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## Anderson's East-West Connector project under way

By Bob Kudelka

The East-West Connector, a new road in Anderson paid for in part by federal stimulus funds, will bring new highway construction jobs and save others over the course of the two-year project that local leaders also hope spurs new economic development in the area.

What's more, the Connector will relieve traffic congestion by providing a direct link between Clemson Boulevard and Greenville Street.

Given all the benefits of the sought-after highway, it was easy to see why state, city and county leaders were smiling during the Oct. 15 groundbreaking ceremony – despite an overcast, damp morning with temperatures in the 40s.

“It’s a nice, chilly day but things are going to be heating up when this road construction starts,” said South Carolina State Representative W. Brian White of District 4.

“I think this is a great event,” said SCDOT Commissioner R. Eddie Adams, of the 3rd Congressional District. “The East-West Connector is really going to open up a part of Anderson County and Anderson city, and be a huge impact for the future.”

Adams, who presided over the ceremony, thanked the crowd that included many local elected officials including his wife, 10th Judicial Circuit Solicitor Chrissy Adams.

Secretary of Transportation H.B. “Buck” Limehouse Jr. said the SCDOT Commission approved \$7.65 million of American Recovery and Reinvestment Act (ARRA) funding for the Connector.

The project was “shovel ready,” and bids were opened in August, Limehouse said.



ROB THOMPSON/THE CONNECTOR

**Dignitaries break ground on the shovel-ready East-West Connector project in Anderson. Federal stimulus money helped launch the project.**

The project was awarded to Thrift Development Corp., based in Seneca.

The East-West Connector is an Anderson Area Transportation Study (ANATS) project to construct a 2-lane roadway on new location from US Route 76/178 (Clemson Boulevard) to SC 81.

The project includes a paved 10-foot wide bicycle/pedestrian path.

“The DOT is committed to helping communities help themselves,” Limehouse said. “And this is a project that we think has been a long time coming. Hopefully these funds injected into the Anderson community, the Upstate community, will create some more and better jobs for our citizens.”

Limehouse said the East-West

Connector will relieve traffic on Concord Road, Brown Road, Reed Road and other local roads that are the only current option

for traveling between these two major routes.

[See EAST-WEST page 2](#)

### ARRA Projects in South Carolina

Projects Let.....	102
Projects Awarded.....	93 projects / \$255.3 million
Notice to Proceed.....	66 projects / \$184 million
Projects Begun.....	56 projects / \$177.2 million
Payment for Completed Work.....	\$50.7 million



**EAST-WEST**  
from page 1

Gary Thrift, president of Thrift Development, said after the ceremony that the project will save jobs in his company and require additional jobs after the first of the year.

Like many other contractors, Thrift said economic conditions in the highway construction industry have been as bad as he has ever seen.

"This is a very needed job for our company and for the area as well," Thrift said. "There just aren't that many of them; there is a limited supply. Going into the winter it's particularly scary. Work is very valuable right now...you're proud to have work."

State Senator William H. O'Dell, of District 4, said he was "delighted" that stimulus money from the federal government paid for part of the project.

"I appreciate all that DOT has done, in particular the Commission," O'Dell said. "One reason

we have this success at DOT is the fact that Buck Limehouse is a Citadel graduate and he's got a couple of Citadel graduates, Danny Isaac and Eddie Adams, on the board."

Anderson Mayor Terence Roberts said the Connector will be important to the city's biggest commercial district, which attracts visitors from other parts of the state and Georgia.

"A lot of our corridors go north and south, so the East-West Connector will be very important to this community," he said.

Anderson County Council member Robert L. Waldrep Jr. said the long sought-after Connector is "more than just a physical connector between roads."

"It's a connector within the community we have and I hope it will be a connector that will put our hearts and minds together as a community," Waldrep said.

A construction contract was awarded September 1, and a notice-to-proceed was to be issued to the contractor in October. The estimated completion date is Oct. 31, 2011.



**Eddie Adams**  
SCDOT  
Commissioner

**H.B. Limehouse Jr.**  
SC Secretary of  
Transportation

**Terence Roberts**  
Mayor of Anderson



**Sen. William H. O'Dell**  
Senate District No. 4

**Robert L. Waldrep Jr.**  
Anderson County  
Council

**Rep. W. Brian White**  
House District No. 6

..... **The Speakers** .....

*"The DOT is committed to helping communities help themselves and this is a project that we think has been a long time coming. Hopefully these funds injected into the Anderson community, the Upstate community, will create some more and better jobs for our citizens."*

**H.B. 'Buck' Limehouse Jr.**  
SC Secretary of Transportation

# The Connector

*Winner of awards from S.C. Division, Public Relations Society of America; Carolinas Association of Business Communicators; S.C. Press Association and AASHTO.*

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**Photography / Layout Editor: Rob Thompson**  
**Editorial Board: Pete Poore, Bob Kudelka, Jane Mayberry, Bonnie Cramer, Tasha Crumpton, Peter Tarpley, Zoe Cook and Cody Crouch.**

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H.B. "Buck" Limehouse Jr. is the South Carolina Secretary of Transportation.



## South Carolina Department of Transportation Commission



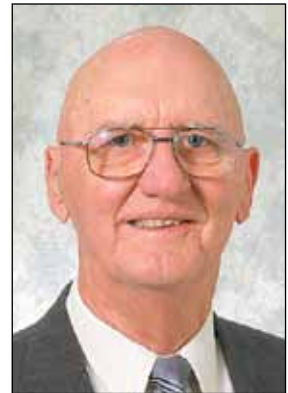
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1st Congressional District



**Henry H. Taylor**  
2nd Congressional District



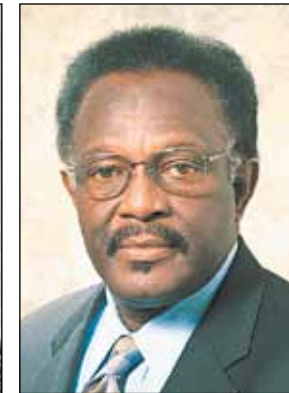
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**F. Hugh Atkins**  
4th Congressional District



**Sarah B. Nuckles**  
5th Congressional District



**Marvin Stevenson**  
6th Congressional District



**Ken Willingham**  
Commissioner At-Large



# Charleston trucking executive named to SCDOT Commission

*Governor Sanford appoints Ken Willingham as new at-large member*

Governor Mark Sanford has appointed Ken Willingham, President of Thompson Trucking Company, Inc. in North Charleston as his at-large appointee to the SCDOT Commission. The governor's appointment was confirmed by the South Carolina Senate on October 28 during the special session of the legislature. Willingham succeeds Tee Hooper from Greenville who was appointed to the Commission by Governor Sanford in 2003.

Willingham is a native of Newberry, South Carolina who holds a Bachelor of Science degree in Civil Engineering from The Citadel. After earning his degree, he served in the military in the U.S. Army Corps of Engineers and the Military Police. Following his military service he held positions in both the trucking and concrete industries before

becoming the President of Thompson Trucking.

In addition to his professional duties, Willingham has served on transportation-related boards and organizations. He recently served for two years on the Charleston Area Transportation Study Policy Committee (CHATS) in 2006 and 2007. In 2008, he served as a member of the Mass Transit and Human Services Transportation Programs Study Committee that was formed by Governor Sanford and completed its work earlier in 2009. He also served as a member of the SCDHEC Coastal Zone Management Appellate Panel beginning in 2001. In addition, Willingham has served on the boards of numerous civic and professional organizations both statewide and in the Mount Pleasant area.

Governor Sanford said Willingham's

experience will be a great asset for the SCDOT Commission. "Ken brings a wealth of experience to the job – including his work with the Army Corps of Engineers and leadership roles he's held at Thompson Trucking, Tidewater Concrete and a host of other companies and groups. Moreover, the broad support expressed by legislators for Ken's nomination was a good indication of how widely his character and abilities are respected across the state, and I'd simply thank him for being willing to serve," said Sanford.

In 2008, Governor Sanford awarded Willingham the Order of the Palmetto, South Carolina's highest civilian honor, for his work and service as Chairman of the South Carolina Trucking Association. He is married to Kay Boyette Willingham. They make their home in Mount Pleasant, South Carolina.



ROB THOMPSON/THE CONNECTOR

Pat Grice was recognized at the Aug. 20 SCDOT Commission meeting for her 30 years of service to the agency. Grice is an administrative assistant in the Deputy Director of Finance and Administration Office. She serves as the 'unofficial secretary' for the commission and is usually in the back of the Commission meetings taking notes and recording the minutes. From left, are: SCDOT Commission Chairman F. Hugh Atkins, Grice and Deputy Director of Finance and Administration Debra Rountree.

## Palmetto Parkway nears completion

*Project finishes 6.5-mile section of I-520 in Aiken*

By Bob Kudelka

Finishing touches were put on the Palmetto Parkway Phase II this fall as the project in Aiken County neared completion.

Phase II, along with Phase I, which opened to traffic in 2004, joins Georgia's Bobby Jones Expressway to complete a circumferential route around the City of North Augusta, S.C. and Augusta, Georgia. The Parkway will serve the expanding North Augusta area, as well as provide a direct connection to I-20.

"The project has gone well," said Project Manager Claude Ipock in early November. "I think we've got a good-looking interstate roadway."

A mid-December opening was planned, weather permitting, Ipock said.

The project consisted of the completion of I-520 from US Route 1 to I-20 along a new location for approximately 6.5 miles, providing a controlled-access route linking Augusta and North Augusta.

It is a four-lane divided interstate including three interchanges and 16 bridges.

The interstate has two 12-foot travel lanes in each direction, a 10-foot outside shoulder and 4-foot inside shoulder, making it 38 feet of pavement. The 24-foot wide mainline will be concrete; the shoul-

ders, asphalt.

The project includes roadway improvements to the ramps at the US Route 25/I-20 interchanges, SC Route 126 (Clearwater Road), Road S-33 (Ascauga Lake Road), and various secondary and local roads to accommodate the I-520 alignment.

A connector road links US Route 25 to I-520.

Improvements were made to the existing intersection of US Highway 25 and Interstate 20 (Exit 5). A new eight-lane bridge was constructed to replace the two existing two lane bridges, new on and off ramps were built, and the frontage roads were realigned to improve the functioning of the interstate interchange with Highway 25.

In addition, Highway 25 from I-20 to the 520 connector road (approximately one-half mile to the south of Interstate 20) were widened to six lanes.

Additional funding approved by the South Carolina Infrastructure Bank, as requested by Aiken County, and costs savings by SCDOT and the contractor, the SCDOT Commission approved widening Clearwater Road from 3 to 5 lanes; widening US 25; a complete reconstruction of interchange at I-20 and US 25 to include a new US 25 bridge over I-20; and a bicycle and pedestrian path adjacent to I-520.



# Statewide Traffic Management Center opens in Columbia



PHOTOGRAPHS BY ROB THOMPSON/THE CONNECTOR

SCDOT has moved the Statewide Traffic Management Center from the basement of headquarters to a building on Shop Road. The move gives the unit room to expand for future developments in traffic management technology.

By Bob Kudelka

The Statewide Traffic Management Center, which moved from Headquarters to Shop Road in Columbia this year, is the nerve center for providing traffic information to motorists in South Carolina.

Using high-tech tools such as GPS (global position satellite) information and remote-controlled cameras, the Center is where employees work around the clock to reduce congestion on SC highways.

“The goal is to manage our facilities and get the best traffic operations possible,” said State Traffic Operations Engineer Tony Sheppard. “We’re trying to clear the incidents in a quicker manner and get information out to

the motorists so they can make informed decisions on how to get around these incidents.”

The Statewide Traffic Management Center (TMC) first opened in January 2000 in the basement of Headquarters. Growing pains necessitated the move in early 2009 to what years ago was the old DMV building, and later, to the Oversize and Overweight Office, on Shop Road.

“Everything’s worked out great,” Sheppard said. “It has allowed us to expand and do things we did not have the space to do downstairs at Headquarters.”

Sheppard said the Statewide TMC allows SCDOT to be prepared for future technological developments that will assist motorists for years to come. As the state’s population grows, traffic

management will only become more vital.

Housed in the Statewide TMC are 25 monitors showing real-time traffic images in the Columbia area. If needed, employees can also switch to feeds from other areas in the state in case of emergencies such as hurricane evacuations.

In addition, video feeds from the Statewide TMC can be directed to the Governor’s Office and the Emergency Management Division on Fish Hatchery Road.

There are four Traffic Centers in the state in addition to the one in Columbia. They are in Greenville, Myrtle Beach, Charleston and Rock Hill.

Statewide, SCDOT has a total of 330 traffic cameras, 83 variable message signs and 58 dy-



Brian D. Cockrell watches the screens to scan through the traffic cameras across the state.

amic message signs. Dynamic message signs are permanent overhead signs with direct connection via landline dial-up. Variable Message Signs (VMS) are portable blue signs with satellite connections.

Message Signs, Cameras, HAR (Highway Advisory Radios AM) radios and the navy blue SHEP trucks, also known as incident responders, work together to reduce congestion on South Carolina’s state highway system.

The State TMC and the Charleston TMC each operate 24 hours a day, seven days a week.

Does this mean someone is constantly looking at the images from over 300 cameras?

No, said Sheppard.

Instead, employees scan traffic speed data illustrated in color-coded graphics. Green blocks of data mean traffic is flowing normal. But if colors change to yellow, black or red, this means there may be trouble on the highways.

While a SHEP truck is at the scene of incident, for example, employees back at the scene are monitoring the remote-controlled camera feeds and communicating with other agencies.

“So many things work hand

in hand,” said Mike Bowman, a former State Trooper who is SCDOT’s Incident Response Management Coordinator. “Our incident responders coordinate support to provide safety for all emergency responders and help prevent secondary collisions when traffic gets backed up.”

While Sheppard oversees the operations statewide, the Statewide TMC is supervised by Dan Campbell, Statewide ITS Coordinator.

In addition to Campbell and Bowman, SCDOT employees at the Statewide TMC are Henderson N. Jeffreys, Administrative Coordinator I; Brian D. Cockrell, Communications Specialist III; Kristin Dunn, Communications Specialist III; Nelson G. Dowdey, Communications Specialist III; Lorinda A. Simmons, Communications Specialist III; Ken L. Felder, Communications Specialist III, John T. Wourms, Communications Specialist III; Jacqueline D. Dixon, Communications Specialist III; Nicole Ingle, Communications Specialist III; Nicole S. Spangler, Communications Specialist III; and Kennis A. Dawson, Communications Specialist III.



