering the evacuation at the right time, potentially saving lives by advising people to leave harm’s way in time to evacuate safely.

“If you ever get into a situation where you’re behind the eight ball in traffic management, recovery is very difficult,” Jenkins said. “You’ve got to start initially to move this traffic; that’s why we are proactive.”

The origins of the lane reversal plan

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**REVERSAL**  
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came in 1999 when Hurricane Floyd presented such a large threat that parts of Florida, Georgia and South Carolina all evacuated, resulting in extraordinary traffic on I-95 and I-26.

“Everybody coming up I-95 wanted to make a left turn and go to Columbia and beyond,” Jenkins said, adding that traffic from Charleston to Columbia took more than 10 hours.

“Nobody lost their life in that event but it was awfully inconvenient,” Jenkins said.

In 1999, DPS and DOT were charged with putting together a plan refiguring all evacuation routes, including creating lane reversals.

Jenkins and then-Capt. Harry Stubblefield of DPS met with counties and law enforcement agencies within 100 miles of the coast to introduce new evacuation plans.

“We’d go route by route, and illustrate how all the traffic control devices would be put up,” Jenkins said.

Out of the plans emerged lane reversals for not only I-26, but U.S. 501 from Myrtle Beach; U.S. 21 from Beaufort; and U.S. 278 from Hilton Head.

Hurricane drills began each year, followed by meetings to review performance and address any concerns. The governor holds annual table top exercises each year with all agencies involved in hurricane response, Jenkins said, and evacuation procedures are practiced. The governor, SCHP Capt. Rob Woods and Jenkins also visit major coastal areas to assure preparedness.

With Hurricane Matthew marking the first time lanes were reversed on I-26, Jenkins said it worked even better than the annual drills.

“We had good communications and everything went just like it should,” he said. “I commend our Districts. They work very hard to be prepared because they have turnover in personnel. That’s why we practice each year.”

Looking ahead to the future, Jenkins said the increasing population along the coast will continue to make large-scale evacuations a challenge – but by no means impossible.

“We don’t want to rest on our laurels, but as long as we keep practicing, planning and make improvements when we can, I think we’re going to be in the best position possible to move citizens out of harm’s way,” Jenkins said.

# The Cost of Hurricane Matthew

*Storm repairs cost SCDOT, State and Federal Governments \$100 Million*

By Pete Poore

**W**idespread damage does not come without a hefty price tag. Secretary Hall reported the

costs of Hurricane Matthew and the sources of funding SCDOT was pursuing to the Commission at its meeting in Columbia on Dec. 1.

As of Dec. 1, the estimated cost of Hurricane Matthew’s damage stood at \$100

million. SCDOT will be participating in two Federal programs; the FHWA Emergency Relief Program and the Federal Emergency Management Administration (FEMA). The third source of funds is the state itself.

## \$100M in TOTAL Estimated Costs



\$25M- \$38M

*Depending on latent damage*



≈\$32M



≈\$30M

## Estimated Costs

	TOTAL Estimated Cost	Federal Share	State Share
FHWA Emergency Relief	\$28.6 M	\$25.4M	\$3.2M
FEMA	\$43.6M	\$31.6M	\$12.0M
Federal Non-Eligible Work	\$11.8M	0	\$11.8M
Latent Damage	\$15.6M	\$12.7M	\$2.9M
Damage to other Assets	\$0.5M	0	\$0.5M
<b>GRAND TOTAL</b>	<b>\$100.1M</b>	<b>\$69.7M</b>	<b>\$30.4M</b>

The chart shows the cost and sources of funding broken down by category, including the federal share and the state’s share in each.



# SCDOT employees man call center, assist motorists with road condition updates



PHOTOGRAPHS BY ROB THOMPSON/THE CONNECTOR



In addition to the regular call center staff, SCDOT employees added the extra duties of answering questions from South Carolina residents about opened and closed routes during Hurricane Matthew. The staff also answered questions from motorists traveling through the state. During the height of the storm and for a period afterwards, the center was open 24 hours a day, 7 days a week.



# Scenes from Hurricane Matthew



A marina full of boats was damaged when piers broke away from its supports.

PHOTOGRAPHS BY ROB THOMPSON/THE CONNECTOR

Damage and flooding after Hurricane Matthew in District 5 on Oct. 9, 2016, west of Myrtle Beach.



One house was totally destroyed by Hurricane Matthew on Edisto Island.



The view of Edisto Island on Oct. 9, 2016, after Hurricane Matthew shows flooded highways and damage to roofs and trees.



Vehicles make waves as they drive through a flooded section of Main Road on John's Island near U.S. 17 on Oct. 9, 2016.



SCDOT crews make repairs to a washout on the Harbor Island Bridge on Oct. 9, 2016.



PHOTOGRAPHS BY CODY CROUCH/THE CONNECTOR

The flooded town of Nichols in Marion County on Oct. 13, 2016.



Flooding on S.C. 9, northwest of Loris, in Horry County on Oct. 13, 2016.



Flooded houses along the overflowing Lumber River in Marion County on Oct. 13, 2016.



Flooding along U.S. 76 heading into Nichols in Marion County on Oct. 13, 2016.



S.C. 9 traffic flows in both directions on eastbound lanes due to flooding on westbound lanes south of Longs in Horry County on Oct. 16, 2016.



# Debris Removal



PHOTOGRAPHS BY CODY CROUCH/THE CONNECTOR

Crews from Dillon, Florence and Darlington remove debris in hard hit areas of District 5 after Hurricane Matthew.

# District 5 Road Damage



PHOTOGRAPHS BY CODY CROUCH/THE CONNECTOR

After the Hurricane Matthew floods recede, road washouts are exposed and SCDOT crews get to work making repairs.



## Karl M. McCottry named Human Resources Director

**K**arl M. McCottry of Irmo will assume the position of SCDOT's Director of Human Resources effective Dec. 17, 2016. He will succeed **Mary Gail Monts Chamblee**, who retired on Dec. 16.

McCottry has served as Assistant Director of Human Resources for the past four years and has more than 18 years of experience in the Human Resource arena. He also has both public and private sector experience including not only Human Resource Management, but also experience in Facilities Management and Customer Service Delivery.

McCottry's background demonstrates his drive for service and commitment to delivering results.

He is a native of Kingstree, and is also a graduate of Morgan State University with a Bachelor of Science in Business Administration. He is married to Elisha with two children, son Maurice and daughter Trezure.

He has also graduated from many of our premiere leadership development programs for state government: the Governor's EXCEL Program, Certified Public Manager, Executive Institute and the Budget and Con-



**Karl M. McCottry**  
control Board's Leadership Program.  
McCottry is a member of I.D. Newman United Methodist Church.

## Keith L. Frick is Maintenance Program Manager

**K**eith Frick of Little Mountain has been selected to fill the program manager position in the Maintenance Office. Frick has more than 30 years of experience in construction layout and inspection, project development at the district and headquarters level, and was very instrumental in pulling together numerous reports regarding pavement improvement needs during the recent LAC audit.

Frick is married to Lisa Shealy Frick from Memphis, TN, and they have a daughter Taylor Michelle Frick who recently graduated from Clemson University. Their son, Cory Justin Frick, passed away in 2014 at the age of 22.

Frick is a member of St. Peter's Lutheran Church where he serves as Chairman of the Social Ministry Committee and Cemetery Committee.



**Keith L. Frick**

In his spare time, he enjoys hunting, fishing, cooking, wood working and Gamecock sports.

## Will McConnell is Work Zone Traffic Control Engineer

**W**ill McConnell has accepted the position of Work Zone Traffic Control Engineer in Traffic Engineering. He is a 1997 graduate of the University of South Carolina with a bachelor's degree in Civil Engineering.

McConnell has worked in the Work Zone Traffic Control section since his hiring in December 1997. Since then he has increased his responsibilities and for the last 10 years has run the daily operations of traffic control plan production.

McConnell is a registered Professional Engineer.



**Will McConnell**

## Joey Lucas is Work Zone Traffic Control Engineer Assistant

**J**oey Lucas has accepted the position of Assistant Work Zone Traffic Control Engineer.

Lucas is a 2008 graduate of the University of South Carolina with a bachelor's degree in Civil Engineering. He began his career with SCDOT in 2006 as an intern in Preconstruction Support. Following graduation, he was hired into the Work Zone Traffic Control section. He also worked in the Traffic Signal Design section before his promotion to the Design Review section in 2014.

