

The Connector

INSIDE

New Commission Chairman . . .	2
HOV lanes	5
I-73 update	8
Equipment Rodeo	12-14
District News	16-22
Viewpoints	23

VOLUME XXI NO. III

SC DEPARTMENT OF TRANSPORTATION

SUMMER 2008

How do oil prices affect SCDOT?

By Bob Kudelka

Skyrocketing gas prices are hurting SCDOT in more ways than just pain at the pump.

So far this summer, construction costs continued to climb while revenues have soured.

Speaking on Capitol Hill, Secretary of Transportation H.B. "Buck" Limehouse Jr. summed up the quandary in telling Congressional leaders that SCDOT's situation is a "two-edged" sword.

"Ironically, the rise in petroleum prices decreases our revenues and increases our costs, so we get hit on both ends," Limehouse told a Congressional committee. "Fewer people travel with high gas prices, which mean less revenue from fuel sales."

The public, grappling with everything from higher food costs to downsized vacation plans, may not realize what it all means for the Palmetto State's transportation infrastructure.

"There's a misperception out there that if gas prices increase, we get more money," said Debra Rountree, Deputy Secretary for Finance and Administration.

But in reality, she said, SCDOT relies on the state gas tax of 16 cents per gallon along with a portion of funds from the federal gas tax. These are a fixed rate per gallon, and not based on a percentage of gasoline purchased.

With expensive gasoline causing motorists to cut down on their driving habits and use more mass transit, car pooling and alternative fuel, SCDOT in turn gets less revenue.

SCDOT revenues for May and June, instead of growing 3 percent to 4 percent as normal, decreased, resulting in \$3 million less revenue from January to June. This caused overall motor fuel revenues to be flat for the previous 12 months, said



ROB THOMPSON/THE CONNECTOR

In order to save on fuel costs, all seven SCDOT district engineers participated in the quarterly engineering meeting on June 26 using teleconference software. Employees statewide are initiating cost-cutting measures in response to higher fuel costs.

SCDOT Controller Angela Feaster. "There is virtually no growth," Feaster said. "You couple that with the fact that we haven't had a gas tax increase since 1987, our sources of funding are shrinking."

Construction costs, meanwhile, are at a pace to increase 20 percent compared to just two years ago, said Danny Shealy,

Director of Construction. And SCDOT's vehicle fleet is seeing increased costs for fuel despite cutting back on usage.

The bottom line for the public, Shealy said, is that the agency will not be able to maintain the same, expected level of service.

"It could mean their road won't get

resurfaced or their bridge that's posted won't get replaced," Shealy said.

SCDOT employees are urged to do their part to weather the bad economic times.

See OIL on page 9



SCDOT offers four-day work week program

Some employees save on fuel costs when they opt for fewer days, longer hours

Transportation Secretary H.B. Limehouse Jr. has announced that SCDOT will allow employees to continue working extended hours on a four-day work schedule.

The announcement was made to SCDOT staff on Wednesday August 13. Employees who did not opt for the four-day week during the summer can now enroll in the program. SCDOT began a summer pilot program on June 16, 2008, to give employees the opportunity to reduce fuel costs for commuting to work. At that time, 575 SCDOT workers signed up, with more enrolling later in June.

Limehouse said the four-day work week program has become popular among the employees.

"The pilot program has proved to be successful because employee morale has gone to higher levels, Limehouse said. "Employees who are on the four-day schedule tell us they accomplish much more during the early morning hours before the traditional workday gets started and they can finish more tasks in the late afternoon hours while avoiding rush hour traffic."

Limehouse said the decision to extend the program in early August rather than wait until the pilot program ended Aug. 29 was an easy decision to make.



ROB THOMPSON/THE CONNECTOR

Both Lisa Cumalander, left, and Elaine Moody in the District 4 Office have adjusted their schedules to work the four-day schedule.

"Many of the employees working four-day weeks have already expressed an interest in continuing the schedule. The school year will begin shortly, so we felt it was important to allow employees with children to get their

work and home schedules set before schools open," Limehouse said.

See WEEK on page 2

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SCDOT Commission elects F. Hugh Atkins Chairman, Henry Taylor Vice Chairman

The South Carolina Department of Transportation Commission (SCDOT) has elected F. Hugh Atkins of Spartanburg to a second term as Chairman of the Commission, and Henry H. Taylor of Lexington as Vice Chairman. Both were elected unanimously at the Commission's monthly meeting in Columbia on June 19, 2008.

Atkins has represented the 4th Congressional District as an SCDOT Commissioner since 2006. He previously served on the Commission from 1998 to 2002 and was named Vice Chairman earlier this year.

A graduate of Clemson University, Atkins has in the past 40 years served in leadership positions in the Real Estate industry, including as President of Spartanburg and South Carolina Homebuilders Associations, president of the Spartanburg Board of Realtors and Director of the Spartanburg Area Chamber of Commerce, where he served as chairman of

the Chamber's Transportation Committee.

In 1995, he received the state's highest honor, the Order of the Palmetto, recognizing his many years of service on various boards and commissions, including as chairman of the Spartanburg County Planning and Development Commission, chairman of the Permanent Advisory Council, State Development Board, Clemson University Board of Visitors, Spartanburg Technical Education Commission, and others.

In 2002, Atkins received the South Carolina Homebuilder's Keystone Award for lifetime dedication to the homebuilding industry.

Atkins is married to the former Nettie Allgood, and they have two daughters, Lanette and Melody.

Henry Taylor has represented the 2nd Congressional District on the SCDOT Commission since March of 2007. He holds a B.S. degree in Mechanical Engineering from the University of South

Carolina, and he is a cum laude graduate of the University of South Carolina's School of Law.

Taylor used his training as a mechanical engineer in design division at the former Charleston Naval Shipyard in Charleston. He primarily prepared and coordinated test programs for mechanical systems on Polaris submarines.

After earning his law degree, Taylor spent 18 years practicing civil and criminal litigation with firms in the Midlands. In 1990, he moved into the corporate arena as Vice President of Legal Affairs for Laidlaw Environmental Services, and later with the Safety Kleen Corporation.

In 2001, Taylor returned to private practice as Senior Partner in the Taylor Law Firm in West Columbia where his practice consists primarily of civil litigation and commercial and business matters. Taylor is licensed to practice in South Carolina, the United States District Court for South Carolina, the Fourth Circuit Court of Ap-



Commission Chairman
F. Hugh Atkins



Commission Vice-Chairman
Henry Taylor

peals and the United States Supreme Court.

Taylor also serves as Chairman of the Commission's Finance Committee

Taylor is married to Mollie Dupriest Taylor, and they have three children, Theresa LeeAnn, Pierce Butler II and Lever Curren II.

WEEK from page 1

SCDOT will continue to operate Monday through Friday as usual, but employees enrolled in the program will work a four-day per-week schedule, typically from 7:30 a.m. to 5:30 p.m. Schedules will continue to be staggered so that services can be provided five days per week.

Feedback from employees has been positive.

"Overall, I think it's a great program," said Director of Human Resources Mary Gail Monts-Chamblee. "Employees continue to tell me they're more productive because the phone's not ringing off the hook as they're working in the early morning hours and after normal hours."

The four-day week is not for everyone. Some employees have second jobs while others have family obligations, such as getting their children to school, that would conflict with the early

start.

For Darlene Poston, Administration specialist in the Florence District 5 office, a four-day work week means one less day she must drive a 60-mile round trip in her Toyota Sequoia, which gets about 17 miles per gallon.

"It's a long week but it's worth it," she said of the extra hours each day.

Poston's husband, James, also works at SCDOT and has the same schedule. She said the couple's children are grown, so there's nothing to keep them from starting early and ending late for four days a week.

"If they would give me a choice, I would stick with it because it's well worth it the way gas is," she said. "I enjoy the long weekend. Coming in early, I can get a lot done."

Lisa Cumalander, District 4 Procurement Specialist, drives 42 miles from her home in Little Mountain to the Chester District Office.

"Flex time helps me tremendously because of high gas prices, wear and tear on my vehicle,"

Cumalander said. "I believe one can be more productive because the phone rings less before and after normal working hours. Also, you have less interruptions. I'm so busy resolving procurement issues, I look up and it's time to go home."

Unlike a lot of employees who chose Friday, or even Monday, to be off, Cumalander's day off is Wednesday.

"You work two days, you're off a day, then you work two days," she said. "You really never have time to get tired."

John Gaither, Director of Occupational Safety and Health, lives in the Bishopville area of Lee County, about 50 miles from his job at Headquarters.

Gaither is not only doing the four-day work week, but also uses the SmartRide commuter service. He said by not driving to work, he saves \$450 a month - money he said is better spent on his 401K.

The idea for the 4-day work week came about during a meeting early in June with Limehouse concerning the rising cost of gas,

Monts-Chamblee said.

"Mr. Limehouse was very concerned and said we need to do something for our employees because they are being hit with the increase cost of gas," she said. "He said, 'Figure out a way to do a compressed work week so they can be off a day a week.'"

After meeting with the Deputies, Human Resources, Payroll and IT Services combined efforts to put in place the pilot program by June 16, no small feat considering the complexities involving time keeping.

Monts-Chamblee said guidelines for the program include making sure core hours (8:30 p.m. to 5 p.m.) are staffed in each area every day; participants coming no earlier than 7 p.m. and leaving no later than 6 p.m.; and she recommends set days for an employee's day off.

So what did this mean to a payroll system that was in place for generations of employees who worked five days a week?

Dennis Cline, Payroll Manager, said his six-employee office was up to the challenge, and he

thanked IT Services for coming up with new codes to make the transition smooth.

"It creates a little more work for us, but anything we can do to make sure our employees don't worry about their paychecks so their thoughts can be on their jobs and safety, we're all for it," Cline said.

Cline said the biggest challenge was to make sure employees coordinated their new day off with their time keepers - those employees in each area responsible for recording time worked.

"An employee might want to be off Friday one week Monday off the next week," Cline said. "We have to make sure their office hours are met and the Department is still operating day to day from 8:30 to 5. We try to deter changing a schedule, unless necessary, and tell them you need to pick a day."

And despite all the timekeeping changes, there's one fact that the Payroll Office can be the proudest.

"Everyone's gotten paid," Cline said.

The Connector

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

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2nd Congressional District



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3rd Congressional District



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Commissioner At-Large

Landrum bridge repaired quickly through emergency procurement

By Bob Kudelka

Secretary of Transportation H.B. "Buck" Limehouse Jr. approved an emergency procurement to repair the SC 14 bridge crossing I-26 near Landrum in June.

The repairs were completed in 10 days, on budget and four days ahead of schedule.

The deck of the bridge, built in 1962, was severely deteriorated below the asphalt surface, said Assistant Resident Construction Engineer Patrick McKenzie of Spartanburg County.

"When we removed the bad portion, there was asphalt down in the deck, almost to the bottom," McKenzie said. "The maintenance forces had been putting asphalt in there over the years."

SCDOT awarded the contract on June 3, to Eastern Bridge Company, of Blacksburg. The

contractor began the repairs on the night of June 9.

To accommodate area businesses and to prevent a long detour, traffic on the bridge remained open but was reduced to one lane. Flaggers directed traffic, and work took place around the clock.

Some lane closures were needed for traffic on I-26 eastbound below the bridge work.

The bridge typically handles 11,300 vehicles on an average day.

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

"We had good weather and there were no major traffic control issues," Floyd said. "Traffic flowed smoothly all the time. Overall, it went really well. I don't think it could have gone any better."



ROB THOMPSON/THE CONNECTOR

The US 14 bridge over Interstate 26 was repaired using an emergency procurement to repair a severely deteriorated deck. One lane of the bridge remained open during the 10-day repair.



Juan Swope of Protection Services works traffic control around the Landrum Bridge repair work in Spartanburg County. Traffic control was done 24 hours a day while the repairs were made to the bridge.



Spartanburg Assistant Resident Construction Engineer Patrick McKenzie oversaw and inspected repair work during the emergency repair project.

Amendment considered for 2007-2012 STIP

The South Carolina Department of Transportation (SCDOT) is considering an amendment to the 2007-2012 Statewide Transportation Improvement Program (STIP) to include the Federal-Aid Bridge Replacement Program for Fiscal Years 2010 and 2011.

A copy of the proposed bridge replacement projects will be made available for public review on the world web at: http://www.scdot.org/inside/public_comment.shtml and at the following locations:

South Carolina Council of Governments:

Appalachian Council of Governments

Anderson, Cherokee, Greenville, Oconee, Pickens and Spartanburg
30 Century Circle
Greenville, SC 29606

Lower Savannah Council of Governments

Aiken, Allendale, Bamberg, Barnwell, Calhoun and Orangeburg
2748 Wagener Road
Hwy 302 North
Aiken, SC 29801

Upper Savannah Council of Governments

Abbeville, Edgefield, Greenwood, Laurens, McCormick and Saluda
222 Phoenix Street, Suite 200

Greenwood, SC 29646

Santee-Lynches Council of Governments

Clarendon, Kershaw, Lee and Sumter
36 West Liberty Street
Sumter, SC 29151

Catawba Regional Council of Governments

Chester, Lancaster, York and Union
215 Hampton Street
Second Floor
Rock Hill, SC 29731

Pee Dee Regional Council of Governments

Chesterfield, Darlington, Dillon, Florence, Marion and Marlboro
2319 Regional Road
Florence, SC 29501

Central Midlands Council of Governments

Fairfield, Lexington, Newberry and Richland
236 Stoneridge Drive
Columbia, SC 29210

Lowcountry Council of Governments

Beaufort, Colleton, Hampton and Jasper
634 Campground Road
Yemassee, SC 29945

Waccamaw Regional Planning and Development Council of Governments

Georgetown, Horry and Williamsburg

1230 Highmarket Street
Georgetown, SC 29440

Berkeley-Charleston-Dorchester Council of Governments

Berkeley, Charleston and Dorchester
1362 McMillan Ave, Suite 100
North Charleston, SC 29405

SCDOT District Offices:

District 1
1400 Shop Road
Columbia, SC 29201

District 2
510 W. Alexander Ave.
Greenwood, SC 29646

District 3
252 S. Pleasantburg Drive
Greenville, SC 29607

District 4
1232 J.A. Cochran Bypass
Chester, SC 29706

District 5
3018 East Palmetto
Florence, SC 29506

District 6
6355 Fain Blvd.
North Charleston, SC 29406

District 7
US Route 178 East Bowman Road
Orangeburg, SC 29116

SCDOT blood drive collects 43 units

SCDOT sponsored a Red Cross Blood Drive on June 12 in Columbia.

The Red Cross mobile unit parked in front of SCDOT Headquarters on Park Street to collect blood from the community. Red Cross staff also set up in Room 303 for SCDOT employees to donate.

Donations were taken from 10 a.m. to 3 p.m. At the end of the drive, 43 units were collect-

ed.

Summer is a critical time for blood supplies, and it can be a difficult time to recruit donors. Each year blood has to be purchased from other states to meet the needs of South Carolina. One unit of blood has the potential to save three lives.

For more information on sponsoring a future blood drive, call Donna Price at (803) 737-1318.



Jeannine Outen of the American Red Cross collects a unit of blood from Mark Attaway of Right of Way.

The American Red Cross mobile unit was set up for Columbia residents to participate in giving blood during SCDOT's annual blood drive.



PHOTOGRAPHS BY CODY CROUCH/THE CONNECTOR

Comments will be accepted until July 25, 2008, and should be forwarded to Mr. Mark Pleasant, Statewide Planning Chief at SCDOT, 955 Park Street, P.O. Box 191, Columbia, S.C. 29202 or pleasantmd@scdot.org.

Re-opened facilities provide rest stops for tired truckers

Parking areas give truckers area to take mandatory sleep breaks

SCDOT has opened seven commercial motor vehicle rest areas to provide locations for truck drivers to rest in an effort to improve highway safety.

These seven non-facility rest areas are for use by commercial motor vehicles, defined as vehicles that require commercial vehicle licensed drivers.

The locations are:

- I-20 in Aiken County (eastbound and westbound). Located approximately twenty miles east of North Augusta at mile marker 20.
- I-20 in Darlington County (eastbound and westbound). Located approximately twelve miles west of Florence at mile marker 129.
- I-95 in Jasper County (northbound and southbound). Located approximately four miles south of Ridgeland at mile marker 17.
- I-95 in Dorchester County (southbound only). Located approximately three miles south of St. George at mile marker 74.

These areas are some of the non-facility rest areas that were closed in 2001. The 2007-08 South Carolina Budget appropriated \$723,000 from the General Fund and designated this money for "Commercial Motor Vehicle Rest Areas."

The work to prepare the parking areas for re-opening was completed earlier this year came in approximately \$10,000 under budget. The remaining \$10,000 will be used for maintenance and operation costs of the seven parking facilities.

Federal regulations require truck drivers to have 10 hours off between each driving/on-duty shift, and drivers must remain in the sleeper berth for a minimum of eight hours. These regulations have placed an increasing demand on available parking facilities.



PHOTOGRAPHS BY ROB THOMPSON/THE CONNECTOR

SCDOT has opened seven facilities for commercial truck drivers. The facilities were formerly non-facility rest areas that were closed in 2001.



Commercial vehicle traffic volume at the I-20 eastbound facility in Aiken County shows the safety initiative is working.