Communications Specialist Kristin Dunn, right, talks with Traffic Engineer P.J. Farmer about a traffic issue during the morning shift.



# Meet Julia Slater

## 'Miss Julia' takes care of SCDOT headquarters

By Rob Thompson

At SCDOT headquarters, there's a lady that everyone knows as "Miss Julia." And for 32 years, she's made it her mission to keep our headquarters building clean.

Julia Ann Slater was born on Dec. 20, 1946 in Camden, out in the country in her grandmother's home. Raised by her grandmother, her first job was picking and chopping cotton in Camden. After that, she worked at McDonald's.

She started her career at the then South Carolina Department of Highways and Public Transportation on July 6, 1977. Gloria Anderson, a former Department of Motor Vehicles employee, told Slater about and helped her apply for the job. She started the job and worked with Roosevelt Richardson and Thomas Counts in the old Highway Department building as the new Park Street building was being constructed.

Richardson and Counts have both

*"I used to slip a dollar to Miss Julia every time I saw her in the hallway and say 'Happy Birthday.' Some folks asked her how many birthdays does she have a year, and she'd say 'Not enough!'"*

**Bobby T. Jones**  
Former SCDOT  
Commissioner

retired, but Slater still pushes her cart from office to office – proud of the work she does at SCDOT.

Her cart, full of paper towels, tissue and cleaning supplies, is actually her third cart. She jokes that she started out with "an old raggedy cart." Her supervisor, Darin Kyzer, teases that she wore out the others.

"She helps us out so much," Kyzer said. She handles cleaning the high-security offices at SCDOT like Payroll, Administration, Human Resources and Accounting – areas that are locked up tight after hours.

Her office is on the third floor, across from the elevators, where she keeps her cleaning supplies and cart. But she works on every floor in the building.

"I enjoy working for everybody. That's how my grandmother raised and taught me," Slater says.

When cleaning the canteen was added to her duties, she didn't complain. Kyzer sums up her work ethic by saying, "She loves her job, and she's just a super woman. I've always respected Miss Julia and I've learned a lot from her."

Slater compliments the bosses she has worked for over the years. She started working for Pat Corley, then Stan Keels, and now Kyzer. "I enjoy working, working for nice people. The three bosses I've had treated me nice."

"Mr. Carl Chase has always been good to me, also," Slater said. "I'm going to miss him when he retires."

### SPEAKS HER MIND

But Slater does speak her mind. "I don't give anybody any trouble. I always have manners for my boss and I never disrespect anyone. But if there are things I don't like, I'm going to let you know."

Employees who are careless in the bathroom had better watch out!

"If you mess up the bathroom, I'm going to tell you like it is. It isn't nice when grown people do like that. They're not children. I know good and well you don't keep your bathroom at home like that. I'm not gonna have it here," she said.

Kyzer compliments her hard work and his only complaint is that she doesn't like to take days off. "We have to force her to take her annual leave. She just came back early from a vacation," he said.

"When I'm home, I'm lonely and miss ya'll," she responded. She enjoys coming to work and working with her coworkers and friends.

### MASS TRANSIT GETS HER TO WORK ON TIME

Slater is a firm believer on being on time. "I get up every morning at 5 a.m. and catch my bus at 7 a.m. I get to work by 7:30 and my time starts at 8 a.m. I can buy a \$10 ticket and ride for two weeks."

Her supervisor compli-



ments her for being early to work each day. She does this using public transportation.

"I had a learner's permit when I was in my twenties, but I let it run out and never got a driver's license. People are nice. They see me walking and ask 'Hey Ma'am, you want me to drop you off at the corner?' And I say 'No, cause I don't know you. I have to know you real good to ride with you.'"

And while Slater works for an agency that primarily builds roads and bridges for drivers, it's more important to her that SCDOT provides funding for Mass Transit across the state.

Slater appreciates the changes in public transportation over the years. Most notably, the new transfer station on Sumter Street. "The new station has security, bathrooms and a place where you can stay out of the rain and out of the cold."

### HOBBIES

Slater has two loves: walking and her church.

In fact, she walks to attend Bible Way Church of Atlas Road. She has worked as an usher at Bible Way and has attended the church for nearly 37 years.

Her pastor is Rev. Darrell Jackson, who is also a state senator representing District 21 in Richland County. "My boss is Darin and my pastor is Darrell," Slater says proudly. "I thank the Lord to be living every day."

**Julia Slater has been a part of SCDOT headquarters' cleaning staff for more than 32 years. She's proud of the work she does keeping the building clean for employees and visitors.**





# Rumble strips aim to save lives

*Campaign launches new public service announcements*

By Bob Kudelka

One moment, Kelsey Schumpert was a smiling 16-year-old on the way back from a spring break trip to the beach.

Sitting in the back seat, Kelsey smiled for the driver who apparently had just taken her photograph.

"She was dead the next moment," said her mother, Cindy Sease.

Kelsey was killed in a run off the road crash on I-20 four years ago. Cindy Sease recounted how photographs, apparently taken just before the crash, were discovered after the fatal accident.

"Kelsey was my only child so now I find myself a mother who has no one to mother," Cindy Sease said. "I'll never see her to go to her prom. I'll never see her graduate, have her own wedding or have children. In a split instant, her future was taken a way from her."

Sease's comments were part of an emotional news conference Aug. 26 at SCDOT Headquarters to launch a public information and education campaign to raise awareness of the safety benefits and the need for rumble strips and paved shoulders to reduce run-off-road crashes.

South Carolina Secretary of Transportation H.B. "Buck" Limehouse Jr. was joined by partners who have played a key role in the development of the campaign by providing additional funding or resources.

More than half of all fatal crashes in South Carolina involve a vehicle running-off-the-road. A run-off-road crash occurs in South Carolina every 30 minutes on average, and one person dies in one of these crashes every day.

Limehouse said rumble strips, raised or grooved patterns in the pavement, can cut the number of run-off-road crashes by up to 80 percent.

"In lean economic times, you don't have to give up," he said. "You can do little things that mean a lot. We think it's one of the most cost-effective traffic control devices to reduce run off the road crashes."

"Rumble strips are alarms to help drivers recognize, react and recover if they drive out of their lane," Limehouse said. "When you see rumble strips on the highways, recognize the rumble strip is there for your safety, react calmly if you leave the travel lane and encounter a rumble strip. Stay off the gas and off the brake. And recover safely, using the techniques that you will find on our web site, [www.scdot.org](http://www.scdot.org)."

Speakers in addition to Limehouse



included Bob Thomas, Assistant Division Administrator of the SC Division Office of the Federal Highway Administration (FHWA); and Greg Cohen, Executive Director of the Roadway Safety Foundation.

Representatives of families who have experienced the tragedy of a run-off-road crash also included Presley Melton, who spoke about a run off road crash in which she was seriously injured.

Thomas said during the last five years, (2004 – 2008), 54 percent of all the fatalities reported in South Carolina involved a roadway departure crash. A total of 2,794 people died in these crashes. "These numbers are why FHWA selected South Carolina to be an 'opportunity' state or focus state to reduce roadway departure crashes," Thomas said. "Your state has received specialized training to help in this regard, and this designation is also one of the reasons that South Carolina received funding for this project."

SCDOT has already installed or has awarded projects to install rumble strips on four-lane divided highways and on secondary and primary highways across the state. Specifically, 600 miles of rumble strips on interstates will be installed, and SCDOT has received bids to install 1,000 miles of rumble strips on primary routes. A total of 822 miles of profile thermoplastic edge line markings will be installed.

Two key components of the awareness campaign were unveiled at the news conference:

A new television public service announcement focusing on prevention of run-off-road crashes began appearing on stations across South Carolina Sept. 1, 2009, through the assistance of the SC Broadcasters' Association.

In addition, a DVD is being created to educate drivers on how to prevent run-off-road crashes and how to safely recover if they do run off the road. The



Cindy Sease of Rock Hill discusses a run-off-road crash that killed her daughter, Kelsey Schumpert, shown at left, in 2005. Sease was one of the speakers during SCDOT's "Recognize-React-Recover" campaign launch on Aug. 26. The campaign publicizes the use of rumble strips, shown in background, to prevent run-off-road crashes.



PHOTOGRAPHS BY ROB THOMPSON/THE CONNECTOR

DVD is be used by drivers' education teachers, law enforcement and emergency medical service personnel. The DVD is made possible through a grant from the Federal Highway Administration and funding from the AAA Foundation for Traffic Safety.

The project is funded in part by a grant from the Roadway Safety Foundation (RSF), a non-profit headquartered in Washington, DC. "South Carolina was only one of six jurisdictions to win a technical assistance grant from the Roadway Safety Foundation," said Greg Cohen, Executive Director of RSF. "We are confident this educational campaign will raise awareness of the causes of run-off-the-road crashes and educate motorists about the importance of rumble strips

in preventing such crashes."

Partners in the project included the AAA Foundation for Traffic Safety; Michelin North America; Bill Wade, national driving expert from Street Survival; numerous representatives of the South Carolina Highway Patrol of the South Carolina Department of Public Safety; Families of Highway Fatalities; the SC Fire Academy; the SC Criminal Justice Academy; and Lexington County EMS.

"Michelin elected to participate in this video because it is in keeping with one of our corporate values, safer mobility," said William A. Crank Senior Community Relations Manager. "The problem of run

See RUMBLE page 7





Law enforcement, emergency medical service personnel and participants in the public service announcement gathered with run-off-road crash victim's families for a luncheon after the campaign press conference.

**2004-2008  
Roadway  
Departure  
Crash Numbers  
in SC**

**134,975  
Roadway Departure  
Crashes**

**2,794  
Deaths**

**59,029  
Non-Fatal Injuries**

**1  
Crash every 30  
minutes**

**RUMBLE from page 6**

off the road crashes is not limited to South Carolina, our region or even the US, so we are pleased to have been a partner in the production of this video carrying a message of awareness and safety to all viewers."

"Incorrect driver response to driving off the pavement edge can worsen an already dangerous situation," said AAA Foundation President and CEO, Peter Kissinger. "We are pleased to partner with Roadway Safety Foundation, South Carolina DOT and Michelin to educate drivers on the proper action to take."

SCDOT also uses profile thermoplastic pavement markings. Drive over either one of these types of rumble strips and a car will vibrate and the tires will become noisy.

Presley Melton, left, speaks about a run-off-road crash in which she was seriously injured. At right is her father, Bruce Melton.



**How do I safely recover if I run off the road?**

- Don't overreact. Remain calm.
- Stay off the gas and off the brake.
- Keep a firm grip on the steering wheel.
- Quickly check traffic in the front and rear.

**As you try to regain control:**

- If possible, reduce your speed by coasting down to 20 or 30 miles per hour.
- Align your off-road wheels with the road, about 12 to 18 inches off the edge, so that both right tires are free of the pavement. This will keep the tires from scrubbing the pavement and give you more control.
- Steer back onto the road.
- As soon as your front tire strikes the road's edge, steer slightly back to the right, to keep your vehicle from crossing into oncoming traffic.

*Clip this out, share it with others and save it in your car.*



**Lunch Buddies**

SCDOT employees with the Lunch Buddies program unloaded boxes of school supplies for children at Logan Elementary in downtown Columbia on Sept. 24. The Lunch Buddies program is a voluntary program designed to offer mentoring for elementary school children.





# I-95 gets facelift in Dillon County



From March 2009 through September 2009, the SCDOT, prime contractors, and subcontractors have worked 174,782 hours with wages of \$3,429,317 on American Recovery and Reinvestment Act (ARRA) projects.

PHOTOGRAPHS BY ROB THOMPSON/THE CONNECTOR  
Chip Corrigan of SCDOT's Dillon Construction office supervises a repaving project on I-95. The project is funded through ARRA funds.



Here, the northbound lanes have been resurfaced with asphalt providing a new, smooth surface. The southbound lanes will be paved next.



The work is being done by Weaver Company, Inc. based in Marion.

# ARRA funding replaces older buses for SC mass transit providers



SCDOT Mass Transit staff pose with Commissioner Marvin Stevenson, Williamsburg County Transit Executive Director Michael Burgess and Palmetto Bus Sales Representative Foster Bozard in front of one of 12 new buses for Williamsburg County Transit.

**F**ederal stimulus money has been used to buy new buses for SC mass transit providers. The South Carolina Department of Transportation's Division of Mass Transit (DMT) announced the delivery of the first batch of American Recovery and Reinvestment Act (ARRA) funded vehicles to Williamsburg County Transit on Aug. 20. A total of 12 buses were sent to Williamsburg County Transit. Additional providers that received new buses include Aiken County Council on Aging, Berkeley Charleston Dorchester RTMA, Edgefield County Senior Center,



Newberry County Council on Aging received a new bus on Sept. 17. From left are: Representative Walt McLeod, Newberry County Council on Aging Executive Director Lynn Stockman, SCDOT Commissioner Sarah Nuckles, SC Secretary of Transportation H.B. "Buck" Limehouse Jr. and Palmetto Bus Sales Representative Bobby Sanders.

Fairfield County Transit, Generations Unlimited, Lowcountry RTA, Newberry County Council on Aging, Pee Dee RTA, Spartanburg County, Santee Wateree RTA and Waccamaw "Coast" RTA. A total of 91 new buses will replace vehicles that have reached the end of their useful life. With the addition of these vehicles, mass transit providers will be able to attract new riders and provide a comfortable transit experience to their customers.



# SC Highway 174 becomes National Scenic Byway



PHOTOGRAPHS BY ROB THOMPSON/THE CONNECTOR

The road to Edisto Island has been recognized as a National Scenic Byway.

By Bob Kudelka

**D**rive down SC Highway 174 on Edisto Island and you quickly get the feeling of being in a special place.

As you travel underneath a tree canopy, you pass by salt marshes, historic churches and farms.

“If you came to Edisto Island for the first time you would feel you have been in a time machine capsule that landed in 1950,” said Marian Brailsford, Executive Director of the Edisto Island Open Land Trust.

SC 174 gained national attention this fall when the US Secretary of Transportation has

designated the highway as a National Scenic Byway, becoming the fourth road in South Carolina to receive the prestigious designation.