Lucas is a registered Professional Engineer and is a certified Professional Traffic Operations Engineer.



**Joey Lucas**



**SCDOT, FHWA and Highway Patrol staff were recognized for their work during Hurricane Matthew at the Dec. 1 SCDOT Commission meeting.**

# PROMOTIONS

**William Austin**, promoted to trades specialist III at District 6 Bridge Inspection on Oct. 17.

**Sterling Baldwin**, promoted to engineer/associate engineer II at Greenville Construction on Oct. 17.

**Lorenzo Banks**, promoted to trades specialist III at Charleston Maintenance on Oct. 2.

**William Baylock**, promoted to trades specialist III at Berkeley Maintenance on Sept. 17.

**James Beach**, promoted to engineer/associate engineer III at Laurens Maintenance on Oct. 17.

**Michael Beam**, promoted to trades specialist III at Chester Maintenance on Aug. 2.

**John Branham**, promoted to trades specialist IV at York Maintenance on Sept. 14.

**Rebecca Breland**, promoted to engineer/associate engineer IV in RPG 2 – Pee Dee on Oct. 2.

**Benjamin Brill**, promoted to engineer/associate engineer II in RPG 3 – Midlands on Nov. 17.

**Robert Bryant**, promoted to trades specialist IV at Colleton Maintenance on Nov. 17.

**Jeremy Bryson**, promoted to trades specialist IV at Dillon Maintenance on Aug. 17.

**Tierra Burch**, promoted to trades specialist III at Aiken Maintenance on Aug. 17.

**Craig Calhoun**, promoted to trades specialist IV at Charleston Maintenance on Sept. 17.

**Juanita Campbell**, promoted to administrative coordinator II in Business Development and Special Programs on Oct. 17.

**Christopher Cannon**, promoted to senior geodetic technician at Marion Construction on Sept. 17.

**Rufus Cave**, promoted to trades specialist III at Hampton Maintenance on Sept. 2.

**Raymond Cheek**, promoted to engineer/associate engineer III at District 4 Office on Aug. 2.

**James Cheeks**, promoted to trades specialist III at Laurens Maintenance on Sept. 2.

**Edward Childers**, promoted to chief geodetic technician at Greenville Construction on Nov. 2.

**Gary Clay**, promoted to trades specialist IV at District 6 Bridge Inspection on Oct. 17.

**Aaron Coker**, promoted to trades specialist III at Cherokee Maintenance on Oct. 2.

**Bobby Collins**, promoted to

trades specialist IV at Cherokee Maintenance on Aug. 17.

**Michael Costello**, promoted to trades specialist III at Charleston Maintenance on Aug. 2.

**Christie Crain**, promoted to administrative assistant at Greenville Maintenance on Oct. 17.

**Pamela Daniels**, promoted to trades specialist III at Berkeley Maintenance on Oct. 17.

**Troy Davis**, promoted to supply specialist III at Supply Depot on Oct. 2.

**Daniel Davis**, promoted to assistant geodetic technician at Greenwood Construction on Oct. 2.

**Barbara Dean**, promoted to engineer/associate engineer I at Oconee Maintenance on Nov. 2.

**Danny Diaz**, promoted to trades specialist IV at Charleston Maintenance on Aug. 2.

**Janice Dixon**, promoted to program coordinator II in the Office of the Director of Maintenance on Sept. 17.

**Donald Dotson**, promoted to engineer/associate engineer II at Anderson Construction on Nov. 2.

**Julie Douglas**, promoted to chief geodetic technician at Florence Construction on Sept. 17.

**Reginald Dozier**, promoted to engineer/associate engineer II at Bamberg Construction on Sept. 2.

**Danny Drain**, promoted to trades specialist IV at District 6 Bridge Inspection on Aug. 2.

**Mark Duncan**, promoted to trades specialist IV at Georgetown Maintenance on Sept. 17.

**Ronnice Ferrell**, promoted to procurement specialist II at District 4 Office on Nov. 2.

**Shawn Flood**, promoted to trades specialist III at Richland Maintenance on Sept. 2.

**Steven Frazier**, promoted to trades specialist III at Hampton Maintenance on Nov. 2.

**Keith Frick**, promoted to engineer/associate engineer IV in the Office of the Director of Maintenance on Sept. 2.

**Jamie Gambrell**, promoted to engineer/associate engineer III at Oconee Maintenance on Sept. 17.

**Jeffery Giles**, promoted to trades specialist V at Greenville Maintenance on Nov. 2.

**Richard Green**, promoted to trades specialist III at McCormick Maintenance on Oct. 2.

**William Gunter III**, promoted to trades specialist III at Green-

wood Maintenance on Nov. 2.

**Patrick Hallback**, promoted to mechanic III at Greenwood Maintenance on Nov. 2.

**Daniel Halsted**, promoted to engineer/associate engineer III in Traffic Engineering on Nov. 2.

**Jimmy Harris**, promoted to trades specialist III at Oconee Maintenance on Aug. 17.

**Jarvis Harris**, promoted to trades specialist III at Lexington Maintenance on Sept. 2.

**Elizabeth Hawkins**, promoted to engineer/associate engineer III in RPG 3 – Midlands on Oct. 2.

**Whitney Hayes**, promoted to trades specialist III at Oconee Maintenance on Aug. 17.

**Matthew Hayes**, promoted to engineer/associate engineer II at Laurens Maintenance on Aug. 2.

**Levern Hickson Jr.**, promoted to trades specialist III at Lee Maintenance on Sept. 2.

**Peter Hodges**, promoted to trades specialist III at Beaufort Maintenance on Aug. 17.

**William Houghtaling**, promoted to trades specialist IV at Darlington Maintenance on Oct. 2.

**Brandon Hufnagel**, promoted to right of way agent II at Rights of Way – Florence on Nov. 2.

**Adam Humphries**, promoted to engineer/associate engineer IV in RPG 3 – Midlands on Nov. 17.

**Lacy Jefferson**, promoted to trades specialist III at Jasper Maintenance on Sept. 17.

**Terrell Johnson**, promoted to trades specialist IV at McCormick Maintenance on Oct. 2.

**Matthew Kelly**, promoted to engineer/associate engineer III at District 1 Office on Sept. 2.

**Kwyna Laymon**, promoted to trades specialist III at Union Maintenance on Sept. 17.

**Angelo Mabry**, promoted to trades specialist III at Williamsburg Maintenance on Oct. 2.

**Todd Mattox**, promoted to engineer/associate engineer IV in RPG 3 – Midlands on Oct. 2.

**Kim McCray**, promoted to right of way agent I at Rights of Way – Central on Sept. 17.

**Carl Meetze**, promoted to trades manager at Equipment Service Depot on Aug. 17.

**Joe Mikels**, promoted to senior geodetic technician at Spartanburg Construction on Sept. 17.

**Rhett Milhouse**, promoted to assistant geodetic technician at

District 7 Bridge Inspection on Aug. 2.

**Charlie Miller**, promoted to trades specialist III at District 5 Maintenance Contracts on Aug. 2.

**Terry Moore**, promoted to executive assistant I in the Office of the Deputy Secretary for Engineering on Oct. 2.

**Richard Munday**, promoted to trades specialist III at Berkeley Maintenance on Nov. 17.

**Alex Nelson**, promoted to associate geodetic technician at Kershaw Maintenance on Aug. 17.

**Minhkhai Nguyen**, promoted to engineer/associate engineer III in Traffic Engineering on Nov. 17.

**Lyle Nyberg**, promoted to senior geodetic technician at York Construction on Sept. 17.

**John Odom**, promoted to trades specialist III at Aiken Maintenance on Oct. 2.

**Donna Osborne**, promoted to osha officer III at District 3 Office on Sept. 2.

**Angela Page**, promoted to program coordinator II in Business Development and Special Programs on Aug. 17.

**Benjamin Peterson**, promoted to trades specialist III at Aiken Maintenance on Nov. 2.

**James Priester**, promoted to trades specialist III at Colleton Maintenance on Nov. 17.

**Dale Proctor**, promoted to trades specialist III at Edgefield Maintenance on Oct. 2.

**Chadwick Rawls**, promoted to engineer/associate engineer III in Road Data Services on Nov. 17.

**Jasper Raymond**, promoted to trades specialist III at Hampton Maintenance on Sept. 17.

**Tony Riddle**, promoted to trades specialist III at Greenville Maintenance on Oct. 2.

**Alfred Rouse**, promoted to trades specialist IV at Berkeley Maintenance on Aug. 17.

**Joshua Rowe**, promoted to engineer/associate engineer II at Greenville Maintenance on Oct. 2.

**Michael Rowlen Jr.**, promoted to trades specialist III at Marlboro Maintenance on Oct. 2.

**Toya Scipio**, promoted to engineer/associate engineer III in Traffic Engineering on Nov. 2.

**Benjamin Shirley**, promoted to trades specialist IV at District 4 Pavement Repair and Preservation on Aug. 17.

**Stephen Simson**, promoted to

senior geodetic technician at Charleston Maintenance on Sept. 17.

