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**SCDOT**

# Interstate 385 rehabilitation off to fast start

By Bob Kudelka

**I**t was after midnight when Laurens County Resident Construction Engineer Nick Waites drove his truck down the wrong direction on northbound Interstate 385.

Although he was driving along a stretch of highway that normally gets 20,000 vehicles per day at high speeds, Waites was perfectly safe. The highway had just closed.

But Waites knew the eerie calm would soon be broken as an extensive milling operation would begin after daybreak, the start of a fast-paced project destined to take its place in SC transportation history.

On 12:01 a.m. on Jan. 4, SCDOT for the first time took the unusual step of closing down a portion of interstate highway for rehabilitation.

After several meetings with design and construction staff, as well as the public, SCDOT engineers came up with a plan to “get in and get out quickly,” and to provide a rehabilitated Interstate



ROB THOMPSON/THE CONNECTOR

Haulers from several states are used to transport concrete to the Global Positioning System (GPS) paver from two concrete plants on the I-385 project. The paver uses GPS data, rather than traditional string lines, to guide it.

385 that will not require extensive maintenance for decades to come.

The plan is to finish the 15 mile-mainline construction in

approximately eight months and reduce the overall construction duration by well over one year.

Using this construction plan will also greatly reduce costs. The total savings attributed to this closure plan is \$34.6 million when compared to a traditional staged construction plan over three years. The \$34.6 million in savings will go toward needed highway projects in the Upstate including the widening of I-385 near Woodruff Road.

Realizing the importance of keeping the project on schedule, SCDOT has included some of its biggest incentives ever. For every day the contractor finishes ahead of the Aug. 15 deadline, there is a \$25,000 incentive; for every day past Aug. 15, there is a \$50,000 disincentive.

“That’s a big motivator,” said Rob Perry, SCDOT Program Manager for Project Upstate RPG who oversaw the preconstruction.

“We wanted to make sure the contractor understood how serious we were that he had to be finished by Aug. 15. Normally incentives would be in the \$5,000 range, but we felt the numbers should be increased since we’re detouring around 8,000 cars a day.”

In addition to saving time and money, closing down northbound also provides safety for motorists and workers as interstate work zones increase possibilities of crashes and injuries.

For Waites, who is overseeing the construction for SCDOT, the project is an exciting challenge.

Three weeks after the interstate closed, Waites was pleased that the contractor had accomplished some major tasks despite heavier than normal rainfall.

“It was very important to get

## ARRA Update

### ARRA Projects in South Carolina

Projects Let.....	183
Projects Awarded.....	137 projects / \$372.8 million
Notice to Proceed.....	113 projects / \$318 million
Projects Begun.....	92 projects / \$273.2 million
Payment for Completed Work.....	\$102.3 million

As of March 9, 2010

GRAPHIC BY ROB THOMPSON/THE CONNECTOR

See I-385 on page 16

PRSR STD  
 US POSTAGE  
 PAID  
 COLUMBIA, SC  
 PERMIT NO 108



# Stimulus funds at one year

## All ARRA funds have been put to work

By Pete Poore

The American Recovery and Reinvestment Act (ARRA) was signed into law on February 17, 2009. Just one year later, SCDOT has obligated the \$463 million in ARRA highway funds, and \$16.6 million in mass transit funds allocated to the agency on the anniversary of this legislation.

In February of 2010, ARRA funds were designated to assist in the funding of the I-385 widening project in Laurens County, which completed the obligating of all ARRA highway funds.

Transportation Secretary H.B. Limehouse Jr. described the impact of ARRA on South Carolina. "The ARRA funds have allowed us to nearly double the work we can do with our federally-funded program for this fiscal year. The significance is that twice the work will be done, but other projects

that didn't receive ARRA funds will still move up on the priority list and get done sooner because the ARRA-funded projects will be completed and checked off the list," Limehouse said.

SCDOT's ARRA-funded projects were placed into four general categories; highway resurfacing, bridge replacements, safety improvement projects and interstate maintenance. The Act required each state to also set aside a small percentage of funds for

enhancement projects. SCDOT chose to use those funds for the construction of sidewalks.

The SCDOT Commission made a decision based on staff recommendations to fund resurfacing projects in all 46

counties of the state. That decision was based on the desire to provide work and improve roads all across South Carolina. However, the law only permits ARRA funds to be used on highways and bridges that qualify for federal aid. South Carolina has more than 20,000 miles of roads that could not receive ARRA funding, and most of those highways are in rural areas.

South Carolina received \$41 million in mass transit ARRA funds. Of that figure, approximately \$25 million was distributed directly by the Federal Transit Authority to large and small urban transit providers. SCDOT's Mass Transit Division has used the remaining \$16.6 million for the improvement of nine transit facilities and has taken delivery of 71 replacement vehicles for public transit use.

Secretary Limehouse said the ARRA funds are helping to put a dent in the list of projects that have been waiting for funding. However the needs for South Carolina's large 41,000 mile state-maintained highway system are still great. "Our highway system is the infrastructure for economic development in our state and it needs to be safe and efficient. We appreciate what ARRA has done for South Carolina by creating highway construction jobs and improving our transportation system, but our current needs to bring the system up to standards is calculated in billions of dollars over a period of decades with our present funding levels," said Limehouse.

Limehouse is hopeful that legislation being considered by Congress will create an "ARRA II" scenario that would provide more opportunities for job creation and further improvements in the state's highways and public transportation.

A complete look at SCDOT's ARRA funding picture can be found on the SCDOT web site at: [www.scdot.org](http://www.scdot.org).




# 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.

Editor: Stan Shealy  
 Photography / Layout Editor: Rob Thompson  
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H.B. "Buck" Limehouse Jr. is the South Carolina Secretary of Transportation.



### South Carolina Department of Transportation Commission



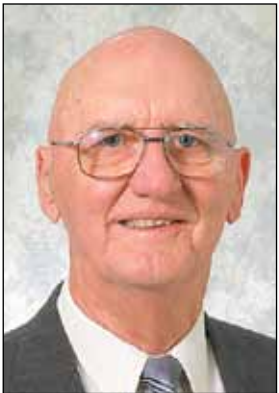
Daniel H. Isaac Jr.  
1st Congressional District



Henry H. Taylor  
2nd Congressional District



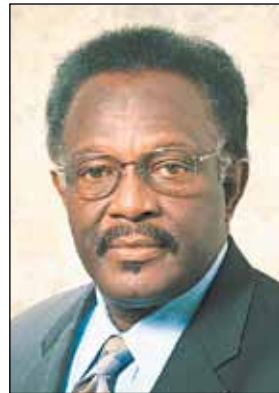
Eddie Adams  
3rd Congressional District



F. Hugh Atkins  
4th Congressional District



Sarah B. Nuckles  
5th Congressional District



Marvin Stevenson  
6th Congressional District



Ken Willingham  
Commissioner At-Large



# Make yourself count in the 2010 census

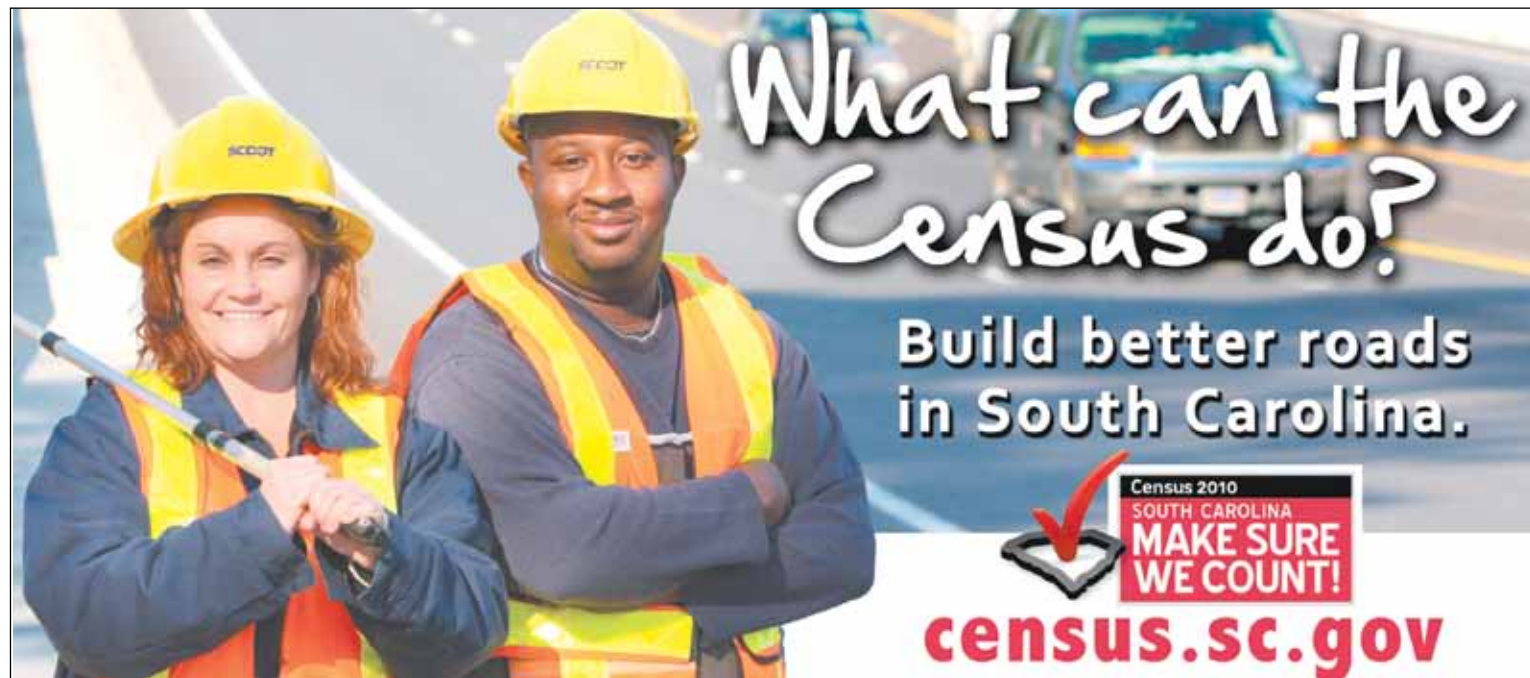
By Michael Sponhour  
S.C. Budget and Control Board

You will be seeing a lot of Angela Morales and Corey Watkins around South Carolina this spring.

Morales, Trade Specialist II at Richland Maintenance, and Watkins, Trade Specialist III at Lexington Maintenance, are featured on six billboards encouraging South Carolinians to respond to the 2010 U.S. Census. The boards are located in Oconee, Greenville, Berkeley, Charleston and Richland counties. In Richland County, they are featured on billboards located at 2203 Two Notch Road and another located on I-20 miles east of US 21.

The billboards are part of the state's effort to boost its census response because data from the once-a-decade count of the nation's population helps our state receive its share of federal funding. And one of the biggest categories of funding driven by census data is funding to the states for road construction and repair.

Morales and Watkins are also featured in a print ad that will be used for the state's census outreach campaign. A copy can be seen here: [http://www.census.sc.gov/docs/Census\\_SCLiving-](http://www.census.sc.gov/docs/Census_SCLiving-)



Angela Morales, left, and Corey Watkins are seen on billboards across the state to promoting participation in the 2010 census.

PHOTOGRAPH COURTESY OF SC BUDGET AND CONTROL BOARD

## Full\_2.pdf

Ten minutes is all it takes to answer the 10 questions on the census form that will arrive in your mailbox in mid-March. In 2000, South Carolina had the nation's second lowest initial response rate to the census questionnaire, trailing only Alaska. This should be of special concern to the law enforcement community.

It's estimated that South Caro-

lina loses out each year on at least \$60 million in federal aid that is distributed using census population data. Aside from road construction, the money also goes for programs ranging from the funding of traffic enforcement to support for career education programs that help high school students prepare for good jobs.

Completing the census is easy. Every residence will receive the

simplified 10-question short form and your answers are entirely secure. U.S. Census Bureau employees are sworn for life to protect the confidentiality of the data and face a fine or prison for a violation.

Look for the census form in your mailbox this March. Only those who don't return the form will receive a visit from a census taker.

More information about the census can be found at the national Census 2010 website <http://2010.census.gov>. You can also find information and data about South Carolina and the census at <http://census.sc.gov>

You can also check out Facebook at South Carolina Census 2010 or on twitter @scensus2010.

## SCDOT, SCDPS ban texting in state vehicles

By Pete Poore

Employees are prohibited from texting while driving state vehicles.

A joint statement released by Transportation Secretary H.B. "Buck" Limehouse Jr. and South Carolina Department of Public Safety (SCDPS) Director Mark Keel on Jan. 28 announced that employees of both agencies were prohibited from sending or reading text messages while operating state vehicles effective Jan. 29, 2010.

The ban imposed by both agencies is an effort to improve highway safety by re-

ducing the chances of driver distractions. "Our top priority at SCDOT is making our highways safer through engineering. However, our employees must contribute to their own safety and the protection of other drivers by giving full attention to their driving while on the job," said Limehouse.

SCDPS Director Keel said this policy is important because of the increasing numbers of crashes, injuries and deaths related to texting. "Our Highway Patrol troopers have seen the tragic results of what can happen when a driver is texting. I support this ban for our employees because

SCDPS and SCDOT have an obligation to take the lead in cutting down on driver distractions and making our

highways safer in all aspects."

Both agencies have offices and employees who work in all 46 counties of the state.



Media were given the opportunity to experience the dangers of texting by driving a golf cart on a course without texting and while texting and then comparing the times.

LEFT: Emma Davidson, a 25-year-old South Carolina driver, tries her skills on the course with and without texting. Riding with her is SC Transport Police Colonel Nick Moore.

PHOTOGRAPHS BY ROB THOMPSON/THE CONNECTOR



# South Carolina Interagency Transportation Coordination Council

*New council focuses on coordinating state agencies' transportation of citizens*



**ABOVE:** SCDOT Deputy Director for Mass Transit Glennith Johnson, right, and SCITCC Community Representative Bill McIlwain lead the discussion at the first meeting of the South Carolina Interagency Transportation Coordination Council.

**LEFT:** The Council held its first meeting on Dec. 10 at SCDOT. The Council is scheduled to meet quarterly to discuss agency coordination of public transportation for South Carolina residents.

Governor Mark Sanford signed Executive Order 2009-13, on Sept. 25, 2009, establishing the South Carolina Interagency Transportation Coordination Council (SCITCC), to promote interagency cooperation and statewide coordination to cut costs and eliminate waste in current transportation programs.

SCITCC conducted its initial meeting on Dec. 10 at SCDOT Headquarters.

The objective of SCITCC is to promote and increase the use of existing transportation options, and to increase access, mobility

and safety for the public.

Gov. Sanford appointed Bill McIlwain of Lexington to SCITCC as the Community Representative. McIlwain served at the South Carolina Department of Transportation for 42 years, including posts as Statewide Rail Program Manager, Director of Administration, and Director of Finance.

SCITCC is comprised of legislators, executive directors, heads of state agencies, and/or their designees. The council will publicly offer its recommendations in quarterly reports.