National Scenic Byways are exceptional roads through areas that exemplify regional characteristics. They possess distinctive cultural, historic, natural or other qualities unique among neighboring states.

The Edisto Island National Scenic Byway is a tree canopied 17-mile stretch of SC 174 that traverses salt marsh, creeks, maritime forests and farm fields and passes by historic churches from the Intracoastal Waterway to the

Atlantic Ocean. It was designated a State Scenic Highway in 1988 and designated National Scenic Byway on Friday, Oct. 16, 2009 by US Secretary of Transportation Ray LaHood.

SCDOT administers the Scenic Byways program on behalf of the US Secretary of Transportation.

“This is a much sought-after designation with national and international significance,” said Tesa Griffin, SC Scenic Byways Coordinator at SCDOT. “For South Carolina to now have four National Scenic Byways is impressive and exciting.”

The other National Scenic

Byways in South Carolina are the Cherokee Foothills National Scenic Byway, Savannah River National Scenic Byway and Ashley River Road National Scenic Byway.

Across the United States, other National Scenic Byways include the Blue Ridge Parkway, Historic Route 66, the Big Sur Coast Highway and the Sante Fe Trail.

The Edisto Island Open Land Trust, an accredited land trust aimed at conserving Edisto’s natural lands, spearheaded the movement to achieve the National Scenic Byway designation, according to Executive Director Marian Brailsford.

Brailsford said she hopes the National Scenic Byway Designation will boost the island’s economy through ecotourism and help preserve the island’s historic culture, rural character, and natural environment.

“This designation is the culmination of extremely hard work on the part of 200 or 300 people to get this community ready to be

a National Scenic Byway,” said Bud Skidmore, a longtime resident and member of the Edisto Island Open Land Trust. “The national and international publicity that it garners is just amazing. We truly believe it will be a wonderful thing for our community.”

The Edisto Island Preservation Alliance will be the managing body of the Corridor Management Plan, a long-term plan to preserve the Byway’s intrinsic qualities. Approximately 44 percent (16,000 acres) of Edisto Island is protected natural lands.

For a road to become a National Scenic Byway, it must first be designated a State Scenic Byway. SCDOT is proud to partner with the South Carolina Scenic Highways Committee to designate 20 routes on over 415 miles of Scenic Byways throughout the state of South Carolina. Visitors can enjoy significant scenic, cultural, historic, natural, recreational, commercial, and economic destinations along these routes and the surrounding areas.



SC Highway 174 has been considered a South Carolina Scenic Byway since 1988. Motorists traveling the 17-mile rural route pass over beautiful marshlands and under moss-covered live oaks.

A list of Scenic Byways in South Carolina is available at:

[http://www.scdot.org/community/scenic\\_byways.shtml](http://www.scdot.org/community/scenic_byways.shtml).



# Robert Edge Parkway opens in North Myrtle Beach

By Bob Kudelka

The Robert Edge Parkway, hailed as a new gateway to the City of North Myrtle Beach, opened after an appreciative crowd attended a ceremony atop the second new bridge spanning the Intracoastal Waterway to open this summer.

"Today's a great day for North Myrtle Beach, Horry County and the State of South Carolina," said SCDOT Commissioner Danny H. Isaac Jr., representing the 1st Congressional District, during the Sept. 3 ceremony. "When everybody works in the same direction for the common good, things like the Robert Edge Parkway happen."

The Robert Edge Parkway is the final project in Horry County's initial RIDE program, which began in 1997.

Funding for the more than \$1.1 billion program was provided by Horry County and the State Transportation Infrastructure Bank. Other projects in the RIDE program included the Conway Bypass, the Carolina Bays Parkway from SC 9 to SC 544, the Grissom Parkway, and the Fantasy Harbour Bridge.

"The buzzword at the South Carolina Department of Transportation today is connectivity," Isaac said. "With this bridge and this Robert Edge Parkway, we now have another leg of connectivity. This connects us with SC 31, which connects us to SC 22...soon to intersect Interstate 73."

The project extends from SC 90 west to US 17 at Main Street in North Myrtle Beach and includes a bridge over the Intracoastal Waterway and an interchange at Carolina Bays Parkway.

The 1,000-foot-long bridge includes a multi-use pathway on the northern side. Pedestrians and bicyclists can enjoy the views as they use the 10-foot-wide pathway.

SCDOT managed the design and construction of the project, which finished on schedule and on budget.

"I thought the project turned out very well," said SCDOT Program Manager Mike Barbee. "It was a long road to get here, but seeing it complete makes it all worth it."

SCDOT's Ken Hayes, Resident Construction Engineer for Marion County, was project manager.

In addition to becoming a gateway to North Myrtle Beach, the parkway was lauded for its positive economic impact and a hurricane evacuation route.

"This road system, this bridge, this connector, is going to help economic development in this part of Horry County," said US Senator Lindsey Graham. "It's going to



PHOTOGRAPHS BY CODY CROUCH/THE CONNECTOR

**Guest speakers and members of the Edge family cut the ribbon during the grand opening and dedication ceremony of the Robert Edge Parkway in North Myrtle Beach on Sept. 3.**

make it easier for people to get here. It's going to make is a safer place to live."

Don Leonard, Chairman of the SC State Transportation Infrastructure Bank, thanked the "hard hats, the men and women who actually built the bridge."

"Imagine pouring concrete or hanging off a concrete beam in the hot sun or working on this bridge in the cold, winter winds," Leonard said. "Imagine what a tough job and how risky that might be. Those people really deserve a lot of credit. We sit in board rooms and make the decisions and get the credit, but that's where the work is done."

North Myrtle Beach's third mayor, Joe Saleeby (1980-84), said the parkway will have a major impact on the city's identity.

"I feel just like I did when my two daughters graduated from college - You're all grown up now. You're no longer just a place on Highway 17 between two city limit signs. You have an identity and a grand entrance that will be not be second to any and that makes you a full, grown city,



**Commissioner Danny Isaac**

and that's wonderful," Saleeby said.

The project was named in honor of the first mayor of the City of North Myrtle Beach, Robert Edge. As the city's first mayor, (1968-74), he guided the four beach towns of Windy Hill, Crescent Beach, Ocean Drive and Cherry Grove through incorporation.

Robert Edge was also the city's Chief Administrative Officer and Judge. He died in 2002.

His wife, Nettie Edge, lives in North Myrtle Beach along with their three sons, Robert Jr., Donald and Tracy, and their daughter, Bobbie.

"For my family, we cannot say enough about the honor that has been given to us," said South Carolina State Representative Tracy Edge.

It was the second bridge to open across



**U.S. Senator Lindsey Graham**

the Intracoastal Waterway this past summer.

About 12 miles south On July 1, the 1,800 foot-long Fantasy Harbour Bridge was opened and now serves as a vital link in the regional transportation network by connecting the interchange at US-17 Bypass and Harrelson Boulevard to George Bishop Parkway and other local roads on the west side of the Waterway. The bridge also features a bicycle/pedestrian walkway.

Both the North Myrtle Beach Connector and the Fantasy Harbour Bridge projects are part of Horry County's original RIDE program. RIDE, which stands for Road Improvement Development Effort, was funded through a 1.5 percent hospital-ity tax enacted by Horry County in 1997. The State Infrastructure Bank provided the matching funds for the RIDE program.



## The Flower Man

# Easy-care plants for the amateur gardener

By Ernest Jones

**T**he common cry is: "I don't have a green thumb." But success with plants is just a matter of starting with the right plants and knowing a few basic principles of indoor gardening.

Many kinds of plants can even grow easily in the home, even if you have never succeeded with plants before. Just choose from among the many sturdy, easy-care "beginner's" plants.

If you succeed with these, you will soon have a green, luxuriant home environment, even if you don't believe yourself to be good with plants.

No living plant is indestructible. However, a surprising number of plants are virtually self-reliant, managing to give us pleasure and cleaner air in return for just a minute or two of our attention now and again.

When you are choosing plants for your collection, the best way to ensure success is to choose plants that have withstood the test of time.

### Cacti Breed Confidence

If you think growing plants is difficult, consider carefully your choice of flowering plants. Try a few cacti and succulents at first. Many of these are well known for the ease with which they grow indoors.

Self-confidence comes from success in getting a tiny little plant to produce a great big flower.

Succulents are the obvious choice and not cacti alone. Try members of the lily family; such as gastric, aloe, chlorophytum (spider plant) ledebouria; or plants of the closely allied agave family such as sansevieria and dracaena; or one or two of the literally thousands of relatives of Christmas poinsettia and the euphorbia, including crown-of-thorns and pencil cactus.

### Start With Easy Foliage Plants

Fortunately, there are also a number of foliage plants which will do a lot for your faith in yourself as a gardener. You can move on to more difficult plants later.

Choose big plants and place them close together. The more plants in a room the happier they are. Every plant gives off moisture from its leaves, which its

neighboring plant can use.

Plants will thrive together as long as you remember to feed and water them according to instructions.

A green thumb is often a result of the right indoor climate, which you can get by putting lots of plants together.

Oxalis regnelli and other plants that grow from thickened rhizomes or bulbs are amazingly adaptable. You can neglect them so much that they seem to be completely dead. But with a little water, they come back beautifully.

### Tolerant Foliage Plants

Even large specimen plants, such as yuccas and dracaenas, are among the easiest house plants. They are tolerant of mistakes and very undemanding in terms of water and fertilizer.

Furthermore, they will not be adversely affected by constantly changing light conditions. These plants will almost always succeed as long as they are given a fairly good position.

They also create such a luxuriant environment that visitors will think you are really good with plants.

Monsters and philodendrons also grow fast and don't need a great deal of care. They can tolerate low light conditions with which few other house plants can cope.

### Five Tips for Busy Indoor Gardeners

If you're like many people, your schedule may not allow you to lavish time and attention on your plants. You may need for them to be able to fend for themselves, at least a little. If you keep these five tips in mind, your plants probably will survive some benign neglect.

1. Situate plants in a draft-free spot where temperatures are above freezing and below 90 degrees F. (32 degrees C.) Keep them away from direct drafts of heated or chilled air, and well out of reach of open flames.

2. Give plants at least 10-12 hours of daylight that is strong enough to read by or do needlework by, whether that light is natural or artificial.

3. Use soil-based growing media for most plants.

4. Choose pots that will give your plant the best chance to grow in less than ideal conditions. Generally, choose slightly larger pots than are recommended. That way, roots will have greater "run" in which to seek moisture and nutrients, especially during dry periods. For holding moisture, glazed pots are better than unglazed pots, and remember, always choose pots that have drainage holes, and use waterproof saucers under the pots.

5. If you water infrequently or whimsically, be generous when you do water. That is, apply enough water so that it drains into the saucers. If you are truly negligent about watering regularly, you might want to bend the "do not allow plants to stand in water" rule. This is preferable to depriving your plants of vital moisture.

## Thank you notes from school children

**R**ichland Maintenance's Steve Brandenburg received some thank you letters from students after he and a crew from Lexington Maintenance participated in Career Day at Midway Elementary in Lexington.

*Dear Mr. Brandenburg,*

*Thank you for coming to Midway to talk about your job. It was very interesting. Before, when I would see workmen in a work zone I wouldn't think they did a lot. Now I know they do more than I could ever imagine. When you honked the horn it woke me up for the day. Thank you for that! It was very nice of you to bring the vehicles. They were amazing! I now know how important the Department of Transportation is. Thank you for the work you do.*

*Sincerely,*

*Madison*

*Ms. Pepin's Class*

**Dear Mr. Brandenburg,**

Thank you so much for teaching about your cool job! Do you ever work with dogs? Was there something else you wanted to do when you were a kid? If you saw a live dog on the road what would you do? Are you the boss? What's the strangest thing you have ever seen on the job? Let me know!

*Sincerely,*

**Katie Sullivan**

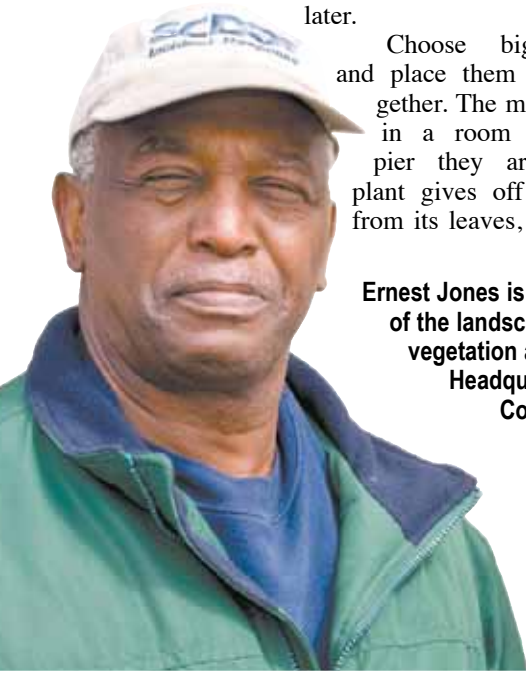
**4th Grade**

**Dear Mr. Brandenburg,**

Thank you for coming to our school for career day. I think it is important to keep everybody safe. I have been looking forward to career day all year because I was absent last year on career day. My favorite part was when you used the example when you made Taylor talk on a cell phone and made the "cars" wreck. I've always wanted to be an engineer or a scientist when I grow up. I enjoy playing with my Lego's and K-Nex. I am glad you came to my school today!

*Sincerely,*

**Langston Dailey**



**Ernest Jones is in charge of the landscaping and vegetation at SCDOT Headquarters in Columbia.**





# Regular Exercise

*The best health insurance money can't buy*

By Pete Poore

**H**ealth insurance is one of the top issues being discussed in the United States. President Obama talks about it. Congress debates the issue. People who have it frequently talk about how much it costs and what policies cover...and don't cover. People who don't have it would probably want it, but the premiums are too high.

One of the cheapest and possibly most effective health insurance policies available is one that requires no insurance agent, no benefits coordinator, no payroll deductions nor any paperwork. The name of this policy is called "Regular Exercise."

Charles Anderson is the Fitness Director for Campus Recreation at the University of South Carolina. Anderson says regular exercise has many benefits. Among them, weight reduction, a boost in energy which leads to more productivity and a general improvement in overall health.