**Tiffany Sims**, promoted to associate geodetic technician at Oconee Maintenance on Nov. 2.

**Thomas Singer**, promoted to assistant geodetic technician at District 6 Bridge Inspection on Sept. 2.

**Christopher Singleton**, promoted to senior geodetic technician at Horry Construction on Sept. 17.

**David Smalls**, promoted to trades specialist III at Jasper Maintenance on Sept. 17.

**Andrew Stanley**, promoted to mechanic II at Colleton Maintenance on Aug. 17.

**Marion Summers**, promoted to trades specialist V at Orangeburg Maintenance on Sept. 17.

**Jennita Sumter**, promoted to engineer/associate engineer II in RPG 3 – Midlands on Sept. 17.

**David Suratt**, promoted to assistant geodetic technician at Abbeville Construction on Nov. 2.

**Philip Unrue**, promoted to osha officer II at Edgefield Maintenance on Nov. 2.

**Kenneth Waldrep**, promoted to associate geodetic technician at Greenwood Maintenance on Nov. 2.

**Christopher Ward**, promoted to trades specialist IV at Richland Maintenance on Oct. 17.

**Herman Washington**, promoted to trades specialist III at District 6 Bridge Inspection on Oct. 2.

**Jonathon Webber**, promoted to engineering/geodetic technician III at Spartanburg Construction on Aug. 2.

**Dennis West**, promoted to osha officer II at Kershaw Maintenance on Oct. 2.

**Craig Winn**, promoted to engineer/associate engineer IV in RPG 1 – Lowcountry on Oct. 2.

**Jason Wolfman**, promoted to chief geodetic technician at District 1 Office on Aug. 17.

**Shaquisha Woods**, promoted to engineer/associate engineer I at Dorchester Construction on Sept. 2.

**Lorenzo Worthy**, promoted to engineer/associate engineer IV in RPG 1 – Lowcountry on Oct. 2.

**Randall Young**, promoted to Chief Engineer for Project Delivery in the Office of the Deputy Secretary for Engineering on Aug. 17.

# BRIEFS

## Mary Gail Monts Chamblee retires



ROB THOMPSON/THE CONNECTOR

Mary Gail Monts Chamblee, second right, was recognized for her years of service to SCDOT at the Dec. 1 SCDOT Commission meeting. From left, are: Secretary of Transportation Christy Hall, Cary Chamblee, Mary Gail Monts Chamblee and SCDOT Commission Chairman Mike Wooten. She retired from SCDOT on Dec. 16, 2016.

## RETIREMENTS

**Leroy Anderson** retired from Saluda Maintenance on Aug. 31.

**Linder Belton** retired from Fairfield Maintenance on Oct. 12.

**Alexander Bethea** retired from District 5 Bridge Inspection on Sept. 9.

**Carl Brown** retired from District 5 Maintenance Contracts on Aug. 31.

**Andrew Brown** retired from Calhoun Maintenance on Oct. 31.

**Pamela Bussey** retired from McCormick Maintenance on Oct. 10.

**Silas Craven** retired from Colleton Maintenance on Sept. 17.

**Frank Easterlin** retired from Orangeburg Maintenance on Sept. 11.

**Curtis Fleming** retired from Greenville Construction on Sept. 2.

**Barrie Frierson** retired from Florence Rights of Way on Sept. 11.

**James Gregory** retired from District 4 Pavement Repair and Preser-

vation on Sept. 1.

**Curtis Hooks** retired from Richland Construction on Sept. 30.

**Barry Hughes** retired from Holly Hill Maintenance on Aug. 1.

**Bobby Johnson** retired from Spartanburg Maintenance on Sept. 12.

**Janet Loftis** retired from Lexington Maintenance on Oct. 31.

**Arthur McCoy** retired from York Maintenance on Aug. 24.

**Polly McCutcheon** retired from Human Resources on Sept. 30.

**Alton Miles** retired from Williamsburg Maintenance on Nov. 16.

**William Mixson** retired from Kershaw Maintenance on Aug. 26.

**Susan Morris** retired from District 4 Office on Aug. 31.

**Dipak Patel** retired from Planning on Oct. 3.

**Jafar Rajabi** retired from Charles-ton Bridge Construction on Aug. 31.

**Leon Rivers** retired from Beaufort Maintenance on Sept. 16.

**Charles Rosier** retired from Saluda Maintenance on Aug. 31.

**Linda Rowland** retired from Richland Construction on Nov. 16.

**Abraham Salters** retired from Williamsburg Maintenance on Aug. 1.

**James Scarborough** retired from Lee Maintenance on Sept. 30.

**Matthew Schulte** retired from Florence Construction on Sept. 15.

**Calvin Spann** retired from Laurens Maintenance on Oct. 11.

**Jeffrey Spires** retired from Lexington Maintenance on Nov. 2.

**Willie Thompkins** retired from Marion Maintenance on Aug. 31.

**Roger Turner** retired from Lexington Surveys on Sept. 30.

**John Wood** retired from SHEP Columbia on Sept. 30.

## Group honored for lane reversal success



ROB THOMPSON/THE CONNECTOR

South Carolina Secretary of Transportation Christy Hall thanks the team behind the successful Hurricane Matthew lane reversal after they were honored by the SCDOT Commission. From left, Tom Johnson, Dick Jenkins, Christy Hall and Captain Robert Woods with the South Carolina Highway Patrol. Captain Woods and Jenkins were the 'brains' behind the operation.

## DEATHS

**John Branham**, trades specialist IV with York Maintenance, died Sept. 16.

**Ervin Meece**, trades specialist V with Laurens Maintenance, died Oct. 28.

**Billy Powers**, trades specialist II with Dillon Maintenance, died Nov. 1.

**Charles Shirley** former SCDOT employee in traffic engineering, died Sept. 20.



Remark Young

**Remark A. Young**, 52, of Columbia, Data Analytics and Investigations Manager with the State Auditor's Office at SCDOT, died Dec. 15. Young joined the staff of the Office of the Chief Internal Auditor at SCDOT in 2013. He earned his Certified Fraud Examiner while at SCDOT and was recently promoted to his current position.

# By phone, by post, by tweet: Call Center, Social Media, Web site help keep public informed during Matthew

By Bob Kudelka

By phone, social media and the agency Web site, SCDOT communicated with the public to provide information before, during and after Hurricane Matthew.

The SCDOT Customer Service Center, which expanded to 24 hours a day, seven days a week, received more than 26,000 storm-related calls, said Michele Paoleschi, Special Assistant for Engineering Operations.

"IT Services opened two overflow call centers in the basement, which allowed us to bring in an additional 30 people answering phones," Paoleschi said. "We had over 140 volunteers who worked the phones, along with regular call center staff. Without the additional phone equipment and volunteers, SCDOT would not have been able to accommodate the volume of calls we received."

Employees said that many callers were pleasantly surprised to get a friendly voice when calling the toll-free number.

Paoleschi said: "Many callers stated they used our services multiple times, and were very appreciative of what SCDOT was doing. Many of the staff taking calls stated how gratifying it was to know they had helped to provide such a needed service, and to hear firsthand how appreciative callers were."