## 2010 TASC Awards

### SCDOT Awards

*Presented by Deputy Director for Mass Transit Glennith Johnson*

**Paratransit Provider of the Year**  
Dial-A-Ride  
Central Midlands RTA/Veolia

**Rural Public Transit Provider of the Year**  
TriCounty Link

**Urban Public Transit Provider of the Year**  
Pee Dee RTA

**Director's Award**  
Marc Keenan  
SPARTA

**Director's Award**  
Joy Bell  
McCormick County Senior Center

**Most Improved Transit Provider**  
Williamsburg County Transit System

**Transit Driver of the Year**  
Amy Ragin - Pee Dee RTA

**Para Transit Driver of the Year**  
Brant Nichols  
Central Midlands RTA/Veolia

### TASC Awards

*Presented by TASC President Marc Keenan*

**Partnering Award**  
Spartanburg Area Transportation Study  
Lisa Bollinger

**Partnering Award**  
Clemson Area Transit

**President's Award**  
Aiken County Transit  
Best Friends Express  
Connie Shade

**President's Award**  
Santee Lynches COG - O.J. Papucci

### TASC ROADEO AWARDS

#### **Mechanics**

**First** - Charleston Transit / Veolia  
**Second** - Coast RTA  
**Third** - TriCounty Link

#### **Van**

**First** - Betty Huell  
Williamsburg County Transit System

**Second** - O'Dell Johnson  
TriCounty Link

**Third** - Allandro Scott  
Coast RTA

#### **Cut-A-Way**

**First** - William Stinson  
Chester County Connector

**Second** - Gloria Parker  
Central Midlands RTA/Veolia

**Third** - Shondell Peace  
TriCounty Link

#### **35-Foot Bus**

**First** - Phillip Patterson  
Central Midlands RTA/Veolia

**Second** - Grover Curry  
Pee Dee RTA

**Third** - Lee McIntyre  
Clemson Area Transit

#### **40-Foot Bus**

**First** - Curnie Hargrove  
Central Midlands RTA/Veolia

**Second** - Willie McKoy  
Pee Dee RTA

**Third** - Oliver Bell  
McCormick County Senior Center



# Palmetto Parkway Phase II opens

By Bob Kudelka

Veteran highway engineers can recall when it was almost a routine event to open a new interstate in South Carolina. Things are much different these days.

Aside from Interstate 73 along the coast, "I'm not sure there will be another interstate in my lifetime," Deputy Secretary for Engineering Tony Chapman told a crowd gathered for the opening ceremony of the I-520 Phase II of the Palmetto Parkway in Aiken County on Dec. 16.

The Palmetto Parkway 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 and Augusta, Georgia. The Parkway now serves the expanding North Augusta area, as well as providing a direct connection to I-20.

The project consists 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.

Chapman said it is the first interstate highway in South Carolina in the state to be built with a multi-use path for pedestrians and bicyclists.

"That is very unique here in South Carolina," Chapman said.

The request for the pedestrian/bicycle accommodations came from Aiken County and North Augusta, said Mark Lester, Upstate Regional Production Engineer who was involved early in the project development.

Leland Colvin, Assistant Construction Engineer, said the multi-use path is 50 to 200 feet away from the interstate. The path is only accessible from side roads and there is no access from the interstate.

Chapman said the Palmetto Parkway project, which finished two weeks early and \$600,000 under budget, was the result

of partnerships on many levels.

The combined pricetag for Phase I and Phase II was approximately \$250 million, he said.

"SCDOT has a strong interest in helping those who help themselves," Chapman said. "Aiken County decided to help themselves - they put in some money and put in some effort and the State Infrastructure Bank recognized their effort..."

"A lot of people in the rest of South Carolina are following suit," he said. "And we're working through some major transportation projects in South Carolina because people are helping themselves. We support that. I'm very, very happy with what I see."

Chapman said, "DOT employees have been engaged with the contract on a day-to-day basis, whether it's pouring concrete, or placing asphalt or putting up guardrail. There are a lot of folks here who put forth a lot of effort to make this happen."

SCDOT Project Manager Claude Ipock said despite heavy rains in the fall, the team still finished the project a few weeks early.

"It's hard to believe three years has gone by," Ipock said. "It's a massive project. It's hard to believe we are where we are today. It's a good looking project. All of us have a sense of pride for being involved with it."

## Palmetto Parkway by the numbers

- 6 interstate miles
- 3 interchanges
- 2.5 million hours of labor
- 5 million cubic yards of excavation (400,000 truckloads)
- 250,000 tons of crushed stone
- 225,000 tons of asphalt
- 16 bridges
- 200,000 square yards of pavement
- 6 miles of curb and gutter and sidewalk
- 10 miles of underground storm drainage



After the ceremony, police escorted the first vehicles along the new parkway.

Also attending from SCDOT were Commissioner Eddie Adams and District Engineering Administrator Thad Brunson.

"Congratulations to everyone who played a role on this project," said Aiken County Council Chairman Ronnie Young. "On behalf of Aiken County, thank you."

"This is a fantastic project to be involved in from the beginning," said South Carolina State Senator Greg Ryberg. "I think it shows the cooperation of county government, city government...and all the features of state government. Without all that cooperation, I don't think we'd be at this point today."

Deke Copenhaver, Mayor of Augusta-Richmond County in Georgia, said the new interstate will have a big economic impact for the region.

"This is going to be huge for efforts on both sides of the river," said Copenhaver.

Lark W. Jones, Mayor of North Augusta, said "The entire side here on South Carolina has been funded and built within 10 years. That's a pretty good record, in my opinion. A lot of that's due to dedication and hard work of many of you who are here today."

"You took the bull by the horns and just wouldn't let go without the dream becoming a reality."

SCDOT employees also having a major role in the project included Machael Peterson, Local Public Agency Administrator and Terry Koon of RPG 3 Midlands.

Contractors included United Contractors, Inc., of Great Falls; US Constructors, Inc., of West Columbia; Triplett-King & Associates, Inc., of Rock Hill; Coleman-Snow Consultants, Inc., of Charleston; Florence & Hutcheson, Inc., of Columbia; and F&ME Consultants, Inc., of Columbia.



PHOTOGRAPHS BY ROB THOMPSON/THE CONNECTOR

Dignitaries cut the ribbon on the new I-520 Palmetto Parkway on Dec. 16, 2009.



Some of the SCDOT employees involved with the project posed for a photo at the opening ceremony. Front row, from left: Jeff Terry, Bryan Jones, Commissioner Eddie Adams, Danny Shealy, Tony Chapman, Thad Brunson, Clem Watson. Back Row, from left: Leland Colvin, Claude Ipock, Charles Matthews and Machael Peterson.



# SCDOT closes four rest areas with low traffic volumes

*Motorists will have minimal inconvenience*

By Pete Poore

The South Carolina Department of Transportation (SCDOT) closed four interstate rest areas on Jan. 27, 2010. The closings are designed to create cost savings with minimal impact on the public. The facilities were chosen due to their age and condition, traffic counts and the availability of other restrooms and truck parking nearby.

The facilities selected are:

**I-95 Florence County.** Two rest areas, located at mile marker 171. One is on the northbound lanes and another is on the southbound side of the interstate.

**I-85 Cherokee County.** Located at mile marker 89.

**I-26 Berkeley County.** Mile marker 202.

The two rest areas on I-95 in Florence were built in 1975. Both facilities would have required significant funds to make proper renovations. Water and plumbing problems alone would cost \$50,000 to repair. Due to the growth of commercial facilities near these two rest areas, the annual average daily traffic (AADT) had shrunk to approximately 1,000 vehicles. The statewide average is 1,450 vehicles per day. In addition, these two facilities only provide seven truck parking spaces.

The I-85 rest area in Cherokee County was built in 1987. The facility is in good condition. However, the development that has taken place on this section of I-85 has provided travelers with numerous choices of commercial facilities. As growth has occurred, the daily traffic count at this rest area dropped to 900 vehicles.

The rest area on I-26 in Berkeley County is the oldest of the facilities that were closed. This rest area was built in 1970 and was in very poor condition. No renovations have ever occurred at this facility. Though the site is closed, SCDOT will have the option of re-opening it temporarily in the event of a hurricane evacuation.



*“The cost of maintaining these four facilities, coupled with the low volume of drivers who are using them, has led to the decision to use the agency’s limited funds for higher priorities.”*

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



PHOTOGRAPHS BY ROB THOMPSON/THE CONNECTOR

Before the rest areas were permanently closed on I-95 in Florence, portable toilets were brought in to handle traffic until the facility closed. Costly water and plumbing repairs were avoided by closing these facilities with lower than average traffic.

ily in the event of a hurricane evacuation.

Transportation Secretary H.B. Limehouse Jr. said SCDOT

would prefer not to reduce the number of service facilities on our highways. “The cost of maintaining these four facilities, cou-

pled with the low volume of drivers who are using them, has led to the decision to use the agency’s limited funds for higher priori-

ties,” said Limehouse. The cost of maintaining each of the four rest areas had grown to \$300,000 per year, per rest area.



# Audit reveals SCDOT has fully complied with Act 114

By Pete Poore

The agency-wide audit of the South Carolina Department of Transportation (SCDOT) prepared by MGT of America for the Legislative Audit (LAC) was released on Feb. 2, 2010. This audit was a follow-up to the LAC's own report on SCDOT in 2006. The follow-up audit was mandated by Act 114, also known as the DOT Reform Act signed into law in 2007.

The latest review shows that SCDOT has been successful in implementing the majority of the 44 recommendations for improvement made by the LAC in 2006. Moreover, the report reveals that the reforms of the agency prescribed by Act 114 have been completely implemented. The audit notes that SCDOT staff made "significant efforts" to comply with the law.

Transportation Secretary H.B. "Buck" Limehouse Jr. has thanked MGT of America for a thorough and balanced report.

"The Legislative Audit Council's review of SCDOT confirms that we are reaching the goals that I set when I began my administration in 2007. We have spent the past three years cutting costs, eliminating waste, and putting these savings and other resources into our 41,000-mile state highway system. We have done this while complying with the requirements made by Act 114. The audit shows that we have put fair project selection and approval processes into place that keep the politics out of those systems," said Limehouse.

The latest audit also shows that SCDOT needs to eliminate unnecessary

delays in the contract process. The report noted that the time between identifying the most qualified bidder for a project and negotiating a finalized contract has actually increased. However the auditors indicated that part of the problem stems from excessive approval and reporting requirements of Act 114, which are time-consuming and costly.

"The audit shows that we still have more work to do, but improving the efficiency of our agency is something that should never end. Our staff is always looking for ways to do things better because our revenues from the state fuel taxes have been shrinking every month for the past two years. We are doing more with less out of necessity," Limehouse said.

## Some of the highlights of the MGT of America report include:

- Acknowledged that SCDOT generally performs well at reviewing bids and awarding contracts in compliance with state and federal laws and regulations.
- Acknowledged the use of life cycle analyses. This is a process used to determine when best to resurface a highway and whether the use of concrete or asphalt is most cost-effective.
- Reported that contract adjustments in a sampling of 1,009 contracts totaled more than the contract amount. However, the project budgets were not exceeded because the rising cost of fuel and asphalt over the lives of the contracts was anticipated. The auditors noted the adjustments were primarily for fuel and materials and were

justified. The ability to make cost adjustments is a provision in most SCDOT construction contracts.

- Noted that SCDOT could make improvements related to change orders and the reporting of those orders to the SCDOT Commission.
- In that same sampling of the 1,009 contracts, auditors found that reductions in contract price occurred in 315 of those contracts creating cost savings.
- Acknowledged that SCDOT has good processes in place to ensure contractors are not manipulating final contract amounts by minimizing bids and then increasing contract amounts through change orders.
- Acknowledged that the Contractor Performance Evaluation System used by the agency has been implemented in line with Federal best practices criteria.
- Noted that the methodology for ranking and estimating maintenance projects could be improved by factoring in the scale of the project and the geography. This means using techniques such as combining a number of small projects into one contract on a large segment of a highway.
- Noted that the agency's financial system and processes still rely heavily on paper documentation and manual processes.

Secretary Limehouse said the agency has made great strides in the past three years, but the recommendations in the performance audit will be a benefit. "We agree with the majority of the audit's suggestions and they will clearly help us refine procedures and processes that will greatly improve the efficiency of SCDOT," said Limehouse.

## SCDOT Financial Audit

By Pete Poore

The overall audit of SCDOT commissioned by the Legislative Audit Council is not the only review the agency has undergone recently. The State Auditor's Office also hires an independent firm to perform a yearly audit of the agency's financial statements.

The firm of Scott McElveen, LLP has been conducting the audits of SCDOT since 2004. Don Mobley CPA is the firm's audit partner. He presented a report at the Commission's Audit Committee meeting on Feb. 18, 2010. Mobley reported that there have never been any disagreements between the audit firm and SCDOT management. He added that both parties have always been able to resolve issues and come to an agreement.

The firm issued an "unqualified opinion" that SCDOT's financial statements "present fairly, in all material respects, the financial position of the agency."

This statement represents the best outcome possible for a financial audit. Mobley added that SCDOT's Finance staff prepares statements, notes, disclosures and other information for each audit. He noted that very few government agencies take those steps and wished more agencies followed SCDOT's lead. SCDOT also prepares a Comprehensive Annual Financial Report (CAFR) which includes financial statements with statistical and other information.

SCDOT's CAFR has received the Certificate of Achievement of Excellence in Financial Reporting for the past four years. The award is presented by the Government Finance Officers Association of the United States and Canada. The Certificate of Achievement is the highest recognition attainable in the field of governmental accounting and financial reporting.

SCDOT's CAFR was judged by an impartial panel to meet the high standards of the program including the demonstration of a constructive "full spirit of disclosure" that clearly communicates the agency's financial picture.

## Meet the Planning Office

Standing, from left: Brian Fulmer, Chad Amick, Mike Sullivan, Ron Patton, Nick Rad, Mark Pleasant, Doug Frate, Jan Feaster, Kevin Sheppard, Kenny Larimore, John Henderson, Norman Jackson, Bill Jordan, Jim Frierson. Front Row, from left: David Burgess, Dianne Janicki, Louise Moore (retired), Marie Bracanovich. Not pictured: Michael Dennis, Vivian Patterson and Viola Covington.





## I-26 widening / Remount Road bridge replacement



PHOTOGRAPHS BY ROB THOMPSON/THE CONNECTOR



The widening project at Remount Road includes a new wider and taller bridge over I-26 as well as the installation of collector and distributor lanes on I-26. The new lanes will provide exits for both Remount Road and Aviation Boulevard. The widening adds two lanes for the collector/distributor and 1 additional lane for I-26.

At left, Rickie Green of Charleston Construction B and David Wertz of HDR supervise the work on Nov. 16.

# THINK SAFETY

## Reporting Hazards

Have you ever heard of an old saying “It’s the little things that will get you”? A little spot of water, oil, grease, etc. can cause majors falls or cause equipment to slide, spin, etc. It can be a little something sticking out in a walkway, or a drawer left open. Is it something that we should have seen on a pre-trip? Is it something we spilled, or saw it and walked on by?

Real life situations cannot be put on re-run, fix it, and go forward. When we see a co-worker injured it is too late to report it. Seeing and reporting hazards are very important in preventing accidents and injuries. It will only take a second but could equal a lifetime of a needless disability.