Anderson says starting an exercise program is basically a lifestyle change, but it can be accomplished in small steps. He suggests some habits you can create during the work day such as taking the stairs

instead of using the elevators. The USC Fitness Director strongly recommends never sitting for more than an hour. "Get up from behind your desk, stretch and take a short walk down the hallway once every hour," said Anderson. He said this practice will not only help physically, but it also relieves stress and boosts energy levels.

Exercising regularly and being fit has long range benefits in addition to improving the quality of life. A day may come when you will need to undergo major surgery that will require a lengthy period of recovery and rehab.

Secretary Limehouse had knee replacement surgery in April of this year. He goes to USC's Strom Thurmond Wellness Center for what were physical therapy sessions, but have now evolved into regular workouts.

Charles Anderson said Secretary Limehouse has far exceeded his expectations. "Half of the battle is your mental approach and determination." Secretary Limehouse continued his physical therapy at USC following his recovery period in Charleston. "He has made the commitment to make the lifestyle change, he's worked hard and he's focused on the

goal of getting his knee back in shape, and improving his fitness level," Anderson said. Anderson added that once an individual reaches a certain level of fitness, it's hard to give up the benefits.

Some in the health and wellness field have equated regular exercise to putting money in a savings account for a rainy day. Consider the case of 76-year-old Dr. Ed Wolfgram, a St. Louis psychiatrist. He had open heart surgery to replace an aortic valve on January 8, 2008. Dr. Wolfgram got to the hospital that day by running the mile-and-a-half from his home. That's an easy distance for a man who has finished 60 marathon runs (26.2 miles) and 10 Ironman triathlons (a 2.4 mile swim, followed by a 112-mile bike ride, followed by a marathon).

Four hours after he arrived at the hospital, he was on the operating table. He was sent home three days later. Two weeks after his surgery, he was running again. In the year since he underwent surgery, he's completed three Ironman triathlons.

Dr. Wolfgram says having surgery is like running a marathon. "If you're fit, it's tolerable. But if you haven't prepared for it, then it's really a terrible experience." This is the advice of a man who has invested much in his "fitness savings account," but one who didn't start running until the age of 48, proving it's never too late to start getting fit.



PHOTOGRAPHS BY ROB THOMPSON/THE CONNECTOR

Secretary of Transportation H.B. 'Buck' Limehouse did his physical therapy after knee surgery at the Strom Wellness Center at USC.



LEFT: Jessica Weir, left, a USC public health graduate student, leads a B.L.A.S.T. (Break time, Lunch time, Any time Strength Training) exercise session with RPG-3 employees. The exercises she demonstrates can be done at your desk during break periods. Participating in the demonstration are from second left, Julie Barker, Brad Reynolds and Midlands Regional Production Engineer Randy Young. Weir also gave them pedometers to motivate them to get more steps in each day.

ABOVE: Weir shows Barker how to check her Body Mass Index (BMI).



# Live long, prosper: SCDOT health initiatives benefit employees



ROB THOMPSON/THE CONNECTOR

Beth Andrews places an Automated External Defibrillator in its storage box in the basement at headquarters on Sept. 16. An AED is located on each floor at headquarters and CPR/First Aid First Responders have been trained to use the life-saving devices.



CODY CROUCH/THE CONNECTOR

SCDOT employee Laura Masem, a program coordinator with the Deputy Secretary for Engineering Office, has her blood pressure checked by Palmetto Health employee John Moore during an SCDOT health screening Sept. 23.



ROB THOMPSON/THE CONNECTOR

Sharon Akers, left, and Cristy Ashworth, right, of the American Red Cross prepare to take blood from Allen Frierson during the Aug. 11 Blood Drive. SCDOT employees rolled up their sleeves and donated a total of 35 pints of blood. SCDOT will also participate in a blood drive on Nov. 12.



CODY CROUCH/THE CONNECTOR

Kathy Ayen of Palmetto Health stands beside the mammography machine onboard Palmetto Health's Digital Mammography Mobile. The vehicle visited SCDOT headquarters for four days during Breast Cancer Awareness Month in October. A total of 81 SCDOT employees were screened as part of the preventative measure against breast cancer.

## Procurement Office holds first ever electronic bid

By Cody Crouch

SCDOT's Procurement office held its first ever electronic bid on Sept. 29. SCDOT was the buyer, and five companies participated in the bid as sellers: Flint Equipment Company, ASC Construction Equipment, Blanchard Machinery, Linder Industrial Machinery Company, and G J & L.

The product being sold was six motorgraders with SCDOT buying

all six from the first place bidder. The bid process lasted just over 50 minutes, with 60 total bids and eight first place turnovers. The bids started in the range of \$1,000,000 to \$1,500,000 and ended with ASC Construction Equipment casting the lowest and winning bid at \$894,000.

**Director of Procurement Services Michael Burk, center, looks over paperwork just after the countdown timer reaches zero.**



CODY CROUCH/THE CONNECTOR



# Students participate in Safe Routes to School walk



A few students rode their bicycles to school.



PHOTOGRAPHS BY ROB THOMPSON/THE CONNECTOR

Students from Rosewood Elementary in Columbia participate in the annual 'Safe Routes to School' walk on Oct. 7. A total of 142 schools across the state participated in the event that promotes safety and the importance of exercise.



Rodney Oldham, right, poses with Rosewood Elementary students and Palmetto Health Children's Hospital mascot, Richie the Raccoon. Oldham is SCODT's new Safe Routes to School Coordinator.

## Elvis? Willie Nelson? Michael Jackson?

*Employees let their alter egos out on Halloween*

A few employees came dressed up for Halloween on Oct. 30. Shown, from left, are: Dana Ammer as a skeleton, Christene Wright as Michael Jackson, Jane Mayberry as a murderer, Jim Privette as 'Dental Plus,' Siobhan O'Connor as 'Miss Conception,' Danny Johnson as Willie Nelson, Tyke Redfearn as Elvis, Wayne Roberts as an archaeologist, Sherm Young as Bat Woman, and Renee Gardner as a gypsy. Redfearn dressed as Elvis Presley only on Oct. 30. So, yes... Elvis has left the building!







# 2010 National Triathlon Championships to be held at Myrtle Beach

By Pete Poore

One of the roles the state highway system plays in South Carolina is providing the infrastructure for economic development. What typically comes to mind are highways and bridges that provide transportation to and from manufacturing plants, commercial and retail developments, schools, residen-

tial sub-divisions etc. SCDOT will play a supporting role for economic development in a more unconventional way next year. Myrtle Beach has been selected to host the 2010 National Triathlon Championship Festival. Up to 3,000 athletes and thousands more spectators are expected to travel to the Myrtle Beach area from all over the country for the Nov. 6, 2010, Championship

Festival. Perhaps the first thought that would come to mind is the athletes and spectators using South Carolina's highways to make their way to the Festival, and it would probably be accurate. However, SCDOT has cooperated with the city of Myrtle Beach and its Chamber of Commerce and USA Triathlon to provide the use of highways in the area

to serve as a major portion of the 56-mile bicycle course. During the bicycle leg of the three-event competition, SCDOT will close some lanes on SC 31, a section of US 17-Bypass, Robert Grissom Parkway and SC 9. The running leg of the competition will also use lanes on a short section of US 17-Bypass. Secretary H. B. "Buck" Limehouse Jr. said that SCDOT was

happy that arrangements to use the highways could be worked out. "This is an important event that will allow Myrtle Beach to showcase all that it has to offer in hopes of attracting more large-scale events," he said. A statement from USA Triathlon indicated that Myrtle Beach was selected because "it's a community that will support this event in every way."

## ATTENTION SCDOT RETIREES

We'd like to know what's going on with you for a new [Retiree News](#) column.

The column is designed to keep retirees and SCDOT employees informed with each other.

Please send your retiree news to:

**The Connector**  
**PO Box 191**  
**Columbia, SC 29202**

or email to:  
**CrouchWC@SCDOT.org**

*Please include your name, phone number, and the year you retired from SCDOT.*

We'll try to include everyone's news – as much as space allows.

## Crafty Employees

Last issue, we showed you some of the crafts that some SCDOT employees make. Here's a closer look at their talent.



Tina White



Dana Ammer



Carolyn Cobia



Betty Richardson





# Superload required super effort by SCDOT

By Bob Kudelka

SCDOT routinely gets permit requests for oversize/overweight loads, but one stood out among the thousands the agency receives each year.

The number that jumped off the page of the permit request listed the length of the load: 309 feet.

“That’s bigger than a football field,” Susan Johnson, Director of Engineering Outreach, remembers thinking. “That was the first indication of how colossal this thing was. This was one permit request that exceeded every dimension possible and was the largest one we had ever seen.”

Indeed, the power generator and its transport rig weighed 1.89 million pounds, with a width of 26 feet and length of 309 feet, making it the largest load ever transported on South Carolina highways.

The superload, a term used for loads greater than 130,000 pounds, required a coordinated effort by SCDOT long before it made its parade-like journey through the state this fall.

Behind the scenes, Johnson, Director of Administration Michael Covington and Mechelle Mabry, Director of Oversize/Overweight Permits, worked closely with the superload’s mover to plot a winding, 300-mile route from the Port of Charleston to North Carolina.

For Johnson, the superload move was one of the most challenging projects she has been involved with in her 15 years at SCDOT.

“But it was a fun challenge and exciting,” she said. “It was something that had not been done before in South Carolina.”

The mover, Netherlands-

based Mammoet, had specially engineered ramps to traverse bridges of up to 70 feet so the load would not touch the bridges. Other bridges needed shoring up before such a load could cross.

With that in mind, a route had to be plotted to avoid as many long-span bridges as possible, Johnson said.

Other variables to consider were:

- Roads widths, as some of the Lowcountry’s rural roads are too narrow, at 18 feet, for the superload;
- Making sure there was enough turning radius at intersections;
- Temporarily moving power lines, cable lines and other utilities;
- Coordination with school routes, EMS and law enforcement;
- Avoiding any conflicts with local festivals and football games.

“We worked with those variables, keeping safety in mind to find what was the easiest route and the safest route,” Johnson said. “When we came across a hurdle that we couldn’t cross, such as a bridge that wasn’t passable, we would have to back up and reconfigure.”

“It was like a very complex math problem.”

The final route turned out to be a little more than 300 miles long, about 50 miles longer than it would be if a typical motorist was making the trip.

The superload would wind through small towns such as Estill in Hampton County and White Pond in Aiken County to Ware Shoals in Greenwood County and Campobello in Spartanburg County.

But before the superload’s journey, SCDOT Resident Maintenance Engineers joined Johnson, Covington and Mabry, along with Mam-

moet representatives, to ride the entire route. It took two days, but it was the only way to get a first-hand look at every step of the journey, Johnson said.

“It was very important that we see the obstacles that the load would have to overcome traveling on narrow road beds and making 90-degree turns” Mabry said. “It also gave us an idea of how the motoring public would have to be detoured along the route.”

The generator, built in Japan, arrived at the Port of Charleston in May.

Johnson said the SC Department of Natural Resources was consulted as water tables were researched to find the best path inland.

The Port of Charleston had a crane strong enough to lift the 890,000-pound generator, on to a barge. The barge traveled up the Savannah River to Purrysburgh, which is near Hardeeville.

“We wanted to barge it up further but there was concern over water depth and the draft of the barge,” Johnson said.

The barge came to a stop at Purrysburgh and was welcomed by a severe thunderstorm. Once the rain stopped, Mammoet

went to work building the transporter equipment, the structure that would carry the generator.

The transporter featured 576 tires and up to five heavy-duty trucks to push and pull the load. They carried 20 spare tires if needed.

Together, the generator and transporter weighed close to 2 million pounds.

Johnson said seeing the superload for the first time left an impression.

“It’s one thing to see it on paper, but to see it first hand was something else,” she said. “It was unbelievable.”

From Purrysburgh, the superload made its way through many small towns.

At a stop in Allendale, the man in charge of the superload move for Mammoet was asked how the trip was going so far.

“Everything is going good and there have been no problems,” said J.C. Lake, a Texan who has supervised a dozen or so superload moves for Mammoet worldwide. “The biggest challenge is dealing with the bridges.”

“The route we picked out has gone real well,” Lake said. “We haven’t had



PHOTO BY GREG AMMER

SCDOT’s Freedom of Information Officer Dana Ammer and her husband saw the superload when it was parked in Aiken. Sightings of the load traveling down the highway have made good photographs for many who have crossed its path.

any trouble on the turns or anything.”

Lake lauded the cooperation with SCDOT, utilities and law enforcement.

“Everybody’s been real nice and the counties have bent over backwards to help us,” Lake said.

The superload travels from 5 mph to a top speed of 20 mph. The trick is making sure there is a place to park.

“You just can’t park anywhere, and you can’t pull into mom and pop’s gas station and ask to park there for the night,” Lake said. “Parking is well planned ahead of time.”

In fact, parking is so critical that a day’s trip may end after only 4 hours just to make sure there is a place to park for the night, Lake said.

Law enforcement guards the superload at night and the Mammoet’s 10-man crew checks in at a local motel.

During the trip, Lake said the superload gets so much attention that sometimes people want to get close to take photographs.

“We’re used to it,” Lake said. “Our main thing with a high-profile move like this is to be courteous and be calm. Safety is the most important thing on this move.”

While there was a lot of excitement generated by the superload - even some towns were disappointed not to have it to pass through - Lake and his crew took it all in stride. “It’s just another day at work,” Lake said. “It’s what we do every day.”



ROB THOMPSON/THE CONNECTOR

A professional crew of movers from Mammoet guide the superload across the state. This crew stays with the load while another crew works ahead and behind them moving the equipment that ‘jumps’ the load over bridges.

## SCDOT provides path for ‘Mother of Loads’

By Michelle Walker

Most super loads go visually unnoticed by the general public and even to the Oversize/Overweight (OSOW) and the Bridge Maintenance Offices which process over 3,000 superload permits per year. It is just part of the normal routine of routing and moving loads which exceed legal load regulations either around or through South Carolina. Superloads in South Carolina are generally those exceeding 130,000 lbs. GVW with the typical load weighing 175,000 lbs. to 200,000 GVW. However, the past few months have been quite unusual with prep-

arations for the “Mother of Superloads” weighing over 2,000,000 lbs. GVW to cross South Carolina.

The previous record load was approximately 1,000,000 lbs. GVW.

Due to the weight and the geometrics of this particular load an inordinate amount of preparation and coordination was required to accommodate this quite unusual load. This included both additional road and bridge inspection and analyses including the route geometrics for height and width obstructions, utility issues, overnight parking areas, security and etc.