SC Transportation Secretary addresses congressional subcommittee on highway funding

Limehouse calls for funding sources beyond the gas tax

By Pete Poore

Transportation Secretary H.B. "Buck" Limehouse Jr. told members of Congress that the fuel tax is not providing the needed revenue to meet the needs of the country's transportation infrastructure. Limehouse testified in Washington on June 24 before the Highway and Transit Subcommittee of the House of Representatives Committee on Transportation and Infrastructure. The Subcommittee's Chairman, Congressman Henry Brown, who represents the 1st Congressional District in South Carolina invited Limehouse and others to express their views on the current fuel crisis and its impact on the nation.

Limehouse pointed out that the increase in fuel prices has reached a point where the public is consciously driving fewer miles, which results in decreased revenues and increased costs for the South Carolina Department of Transportation, creating a two-

edged sword for the agency. Limehouse said, "The fuel tax has proven ineffective in meeting the demands made on our highway system. This is a shrinking revenue source, and it doesn't apply to highway users who drive alternative fuel vehicles."

Limehouse described the conflict created between two of the nation's policies related to energy: the reliance on gas tax revenues to fund transportation, while at the same time working toward a goal of less oil consumption, promoting the use of alternative fuels and fuel-efficient vehicles. He also noted the 2007 legislation that mandates fuel economy standards for vehicles to increase 40% by the year 2020.

Limehouse told the Subcommittee that revenue from motor fuel taxes in South Carolina have been below 2007 levels for the past three months, establishing a trend that he expects to continue through 2008. He noted that SCDOT has undertaken a number of cost saving measures throughout the entire agency during the past year. The effort has resulted in a cut of \$18.7 million in the FY08-09 administra-

tive budget. These funds will be added to the agency's highway and bridge maintenance budgets. However, Limehouse said that these savings are not enough to keep up with inflation. "These savings will be far outweighed by the inflation we have experienced in construction and materials, particularly petroleum-based materials like asphalt," said Limehouse.

Limehouse made his remarks to the Subcommittee at a time when Congress is considering the reauthorization and funding levels of the Highway Trust Fund. This is the fund from which state departments of transportation receive a return on the federal gas tax that is collected at the pump. Limehouse reminded the members that South Carolina is a "donor state," meaning that more revenue from this state goes into the federal Highway Trust Fund than is returned for highway and transit programs. Currently, the state receives 92-cents for every dollar of federal fuel tax paid at the pump, and 42-cents on the dollar for transit programs.

Limehouse noted that South Carolina is the 41st state in geographic size, but main-

tains the 4th-largest state highway system in the country: 42,000 miles of roads and 8,300 bridges. In addition, South Carolina is a coastal state where census figures bear out that the state is a growth area, which puts added pressures on the transportation infrastructure system and mass transit services.

Limehouse pointed to partnerships as the future of transportation funding. "We must look to create incentives for local governments to invest in highways and transit. These partnerships play a major role in resolving needs-based problems in a political environment. All of us working together can do more than any one of us individually," he added.

Limehouse concluded his remarks by saying that the nation must continue to encourage fuel efficiency and transit programs. However he called for an end to the unequal funding formulas that favor some states over others. Limehouse stressed that the need to change this nation's vision of highway policy is now and that new and creative means are needed so that transportation services can grow with the demand.

The complete text of Secretary Limehouse's remarks and his photo can be found on page 7 and at this link: <http://www.scdot-transfer.org/scdotphotos/LimehouseTestimony/Limehouse.htm>

SmartRide is a smooth ride for Secretary Limehouse

By Bob Kudelka

The SmartRide bus arrived across from SCDOT Headquarters promptly at 8:25 a.m., and the first rider to step out was Secretary of Transportation H.B. "Buck" Limehouse Jr.

"We had a great ride in," said Limehouse, who lives in Charleston but rode SmartRide from Chapin on a June morning to bring attention to the program and to experience it firsthand.

"It was very comfortable and certainly no stress, particularly on a foggy day like this," Limehouse said. "Of the 32 people on the bus when we started - we were full - I thought about all the people taking cars off the road. If we could do that from every section of Columbia, it would make a big difference in the quality of air and it would save gas, and that would bring gas prices down."

The SmartRide commuter transit program was a pilot program in 2003 and began regular operations in 2004.

The program is a partnership among SCDOT, the Central Midlands Regional Transit Authority (CMRTA), and the Santee Wateree Regional Transit Authority (SWRTA), local communities, businesses, and conscientious commuters who want a viable alternative to the traditional single-occupant vehicle commute.

Commuters are invited to try any of the SmartRide commuter

transit services available into the downtown Columbia area.

CMRTA originates SmartRide out of Newberry with stops in Newberry, Little Mountain and Chapin. SWRTA's SmartRide service originates out of the Camden/Lugoff areas.

"It's a very popular program," said Diane Lackey, SCDOT's Program Manager overseeing SmartRide. "It's an excellent means to get to work; it's economical."

Ridership has been increasing due to spiraling gas prices, Lackey said. In fact, the bus Limehouse rode has gone from half-full to capacity since gas prices spiked this past spring.

As of early June, both SmartRide routes were each projected to have approximately 12,000 passenger trips during the fiscal year. That boils down to about 30 passengers on board during each commute.

Lackey said there are plans for a pilot project in Orangeburg this winter. In addition, the Lexington County town of Batesburg-Leesville has expressed interest in SmartRide, she said.

An area where many potential riders have asked about is Irmo, Lackey said. There are no immediate plans for SmartRide to serve Irmo, but Lackey encourages people there to use CMRTA, which has a stop in St. Andrews and drops off at Laurel and Sumter streets.

The convenient stop at Headquarters helps make



ROB THOMPSON/THE CONNECTOR

Secretary of Transportation H.B. "Buck" Limehouse Jr. and Judy Litz get off the SmartRide bus June 3 at SCDOT Headquarters. Litz, from Prosperity, tries to ride the bus from Chapin daily. Limehouse rode that day to see how well the SCDOT mass transit program is doing.

SmartRide popular with SCDOT employees.

Judy Litz, a 29-year SCDOT veteran who lives in Prosperity, drives 10 miles to catch SmartRide in Chapin each morning. Still, that cuts what would be a 60- to 65-mile roundtrip drive down to 20 miles.

For Litz, running errands on the weekends instead of during lunch took some getting used to, but she said it has been worth it.

"It has made a huge difference in my gas expenses, especially at the current price of gas," Litz said.

Another benefit of SmartRide is something that riders hope they don't need. If they have an emergency during the day and need to get home, SmartRide's transit provider will send a vehicle and give them a ride home.

Jose Valdivieso, the IT Services Software Development Manager, has used SmartRide since the pilot program.

"I've probably driven to work 8 or 10 times in the past four years," Valdivieso said.

Instead of changing his motor oil every three months, Valdivieso does it every five months. But

it's not the cost savings in maintenance and fuel that makes Valdivieso a SmartRide user.

"I've always been a proponent of public transportation," he said. "I like the thought of taking public transportation to work. I also enjoy the people I ride with. It's a community of people."

"I've always looked at it as a way for me to enjoy my trip in town and indirectly do some good. There's a lot of intangible benefits to public transportation."

For more information on SmartRide, visit www.scdot.org.

SCDOT to study possible HOV/HOT lanes beyond I-26 in Charleston

Several heavily-traveled sections of Interstate highways will be analyzed

By Pete Poore

Transportation Secretary H.B. Limehouse Jr., has announced that the South Carolina Department of Transportation (SCDOT) intends to look at the possibility of HOV/HOT lanes in three additional regions of the state to see if they could be successful in reducing traffic congestion.

SCDOT recently began studying a 22-mile section of I-26 between Summerville and downtown Charleston to gauge the feasibility of HOV/HOT lanes as a method of relieving rush hour traffic congestion.

Some states around the country have set aside lanes for the exclusive use of High Occupancy Vehicles (HOV). These vehicles are required to have one or two passengers in addition to the driver in an effort to reduce the number of vehicles on the road. Commuters who choose to car-pool are then able to take advantage of the

less-traveled lanes.

SCDOT will also consider High Occupancy Toll (HOT) lanes as part of this study. HOT lanes can only be used by drivers who wish to pay a toll for the use of the lane. There is no requirement for the driver to have a minimum number of passengers in the vehicle.

SCDOT has identified the following locations on interstates that may provide an opportunity for HOV/HOT lanes that could realistically reduce congestion:

- A ten-mile, eight lane portion of I-77 from US 21 to the North Carolina state line is one of the most heavily traveled segments of this interstate. There is no possibility of widening this interstate without incurring the expensive purchase of additional right-of-way. SCDOT has planned a meeting with the North Carolina Department of Transportation (NCDOT) and Charlotte DOT to discuss how each state and the city of Charlotte would be affected.

- Sections of Interstates I-26, I-126 and I-20 in the Midlands area are also being considered. Projections are that traffic on these interstates will double by the year 2030. A corridor taskforce has been in place to study all the possibilities for managing the anticipated traffic growth over the next two decades. The taskforce has identified 39 strategies of which possible HOV and

HOT lanes are two of the thirty-nine. The areas that will be examined for these lanes are:

- 1) A 9.22 mile segment from the I-26/US 176 interchange in Irmo, to the Huger Street (US 21) exit on I-26 near downtown Columbia. There is no widening potential for these two interstates and it is one of the two most heavily traveled sections of interstate highways in the state.

- 2) A 7.22 mile segment of I-26 from the I-126 interchange heading toward Orangeburg to the US 321 exit.

- 3) A nearly 6-mile segment of I-20, east of I-77 in the northeast area of Richland County. This portion of I-20 has the potential for widening however no construction funds are available at this time.

- 4) A 14.45 mile segment of I-20, west of the I-77 interchange in northeast Richland County to US 378 in Lexington County. This section of I-20 is heavily traveled and has no widening possibilities.

- A 6.45 mile segment of I-385 east of I-85 has been explored as it is one of the most heavily traveled sections of this interstate. This segment has widening potential. However any HOV/HOT lanes used on this section should be coordinated with the widening of I-385 from north of West Georgia Road to I-85 to provide a continuous six-lane section from Simpsonville to

downtown Greenville. There are no construction funds currently available for any widening.

Secretary Limehouse said that all of these efforts to examine possible HOV/HOT lanes are worthwhile. "Part of our daily business is to look for any solutions that would incur the least expense to the taxpayers. Even if the eventual outcome shows that HOV or HOT lanes are not practical in any locations around the state, we would not be doing our jobs if we didn't explore the possibilities," said Limehouse.

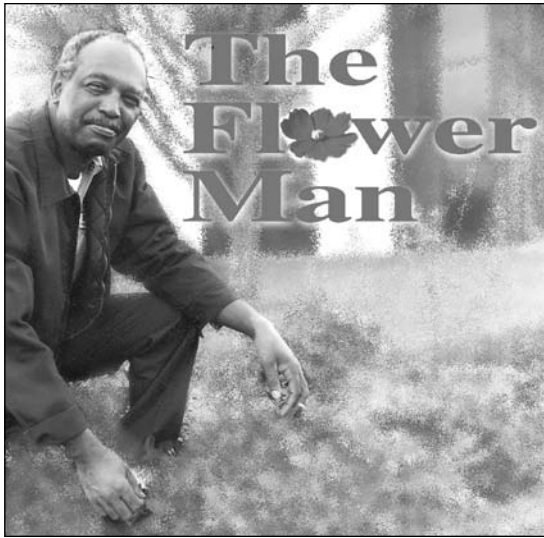
Governor Mark Sanford encouraged SCDOT to expand the study of I-26 in the Charleston area to other regions of the state. "Looking at ideas like HOV and HOT lanes are part of this age-old theme of doing more with less and maximizing the resources that we already have in place, all of which is key to starting to address our state's infrastructure challenges," Gov. Sanford said. "I'd give DOT credit for looking at these options, and we're going to be working with DOT as we go forward to begin examining some other ideas on this front as well."

The studies that will be conducted on all of these interstates in South Carolina will include many opportunities for public comment through public meetings and surveys.



Clearing has begun for the widening of Interstate 26 in Charleston between Ashley Phosphate and Interstate 526.

ROB THOMPSON/THE CONNECTOR



Time to plant pansies

By Ernest Jones

As the heat of September swelters around us, our gardens appear to be winding down from their summer surge of color. They have given their all, and now it's time to put them to rest for fall.

Fall is no longer the forgotten gardening season. Because more of us take advantage of autumn, we could use a few suggestions for plants that strut their stuff this time of year. Mums we know. But what else is out there?

Pansies – worried about frost killing them? No problem. They'll bloom even through an occasional snowstorm! Pansies love cool weather.

Talk about versatile! Pansies are at home in a container, massed as bedding plants or mixed into a perennial border. And no matter what your color scheme, I'll bet you'll find one to fit. They boast every color of the rainbow and several shades in between. You'll even find black cultivars, "accord black beauty" and black moon.

Designing with pansies

In climates with hot summers, pansies tend to get leggy as the weather turns warm. One good way to keep an area of your garden looking good is to combine them with heat-loving annuals, such as coleus or marigolds. These will take over when the pansies fade. Have a glass of water nearby to fill the flowers. They make charming bouquets. That way you won't have to waste the blooms. To make them last, change the water daily and keep the stem ends freshly cut, just like you do with other flowers.

Plant pansies along a border or a path to help lighten your step each time you pass by. For the most impact in a massed planting, choose pansies with clear faces (those without blotches). The clear, yellow by itself is nice, but throw in those bright blue pansies, and you have a real spring showstopper.

Care and culture

Give pansies well-drained soil and they'll reward you with weeks – sometimes even months – of blooms. They're heavy feeders, so they do best in rich soil. Prepare the bed with plenty of organic matter, such as composted manure. Then feed them every couple of weeks until they bloom. Use a balanced fertilizer such as 10-10-10 or fish emulsion.

Sow seeds indoors about 12 weeks before you want to plant them outside in the spring or the fall. Sprinkle the seeds over moistened, soilless, seed-starting mix.

Since pansies don't like to have their roots disturbed it's best to grow them in cells, or flats, with lots of small openings, so you can transplant the whole bulbs. Cover them with 1/8 inch of the mix and wet it with a spray of fresh water. Keep the soil moist and at 65 to 70 degrees until the seeds germinate in about 10 days.

Once seedlings have sprouted usually in 5 to 10 days, lower the temperature to 55 degrees to keep them from becoming leggy. Transplant the seedlings when they're about three inches tall.

Pansies do best in dappled or part shade where they can get morning sun. You can grow them in summer spots, but you'll find that your plants will peter out as the temperature gets into the 90s. Often the plants will die back, but if you keep pansies watered, they may bloom again in the fall. Even if you don't try to save them, unless they're conspicuously ugly, leave them where they are as they decline. They'll probably just fade away. But if they do come back, you'll be pleasantly surprised.

SCDOT Commission approves spending \$14 million on bridge replacement, I-95 improvement projects

The South Carolina Department of Transportation (SCDOT) Commission approved funding for additional bridge replacement projects at its monthly meeting in Columbia on June 19.

Funding for the projects became possible in January of this year when the Federal Highway Administration determined that more dollars could be made available to the states.

SCDOT was able to secure \$14 million in federal "bonus" bridge replacement funds by having projects ready to go as soon as funding became available, and having projects that could be completed by the end of 2010.

Transportation Secretary H.B. Limehouse Jr. said being ready for funding was the key to receiving these federal dollars. "Our funding may be short, but our engineers do a terrific job of keeping needed projects updated, so that when money becomes available on

short notice with tight deadlines, we're able to bring more federal dollars back to South Carolina," said Limehouse.

The \$14 million will be applied to the following projects:

- \$4.5 million will be used for maintenance of existing bridges.
- \$2.3 million has been designated for a bridge crossing the Little River in McCormick County.
- The remaining \$7.2 million will be used for the project to replace the bridge on US 76/378 over the Wateree River Swamp in Sumter County. These initial funds will allow this replacement to begin earlier than scheduled.

The SCDOT Commission also approved \$4.2 million in funds from the federal "Corridors of the Future" program to plan and make improvements to the I-95 and I-26 interchange. This program was intended by the Fed-

eral Highway Administration to fund improvements that are designed to relieve congestion. I-95 in South Carolina has been designated as a "Corridor of the Future."

Secretary Limehouse said Governor Mark Sanford was instrumental in acquiring this designation for I-95. "Governor Sanford recognized the advantages of this designation for I-95 as it's a major transportation artery for the eastern seaboard. I-95's designation as a 'Corridor of the Future' will open the door for future funding thanks to the Governor's leadership," Limehouse said.

Limehouse also praised Bob Lee, the State Administrator for the Federal Highway Administration in South Carolina for assisting in securing these dollars which will require no state matching funds. The I-95/I-26 interchange was selected due to frequent heavy congestion on weekends and holidays.



ROB THOMPSON/THE CONNECTOR

Three bridges on US 76/378 over the Wateree Swamp in Sumter County will be replaced quicker due to the \$14 million in federal bonus bridge replacement funds.

SCDOT Division of Mass Transit receives award from FTA



ROB THOMPSON/THE CONNECTOR

SCDOT was the winner of the Shining Star Award, at the FTA Region IV conference "Route to Success, Today and Beyond" in Atlanta on May 21-23. The award recognized successful initiatives by SCDOT in Region IV that resulted in extraordinary change, progress and advancement within the grantee's public transportation system. Here, Secretary of Transportation H.B. "Buck" Limehouse Jr. presents Glennith Johnson with the Shining Star Award from the Federal Transit Administration.