## Avoid Back Injuries

Back injuries are still SCDOT’s number one type of injury. Most SCDOT employees lift, carry, push, pull, crawl, or walk on uneven ground. They get on and off equipment and operate heavy equipment or power tools. There are proper ways to do these tasks to help prevent injuries. Exercise, weight control, good nutrition and quality sleep time also help prevent injuries.

## Back Safety Tips to remember:

- Get help when needed
- Use material handling equipment
- Lift properly
- Maintain a 3-point contact when getting on or off equipment
- Watch where you step
- Don’t twist and carry, move your entire body

*Courtesy of SCDOT Occupational Safety Newsletter*

# Engineering Orientation Program offered to new SCDOT engineers

In April 2010, the South Carolina Department of Transportation will begin offering an Engineering Orientation Program (EOP) to newly-hired employees in the Engineer/Associate Engineer (E/AE) I and II classifications.

provide opportunities to develop working relationships with E/AE I and IIs from other functional areas of the Department, and provide training in basic management and SCDOT-specific engineering skills.

The program requires a commitment of 24 days from an employee’s normal work schedule, with only six of these days

ing:

- Introduction to Highway Federal-Aid
- Ethics Awareness for the Transportation Industry
- Introduction to NEPA and Transportation Decision Making
- AASHTO Roadside Design Guide

Other courses will cover basic management skills and the Department’s funding and finance. A tour of district field operations and each of the engineering division offices, including the Office of Materials and Research, will be provided.

This will allow participants an opportunity to meet key staff members and expand their understanding of the Department’s overall function. (More than six days away from the employee’s workstation may be required of participants during the first year of the program, until all training sessions are converted into an e-learning format.)

To participate in the program, applicants must meet the following criteria:

1. Possess a four-year degree in engineering or engineering technology
2. Currently be classified as an E/AE I or II
3. Have been employed by the Department for less than two years since receiving their engineering degree. (Applicants who have been employed with the Department for one year or less since receiving their engineering degree will be given priority for acceptance into the program. Applicants who have been with the Department more than one and less than two years since receiving their engineering degree will be considered for participation if the 15 slots are not filled by first year employees.)

Applications will be accepted on a quarterly basis with a maximum of 15 individuals selected for each quarterly group. If more

applications are received than slots are available, participants will be selected through a random process. All qualified applications not chosen will be held and automatically considered when selecting the next quarterly group.

Successful completion of the program qualifies towards the professional development component in preparation for the next step in the employee’s career path.

It should be noted that although all engineering employees are not allowed to participate in the program, all are allowed to take the NHI and management courses as well as view the organizational overview e-learning modules.

For more information and to apply contact James Cassidy in Room 115 of Headquarters by March 15, 2010. Applications received after that date will be held for consideration during the next quarterly selection.



The program will give engineering trainees an understanding of the Department’s overall operations and organizational structure,

from one’s assigned workstation. The majority of the training provided will be via e-learning. Several National Highway Institute (NHI) courses will provide basic engineering training includ-



# ARRA funding provides new buses in SC



PHOTOGRAPHS BY CODY CROUCH/THE CONNECTOR

The Aiken Area Council on Aging, Inc. received three new public transportation buses on Dec. 8, 2009. The new buses were funded, through SCDOT, by the American Recovery and Reinvestment Act (ARRA) of 2009. Here, Foster Bozard, left, of Palmetto Bus Sales hands over the keys to a new bus funded by ARRA through SCDOT Mass Transit to Aiken Area Council on Aging Executive Director Scott Murphy.



TriCounty Link, headquartered in Moncks Corner, received funds from the recent American Recovery and Reinvestment Act of 2009. With these funds, TriCounty Link purchased 14 new buses and will renovate their headquarters office building. Here, SCDOT Deputy Secretary for Mass Transit Glennith Johnson, left, presents the new bus keys to TriCounty Link Executive Director William Hutto.

## Congratulations!

*Procurement recognizes employees*



ROB THOMPSON/THE CONNECTOR

Director of Procurement Mike Burk, left, congratulates employees with extended SCDOT service. From right, Sateria West, 30 years; Sandra Suber, 20 years; and Marie Sharpe, 31 years.

## Bridge replacement under way in Laurens County



ROB THOMPSON/THE CONNECTOR

The SC 49 bridge over the Enoree River is being replaced. The new bridge will be 444 feet long, 44 feet wide and 4 feet higher than the current bridge. It will include two 12-foot travel lanes and two 10-foot shoulders. The project is scheduled to be completed by November.



# Secretary addresses budgetary concerns

**TO: SCDOT Employees**

**FROM: H. B. Limehouse Jr.**

**RE: Budgetary Concerns/Cost Savings Initiatives**

I want to thank all SCDOT employees for their dedicated service to SCDOT and its mission. I know times are difficult financially for many of you and the security of your job is important to you. As with other state agencies, SCDOT is experiencing a decline in revenues. In order to ensure adequate future funding for the essential services and programs of the agency, we are taking proactive cost savings measures.

As you were notified a couple of weeks ago, a voluntary furlough program was put into place. Since that time, many of you have taken advantage of this option resulting in savings to the agency and allowing you to spend extra time with family or taking care of other personal matters. I commend you for your part in the agency's cost savings efforts and ask each of you to continue to assess your responsibilities and consider ways to further save for the agency.

It may be something as simple as pooling and monitoring offices supplies (especially paper usage), consolidating printers, recycling scrap paper as notepads or for printing of draft documents, or reducing mailings by using e-mail. Small amounts of savings add up. I encourage you to share cost savings ideas with me so that others can take advantage of them also.

In addition to the voluntary furlough and your ideas, we are taking steps to further reduce spending in many areas of the agency. Below is a list of those initiatives. The effective date of many these is January 1, 2010 so for example, the 5% reduction in operating budgets means 5% between January 1, 2010 and June 30, 2010, resulting in an effective 10% reduction in these budgets. Most of the items are self-explanatory, but additional information may be provided on specific items.

Again I thank you for doing your part in service to the agency and to the state.

## Jim Cagney Golf Tourney raises money for scholarships

The Jim Cagney Memorial Golf Tournament was held Nov. 9, 2009, at Lexington Country Club. The tournament sponsor, RPM Engineers, organized and worked with sponsors to ensure the tournament was successful.

The tournament raises money for the Jim Cagney Scholarship Fund, which, since 2006, has paid \$15,000 to children of SCDOT employees who are in accredited engineering programs.

This year's tournament hosted 120 golfers including DOT employees, family members and engineering firms from around the state.

Jim Cagney was a civil engineer with SCDOT for 18 years. He graduated from Clemson University in 1987 and went to work at DOT after graduation. Jim also had a passion for the game of golf.

He was diagnosed with esophageal cancer in 2004 and died in February 2005.

The Jim Cagney Memorial Scholarship committee and sponsor, RPM Engineers, thank everyone who participated in the tournament. The 2010 tournament will be held on Nov. 8, at Lexington Country Club.

The Jim Cagney Memorial Scholarship committee is comprised of Berry Still of RPM Engineers, John Price, close friend of Jim's, and Jim's widow, Cathy Cagney. The committee had highly qualified applicants to choose from for this year's scholarship, and decided to give



**Amanda Woodrum**



**Matthew Kelly**

two \$2,500 scholarships.

Amanda Woodrum, recipient of the 2008 scholarship, won again this year. She is the daughter of Jo Ann Woodrum of District 7 Engineering. Amanda is a civil engineering student at Clemson University.

Matthew Kelly, also a winner of this year's scholarship, is the son of Jan Feaster who works in Planning and stepfather Wayne Feaster who works in Traffic Engineering in the DOT Headquarters. Matthew is a civil engineering student at the University of South Carolina.

PRIORITY	PROGRAM/ACTIVITY/ITEM	CASH BALANCE IMPROVEMENT
1	Increase Frequency of Federal Billings .....	\$5,000,000
2	Secondary Resurfacing: Savings from Reduced Payouts this Fiscal Year ...	\$5,000,000
3	Reduce Maintenance of Commercial Truck Parking Areas Equal to Available Funding from General Appropriations .....	\$150,000
4	Close Welcome Centers / Rest Areas .....	\$390,000
5	Extend Hiring Delay from 7 to 9 Months .....	\$1,568,000
6	Volunteer Furlough Program (Agency Wide) .....	\$14,000
7	Reduce Administrative Operating Budget by 5 % (Agency Wide) .....	\$6,000,000
8	Precast Bridges (delay ordering materials) (3244) .....	\$900,000
9	Piles (delay ordering materials) (3261) .....	\$48,000
10	Defer CRISOS & RPMs on Secondary Routes .....	\$6,000,000
11	Defer Career Path Raises 6 Months (Agency Wide) .....	\$600,000
12	Reduce Equipment Purchases (805) .....	\$3,500,000
13	Reduce Extraordinary Maintenance (6220) .....	\$1,500,000
14	Reduce Contract Maintenance, Part I (6211) .....	\$7,000,000
15	Suspend Select Capital Improvements: District Projects .....	\$688,500
16	Suspend Select Capital Improvements: HQ & Shop Road Projects .....	\$84,000
17	Reduce Highway Maintenance Contracts, Part I (2171) .....	\$8,557,500

### PROPOSED REDUCTIONS .....

18*	Reduce Contract Maintenance, Part II (6211) .....	\$9,497,331
19*	Reduce Highway Maintenance Contracts, Part II (2171) .....	\$8,535,344
20*	Secondary Resurfacing: 25% reduction (projects yet to be awarded) .....	\$12,137,657
21*	Overtime Pay (492) .....	\$4,000,000

\*To be considered only if necessary

## 256 SCDOT employees participate in voluntary furloughs

SCDOT began offering a voluntary furlough program for employees on Dec. 7, 2009, as a cost savings initiative for the Department.

Many employees took furlough days during the holiday season as an extension of their

holiday leave, and several employees have taken furlough time when they have not had sufficient accrued leave to take.

The program allows an employee to furlough for up to five calendar days through June 30, 2010, subject to the supervisor's

approval. A furlough day may be taken in full or partial day increments; however, a partial day increment cannot be less than four hours.

If SCDOT finds it necessary to implement a mandatory furlough, any time taken through

the voluntary furlough program will be counted towards the mandatory furlough.

As of Feb. 2, 2010, 256 employees have furloughed a total of 475 days for a savings of \$53,855 in employee salaries.

The Voluntary Furlough

Guidelines and Form may be accessed through the SCDOT Intranet, Human Resources Department, "What's New." Any questions concerning this program should be directed to the Human Resources Office at (803) 737-1322.



## The Flower Man

# Water plants in warm weather

By Ernest Jones

As June ushers in warm weather, gardeners must be ready to supply the garden with water when nature does not.

All plants must have water in order to grow. Water fuels photosynthesis, and is the medium through which dissolved mineral nutrients are carried into plants through their roots.

But how much water is necessary, and how often it is needed, varies tremendously among plants. Aquatic plants like water lilies, must have their roots continually moist. At the other extreme, cacti can survive for months without water at all. Water needs for most plants fall somewhere in between.

It is important to learn when our plants need to be watered. The rule of thumb is to make sure the garden gets one inch of water each week during the growing season. If rainfall is insufficient, the gardener must supply the difference. But this maxim is just an average: it is not an accurate guide for all soils and climates.

A garden in a coastal location where the soil is sandy and the summer sun is hot will need more than one inch of water per week. Plants growing in a cool, foggy climate or in dense clay soil will need less than an inch.

Instead of leaving the timer on the automatic watering system on the same setting all summer, or watering every Wednesday and Saturday without fail, try to water your plants when they need it.

For plants in beds and borders, the best way to tell when it is time to water is to poke a finger into the soil. Don't just lay your hand on the soil surface. It may be dry from the hot sun when there is still adequate moisture in the root zone. But when the ground feels dry more than an inch or two underground, watering is in order.

Do not put off watering until your plants wilt or appear limp. Wilting is severe water stress that can damage plants and will also cause them to bloom and bear fruit later and less lavishly than healthier specimens.

Some plants look a bit flaccid during the hottest part of the day, especially when the sun is intense, but revive later on toward dusk.

But if plants are limp in the morning or evening, they are suffering water stress or are beset by dis-

ease caused by insect infestation. If drought is the problem, water the plants immediately.

All plants need water during transplanting, and until they are well established in the soil. Trees and shrubs should be watered during dry periods for the first one to two years after planting. Woody plants also need water when setting buds. For spring bloomers, bud set occurs in late summer. Water plants to water fertilizers also.

Annuals and perennials need the most water during seed germination, and when setting buds. Vegetables, too, need watering from snowing until germination. After that point, leafy crops need water regularly throughout their growth; root crops need water as the roots are enlarging; and fruiting crops are most in need of water during flowering and fruit formation.

When you do water, water deeply so the moisture soaks into the soil to a depth of at least two feet.

Surface water evaporates quickly, and frequent light watering encourages plants to concentrate many roots in the upper levels of the soil, where they will be more vulnerable to hot sun and dry weather.

Deep watering coaxes deep-rooted trees, shrubs, and other plants to send roots down into the soil, where they will be able to find more moisture during dry weather.

This approach saves water, because you water less often, and less water is lost to evaporation. Your plants will not be dependent on you to supply all the moisture they require.

The most efficient way to get water to plants is to supply it right at ground level, through soaker hoses or drip irrigation systems. Soaker hoses are made of porous rubber, canvas or fiber. The tiny pores in the hose can be snaked through the garden, laid right on top of the soil.

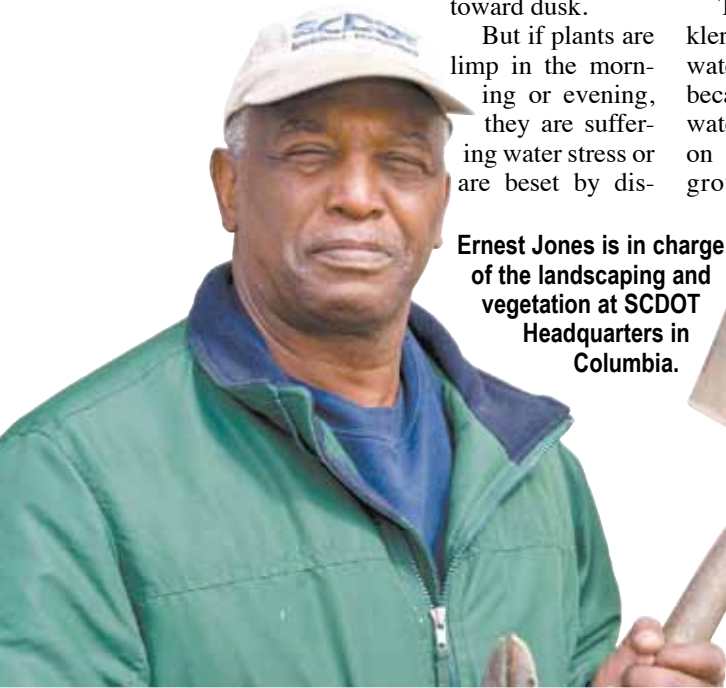
Drip irrigation systems are more expensive and require more work to install, but once in place they are convenient and effective. They use lengths of narrow plastic tubing with perforations along the sides. The tubing is connected by couplings and can be hooked up to a timer to operate automatically. Drip tubing is best installed below the soil surface, which requires some digging.