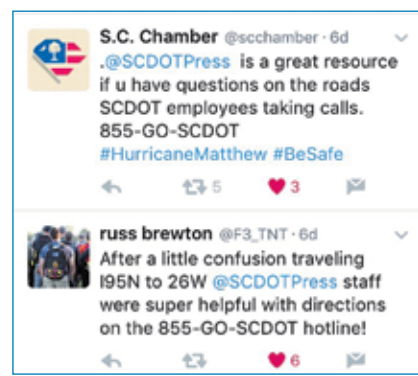
"This saved lives," according to a message one woman posted on Twitter, referring to the SCDOT call center.

"With water rising, roads out, trees & power lines down during #HurricaneMatthew, a kind voice guided me to



safety." SCDOT social media platforms, Twitter and Facebook, played a big role with around the clock messaging to help keep the public informed in ever-changing conditions, said Director of Communications Pete Poore.

For example, Poore said a critical, late-night message on Oct. 5 notified the public that I-95 was impassable

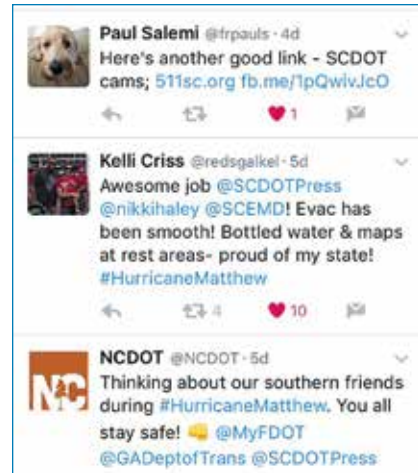


and urged everyone to stay off the roads. "This single Tweet received 143,000 views," Poore said.

SCDOT's Twitter messaging received approximately 2 million views during the first three weeks in October.

"Great job!" tweeted Cayce Mayor Elise Partin in response to a message from Secretary of Transportation Christy Hall that road closures were down 62 percent in four days. "Thanks for the hard work from your team! #oneSC"

The SCDOT Facebook page topped its number of reaches on Oct. 5 at 94,792. One post showing Dorchester



RME David Pilch's rescue of a lost kitten during the storm reached more than 25,000 and spawned a lengthy comment thread. "I believe a couple of marriage proposals are included in those comments," Poore said.

SCDOT's Web site included several resources including current road conditions; an interactive map showing closures; detailed storm reports from the Office of Maintenance; details on debris removal to assist homeowners; and links to the SCDOT 511 Traveler Information System, the South Caro-



lina Hurricane Guide and several state and federal agencies including S.C. Emergency Management Division and the Federal Emergency Management Agency (FEMA).

During the period Oct. 3 – Oct. 15, there were 1.1 million page views of the SCDOT Web site generated by 447,371 users, said Web Development Manager David Bland.

"Our infrastructure was rock solid, and we had no problems handling the

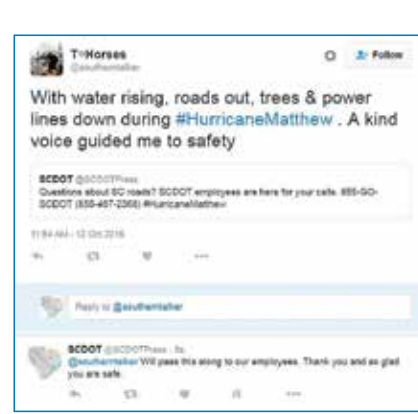


huge surge of users that needed the resources on the site," Bland said. "The site is only as good as the information on it, and between the Web Development team updating the site, departments across the agency providing up



to date information, and the Systems team making sure the site was ready to handle the increase in demand, it was truly an SCDOT-wide effort."

Kimberly Corley contributed to this report.



TWITTER: @scdotpress ● FACEBOOK: www.facebook.com/SCDOT  
WEB SITE: www.scdot.org

CALL CENTER: 855-GO-SCDOT (855-467-2368)



# SC Cares team helps employees after disaster

By Kim Corley

Once again, the SC Cares team was ready to help employees after Hurricane Matthew left a path of destruction from the Caribbean to the Southeast.

The SC Cares team is still tallying the final amounts from the 2016 fund raising campaign. "We met our goal and invariably exceeded last year's donations," said **Rob Manning**.

So far, everyone's generous donations have been distributed to 63 employees in 11 counties affected by Hurricane Matthew.

SC Cares also assisted a family in the upstate after an employee passed away unexpectedly.

Manning and **Susan Johnson** traveled to afflicted areas around the state to interview and assess the needs of employees affected by the storm.

Johnson described how incredible and selfless the employees they interviewed were. Despite suffering personal tragedy, these employees continued working. When forced from their homes due to flooding or destruction, the first thing many packed were their uniforms. "They kept on trekking and doing what they needed to do," said Johnson.

The most touching moments for Johnson and Manning were during the private interviews. Countless employees requested their aid be given to a fellow employee whose situation they believed was more dire than their own.

"One wanted to give us the envelope back before even opening it saying 'I'm not worthy of it when others have been hurt more than me.' He was definitely worthy of it from our perspective," said Manning.

Most people would find it difficult to maintain a positive outlook during such circumstances. An employee lost her truck in a fire. Her response was, "I still have a job."

As always, the SC Cares team appreciates the outpouring of donations and support. Everyone's donations have helped make a difference in the lives of fellow employees.

*You don't have to wait until the next fund raising campaign to donate money, household items or food. Please contact Susan Johnson or Rob Manning to find out how you can help.*



After Hurricane Matthew, more than 65 SCDOT employees' homes were damaged or destroyed by wind and flooding.



Jeff Johnson of SCDOT's Marion Maintenance stands beside damaged belongings in front of his house on Oct. 26. Johnson and other SCDOT employees in Marion, Dillon, Horry and Florence counties who worked to clear roads and bridges after Hurricane Matthew are now trying to concentrate on repairing their own homes. SCDOT employees across the state have donated items and money to help.



Susan Johnson and Rose Bumpers sort donations of household goods and cleaning supplies into boxes for employees who suffered losses.



LEFT: Joseph Small of SCDOT's Marion Maintenance looks at flood damage in his house on Oct. 26.



TOP RIGHT: Christy Hall and senior staff wore Gamecock jerseys and attire after losing a college challenge. SCDOT employees donated in honor of their favorite college teams. The University of South Carolina beat Clemson (and other schools, but mostly, it beat Clemson).



ABOVE: The Outdoor Advertising Association presented SC Cares with a donation to help employees affected by Hurricane Matthew.



LEFT: Wanda Day, right, and Brooke Andrews, left, deliver donations from SCDOT's District 2 on Nov. 4, 2016, for employees who had losses during Hurricane Matthew. The District also donated cash, gift cards and appliances.

# Let it snow? Oh, no!

*SCDOT crews are ready for wintry weather*

By Kim Corley

For SCDOT crews across the state, preparing for winter weather begins well before any hint of snow is in the forecast.

Back in September temperatures were still reaching near 90 degrees. Despite the summer weather, crew members in York County hook up

snow plows and salt spreaders as part of their practice day for winter weather.

These practice days are very important. Maintenance crews must ensure all the equipment is in working order early because replacement parts could be difficult to locate or repairs could be time consuming.

Newer crew members also need practice before any weather event. “We want

them to be familiar with it so they won’t get themselves hurt or anyone else,” said Jason Childers, York County ARME.

After, crews go on a “dry run” to familiarize themselves with their assigned route.

“A lot of people can call in if it’s a snow day, we don’t have that luxury. That’s actually when we’re put to the test,” Childers said.



Assistant Resident Maintenance Engineer Jason Childers speaks with media representatives about the winter weather preparedness training exercise held at York Maintenance on Sept. 14.



PHOTOGRAPHS BY CODY CROUCH/THE CONNECTOR

Ricky Terry, left, and Stephen Moss hook up hydraulics on a salt spreader during the York Maintenance winter weather preparedness training exercise.