Employees get wellness scores through health screenings



Healthworks' Eboni Flores draws blood from SCDOT payroll employee Lisa Huff.

PHOTOGRAPHS BY CODY CROUCH/THE CONNECTOR

SCDOT Headquarters employees participate in the annual health screenings administered through SCDOT Medical Services. The screenings are done by Healthworks, a division of Palmetto Health. Above, Healthworks' Catherine Compton takes Maceo Morris' blood pressure.



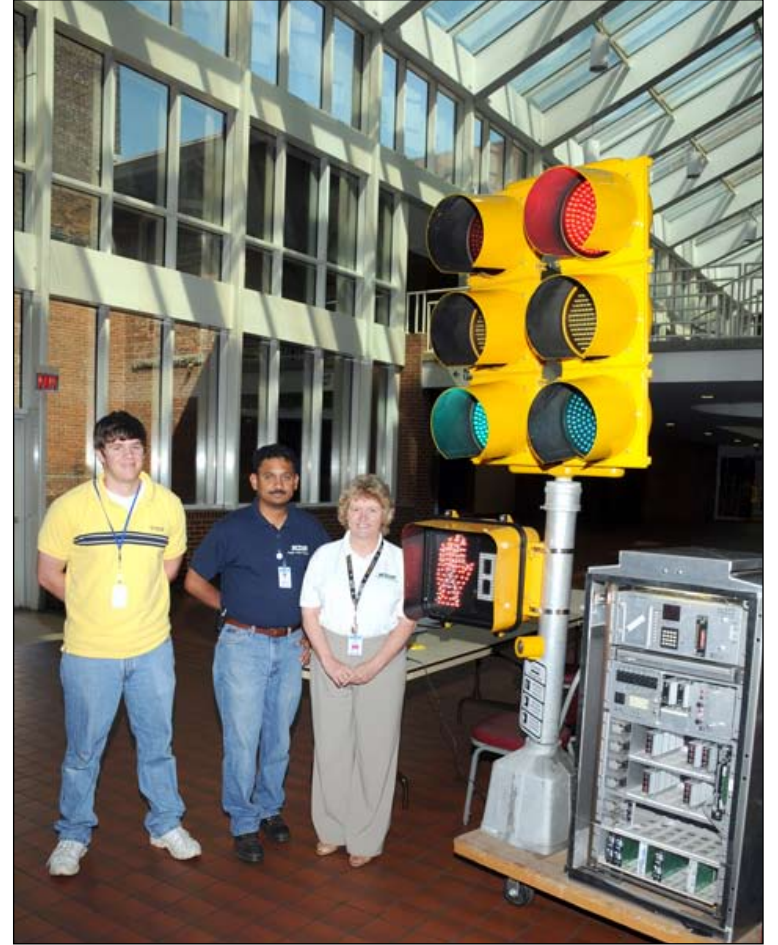
Healthworks' Stacey Burch helps SCDOT's Stacy Jackson of Postal Services finish her paperwork before her health screening.



Healthworks' Barbara Griffin takes a blood sample from SCDOT employee Charles Collum.

District and county screenings are ongoing from Aug. 5 through Dec. 9. Results are delivered to each site approximately 1 month following the screening. See the medical services calendar on SCDOT's intranet.

SCDOT participates in student career day



ROB THOMPSON/THE CONNECTOR

SCDOT participated in the 'Girls In Science' career day at the State Museum on June 6 in Columbia. SCDOT's Matt Kelly, Pierre Rambharose and Donna Price were on hand to demonstrate some of the science-related engineering jobs at SCDOT. The SCDOT representatives passed out materials and answered the student's questions about transportation careers.

Secretary Limehouse's Comments to the U.S. House of Representatives Committee on Transportation and Infrastructure's Highway and Transit Subcommittee

Good morning, I am Buck Limehouse, Secretary of Transportation for the State of South Carolina. I appreciate the opportunity to speak to you today on transportation issues of critical importance to the nation—the reauthorization of our highway program and the role of surface transportation, including mass transit.

I am here on behalf of the South Carolina Department of Transportation, but many of the items I bring before you are of national interest. We, like you, are concerned about the rising fuel prices. Ironically, the Rise in petroleum prices Decreases our revenues and Increases our costs, so we get hit on both ends. Fewer people travel with high gas prices, which mean less revenue from fuel sales.

In South Carolina, our revenues from motor fuel taxes for the last three months have been below 2007 levels, and we expect that trend to continue. SCDOT has undertaken a number of cost-saving measures. We have put cost-savings initiatives in place top to bottom over the last 12 months. Cuts in our upcoming 08/09 administrative budget should result in a cost savings of \$18.7 million for our agency. This money will be added to our highway maintenance budgets, but these administrative savings will be far outweighed by the inflation we have experienced in construction and materials. Last week we instituted a compressed work week of working (4) 10-hour days, which saves the Department and individual employees money. This is a small internal effort, but one that is making a difference locally.

Now thinking in broader terms, America is in the midst of a historic transformation in our approach to transportation. On the brink of reauthorization, we have an opportunity to nationally address the Highway Trust Fund, equity in the federal highway and transit programs, and congestion mitigation while encouraging transportation partnerships.

First and foremost, The Highway Trust Fund can no longer be solely tied to the gas tax which is calculated as a tax on the number of gallons purchased. The fuel tax has proven ineffective in meeting the demands of the motoring public. This is a shrinking revenue source and it does not apply to highway users who drive alternative fuel vehicles. There must be other sources of revenue for the HTF, and inflation must be built into a formula which takes into consideration the number of miles traveled on our highway system.

In other words, continuing our reliance on fossil-based fuel tax revenues to sustain our nation's surface transportation systems, while simultaneously striving to reduce U.S. oil consumption and promote the production and use of alternative fuels and fuel efficient vehicles puts two national policy imperatives in direct conflict with each other.

Under the enactment of the Energy Independence and Security Act of 2007, automobile fuel economy standards will increase 40 percent by 2020. While we applaud the

efforts of fuel-efficient standards, the issue of over-reliance on motor fuel user fees is not going away and must be addressed at the federal level. These two issues go hand-in-glove with each other and they should be addressed simultaneously.

When fuel costs are high, there are fewer travels and shorter trips. A flattening of vehicle miles traveled, coupled with the growing popularity of more fuel efficient vehicles, will negatively impact revenue collection from the federal gas tax and at all levels of government. A more diverse funding base is needed.

As you have undoubtedly heard from people like me who represent so called "donor states" the "equity" of the federal program is not "equitable." The Highway Trust Fund is divided into a highway account and a mass transit account. The Highway Program is subdivided into a number of component programs (like the Surface Transportation Program (STP), Interstate Maintenance (IM), etc). Most of these programs have their own distribution formula in the law. Depending on the program, the formulas are generally some combination of lane miles and highway miles in the state compared to the other states. South Carolina has historically been a donor state meaning that we contribute more to the Highway Trust Fund than we receive back for highway and transit programs. We are also a donor state under the IFTA program which requires us to share diesel tax revenues with other states.

Because of our donor status, the authorization law contains an equity guarantee in an attempt to place a floor under the rate of return for donor states. This has variously been called minimum allocation, minimum guarantee, donor bonus, and the current term is "equity bonus." The distribution formula now guarantees South Carolina a return for highways of 92¢ on the dollar and for transit 42¢ on the dollar.

South Carolina owns and maintains approximately 42,000 miles of roads (31,000 miles of secondary roads, 10,000 miles of primary roads, and more than 800 miles of interstates) and 8,300 bridges. Among the 50 states, South Carolina is 41st in geographic size, yet we own and maintain the 4th largest state highway system in the nation. This simple fact has a tremendous influence on the state Department of Transportation's decision-making process.

Population growth and economic growth have put an increasingly heavy burden on all modes of transportation. Our role is to provide the transportation infrastructure for population and economic growth in South Carolina. We do that by preserving and improving our state highway system in terms of efficiency and safety. At the same time, we have to be conscious of using our resources wisely, protecting the environment in which we all live and managing the public's money well so that South Carolinians can expect the best return for their tax dollars. Interstate

73 and the Port of Charleston Project are two projects that display the need for investments based on populations and economic growth.

Growth is occurring near the U.S. Coast, and South Carolina is no exception. The population growth in relation to infrastructure has exceeded all expectations. Interstate 73, which is a congressionally designated interstate, has the potential to substantially reduce congestion and provide an evacuation route for the coastline. A by-product of this investment would be economic development along the entire I-73 corridor, which runs predominately through economically depressed areas. But despite the fact that Congress has designated thirteen new interstates going through eighteen states, no funding has been provided. It is my recommendation that you consider establishing such a program, and require at least a 50/50 match in order to assure that the states and localities are serious about their projects.

The economic growth of the International Port of Charleston has helped the entire southeast region of the US despite the transportation challenges arising from increasing congestion and constrained capacity near the port. The Port of Charleston, like most of the nation's gateway seaports, has been established for centuries and is embedded in a densely populated urban area. The efficiency of our ports has been compromised by the characteristics of their surroundings which present obstacles to linking these important freight gateways with the national highway and rail systems.

Finally, let me say that moving people and goods safely within and across the nation is the role of the transportation industry. With a deficient highway trust fund, inequities of formulas in federal funding, and congestion of our main thoroughfares across the nation, we must rely on partnerships. These partnerships play a major role in resolving needs-based problems in a political environment. We must look to create incentives for local governments to invest in highways and transit. All of us working together can do more than any one of us individually.

If we truly want to "Connect Communities" we must come together and change the paradigm of transportation. We need to establish a new transportation vision for the next century that involves the Highway Trust Fund, equity in transportation, and reducing congestion.

We must continue to encourage fuel efficiency. We must encourage the development of transit programs, but not based on today's unequal funding formulas that favor some to the detriment of others. Mass transit can help the United States reduce its dependency on foreign oil, but it must be funded fairly, in a way that allows all areas of the country to expand services as their population grows.

Thank you for this opportunity. If there are any questions I will gladly entertain them at this time.

SCDOT hosts Sixth National Seismic Conference in Charleston

By Bob Kudelka

Bridge engineers from as far away as Iceland, Indonesia and Iran were among the nearly 300 who gathered in Charleston this summer for "Sixth National Seismic Conference on Bridges & Highways," hosted by SCDOT.

The conference, with "Seismic Technologies for Extreme Loads" as its theme, aimed to increase awareness of earthquakes and other natural hazards and to help provide engineering professionals the latest tools to mitigate the risk of damage to the highway infrastructure.

The Federal Highway Administration co-sponsored the conference with the Transportation Research Board and the Multidisciplinary Center for Earthquake Engineering Research at the State University of New York at Buffalo.

South Carolina Secretary of Transportation H. B. "Buck" Limehouse Jr. welcomed the attendees to Charleston, noting that his ancestors' brick home on Limehouse Street withstood the 1886 earthquake.

Limehouse said SCDOT was the first state east of the Mississippi River to adopt its own Seismic Design Specifications. These were adopted in 2001, and the Department is preparing to release an update to these specifications.

He also gave an overview of the cutting-edge features of the new Cooper River Bridge, which was also the subject of a boat tour on the conference's final day.

The Honorary Conference Chairman was King Gee, Associate Administrator for Infrastructure at the Federal Highway Administration (FHWA).

Gee compared the work of the bridge engineers to that of fire inspectors.

"Most people would much rather be fire fighters because of the excitement and adrenalin rush," Gee said. "The reality is what you do, day in and day out, is more about prevention. The impact you have is so much greater if you can prevent something from happening. I want to applaud all of you for choosing your line of work. You really help this country sustain a

vibrant infrastructure."

The conference was the culmination of nearly two years of planning, which began at the San Francisco conference in 2006, when South Carolina was chosen to host this year's conference, said Lucero Mesa, SCDOT Seismic Design Support Engineer and co-chair of the Technical Committee with Michael Keever from CALTRANS.

"I am really excited," Mesa said. "I feel that for FHWA to ask SCDOT to be the host state is an honor for us and a recognition of our achievements and hard work."

Attendees came from 25 states and 17 countries.

Highlights of the conference included 14 technical sessions on topics ranging from "New Tools Available to Practicing Engineers for the Seismic Design of Bridges" to "Hurricanes Katrina and Rita - Louisiana's Response and Recovery," and the latest on "Seismic Accelerated Bridge Construction (Seismic ABC)."

There were also presentations on the 2007 Pisco, Peru earthquake bridge and road damage and a presentation about the earthquake bridge damage from the 2008 Sichuan - China earthquake by a guest speaker from China. Over 60 papers were presented at the conference and researchers shared their findings from regional and national perspectives.

Dr. Pradeep Talwani, a University of South Carolina professor and keynote speaker at the luncheon, gave a presentation on his research into the history, causes and mechanisms of the 1886 Charleston earthquake.

In addition, conference organizers sponsored a special "Bridge Seismic Competition" session coordinated by Dr. Juan Caicedo a USC Civil Engineer professor, as a way to create awareness among engineering students about bridge engineering and its challenges. The finalist universities were invited to have their bridges tested for static and dynamic loading. John Walsh, SCDOT's Chief Engineer for Planning, Location, and Design, was the host for the bridge competition.

Awards were presented to the best structural paper, best geotechnical paper and best poster.



SCDOT Seismic Engineer
Lucero Mesa



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



Conference Coordinator Jerome O'Connor



King Gee of the Federal Highway
Administration

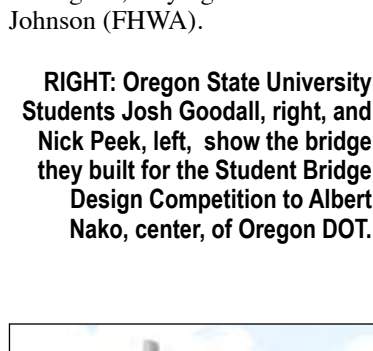


Conference Chair W. Phillip Yen



PHOTOGRAPHS BY ROB THOMPSON/THE CONNECTOR

Nearly 300 people from 25 states and 17 countries attended the conference.



RIGHT: Oregon State University
Students Josh Goodall, right, and
Nick Peek, left, show the bridge
they built for the Student Bridge
Design Competition to Albert
Nako, center, of Oregon DOT.



LEFT: University of
Missouri students, from
left, Matthew Wheeler,
Jeremiah Kasinger and
Sean Collier enjoy the boat
tour of Charleston that
featured a close look at the
new Cooper River Bridge.
The Mizzou students won
the Student Bridge Design
competition.

To see more photos from the conference, go to the web address:
www.scdot-transfer.org/scdotphotos/Seismic6NSC/index.htm

SCDOT, FHWA leaders approve northern I-73 Environmental Impact Statement

South Carolina Secretary of Transportation H.B. "Buck" Limehouse Jr. and Federal Highway Administration Division (FHWA) Administrator Bob Lee signed the Final Environmental Impact Statement (FEIS) for the Northern I-73 Project on Wednesday, August 6, 2008.

"The signing of the FEIS represents over 3 years of work to identify the best overall route for I-73 through this region. We have reached an important milestone and look forward to seeking sources of funding, both public and private, so that I-73 may become reality," said Limehouse.

Bob Lee pointed to the elements that led to the success of the project. "Excellent communication and partnering are two factors that made this project a success. For example, we have been

actively engaged with FHWA in North Carolina since day one. The result is a completed Environmental Impact Statement in about 36 months as compared to the national average of 68 months," Lee added.

The Northern I-73 Project is 36 miles long and extends from I-95 in South Carolina to I-73/I74 in the Rockingham/Hamlet, North Carolina area. The project crosses Marlboro and Dillon Counties in South Carolina and Richmond and Scotland Counties in North Carolina.

Approval of the FEIS is a milestone in the project progress. The FEIS represents the completion of a cooperative effort between SCDOT and NCDOT to develop this comprehensive assessment of impacts to relevant human and natural features within the project study

area. The alignment resulted in the least overall impact for I-73 in this area.

The next milestone is the upcoming Record of Decision (ROD), which is anticipated in October 2008. Once the ROD is issued, it is anticipated that the right of way acquisition will proceed for tracts that would be totally taken by the right of way footprint for the interstate.

A draft environmental impact statement for the Northern I-73 Project was approved in July 2007.

A map of the Preferred Northern Route of I-73 can be found at this link: http://www.i73insc.com/download/northernpage/hi_res_wholemap_July.pdf

The map can also be found on the I-73 web site on the "Northern Connector" link: <http://www.i73insc.com/>



GRAPHIC BY DAVID GRIGG/THE LPA GROUP, INC.

OIL from page 1

"We have always been an agency that can adapt to changing conditions and become a better organization because of it," Deputy Secretary of Engineering Tony Chapman said in a memo to division heads. "I expect no less in these times."

Chapman reminds employees to use proven best management practices to reduce fuel consumption of the Department's fleet.

"Each of us has changed our personal driving habits to adapt to increasing fuel prices by consolidating trips, carpooling and using smaller vehicles," Chapman said. "We must incorporate these good-sense practices to reduce our fuel usage at work also."

(See the driving and maintenance tips that follow this story.)