The least efficient way to water is with overhead sprinklers. Hoses watering from above is wasteful, because the water has to filter down through foliage to get to the soil, and because water is lost to evaporation on hot days. If plants are watered too late in the day, moisture that remains on leaf surfaces at night can invite the growth of mildew and fungus.

However, overhead watering does offer the benefits of helping to cool plants in hot weather, and rinsing dirt from foliage.

A strong spray of water from a hose can wash away aphids and other small pests too. If you must water with a hose, the best time to do it is in the morning or late afternoon.

Avoid midday, when evaporation is greatest. If you water late in the afternoon, be sure a few hours of daylight remain so that leaves will dry before dark.



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



## Letters we liked

Comments from the SCDOT web page:

**To: All SCDOT workers in the office and on the road:**

I want to say "thank you" for taking the time away from your own families to try and make sure our families are safe out on the road. Sometimes I think people don't think about what you are doing out there and you deserve better than that. You have the ultimate #1 praise from our home to yours. "Thank you" and may God richly bless each and every one of you.

Tonight, we had to attend a visitation at Thompson's Funeral Home. However, due to the weather, at around 7 p.m., someone announced that we should all return to our own homes for safety reasons. Tomorrow we will return to the funeral home for the funeral of Bobby L. Cook.

But the old saying about it never matters when you die, the weather will always affect the outcome of people who will attend.

Again, we praise you all,

**Linda Thomas**

**To: SCDOT**

I just wanted to pass on my thanks for the outstanding job the SCDOT snow removal teams did on Friday night.

This was obviously something SC doesn't have to deal with on a normal basis, yet these folks made it happen. I appreciate their efforts as I commute daily to Columbia Metro Airport from Sumter. Thanks so much for getting those roads cleared quickly!

**Chris Tubbs**

**To: SCDOT**

I wanted to tell you thank you for the excellent job you did clearing the interstate after Friday's snow. I drive from Rock Hill to Concord to go to work. What an awesome job everyone did in getting I-77 in such good shape in such a short time. I left early for work Saturday morning, but had no problem getting through. Thanks for your hard work.

**Jeanie Sampson**

**To: SCDOT**

I would like to say thank you to those that worked this past weekend in Chester County clearing the roads. Because they did their job, I was able to get to mine.

I work at a 24 call center in York County and, like you, must be at work when I am scheduled especially during bad weather. Many people depend on me being there to answer the phone just like many depend on you being there to make the roads passable. And, Chester County roads were some of the safest roads I traveled thanks to YOU.

Thanks again,

**Vickie Laffredo**



# SCDOT manages weather challenge

*SCDOT crews are ready when forecast calls for snow, ice*

South Carolina has experienced an unusually active winter, in terms of snowfall. On Feb. 12, a winter storm covered every county in the state with a significant amount of snow. Overall, it was one of the state's largest recorded snowfalls.

The event really tested the limits of SCDOT's ability to handle snow. Every county except Beaufort had to plow snow to keep the roadways passable.

SCDOT was up to the challenge, receiving positive comments from the public for a job well done. It was a drain on resources, however. The total cost of this storm event to SCDOT was \$2.1 million.

On March 2, South Carolina experienced a second winter storm, and more snow to most counties from the midlands to the upstate. Fortunately, the snow was relatively light and temperatures remained moderate. SCDOT's response to this winter storm event cost approximately \$562,000.

Unfortunately, this brutally wet and cold winter has resulted in an accelerated rate of pavement deterioration and potholes. These deteriorated pavements present a lasting challenge to the maintenance division that is compounded by a lean budget and limited resources.

Overall, SCDOT has spent close to \$5 million responding to winter weather conditions this fiscal year, much more than is spent in a typical winter.

In materials alone, the impact of the winter is apparent. In 2007, the department used approximately 6,200 tons of salt and sand. The amount rose to 4,700 tons in 2008 and 12,900 tons in 2009.

This year, through March 5, SCDOT has used 28,600 tons of salt/sand.

**RIGHT: Fairfield Maintenance spreads calcium chloride on I-77 on Jan. 7 prior to a predicted snowfall.**

**FAR RIGHT: Bill Taylor, Kelvin Meetze and Jim Johannemann monitor satellite weather across the state from headquarters throughout the night on Jan. 7.**



This year, SCDOT has used over 28 tons of salt. This amount exceeds all the salt used in 2007, 2008 and 2009 combined. LEFT: Richland Maintenance workers Cynthia Thomas, left, and Ada Gardner secure a salt spreader in the back of a dump truck.



PHOTOGRAPHS BY ROB THOMPSON/THE CONNECTOR

**Richland Maintenance crews put salt spreaders in the back of dump trucks in preparation for wintry weather on Jan. 7.**



**Karen Rowe, left, and Toby Johnston of Fairfield Maintenance load liquid calcium chloride into a spreader. Trucks across the state salt and prepare roads and bridges when wintry weather is predicted.**





# No snow days for those who make our roads safe

## Storm sends SCDOT workers to prep roads

By Andrew Dys  
The (Rock Hill) Herald

**T**errell Mingo loads brine into a truck at the S.C. Department of Transportation operations center in Rock Hill on Friday.

Barring bones sticking through skin — maybe — there is no calling in sick today at the S.C. Department of Transportation operations center in York County.

Not a single person called in sick Friday, either.

“We had two guys even drove all the way back from the beach, cutting short vacations, to get back to work,” said Brad Trout, resident maintenance engineer for the operations center.

At the DOT’s field offices, the people who spread the salt and sand and brine — and plow the roads, and fix or maintain the equipment — a snow day and preparing for a snow day is the opposite of most of the rest of the world.

The rest of us hunker down; they plunge into the work.

This is no place for the meek when a storm approaches. Names include Preacher, Mickey, Mac, Boogie, Chuck, and more. At least half sport moustaches, and not the cheesy kind. One guy with a beard rode his motorcycle to work — it was 42 degrees.

Not a Mortimer or Poindexter to be found within miles of this place, that’s for sure.

Orders are barked, work is done without moaning. The sound can be like a motorcycle



EDWARD MOORE/DISTRICT 4

**York County employees were recently featured by their local paper for doing a great job with the recent winter weather. They are, from left: Brad Trout, James ‘Boogie’ Byers, Mickey Deal, Joe Patterson, Mac Mobley, David Kelly, James ‘Preacher’ Wilson, Russell Thomason and Kathy Partain. Not pictured: Chuck Petty and Todd McAbee.**

rally from the constant droning of machines, generators, pumps, loaders, winches, shouts.

“If me and the other mechanics don’t keep the trucks rolling, the drivers can’t keep the road clear and safe,” said Todd McAbee, 23 years a diesel mechanic in the shop that fixes plows and sanders maimed by salt and cold and regular use.

The last time his hands were spotless was probably 23 years ago. Friday, he fixed a sander motor, and he was all but inside the motor itself with his 250 pounds of muscle. He looked like a professional wrestler who needed a bath.

“I never had a snow day with my kids,” McAbee said. “They are in the snow, I am at work. You know it when you come to work here. This is important work in bad weather.”

There are almost 100 people out there at the center, Trout said, split into two 12-hour shifts to cover work around the clock. Each shift is a mirror of the other;

with drivers, mechanics, heavy equipment operators, administrative people.

Shifts run 7 to 7, morning and night, until the storm is gone. If the storm is severe, it will bring the blue-collar workingman’s blessing — overtime.

By early Friday afternoon, 20 trucks had spread more than 40,000 gallons of saltwater brine on roads. By this morning, it will have been twice that.

All of the workers who normally work on road signs or asphalt and paving have different jobs when a storm hits. Truck drivers drive brine trucks.

“I can lay a thousand gallons of brine for 30 minutes at 40 mile an hour on the road,” said driver Keith Wyatt. “You do whatever you have to do. You keep running and refilling.”

Heavy equipment operators load salt for the brine-making and drive plows and sanders on the highways.

James Hardin, called “Preacher” by all these men who work

outdoors in the cold because he is a self-described “man of God,” is a lead man on the shift. Friday, he loaded salt for the brine using a backhoe. Today, he will drive a snow-plow and sander.

“I will do anything that needs to be done because we are the ones who have to get the roads clear,” Hardin said.

The brine mixers and pumps, David Kelly and Russell Thomason, normally have regular jobs in good weather but handle the crucial brine-making during storms on day shift.

A half-dozen mechanics, three on each shift, have to keep it all running. Mac Mobley, 28 years service, is a supervisor. On storm days, that means nothing except he’s older. All do whatever work is there — and all is an emergency.

“If it’s gotta get done, I do it or my guys do it, and there ain’t no ‘can’t’ heard about it,” said Mobley. “People depend on us.”

Even the office and administrative people work the 12-hour

shifts days and nights to handle emergency calls, ordering supplies, getting people fed, whatever.

“You do anything now because it all has to get done,” said Kathy Partain, an administrative assistant.

Trout, the boss out here, is no different than anybody else. He works right alongside everybody.

“We have a good bunch of dedicated people,” he said. “Everything that is here now we have on the other shift. All those people work through the dark hours.”

And if today the snow falls deep and the ice won’t melt, guys like Wyatt will drive brine trucks.

Hardin will plow roads.

Mobley and McAbee will fix and yank and cajole and weld and tighten.

Partain will make sure the paperwork, the calls, the emergencies, get routed right.

“And if we have to do it Sunday,” Trout said, “we’ll do it again.”

**A special thanks to all SCDOT employees for their hard work during this busy winter season!**



# Modern day Ben Sawyer Bridge opens as engineers marvel

By Bob Kudelka

**F**ast-track engineering was on display when the Ben Sawyer Bridge's World War II-era swing span was replaced with a new one while the bridge closed to motorists for just 11 days in February.

The Erector set style maneuvers impressed veteran engineers, who noted that the Charleston County project marked the first time in South Carolina that a swing span bridge's entire superstructure was replaced with such minimal delay to motorists.

"It was awesome," said Leland Colvin, SCDOT Assistant Construction Engineer, who was on site to watch the jacking and lifting of the new span onto the foundation.

Sullivan's Island Mayor Carl Smith was first to ride across the bridge.

"It's amazing how much wider the bridge looks. I think it's great," Smith told local media. "I want to thank the South Carolina Department of Transportation and Secretary (Buck) Limehouse."

The rehabilitated bridge has the same look as the old bridge, something locals desired, but with new components and much improved features.

The new bridge has two travel lanes that are wider than the old bridge, 14 feet instead of 12 feet; a new control house; and a 5.5-foot-wide sidewalk to connect with the existing bicycle/pedestrian path along SC 703.

PCL Constructors, a Tampa-based firm with experience in this type of work, was the main contractor.

Colvin described the design-build project as "very unusual."

"Putting together the contract, we knew that we were forcing firms to use fast-track construction methods and techniques," Colvin said. "If you look at normal construction methods and techniques, you're looking at a 14- to 18-month process. By putting that short-term window in the contract for the total closure, it basically forced the design-build team to go in and use advanced, fast-track construction techniques."



PHOTOGRAPHS BY ROB THOMPSON/THE CONNECTOR

**Tugboats maneuver barges carrying the new Ben Sawyer swing span down the Intracoastal Waterway on Feb. 4.**

Instead of closing the bridge and detouring traffic for up to 18 months, the contractor used a window of just 11 days.

As it turned out, those 11 days included a rare, 3-inch snowfall, sleet, high winds and cold temperatures that challenged various aspects of the job.

"They picked the worst weather week we've had in Charleston County in probably 10 years," Colvin said.

To accomplish the job, the contractor first built two temporary trestles parallel to the existing foundations. They built new approach spans, to include the sidewalk and barrier walls adjacent to existing approach spans.

During the 11-day closure, they used a jack and roller system to jack the old spans off the existing foundations onto the temporary trestles west of the current alignment and, in turn, jacked the new approach spans off the temporary trestles onto the existing foundations and alignment, Colvin said.

Also during that short-turn around time, PCL floated in the new swing span by barge from the old Navy base, where it was constructed. They used barges and water tides to lift the old swing span off the foundation, allowing for some repairs to be done to the foundation. Then, the new span was set on the existing pivot pier again using water tides for lifting



**The barge carrying the new swing span lifted and removed the old bridge, then rotated in the channel to place the new bridge in its place. On Feb. 11, during the low tide, crews prepared for the new bridge to be put into place. The placement was done at high tide which lifted the bridge 5 feet higher.**

and lowering of swing spans.

Once all was in place, crews had fairly major 'touch-up' work including reconnecting mechanical and electrical systems, grinding and grooving the surface on the approach spans and swing span to meet for rideability and friction, new striping, new asphalt on the approaches and functional testing of the new bridge.

"It's basically what a normal track would take 18 months they completed in basically 11 days of closure," Colvin said. "It was a small, compact work site and

they were working 24 hours a day, with two 12-hour shifts. They had a lot of folks and a lot of equipment on the job site at one time and seemed to be working well."

The old approach spans will be demolished and the old swing span will be recycled by Nucor Steel.

The old bridge tender's house was once a familiar place for Transportation Secretary H.B. Limehouse Jr.

"The Ben Sawyer Bridge is certainly an important transpor-

tation link, but its function as a swing bridge is also part of the tradition and charm of the Lowcountry landscape," said Limehouse.

"This project is of particular interest to me since I worked for what was then known as the SC Highway Department during my summer vacations while a cadet at The Citadel. One of my jobs was to serve as a relief bridge operator. The Ben Sawyer Bridge has survived time and major hurricanes, and it's important that we preserve it as a swing bridge."





ABOVE: PCL Constructors employees put the finishing touches on the center support where the new swing bridge will rotate to open for boat traffic.



RIGHT: After sliding the new approach span into place, workers pour concrete between the new approach span and the existing roadway.

BELOW: The new approach span has new traffic lights, wider travel lanes and a wider pedestrian sidewalk on the harbour side.



LEFT: SCDOT and PCL Constructors employees pose in front of the old and new swing span bridges.

# Ben Sawyer

## Just the facts...

By Julie Hussey  
Civic Communications

### Bridge Closure and Re-Opening

- The new Ben Sawyer Bridge was opened for traffic at 1:50 am on Friday, Feb. 19 – approximately 11 days after it was closed.
- In total, PCL Civil Constructors – the design/build contractor for the bridge replacement and old bridge demolition – worked 24/7 for 17 days to bring in the new swing span and replace the old bridge with the new bridge opened last night.
- Sullivan’s Island Mayor Carl Smith not only was the last person to drive over the old bridge, he rode in the first car over the new bridge. He was joined by driver, Chauncey Clark and Tim Holbrook and was followed by Sullivan’s Island Town Administrator Andy Benke. Sullivan’s Island resident Phillip Hammond coming from Mount Pleasant met them in the middle.
- The first vehicle was Chauncey Clark’s Model A
- The first runner across the new swing span was Sullivan’s Island council member, Dr. Pat O’Neil.
- There were incentives and disincentives associated with the bridge closure time. PCL worked 24 hours/day throughout the closure period through some difficult conditions. The disincentives is a contractual matter between SCDOT and PCL, we will follow the contract in regards to this issue.

### Funding

- This \$32.5 million project is entirely funded by federal dollars. These federal dollars were allocated prior to any stimulus funding.

