

From: Nicholas, Wendy <[NicholasWB@scdot.org](mailto:NicholasWB@scdot.org)>  
To: Adams, ChaneyChaneyAdams@gov.sc.gov  
Date: 6/16/2015 9:25:33 AM  
Subject: Fwd: DOT questions  
Attachments: [image001.png](#)  
[image002.png](#)

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Sent from my iPhone

Begin forwarded message:

From: "Smith, Austin" <[AustinSmith@gov.sc.gov](mailto:AustinSmith@gov.sc.gov)>  
Date: June 15, 2015 at 12:59:52 PM EDT  
To: "Nicholas, Wendy" <[NicholasWB@scdot.org](mailto:NicholasWB@scdot.org)>, "Baker, Josh" <[JoshBaker@gov.sc.gov](mailto:JoshBaker@gov.sc.gov)>  
Cc: "Godfrey, Rob" <[RobGodfrey@gov.sc.gov](mailto:RobGodfrey@gov.sc.gov)>  
Subject: RE: DOT questions

Wendy,

I'm looping in Rob Godfrey. We will get back to you shortly.

Thanks,

Austin

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From: Nicholas, Wendy [<mailto:NicholasWB@scdot.org>]  
Sent: Monday, June 15, 2015 10:09 AM  
To: Smith, Austin; Baker, Josh  
Subject: FW: DOT questions

FYI - Seanna Adcox has asked to sit down with engineering tomorrow. Let me know if we need to discuss.

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From: Poore, Pete  
Sent: Monday, June 15, 2015 9:51 AM  
To: Hall, Christy A  
Cc: Nicholas, Wendy; Lester, Mark; Player, Darrin; Colvin, Leland D; Patton, Ron  
Subject: RE: DOT questions

I will forward them forthwith.  
Thanks.

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From: Hall, Christy A  
Sent: Monday, June 15, 2015 9:51 AM  
To: Poore, Pete  
Cc: Nicholas, Wendy; Lester, Mark; Player, Darrin; Colvin, Leland D; Patton, Ron  
Subject: DOT questions

Pete: [Here's the consolidated responses.](#) We look forward to seeing her tomorrow.

Thanks,  
*Christy A. Hall, P.E.*  
Deputy Secretary for Engineering

803.737.7900

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Q. For starters, is \$150 million being spent to four-lane Hwy. 51 between Florence and Pamplico and why? Who's funding that? Is that the section of Hwy. 51 being widened? Today, that project was called the "mother of all boondoggles."

This is a SIB and Florence County Sales tax project. SCDOT has no funding allocated to the project. If you have any questions about the selection of this project, please contact Florence County or the SIB.

SCDOT is serving as the project manager for Florence County on this and other County Sales Tax Programs. The most recent budget estimate is approximately \$140-\$150M. The project limits are from S-57 (Claussen Road) near Florence to US 378 east of Pamplico, a distance of approximately 24 miles.

Q. Is it true that \$150 million would pay to resurface 300 miles of roadway? (Basically, I'd like the breakdown for what resurfacing costs per mile for a two-lane road and on a four-lane road.)

SCDOT estimates approximately \$125K/lane mile for resurfacing. That would equal to \$250K/mile for a two lane roadway. Using these figures, in theory, \$150M would pave approximately 600 miles or less than 2% of the state's 31,092 mile secondary system. In actuality, the cost per mile would vary depending on length of road selected and scope of repair work required to bring the selected route up to a state of good repair.

Q. How much is the DOT spending to remove trees from the middle of I-26 in the Lowcountry? Why? (It was said today that DOT is spending \$8 million to remove trees but not repairing giant potholes near the same stretch of I-26.)

Cost: Phase I - \$5.4M Phase II: \$8.5 - \$9.0M, this also includes high tension median cable barrier.

The section of I-26 between I-95 in Dorchester County and mile marker 199 in Berkeley County was selected for improvement through the federally funded Highway Safety Improvement Program (HSIP). Project selection under this program requires an engineering study that includes an analysis of the crash data, an assessment of field conditions, and the identification of all possible engineering countermeasures. A review of the crash data from January 2007 thru November 2011 found this section of I-26 experienced nearly 2,000 crashes resulting in 44 fatalities and over 700 injuries. In addition, nearly 50 percent of the crashes along this corridor involved vehicles leaving the roadway, with 3 out of every 4 deaths resulting from those vehicles striking trees located in the median. The leading cause of the fatal and severe injury crashes in this section was determined to be distracted drivers/drivers who fell asleep. The HSIP requires SCDOT to consider and evaluate all potential alternatives to ensure the maximum safety benefit will be obtained for the amount of funds being invested. Safety engineers determined that removing the trees and installing a median cable guardrail similar to many other interstate medians across the state to be the most cost

effective safety solution. In addition, the Berkeley, Charleston, Dorchester Council of Governments, the local transportation planning organization, was vested with project approval authority via a Legislative proviso, and voted in favor of a tree clearance option that addresses only those areas with the highest fatality and severe injury crashes.

Q. During Sen. Davis' filibuster, there was a lot of discussion about the DOT spending its resources on new projects rather than fixing existing roads. I need some help understanding what's considered new versus maintenance. How does the DOT's spending break down? Can I get a copy of a report provided to a House legislative oversight committee for last week's meeting. I think it would be helpful on this front.

Simply put, Maintenance is defined as the repair and upkeep of the existing transportation system. It includes items such as the day-to-day activities our Maintenance forces do in the field (mowing, pot hole patching, shoulder and ditch work), all of our resurfacing, pavement rehabilitation and reconstruction work and all bridge replacement projects. We do not include in our "maintenance" figures any road widening projects, new location roadways, safety projects or any congestion mitigation projects. We consider those projects capacity or operational improvement projects.

This working definition is different from the Accounting definition of Maintenance. In the Accounting arena, any road or bridge project that exceeds a cost of \$500,000 is capitalized and reflected as such in our financial statements and reported to FHWA as a capital outlay. Many of our bridge replacement projects and resurfacing and rehabilitation projects exceed this threshold and are categorized by our accountants, in accordance with government accounting standards, as a capital project. This can be confusing if the financial statements or FHWA tables are used to describe how the agency prioritizes its spending.

When you come in to meet with us, we will provide the same breakdown we are providing to the House Oversight Committee.

Q. I'd also like information on outstanding debt for SIB projects.

We do not have information of the SIB's total debt. Please contact the SIB directly if that is your inquiry.

We can provide you information on SCDOT's financing arrangement for certain projects with the SIB. For SCDOT's project debt with the SIB, the outstanding Principal and Interest as of the end of state fiscal year 6/30/15 is \$303,821,183. Below is a breakdown, by project agreement.