The load was manufactured in Japan, brought into the Port of Charleston, barged down the Intra-

coastal Waterway and then up the Savannah River where it was off loaded in the Jasper County community of Purrysburg. From this point the load will be traveling approximately 307 miles to a site in North Carolina.

Several routes were studied before a final selection was made. The final route has been under a microscope of sorts. Adjustments have been made to protect both the infrastructure and the load.

Thirty-four bridges were analyzed by both Bridge Maintenance and an independent consultant. This includes five bridges that were jumped using a specially designed ramp that can provide for a simple span up to 80’ in length.



### DIMENSIONS

- Length: 311’1”
- Width: 27’
- Height: 21’
- Gross Weight: 2,055,912 pounds on 48 axles

### INFRASTRUCTURE

- 307 miles (approx) across South Carolina
- 34 bridges were analyzed
- 5 bridges including one culvert were jumped

See more SUPERLOAD photos on page 32



# I-385 rehabilitation will require 8-month detour

*Work will bring old primary route up to interstate standards*

By Pete Poore

A South Carolina highway that once got a makeover many years ago, converting it from a primary route to an interstate, is set to get a 15-mile facelift in 2010. US 276 became I-385 in 1984 to better handle the increasing traffic in the Upstate. Since that conversion 25 years ago, this section of I-385 has never had a full reconstruction or rehabilitation.

The 15-mile stretch of I-385 in Laurens County is about to receive a complete rehabilitation beginning in January of 2010, and it will be completed in record time which will save millions of taxpayers' dollars and significantly cut down on the time that drivers will need to use a detour.

The first phase of the project calls for increasing the height of six overpass bridges approximately two feet to bring the clearance between the roadway and

the bridges up to standard. This work has been underway and is scheduled for completion in December of 2009. Once the bridge jacking is done, the plan calls for a total closure of the northbound lanes beginning on January 4, 2010.

This plan will allow the contractor, McCarthy Improvement Company of Iowa, to get the work done without being impeded by traffic traveling in those lanes. The contractor can also work both day and night on the job site. When the northbound lanes are finished, southbound traffic will be shifted to the newly constructed northbound lanes. Reconstruction will then begin on the southbound lanes.

Closing the lanes in one direction all at one time allows the project to be completed in approximately eight months. If traffic were allowed on the interstate as the work was being done, lane closures would be necessary and the project would take approximately three years to complete.

One of the key factors in the decision to accelerate the project is that the average daily traffic (ADT) on I-385 is the lowest of



ROB THOMPSON/THE CONNECTOR

Project Manager Rob Perry explains the I-385 rehabilitation project and shows detour routes during the Oct. 15 Commission meeting in Greenville.

all the interstates in South Carolina; 17,600-21,900 within the project corridor.

This plan will have one primary detour, but other local alternative routes will be available. The details can be found on the project's web site:

[www.i385rehab.com](http://www.i385rehab.com)

Accelerating the project from three years down to eight months will create monumental cost savings. An eight month project will save an estimated \$34.6 million versus a three year project. Many factors are involved in the savings, but the cost of the concrete alone is significant.

Closing and detouring northbound interstate traffic took serious consideration and there is great pressure to complete the work on time. The Department added liquidated damages in the amount of \$50,000 per day to motivate the contractor to meet the deadline.

The contractor also has the opportunity to receive \$25,000 per day in incentives for every day

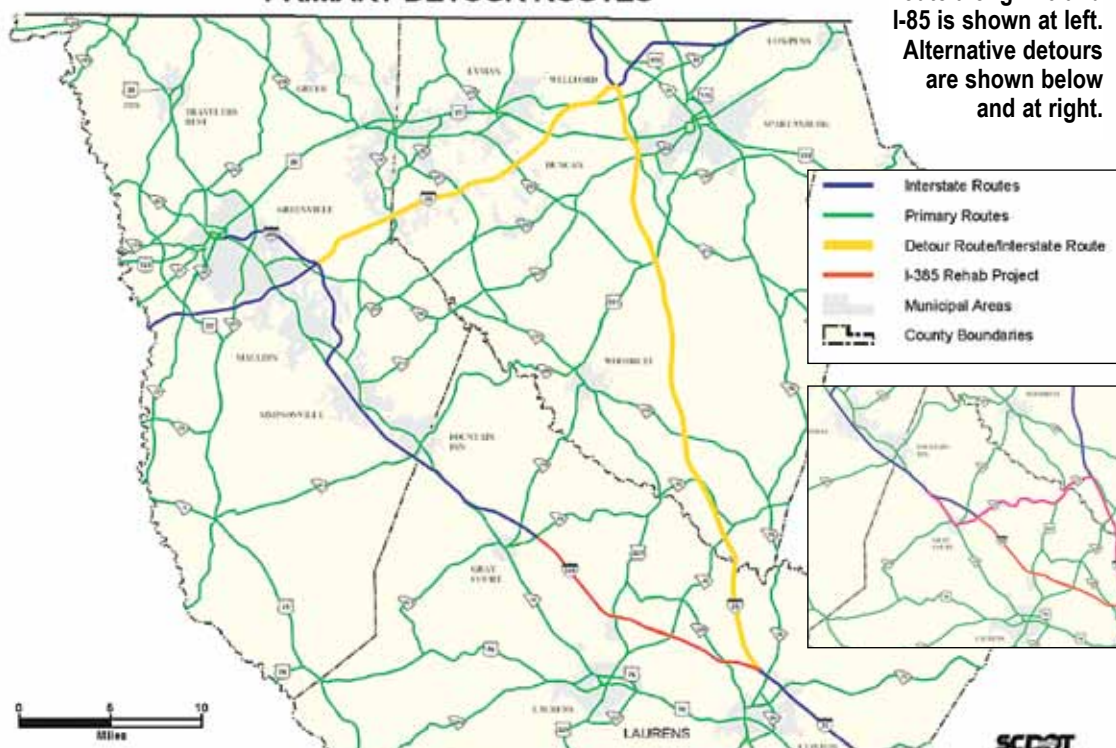
the project is completed prior to the completion date which is set for August 15, 2010.

The plan for widening the lanes calls for removing some of the existing asphalt pavement on the 15 miles of I-385 beginning with the northbound lanes at the I-385 and I-26 interchange. The asphalt will be replaced by a new layer of concrete. The interstate will be widened toward the median to add shoulders for the length of the project.

When the pavement work is done, the lanes will have four-foot inside paved shoulders, 12-foot travel lanes and 10-foot outside paved shoulders. In addition, the flyover bridge that connects I-26 westbound to I-385 northbound will be replaced.

SCDOT engineers have chosen to use high-strength concrete for this project. This choice of materials should ensure a high quality maintenance-free interstate for decades to come.

## I-385 REHAB PROJECT PRIMARY DETOUR ROUTES





# SCDOT employees raise money for the United Way



**MEDIA SALE** – Employees scan through donated books, CDs, DVDs, VHS tapes and magazines during the Nov. 5 media sale. Employees donated items for the sale beforehand by cleaning out unwanted items from home for the sale.



**PLEDGE FORM DRAWING** – Submitted 2009 United Way pledge forms were entered into a drawing to win prizes. On Nov. 6, Martha Monjo won the use of Secretary Limehouse's parking space for a week. Other winners included: Chris Williams, Alan Smith, Mechelle Mabry, Awanda Livingston, Sandy Eldering, Cathy Rice, Kim Jumper, Marion Carman, Shirley Jeffcoat, Sherry Barton, Wanda Webb, Melissa Campbell, Maryanne Gibbs Morris, Gloria Thomas, Tom Dodds and Beth Adkins.



CODY CROUCH/THE CONNECTOR

**CHICK-FIL-A LUNCHEON** – Mo Denny and Roy Tolson purchase a Chick-fil-a sandwich during the Nov. 4 fund-raising luncheon.



PHOTOGRAPHS BY ROB THOMPSON/THE CONNECTOR

**GEAR SALE** – Donna Potts checks out the hooded sweatshirts and t-shirts offered for sale during the United Way campaign's gear sale. Orders were taken from Nov. 3 to Nov. 6.



# Promotions

**Bradley S. Reynolds**, of Lexington, from Engineer/Associate Engineer II to Engineer/Associate Engineer III Reg. Prod. Group 3 Midlands.

**Melissa L. Campbell**, of Camden, from Engineer/Associate Engineer III to Engineer/Associate Engineer IV Office of Materials and Research.

**Nicholas S. Rebovich**, of Charleston, from Engineer/Associate Engineer II to Engineer/Associate Engineer III District 2 Office.

**Derrick L. Hamilton**, of Clifton, from Incident Responder I to Incident Responder II District 3 Office.

**Michelle P. Benton**, of Walterboro, from Assistant Geodetic Technician to Senior Geodetic Technician District 6 Office.

**Jeanie W. Jenkins**, of Greenwood, from Engineer/Associate Engineer II to Engineer/Associate Engineer III Abbeville Maintenance.

**Edward C. Burgess**, of Laurens, from Trades Specialist II to Trades Specialist III Laurens Maintenance.

**Thomas Bates Jr.**, of Pomaria, from Trades Specialist III to Trades Specialist IV Newberry Maintenance.

**Charles R. Adcox**, of Due West, from Assistant Geodetic Technician to Senior Geodetic Technician District 2 Bridge Inspection.

**Sammy L. Kiser Jr.**, of Greer, from Trades Specialist III to Trades Specialist IV Greenville Maintenance.

**Joey D. Holmes**, of Travelers Rest, from Trades Specialist III to Trades Specialist IV Greenville Maintenance.

**Timothy E. McAlister**, of West Union, from Trades Specialist III to Trades Specialist IV Oconee Maintenance.

**Samuel L. Gravely**, of Sunset, from Engineer/Associate Engineer I to Engineer/Associate Engineer II Pickens Maintenance.

**James C. Taylor**, of Pelzer, from Trades Specialist II to Trades Specialist III District 3 Traffic Signals.

**Brandon E. Wilson**, of Boiling Springs, from Engineer/Associate Engineer II to Engineer/Associate Engineer III District 3 Maintenance Operations.

**James F. Jackson**, of York, from Engineer/Associate Engineer II to Engineer/Associate Engineer III Chester Maintenance.

**Jeffery L. Stroud**, of Richburg, from Trades Specialist III to Trades Specialist IV Chester Maintenance.

**Julie Deese**, of Lancaster, from Administrative Specialist I to Administrative Assistant Lancaster Maintenance.

**Robert J. Bean Jr.**, of Fork, from Senior Geodetic Technician to Engineer/Associate Engineer II Florence Maintenance.

**Steven Floyd**, of Mullins, from Trades Specialist IV to Engineer/Associate Engineer II Marion Maintenance.

**David L. Douty**, of Goose Creek, from Mechanic III to Trades Specialist V Dorchester Maintenance.

**Yasma L. Bolden**, of Ridgeland, from Trades Specialist III to Trades Specialist IV Jasper Maintenance.

**Alex D. Geiger**, of Cameron, from Engineer/Associate Engineer I to Engineer/Associate Engineer II Dorchester Construction.

**Joe D. Still**, of Barnwell, from Trades Specialist II to Trades Specialist III Barnwell Maintenance.

**Christopher L. Basler**, of Islandton, from Trades Specialist II to Trades Specialist IV Orangeburg Maintenance.

**Terry L. Davis**, of Alcolu, from Trades Specialist II to Trades Specialist III Holly Hill Maintenance.

**Bruce Jenkins Sr.**, of Holly Hill, from Trades Specialist II to Mechanic III Holly Hill Maintenance.

**Thomas A. Guest**, of Orangeburg, from Engineer/Associate Engineer II to Engineer/Associate Engineer III, Bamberg Construction.

## Mitchell Metts named Director of Preconstruction

**M**itchell D. Metts, of Irmo, has been named Director of Preconstruction, succeeding Robert Pratt, who retired.

Metts supervises all preconstruction-related activities, including the four Regional Production Groups, Preconstruction Support, Rights of Way, and Surveys.

He joined SCDOT in 1991 as a CEA I in Bridge Design. He was promoted through the ranks to Program Manager in

1995; I-73 Project Manager in 2005; State Bridge Engineer in 2006 and Pee Dee Regional Production Engineer in 2007.

A native of Little Mountain, he is a graduate of Mid-Carolina High School, and a 1991 graduate of Clemson University. He is married to the former Jennifer Norton, of Albany, NY. They have two children: Jessica, 11, and Adam, 8. They are members of St. Peter Lutheran Church in Chapin.



## State Transportation Infrastructure Board



ROB THOMPSON/THE CONNECTOR

**Tim N. Dangerfield**, right, is the newest member of the South Carolina State Transportation Infrastructure Board. The members, from left are: H.B. "Chip" Limehouse III, F. Hugh Atkins, Max Metcalf, Senator Hugh Leatherman, Chairman Don Leonard, SCDOT Deputy Director of Finance and Administration Debra Rountree, Ric Tapp and Dangerfield.

## Letters We Liked

### To SCDOT:

Great job on the Palmetto Street project in Florence! I live in the 5 points area which is heavily trafficked. All the paving was done in the dead of night (I think, since I never saw them) thus never interrupting normal traffic flow. The repaving and new traffic lanes are a huge improvement. Great job, and thanks to all involved, especially the ones who worked all night.

**Mrs. Ann Worthington**

### To Kem Dempsey:

My name is LaTrina Brown, and I was on my way home from Charleston when my tire blew out

on the interstate and left me stranded.

As you could imagine, I was upset and scared because with no way for me to go get help and my fiance' was about 45 minutes away, so I just sat there hoping and praying someone would be kind enough to stop. Well as luck would have it, two of your employees, **Micheal Chandler** and **Steph Wagoner** were kind enough to help me while on their lunch break. I just wanted you to know how grateful I am and their kindness will always be remembered. I hope you will do something nice for these two gentlemen because they deserve it!!!

Thank you for your time,

**LaTrina Brown**



# Retirements

**Jimmie L. Teal**, of Cheraw, trades specialist III at Chesterfield Maintenance, retired June 5, after 32 years of service.

**Willie J. Turner**, of Winnsboro, trades specialist II at Richland Maintenance, retired June 24, after 24 years of service.

**Russia A. Holley**, of Winnsboro, trades specialist III at Chester Maintenance, retired June 26, after 11 years of state service.