### Next Steps

- The construction crew will take a few days to rest and regroup.
- Now the new bridge is in place and open to boats and vehicles, crews will complete a few punch list items and then begin the demolition of the old bridges. The old approach spans will be demolished in place and the old swing span will be recycled by Nucor Steel.
- The entire project is on target to be

completed by the end of May 2010- just over a year from the project start date in February 2009.

### Bridge History

- The Ben Sawyer Bridge is a swing span bridge constructed between 1943 and 1945. It connects the towns of Sullivan’s Island and Mount Pleasant over the Intracoastal Waterway.
- Benjamin Mack Sawyer (1890 -1940) was the Chief Highway Commissioner/ Executive Director of the South Carolina Highway Department between the years 1926 and 1940. Nicknamed “Builder Ben,” Sawyer oversaw a period in South Carolina during which the Highway Department (now known as the South Carolina Department of Transportation – SCDOT) paved more than 6,200 roads, doubled the roads in the system, and transformed into a fully functioning state agency with thousands of employees.

### Comparing the New Bridge and the Existing Bridge

- When completed, the rehabilitated bridge will have a new steel swing span, two new steel superstructure approach spans, as well as new electrical and mechanical systems.
- Wider Lanes and Sidewalk - In response to public input, the new swing span truss and approach ramps are similar to the existing bridge in design and height with slightly wider traffic lanes (14 feet wide) and a new 5.5 foot sidewalk on the harbor side.
- Elevation and Clearance - The new swing span’s elevation will stay the same to maintain the bridge appearance and navigational channel clearances. The interior bracing is being reconfigured to provide additional vertical clearance for large vehicles crossing the bridge.
- Control House - The new control house is located above the roadway just like it is on the old bridge. While the octagonal design is the same, the new space is larger to maximize the controller’s view corridors, enable the addition of a new bathroom, and allow for new electrical equipment space requirements.
- Approach Roadway - 400 linear feet of roadway on each side of the bridge is being improved to accommodate the new bridge’s wider lanes and sidewalk. Transitions from the existing multi-use path are being constructed to allow bicyclists and pedestrians easy access to the new bridge sidewalk.



# I-385 rehab under way



*This interstate rehabilitation project extends from mile post 0 at the I-385/I-26 interchange north up I-385 approximately 15 miles. It will consist of removing some of the existing asphalt pavement and replace it with approximately 10 inches of concrete. The interstate will also be widened toward the median to add shoulders where needed to provide a finished typical section that has a 4-foot inside paved shoulder, two 12-foot travel lanes, and a 10-foot outside paved shoulder. This will raise the finished grade of the interstate and cause SCDOT to raise six overpass bridges approximately 2 feet to provide a minimum vertical clearance of 16 feet. The flyover bridge that connects I-26 westbound to I-385 northbound will also be replaced.*

*Interstate 385 was originally US Route 276. It was converted to an interstate facility in 1984 to better accommodate the increasing traffic demand throughout the region. In 2007, the average daily traffic within the project corridor was 21,900 and is expected to grow to 38,325 by 2027.*



PHOTOGRAPHS BY ROB THOMPSON/THE CONNECTOR  
Laurens Resident Maintenance Engineer Nick Waites, left, talks with McCarthy Improvement Company Project Manager Nick Wolf at the two concrete plants for the I-385 rehabilitation project.

On Feb. 26, an open house was held for the media. See photos on page 25.



A 15-mile stretch of I-385 North has been closed for a rehabilitation project. The closed portion has been milled and readied for concrete paving. Concrete paving has started on a portion of the closed roadway.



Workers smooth out the 10-inch concrete surface after the GPS paver forms the roadway. After the concrete dries, a pattern is cut into the surface to improve tire grip.



Grubbing and shoulder work is being done on the southbound lanes. Once the northbound work is completed, southbound traffic will be re-routed south down the finished northbound lanes. Rehabilitation work and paving will then be done on the southbound lanes.



Detour routes are well marked with signs. The detour adds about 15 minutes to a trip to Greenville.



The I-385 flyover bridge over I-26 East has been removed. A pump truck is filling the drill shafts of one of the new bridge's pilings.



Entrance ramps to the closed interstate are blocked off and well marked.



Local businesses have benefited from the detoured traffic. Here, Ernie Whiteford, owner of Whiteford's restaurant, poses by his landmark sign in Laurens. Whiteford has noticed an increase in business due to the detour.

## I-385 from page 1

off to a good start," Waites said. "We've got 8 months to construct 15 miles of interstate. It doesn't give you a long time." The milling that began on day one of the shutdown was finished in four days. The bridge over I-26 was removed in just under six days. Asphalt paving of the northbound inside shoulder was completed in eight days. "It set a good tone for the project, to get out there and get started and have everybody work together," said Nick Wolf, project manager for McCarthy Improvement

Company, the primary contractor. "It's a fast-track project and you have to approach it with intensity. You have a lot of people working in a real small area and you do a lot of things you normally wouldn't do if you had 3 or 4 years to build the project." Concrete paving began Jan. 19 with crews paving up to -mile per day despite challenging weather and limits due to dropping temperatures. To make sure the 10-inch thick layer of concrete has time to cure, work must be done at least 4 hours before the temperature drops to 35 degrees and within 4 hours of any expected showers.

Crews are using GPS (Global Positioning System) technology to plot the paving area instead of string lines, making it more efficient, Waites said. "It's fairly new technology," Wolf said. "You don't have set string lines up and don't have to worry about people stepping over it or trucks driving over it, and you don't use a 10-man crew to set up lines." Some other differences in the fast-paced construction are: • McCarthy has employed double the number of workers that it normally would use if it was a traditional project, Wolf said. Peak workforce will be 250.

• In picking subcontractors, McCarthy "didn't necessarily choose the lowest price, we took the people who we thought could do the work in the time that was needed," Wolf said. • McCarthy set up two concrete plants on site. "Normally we have one concrete plant," Wolf said. "We've set up two - one to produce more concrete faster and as a fail-safe if one plant breaks down or we have problems, we have another plant to pull out of." A big challenge so far has been scheduling the many crews involved in the project, Wolf said. There are 12 subcontractors. "It's the same procedures as building any

other project, you're just doing it a whole lot faster with a whole lot more people," Wolf said. "It just means you have to have a lot of operations working concurrently instead of finishing one and going on to the next. We've opened up a lot more roadway and it requires a lot more effort and a lot more people. "It takes a lot of committed people. We have a lot of people who work a lot of hours. It's got to be a real good team effort. There's not any room for time wasted. When the sun's shining we get to work." Wolf said despite the intense rains, which he said is "the only thing we can't control,"

he was confident the project would be finished on time. "We excel under pressure," Wolf said. "There's nothing better than making something that should take two or three years to come in at six or seven months." Even before the Jan. 4 closure, preliminary work was being done on the project. Workers started clearing and grubbing in November, finishing 80 percent of the northbound and southbound lanes by mid-January. Meanwhile, an intensive public notification project was under way to let people know of the upcoming northbound closure.

Brochures were handed out at rest areas; a web site was created to show maps and detailed information; public information meetings were held; signs were set up; and press releases were distributed to the media. "The interstate detour is working great," Perry said. "The speeds have remained steady on all three routes without any big disruption." The two alternative detours take motorists off the beaten path, which can be appealing to both the curious motorist and businesses looking for new customers. "The traffic has definitely picked up and I know all the townspeople are happy about

that," said Ernie Whiteford, owner of Whiteford's Restaurant in Laurens. "I've noticed the gas stations are really packed." Whiteford, whose father opened the restaurant in 1969, said owners of a nearby car sales lot and an oil-change service both told him they're seeing an increase in business. As for his restaurant, Whiteford has bought space on two billboards hoping to attract new people taking the detours. "We've seen some different people come in and we're glad to see them," he said. "If they come in once, usually they come back." "More traffic for business is good. We're glad you did it."



# Since you're taking the detour... Gray Court, Owings have bits of history well worth the stop

By Pete Poore

**T**he detours in place for the I-385 project in Laurens County are projected to be in use for a total of only eight months. That's a short period of time in the universe of interstate widening projects.

Some drivers might see these and any detours as an inconvenience. However some might see them as an opportunity to get off the interstate and do a little exploring. You might be surprised at what you can find. You can even go back in time, all the way back to the early 18th century.

Anyone traveling northbound on I-26 in Laurens County can take exit 52 near Clinton shortly before reaching the closed off I-385 northbound lanes. You'll travel through the towns of Clinton and Laurens. In Laurens you'll bear right onto SC 14, which quickly becomes the main thoroughfare through the town of Gray Court.

One block from downtown Gray Court you can step back into 18th century South Carolina just by turning onto Owings Street until it intersects with Georgia Road. The road itself is a part of history. It was the primary route between Augusta, Ga., and Salisbury, NC. It was used by many travelers who rode stage coaches.

When the stage drivers approached the Dorroh Inn, a stage coach stop



PHOTOGRAPHS BY ROB THOMPSON/THE CONNECTOR

**The Atwood Cabin was built in 1797 about a quarter mile from the settlement. A two-story addition was built over the existing cabin during the Civil War era. The original log cabin was discovered when the addition began to deteriorate. Volunteers moved and rebuilt the original cabin to its current location in the settlement.**

which is still standing just west of Old Laurens Road, the driver would blow a horn to signal the number of passengers who would have a meal or stay at the inn.

At the head of Georgia Road, just a stone's throw from SC 14, you'll find a two-acre site called the Culbertson Back Country Settlement. The Settlement is a collection of historical cabins, a blockhouse, a one-room

school, a church, a chicken coop, a corn crib, a blacksmith's shop and other structures that were brought to there to be preserved. Many of the buildings were originally located not far away from the site.

One of the more interesting struc-

[See DETOUR next page](#)



**The Culbertson Back Country Settlement is located one block away from downtown Gray Court.**



**Dianne Culbertson shows Julia Motes how settlers used a loom to make rugs and clothing.**



**At the time of the settlement, women used one door and men used another door to enter the church.**



**From left, Richard Taylor, Sarah Jane Armstrong and Dianne Culbertson dress in period costumes while giving a tour of the Culbertson Back Country Settlement in Gray Court.**



**The Piney Grove School is a one-room African-American school where classes were held until 1954.**



**DETOUR from page 18**

tures is the Ora Old Fields Presbyterian Church. The congregation dates back to 1770 in the Laurens County town of Ora. The third structure was built in 1882 and used until 1952 when the congregation joined another church. The building was dismantled and stored along with the pews and pulpit furniture. The church was rebuilt in the Settlement in 2005. It's still used for Thanksgiving Day services and weddings.

Another significant historical building is the Piney Grove School, a one room African-American school where classes were once held about five miles from the Settlement. The school was in use until 1954. A picture of the last teacher can be found on the wall of the classroom.

The Settlement is on land that was once occupied by the Dorroh Presbyterian Church. The land was purchased by Charles and Dianne Culbertson in 2002 and given to the Gray Court-Owings Historical Society to create the Settlement.

The Historical Society has about 20 members dedicated to preserving the history of the area. Two of the primary movers-and-shakers who formed the group are Dianne Culbertson and Sarah Jane Armstrong. Both ladies have always been interested in genealogy and history. Each had traveled and seen how small towns have preserved their history. In 2001, their conversations evolved into preserving the history of their own home town, and the Gray Court-Owings Historical Society was formed.

"Our part of the state is rich in history and early American culture. It's a little different than the large mansions you see in Charleston because these were back country people living on the border of the Indian territories. They made their living by farming and they made the things they needed themselves," said Armstrong.

The Culbertson Back Country Settlement is just one piece in a larger history mosaic that is preserved by the Historical Society. The Society's labor of love extends northward a few miles to the town Owings.

Running parallel to SC 14 just one block over is Laurens Road. This narrow road is the location for what was once downtown Rapley, later changed to Owings. Francis Owings,

a farmer and merchant followed his ancestor to the area, moving there from Maryland after the Civil War. The Owings family is credited with constructing many of the buildings in the town.

The Historical Society has purchased and preserved many structures on Laurens Road including the Owings House built in 1810, a museum, a millinery shop, a doctor's office, the Vance House which is home to an antique shop and where you can get a great bowl of soup, the train depot, general store and a music hall which is the place to be in Laurens County on Friday and Saturday nights when the weather permits.

Musicians and music lovers gather there to play long into the night. And the outdoor dance floor just outside the hall is a favorite for those who like to Shag.

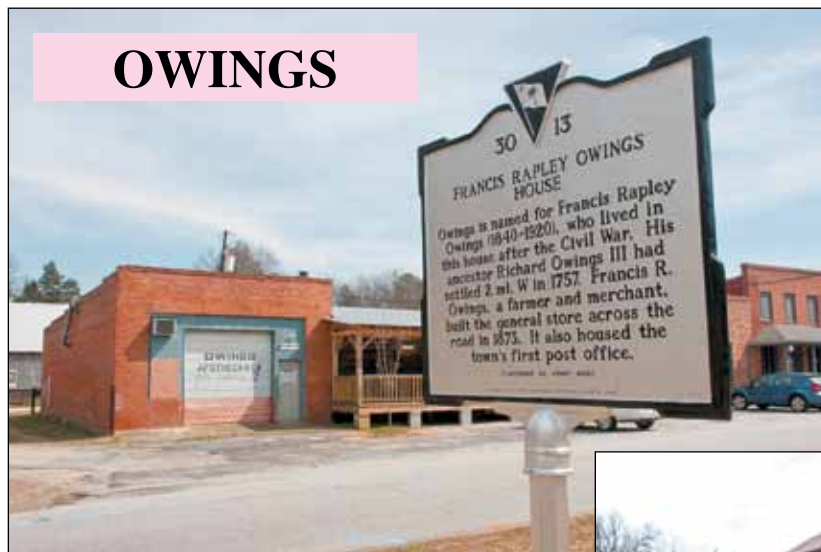
Dianne Culbertson believes that Owings was by-passed by progress in the 1940s when SC 14 provided a good road into Greenville and that was a good thing from her point of view. "When everyone started going to Greenville, the shops and stores in Owings closed down, but remained undeveloped, so the history of the 19th and early 20th centuries is still here. We're just trying to preserve it," she said.

The highlight of the year for the Historical Society is the annual Pioneer Day held in September. The Society puts on a show in both Gray Court and Owings to celebrate American Heritage. All of the preserved buildings in both towns are open for tours. The day features music, blacksmith demonstrations, quilt shows, pottery, churning, story-telling and woodcarving among other 18th and 19th century Americana.

You don't have to wait for Pioneer Day to tour the history of Gray Court and Owings. Anyone who would like to take the I-385 detour with stops in these two historical towns can call either Dianne Culbertson at 864-876-2667, or Sarah Jane Armstrong at 864-876-3712. Either of these ladies will be happy to set up a tour of any of the buildings. The Gray Court-Owings Historical Society also has a web site: [gcohistoricalsociety.org](http://gcohistoricalsociety.org).

If you don't have the time for a formal tour, you can still walk around the grounds of the Settlement in Gray Court or up and down Laurens Road in Owings and truly step back in time just a few miles from I-385.

## OWINGS



LEFT: Further up highway 14, the town of Owings also features a lot of history.

BELOW: A visit to the old doctor's office in Owings will show you how far medicine has advanced over the past century.