For instance, Chapman's quarterly meetings with District Engineering Administrators from across the state now are done via teleconferencing, saving fuel and time.

Cost cutting has been on everyone's mind. Belt-tightening initiatives in the administrative budget over the past 12 months resulted in projected savings of \$18.7 million for the next fiscal year. Also, a delay in hiring policy has been implemented to further increase savings.

SCDOT employees are using SmartRide, the commuter bus service, in record numbers, and the Department is among the first in the country to offer voluntary four-day-work weeks to save fuel.

Maintenance is also stressing fuel savings outlined by Chapman, doing things such as reducing engine idle times and reinforcing efficient job habits.

"We've always stressed proper equipment management, but now more than ever it makes sense to have the appropriate pieces of equipment on the job and not have additional trucks to ferry people to a job site," Director of Maintenance Jim Feda said. "We're stressing the importance of doing the job right the first time so we don't have to go back and do it over."

"Fuel savings should be on everybody's minds." Feda said the soaring fuel costs result in less money available in the Maintenance budget to run the fleet.

"The biggest thing is it affects how much work we can perform," Feda said. "We'll continue to provide safety-related functions and we'll continue to patch potholes."

But other things are going to be impacted. These include reducing mowing cycles along interstates and cutting back on the wildflower program.

Higher fuel costs are having a direct impact on highway construction costs, which were already increasing at a high rate even before this spring's surge in fuel prices. Oil prices impact products such as asphalt as well as contractors' machinery costs.

When contractors bid on a project, the Department has already factored in fuel usage and materials. But this index is increasing fast due to spiking gas prices, causing contracts to be adjusted.

"We have a fuel index clause in the contract so if the fuel price goes up, we adjust their unit price in the contract so they don't get hurt," Shealy said. "If the fuel prices come down, we adjust it so we don't get hurt."

Shealy said fuel increases are costing "about 2 percent" in adjustments to contracts, which at first glance may not seem like much.

"If you look at our \$400 million construction program, 2 percent is \$8 million," Shealy said. "That's quite a good sized project that we could have done otherwise."

Shealy said construction costs were already soaring due to inflation over the past several years.

"Today, we're looking at an 80 percent increase over a 9-year period," Shealy said. "If we built something for \$100,000 in 1999, today it would cost \$180,000."

Limehouse told Congressional leaders that the funding methods for transportation need to change.

"We have to get away from the number of gallons purchased because it's not in our national interest to use large numbers of gallons of motor fuel," Limehouse said. "The tax has to be based on number of lane miles or some calculations that's usage, and not the number of gallons of gas you buy."

"We feel we should partner with local communities and federal government and get private businesses involved in the transportation system."



ROB THOMPSON/THE CONNECTOR

Tucker Creed of Traffic Engineering has been bicycling to work frequently for both exercise and to save on the cost of fuel. Creed, of Forest Acres, rides 4 miles to and from work and takes advantage of the bicycle racks available to all employees at headquarters.

DRIVING TIPS

Drive Sensibly

Aggressive driving (speeding, rapid acceleration and braking) wastes gas. It can lower your gas mileage by 33 percent at highway speeds and by 5 percent around town. Sensible driving is also safer for you and others, so you may save more than gas money.

Fuel Economy Benefit: 5-33%
Gasoline Savings: \$0.20-\$1.35/gallon

Observe the Speed Limit

While each vehicle reaches its optimal fuel economy at a different speed (or range of speeds), gas mileage usually decreases rapidly at speeds above 60 mph.

You can assume that each 5 mph you drive over 60 mph is like paying an additional \$0.30 per gallon for gas.

Observing the speed limit is also safer.

Fuel Economy Benefit: 7-23%
Gasoline Savings: \$0.29-\$0.94/gallon

Remove Excess Weight

Avoid keeping unnecessary items in your vehicle, especially heavy ones. An extra 100 pounds in your vehicle could reduce your MPG by up to 2%. The reduction is based on the percentage of extra weight relative to the vehicle's weight and affects smaller vehicles more than larger ones.

Fuel Economy Benefit: 1-2%/100 lbs
Gasoline Savings: \$0.04-\$0.08/gallon

Avoid Excessive Idling

Idling gets 0 miles per gallon. Cars with larger engines typically waste more gas at idle than do cars with smaller engines.

Use Cruise Control

Using cruise control on the highway helps you maintain a constant speed and, in most cases, will save gas.

Use Overdrive Gears

When you use overdrive gearing, your car's engine speed goes down. This saves gas and reduces engine wear.

Note: Cost savings are based on an assumed fuel price of \$4.08/gallon. Source: US Department of Energy

VEHICLE MAINTENANCE

Keep Your Engine Properly Tuned

Fixing a car that is noticeably out of tune or has failed an emissions test can improve its gas mileage by an average of 4 percent, though results vary based on the kind of repair and how well it is done.

Fixing a serious maintenance problem, such as a faulty oxygen sensor, can improve your mileage by as much as 40 percent.

Fuel Economy Benefit: 4%
Gasoline Savings: \$0.16/gallon

Check and Replace Air Filters Regularly

Replacing a clogged air filter can improve your car's gas mileage by as much as 10 percent. Your car's air filter keeps impurities from damaging the inside of your engine. Not only will replacing a dirty air filter save gas, it will protect your engine.

Fuel Economy Benefit: up to 10%
Gasoline Savings: up to \$0.41/gallon

Keep Tires Properly Inflated

You can improve your gas mileage by around 3.3 percent by keeping your tires inflated to the proper pressure. Under-inflated tires can lower gas mileage by 0.4 percent for every 1 psi drop in pressure of all four tires. Properly inflated tires are safer and last longer.

Fuel Economy Benefit: up to 3%
Equivalent Gasoline Savings: up to \$0.12/gallon

Use the Recommended Grade of Motor Oil

You can improve your gas mileage by 1-2 percent by using the manufacturer's recommended grade of motor oil. For example, using 10W-30 motor oil in an engine designed to use 5W-30 can lower your gas mileage by 1-2 percent. Using 5W-30 in an engine designed for 5W-20 can lower your gas mileage by 1-1.5 percent. Also, look for motor oil that says "Energy Conserving" on the API performance symbol to be sure it contains friction-reducing additives.

Fuel Economy Benefit: 1-2%
Gasoline Savings: \$0.04-\$0.08/gallon

Note: Cost savings are based on an assumed fuel price of \$4.08 Source: US Department of Energy

For more information, go to www.fueleconomy.gov

Interested in Carpooling? Visit the SCDOT Intranet site under "Employee Resources" to find other employees in your area interested in carpooling.

Council of Governments representatives brief SCDOT Commission

By Johnny Mmanuiké
Mass Transit

On July 17, during the regularly scheduled South Carolina Department of Transportation Commission meeting, representatives from the regional Council of Governments (COG) briefed the Commission on state-wide transit projects activities that they have been actively implementing.

Ron Mitchum, the Executive Director of the Berkeley Charleston Dorchester (BCD) COG served as the spokesperson for the group, introducing each representative and provided a brief overview on the functions of the COGs.

He stated that COGs have been around for 40 years, mostly facilitating workforce training, administering aging programs, community development and economic development. The composition

of the board is made-up of both elected and appointed representatives each dealing with regional unique challenges. The COGs have expertise in planning, process management and project management and Geographic Information Software (GIS) technology. Partnership with the SCDOT in the development and implementation of human service coordination plans in each region.

Additionally, BCDCOG is involved in promoting carpool in the Charleston area including mapping of all water and sewer lines relevant to industrial development. BCDCOG is also providing assistance to the local transit agency with route planning, procurement, payroll and auditing. BCDCOG is currently conducting commuter rail study.

Chris Bickley representing Low Country Council of Governments addressed the Commission about their

activities including the proposed fixed-route bus service along the 278 corridor between I-95 and Hilton Head, and the implementation of a region wide agreement among human service providers.

Other representatives that spoke at the meeting includes:

Wayne Rogers representing Lower Savannah Council of Governments

Harold Shapiro representing Catawba COG

James Darby representing Santee Lynches COG

Norman Whitaker representing Central Midlands COG and

Steve Pelissier representing Appalachian COG

The COGs have played valuable role both at the local level as well as the regional level and we will continue to partner with them in the development and expansion of all transit modes.



Ron Mitchum speaks to the SCDOT Commission during the July 17 meeting.

SCDOT recognized for safety record

By Pete Poore

SCDOT is one of 37 South Carolina companies recognized for outstanding safety records by the South Carolina Department of Labor, Licensing and Regulation (SCLLR-OSHA) and its 2007 Safety Achievement Awards program.

The SCLLR program recognized the efforts of companies, firms and agencies to reduce injuries and illnesses during the past year. SCLLR's Director Adrienne Youmans said, "When companies excel at providing safe and healthy workplaces, they deserve recognition."

SCLLR's Safety Awards program is open to any employer that has an average of 100 or more employees. Awards were presented in four categories. SCDOT Headquarters employees won awards in three of the four categories:

- For working at least one million work hours without lost time due to injury or illness. SCDOT Headquarters employees worked 2,312,003 safe hours.

- For a difference of at least 75% in the 2007 incident rate, and the state average industry rate for 2006. SCDOT Headquarters was recognized as being successful in this category for the first time in 20 years.

- For a reduction of at least 40% in the number of OSHA recordable injuries or illnesses from the previous year. The recognition received by SCDOT Headquarters employees is the second award received by SCDOT in the last 20 years.

The South Carolina Occupational Safety Council (SCOSC) recognized SCDOT Headquarters with the 2007 Palmetto Safety Excellence Award for having at least 50% below the state average rate for companies in the same business type classification.

Also, six Maintenance units were awarded South Carolina Safety Performance certificates by the SCOSC. These maintenance units listed below were honored for having an OSHA Recordable Incidence Rate that is below the state average for companies in the same business type classification: **Lee, McCormick, Chesterfield, Williamsburg, Colleton, and Barnwell Maintenance** units.

SCOSC awarded Safety Achievement Plan Certificates

to 63 SCDOT organizational units in either of two categories:

- Units that experienced no OSHA recordable injuries or illnesses during a five-year period from January 2003 through December 2007 [Category A].

- Units that accumulated at least 50,000 safe work hours since the last recordable injury or illness and have experienced zero OSHA recordable cases for calendar year 2007 [Category B].

The recognized SCDOT units are:

Darlington Construction, Dillon Construction, Florence Construction, Georgetown Construction, Horry Construction, Jasper Construction, Colleton Bridge Construction, District 6 Signal Shop, District 7 Engineering Office, Director of Right-of-Way Agents-Greenville (org 6353), Bridge Design, Program Development West, Traffic Engineering, District 2 Engineering Office, Greenwood Construction, Saluda Construction, Chesterfield Construction, Lancaster Construction, York Construction, State Highway Engineer, Office of Research and Materials District 5, Office of Research and Materials District 6, Director of Maintenance, Oversize/Overweight Permits, Director of Pre-Construction, Surveys Engineer, "C" Project Development, Utilities Engineer, Director of Right-of-Way Agents - Orangeburg, Director of Right-of-Way Agents - Columbia, Director of Right-of-Way Agents - Greenville (org 6363), Secretary of Transportation, Budget, Claims, Supply and Equipment, Radio Maintenance, Postal Services, Legal Services, Office of DBE and Special Programs, Employee Development, Agency Audits, Accounting, Equipment Depot, Mass Transit, Human Resources, Director of Construction, Office of Research and Materials - Shop Road, Director of Rights-of-Way, Director of Rights-of-Way Agents - Florence, Road Design, Planning, Road Data Services, District 1 Engineering Office, Sumter Construction, District 3 Engineering Office, Greenville Construction, Anderson Construction, Spartanburg Construction, District 4 Engineering Office, Dorchester Construction, Bamberg Construction, Orangeburg Construction, and Information Technology Services.



The South Carolina Chamber of Commerce recognized SCDOT Headquarters and 5 maintenance units [Lee Maintenance, Sumter Maintenance, Cherokee Maintenance, Chester Maintenance, and Colleton Maintenance] with the 2007 SC Chamber of Commerce Commendation of Excellence Certificates for having a Lost Workday Case Rate of 1.0 or less.

The South Carolina Department of Transportation (SCDOT) recognizes the following maintenance units for having the best safety record during the 2007 calendar year in their respective district:

District 1	Lee Maintenance
District 2	Newberry Maintenance
District 3	Oconee Maintenance
District 4	Chester Maintenance
District 5	Marlboro Maintenance
District 6	Colleton Maintenance
District 7	Barnwell Maintenance

SCDOT recognizes **Lee Maintenance** for having the best 2007 safety record for units with 55 or less employees.

SCDOT recognizes **Colleton Maintenance** for having the best 2007 safety record for units with 56-90 employees.

SCDOT recognizes **Spartanburg Maintenance** for having the best 2007 safety record for units with 91 or more employees.

SCDOT recognizes **District 4** under the supervision of DEA Stan Bland for having the best 2007 safety record among districts.

Why should you support the United Way?

By Lisa Vining

The United Way is an organization whose name is familiar to most of us. Without the United Way, many organizations that provide services to the public would have to mount individual fund raising campaigns that would take away from their ability to concentrate on the business at hand, helping people.

At SCDOT, we host fundraising initiatives each year to benefit the United Way. But, what does the United Way really do with our donations? And why should we, as an agency and as individuals, continue to support the United Way?

Ask someone who has directly benefited from their services, and you'll find an easy answer. Dr. Arlene Prince, Director of Business Development and Special Programs at SCDOT, is just such a person. "I give to the United Way

and other health charity organizations because of my experience as a former patient of our local cancer clinic. I realized that as you go through life, it is hard to predict when you will need the assistance of others. I am so appreciative for the financial and moral support from the United Way during my radiation treatment several years ago. The initiatives of these organizations are a blessing."

Providing assistance to others is what the United Way does best. The United Way got its

start in 1887 when four religious leaders created an organization to collect funds for local charities. The United Way is now a national network of nearly 1,300 local organizations that work to advance the common good by focusing on education, income and health.

The United Way distributes funds they receive to many local organizations including Boy Scouts, Habitat for Humanity and Harvest Hope Food Bank. United Way funded programs also include after school programs, community centers, adult literacy

programs and early childcare education programs.

Carl Chase, SCDOT Assets Manager, is also a strong supporter of United Way. "Not too far from the SCDOT Headquarters and my home are people who are less fortunate than I am, and are in need of the assistance that the United Way provides. Giving to the United Way is my way of being part of this wonderful community and doing my part to help those in need. I believe that the United Way provides the connection that makes us a better community."

The importance of building strong communities, supporting education and promoting good family values is certainly something that resonates with SCDOT employees. Take a look at opportunities to donate provided by the United Way, and you will find that giving to the United Way is just another way of giving back to the community.



United Way

SCDOT's fall United Way Campaign is under way.

Coordinators appointed for each division and unit within headquarters, and each district and county in the field, conduct the campaign for their respective areas.

Donations can be given by credit card, check or payroll deduction.

If payroll deduction is selected, the donation amount specified is then simply deducted each pay period from the employee's payroll checks. This option allows employees to donate more generously by spreading their donations out over the entire year.



PHOTOGRAPHS BY ROB THOMPSON/THE CONNECTOR

Santee Wateree Regional Transportation Authority opens James E. Clyburn Intermodal Transportation Center

Dignitaries cut the ribbon on Santee Wateree's new James E. Clyburn Intermodal Transportation Center on July 26 in Sumter. At right, U.S. Representative James E. Clyburn speaks about how the new center will help people in the Sumter area.



To see more photos from the event, go to:
www.scdot-transfer.org/scdotphotos/clyburn/index.htm

Moving Up

Robert F. Quetti, of Columbia, from Program Coordinator I to Accountant/Fiscal Analyst III, General Administration Passenger Vehicles.

Dana G. Boozer, of Prosperity, from Program Coordinator I to Accountant/Fiscal Analyst III, General Administration Passenger Vehicles.

Christina A. Stone, of Lexington, from Accountant/Fiscal Analyst I to Accountant/Fiscal Analyst III, General Administration Passenger Vehicles.

Brenda L. Parnell, of Winnsboro, from Administrative Specialist II to Program Coordinator I, DBE & Special Programs.

Jennifer V. Abney, of Irmo, from Administrative Coordinator I to Procurement Manager I, Procurement.

Beverly M. Hollowell, of Pomaria, from Engineer/Associate Engineer I to Engineer/Associate Engineer II, Pre-Construction Support.

Travis G. Huckabee, of Sallee, from Printing Equipment Operator II to Records Analyst II, Pre-Construction Support.

Brian D. Hare, of Newberry, from Engineer/Associate Engineer II to Engineer/Associate Engineer III, RPG 1 - Lowcountry.

Troy K. Johnson Jr., of Lexington, from Engineer/Associate Engineer II to Engineer/Associate Engineer III, RPG 2 - Peedee.

Michael P. Psillos, of Columbia, from Engineer/Associate Engineer II to Engineer/Associate Engineer III, RPG 3 - Midlands.

Melissa A. Jackson, of Columbia, from Engineer/Associate Engineer I to Engineer/Associate Engineer II, RPG 3 - Midlands.

Robert E. Perry III, of Columbia, from Engineer/Associate Engineer III to Engineer/Associate Engineer IV, RPG 4 - Upstate.