**Donald W. Curtis**, of Chesterfield, trades specialist II at Chesterfield Maintenance, retired June 29, after 10 years of service.

**Thomas R. Tilden**, of Charleston, engineer/associate engineer at Dorchester Construction, retired June 30, after 31 years of service.

**Joel E. Skipper**, of Chesterfield, trades specialist II at Chesterfield Maintenance, retired June 30, after 10 years of service.

**Willie R. Day**, of Greenwood, engineer/associate engineer at Abbeville Maintenance, retired June 30, after 29 years of state service.

**Hyacinth J. Suite**, of Lexington, fiscal technician I in Accounting, retired June 30, after 13 years of state service.

**Bradford C. Parks**, of Lexington, associate geodetic technician in Materials and Research, retired June 30, after eight years of service.

**John A. Sox**, of Prosperity, chief geodetic technician at Richland Construction, retired June 30, after 25 years of service.

**Manning A. Bair**, of St. George, trades specialist III at Dorchester Maintenance, retired June 30, after 25 years of service.

**Joseph E. Tucker**, of Anderson, trades specialist III at Anderson Maintenance, retired June 30, after 31 years of service.

**David Gillyard**, of Georgetown, trades specialist IV at Georgetown Maintenance, retired June 30, after 17 years of service.

**Arlene F. Conklin**, of Lancaster, administrative assistant at Lancaster Maintenance, retired June 30, after 12 years of service.

**Guy S. Hodge**, of Jonesville, trades specialist III at Union Maintenance, retired June 30, after 21 years of service.

**Horace G. Delk Sr.**, of Olar,

trades specialist V at Allendale Maintenance, retired June 30, after 14 years of service.

**Joseph McLaughlin**, of McColl, trades specialist II at Marlboro Maintenance, retired June 30, after 19 years of service.

**Annie K. Lyles**, of Winnsboro, accountant/fiscal analyst in Accounting, retired July 1, after 28 years of service.

**James Welch Jr.**, of Bennettsville, trades specialist III at Marlboro Maintenance, retired July 1, after 23 years of service.

**Walter C. Disher II**, of Harleyville, senior geodetic technician in Pavement Management-Secondary Roads, retired July 1, after 10 years of service.

**Benjamin L. Norris**, of Georgetown, trades specialist III at Georgetown Maintenance, retired July 6, after 23 years of service.

**William E. Shannon**, of Georgetown, trades specialist II at Georgetown Maintenance, retired July 7, after six years of service.

**Tammus E. Smith**, of Patrick, trades specialist II at Chesterfield Maintenance, retired July 17, after 12 years of service.

**James L. Jefferson**, of Mayesville, trades specialist II at Sumter Maintenance, retired July 17, after 20 years of service.

**Johnny Abraham**, of Orangeburg, trades specialist II at Orangeburg Maintenance, retired July 17, after 13 years of service.

**Anthony S. Phillips**, of Pickens, trades specialist II at Pickens Maintenance, retired July 21, after 14 years of service.

**Anthony J. Johnson**, of Galivants Ferry, trades specialist IV at Horry Maintenance, retired July 30, after 33 years of service.

**Denise S. Sloan**, of Pelion, administrative assistant at Lexington Construction, retired July 31, after 16 years of state service.

**Wanda L. Harrell**, of Hemingway, trades specialist II at Williamsburg Maintenance, retired July 31, after 10 years of service.

**Willie J. Lytle**, of Sharon, trades specialist II at York Maintenance, retired July 31, after five years of service.

**Jimmie R. Boatwright**, of Mullins, trades specialist III at

Marion Maintenance, retired Aug. 3, after 27 years of service.

**Elaine R. Moody**, of Chester, administrative coordinator at District 4 Office, retired Aug. 7, after 32 years of service.

**Nathaniel Taylor**, of Vance, trades specialist II at Holly Hill Maintenance, retired Aug. 18, after eight years of service.

**Robert L. Atkinson**, of Jefferson, trades specialist III at Chesterfield Maintenance, retired Aug. 19, after 11 years of service.

**Joanette B. Page**, of Lake View, trades specialist II at Dillon Maintenance, retired Aug. 25, after 22 years of service.

**Howard W. J. Kilpatrick**, of Chapin, trades specialist IV at Richland Maintenance, retired Aug. 31, after 24 years of service.

**Paul D. Creech**, of North Charleston, trades specialist II at Charleston Maintenance, retired Sept. 1, after 13 years of service.

**Allen D. New**, of North, trades specialist II at Lexington Maintenance, retired Sept. 4, after 18 years of state service.

**David J. Cook**, of Nichols, trades specialist II at Marion Maintenance, retired Sept. 10, after 12 years of service.

**Margaret R. Hazel**, of Bradley, administrative assistant at McCormick Maintenance, retired Sept. 14, after 17 years of service.

**Lorinzer Tart**, of Latta, trades specialist III at Marion Maintenance, retired Sept. 14, after 17 years of service.

**John C. Buddin**, of Cades, engineer/associate engineer at Williamsburg Maintenance, retired Sept. 23, after 23 years of service.

**Edwin W. Higley**, of Conway, trades specialist II at Horry 1 Maintenance, retired Sept. 23, after 11 years of service.

**Russell E. Chappell**, of Camden, supply specialist III at Kershaw Maintenance, retired Sept. 30, after 32 years of state service.

**Linda W. Fulmer**, of Prosperity, administrative assistant in Information Technology Services, retired Sept. 30, after 25 years of state service.

**Eugene Thomas**, of Orangeburg, trades specialist II at Orangeburg Maintenance, retired Oct. 1, after 14 years of service.

# Deaths

**Donald Henry Stratton**, 89, of Columbia, SCDOT retiree, died Sept. 9.

**William H. Kay**, 81, of West Columbia, SCDPHT retiree, died Oct. 9.

**Marion Weatherford**, 59, of Florence, died June 26.

**Linda G. Hansen**, of Gaffney, trades specialist IV in Spartanburg Maintenance, died July 22.

**Joshua G. Todd**, of Pamplico, associate geodetic technician at Florence Construction, died June 16.

**Waymond D. Quarles**, of Belton, trades specialist II at Anderson Maintenance, died July 6.

**James R. Brown**, of Batesburg, trades specialist II at Saluda Maintenance, died July 31.



**William Jerold "Jerry" Watkins**, 61, of Gaston, a recent SCDOT retiree with 38 years of service in Engineering and Right of Way, died Nov. 1.

## New Resource Tools for SCDOT's Career Path Program

As we continue to seek opportunities to effectively communicate with management and staff, the Human Resources Office is pleased to inform you that we have recently developed two new resource tools relating to the Department's Career Path Program.

First, after receiving questions and input from various sources from around the Department, we have compiled a listing of **Frequently Asked Questions (FAQs)** and placed them on the Human Resources Intranet site. The site provides responses to various topics of interest concerning career paths and will be continually updated as new questions are raised and answered. You may access the information by going to the Human Resources Intranet site and clicking on Career Path Tools and scrolling down to Related Resources for the Career Path Program Frequently Asked Questions link.

The second tool is the development of a Career Path brochure entitled, **"Workforce Planning...Where Vision Meets Reality."** The purpose of the brochure is to increase awareness and understanding of the program by current, new and prospective employees. A copy of the brochure will be provided to all current employees. Additionally, the Department will use the brochure as a handout in New Employee Orientation sessions and to persons seeking employment. The brochure is now available and we anticipate its distribution within the next few weeks.

We trust these new tools will be useful resources for both management and staff. Should you have any questions, please do not hesitate to contact Louis Bates at (803) 737-1326 or [bateslm@scdot.org](mailto:bateslm@scdot.org).





This initiative is the first of its kind in South Carolina and will improve the appearance of interstates in South Carolina while reducing the number of billboards.

By Pete Poore

The SC General Assembly and the Federal Highway Administration have given SCDOT the approval to move forward with the pilot project, which will allow the upgrading of certain nonconforming billboards along Interstates 26 and 95 in exchange for the permanent removal of others (on a ratio of 2 to 4 removals per 1 upgrade, depending on the size of sign being removed).

“Current federal and state laws limit the amount of maintenance that can occur on a non-conforming billboard,” said Keith Melvin, SCDOT Director of Outdoor Advertising. “Over the years the result has been the continued life of numerous old unsightly large wooden billboards on some of our most traveled roadways. With tourism so critical to South Carolina’s economy, it is important to provide visitors with the best impression of our state.”

Melvin said the pilot project may be the only chance for the state to replace the old non-conforming billboards with modern structures while reducing the number of nonconforming billboards within the state.

Mechanical changeable message billboards, LED (Light Emitting Diode) or digital billboards are not part of the pilot project.

The pilot project began on August 3, 2009, and it is expected to run for a three-year period. Melvin welcomes the partici-

pation of all permit holders with billboards located on I-95 and I-26.

Nonconforming wooden structures or steel I-beam structures on I-26 or I-95 with billboard face square footage of 350 square feet or more and nonconforming billboards are eligible for removal on the National Highway System (NHS) routes.

Interested owners are asked to contact the Outdoor Advertising Office for a review of their billboards. There is no limit on the number of billboards that an owner may place in the pilot project. The billboards being removed are not limited to I-26 and I-95 however; the billboards being upgraded must be on those routes. “We are very excited about the results that this pilot project can bring to the state,” said Melvin.

Upgrade is defined as:

**(1) Changing out wooded or I-beam steel support poles and replacing them with a steel monopole on I-26 or I-95;**

**(2) Changing the upgraded billboard face to a single face, single face back to back or a single face V structure of 672 square feet or less.**

Details of the pilot project are available at:

<http://www.scdot.org/doing/ODAS.shtml>

For more information, contact the SCDOT Outdoor Advertising Office at 803-737-1339.

## Safety rules protect workers

By Debbie Williams

Have you ever seen a safety representative or supervisor coming and hurried to put on your hard hat and safety glasses?

Laws, rules and regulations are not just there to give someone a job; they are there to protect us. OSHA regulations are written because someone has been injured or killed. Safety procedures, rules, and regulations do not work if they are not followed.

Every workplace should make sure procedures are in place in case of an accident, but preventing accidents before they have the potential to occur is the key.

To achieve this, regular hazard checks or “inspections” should be completed. Sometimes we might not see the hazards because we have fallen into the work groove and they just blend in with rest of

the workplace.

How can you see things differently?

**Look Down:** There are likely some things you automatically step over or weave around every day as you make your way through the office or shop. While you may reflexively step over them, that doesn’t mean they should be there.

**Look Up:** If you are like many offices, you use every available space to store “stuff,” especially on shelves and filing cabinets, usually higher than they are supposed to be. Is this “stuff” still being used or is it a potential fire or falling hazard?

**Get Fresh Eyes:** If you are having a tough time seeing all the threats simply because you are accustomed to your surroundings, perhaps a fresh pair of eyes can help. That is one of the reasons SCDOT has inspections; some are announced, some are not.

## Insurance premiums to rise for smokers

*State employees must certify whether they use tobacco or not*

Effective January 1, 2010, a surcharge will be added to the health insurance premiums of tobacco users covered by the Employee Insurance Program (EIP).

If you — or anyone you cover under your health plan — smokes or uses tobacco, you will pay the surcharge of \$25 per month. You will be automatically charged the tobacco-user premium, unless you certify no one covered under your health insurance uses tobacco and no one has used tobacco within the past six months.

In August 2008, the Budget and Control Board voted to require that tobacco users pay an extra \$25 a month. The charge applies to subscribers and their covered dependents, but is applied only once per household. Tobacco is considered the leading preventable risk factor for illness and disease. Such illnesses cost the state health plans an estimated \$75 million a year.

Subscribers must certify they have not used tobacco in the last six months to qualify for the

lower rate. They can certify online or complete a paper form. This certification covers all members of the household who are insured by one of the health plans offered through EIP. Certifications must be submitted by November 15, 2009. Those who quit tobacco later can complete the certification six months after quitting and then begin receiving the lower rate.

All subscribers must submit certification concerning their tobacco use to EIP as soon as possible. You may submit your certification one of two ways:

- You can certify online at MyBenefits at <https://mybenefits.sc.gov>.

Once you log in, you will see a link to certify. You can print a copy of your certification.

- You can complete a paper Certification Regarding Tobacco Use at [www.eip.sc.gov/publications/tobacco%20certification%20form%20final.pdf?ts=-600858263](http://www.eip.sc.gov/publications/tobacco%20certification%20form%20final.pdf?ts=-600858263) and return it to EIP.

<https://mybenefits.sc.gov>



# Engineering News

## 2010-2015 STIP

### State Transportation Improvement Program now available

By Mark Pleasant

The 2010 – 2015 State Transportation Improvement Program (STIP) has been approved by the SCDOT Commission, the Federal Highway Administration, and the Federal Transit Authority.

STIP is the State's six-year transportation improvement program for all projects or program areas receiving federal funding. These include bridge replacements, safety, roadway resurfacing, interstate maintenance and upgrades, primary and secondary road system upgrades, federal lands projects, transportation enhancements, congestion mitigation and air quality, and public

transportation. The STIP covers all federally funded improvements for which funding has been approved and that are expected to be undertaken during the upcoming six-year period. The document is updated every three years and is revised on a continual basis to reflect the latest program and project information.

To provide a document that is user-friendly and streamlined for the public, the STIP is formatted to include summaries of statewide and engineering district programming, as well as project levels for all forty-six counties.

#### About the STIP

The STIP identifies all transportation programs and projects that are funded with federal fund-

ing, as well as other significant projects funded by the state or local governments, including the State Transportation Infrastructure Bank and local option sales tax programs.

The STIP is a project scheduling and funding program document; it is not a plan. The projects listed in the STIP evolve from SCDOT planning processes, the Statewide Multimodal Transportation Plan, and Metropolitan Planning Organization (MPO) and Council of Governments (COG) long-range plans. All projects listed in the STIP have been evaluated for consistency with state and federal law.

The STIP only includes projects for which there is committed funding available and therefore is fiscally constrained. Projects listed in the STIP may include highway and bridge construction or repairs, transit service improvements and capital purchases, safety projects, and operational improvements, such as Intelligent Traffic Systems (ITS), incident management, or traffic signal system projects. The funding for these projects is primarily federal funding, with the required state matching funds and in many cases the federal funding is only eligible for specific categories of improvements.