PHOTOGRAPHS BY ROB THOMPSON/THE CONNECTOR

ABOVE: Jonathan, Heather, Julia and Michael Walker perform at the Owings Music Hall. Local musicians sign up to perform there every Saturday night. RIGHT: Antiques are on display in several buildings as well as the town's museum.



The old train depot features a mural painted by a local artist. Plans are to restore the depot to be used for community events.



# Promotions

**Leah B. Quattlebaum**, of Irmo, from Engineer/Associate Engineer III to Engineer/Associate Engineer IV, RPG 2, Pee Dee.

**Peggy M. Paxton**, of Pelzer, from Assistant Geodetic Technician to Associate Geodetic Technician, Office of Materials and Research.

**John E. Wessinger**, of Lexington, from Right Of Way Agent II to Right Of Way Agent III, Rights Of Way.

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

**Juanita H. Abercrombie**, of Chester, from Administrative Assistant to Administrative Coordinator I, District 4 Office.

**Susan P. Morris**, of Chester, from Administrative Specialist II to Administrative Assistant, District 4 Office.

**Richard A. Livingston Jr.**, of Kingstree, from Associate Geodetic Technician to Engineer/Associate Engineer I, District 5 Office.

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

**Aaron R. Arant**, of St. Matthews, from Trades Specialist II to Information Resource Coordinator, District 7 Office.

**Douglas A. Gable**, of Abbeville, from Trades Specialist II to Trades Specialist III, Abbeville Maintenance.

**Thomas O. Longshore**, of Greenwood, from Trades Specialist II to Trades Specialist IV, Abbeville Maintenance.

**John A. Holley**, of Iva, from Trades Specialist II to Trades Specialist III, Abbeville Maintenance.

**Marcus G. Addis II**, of Anderson, from Supply Specialist II to Assistant Geodetic Technician, Anderson Maintenance.

**Thomas E. Dorn Jr.**, of Saluda, from Engineer/Associate Engineer I to Engineer/Associate Engineer II, Saluda Construction.

**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.

**John E. Bost**, of Greenville, from Trades Specialist II to Trades Specialist III, Greenville Maintenance.

**Christopher W. Madden**, of Pickens, from Associate Geodetic Technician to Engineer/Associate Engineer I, Pickens Maintenance.

**Joseph E. Cannon**, of Pickens, from Trades Specialist II to Trades Specialist III, Pickens Maintenance.

**Chad J. Smith**, of Spartanburg, from Trades Specialist II to Trades Specialist III, Spartanburg Maintenance.

**Christopher H. Copeland**, of Spartanburg, from Trades Specialist II to Trades Specialist III, Spartanburg Maintenance.

**Jonathan A. Lucas**, of Chester, from Trades Specialist III to Trades Specialist IV, Chesterfield Maintenance.

**Richard H. Teigue**, of McConnells, from Trades Specialist II to Trades Specialist IV, Chesterfield Maintenance.

**Jason A. Childers**, of Union, from Trades Specialist IV to Trades Specialist V, Union Maintenance.

**Phillip C. Hinson**, of Rock Hill, from Engineer/Associate Engineer II to Engineer/Associate Engineer III, Union Maintenance.

**Kenneth D. Cogley**, of McBee, from Assistant Geodetic Technician to Environmental/Health Manager I, Darlington Maintenance.

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

**Bruce T. Alford**, of Clio, from Trades Specialist III to Trades Specialist IV, Marlboro Maintenance.

**Jonathan E. Mishoe**, of Conway, from Senior Geodetic Technician to Chief Geodetic Technician, Horry Construction.

**David B. Pollard**, of Walterboro, from Trades Specialist III to Trades Specialist IV, Colleton Maintenance.

## Roberta Mack named Professional Services Manager

**Roberta B. Mack**, of St. Matthews, has been promoted to Director of Construction/Professional Service Manager.

She is responsible for selecting and administering professional service contracts and handling consultant evaluations.

She joined SCDOT in 1982 as a Clerical Specialist, and was promoted through the ranks to her most recent position, Contract

Administrator.

A native of Orangeburg, she is a graduate of St. Matthews High School. She attended South Carolina State University, the University of South Carolina, and graduated from Wesleyan University with a BA in Business Administration.

She is a 2004 STTAR graduate and a Certified Public Manager. She has two sons, Jay and Jerome.



Roberta Mack

## Tim Hunter named Environmental Liaison in Legal

**Tim Hunter** has been named the Legal Office's "Environmental Liaison."

As Legal's Environmental Liaison Tim will provide technical support in litigation and threatened litigation, assist in identifying environmental issues and improving processes, and keep us up to date with environmental regulatory requirements. He will

also provide technical support for legal issues involving mitigation banks, the Clean Air Act and other environmental matters.

He has a BS in Marine Science (Physical Oceanography w/ an Engineering Emphasis) from the University of South Carolina. He began his career with SCDOT in 1995 with the Environmental Management Office.



Tim Hunter

## Email Tips

By Janet Jendron  
SC Assistive  
Technology Program  
USC School of Medicine

### Things to Avoid

- Backgrounds commonly known as stationary
- Special characters like the © (Copyright symbol) or a (smiley face)
- Graphics or clip art, unless you know how to add alt tags
- ALL CAPS
- Fancy fonts such as cursive or graphic signature blocks. Stick with san-serif fonts such as Arial or Verdana.

### Header

One of the most important elements in an e-mail Header is the subject field. The subject field is the first field your reader sees – or in many cases does not see because it is empty. Many people sort their mail according to subject. Leaving the subject field empty, or providing a vague or meaningless subject can confuse your readers. A subject field that just says RE, which means regarding, with no further explanation – is meaningless.

### Composing a Subject Line

- Write brief concise subjects for your e-mail
- When reusing old e-mails (forwarding or responding) – Rename your subject based on the new content
- If you are part of a team using e-mail, consider using a brief acronym in front of the subject. This acronym can be used for sorting the e-mail messages.

### Always make sure that you:

- Provide a concise, clear subject line
- Use plain language in the body of your message
- Remove unnecessary information before forwarding or replying to an email and rename the subject as needed
- Provide a summary for attachments and make sure that attachments are readable by everyone

By following these practices, your e-mail will be much more efficient and accessible to all your recipients. Remember, your goal is to get the message across to everyone the first time.



# Retirements

**Willie L. Manning**, of Blackburg, trades specialist II at Cherokee Maintenance, retired Nov. 9, after 19 years of state service.

**Don S. Turner**, of Irmo, engineer/associate engineer in Director of Traffic Engineering office, retired Nov. 16, after 38 years of state service.

**Sandra K. McNair**, of Mountville, administrative specialist at Laurens Construction, retired Nov. 30, after 15 years of state service.

**Dennis C. Robinson**, of Jonesville, trades specialist V at Union Maintenance, retired Nov. 30 after 10 years of service.

**Clyde L. Shealy**, of Chapin, engineer/associate engineer, Office of Materials and Research, retired Nov. 30, after 32 years of service.

**Essie M. Gause**, of Lugoff, senior geodetic technician in Road Data Services, retired Dec. 1, after 29 years of service.

**Winford N. Pearson Jr.**, of West Columbia, trades specialist III at Lexington Maintenance, retired Dec. 1, after 33 years of service.

**John D. Burnette**, of Joanna, engineer/associate engineer, D2-Bridge Inspection, retired Dec. 1, after 31 years of service.

**Bobby R. Patterson**, engineer/associate engineer, Anderson Maintenance, retired Dec. 2, after 36 years of service.

**Lawrence M. Booker**, of Union, trades specialist III at Union Maintenance, retired Dec. 7, after 14 years of service.

**Willie L. Kirkland Sr.**, of Ridgeway, trades specialist III at Fairfield Maintenance, retired Dec. 14, after 11 years of service.

**John E. Winfield**, of Kershaw, trades specialist II at Lancaster Maintenance, retired Dec. 15, after six years of service.

**Leroy S. Davidson**, of Chester, administrative assistant at District 4 Office, retired Dec. 16 after 19 years of state service.

**Derrell S. Rice Jr.**, of Columbia, engineer/associate engineer in Planning, retired Dec. 17, after 10 years of service.

**Geneva S. Rufus**, of Sumter, assistant geodetic technician at Sumter Construction, retired Dec.

22, after 11 years of service.

**Everett W. Phipps**, of Summerville, engineer/associate engineer, Office of Materials and Research, retired Dec. 31, after 31 years of service.

**Harry Mixon Jr.**, of Bishopville, trades specialist II at Lee Maintenance, retired Dec. 31, after 13 years of service.

**Clarence W. Evans**, of Lake City, trades specialist III at Florence Maintenance, retired Dec. 31, after 19 years of service.

**Robert B. Gaddy**, of Rembert, trades specialist V at Kershaw Maintenance, retired Dec. 31, after 17 years of service.

**Earline G. Gatewood**, of Greenville, administrative specialist in Rights of Way, Greenville District, retired Dec. 31, after 30 years of service.

**James A. Givens**, of Ruffin, trades specialist II at Colleton Maintenance, retired Jan. 1, after 32 years of service.

**Patrick M. Kerr**, of Jonesville, mechanic III at Union Maintenance, retired Jan. 1, after 15 years of state service.

**Harold D. Jennings**, of Buffalo, trades specialist II at Union Maintenance, retired Jan. 1, after 19 years of service.

**Lynn M. Fulmer**, of Little Mountain, fiscal technician II in Accounting, retired Jan. 1, after 16 years of service.

**Ronnie D. Duckett**, of Gaffney, incident responder I in District 4, retired Jan. 3, after seven years of service.

**Franklin J. Williamson**, of Dillon, trades specialist III at Dillon Maintenance, retired Jan. 4, after 25 years of service.

**Thomas G. Crook**, of Orangeburg, trades specialist II at Orangeburg Maintenance, retired Jan. 5, after nine years of service.

**Louise S. Moore**, of West Columbia, engineer/associate engineer, Planning, retired Jan. 8, after 10 years of service.

**Timothy K. Cobb**, of Landrum, trades specialist III at Greenville Maintenance, retired Jan. 12, after 16 years of state service.

**Evelyn S. Turner**, of Leesville, program manager I in Rights of Way, retired Jan. 15, after 33 years of state service.

**Louie E. Ellenburg**, of Inman, trades specialist III at Spartanburg Maintenance, retired Jan. 18, after 28 years of state service.

**Herbert M. Coleman**, of Hodges, trades specialist II at Greenwood Maintenance, retired Jan. 20, after 22 years of service.

**Richea G. House**, of Columbia, engineer/associate engineer, Pavement Management-Secondary Roads, retired Jan. 22, after 12 years of service.

**Larry D. Prescott**, of Sumter, engineer/associate engineer in Florence Surveys, retired Jan. 28, after 31 years of state service.

**Samuel Shine**, of Moncks Corner, trades specialist II at Berkeley Maintenance, retired Jan. 29, after 22 years of service.

**Eddie G. Bryan Jr.**, of Edgefield, trades specialist IV at Edgefield Maintenance, retired Feb. 1, after 32 years of service.

**James R. Boykin**, of Winnsboro, trades specialist III at Fairfield Maintenance, retired Feb. 1, after 28 years of service.

# Retirements News

**W.V. Billy Bowers Jr.**  
**Retired 1980**  
**Resident Maintenance**  
**Engineer**  
**Hampton County**

After my first wife died in 1984, I married Joyce Newman on Nov. 23, 1986, and moved to Manning. Joyce and I both enjoy fishing, dancing and traveling. Joyce also enjoys working in the yard with flowers. We are still living in Manning.

I have served on the Varnville City Council, the Hampton County Council, President of the Rotary Club, the Hampton General Hospital Board, Vice-President of the Varnville Area Housing Corporation, Secretary and Treasurer of the Varnville Cemetery Association, the Ambassador for Omar Shrine Temple in Mt. Pleasant which required a lot of time traveling to obtain funds for the Shriner's Hospital.

**Beth Abercrombie**  
**Retired 2003**  
**Nurse**  
**Headquarters**

I enjoy visiting my children in Summerville, Sumter, and Sherwood, Ore. Grandchildren are my blessings, four girls and one boy. I volunteer at Lexington Hospital delivering the flowers and mail to patients. This year my husband Charlie and I had great fun with grandchildren at the Great Wolf Lodge in North Carolina. We also traveled to Alaska, cruise and land tour. I enjoy phone calls and lunches with SCDOT friends. Hello to you all.

*If you have retiree news to share, send it to Cody Crouch at [CrouchWC@SCDOT.org](mailto:CrouchWC@SCDOT.org) or call him at 803-737-1317.*

# Deaths

**Nancy Martin Brown**, 62, of Columbia, who retired as an administrative assistant in the Communications office, died Dec. 4.

**Roy Alfred Edwards Jr.**, 74, of Greenwood, SCDOT retiree, died Dec. 15.

**Reuben C. Guy**, 55, of Chester, engineer/associate engineer at Chester Maintenance, died Dec. 2.

**Harold B. "Brad" Perry**, 52, of Walterboro, an associate geodetic technician in Pavement Management-Secondary Roads, died March 7.

**William G. "Stoney" Stoneburner**, 66, of West Columbia, who retired Jan. 25, as associate geodetic technician in Road Data Services, died Feb. 18.



Nancy Brown



Reuben Guy



Brad Perry



Stoney Stoneburner



## Traffic engineer publishes two children's books

**T**raffic Signal and Systems Engineer Carol Jones of Traffic Engineering has recently published two children's books.

Jones, a civil engineer for 25 years, has worked for SCDOT for 15 years.

For the past two years writing has allowed her to express her artistic side. Married with three children and one grandchild, she enjoys reading and working with children.

She recently published two books — "Catch the Reading Bug" and "Mixed Up Me." These books can be found on a number of websites including [www.amazon.com](http://www.amazon.com), [www.barnesandnoble.com](http://www.barnesandnoble.com), [www.authorhouse.com](http://www.authorhouse.com).

The target audience for these books are children ages 4 to 10, but can be enjoyed by adults as well. There are enough challenging words that children will ask their meanings, so it is a teaching book. In "Catch the Reading Bug" there is enough humor that even adults will enjoy the story. In "Mixed Up Me," Jones uses poetry or rhyming to make the book very readable.

"Catch the Reading Bug" is a story of a very unusual friendship between a boy named Josh and a bug, Itchy the Inchworm. Itchy lives in the research room of the local library, and he and his family love books. Well, they love to eat them, but Itchy is different. He spends most of his time in the children's section, hoping to unlock the secret captured in the pages of the



ROB THOMPSON/THE CONNECTOR

Carol Jones' children's books can be purchased through [Amazon.com](http://Amazon.com).

books. He knows there are secrets, because human children come out every day and stare at the books and turn the pages. Josh is a young boy more interested in baseball and recess, than in reading. Their accidental meeting is facilitated by fate in the form of a dusting janitor who sends Itchy to Josh's hat and therefore his home. Josh and Itchy meet and discover they can be friends and learn from each other.

The book will appeal to a child's sense of fun. Children can relate to Josh and his desire for fun. The book shows that reading can be fun, especially with the right book and especially if you are helping someone else to learn. Children love to teach others what they know.

"Mixed Up Me" is a book concerning biracial children and the questions they ask about who they are. Having children is a joyful experience. When they ask or are asked questions about who they are, it should only be to celebrate their heritage, not to categorize them. The book focuses on the beauty of diversity in both the world and in the people who inhabit the earth. The book will appeal to all ages and will make one think about why we focus so much on how people look rather than who they are and what they've done.