John A. Caver Jr., of Blythe-wood, from Engineer/Associate Engineer II to Engineer/Associate Engineer III, RPG4 - Upstate.

Batina M. Feaster, of Batesburg, from Human Resources Manager I to Program Coordinator II, C Program.

Clarice A. Gibbons, of Irmo, from Administrative Specialist II to Accountant/Fiscal Analyst I, C Program.

Christopher E. Carroll, of Lexington, from Engineer/Associate Engineer I to Engineer/Associate Engineer II, Research & Materials Engineering.

Lydia J. Johnson, of Swansea, from Engineer/Associate Engineer I to Chief Geodetic Technician, Research & Materials Engineering.

Mary C. Moore, of Ridge Springs, from Trades Specialist II to Associate Geodetic Technician, Research & Materials Engineering.

Nathaniel D. Jefferson, of Holly Hill, from Assistant Geodetic Technician to Associate Geodetic Technician, Surveys - Dorchester.

Hilda C. Leslie, of Easley, from Right-Of-Way Agent III to Program Manager I, Rights of Way - Greenville.

Herman A. Johnson, of Columbia, from Engineer/Associate Engineer III to Engineer/Associate Engineer IV, Traffic Engineering.

Ronny E. Hinson Jr., of West Columbia, from Engineer/Associate Engineer II to Engineer/Associate Engineer III, Traffic Engi-

neering.

Tucker S. Creed, of Columbia, from Engineer/Associate Engineer I to Engineer/Associate Engineer II, Traffic Engineering.

Heyward A. Williams, of Ridgeway, from Environmental/Health Manager I to Environmental Health Manager II, District 1 office.

Ronald M. Miller, of Gray Court, from Associate Geodetic Technician to Engineer/Associate Engineer I, District 3 office.

Gilbert R. George Jr., of Latta, from Engineer/Associate Engineer III to Engineer/Associate Engineer IV, District 5 office.

Michael P. Hogan, of Moncks Corner, from Trades Specialist II to Trades Specialist IV, District 6 office.

Gollie Walker, of Graniteville, from Trades Specialist III to Trades Specialist IV, Aiken Maintenance.

Elliott L. Wood, of Wagoner, from Trades Specialist III to Trades Specialist IV, Aiken Maintenance.

Marshall Jackson, of North, from Trades Specialist III to Trades Specialist IV, Lexington Maintenance.

Westover Brown Jr., of Columbia, from Trades Specialist III to Trades Specialist IV, Richland Maintenance.

Henry J. Cunningham, of Columbia, from Trades Specialist III to Trades Specialist IV, Richland Maintenance.

Ramona A. Eckrote, of Columbia, from Senior Geodetic Technician to Chief Geodetic Technician, Richland Maintenance.

Robert J. Vanrynn, of West Columbia, from Assistant Geodetic Technician to Associate Geodetic Technician, Richland Maintenance.

Donald C. Rogers Jr., of Ward, from Senior Geodetic Technician to Chief Geodetic Technician, Lexington Construction.

Betty H. Johnson, of Edgefield, from Supply Specialist III to Trades Specialist V, Edgefield Maintenance.

Jessie J. Weaver, of Johnston, from Trades Specialist II to Trades Specialist III, Edgefield Maintenance.

Roy E. Davis, of Greenwood, from Trades Specialist III to Trades Specialist IV, Greenwood Maintenance.

Bobby R. Roberts, of Ninety Six, from Trades Specialist II to Trades Specialist III, Greenwood Maintenance.

Kyle A. Cheek, of Laurens, from Trades Specialist II to Trades Specialist III, Laurens Maintenance.

Michael S. Rowland, of Laurens, from Trades Specialist II to Trades Specialist III, Laurens Maintenance.

Robert G. Byrd, of Gray Court, from Trades Specialist II to Trades Specialist III, Laurens Maintenance.

Chad H. Robertson, of Trenton, from Trades Specialist II to Assistant Geodetic Technician, Saluda Maintenance.

Christopher D. Chrisley, of Saluda, from Trades Specialist II to Trades Specialist III, Saluda Maintenance.

John R. Wright, of Greenwood, from Associate Geodetic Technician to Senior Geodetic Technician, Greenwood Construction.

Glenn W. Brown, of Anderson,

J. Wesley Spencer promoted to Quality Management Engineer

J. Wesley Spencer, of Gaffney, has been promoted to Quality Management Engineer in the Director of Construction Office.

He is responsible for working with members of the Quality Management Team in reviewing construction projects across the state.

He joined SCDOT in 1993 as an engineering assistant. He has served as assistant resident construction engineer in Cherokee/Union Construction.

He is a 1990 graduate of Gaffney High School, and he graduated from Spartanburg Technical College in 1992. He is married to the former Jennifer Cox, of Anderson. They have a daughter, Marley, 8, and a son, Drew, 12. They are members of Buford Street United Methodist Church.



J. Wesley Spencer

from Assistant Geodetic Technician to Associate Geodetic Technician, Anderson Maintenance.

Michael A. Hood, of Lowndesville, from Trades Specialist II to Associate Geodetic Technician, Anderson Maintenance.

Leonard Arnold, of Anderson, from Trades Specialist III to Trades Specialist IV, Anderson Maintenance.

Donald E. Riddle, of Belton, from Trades Specialist II to Trades Specialist IV, Anderson Maintenance.

Mark A. Gymer, of Iva, from Trades Specialist III to Trades Specialist IV, Anderson Maintenance.

Johnny A. Green Sr., of Easley, from Trades Specialist III to Trades Specialist IV, Greenville Maintenance.

Michael P. Thompson, of Greenville, from Trades Specialist II to Trades Specialist III, Greenville Maintenance.

Jason S. Cisson, of Evans, from Associate Geodetic Technician to Engineer/Associate Engineer I, Greenville Maintenance.

Barry R. Underwood, of Walhalla, from Trades Specialist III to Trades Specialist IV, Oconee Maintenance.

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

Ronald A. Burgess, of Marietta, from Trades Specialist IV to Trades Specialist V, Pickens Maintenance.

Charles B. Porter Jr., of Six Mile, from Trades Specialist III to Trades Specialist IV, Pickens Maintenance.

David D. Dodd, of Moore, from Trades Specialist III to Trades Specialist IV, Spartanburg Maintenance.

Ronald D. Horne, of Spartanburg, from Trades Specialist II to Assistant Geodetic Technician, Spartanburg Construction.

William C. Harrison, of Woodruff, from Engineer/Associate Engineer I to Engineer/Associate Engineer II, Greenville Construction.

William R. Wiley, of Anderson, from Trades Specialist II to Associate Geodetic Technician, Greenville Construction.

George R. Busbee, of Union, from Assistant Geodetic Technician to Associate Geodetic Technician, Spartanburg Construction.

Thomas R. Spivey, of Pickens, from Assistant Geodetic Technician to Associate Geodetic Technician, Pickens Construction.

Warren R. Whitmire, of Salem, from Assistant Geodetic Technician to Associate Geodetic Technician, Oconee Construction.

Danny R. Carroll, of Blacksburg, from Trades Specialist II to Trades Specialist III, Cherokee Maintenance.

Mack D. Young, of Great Falls, from Trades Specialist III to Trades Specialist IV, Chester Maintenance.

Jerry L. Shaw, of Wallace, from Trades Specialist III to Trades Specialist IV, Chesterfield Maintenance.

Michael P. Cox, of Jefferson, from Trades Specialist II to Trades Specialist III, Chesterfield Maintenance.

David E. Williams, of Jefferson, from Trades Specialist II to Trades Specialist III, Chesterfield Maintenance.

Todd C. Huggins, of Wadesboro, from Associate Geodetic Technician to Senior Geodetic Technician, Chesterfield Maintenance.

Tony J. McCarter, of York, from Trades Specialist III to Trades Specialist IV, York Maintenance.

Melvin A. Brown, of York, from Trades Specialist II to Trades Specialist III, York Maintenance.

Edward L. Parnell Jr., of Timmons-ville, from Engineer/Associate Engineer II to Program Manager I, Darlington Maintenance.

Perry L. James, of Harts-ville, from Trades Specialist II to Trades Specialist III, Darlington Maintenance.

Charles E. Phillips, of Darlington, from Trades Specialist II to Trades Specialist III, Darlington Maintenance.

Douglas J. Page, of Dillon, from Trades Specialist III to Trades Specialist IV, Dillon Maintenance.

Shelly R. Frye, of Galivants Ferry, from Mechanic III to Trades Specialist V, Florence Maintenance.

Henry L. Williams, of Nesmith, from Trades Specialist II to Trades Specialist III, D5 - Bridge Inspection.

Kenneth B. Scott, of Pamplico, from Assistant Geodetic Technician to Associate Geodetic Technician, D5 - Bridge Inspection.

Wallace Brockington Jr., of Darlington, from Assistant Geodetic Technician to Associate Geodetic Technician, Darlington Construction.

Matthew C. Schulte, of Flor-

ence, from Associate Geodetic Technician to Engineer/Associate Engineer I, Florence Construction.

John W. Fulton II, of Sumter, from Engineer/Associate Engineer I to Engineer/Associate Engineer II, Florence Construction.

Robert Brown, of Johns Island, from Trades Specialist II to Mechanic II, Charleston Maintenance.

Raymond L. Molinaroli, of Summerville, from Engineer/Associate Engineer II to Engineer/Associate Engineer III, Colleton Maintenance.

Allen J. Colson Jr., of Walterboro, from Trades Specialist III to Trades Specialist IV, Dorchester Maintenance.

Arthur J. Jones, of Walterboro, from Trades Specialist II to Assistant Geodetic Technician, Dorchester Maintenance.

Reginald A. Kelly, of Vass, from Trades Specialist II to Assistant Geodetic Technician, D6 - Bridge Inspection.

Roger C. Bowers, of Goose Creek, from Associate Geodetic Technician to Chief Geodetic Technician, Dorchester Construction.

Kevin L. Mitchell, of Charleston, from Associate Geodetic Technician to Engineer/Associate Engineer I, Charleston Construction.

Amy J. Hightower, of Bamberg, from Trades Specialist II to Trades Specialist IV, Bamberg Maintenance.

Ruth E. Smalls, of Blackville, from Trades Specialist II to Trades Specialist IV, Barnwell Maintenance.

Doyle H. Hill Jr., of Manning, from Trades Specialist II to Trades Specialist III, Clarendon Maintenance.

Peter J. Gosnell Jr., of Hampton, from Trades Specialist IV to Trades Specialist V, Hampton Maintenance.

Larry D. Orr, of Varnville, from Trades Specialist III to Trades Specialist IV, Hampton Maintenance.

Alvin L. Thomas, of West Columbia, from Engineer/Associate Engineer I to Engineer/Associate Engineer II, Orangeburg Maintenance.

Donna A. Bolton, of North, from Trades Specialist II to Supply Specialist III, Orangeburg Maintenance.

Ronnie B. Washington, of Cameron, from Trades Specialist III to Trades Specialist IV, Holly Hill Maintenance.

2008 Equipment Operator's Rodeo

By Bob Kudelka

Participants of this year's Equipment Operator's Rodeo wore black stickers with the initials "JW" to honor the memory of Johnney Williamson.

Williamson, who participated in the Southeast Regional Rodeo Competition in October after advancing from last year's state Rodeo, suffered a heart attack a few weeks later and died on Nov. 18.

Also at this year's Equipment Operator's Rodeo, Williamson's name was listed on the schedule for the motorgrader event, which had been his specialty.

"Johnney was a 4-year veteran of the Rodeo, and we wanted to do something special for him here today," said Sam Riddle, Assistant Director of Supply and Equipment and Chairman of the Equipment Operator's Rodeo. "He loved the Department, he loved his job and he loved his co-workers."

Family members of Williamson were invited to attend.

His mother, Inease, thanked DOT and recalled how so many of her son's co-workers came to visit at the hospital.

"There were so many people from DOT who came, it was unreal," she said. "I appreciate everything, especially the friendship and prayers most of all."

It was the 5th year of the Rodeo. Contestants from the seven districts and headquarters competed in six categories including Single Axle Dump Truck competition, Tandem Axle Dump Truck competition, Tractor Truck with Lowboy Trailer competition, Tractor Mower competition, Motorgrader competition and Backhoe competition.

Held at the Supply and Equipment facility on Shop Road in Columbia, the competitors maneuvered heavy equipment through a series of courses as judges kept a close watch. Each employee was already a winner, having succeeded in county and district competitions.



ABOVE: This year's Equipment Operator's Rodeo was dedicated to Johnney Williamson, a former Rodeo champion who died last year.

BELOW: Stickers displaying the initials 'J.W.' were worn by participants, crowd members and judges of the competition.



The top two employees from each event will compete in the Southeast Regionals, held in Pigeon Forge, Tenn., this fall, Riddle said.

Among those on hand for the event was Tony Chapman, Deputy Secretary for Engineering. Chapman said he liked what he saw as he watched the various events unfold.

"Our operators in the field are very professional," Chapman said. "This gives them a chance to practice those skills, to practice safety and to come together as a group and see how others around the state use those skills."

"This friendly competition each year translates back into improved safety and better operators, and I totally support this opportunity for them to come together and do this."

It was the first state finals for Ethan Hancock, a 3-year veteran of SCDOT and a member of Newberry Maintenance.

Hancock was waiting his turn to participate in the Lowboy event as his mother and girlfriend looked on.

"It's all in fun, competing and meeting people from all the different counties and Districts," Hancock said.

After the day's events, an awards ceremony was held at Williams-Brice Stadium. Speakers included Riddle, District 4 Maintenance Engineer Todd Cook, Director of Maintenance Jim Feda and Chapman.

The winners of the 2008 Equipment Operators' Rodeo are:

District 2, team champion. Single Axle Dump Truck: Scott Burgess, 1st place, of Lexington Maintenance; Troy Seigler, 2nd place, of McCormick Maintenance.

Tandem Axle Dump Truck: George Lewis, 1st place, McCormick Maintenance; Kenny Eaddy, 2nd place, Florence Maintenance.

Tractor Truck with Lowboy Trailer: Jamie Williams, 1st place, Orangeburg Maintenance; Odell Middleton, 2nd place, Holly Hill Maintenance.

Tractor with Mower: Richard Stroble, 1st place, Charleston Maintenance; Cliff Weaver, 2nd place, Spartanburg Maintenance.

Motorgrader: James Catoe, 1st place, Kershaw Maintenance; Melvin Brown, York Maintenance, 2nd place.

Backhoe: Raymond Schmuck, 1st place, Anderson Maintenance; Lewis Brazell, 2nd place, York Maintenance.

The Equipment Operators' Rodeo Committee members are Walter Reed (District 1); Steve Coleman (District 2); Jason Allison (District 3); Todd Cook (District 4); Treasure Scarborough (District 5); Michael Black (District 6); Efreem Dantzer (District 7); and Sam Riddle (Supply & Equipment).

Each committee member is responsible for coordinating Rodeo events for their respective district.

"Thanks go to all SCDOT employees who participated, and assisted during the 2008 Rodeo season," Riddle said.

See photographs of the WINNERS on page 14.



A competitor maneuvers his tractor and mower through a tight series of cones.



Deputy Secretary for Engineering Tony Chapman thanks the employees for the hard work they do everyday on South Carolina's roads.



The participants listen as the winners are announced.



An operator prepares to drop a golf ball into a container as part of the May 22 competition in Columbia.



Eighty-two SCDOT employees from across the state participated in the 2008 Equipment Rodeo. The event gives employees the opportunity to fine tune their equipment operating skills and a chance to compete among their peers.

Each event tested the technical operating skills of the competitor on his assigned equipment.

LAYOUT DESIGN BY CODY CROUCH/THE CONNECTOR

Five students earn SASHTO Scholarships



ROB THOMPSON/THE CONNECTOR

SCDOT Commission Chairman F. Hugh Atkins and SC Secretary of Transportation H.B. "Buck" Limehouse Jr. present SCDOT Scholarship checks to five outstanding SC college students during the June 19, 2008, SCDOT Commission meeting in Columbia. From left are: Matthew Kelly of Batesburg, Matthew Fleming of Chapin, Jonathan Hunter of Greenwood, Stanley Dorn Jr. of Saluda and Amanda Woodrum of Orangeburg. Funding for the scholarships was provided by the Southeastern Association of State Transportation Officials of which South Carolina is a member.

By Bob Kudelka

Secretary of Transportation H.B. "Buck" Limehouse Jr. approved the awarding of five engineering scholarships in the amount of \$3,000 each to students who may one day join the transportation field.

Funding originated from the Southeastern Association of State Highway Transportation Officials (SASHTO) to provide scholarships for students currently enrolled or accepted to attend a school of civil engineering.

Eligible students submitted an application, a copy of their transcript and a 500-word, typed-essay entitled "How I will use my engineering degree to impact transportation in America." The judges rated the essays on: quality and merit of ideas; details and practicality; and essay neatness and grammar.

The winners were:

- **Matthew Kelly** is a junior at the University of South Carolina.

He is the son of Janet K. Feaster and stepson of Larry Feaster. Janet Feaster works in the Planning Office at Headquarters.

- **Matthew Fleming** is a junior at the University of South Carolina. He is the son of Arthur "Buddy" Fleming, Jr., who works in the Richland County Maintenance Office.