**Inventory-Materials**

Location	Salt (Tons)	Calcium Chloride (Gallons)	Salt Brine (Gallons)	Sand (Tons)
York County Maint. Complex	3,000	5,500	22,000	700
York Section Shed	300	2,250	13,750	600
I-77 NB Weigh Station	400	N/A	22,000	N/A
21 & Springdale	N/A	11,000	5,500	N/A
<b>Totals</b>	<b>3,700</b>	<b>18,750</b>	<b>63,250</b>	<b>1,300</b>

**Inventory-Equipment**

31 trucks, 25 plows, 22 sanders, 11 brine and 3 graders (as needed)

**Inventory-Manpower**

101 employees form maintenance, district and construction on-call (52 dayshift and 49 nightshift)

**York Maintenance was ready with supplies.**

# Leadership Education and Development Class of 2016



**David W. Bland**  
IT Services



**John D. Boylston**  
RPG-1



**Thomas E. Dorn**  
District 2 Construction



**Sarah Gaffney**  
District 6 Construction



**Rickelle Gennie**  
FHWA



**Claude R. Ipock**  
Construction Office



**James A. Johannemann**  
Maintenance Office



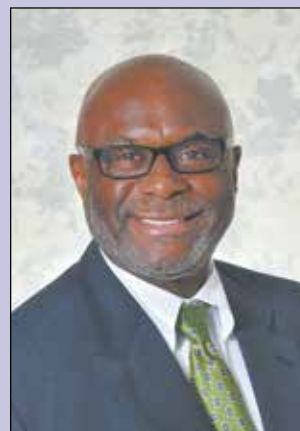
**Cedric C. Keitt**  
Rights of Way



**James H. Mattox**  
Design Build



**William R. McGoldrick**  
Environmental



**Keith C. Melvin**  
Outdoor Advertising



**Chad L. Rawls**  
Road Data Services



**Cathy P. Rice**  
Local Programs



**Jeffrey S. Terry**  
District 7



**J. Allen Thompson**  
IT Services



**Tony N. Thompson**  
IT Services



**Mark A. Westbury**  
Rights of Way



**Jacqueline A. Williams**  
Contract Programs

**By Bob Kudelka**

The inaugural class of LEAD, the SCDOT leadership development course, graduated Dec. 5, 2016, at a ceremony at Headquarters.

Secretary of Transportation **Christy Hall** created LEAD, a year-long leader development course for employees consider-

ing competing for senior leadership positions, as a way to ensure seamless succession in the future of the agency.

Hall spoke at the ceremony and congratulated the 2016 class.

"I appreciate your willingness to step forward, and I cannot thank you enough for your dedication and efforts," Hall said.

Deputy Secretary for Engi-

neering **Leland Colvin** said, "We're looking at the next leaders of the DOT- congratulations."

Graduates of 2016 SCDOT LEAD class are **David W. Bland, John D. Boylston, Thomas E. Dorn, Sarah Gaffney, Rickelle Gennie, Claude R. Ipock, James A. Johannemann, Cedric C. Keitt, James H. Mattox, Will McGoldrick, Keith C. Mel-**

**vin, Chad L. Rawls, Cathy P. Rice, Jeffrey S. Terry, J. Allen Thompson, Tony N. Thompson, Mark A. Westbury and Jacqueline A. Williams.**

**Charlie Brown**, Director of Human Capital Investment in Human Resources, coordinated the program and said classes were held two days per month from January through December. In

addition, participants spent time in the field with road crews and bridge inspection teams.

"They were trained in all major functions of the organization and got to interact with the senior members of those functions," Brown said. "If one of these

**See next page**

**LEAD**  
from page 20

## Leadership Education And Development

*“We’re looking at the next leaders of the DOT — congratulations.”*

**Christy A. Hall**  
S.C. Secretary  
of Transportation



CODY CROUCH/THE CONNECTOR

## Public views 49 different

By **Pete Poore**

A significant public meeting was held on September 22 connected to the I-20/I-26/I-126 interstate corridor study and the Carolina Crossroads project to improve the impact on the interchange commonly known as “Malfunction Junction.”

The project team presented 49 preliminary alternatives for the pub-

lic to view, ask questions or make comments. Project Manager **Brian Klauk** said public feedback is important, “Public participation is critical to the project’s success.”

The public comment period ended on Nov. 18. The team will begin working to reduce the number of options to just a few.

The immediate goal is to complete the preliminary processes in an effort to put the contract out for bid and go to construction in 2019.

plans  
for



CAROLINA  
**CROSSROADS**

## National report ranks SCDOT

By **Pete Poore**

SCDOT has been rated as the top ranked overall state DOT in the nation by the Reason Foundation in Los Angeles. The Foundation released its 22nd Annual Highway Report on Sept. 22. This report ranks every state’s highway system on pavement condition, traffic congestion, deficient bridges, traffic fatality rates, dollars spent per mile and other categories. The previous report ranked SCDOT as 4th.

Specifically, the Reason Foundation ranks SCDOT #1 in Overall Highway Performance and Cost-Effectiveness. SCDOT spends the lowest amount of maintenance dollars per mile on highways and bridges than any other state DOT. In addition, the ranking for the lowest administrative costs for SCDOT is #5. Combined, this means that SCDOT is ranked as the best DOT in terms of putting as much of its funding into the maintenance of the

highway system as possible.

The report also notes that South Carolina continues to have the 4th largest state-maintained highway system in the country. In other categories, SCDOT earned the following rankings:

- 47th in Fatality rates
- 24th in Deficient Bridges
- 9th in Rural Interstate Pavement Condition
- 11th in Urban Interstate Pavement Condition
- 17th in Urbanized area congestion

Secretary **Christy Hall** had these reactions to the Reason Foundation Report, “SCDOT appreciates receiving the top ranking in Overall Performance and Cost-Effectiveness. This report is clear evidence of SCDOT being a national leader in doing more with less. We should recognize that spending the least per mile in the nation means that some needs are unmet and deferred maintenance is accumulating rapidly,” said Hall.



“Additionally, being ranked among the worst in the nation on fatalities is not something to be proud of and it’s a trend we must reverse. SCDOT will be calling on our policy makers to help implement a Rural Highway Safety Program aimed at reducing fatalities on roads where high death rates occur,” said Hall.

SCDOT is proud and honored by this recognition, but our mission is to improve the quality and safety of South Carolina’s highway system and that mission continues. That task demands our attention every day. We reaffirm the agency’s commitment to our citizens to work hard to maintain our highways and bridges and manage our available resources as best we can,” Hall concluded.

**Reason Foundation’s press release announcing the 22nd Annual Highway Report:**

<http://reason.org/studies/show/22nd-annual-highway-report>

**State-by-state summaries:**

[http://reason.org/files/highway\\_report\\_state\\_by\\_state\\_summaries.pdf](http://reason.org/files/highway_report_state_by_state_summaries.pdf)

employees does rise to a leadership position, they already know people and they’re going to be a cohort as they spend the next 15 or 20 years in the agency.”

LEAD class member Chad Rawls called it a “great program,” and said he would recommend it to fellow employees.

“I’ve spent all 21 years in the same section and I know a lot of people by name or face but did not really know exactly what they do,” said Rawls, Pavement Management Operations Engineer in Road Data Services. “It was great to see how all the spokes fit on the wheel together to make us roll - how all the parts work together. You develop great relationships. You’ll always know who to go to now,” Rawls said.

The 2017 LEAD course will begin in July in conjunction with the fiscal year schedule, Brown said. Nominations will be considered in the spring.

# Bus Roadeo

*Transit drivers participate in day-long safety conference, driving skills competition*



PHOTOGRAPHS BY CODY CROUCH/THE CONNECTOR

**The Santee-Lynches, Central Midlands, Upper Savannah and Appalachian (SLCMUSA) Regional Public Transit Roadeo** was held at the S.C. Criminal Justice Academy on Saturday, Aug. 27. Twenty-four public transit drivers from the SLCMUSA region competed against one another in various technical driving events, altered to the type of vehicle they used: 35-foot buses, cut-a-ways or transit vans (MV-1s).

## Kershaw County: Pine Grove Road opens



PHOTOGRAPHS BY ROB THOMPSON/THE CONNECTOR

Dignitaries cut the ribbon on the new \$4.2 million bridge on Pine Grove Road (S-36) over Twenty-Five Mile Creek in Lugoff on Nov. 10, 2016. The Kershaw County bridge was closed due to the October 2015 flooding. From left, Lugoff Fire Chief Dennis Ray, Billy Smith with the Kershaw County School District, Kershaw County Councilman Bobby Gary, Kershaw County Councilman Jimmy Jones, Representative Laurie Funderburk, Senator Vincent Sheheen, SCDOT Chief Engineer for Operations Andy Leaphart, SCDOT District 1 Construction Engineer Robbie Isgett and Ron Shaw of Lee Construction.