Jones writes under the name V.C. Jones and has teamed up with Jan Feaster to do the illustrations on the next five books. Feaster works in the Planning Department at SCDOT.

## SCDOT employees get discount tickets to Riverbank Zoo



PHOTO BY RICHARD W. ROKES/RIVERBANKS ZOO

*Purchase discount tickets to Riverbanks Zoo and during your visit, make sure you stop by Koala Knockabout—you might catch a glimpse of Oliver, the Zoo's newest koala joey. Born last April to parents Lottie and Jimmy, the baby koala spent nearly seven months developing in his mother's pouch before the keepers even caught a peek at him. Now, too large for Lottie's pouch, Oliver spends most of his day perched on mom's back or tucked around her belly. Don't miss seeing this adorable addition!*

To purchase and print your discount tickets visit  
[tickets.riverbanks.org](http://tickets.riverbanks.org)  
 and enter the exclusive password:  
**scdot**

## PLAY BALL! SCDOT Softball Tournament

**When:** April 24, 2010

**Where:** Pelion Sports Complex

**Who:** SCDOT Employees and Retirees

**Contact:** Michael Dennis  
 (803) 737-1445  
[dennisma@scdot.org](mailto:dennisma@scdot.org)

**Cost:** To be determined  
 (usually around \$85 per team)

**For a copy of the rules and other information, please contact Michael Dennis.**

## NEW SCDOT Learning Management E-Learning Website courses:

**TCCC Surveying:** the basics of construction surveying. Estimated completion time is approximately 3 hours.

**TCCC: Construction of PCC Pavements:** Portland cement concrete (PCC) paving and restoration process: Approximately 10 hours to complete.

**Pre-Trip Inspection:** This course will provide you with a detailed description of the necessary steps for performing a pre-trip inspection on a vehicle in a CDL examination setting. Approximately 30 minutes.

<http://lms.scdot.org/>

Any questions?

Contact Daniel Graham at (803) 737-6037.



# Engineering News

## National Pollutant Discharge Elimination System Permitting

By Ray Vaughan  
and Jackie Williams  
Preconstruction Support

### Storm Water Permitting Background

In 1972 the Clean Water Act (CWA) was established to improve the water quality of the nation's streams and rivers. The CWA prohibited the discharge of pollutants to waters of the United States from a point source unless the discharge was authorized by a National Pollutant Discharge Elimination System (NPDES) permit.

Congress amended the CWA in 1987 to require the Environmental Protection Agency (EPA) to establish phased NPDES requirements for point and non-point storm water discharges. The EPA published the requirements for certain categories of storm water discharges associated with industrial activity and for discharges from Municipal Separate Storm Sewer Systems (MS4s) located in municipalities with a population of 100,000 or more (Phase I sources). Storm water discharge permits provide a mechanism for monitoring the discharge of pollutants from Phase I sources to waters of the United States.

The South Carolina Department of Transportation (SCDOT) was designated as a large MS4 by the South Carolina Department of Health and Environmental Control (SCDHEC) and issued a MS4 permit effective Nov. 1, 2006. SCDOT's MS4 permit covers all SCDOT facilities and rights-of-way. With a jurisdictional area covering the entire State of South Carolina, SCDOT currently maintains approximately 42,000 miles of roadways.

### Storm Water Management Program

It is the goal of the SCDOT storm water management program to comply with the NPDES permit requirements and to improve the quality of storm water runoff associated with SCDOT

owned, operated, and maintained roads and facilities.

### Program Highlights

SCDOT's NPDES MS4 permit has ten main program elements or minimum control measures. (Structural Controls, Areas of New Development and Significant Redevelopment, Existing SCDOT Roadways, Flood Control Projects, Industrial Facilities, Application of Pesticides, Herbicides, and Fertilizers, Illicit Discharges and Improper Disposal, Construction Site Runoff, Monitoring Program and Public Education). Each main program element has several requirements associated with it as defined in the permit.

#### 1. Structural Controls Operation

Post Construction Structural Controls are any devices used for the treatment of post construction storm water. The Department has contracted the maintenance of these structural controls, which included removal of sediment and muck, oil and grease, trash and litter, and other debris.

#### 2. Existing SCDOT Roadways

##### Roadway and Rest Area Runoff Management Plans

During the first year of the permit cycle, SCDOT completed

a Roadway Runoff Management Plan (RRMP). The purpose of the plan was to document programs that had been developed to prevent and reduce pollutants in storm water from SCDOT's drainage system.

In addition a Rest Area Management Plan (RAMP) was developed for the 24 rest areas and nine welcome centers across the state.

##### Construction Site Runoff

The NPDES permit requires that SCDOT develop and implement a program to reduce erosion and sedimentation at construction sites. SCDOT maintains an inspection staff to weekly inspect construction activities as they pertain to the approved sediment and erosion control plans for the respective projects. Inspections are conducted every seven calendar days and problems noted during these inspections must be corrected within seven calendar days. Compliance with the approved Sediment and Erosion Control Plan is enforced. This may include a written notice to comply or a suspension of work onsite if needed.

##### Public Education

Because storm water pollution is caused by so many different activities, traditional regulatory controls will only go so far.



## Got news?

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

Andy  
Leaphart



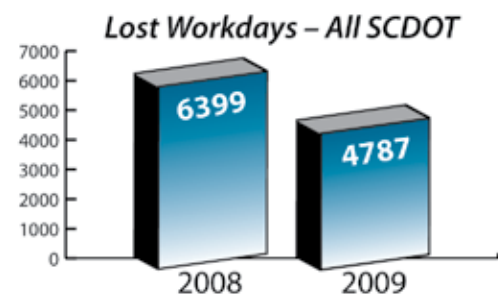
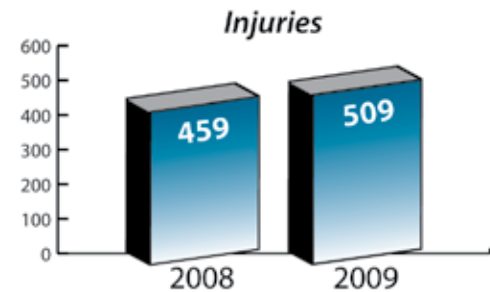
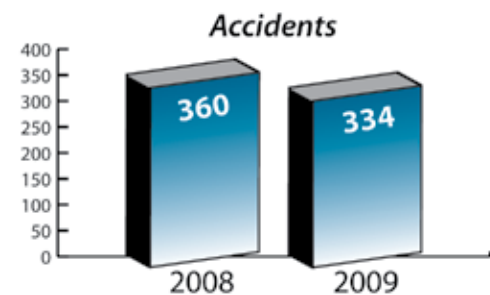
Education and outreach are key components to any successful storm water program. Prior to the development of the Storm Water Management Plan (SWMP), SCDOT had several public awareness programs in place including anti-litter programs. SCDOT has also developed a storm water website link to assist with public awareness. In addition as part of a pet waste education plan, 67 pet waste receptacles with signage were installed at rest areas.

### The Future of the Storm Water Management Program

The last year of the permit cycle (Nov. 1, 2010, to Oct. 31, 2011), in general, will be a time of review, evaluation, and planning for the second permit cycle. SCDOT will have to continue to be flexible as the program matures over the course of future permit cycles and water quality requirements become more stringent.

## Injuries and Lost Workdays Statistics

JANUARY THROUGH DECEMBER





# District 1 News

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

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

## Snow falls across the Midlands



ROB THOMPSON/THE CONNECTOR

Richland Maintenance crews fill a salt spreader on Jan. 7 in preparation for predicted evening snow.



ROB THOMPSON/THE CONNECTOR

District 1 employees salted the interstates and main routes during the evening of Jan. 7.

## Got news?

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

Teresa Rast



ROB THOMPSON/THE CONNECTOR



Snow blankets Lexington Maintenance's office on Feb. 12. The Friday snow melted away by the next day.



Molly Alston, left, and Jackie McClinton of Richland Maintenance have a snowball fight during their break on Feb. 12.



# 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

## Media tour I-385 rehabilitation project



Clemson engineering students also toured the project and were able to see highway construction first hand.



PHOTOGRAPHS BY ROB THOMPSON/THE CONNECTOR

Local media toured the rehabilitation work on the I-385 project on Feb. 26.



Legislators joined print, radio and television media on the tour.



The contractor provided a shuttle bus to the project.

## District 2 DEA Phillip Brooks can now add 'author' to his accomplishments

Phillip Brooks has nursed an interest in genealogy for at least 30 years. It was sparked when he discovered that none of the older surviving members of the Brooks family had any knowledge of the family's ancestors prior to his great-grandfather, Whitfield Brooks, who was born in the mid-nineteenth century.

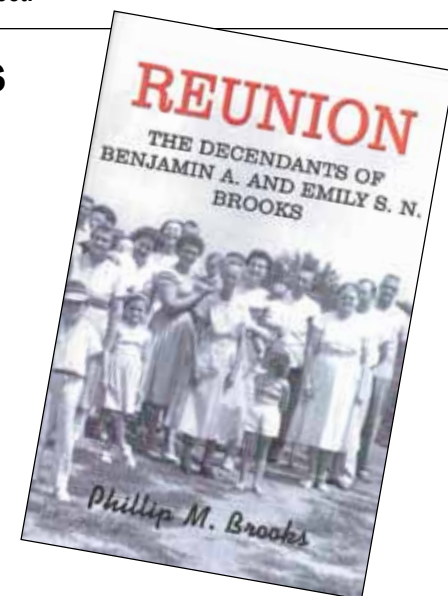
This was a puzzle to both his father and himself. As a result, he began the search for his predecessors, with little success, by interviewing elderly members of the family and elderly members of the community where the family originated. Through local county and federal records he was finally able to find out about two additional generations. "Hopefully, with continued

research, I'll be able to extend this even further after my retirement from SCDOT," Brooks said.

The purpose of this book was to reunite, at least in spirit and memory, members of the Brooks family which once met yearly at his great aunt's house in Lexington County. These were the progeny of his great-grand parents Benjamin A. and Emily S. Nicholson Brooks of Saluda County. Its development took approximately one and one half years from research to publication. This may seem like a very short period of time for such an accomplishment, but not so when you consider today's internet resources and publishing software. Collecting the information on the 335

descendants and photos of the earliest generations was quite an adventure. He developed contacts via letter and email with family from Florida to Idaho. Brooks and his wife traveled as far as central Florida and Alabama to make personal visits. He never met most of these individuals and they "didn't know him from Adam's house cat." Therefore he was truly amazed at how receptive they were in assisting him with the book's development.

Brooks said it's a worthy endeavor for anyone to discover roots and establish their family tree . . . for themselves and posterity. "But don't be surprised in your search if you turn up the occasional horse thief!"





# District 3 News

*Greenville, Oconee, Pickens and Spartanburg counties*

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

*FAX (864) 241-1115*

## Snow hits upstate multiple times



PHOTOGRAPHS BY JOYCE GARDNER/DISTRICT 3

**T**he winter of 2010 has brought snowfall to the Upstate on two weekends within a two-week period. Employees worked a regular work week then continued throughout the weekend to keep the roadways clear and safe for travelers.

Jan. 29-30 was the first snow of 2010 that began in the afternoon and kept coming throughout the night. Crews worked non-stop until Sunday to clear the ice and snow that covered

areas with three to six inches of snow.

Two weekends later on Feb. 12, the Upstate braced for "Round Two" of snowfall. Starting on Friday, the snow began falling and did not stop until lunchtime on Saturday. SCDOT crews cleared from four to six inches of snow during this weekend.

These photos were taken in Spartanburg County near I-26 and US 176 during the first snowfall.



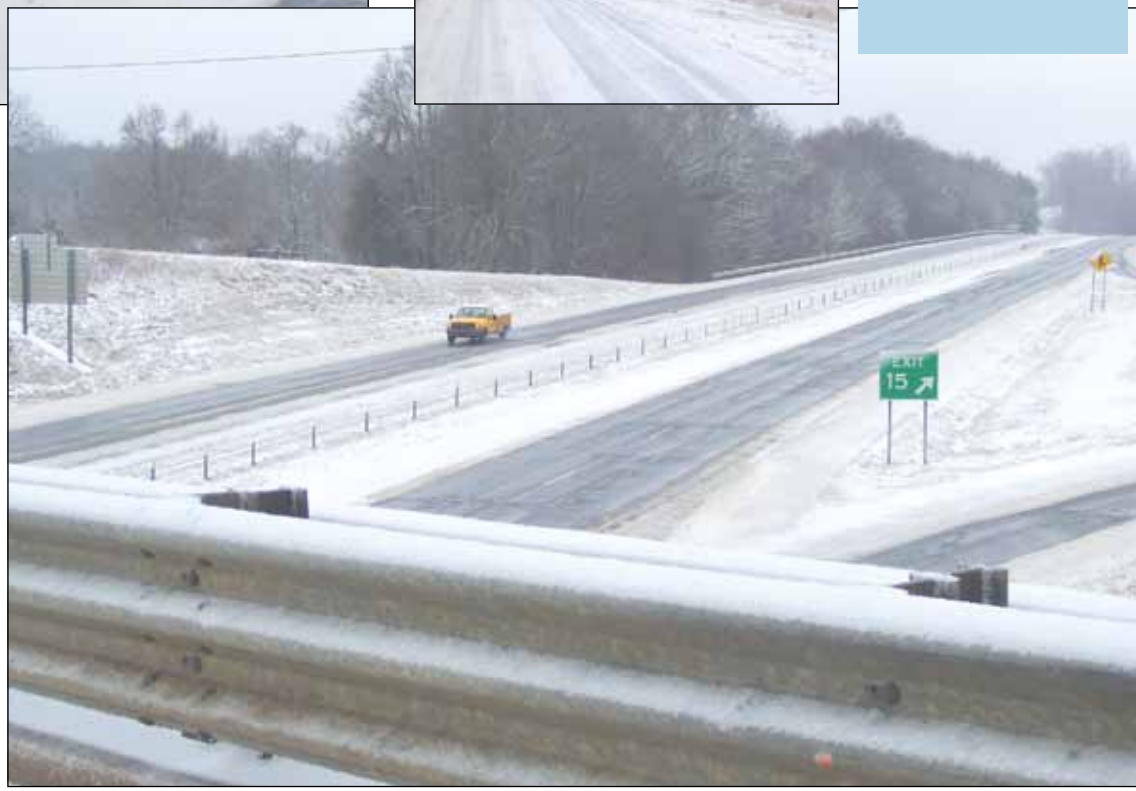
## Got news?

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

Joyce  
Gardner



*Let it snow,  
let it snow,  
let it...  
STOP!*





# 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 RCEs



District 4 Resident Construction Engineers are, from left, Jeremiah Bradley, John Huskins, Shane Parris, Greg Williams and Ken Wilson. Combined they are currently responsible for the management and oversight of 55 projects valued at \$120 million.

## Rollover Simulator



South Carolina Highway Patrol Trooper Corporal Bryan McDougald demonstrates a crash rollover simulator to students participating in an 8-hour Driver Improvement Program at District 4 Office in Chester. Trooper McDougald stresses the importance of wearing seatbelts while driving. He stated that occupants of vehicles are seven times more likely to die if not wearing seatbelt.