- **Jonathan Hunter** is attending Clemson University as a transfer from Piedmont Technical College. He is the son of Shirley and J.C. Hunter, Jr. Shirley Hunter works in Abbeville County in the Construction Office.

- **Stanley Dorn Jr.** will be a freshman at the University of South Carolina. He is the son of Debra and Stanley Dorn Sr. Stanley Dorn Sr. works in Greenwood County as a Senior Geotec.

- **Amanda Woodrum** attends Clemson University and will be a sophomore in the fall. She is the daughter of Joanne Woodrum. Joanne is Highway District Seven's Engineering Administra-

tor in Orangeburg County.

The students attended the June Commission meeting in Columbia.

Debra Rountree, Deputy Secretary for Finance and Administration, introduced the winners and noted that her daughter received a STTAR scholarship about 7 years ago

"I know how much it means to each of you and your parents," Rountree said.

Scholarship winners were presented with large-sized checks and posed for photos with the Commission.

"College obviously costs a lot of money, and this helps out a lot," said Matthew Kelly, who is considering a career in transportation engineering.

Amanda Woodrum is working a summer job at Bamberg Construction to get a feel for transportation as she studies engineering at Clemson.

"I'm getting my feet wet a little, testing it out," she said.

Finance Office earns national award

Deputy Secretary for Finance and Administration Debra Rountree and Comptroller Angela Feaster and were honored by Commissioner Sarah Nuckles during the June 19 SCDOT Commission meeting.

The Certificate of Achievement for Excellence in Financial Reporting has been awarded to SCDOT by the Government Finance Officers Association of the United States and Canada (GFOAA) for its comprehensive annual financial report (CAFR).

The Certificate of Achievement is the highest form of recognition in the area of governmental accounting and financial reporting, and its attainment represents a significant accomplishment by a government and its management.

An award of Financial Reporting Achievement has been awarded to the individual(s), department or agency designated by the government as primarily responsible for preparing the award-winning CAFR. This has been presented to the Finance Division of SCDOT.

The CAFR has been judged by an impartial panel to meet the high standards of the program including demonstrating a constructive "spirit of full disclosure" to clearly communicate its financial story and motivate potential users and user groups to read the CAFR.

The GFOA is a nonprofit professional association serving approximately 17,000 government finance professionals with offices in Chicago and Washington.



ROB THOMPSON/THE CONNECTOR

Commissioner Sarah Nuckles, right, presents Deputy Secretary for Finance and Administration Debra Rountree, left, and Comptroller Angela Feaster with a national award for excellence in financial reporting.

EQUIPMENT ROADEO WINNERS from page 12.



PHOTOGRAPHS BY ROB THOMPSON/THE CONNECTOR

Director of Maintenance Jim Feda and Deputy Secretary for Engineering Tony Chapman presented awards to the winners. From left, are: Feda, Cody McAbee of District 4, 3rd place; Lewis Brazell of District 4, 2nd place; Raymond Schmuck of District 3, 1st place; and Chapman.



From left, are: Feda, Jeff Brown of District 2, 3rd place; Jamie Williams of District 7, 2nd place; Richard Stroble of District 6, 1st place; and Chapman.



From left, are: Feda, Carl Meetze of District 8, 3rd place; Melvin Brown of District 4, 2nd place; James Catoe of District 1, 1st place; and Chapman.



From left, are: Feda, Arthur Dorn of District 2, 3rd place; Troy Seigler of District 2, 2nd place; Scott Burgess of District 1, 1st place; and Chapman.



From left, are: Feda, Scott Burgess of District 1, 3rd place; Kenneth Eaddy of District 5, 2nd place; George Lewis of District 2, 1st place; and Chapman.



From left, are: Feda, Bryan Baker of District 4, 3rd place; Cliff Weaver of District 3, 2nd place; Richard Stroble of District 6, 1st place; and Chapman.

Engineering News

Preconstruction's reorganization One year later, Regional Production Groups have changed the way SCDOT develops projects

By John Walsh

It has been just over a year since the initial reorganization of the Preconstruction Division was completed. This undertaking changed the basic structure of the organization from the "assembly line" model to a "project delivery centered" model. Four Regional Production Groups (RPGs) were created and aligned with the regional Right of way and Surveys Offices, and are supported by an Engineering Support group that make up the bulk of the SCDOT's Preconstruction Division today.

In the past year, the staff has accomplished a number of objectives aimed towards providing high levels of service to internal and external customers, streamlining processes, and making extremely efficient use of both human and technological resources. All of this was done to further the primary mission of the Preconstruction Division - development and delivery of projects on time and in accordance with the policies and priorities set by the Secretary of Transportation and the SCDOT Commission.

At the one year mark, we wanted to take the opportunity to highlight just a few of the accomplishments in both processes and organizational improvements that have been completed and some of the ongoing activities within the division.

Three of the four (RPGs) are currently managing local programs as well as design reviews for local programs in the following counties - Charleston, Dorchester, Florence, Horry, and York. These projects and programs are valued at over \$2 billion.

In cooperation with the Finance Division, four Financial Analysts have been hired to assist Program Managers within the four RPGs. The Financial Analysts provide financial assistance to the Program Managers to include the production of quarterly MPO and COG financial reports and tracking of Participation Agreements. The Financial Analysts will monitor project expenditures and will help to maintain project cost forecasts.

Preconstruction Support has streamlined the review and response time within preconstruction for encroachment permits. Submittals requiring review by the Headquarters offices are sent to the Preconstruction Support Engineer. Submittals include the Encroachment Permit Request form, a

copy of the encroachment permit application, SCDOT requester contact information, and a copy of the engineering plans and calculations that were provided to the district/county maintenance office with the permit application. The Encroachment Permit Request form has been added to the Department's on-line Electronic Forms under "Maintenance."

As a part of this reorganization effort, three areas that were originally separate were brought together into one group named Preconstruction Resource Management. These groups are Federal Program Administration, the "C" Program, and the Program Controls Unit. This group works together to assist the department in monitoring the federal and "C" programs as well as project schedules. This office also conducts monthly project letting schedule reviews to determine which projects are ready to be sent to the construction office for the highway letting.

The C Program office has initiated local program reviews by a staff member to assist the local government agencies involved with executing projects funded by the C program. The apportionment of funds provided to all the committees throughout South Carolina, which could be spent on their local roads, currently exceeds fifty million dollars. The reviews are aimed at assisting local governments with setting up proper oversight procedures, procurement procedures, contracts, specifications, and quality control for the construction or improvements performed on these public roads. The results of the reviews are shared with the counties in an effort to assist them in improving their activities and road construction processes.

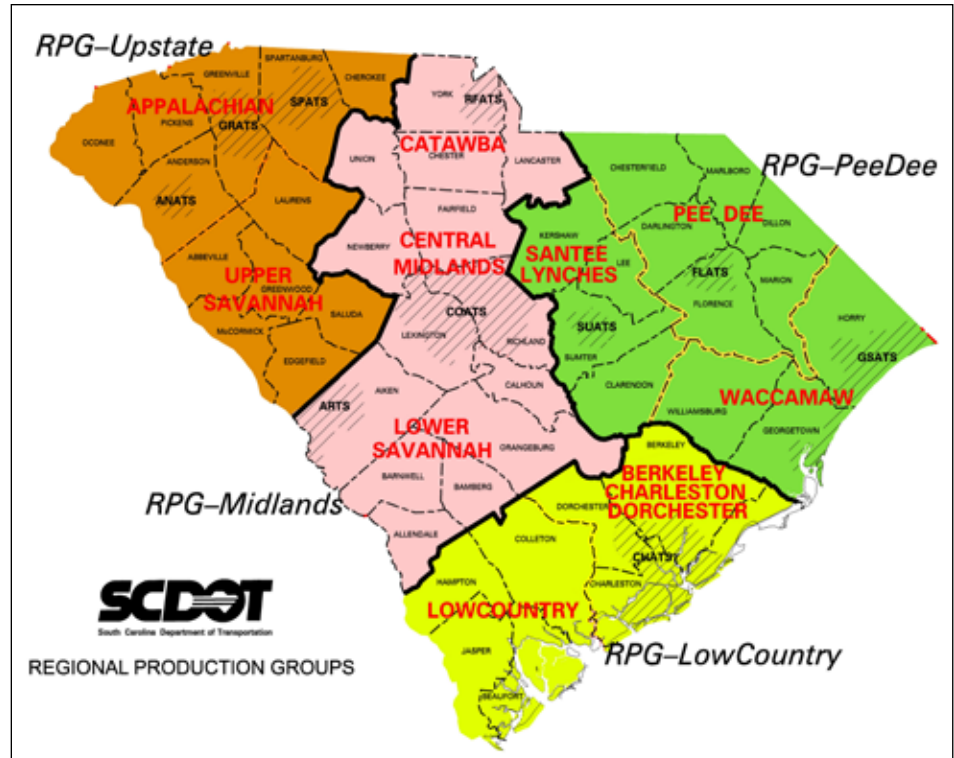
Another example of improving information accessibility is the addition of the C Program website located on the intranet under the Preconstruction Resource Management Department. This site allows all interested SCDOT personnel across the state to access the most current C Program financial statement for individual counties. In an effort to properly advise the County Transportation Committees (CTCs) in regard to funding for work on public roads, it was determined that prompt and easy access to the financial statements is of paramount importance. Now, Resident Construction Engineers and Resident Maintenance Engineers and other staff have the ability to

Got engineering news?

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



Andy Leaphart



review the status of the CTCs most current statement prior to discussions or meetings with the committee members and to provide accurate and timely answers to their questions in regard to the C program in general.

The beginning of a formal project is accomplished by submitting a "Program Action Request" (PAR) form to establish how transportation funds are used. The PAR is a tool that has been used for years. The form had been recently updated but different versions were being used throughout SCDOT. In an effort to consolidate and streamline the process, the PAR was revised and set up to be electronically submitted and approved. This change was necessary to improve the process by which a project is established as well as to provide uniformity in the information pertaining to individual projects. The electronic version provides more concise information to ensure that the appropriate federal or state funds are programmed on a particular project. This process allows for more efficient tracking of the federally funded programs in the STIP as well as other state funded programs.

In conjunction with the PAR, the form to request a project schedule was also updated to mirror the layout of the PAR. For the majority of projects established, a schedule is required. These efforts are intended to assist Project Managers in establishing timely schedules and properly documenting the project development process.

In early 2007, the SCDOT was issued a notice by the Labor Licensing and Regulation Board requiring a licensed professional engineer to sign and seal all individual plan sheets and proposal pages utilizing engineering judgment. Prior to this, only the title sheets of our plans were signed

and sealed. It is not unusual for a single set of plans to require hundreds of seals/signatures. In addition to this, all Standard Drawings had to be updated and sealed by a licensed professional engineer to comply with instructions provided to the Department by the Labor License and Regulation Board (this was over 230 drawings).

Failing to comply with the mandate would have resulted in sanctions from the LLR Board and an inability to advance projects to the highway lettings. The sealing of all Standard drawings was completed ahead of schedule. The successful and timely completion of these two initiatives allowed the SCDOT to continue letting construction projects with no disruption to our schedules. An Engineering Directive (Number 37) provides a comprehensive process for complying with the new requirement.

It has been a year marked by significant changes in organization, process management, and decision making responsibility that has been executed exceedingly well by those involved. Many new projects were identified as part of the ranking and prioritization process, giving a very short turnaround times for moving projects to construction. As the Federal Fiscal Year comes to a close, it appears that the agency will meet or exceed the contracting targets initially provided for internal programs, not to mention the myriad of assistance that has been provided to local programs throughout the state. This would not have been possible without a job well by you and with the help of other divisions such as Traffic Engineering, Maintenance, and the Environmental Management Office. To all, I offer you all a huge thanks and congratulations for a job well done.

Virtual Reference System (VRS) is up, running

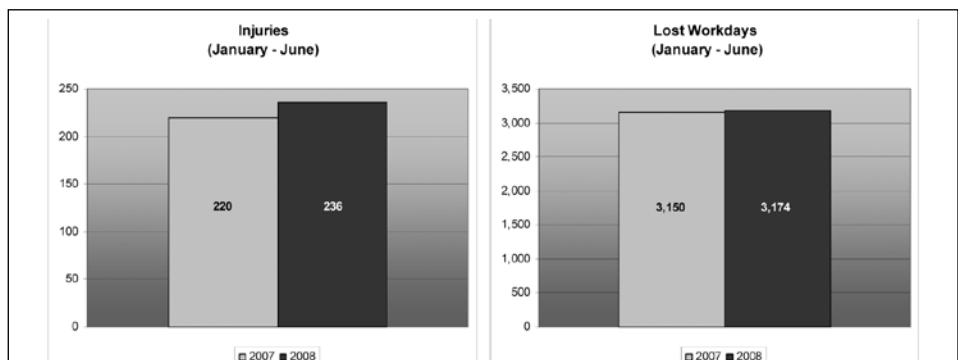
In August of 2006, the South Carolina Department of Transportation (SCDOT) partnered with the South Carolina Office of Geodetic Survey (SCGS), who is under the Budget and Control umbrella, to establish a real time statewide virtual reference system.

As of January 2008, the state VRS became fully functional with statewide coverage. The VRS provides customers with real time satellite survey corrections throughout the state for surveying needs or machine control operations.

The system works by using 45 reference stations strategically located throughout the state that constantly receives data from orbiting satellites. These reference stations send real time data via SCDOT's network to SCGS's central operating system. A VRS user, via mobile data phone located on the survey rover, dials into the system and within two minutes begins receiving continuous corrections from the statewide VRS. The VRS provides real time positional accuracy of 1.2 cm horizontally and 2.5 cm vertically.

This system eliminates the need to set up an on-site base station for either a survey party or contractors performing machine control operations. The elimination of on-site base stations saves on equipment costs, manpower, and set up time. Typically with the use of on-site base stations the survey rover or equipment mounted rover must have a direct line of sight to the base station since radio transmission is used for communication between the two. The VRS eliminates any need for direct line of sight as long as one is in cellular reach.

Consultants or contractors can subscribe to the VRS for \$600/year. Each user account has unlimited access to the VRS via unique login and password, and the account is not limited to a particular piece of equipment. The subscription application can be found on SCGS's website at www.scgs.state.sc.us/ and the contact person is Matt Wellslager (803-896-7700). SCDOT's survey office and district construction offices will be provided training on the system this fall.



One of the objectives in SCDOT's new strategic plan is to reduce lost workdays by 5 percent annually. Although this is a key point of focus for the agency, we incurred more injuries and lost workdays during the first half of 2008 than we did in 2007. A comparison of injuries and lost workdays in 2007 and 2008 will be featured here in each edition of The Connector. All of us working together can help to reduce these statistics by making SCDOT a safer place to work.

District 1 News

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

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

Got news?

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



Teresa Harley

Snakes, Bears, Bass

District One's S-s-s-s-s-snake Man



Robert Dickinson handles uninvited visitor with ease

On a hot summer day in June, an employee at the district office noticed a "friend" behind the office.

A black snake had found refuge in the grass behind the district office. Several employees went out looking for the snake but were unable to find it again.

A short time later the snake was spotted. He was sitting at the back door looking through the glass in the door as if to say "Can I come in where it is cool?"

Instead of killing the snake, District Maintenance Engineer **Robert Dickinson** decided to help the snake (and the district employees) out. He proceeded to the back stoop where the snake was sitting and captured it alive. He then took the snake to the tall grass in the lot next door and released it to move on about its journey.



Unexpected road kill



When SCDOT employees go "on call" they expect certain things during their "on call" time.

However, on June 10, 2008, Johnny Johnson (a 20 year veteran of SCDOT) got a call about something quite unexpected. The highway patrol called him out for a black bear that had been hit by an automobile on I-95.

In disbelief, Johnson had the patrolman repeat the request several times.

June 10, 2008, proved to be an unusual night in Sumter County as both a bear and a horse were killed by automobiles.



Meet Lewis 'Dewey' Bass

Name: Lewis "Dewey" Bass
Unit: Kershaw Maintenance
Started with SCDOT: 1992

Dewey Bass has been employed with the SCDOT Maintenance in Kershaw County since Aug. 3, 1992.

He was promoted to a Trades Specialist IV, Foreman over the driveway installation/patching crew, in June 2006.

He is a dedicated employee and strives to be the best that he can be. This is proven in his work ethic.

Anytime he is needed to work in other counties, he is always willing to perform whatever work is requested. He is an asset to the SCDOT.

Bass owns a meat processing business that he manages and works with help from his family. Dewey has two sisters. He is married to Wendy Coates and they have three children, a son and two daughters. Dewey, his wife and children attend Pineview Baptist Church in Kershaw.

Bass plays the banjo and sings gospel and country music. He inherited this talent from his father.

He is also a USC Gamecock fan.



Dewey Bass

We want your stories!

THE CONNECTOR
wants your story ideas.

What's going on
in District 1 that
needs to be shared with
everyone else in the state?
Give Teresa Harley a call,
tell her your ideas. And
share some photos!

District 2 News

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

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

Got news?

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



Dwayne Scott

A bright idea

Solar energy powers new sign flashers

District 2 is in the process of replacing School Flashers with Solar Powered School Flashers.

So far, there are 11 schools with the Solar Flashers, and these flashers will be the only type installed in the future.