By approving the STIP, the SCDOT Commission allocates appropriated federal funding to

## Got news?

Contact Andy Leaphart at: 803-737-1994 or email him at Leaphart@scdot.org



Andy Leaphart

specific projects. When preparing the STIP, SCDOT consults and coordinates with MPOs and COGs, transportation interest groups, and other affected local jurisdictions. Projects are approved and scheduled in consideration of their priority, available funding, and status.

Projects are initially placed in the STIP with cost and scheduling information based on planning level analysis. As the project is developed, the project scope, termini, cost estimate, and schedule may be modified as the project matures, or the project may be removed completely if it is no longer deemed feasible. Depending on the project sponsor, these changes may be subject to approval of the MPO, COG, SCDOT Commission, FHWA, and FTA. Projects may also be modified as a result of input received during the public review process.

The STIP currently anticipates a federal funding level of approximately \$632 million dollars including state match for Fiscal Year 2010. The estimate is based on previous federal appropriations for South Carolina, but the actual

funding total could change based on the outcome of reauthorization of the next six-year federal transportation bill. Every state is currently operating on a continuing resolution from Congress until a new transportation bill is passed by the US Senate, the House of Representatives and signed into law by President Obama.

#### How to Interpret Project Information

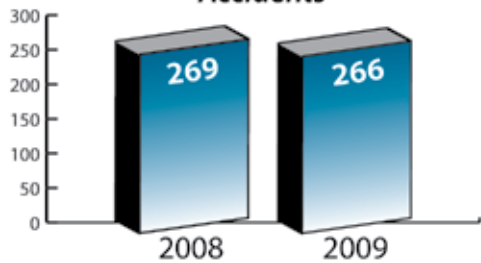
Readers will note that project information is shown in the engineering district sections of the STIP by county location. To assist readers with interpreting the project information tables, a key is provided below. The key defines several terms used frequently throughout the STIP.

The STIP can be accessed by visiting the SCDOT website and navigating to the planning page. As revisions are approved by the SCDOT Commission and FHWA/FTA, updated information will be available on the website. To comply with federal accessibility requirements, the STIP has been formatted for the visually impaired.

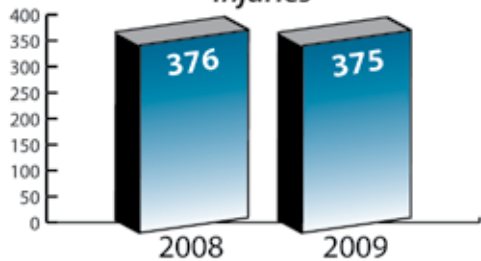
### Injuries and Lost Workdays Statistics

JANUARY THROUGH SEPTEMBER

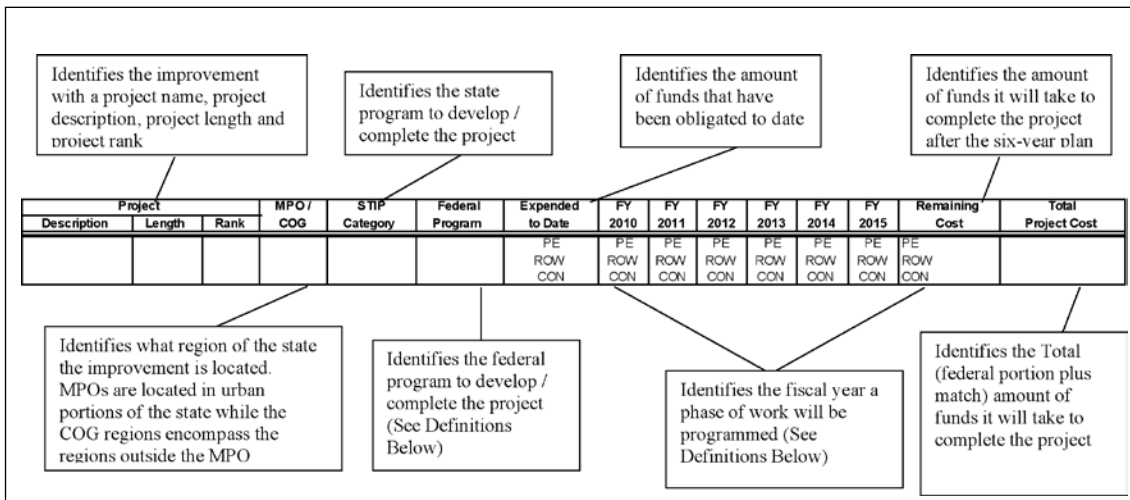
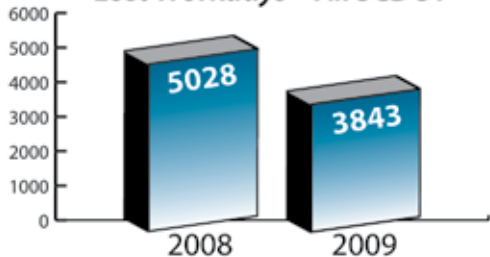
#### Accidents



#### Injuries



#### Lost Workdays – All SCDOT





# District 1 News

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

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

## District 1 shares their fan mail

**Dear Incident Response,**  
I am writing in response to the assistance I received on Saturday, July 11. I was traveling to Columbia and Myrtle Beach, from Ohio. While in Columbia, I had a blowout on a rear tire with several children in the van including two infants. I'm not sure where we were located but we sitting in the middle of the divided highway. Cars were criss-crossing back and forth in the lane making the situation more dangerous. The responder, **James Williams**, arrived fairly quickly after being contacted by the Highway Patrol. ...Thank you for offering the service on the weekend and helping an out-of-towner.

**Tracy Taylor**

**Dear Lee County Observer,**  
This letter is to commend Mr. **Wayne Keys**, Resident Maintenance Engineer, Lee County, SCDOT, and his staff for the excellent work in maintaining the Lee County roads.

The beautification projects

they have established and maintain in our area are exceptional. We are very proud and very appreciative of the hard work and beautiful results that the local SCDOT has achieved for all to enjoy. Again, many thanks for your efforts!

**Jackie L. Drayton**

**Dear Jack Craft,**  
On Friday, Oct. 2, 2009, my staff and I met with Mr. **John Stroke** and Mr. **Troy Sloan** of the SCDOT West Columbia Maintenance Office with regards to a flooding problem we have been experiencing....The pipes underground in the road areas on Batchelor Street and on North Parsons Street were stopped up and runoff water from the roadway had been flooding 12 apartments...On Oct. 5, 2009, I noticed a crew from DOT cleaning out the pipes....Mr. Sloan told me that they could have called off working in the rain, but "because it was raining" that was the perfect time to work because it would enable them to locate the blockage and clear it out.

Thank you!  
**Richard B. Moyer**

**Dear Ladies and Gentlemen,**  
I just wanted to drop this line to express our appreciation for the good work you have done along U.S. 521 south of Camden. We especially appreciate your recognition of how dangerous U.S. 521 is going south as it approaches Tombfield Road by your extending of the solid yellow line/no passing zone. This was much needed and most appreciated by those of us who navigate this intersection every day.

Thank you again for all of your hard work, which I know is largely under-appreciated.  
**Richard C. Detwiler**

**Dear SCDOT:**  
I am sending this e-mail to give a big thank you to one of your employees, **James C. Zarpentine**. My Mom and Dad were on their way to my home in Aiken for Dad's cancer treatment appointment when their car had a flat tire. Mom and Dad live in Blythwood, S. C. My parents are elderly, and Dad recently had a triple by-pass and neither were in any condition to change a flat tire. I think the incident response is a most wonderful thing and am so thankful Mom and Dad had the

### Got news?

Contact Teresa Rast at: 803-737-6715 or email her at RastTL@scdot.org

**Teresa Rast**



**James C. Zarpentine, an Incident Responder in Columbia, helps a motorist on I-20 with a stalled vehicle. Zarpentine, James Williams, Dean Glover and the Incident Response Teams receive many letters of thanks for the work they do.**

flat tire in this stretch of I-20!  
I was not with them and did not meet James Zarpentine, but from what Mom and Dad have told me, he was their guardian angel that day. He was courteous and my parents stated he "treated us like we were his parents."  
...From the bottom of my heart I cannot thank Mr. Zarpentine enough for helping my parents. He went above and beyond the realm of any expectations. I will, as well as my parents, pay it forward.  
Most sincerely and many blessings,  
**Susan Bass**

that improved the driveway and drainage at our residence. The team of men conducted themselves in a very professional and efficient manner at our residence.  
Please let the following men know how well pleased we are regarding their work: **Nate Peterson, Bobby Dow, David Whack, Greg Durant, Eddie Isaac and Charles Howard**.  
Again, thank you for taking time to acknowledge this letter. I hope you find will someday to recognize these fine gentlemen in a special way.  
**Sandra and Itlene Nelson**

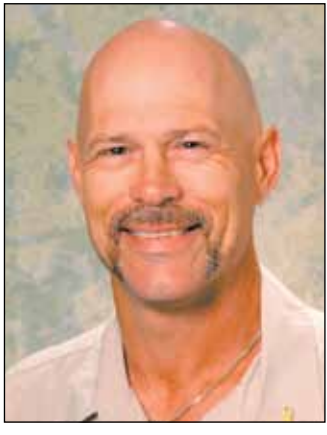
## Meet William Pointer

**W**illiam D. Pointer started his career with SCDOT in August 2006 on Shop Road as a Mechanic III. He joined District 1 Bridge Inspection on Nov. 3, 2008, as an Associate Geodetic Technician.

He's originally from Levenworth, Kan., and served in the United States Air Force for 22 years as a Weapons Technician.

His last duty station was at Shaw AFB, and he decided to stay in South Carolina when he retired. He is married to Michelle with two daughters, Natasha and Jacqueline, and two grandchildren, 2-year-old Faith and Kai-den who is almost 2 years old.

He enjoys motorcycle riding, shooting sports and hunting as well as restoring antique trucks and motorcycles.



**Dear Tammy Hodge,**  
As retired and state employees, my mother and I know the importance of letting others know when they have done exemplary work. All so often some customers are quick to criticize the work of others. This is quite the contrary. We'd like to take this opportunity to commend team numbers 4370 and 4390. Both crews responded in a timely manner to an order

**Dear SCDOT,**  
On Aug. 19, I left work sick and my car overheated on I-77. I was stopped about 5-10 minutes when the SHEP truck stopped to help me. The man's name was **Dean Glover**. He was very professional, nice and worked fast to get me out of the heat. This was around 12:50 p.m. I just wanted you to know how much I appreciated his help with my car.  
**Lisa McReynolds**



# District 2 News

*Abbeville, Anderson, 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

## Underwater inspections keep bridges, motorists safe

District two Bridge Inspectors conducted underwater inspections with the help of Infrastructure Engineers, INC. out of Greer. Thomas Holt, Brad Wolfe, Tim Strickland and Jeff Rowe made up the team of divers. District Two Bridge Inspectors are: John Burnette, Darrin Clem, Daniel Shaw and Randy Adcox.

The team conducted 6 inspections over bridges on Lake Hartwell.



## Turner is a fishing champ

Congratulations to Dusty Turner (District 2 Assistant Maintenance Engineer) for capturing first place honors at the South Carolina B.A.S.S. Federation tournament on Lake Murray.

Turner was part of a six man team representing the Greenwood Bassmasters that was competing against 50 other teams.

Their winning weight was 131.61lbs., second place was 83.06lbs.

Turner also took third place in the individual honors out of 261 anglers.

## Meet Mike Hannah



We would like to welcome **Mike Hannah** to the District 2 Office.

Hannah is the Assistant District Construction Engineer. He started summer work with SCDOT in the Abbeville Maintenance Office in 1997, and then worked three summers in the Abbeville Construction Office.

He started full time with SCDOT in May 2001 as an Engineer/Associate Engineer I in the Abbeville Construction Office. He served as the Resident Construction Engineer in the Abbeville Construction Office from 2005 to 2009.

Hannah graduated from Clemson University with a degree in Civil Engineering.

Mike lives in Abbeville county with his wife Amy and their son Mason

## Meet Nick Rebovich

**Nick Rebovich** is now District 2 Assistant Traffic Engineer and works under District Traffic Engineer Kevin McLaughlin.

He came to us from District 6 Traffic Engineering. Rebovich has been with SCDOT since 2002.

He is a graduate of Clemson University and is also a registered professional engineer.

Rebovich is now living in Greenwood with his wife, Courtney, and his five year old daughter, Kori.



**We would like to say a special THANK YOU to John Burnette who is retiring this month with over thirty years of service to SCDOT.**



# District 3 News

*Greenville, Oconee, Pickens and Spartanburg counties*

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

## Districts work together to replace Spartanburg span

**Got news?**

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



**Joyce Gardner**



**W**ith assistance from the District 4 Bridge Crew, the District 3 Bridge Crew completed the replacement of a bridge on S-42-232 (Aiken Rd.) in Spartanburg County on Sept. 3.

The new bridge replaces a deficient 60-foot bridge that was built in the 1970s. The District 3 Bridge Crew team consists of Larry Calvert (Foreman), James George, Corey Threatt, David Walker and David Hatfield.




**In Memory of Linda Hansen**

**O**n Thursday, July 23, Spartanburg Maintenance was saddened by the sudden loss of **Linda Hansen**. Hansen had been with the department for 12 years and was a Maintenance Foreman. Last year, she was pre-deceased by her daughter Kelly, also a Spartanburg Employee. Both ladies will be dearly missed by all of District 3. Our thoughts and prayers are with the family.

**Linda Hansen**



# 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**

## District 4 Incident Responders celebrate 10th anniversary



From left: George Walton, Richard Burke, Richard McKnight and Ernest Rodriguez.



From left: Bradley Dingey, Timothy Herring, Elmer Gardner, David Mabry, James Starnes and Allan Terry.

In August, members of the District 4 Incident Responders celebrated their 10th anniversary with a picnic and barbecue at the home of responder Ernest Rodriguez. Eleven members of the team and their families attended.

The menu was extensive and was highlighted by Ernest's award winning barbe-

cue. The menu also included dishes such as cilantro pasta salad, wild rice with pinon nuts and numerous deserts.