Construction team members from SCDOT and Lee Construction pose by the ribbon at the brief ceremony on Nov. 10.



Members of the Lugoff Fire Department pose by the ribbon. The reopened road will shorten response times in the area for emergency vehicles.

## Lexington County: Devils Backbone Road opens



PHOTOGRAPHS BY CODY CROUCH/THE CONNECTOR

Secretary of Transportation Christy Hall poses with Tripp Whitesides, center, and Eric Moody of Cherokee Inc., at the completed Devils Backbone Road project in Lexington County on Oct. 17.



SCDOT officials, dignitaries, contractors and local citizens cut the ribbon on the completed Devils Backbone Road project in Lexington County on Oct. 17. The road had been closed due to damage sustained during the October 2015 floods. From left, are: SCDOT Chief Engineer for Operations Andy Leaphart; Michael Shealy of Shealy Realty; SCDOT Lexington "B" Resident Construction Engineer Joey McIntyre, back with helmet and vest; Mike Taylor of Batesburg Leesville Chamber of Commerce; Cal Forrest; Senator Shane Massey; SCDOT Secretary of Transportation Christy Hall; Senator Katrina Shealy; Representative Ralph Kennedy; Eric Moody of Cherokee, Inc. and Billy Derrick of Derrick Plumbing.

# District 1 News

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

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

## Better to give...

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

This issue of The Connector will likely arrive in your inboxes and mailboxes in the heart of the Christmas season. The season is a time of

love, cheer, families, and food—maybe not in that order—but also a time of reflection for many. This is a time where we reflect on what kind of year it has been, how we dealt with and learned from it, say goodbye to it, and plan for the next one.

This year was marked by Hurricane Matthew. Especially in District 1, on the one-year anniversary of a storm where we were so grateful to receive help, this year we were reminded it is often better to give. Here are some of the ways we gave this year.

## ... Blood

In August, Tracey Henderson and Dewey Bass of Kershaw Maintenance organized a Blood Drive with the Red Cross. They were so successful the Bloodmobile had to turn donors away due to time.

They plan on hosting another drive in the next couple months. What more can one give but a part of oneself that literally will save the life of another?



Dewey Bass, left, and Tracey Henderson's hard work wasn't done in vain. Kershaw Maintenance had a record turnout and they are planning another blood drive soon.

## Got news?

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

**Alan Kozusko**



## ... Food

The District Office heard that the University of South Carolina (USC) was collecting food and supplies for Louisiana State University (LSU) in the wake of Hurricane Hermine. USC was doing this to return the favor to LSU who was so gracious last year in their support of our state.

The supplies were so extensive, an additional truck had to be called to receive the rest of the donations. Office Manager **Jane Huckabee**



had several loads to fill several trucks.

## Meet Christine Orne



**Christine Orne**

In the wake of Hurricane Matthew, **Christine Orne** organized the District 1 fund raising drive for the SC Cares program. This program sells SCDOT merchandise to raise money for SCDOT employees impacted by Matthew. Orne also coordinated the T-shirt distribution for every

single District 1 employee for the Employee Appreciation events. Orne has been an Administrative Assistant in the district office for more than two years and enjoys traveling, hiking and the arts.

Orne also enjoys old cars. She is a member of the local British Car Club and has a 1975 MG.

Date 08/12/2016 Sponsor Tracey Henderson & SCDOT American Red Cross of Kershaw



**Here are your blood drive results:**

Presenting Donors 29

Total Units 24

Thank you for sponsoring an American Red Cross blood drive.

Thank you for all your hardwork and dedication without it we would not have had a successful day. With your help we can continue our mission in saving lives. Thank you again! You Guys Rock!!

Thanks! Labitha M. Mutton  
American Red Cross Team

# District 2 News

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

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

## Got news?

Contact Steve Coleman at 864-889-8024 or email him at ColemanWS@scdot.org.



Steve Coleman

## D2 employees help after the storm



Greenwood Maintenance crews assisted in Hurricane Matthew tree clearing along S.C. 170 in Jasper County, while McCormick Maintenance employees helped repair a washout on S-75 in Jasper County.

## Another 'addition' to the D2 Museum

**By Bob Edmonds  
Former McCormick RME**

The manually-operated computer was extensively used in the 1930s-1950s by personnel of the South Carolina State Highway Department. This particular model was manufactured for and distributed by Sears, Roebuck and Co.

When I came to the Department on Feb. 1, 1951, I began using a smaller version, a Monroe Model L at McCormick Maintenance for doing payrolls, compiling data for construction projects, resurfacing contracts, fuel consumption records, etc. It, along with the manual typewriter, was my primary office equipment for many years.

The guys on the construction side in the Department used a larger model Monroe.

In 1911, Jay Randolph Monroe first saw the Baldwin Calculator, the invention of Frank Stephen Baldwin, patented in 1874. Monroe recognized the merits of the Baldwin Calculator, and in April 1912 he organized the Monroe Calculating Machine Company working in a small rented room near Newark, New Jersey; the manufacture of the first Monroe Adding-Calculator was begun. The following year the firm moved to Orange, New Jersey. The factory personnel consisted of only nine men and the entire heavy factory equipment was a lathe and two small presses. Even with these meager tools, tolerances were maintained to within thousandths of

an inch to insure the accurate performance of the finished machine. The first Monroe was offered to the business world in 1914. In 1932, the company was awarded the Franklin Institute's John Price Wetherill Medal.

Early models of calculator were designated by letters, A through ---. The "L" model was produced from January 1929 to February 1971. A crank on the right side rotates clockwise for addition and counterclockwise for subtraction and likewise for division and multiplication. In back of the keyboard is the carriage, with 16 result dials and eight revolution register dials. A crank for clearing the carriage is on its right side and another one for shifting the carriage at the front.





# District 3 News

*Greenville, Oconee, Pickens and Spartanburg counties*

*District Engineer: Stephanie Jackson-Amell (864) 241-1010  
FAX (864) 241-1115*



## Rocky Road: Salters Road project

Contractors ran into a partially weathered rock in the roadbed on the Salters Road project in Greenville County. They used a hammer-hoe to break through the 15-foot depth to develop the roadbed. Crews had to work day and night to remove the hardened material.

## Where there's smoke, there's SCDOT monitoring for wildfires, danger

SCDOT monitored conditions on state roads in areas of South Carolina impacted by the recent wildfires.

At the request of law enforcement SCDOT deployed message signs on S.C. 11 in Pickens County advising motorists to keep moving instead of stopping to view the fires. The message on the signs read "Keep Moving – Do Not Stop – Fire Control."

SCDOT employees continued working in these areas, but were advised to avoid low-lying areas unless there was an immediate danger to motorists.

Protective gear including masks was made available to employees. SCDOT urged motorists to obey all message boards, speed limits and use caution in impacted areas.



## Got news?

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

**Karuiam  
Booker**



## Crew helps replace signs



Two District 3 employees from Pickens Maintenance went to Dillon County to help fellow SCDOT employees replace signs that were lost or damaged from Hurricane Matthew. Chris Fuller and Steven Shock, at right, pose with Dillon Maintenance employees.

## Meet Jeff Giles



**Jeff Giles**

**J**eff Giles is the recently promoted shop foreman for Greenville Maintenance Operations. Giles is a 5 year veteran at SCDOT who brings over 17 years of experience from the private sector working with pumps, cylinder and valves for the hydraulic industry.

Giles says a large portion of success in his role is due to the wonderful team of mechanics and the administration he has the opportunity to work with every day.

In his spare time, Giles works in his home shop tinkering with antique cars and spending time with his family.

# District 4 News

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

*District Engineer*      **John McCarter**      (803) 377-4155  
 FAX:      (803) 581-2088

## Vegetation crews prove they are a ‘cut above’ the rest

**M**aintenance employees from across District 4 converged at York Maintenance on Oct. 16 for a time of chainsaw/pole saw training and competition.