The advantages and benefits of the Solar Powered Flashers are:

- Time program down loaded from laptop computer.
- All time programs set up in signal shop
- Easy to install
- You don't have to deal with power companies
- Saves money on power
- Dependable
- Can set programs year in advance without returning to flasher at anytime
- No underground wires



ABOVE: The District 2 Signal crew is made up of, from left: Willie Elmore, Neal Jones, C. Brown, Mike Smith, Rickey Bowie, Jerry Tafta, Kevin McLaughlin, Joey Tooley and Mike Holliday.



RIGHT: Mike Holliday and Joey Tooley of the District 2 Traffic Signals office examine a new solar-powered flasher.

Work Zone Safety

Suiting up for work at night



PHOTOGRAPHS BY DOYLE WAITES/NEWBERRY CONSTRUCTION
Newberry Construction prepares a work zone for nighttime interstate work.



Tim Connelly models the latest fashion in reflective clothing.

Picture-perfect

Wanda Day shares her photo quilting hobby

By Wanda Day

Photo quilting is one of my many hobbies. I have been making photo quilts for approximately 4 years. The complete process takes me about 1 month to complete. The most difficult part is scanning in all of the pictures and sizing them properly.

Of my quilts, my first was the most exciting because I made it for my parents. I wanted them to have something that they did not have; so what better gift to give than a family photo quilt. It took a little longer than a month, since it was my first quilt, but the smiles on their faces was well worth the time and effort.

I have made several quilts for family and friends. The pictured quilt is for a member of my Church, as a gift to her daughter for her birthday.

The process includes scanning the pictures, printing the pictures on the cloth, sewing a frame around the picture, and then sewing the pictures together. After all of the pictures are sewed together, I pin the front panel with the batting and a back piece of material and then sew them together. And that's all it is to it.

District 2 Human Resource Manager Wanda Day shows off one of her photo quilts.

Phillip Brooks reaches new plateaus

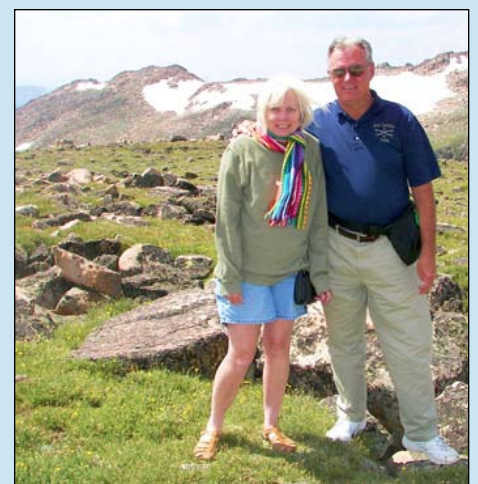


Phillip Brooks rest along a trail in the Grand Tetons.

RIGHT: Brooks and his wife Geralyn pose at an elevation of 10,000 feet in the Rocky Mountains.

District 2 Engineering Administrator Phillip Brooks and his wife Geralyn recently returned from a tour of Wyoming and Montana.

They visited Yellowstone and Grand Tetons National Parks along with other area historic and cultural sites.



District 3 News

Anderson, Greenville, Oconee, Pickens and Spartanburg counties

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

New bridge at US 178, Cherry St. Ext.



Got news?

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



Joyce Gardner



PHOTOGRAPHS BY JOYCE GARDNER/DISTRICT 3
RCE Sean Knight of Anderson County is overseeing a new bridge that the SCDOT is building along US 178 at S-04-115 (Cherry St. Ext.). Even with the sharp curve in the road, motorists continue to speed along this section, which has resulted in numerous wrecks. The old bridge sustained damage to the columns. The new bridge is scheduled to open soon.



Safe Kids teaches kids to cross roads safely



Chuck Lange of the Signal Shop represented SCDOT at the Safe Kids Upstate Summer Camp Program on Aug. 4-5. SCDOT was a sponsor for Pedestrian Safety to teach children about properly crossing intersections. Lange talked to 566 children in the two-day event.



Roy Phillips holds a cake presented to him at the drop-in.

Roy D. Phillips retires

On June 26, a retirement drop-in was held for Roy D. Phillips. Phillips official date of retirement is June 30, after serving a total of 36 years with the Department. In August of 1971, Phillips began working in Survey's, which lasted for 9 years.

Due to cutbacks statewide,

Roy was laid off. Then in 1981, Roy returned for the next 27 years working in the Greenville Construction Office.

He began as an Engineering Tech I and retired as a Chief Geodetic Tech. Phillips said that he intends on taking time to enjoy his retirement, which will include lots of bowling!



From left: Greenville Resident Construction Engineer Tommy Hendricks, Roy Phillips and District 4 Engineering Administrator Steve Gwinn.

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

2008 Farm Safety Day

York, Lancaster SCDOT employees participate in school safety sessions

Employees from York and Lancaster Maintenance participated in the 2008 Farm Safety Day held June 17 on Snipes Farm in Lancaster County.

Approximately 200 children ages 6-14 attended the fun-filled day of learning with demonstrations on 8 safety topics. All youth were divided into groups by age and rotated through the 8 safety sessions. Featured workshops included underground utilities,

hidden hazards, healthy lifestyles, fire safety, methamphetamine awareness, home alone, hand tools and roadway safety.

SCDOT employees explained the importance of encouraging everyone to slow down while in work zones and always wear seat belts while riding in cars. Bicycle and pedestrian safety were explained including encouraging everyone to wear helmets while riding bikes.



Farm Safety Day Participants included, front row, left to right: Dawn Vespe, Edward Moore and Ronald Bass. Back row, left to right: Steven Wright, Melvin Brown, Jeremy Shrewsberry, David Johnson, Ken Caldwell, Keith Mobley and Bryan Baker.



Trade Specialist IV Bryan Baker from Lancaster Maintenance explains the proper use of personal protective equipment used by SCDOT employees when working on the roads.



Environmental Health Manager Dawn Vespe from Lancaster Maintenance reviews bicycle and pedestrian safety tips with the children.



Environmental Health Manager Keith Mobley from Chester Maintenance explains the proper way to set up a work zone and what drivers should do when they meet a flagger directing traffic.

Meet James Lewis

Meet: James A. Lewis
Age: 57
Work Unit: Chesterfield Maintenance
Started Working at SCDOT: February 2002
Job: Trades Specialist IV in charge of Ditching Crew
Family: Wife, Annie; Sons, Kevin and Robert; Daughters, Sharon and Crystal
Hobbies: Fishing, Football and Baseball
Quote: "I enjoy working with all my co-workers here in Chesterfield."



James A. Lewis of Chesterfield Maintenance

DUI goggles simulate impairment



ABOVE: Lance Corporal Jeff Gaskin instructs class on dangers of impaired driving. LEFT: Lauren Jackson of York Maintenance tries to turn a curve while wearing goggles to simulate driving under the influence.

District 5 News

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

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

Got news?

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



Michael Miller

District 5 Bridge Office

District 5's bridge office is broken up into three groups: two district bridge maintenance crews and a bridge inspection crew, coordinated by Assistant District Construction Engineer Jason Thompson. These crews are responsible for nearly 1,500 bridges in the district, making sure that the traveling public can safely get to their destinations. All three groups recently underwent training on new fall protection harnesses and equipment and posed for the picture.



Pictured from left to right: Michael Armfield, John Quick Jr, Lynn Jackson, Colon Dudley Jr, Sammie Brown, Roger Barr, Edmond Garner, Brian Houston, Leroy McElveen Jr, Timmy Strickland, Donnie McDowell, Edward Elmore Jr, Spencer Cox, Rodgers Gaskin, Kenneth Scott, William Owens, Kirk Daley, Jason Thompson, John Johnson, Alexander Bethea Sr. Not Pictured: Henry Williams.

Safety Meeting Demonstrations

One of the most effective safety training methods involves hands on demonstrations. Recently, Dillon Maintenance conducted several mock chemical spills

to educate the employees on the proper way to minimize the loss of chemicals and to protect the environment.



Employees collect the contained spill and dispose of it as required. When finished, the spill is no longer a hazard to the environment.



Dillon Maintenance employees review ways to prevent hazardous chemicals from entering drains, sewers, and eventually waterways. Here, the drains are covered, and sand will be placed on the drains to block the liquids.



Neil Carmichael spreads absorbent onto a small spill in the yard. To simulate an actual oil or grease spill, syrup is used instead of a potential hazardous material. The spill is contained with absorbent socks, and then loose material is used to absorb the spill.



RME Robert Junkins and Safety Officer Neil Carmichael discuss with maintenance employees the use of a drum container when a 55 gallon drum begins leaking.

District 6 News

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

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



Janet Hendrix

Got news?

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

Meet Charleston Maintenance

Charleston County Maintenance unit – the maintenance office and two section sheds. Major municipalities and interstates under their jurisdiction are North Charleston, Charleston, Mt. Pleasant, I-26 and I-526.



Jack McCurdy of Contracts, left, and Procurement Specialist Vermell Abraham discuss SCDOT business in Charleston.



Thomas Tisdale is the new ARME for Charleston Maintenance. He began his career with SCDOT in August 2004. He started as a Contracts Engineer in Lexington Maintenance and later transferred to Greenville Maintenance where he was an ARME.



Delvin and Devin Brown are twins who began their employment with the DOT nearly two years ago. Delvin works on one of Charleston's ROW clearing crews while Devin works on a ditching crew. They also share a love for football. Both played on the James Island High School football team.



Administrative Specialist Lorena 'Toonie' Claxton is the voice you usually hear when you call the Charleston Maintenance office.



Safety Representative Bob Groomes



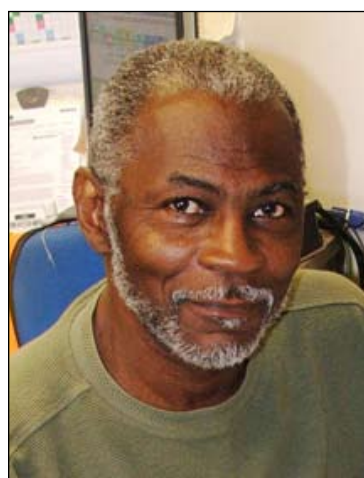
Supply Specialist Aretta Sumter received an Associate Degree in Business last December from Southern Wesleyan University.



RME Richard Turner meets with the Permits staff, Marcie Timmons, Wesley Hanna, Alex Dunigan and Roger Lemon



Administrative Specialist Nadine Lance



James Hamilton of Contracts



Herbicide Crew
Shaun Alston, Jules Washington and Olivia Seymour



Sign Crew
Donavan Veadad, Tyrone Simmons and Gail Wright



Arnold Fludd
of Right of Way Clearing Crew



Herbicide Crew
Jules Washington and Craven Jones



Right of Way Clearing Crew
Athavia Simmons, Jerod Edwards, Lamar Middleton, Delvin Brown, Richard Drayton and Paul Creech

To be continued next issue...

District 7 News

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

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



Deborah Berry

Got news?

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



ABOVE: District 7 Integrated Roadside Vegetation Management training was conducted by Kelly Jo Swygert on June 12.

Barnwell receives safety award

Barnwell Maintenance received the 2007 Safety Performance Certificate from the SC Occupational Safety Council for maintaining an OSHA incidence rating below the state average for companies in the same North American Industry Classification System.

Barnwell is committed to meeting the SCDOT strategic plan to reduce lost workdays due to injuries and diligently seeks to maintain a safe work environment for their employees. Congratulations to Barnwell Maintenance Employees.



Brian Bridgmon of Barnwell Maintenance displays a portable saline eyewash kit.

Integrated Roadside Vegetation Management

RIGHT: Tommy Smith and Bryan Fox measure chemicals in Hampton County prior to spraying.



Orangeburg herbicide operations



St. Matthews herbicide operations

Barnwell employees participate in primary school career day



JOEY KING/BARNWELL MAINTENANCE

Barnwell Maintenance employees Brian Bridgmon, Steven Ford, Joseph Gainey, Richard Kennedy and Joey King displayed DOT equipment at Barnwell Primary School's Career day in May.

Meet Joe L. Smith Jr.

Name: Joe L. Smith Jr.
Title: Trades Specialist II
Location: Allendale Maintenance

Joe L. Smith, Jr. has 20 years with SCDOT. Smith's responsibilities include general custodial work and working with specialty crews. Smith is a volunteer fireman for Allendale County. He enjoys spending quality time with his family. He is a member of Swallow Savannah Methodist Church.

Joe L. Smith Jr.



Clyde Smith retires from Holly Hill after 33 years



Clyde H. Smith

Resident Maintenance Foreman Clyde H. Smith of Holly Hill Maintenance retired June 30 with 33 years of service. Smith started with Construction in 1975 working on I-95 then transferred to Holly Hill Maintenance. Smith was dedicated and strived to create a caring working environment. He will be missed by all who knew him.

VIEWPOINTS

Gas prices impact SCDOT

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

The subject of many conversations these days is almost sure to include the price of gas and diesel fuel, and how those costs are affecting our lives as well as our pocketbooks. The high prices affect all of us at SCDOT, both personally and professionally.

From a professional standpoint, the cost of petroleum-based products impacts the cost of construction materials, and in turn the bottom line price for our projects. We are struggling to reduce the consumption of fuel that we use on the job for both construc-

tion and maintenance work. We have initiated a host of conservation initiatives to save energy, to recycle materials and ultimately save the taxpayers' dollars.

We have doubled our efforts to save money because our revenue is shrinking. As the price of gas reached the tipping point of \$4.00 per gallon, Americans got very serious about conserving fuel. So much so, that as of late July, the US Department of Transportation (USDOT) reported that the number of miles driven in this country has been reduced by a figure in the billions of miles.

I was called upon to testify in Washington in late June before a House Subcommittee on Trans-



H.B. 'Buck' Limehouse Jr.

portation on this very subject of shrinking revenues and less fuel consumption. I was invited by Congressman Henry Brown who represents South Carolina's 1st Congressional District, and who chairs the subcommittee. The subcommittee was searching for solutions to the nation's energy problems. I pointed out that the country has two conflicting policies; reve-

nue for the federal highway fund comes from fuel taxes, yet the nation encourages and rewards fuel conservation and alternative fuels that are not taxed at all.

(See the story on the Congressional hearing on page 4. The complete text of Secretary Limehouse's remarks is on page 7).

Who can blame Americans for wanting to save money? Unfortunately, the state gas tax is our primary source of state revenue. Our problem is very simple; when people drive less, they buy less gas, and less revenue is collected. To compound the problem, our state gas tax remains at 16 cents per gallon where it has stood since 1987.

The public sometimes mistakenly believes that SCDOT, or any state DOT, collects more revenue as the price of fuel climbs. Of course that is not the case. South Carolinians and our visitors pay 16-cents per gallon whether the price of a gallon of gas is \$4.00, \$10.00 or \$1.00.

So our costs are climbing, and the funds we receive to pay those costs are shrinking. This imbalance is not a South Carolina problem. Higher costs and shrinking revenues are hurting every state DOT. However, keep in mind that our state gas tax is one of the lowest in the nation. Only three other states have lower per gallon tax rates. And remember that the gas tax is virtually our only source of state revenue, unlike some other states that have other revenue streams from sources such as the state's general fund, vehicle registrations and other fees associated with transportation.

Earlier I said that the cost of fuel affects us all personally. SCDOT employees pay taxes and we are not immune from paying high prices at the pump. While we ask you to put cost savings

See HBL on page 24

A thank you and a new way of doing business

By Senator Larry Grooms

Maintaining the nation's fourth-largest state highway system is no easy task. Whether you're in construction, engineering, planning, mass transit, or finance and administration, as an SCDOT employee, you're on the front lines, working hard, working smart, getting the job done.

I wonder if you've ever thought about the tremendous responsibilities that rest with SCDOT, and rest with you, as part of it? In countless ways, down quiet country roads, at busy city intersections, along bustling interstates, millions of South Carolina's residents and visitors depend on your work. Every day, they trust your decisions and judgment, relying on them for safe travel for their families, depending on them for the efficient flow of commerce. Yours is meaningful and important work.

We take our transportation



Senator Grooms, of Bonneau, represents Senate District 37, which includes parts of Berkeley, Charleston, Colleton and Dorchester counties. He is Chairman of the Senate Committee on Transportation.

system for granted and sometimes grumble that it isn't up to par. But you're doing good work with limited resources and little

complaint.

It's not said enough, but it should be: to each of you, thank you.

Now, it's time for the General Assembly to do its part, and I will lead the fight with a new plan in January. The first goal is to secure additional, recurring highway funding. The plan also outlines new ways to partner with the private sector to maximize those dollars.

Consider: In the last eight years, S.C.'s population has grown by nearly 400,000. As roads become more congested, travel times have increased markedly. Meanwhile, revenues from motor fuel fees are down, because gas prices are high and people are driving less and they're buying more fuel-efficient vehicles. The price of oil and gas has also led to steep increases in construction costs.

See GROOMS on page 24

Efficient agency needs more revenue

By Rep. Annette Young

The past year has been a very good one for SCDOT. A monumental turnaround has taken place at the agency since mid-2007. SCDOT has become accountable to the people of South Carolina. More of the agency's dollars are going right where they need to be; to the maintenance and improvement of the roads and bridges in South Carolina's highway system.