The District 4 Incident Responder Team was started in July 1999 with the widening of I-77 in York County. Initially, the schedule was 24 hours a day, 7 days a week and included nine responders, two super-

visors and three trucks. After construction was completed, the schedule changed to 12 hours a day. Their patrol area in York County covered approximately 20 miles from SC 901 in York County to the SC/NC state line. Several years later, three responders were added to Cherokee County to cover I-85 from the SC/NC border to the

Cherokee/Spartanburg county line.

The District 4 Incident Responders cover approximately 40 miles in Cherokee and York Counties. The team has grown to 14 members, and includes a Traffic Management Center located at the I-77 rest area responsible for monitoring 62 cameras along I-77 and I-85.

## Elaine Moody retires after 32 years



Rep. Dennis Moss, left, and Rep. Greg Delleney, right, present Elaine Moody with a certificate and United States and South Carolina flags.

After more than 32 years of service (from June 20, 1977 to August 7, 2009) to SCDOT, Elaine R. Moody, Administrative Coordinator I for District 4, decided to change careers. She retired from SCDOT to become a full time grandmother to her two granddaughters, Mary Kendall and Madden Dickerson.

She was honored at a dinner on Thursday, October 15, 2009. Among the guests were her family, friends, co-workers and retirees she has worked

for and with throughout her career. She was presented her Service Award by former SCDOT Commissioner Bayles Mack who acknowledged that her career coincided with his 4 terms as SCDOT Commissioner. DEA Stan Bland, Jr. presented Elaine with a plaque commemorating her years of service. The House of Representatives adopted a Resolution in her honor and Representative F. Gregory Delleney and Representative Dennis Moss presented it to her. Representative Moss also pre-



DEA Stan Bland presents a service plaque to Elaine Moody.

sented her with the United States flag and South Carolina flag that had flown over the State Capitol in Columbia. She was also given several electronic gifts to help occupy her "free time".

A PowerPoint presentation of photos highlighting her career and family members played throughout the evening and was given to her as a memento of the occasion. We all wish Elaine the very best and hope her retirement is everything she deserves and hopes for.

## Meet Kenneth Ray Collins



Name:  
**Kenneth Ray Collins**

Age: **40**

Date of employment:  
**Aug. 2, 2008**

Job Title:  
**Environmental / Health Manager I**

Quote:  
**"The right way is the safe way."**

Family:  
**Wife: Cheri, 39  
Son: Nathan, 21  
Daughter: Brittany, 20  
Grandson: Aaron, 2**  
All living with us in Lake Wateree area



# District 5 News

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

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

## Meet Horry Construction



**HORRY CONSTRUCTION** — Left to right, Front Row: William Drayton, Tammy Mishoe. Second Row: Felicia Roberts-DeRocher, Joseph Cooper, Jon Mishoe, Michael Barnhill, Josh Smith. Back Row: Richard Eddinger, Travis Patrick, Bryan Ham, James Hammond, Derrick Tindal, Rudy Gerald. Not Pictured: Debra Casaer, Jordan Artz and Scott Ward

## Got news?

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

**Michael Miller**



## Fire Safety Training in Marlboro County



Marlboro County employees listen to Bennettsville Fire Chief Dixon Odom as he discusses fire prevention, reacting to fire emergencies, and the proper way to extinguish an incipient fire.



Employee Jasper Quick extinguishes a small blaze as other employees observe.

## In Memory

*Marion "Mickey" Weatherford was employed with SCDOT for 12 years. He worked at Florence Testing. He passed away on June 26, 2009, at the age of 59.*

## Marion Maintenance gets new training room

**ABOVE:** The old training room was crowded and narrow. **RIGHT:** The new meeting room is larger and updated with new equipment to train employees.





# District 6 News

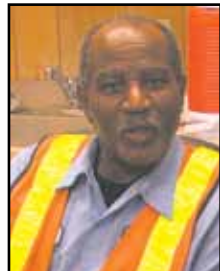
*Beaufort, Berkeley, Charleston, Colleton, Dorchester and Jasper counties*

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

## Meet Jasper Maintenance

Jasper County, the Gateway to the Lowcountry of South Carolina, is a land of diversity, opportunity and challenge. It is located at the southern part of District 6 near Savannah, Ga. The county is steeped in rich heritage dating back to the Native American Indians. More recently, thousands of tourists, many of whom have chosen to relocate, enjoy the mild climate and the pleasant surroundings of the Lowcountry. Both Ridgeland and Hard-eeville, the two incorporated towns in the county, are located on the vital north-south transportation artery of Interstate 95 at Exits 5, 8, 21 and 22. Jasper is the home of the Catfish Festival in September and the Gopher Hill Festival in October.

The maintenance unit is located in the county seat of Ridgeland and has 43 employees. Jasper Maintenance maintains 662 miles of roadway, which includes 33.9 miles of Interstate 95.



**VEGETATION CREW**  
Jacques Paterne, Tom Dodd (foreman)



**SIGN CREW**  
Reggie Strobhart (foreman), Dennis Smith. Not pictured: James Frazier, Darian Pinckney



**ROADWAY INSPECTION**  
Maxie Mason and Leon Etheridge



**HERBICIDE**  
Joseph Rivers



**AUTO SHOP**  
Joe Vincent, Elizabeth DeLoache, Donnie Orr (foreman), Marvin Smith and Terry Smith



Teneshala Cunningham



**OFFICE STAFF**  
Debra Jerideau, Roberta Peet, ARME Oliver Brown and RME Malzone Russell. Not pictured: Sam Jenkins



**DRAINAGE CREW**  
Kenneth Smith, Winfred Strobhart. Not pictured: Yolanda White



**DRAINAGE CREW**  
Bob Stufflebean, Stanley Smoak, JC Clifton, Maurice Murdaugh, James Orr (foreman)



Alfred Heyward



John Williams

### ASPHALT CREW



Gene Heyward, Jake Bolden, Yasma Bolden (foreman), Joseph Goethe



Robert Cromer



Edwin Jackson



Keith Bryant Sr., Dominique Bright, Earnest Bozeman, Kareem Cunningham. Not pictured: Rufus Nesbitt, Durick Green

## Got news?

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



Janet Hendrix

## District paver, Colleton employees work in Jasper

The day I visited Jasper Maintenance, the District Paver was busy in the county.

It was impressive to see it in operation. Colleton Maintenance supplies the crew that actually operates the machine and rollers, but the county it is working in provides all

the support.

This meant the vegetation crew was helping the asphalt crew this week to get the job done. That included four 8-yard dump trucks, flaggers and a few working with the asphalt rakes. It really is a great depiction of team work.



# District 7 News

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

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

## Got news?

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

**Deborah Berry**



## Aiken employees join District 7 team

The recent engineering district realignment moved Aiken SCDOT employees to District 7. Here are photographs of District 7's new members.

### Aiken Maintenance and Construction



Dale Wright, Bob Rentschler, Matthew Schaub and Johnnie Clark



Dwayne Ingram



Kelvin Oglesby, Marlene Cain and Bobby Usry



David Smith



Mike Holston, Vickie Willis and Parcellena Peeples



Bob Rentschler



Jeff Terry, Sandra Sapp and Lonnie Willis



Rebecca Mitchell

### Beech Island Section Shed



Catherine Saylor



Gary Dooley



Joe Settles and Terry Harris

### Wagner Section Shed



Clint Williams



Terry Poole



Kelvin Mitchell



# VIEWPOINTS

## 'Superload' travels through South Carolina

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

The "Superload" has been winding its way very slowly through rural areas of our state since Sept. 18. This shipment is the largest oversize load to ever receive a permit for the highways in the history of South Carolina. Why has it been dubbed the "Superload?"

What is traveling across our state from the coast to the North Carolina line in Cherokee County is a power generator that weighs approximately 440 tons. The trucks and flat-bed trailers that are being used to move the load weigh approximately 500 tons.

The entire length of the rig is 300 feet or the length of a football field. The "Superload" is 25 feet wide and 22 feet high. Keep in mind that the width of one lane is 12 feet, so a 25-foot wide rig is going to pretty much take up the entire road on a rural highway.

In addition, the rig requires 576 tires to help it move along anywhere from five to 20 miles per hour.

The "Superload" has been quite an attraction as it has moved through the lower part of our state into the Upstate. The rig has attracted many spectators who are in awe of the size of the load.

The "Superload" has also reaped economic benefits for our state. The fees for all the entities involved to simply bring the generator into the Port of Charleston totaled in the tens of thousands of dollars. Local tug operators moved the load by barge from

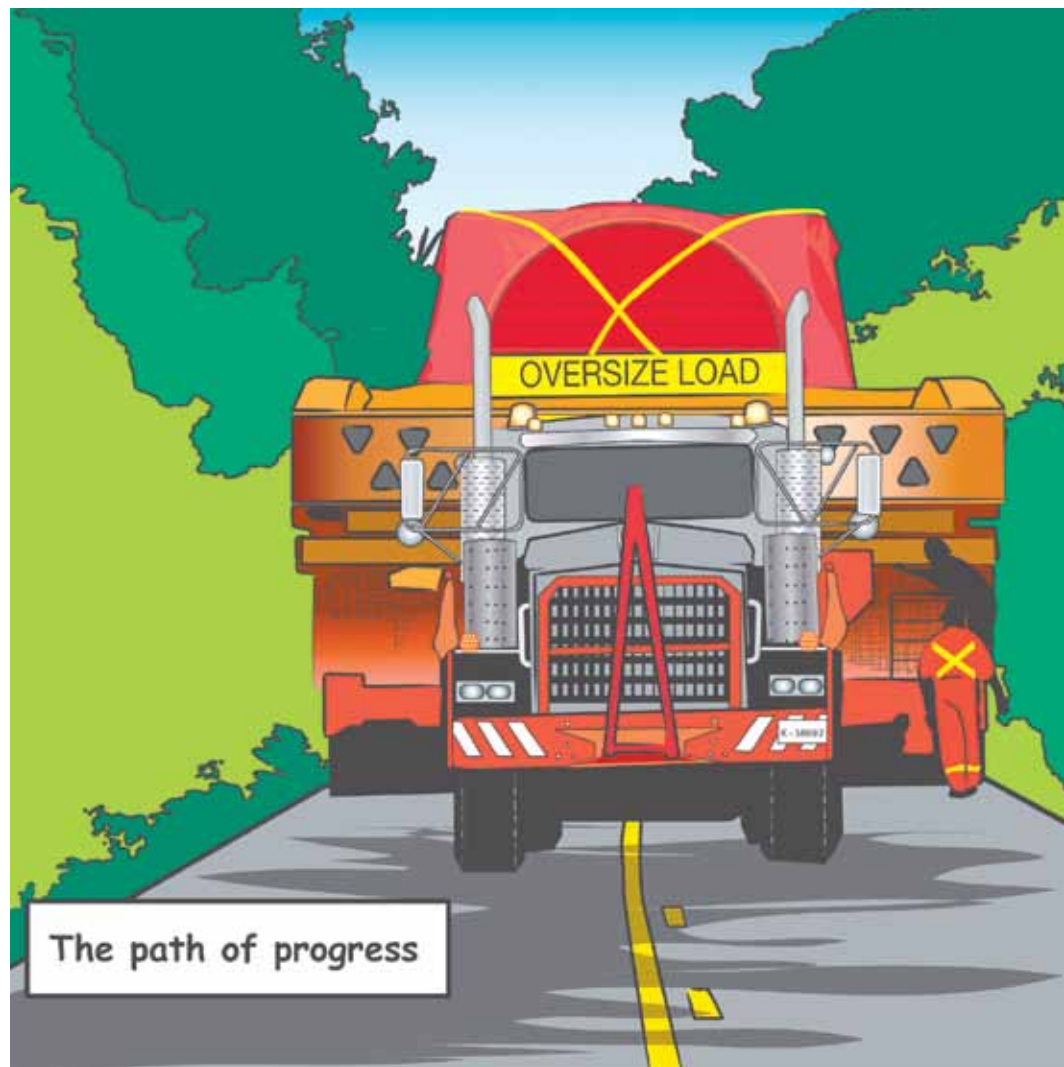


H.B. 'Buck' Limehouse Jr.

Charleston to Hardeeville on the Savannah River. Local, independent consultants were hired by Mammoet to spend hundreds of hours analyzing the impact of the load on the bridges and highways in its path. In addition, a certified arborist was hired to inspect the route of the load to recommend trimming and ways to avoid large trees such as live oaks.

Once the "Superload" got underway, it has been expending an average of 200 gallons of diesel fuel each day of travel. We are told that the expenses for the 20-person crew so far have been more than \$50,000 for hotels meals (as of the mid-way point). A number of businesses along the route have provided the crew with replacement tires and other supplies needed for transporting the rig.

Local enforcement agencies are being reimbursed by Mammoet for traffic control when the rig is moving and for security when it's parked. The Hardeeville Police received \$45,000 while the rig



ZOE COOK/SCDOT COMMUNICATIONS

was at the Purrysburg Landing throughout most of the summer. The Aiken County Sheriff's Department was reimbursed \$24,000 while the rig was parked adjacent to a busy highway for several weeks.

Each segment of the three-part move has required a separate oversize-overweight

permit. Each permit costs just over \$6,000.

Some might say that the "Superload" may just be a big power generator. However, I would say that this rig moving through our state has been an adventure that has made history, brought in financial rewards and has created ex-

citement for people who have lined the route to watch this history being made.

We are hopeful that the second half of the move will be as smooth as the first.

We expect to see more such loads as the state continues to grow and new power plants are needed.

# SCDOT

## SAFETY FIRST

ON THE ROAD • ON THE JOB



## SUPERLOAD

from page 17



Michael Covington



Susan Johnson



Mechelle Mabry

Behind the scenes, Director of Engineering Outreach Susan Johnson, Director of Administration Michael Covington and Director of Oversize/Overweight Permits Mechelle Mabry worked closely with the superload's mover to plot a winding, 300-mile route from the Port of Charleston to North Carolina.



PHOTOGRAPHS BY ROB THOMPSON/THE CONNECTOR

J.C. Lake of Mammoet is supervising the load's move across South Carolina.



This power generator that is centered on the transport rig was built in Japan and is traveling more than 300 miles across the state.



**TOP:**  
The transporter featured 576 tires with 20 tires on hand for blowouts.

**ABOVE:**  
Specially designed ramps are ready for the bridge jumping crew to install over a bridge in Allendale County. The ramps allow the heavy load to travel over a bridge that cannot support the load's weight.

**LEFT:**  
Up to five heavy-duty trucks are used to push and pull the load.