District 4 IRVM Coordinator **Ken Caldwell** organized the event and has conducted the training portion for several years. The competition areas were chainsaw maintenance, speed cut, pole saw and tree felling.

Everyone enjoyed a hot-dog lunch with the proceeds going to help the family of John Branham. Branham was a York Maintenance employee who passed away on duty and left a wife and two small children.

The event raised more than \$1000 to assist his family with Christmas.

**The winners of the competitions were:**

- Chainsaw Maintenance*
- 1. **Dennis Moore**  
Chester Maintenance
- 2. **Richard Hunter**  
D4 Bridge Maintenance
- Chainsaw Speed Cut*
- 1. **Buddy Bell**  
Chester Maintenance
- 2. **Jeremy Shrewsberry**  
York Maintenance
- Pole Saw Speed Cut*
- 1. **Ricky Michau**  
Chester Maintenance
- 2. **Brett Branham**  
Fairfield Maintenance
- Chainsaw Tree Felling*
- 1. **Byron Crosby**  
Chester Maintenance
- 2. **Melvin Brown** - D4  
Pavement Preservation



**John Watson competes.**



**Chainsaw Maintenance competition**



**Tina Laymon competes.**



**Tommy Sawyer**



**The winners pose for a photo after the competition.**

## Got news?

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



**Edward Moore**



**Eddie Aiton competes.**



*John K. Branham of York Maintenance died Friday, Sept. 16, 2016.*

*He began working for SCDOT in 2010 and was foreman over the vegetation crew. He is survived by a wife and two children.*

*Employees at York Maintenance conducted several fund raisers and donated over \$2,200 to John's wife and children. All employees at York Maintenance are wearing hard hat stickers "JKB 4620" in his memory.*

# District 5 News

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

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

## Got news?

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

**Michael  
 Miller**



## D5 makes repairs after Hurricane Matthew



Dillon Maintenance employee Neil Carmichael inspects a washout in Dillon County.



The District 5 Bridge Crew works to repair a washout in Williamsburg County.



SCDOT employees repair a pipe on Gausetown Road in Kingstree.



Members of the Georgetown Construction office assist in getting a tree off of U.S. 17 in Georgetown County.



Dillon Maintenance sets out cones for the crews to take out and mark roadside damage.

# District 6 News

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

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

## We did it again

By Debra J. Jerideau

**H**urricane Matthew became the first category 5 Atlantic hurricane since Hurricane Felix in 2007. Matthew was the 13th named storm, fifth hurricane and second major hurricane of the active 2016 Atlantic Hurricane season. Hurricane Matthew was a long-lived tropical cyclone and extremely destructive. The storm formed on Sept. 28 and dissipated on Oct. 10, with wind speeds as high as 160 mph.

Hurricane Matthew produced widespread destruction and tragic loss of life during its voyage across the Western Atlantic affecting parts of Cuba, the Dominican Republic, Haiti, the Lucayan Archipelago and the southeastern United States. An estimated 1,600 deaths were attributed to the storm. Damages are estimated in excess of 10.5 billion dollars, making it the 10th costliest Atlantic hurricane in history.

Governor Nikki Haley declared a state of emergency on Oct. 4 and called for the evacuation of coastal counties closing schools and government offices starting Oct. 5. On Oct. 11, President Obama declared South Carolina a disaster area with 13 counties affected. Some areas of South Carolina received as much as 15 inches of rain. More than 400 state roads and bridges across South Carolina were closed because of the storm, including parts of I-95. At the height of the storm more than 850,000 residents were without power.

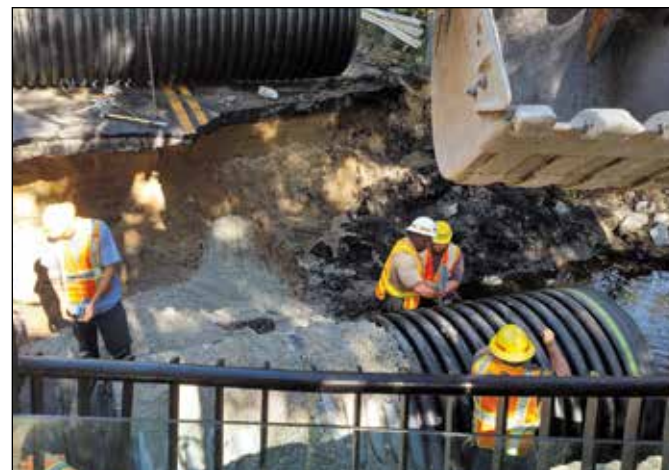
Edisto Island suffered flooding, downed trees and destroyed or severely damaged homes. The beach suffered significant erosion losing an estimated 155,000 cubic yards of sand. The storm surge caused up to four feet of sand to collect on some streets on Edisto Island.

Again, SCDOT employees jumped into action with more than 1,600 employees working sunrise to sunset to ensure roads and bridges were safe and passable.

Hurricane Matthew was equally destructive to some SCDOT employees who lost everything. Still they worked without regard for their own situations clearing and rebuilding roads and bridges, and getting motorists lives back to normal as quickly as possible. Like most families, SCDOT pulled together gathering donations of clothing, furniture, personal care items, cleaning supplies and cash through fund raisers with the SC Cares program.



**Hurricane Matthew flooding caused a washout on Old Black Oak Road.**



**SCDOT crews finish resetting a 60-inch pipe on Old Black Oak Road.**



**Eric Jones**

## Meet Eric A. Jones

**Name:** Eric A. Jones  
**Title:** District 6 ARME

**E**ric A. Jones, of Charleston, is a 1995 graduate of Summerville High School.

Jones attended Trident Technical College where he earned an associate's degree in Civil Engineering Technology, and an associate's degree in Science. In 2015, he earned a bachelor's degree in Civil Engineering from the Citadel, graduating Summa Cum Laude with a 4.0 GPA. In May 2016 he passed the Fundamentals of Engineering

Got  
news?

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



**Debra Jerideau**



**Kenny Smith of Jasper Maintenance had damage to his home from the storm.**



**Two troopers arrive in Charleston after traveling from Columbia to make sure I-26 is clear before the lane reversal.**

Exam and is currently an Engineer in Training. He is now studying for the Professional Engineering License Exam and plans to take it in 2017.

Jones began his career with the SCDOT in June 1999 in Charleston Road Construction Office "A," working as an Assistant Party Chief/Roadway Inspector. In November 2001 he accepted a position with the Specialized Bridge Division in the Bridge Inspection Office. He is currently the Assistant Resident Maintenance Engineer.

In his spare time, he enjoys playing/watching sports, working out and reading.

# District 7 News

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

*District Engineer: Bryan Jones (803) 531-6850  
FAX: (803) 531-6854*

## Got news?

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

**Danny Simmons**



## The path, wrath, aftermath of Hurricane Matthew in D7

Every county in District 7 was directly affected in some way by Hurricane Matthew. Crews in District 7 worked tirelessly to restore and repair the roadways.

The aftermath of the storm presented challenges such as large fallen trees, downed power lines and washed out roadways in almost every county in the

District.

Crews met these challenges and demonstrated their professionalism and ongoing commitment to safety while working the long hours required to return the roadway to safe condition for the motoring public.



