

July 3, 2018

The Honorable William Weston J. Newton
Chairman, South Carolina House of Representatives
Legislative Oversight Committee
Post Office Box 11876
Columbia, South Carolina 29211

Dear Chairman Newton:

Thank you for the opportunity to provide an update to you on the implementation of recommendations of the 2016 LAC Audit, as well as answer questions you have about the I-526 bridge over the Wando River.

LAC Recommendations Implementation Status

We have implemented approximately 99% of the recommendations of the 2016 LAC report. There are two items that we are completing our work on:

Recommendation 146: The S.C. Department of Transportation should maximize its use of analysis to detect bid rigging and collusion and expand opportunities for competition in the letting process.

Recommendation 156: The S.C. Department of Transportation should regularly review the fee structure to ensure that fees collected reflect actual costs incurred in the administration of the C Program and its findings should be reviewed by an outside entity.

Our approach for addressing these items includes collecting 2 years of data for analysis. The analysis is expected to be completed within the next 90 days. The Internal Audit unit from the State Auditor's Office is assisting with reviewing our work materials.

Wando River Bridge

- (1) Please explain the agency's process for determining whether a bridge is safe for motor vehicles, the entities with which it shares information related to any changes in this determination, and the information shared, if any. *SCDOT closes any bridge that is unsafe whether that determination is made during a routine inspection or emergency event. With regards to bridge inspections, SCDOT follows the same process all 50 states follow, which is to adhere to the National Bridge Inspection Standards as required by the Federal Highway Administration. SCDOT utilizes bridge inspectors that are nationally certified to follow the requirements as outlined by the federal authorities.*



Average Daily Truck Traffic (ADTT) – ADTT is the percentage of ADT that is truck traffic, converted to truck volume.

Detour Length – Detour length is the additional distance one would have to travel if the bridge must be closed or load-restricted.

Route Continuity and River Basin Upgrades – This criterion ensures that needed route upgrades are justified and provide both short and long-term benefit. It also provides a mechanism to ensure that our river basins receive additional consideration since these bridges are generally larger, carry more traffic, and also have significant detours if major work or restrictions are required.

District Repair Feasibility – This item is used to evaluate bridge repair history, needs, and effectiveness.

Improved Emergency Services and Emergency Evacuation Routes – This criterion ensures that emergency services such as fire and ambulance are considered and that interruptions are minimal. It also ensures that hurricane evacuation routes are maintained to a high level, as well as primary and secondary lifeline routes for seismic response.

State Freight Network – This criterion is used to give some added emphasis to roads on the freight network. Recent federal funding legislation emphasizes improving the condition of the freight network.

Strategic Corridor Network – This criterion is used as a supplemental criterion to give some added emphasis to roads on the strategic corridor network. Recent federal funding legislation emphasizes improving the condition of the strategic corridor network.

New Schools and/or Changes in Bus Routes – These developments should be analyzed in terms of how much impact new schools have when constructed. Since school bus routes are relative to the population and location of school-aged students and can change from year to year, close coordination with school districts is necessary.

Known Commercial Routes – This criterion ensures that SCDOT considers the movement of goods and the impacts that structurally deficient bridges may have on known commercial routes.

Future Economic Development (Residential/Commercial)- This criterion is used to measure current and future needs and benefits provided to existing or future developments.

- (4) Does the agency publish on a fiscal year basis by county, a list of the amounts spent and specific projects on which they were spent? *This information can be found in the State Transportation Improvement Plan (STIP) which is SCDOT's comprehensive road and bridge improvement plan. Because of the tremendous amount of data in the STIP, SCDOT developed an interactive map of projects (project viewer) to help the public see what is planned for their area. Detailed expenditures by major funded program (such as*



two feet of where the failure occurred and that test did not note any corrosion. This is partly what led to decision to close the bridge under an emergency closure while the structural integrity of the bridge could be analyzed. The difficulty in testing the main cables is being able to get access to the portion of the cable that passes through the seven foot thick concrete walls between the individual box girder segments.

- (7) What steps is SCDOT taking to reduce the likelihood that future closures will be necessary on this and other bridges? *Based on advice from national experts, SCDOT has chosen to implement structural redundancy and install real-time monitoring of the structures. The I-526 over Wando River bridges are the only post-tensioned concrete segmental box bridges in the state.*

I hope this information is helpful. Please let me know if you have any questions.

Sincerely,



Christy A. Hall, P.E.
Secretary of Transportation

CAH/wbn

cc: SCDOT Commission
SCDOT Deputy Secretaries