That turnaround just didn't happen by itself. We as members of the General Assembly insisted on changing the way SCDOT did business and spent your tax dollars. The Legislature demanded change, but it took the leadership of the agency to bring it about. I'd like to congratulate the members of the SCDOT Commission for guiding the agency through turbulent waters in late 2006 and early 2007.

The Commission recognized that significant change does not come without dramatic action. The 2007 Legislative Audit Council review of SCDOT pointed out the areas to the Commission



Representative Young represents District 98 in the House of Representatives. This district is located in parts of Charleston and Dorchester Counties.

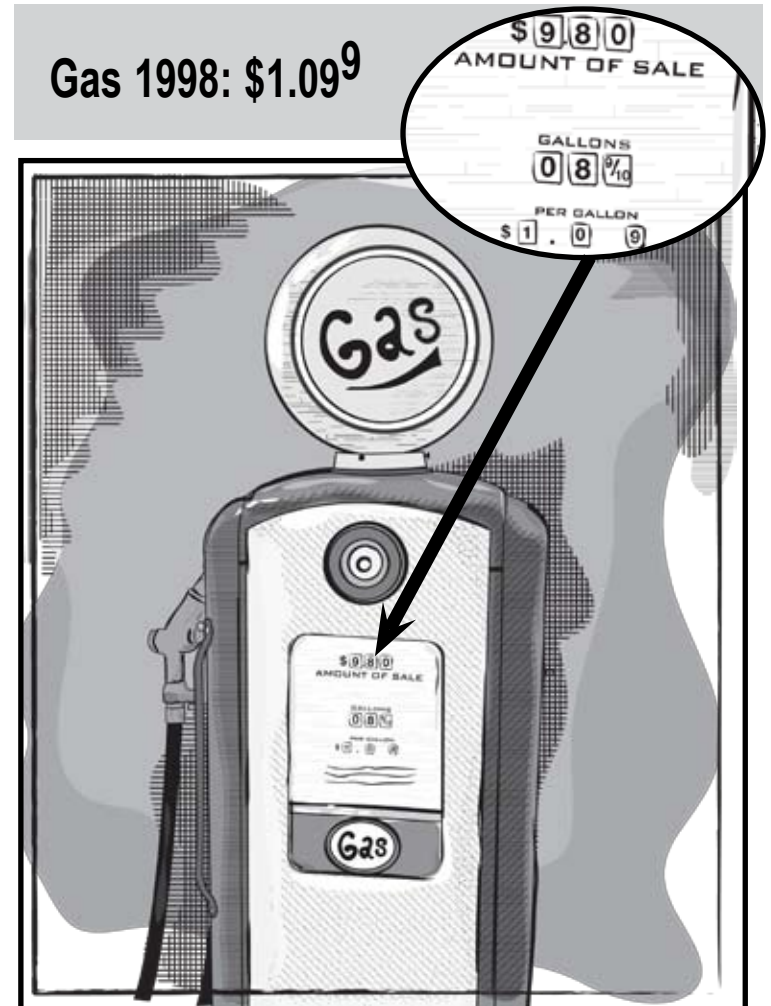
where "business as usual" was costly and could be no more. The Commission and Transportation Secretary H.B. "Buck" Limehouse set about correcting the spending practices at SCDOT.

After reviewing the work done by the Commission, Secretary Limehouse and the employees at

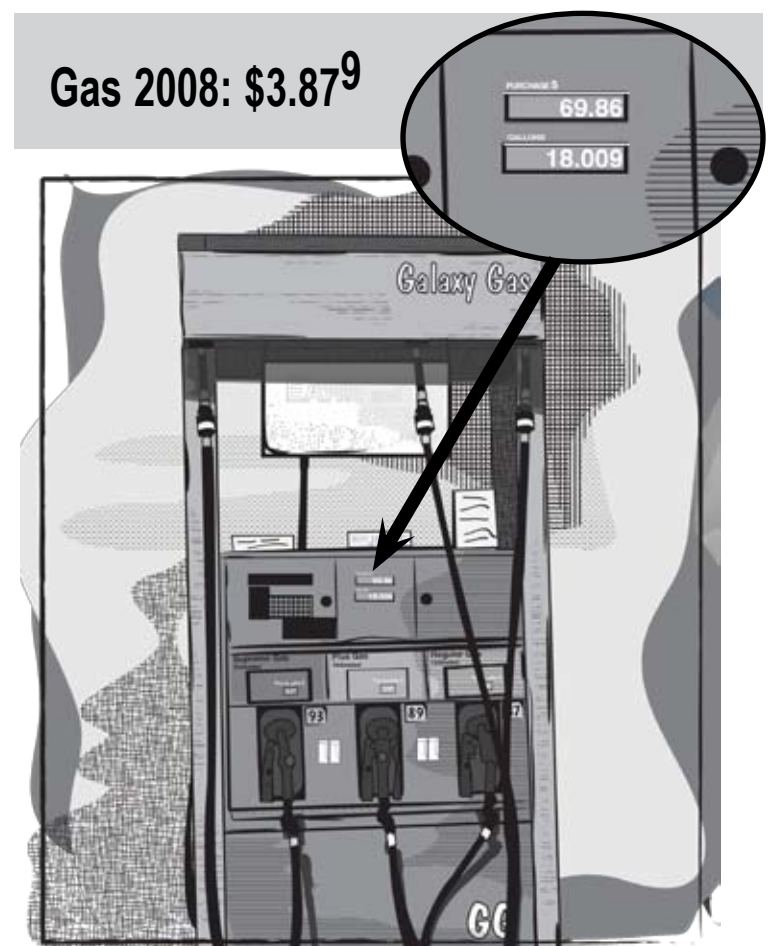
SCDOT, my assessment is that much has been accomplished "above and beyond" since the spring of 2007. The agency has not only corrected existing problems, they have identified more ways to save money and cut costs. Under the leadership of the Commission and Secretary Limehouse, the people of South Carolina now have what they deserve; an efficient agency that spends the taxpayers dollars wisely so that the roads and bridges are maintained and as safe as possible. SCDOT is now an agency that can make a significant contribution to economic development and progress in South Carolina. But SCDOT can only do so much with its limited funds.

As I said, SCDOT is now accountable. Now it's time to provide more revenue so that the agency can do its job properly. South Carolina has one of the largest state-maintained highway systems in the country. We receive federal dollars to help maintain and improve major routes such

See YOUNG on page 24



Gas 1998: \$1.09⁹



Gas 2008: \$3.87⁹

ZOE COOK/SCDOT COMMUNICATIONS

Gasoline Tax Increase: 0

HBL from page 23

conservation at the forefront of your jobs every day, I and the Deputy Secretaries understand that our people are our most important resource. That's why we have the four-day work week program in place. This is a cost savings effort aimed at saving money in your pocketbooks.

I am proud that SCDOT was on the cutting edge of implementing a program of this type back in June. News reports indicate that a few state governments and many local governments across the country have entertained the idea, and some have recently put them into practice. I felt that it was important to break ground with a pilot program early in the summer so that our employees could take advantage of not only the savings, but the additional time with your families and other interests during the summer months that a four-day work schedule can provide. The pilot program has been so successful that I am pleased to extend the four-day work schedule for our employees as we enter the fall. I plan to keep the option in place as long as it continues to be successful.

As the summer comes to an end, let me thank all of you for the hard work and all the innovative ideas that you've had to make

SCDOT more efficient. Our highways are in a little better shape and safer because of what this agency has achieved in the past year-and-a-half. The public in general is beginning to trust SCDOT again. During the past months, we've seen the opinion of SCDOT expressed by the media take a more positive tone.

The Charleston Post and Courier published an editorial on July 17, 2008 concerning the changes at SCDOT. The editors wrote, "There is little question that DOT is doing a better job. That's due to both last year's legislative reforms that followed a highly-critical audit by the Legislative Audit Council and the cost savings measures undertaken by the governor's appointee to the Cabinet-level Secretary of Transportation, H.B. "Buck" Limehouse. So far, Mr. Limehouse's economies have resulted in savings estimated at \$28.7 million. Even so, the state's road maintenance and construction programs are constrained by limited revenue and rising costs."

The Post and Courier credits me for the cost savings at SCDOT, but none of it would have been possible without the help and cooperation of our terrific staff. All of you have contributed to our success in earning the trust of the people of South Carolina. Let's continue to show them that we are working in their best interests.

GROOMS from page 23

A perfect storm is forming. Because we've neglected to provide adequate funding for so long, SCDOT's estimated shortfall is a staggering \$29 billion over the next 20 years.

The department has made impressive moves to offset these costs, cutting nearly \$19 million in administrative and other expenses and using the money for maintenance. Wisely, a "fix it first" policy has also been adopted, focusing on maintaining and improving existing highways.

These are great steps, but more can be done. My plan approaches transportation problems from two fronts: First, we place existing auto sales tax revenues in the State Highway Fund. Half of these revenues

would be used for DOT prioritized projects. The other half would go to the State Infrastructure Bank, where funds would be maximized through bonding.

Second, we determine where public-private partnerships may benefit the state. Partnerships are agreements between public entities and private companies that allow more private sector involvement than is traditional. One type of partnership was used to great success in constructing the Ravenel Bridge in Charleston. Properly structured, partnerships can allow the best use of our existing funds, and in certain cases may even provide new funding.

My two-part plan is not a magic bullet, but it is a good start. As Einstein pointed out, "We cannot solve our problems with the same thinking we used when we created them."

YOUNG from page 23

interstates and other four-lane divided highways. What needs attention are the thousands of miles of secondary roads. These rural roads are the deadliest highways in the state, as it's on those roads where the majority of highway fatalities take place.

Virtually all of the state funds available to SCDOT come from the state fuel taxes that are paid at the pump. The revenue from the state gas and diesel taxes don't go very far in maintaining thousands of miles of rural roads and bridges. Moreover, the current state of the economy makes increasing the state gas tax a tough proposition. I believe that we need to diversify the source of revenue for SCDOT, and that can be done without creating a new tax.

We should use other existing revenues and apply them to the State Highway Fund to help maintain roads, and to the South Carolina Transportation Infrastructure Bank which could fund more projects to

alleviate congestion, which is another serious threat to our economic development.

One possible source is a phase-in of revenue from the taxes on vehicle sales and the registration fees collected on motor vehicles. This was a proposal introduced last session by Speaker Bobby Harrell and co-sponsored by myself and other members of the General Assembly. The phase-in aspect of this proposal is very important, so as to create a gradual impact on the overall state budget, but also to create a gradual positive impact on the condition of our highways and bridges. We plan to pursue this idea again in the upcoming session.

None of these thoughts and ideas would be even remotely possible at this time had not the Commission and Secretary Limehouse gotten SCDOT's house in order. Once again I offer my congratulations to the Commission and the Secretary for a job well done. The time to for the General Assembly to help SCDOT improve the quality of life for South Carolinians is here.

A letter we liked

To SCDOT:

On July 1, around 4:30 p.m. my car broke down on I-85 near exit 35, the Piedmont/Easley exit. I was southbound on my way from NC to my home in Athens, Ga. Within minutes of my pulling over onto the shoulder, an SCDOT truck pulled up behind me. Seeing the smiling man who was there to help me was a great relief, because though I was going to call AAA Club South, I did not know exactly where I was, and I knew I needed to get to an exit.

The man who helped me explained what he could do, which in my case was to use his battery cables and charge my battery enough to get me safely to the exit.

This was accomplished, but unfortunately, I did not get his name, nor did I thank him properly. For that reason, I am writing this letter in hopes that he will know how grateful I am for his help.

In this time of increasing costs to state governments and budget cuts, I hope that the SCDOT will continue to fund the positions of the worker who came to my rescue. Were it not for him, I would have had a much longer wait on the shoulder of the road for AAA to reach me. It would have been dangerous and very frightening for me.

Again, thanks to the unknown SCDOT worker who helped me.

Kenny Beam,
Athens, GA

Assets Management

No ifs, ands or butts

Smoking banned at headquarters

By Carl Chase
Assets Manager

In the interest of providing a safe and healthy environment for employees, Commissioners and visitors, SCDOT prohibits smoking and/or use of all tobacco products within the SCDOT Headquarters' building and property (955 Park Street, Columbia, SC). This includes, but is not limited to the following:

- Entrances
- Office space(s)
- Interior and exterior stairwells to the building and parking deck (garage)
- Parking garage (all levels)
- Any outdoor seating around and in the building and/or parking garage.



Littering on SCDOT property is prohibited. Cigarette butts must be disposed of in proper containers located on the sidewalks, outside of the building and garage entrances.

This policy applies to all SCDOT employees and visitors to the building. This policy relies on the cooperation of tobacco users and non-users.

Enforcement of this policy is the responsibility of each employee and visitor of SCDOT. Any violation of this policy is considered a violation of the SCDOT Disciplinary Action Policy, and should be reported to the SCDOT Secretary's office.

Retirements

Mitchel R. Gullede, of Chesterfield, engineer/associate engineer, Chesterfield Maintenance, retired May 5, after 22 years of service.

George C. Jackson, of Mullins, associate geodetic technician at Marion Construction, retired May 28, after 19 years of service.

Larry Gray, of Easley, trades specialist II at Pickens Maintenance, retired May 30, after 11 years of service.

Willie B. Johnson, of Elloree, right of way agent III at St. George, retired May 31, after 32 years of service.

William F. Lanier III, of Saluda, records analyst II in Pre-Construction Support, retired June 1, after 38 years of service.

Nickie L. Hampton, of Gaffney, mechanic III at Cherokee Maintenance, retired June 1, after 21 years of service.

Billy J. Hollingsworth, of Greenwood, trades specialist IV at Greenwood Maintenance, retired June 2, after 23 years of service.

Cynthia D. Clark, of Walhalla, trades specialist II at Oconee Maintenance, retired June 2, after 11 years of service.

Bruce J. Anderson, of Columbia, engineer/associate engineer, Reg. Prod. Group 1- Lowcountry, retired June 4, after 30 years of service.

Russell D. Harvey, of Laurens, trades specialist II at Laurens Maintenance, retired June 6, after 15 years of service.

Garel G. Elliott, of Nichols, trades specialist V at Florence Maintenance, retired June 12, after 31 years of service.

Clyde H. Mobley Jr., of Lancaster, trades specialist II at Lancaster Maintenance, retired June 13, after 21 years of service.

George A. Lee, of Lake City, engineer/associate engineer, Florence Construction, retired June 16, after 34 years of service.

Joseph H. Anderson Sr., of Bethune, trades specialist II at Kershaw Maintenance, retired June 16, after five years of service.

Buford W. Phillips, of Gaffney, trades specialist II at Cherokee Maintenance, retired June 17, after 19 years of service.

Gary S. Gillespie, of Easley, trades specialist II at Pickens Maintenance, retired June 28, after 2 years of service.

Clyde H. Smith, of Holly Hill, trades specialist V at Holly Hill Maintenance, retired June 29, after 33 years of service.

Troy W. Sloan Jr., of Pelion, trades specialist IV at Lexington Maintenance, retired June 29, after 30 years of service.

James Graham, of Rembert, trades specialist II at Kershaw Maintenance, retired June 30, after 20 years of service.

John M. Edwards, of Newberry, associate geodetic technician, Lexington Surveys, retired June 30, after 29 years of state service.

Beatrice P. Kemmerlin, of Cope, trades specialist II at Orangeburg Maintenance, retired June 30, after 17 years of service.

Billy R. McCall Jr., of Pickens, engineer/associate engineer, Pickens Maintenance, retired June 30, after 29 years of service.

Arthur Brabham, of Bamberg, trades specialist II at Bamberg Maintenance, retired June 30, after 14 years of service.

Reginald C. Doyle Jr., of Marion, associate geodetic technician at Marion Construction, retired June 30 after 33 years of state service.

Bobbie S. Davis, of Latta, administrative specialist at Marlboro Maintenance, retired June 30, after six years of service.

Julian R. White Sr., Latta, environmental health manager, at Marlboro Maintenance, retired June 30, after six years of service.

James T. Rabb, of Walterboro, trades specialist III at Colleton Maintenance, retired June 30, after 11 years of service.

Roy D. Phillips, of Taylors, chief geodetic technician at Greenville Construction, retired June 30, after 35 years of state service.

Thomas W. Wood Jr., of Ware Shoals, trades specialist V at Laurens Maintenance, retired June 30, after 37 years of service.

Cecil J. Hegger, of Conway, assistant geodetic technician at Horry Construction, retired July 1, after 27 years of state service.

Lonnie T. Colson, of Walterboro, senior geodetic technician at Jasper Construction, retired July 1, after 31 years of service.

Charles B. Payne, of Newberry, OSHA Officer III, safety, retired July 2, after 22 years of state service.

George McLeod Jr., of Bennettsville, trades specialist II at Marlboro Maintenance, retired July 2, after 12 years of state service.

Wally J. Zaleski, of West Columbia, associate geodetic technician, office of Director of Traffic Engineering, retired July 7, after 13 years of service.

William D. Smith, of Greer, trades specialist III at Greenville Maintenance, retired July 11, after 20 years of service.

Deaths

James H. Rainey, of Anderson, trades specialist II, at Anderson Maintenance, died May 25, after 16 years of service.

Conda L. Blanton Jr., of West Columbia, GIS analyst, in Road Data Services, died June 18, after three years of service.