## Guy, Connor Fund Raiser



Chester RME Freddie Jackson, left, and York RME Brad Trout show the signed Get Well cards and cash donations that were collected for Reuben Guy and Ervin Connor.

A lunch fund raiser was held on Nov. 5 for Reuben Guy and Ervin Connor, two employees battling cancer. Maintenance employees from York and Chester participating in a chainsaw and slope mowing safety training seminar signed get well cards and collected donations.

Employees from Chesterfield and Union Maintenance also sent cards and donations. The effort collected a total of \$2,022 for the families of Guy and Connor.

Connor, of Chester, is a Trades Specialist II at York Maintenance. Guy, of Chester, was an engineer/associate engineer at Chester Maintenance.

Guy passed away on Dec. 2.



Reuben Guy



# District 5 News

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

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

## Snow hits District 5



US 15 in Marlboro County was safe to travel after the snowfall thanks to the work of SCDOT Maintenance crews.



Darlington Maintenance upgraded the platform around their brine tank system recently to make it safer for employees to operate and inspect the process. The mezzanine system is nearly complete, awaiting finishing touches, and it will be ready for the next snow or ice storm. Wayne Locklair, Alphonso Solomon, and Danny Coleman built the brine system in Darlington.

## Got news?

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

**Michael  
Miller**



A local TV station interviews Marlboro Resident Maintenance Engineer Dale Stewart about the steps SCDOT takes to ensure safe highways during predicted snowfalls.



An employee from Florence Maintenance does a final equipment check before he goes out on the road.



Here is a sight we do not see very often – the District 5 Office covered in snow!



# District 6 News

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

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

## Got news?

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



**Janet Hendrix**

## Meet the Charleston Construction units

**S**CDOT is widening US 17A beginning at Cypress Gardens Road to the Moncks Corner town limits. The work will transform the road from its current two lane section to a five-lane section with painted median, curb and gutter and sidewalk. Also, included in the project are drainage improvements and a culvert extension and four culvert replacements. The total length

of the project is just less than 9 miles. Although we are currently waiting for the NOI to be issued, this project began in November with the utility companies working on their relocations. US Group, the prime contractor, has been completing various moving items due to the additional right-of-way that was purchased along the length of the project.

### CHARLESTON CONSTRUCTION B



From left: Michael Lindsey, Doug Buckheister, Kevin Colvin, Leon Tria, Shannon Callahan, Kevin Mitchell, Danny Mikell



From left: Denise Landhan, Sarah Hamrick, RCE Rickie Green, Moshtaba Vedad



From left: William Dennison, Steven Canaday, Kean Scott and Jimmy Dais

### CHARLESTON CONSTRUCTION A



**John Willis**



**Stuart Glasgow**

Back Row, top to bottom: Robert Ruddy, Stuart Glasgow, Joseph Winfield Jr., Richard Davis, Jeffery Morgan, Jr., Ryan Ross, Michael Cole, Darlene Broughton. Front Row, top to bottom: Wendy Plunkett, Kevin Washington, James Hull, Katherine Onspaugh, John Willis, Wayne Clark, Clara Bailey, Joenald Petero. Not Pictured: John Paulus



From left: Anthony Noriega, Randy K. Phillips, Lenora Mood, Clay Bodiford, Emelito Pineda, Daniel Burton, Aaron Beaudrot, RCE Jeff Rajabi, Donovan Vedad



# 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*

## SCDOT to the rescue *Employee douses man on fire*

**O**n Jan. 6, **Ronnie Fail** was picking up litter on US 601 approximately four miles outside of Bamberg when he spotted a man rolling around in a field with his leg on fire.

Isaac "Sonny" Stevenson Sr., 70, was burning debris in his front yard near his home when his right pants leg caught on fire. Fail stopped and tried to pat the fire out with his hands then started throwing dirt on the flames.

"He was wearing coveralls like I have on right now" Fail said. "The whole pants leg was burned off and his crutches were burned."

Once the fire was out, Fail called 911 but Stevenson chose to drive himself to the emergency room.

A family member stated Stevenson was admitted to the Augusta Burn Center for treatment.

Fail has been with Bamberg Maintenance since July 2, 2009 as a Trades Specialist on the Mowing crew. He was in the right place at the right time, recognized a

potentially deadly situation, acted immediately and went beyond the call of duty to help a fellow man.

If he is ever in the same circumstances, "I hope someone will do the same for me one day" Fail said.

*"I hope someone will do the same for me one day."*

**Ronnie Fail  
Bamberg Maintenance**



**Ronnie Fail was working near Bamberg when he spotted a man with his pants on fire. He stopped and helped put out the fire.**

## Got news?

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

**Deborah  
Berry**



## 2009 Adopt-A-Family

**S**everal offices in District Seven joined together to adopt a family for Christmas this year and the needs were met with generous giving.

Employees enjoyed shopping and wrapping the presents for our family and the gifts were delivered in time for the holiday. The mother/grandmother responded with an overwhelming appreciation for gifts given to her family in these economically trying times.

"Please tell everyone thank you from the bottom of my heart and have a very Merry Christmas," she said.

## Meet Dottie Hutto



**Name:** Dottie Hutto  
**Title:** Trades Specialist II  
**Location:** Aiken Maintenance  
Wagener Section Shed  
**Service:** 6 years

**D**ottie Hutto works as a clerk in the Wagener Office. Hutto and her husband, Ronnie, have two children, Samantha, 20, and Shane, 16.

She and her family attend Clinton United Methodist Church. Hutto enjoys playing softball, and she is a USC Gamecocks fan.



# VIEWPOINTS

## ARRA won't cure rural road funding shortfall

*Electric, natural gas vehicles will decrease DOT funding*

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

SCDOT has been fortunate in the past year to benefit from the highway stimulus funds that were provided by the American Recovery and Reinvestment Act (ARRA). We were able to nearly double our federal aid program for one year. But the ARRA funds and other factors have created some misconceptions about SCDOT's financial picture that need to be cleared up.

The ARRA funds gave us an additional \$463 million, but with some strings attached. The 120-day "shovel ready" requirement on a portion of this money had our staff working rapidly to make sure that none of this money would go unused and forfeited back to the Federal Highway Administration.

Much of it was used to resurface highways in all 46 counties. This was a perfect fit with our "Fix it First" strategy, but only roads that were eligible for federal aid could receive ARRA dollars. We have over 20,000 miles of highways in South Carolina that are not eligible for federal funding. The ARRA funds have helped, but they only go so far and we are millions of dollars and years behind getting our roads back into the condition they need to be for maximum safety and efficiency.

The non-federal aid high-

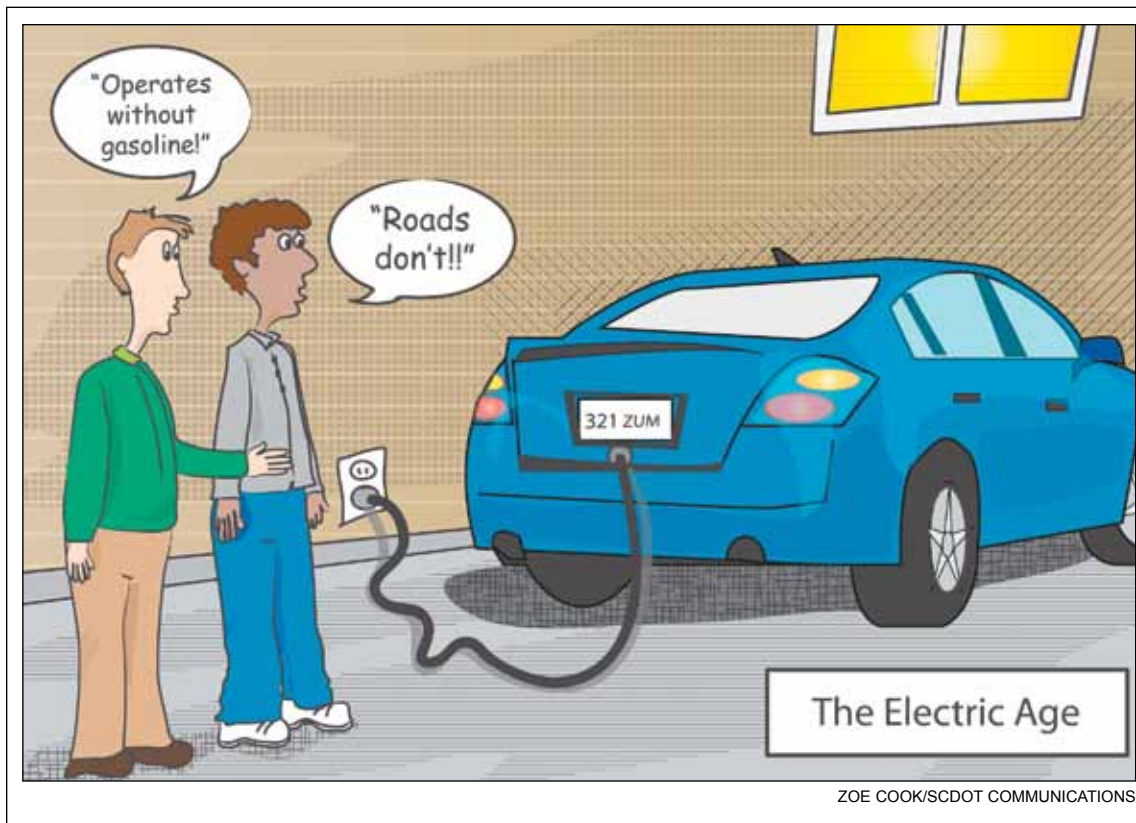


H.B. 'Buck' Limehouse Jr.

ways are for the most part rural roads. The revenue for the maintenance and improvement of these highways comes primarily from the state gas tax.

In healthy economic times, we expect to see modest growth in state revenues that are barely enough to keep us ahead of inflation. Since the summer of 2007 when the price at the pump peaked at four dollars per gallon, people reacted decisively. They drove fewer miles and they purchased more fuel-efficient vehicles even before the federal government provided cash incentives to do so. The public has not changed these habits since 2007.

The impact on SCDOT adds up to a 7% decrease in revenue over the last two



ZOE COOK/SCDOT COMMUNICATIONS

years, which translates into a loss of \$50 million in revenue in 2010. Since my administration began, we have been cutting administrative costs and eliminating wasteful spending, begun an intense recycling program, and delayed filling vacancies. We have benefitted from many project bids coming in under budget, which has allowed us to stretch our dollars to cover more projects.

Despite our best efforts, which are on-going, SCDOT is not exempt from the belt-tightening all other state agencies have been forced to do. We have reached the point at SCDOT where we have instituted a voluntary furlough program to reduce the payroll. As of late February, 256 employees have stepped up to take unpaid days off, including myself.

We have cut costs and still can't do all the work we need to do even with the ARRA funds. And there is a slow but sure movement that has the potential to reduce our revenues even more. Electric cars and other alternative fuels are on the horizon. Automakers

are soon approaching the time when they will move these vehicles out of the research and development garages to the sales lots at dealerships.

The movement has reached South Carolina with the early February announcement that the Proterra Corp. will locate a plant in Greenville. Proterra will manufacture electric-powered transit buses and electric power systems for other heavy vehicles. The creation of 1300 jobs in the Upstate is undeniably good news and a shot in the arm for the state's economy. But keep in mind that the vehicles produced by Proterra will be using the highways,

but will pay no user fees.

In order to make this point in a more dramatic fashion, I commissioned a natural gas vehicle which has been traveling South Carolina's highways using only natural gas as fuel. This vehicle has traveled thousands of miles and has not paid one cent in taxes that would contribute to the state's highway fund.

We have been doing more with less at SCDOT for some time now, but we'll continue to maximize whatever revenues we have available to us to provide the best transportation infrastructure system we can for the state of South Carolina.

**SCDOT**

**SAFETY  
FIRST**

**ON THE ROAD • ON THE JOB**



# SCDOT uncovers pieces of history

By Bob Kudelka

**A**n SCDOT-sponsored study of a Revolutionary War battlefield in Lancaster County has uncovered artifacts that may shed light on what is known as “Buford’s Massacre.”

“It’s definitely one of the top four or five finds since I’ve been here,” said archaeologist Wayne Roberts, a 24-year veteran of SCDOT.

SCDOT is planning an intersection improvement project at SC Highway 522 (Rocky River Road) and SC 9. A new traffic signal has been installed, and new left turn lanes are planned.



Scott Butler and his crew from Brockington and Associates, Inc. spent a week searching the battleground for artifacts. Above, Butler shows some of the musket balls found during their search.

SCDOT minimized the footprint of the project and mitigated its impact by sponsoring an archeo-

logical study of the battlefield.

The study has identified where the fight took place through recovery of 154 items, including bullets and other military items such as a pocketknife and part of a British musket.

“It’s new information on a very significant event in South Carolina history,” Roberts said, “and something that historians should be looking at and talking about for years to come. It’s one thing to speculate on what is known, but here we’re able to confirm a lot of what happened.”

The Battle of the Waxhaws took place during the American Revolution on May 29, 1780, near Lancaster between a Continental Army force led by Abraham Buford and a mainly Loyalist force led by Banastre Tarleton. After reports of Tarleton rejecting the surrender of Buford’s troops, the American colonists began to call the battle “The Waxhaws Massacre.”

Roberts said the battle is significant because it helped galvanize Americans who were ambivalent about the Revolution. Word spread that Patriot soldiers were slaughtered even after they tried to surrender.

Roberts said the viciousness of Tarleton was dramatized in the Mel Gibson movie, “The Pa-

triot.”

“This got people upset and it revitalized the American war effort,” Roberts said. “Whole new regiments were recruited in the Upstate.”

According to Tarleton’s after battle report, the American rebel casualties were 113 men killed, 147 wounded. The British losses were 5 killed, 12 wounded.

For two weeks in February, a three-man crew from the consulting firm, Brockington and Associates, Inc., used high-powered metal detectors to hunt for artifacts in a cow pasture.

“We’re using GPS technology to map all these things in,” said Scott Butler, archaeologist in charge. “We’re going to be able to do some real detailed analyses of musket balls of different diameters, figure out the different weapons used, map all this in and figure out which troops were where.”

“Nobody knew exactly where the battlefield was...Historians have been debating about it for years.”

Butler agreed that the Battle of Waxhaws was a significant part of US history.

“When this happened, people in this area saw how brutal the British were and it made a lot of people upset and they came over



James Page uses a metal detector to search through a cow pasture that was the site of the 1780 Battle of Waxhaws. The location is near the intersection of SC 9 and SC 522 in Lancaster County.



A monument marks the mass grave for 113 Continental Army soldiers. The soldiers died during the battle which is also called ‘Buford’s Massacre.’



Patrick Severts, left, holds a musket ball that he dug up after finding it with a metal detector. James Page, right, records the GPS data where the ball was found and marked the location with a yellow flag.

on the American side,” Butler said. “Really, the British had the backcountry of South Carolina won. These Scotch-Irish came out in droves on the American side and really turned the tide on the Revolution.”

Items found will be archived at the SC Institute of Archaeology and Anthropology in Columbia.

PHOTOGRAPHS BY ROB THOMPSON/THE CONNECTOR