**Crews remove a tree on Highway 36 in Hampton County.**



**Road clearing in Calhoun county**



**Sign replacement in Allendale**

**Removing debris on Garland Drive in Orangeburg**



**Bridge inspection on S-336 in Allendale**



**Downed tree removal in Bamberg**



**Pipe replacement near Holly Hill on S.C. 210**



**Repairs on Brown Road (S-14-365) in Clarendon County**

# Centennial celebration begins

By Pete Poore

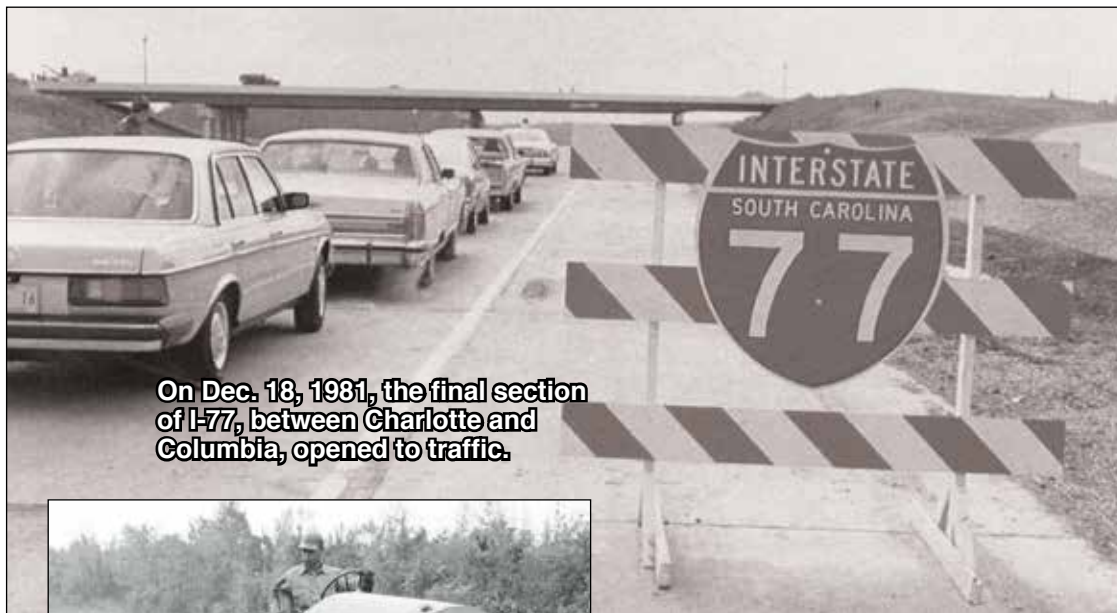
Jan. 1, 2017, marks the beginning of SCDOT's 100th year of providing service to the state of South Carolina. The actual anniversary date is March 10, 2017.

On March 10, 1917, a group of men stood around the desk of Governor Richard I. Manning to witness his signature on the State Highway Act. After the signing, the South Carolina State Highway Commission became a reality. The men who were present for the occasion were the first members of the South Carolina State Highway Commission.

World War I slowed down the Commission's ability to move forward. However, by 1920 the state highway system had been established with 3,037 miles of roads. Only 26 miles were paved. A far cry from the present day system of approximately 42,000 miles, including 851 interstate miles

The SCDOT Commission launched the Centennial year at its Dec. 1, 2016, meeting in Columbia by adopting a resolution "recognizing the efforts of all looking back 100 years to where it began, while looking forward to the future as we celebrate SCDOT's year-long recognition of the 'Centennial' beginning on Jan. 1, 2017." The resolution also notes all of the name changes that have occurred before the agency became the South Carolina Department of Transportation.

Plans for Centennial recognitions during 2017 are being finalized. Secretary Hall said the Centennial should be both a look back and forward. "We'll recognize and honor the accomplishments of SCDOT during the past 100 years, but we will also use this historic milestone to provide the start of a much higher level of service for the people of South Carolina who will need and deserve the best possible transportation system."



On Dec. 18, 1981, the final section of I-77, between Charlotte and Columbia, opened to traffic.



Nathaniel Brown mows grass along S.C. 215 in Fairfield County in 1936.

The bridge closure dates on display at the Gervais Street bridge in Columbia on June 3, 1991. The bridge underwent major restoration and repairs in the summer of 1991.



SCDOT FILE PHOTOS

Richland Maintenance mechanics A.B. West, left, and Fred Price make repairs to a school bus on Dec. 14, 1953. From 1951 until gradual transfer to the Educational Finance Commission in the mid-1960s the Highway Department was tasked with school bus maintenance and driver training.



A Highway Department bridge inspection 'snooper' truck in 1968. The state highway bridge inspection program began in late 1968.

**A RESOLUTION**

**COMMENDING AND RECOGNIZING THE EFFORTS OF ALL LOOKING BACK 100 YEARS TO WHERE IT BEGAN, WHILE LOOKING FORWARD TO THE FUTURE AS WE CELEBRATE THE SOUTH CAROLINA DEPARTMENT OF TRANSPORTATION'S YEAR LONG RECOGNITION OF THE "CENTENNIAL" BEGINNING ON JANUARY 1, 2017.**

**WHEREAS**, South Carolina Governor Richard I. Manning signed the State Highway Act into law on March 10, 1917 and established the first five-member Highway Commission; and

**WHEREAS**, in 1920, a 3,037-mile State Highway System was established with only 26 miles being paved; and

**WHEREAS**, the Department has gone through several name changes over the years from initially the "Highway Department" to the "South Carolina Department of Highways and Public Transportation," to the current "South Carolina Department of Transportation;" and

**WHEREAS**, the South Carolina Department of Transportation maintains the fourth largest highway system in the country, with approximately 42,000 miles of state maintained roads, including 851 interstate miles; and

**WHEREAS**, highways play a vital role in the daily lives of South Carolina citizens from getting children to school, family vacations, freight to market, individuals to work, and providing public safety – all which is dependent upon travel on the State Highway System; and

**WHEREAS**, the Department has been blessed over its 100-year history to have had dedicated, hardworking employees planning, building and maintaining our State Highway System; and

**WHEREAS**, the South Carolina Department of Transportation employees play a major role in preparation during and through recovery of disasters from hurricanes, tornados, floods, ice and snow storms requiring employees to be away from their own property and families for long periods of time, disregarding their own needs while responding to the needs of the citizens of the State of South Carolina.

**NOW, THEREFORE, BE IT RESOLVED** that the South Carolina Department of Transportation Commission, this first day of December 2016, commends and recognizes the efforts of all that have contributed to the agency's successful past looking back 100 years to where it began, while looking forward to the future with great anticipation as we celebrate the South Carolina Department of Transportation's yearlong recognition of the "Centennial" beginning on January 1, 2017.

*James M. Wooten*  
James M. Wooten, SCDOT Commission Chairman  
Seventh Congressional District

*John N. Hardee*  
John N. Hardee, SCDOT Commission Vice-Chair  
Second Congressional District

*Robert D. Robbins*  
Robert D. Robbins, SCDOT Commissioner  
First Congressional District

*Dr. Ben Davis*  
Dr. Ben Davis, SCDOT Commissioner  
Third Congressional District

*Woodrow W. Willard, Jr.*  
Woodrow W. Willard, Jr., SCDOT Commissioner  
Fourth Congressional District

*David E. Brasham, Sr.*  
David E. Brasham, Sr., SCDOT Commissioner  
Fifth Congressional District

*Samuel B. Glover*  
Samuel B. Glover, SCDOT Commissioner  
Sixth Congressional District

*Clifford Parker*  
Clifford Parker, SCDOT Commissioner  
At-Large



# THE CONNECTOR

VOLUME XXVII NO. III

SOUTH CAROLINA DEPARTMENT OF TRANSPORTATION

WINTER 2016

SCDOT

## VIEWPOINTS

**By Christy Hall**  
**South Carolina Secretary**  
**of Transportation**

**A**s we draw 2016 to a close, I cannot help but to think back over the roller coaster ride that we have been on over the past 12 months. 2016 was exciting, energizing, exhausting and challenging. The challenges have included a “call to duty” such as recovering from Hurricane Mat-

thew while still on the heels of recovering from the flood of October 2015. There are so many inspiring stories from our response and recovery operations, and I continue to be impressed by the dedication and commitment of our team.

Other challenges have presented themselves as opportunities, such as additional revenue provided by the General Assembly and reform of the governing structure of SCDOT. These op-

portunities require that we step up our delivery of completed projects that the public deserves and our state needs to increase safety and economic growth. It is also incumbent upon all SCDOT staff to ensure that we are crystal clear in our transparency and accountability in terms of how we handle the funding provided to us by the people of South Carolina.

All of these challenges and opportunities will ramp up even further in 2017. However, I have

complete confidence in our team and our ability to work together to quickly solve problems and keep things moving on the right track.

I truly believe that we have the best team in the nation and our OneDOT concept is more than an expression, it is how we conduct ourselves and accomplish our mission.

I am honored to be able to serve as your Secretary of Transportation and I look forward to continuing to tell our story.

### Why are SCDOT senior staff wearing USC's garnet and black school colors?



Some of the senior staff here are die-hard Clemson fans, but they agreed to wear garnet and black USC Gamecock attire after USC beat Clemson. See the story inside on page 18.

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