

New revenue to help bridges, roads, interstates

By Pete Poore

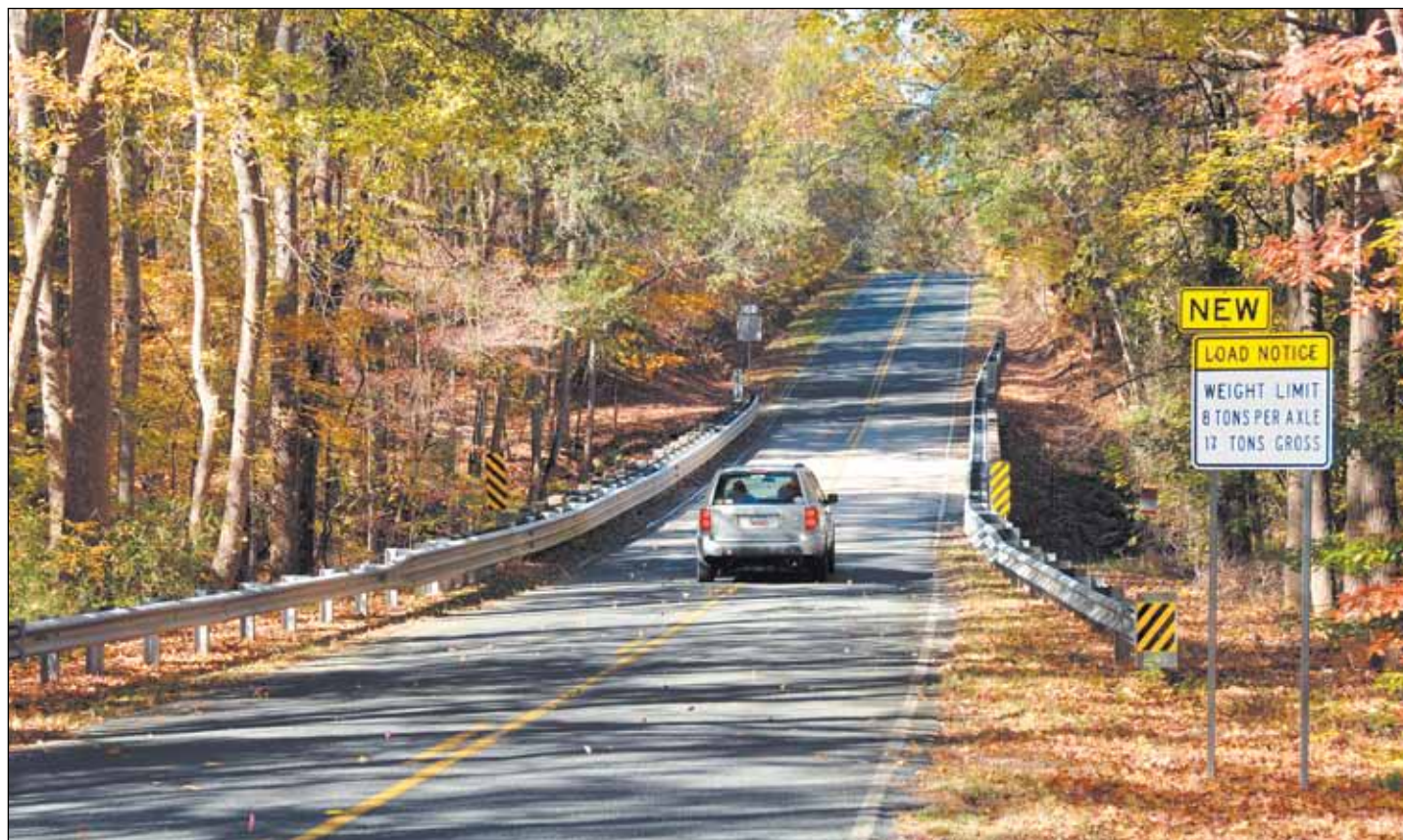
The 2013 session of the General Assembly closed in June with three important steps taken by Gov. Nikki Haley and the state legislature to allow SCDOT to begin the long process of closing the gap between highway needs and highway funding.

Act 98, the legislation signed into law on June 24, 2013, takes a three-pronged approach. Early in 2013, projections were made and held true that state revenues would provide a surplus for the Fiscal Year 2012-2013.

Gov. Haley recommended transferring up to \$50 million of the surplus funds to SCDOT for use as match money for prioritized, federal aid bridge replacement and rehabilitation projects already approved by the SCDOT Commission and listed in the Statewide Transportation Improvement Program (STIP). The General Assembly agreed with this proposal and it became part of Act 98.

Using Act 114 criteria, Headquarters and District Engineering staff spent the summer and early fall prioritizing load-restricted (posted) or closed bridges as candidates for replacement projects in each of the seven Engineering Districts to provide a fair distribution of projects around the state. Staff only considered sites where pre-cast bridges could be used in an effort to replace as many bridges as possible and as soon as possible within this two-year program.

The SCDOT Commission was presented with a list of 90 bridges recommended by the Engineering staff at the October Commission meeting held in Greenville. **Leland Colvin**, Chief Engineer for Operations reported to the Commission the impact this list would have on bridge inventory, "These 90 bridges represent 21 percent of the total statewide load restrict-



ROB THOMPSON/THE CONNECTOR

Ninety load restricted bridges across the state will be replaced and rehabilitated with \$50 million of surplus funds transferred by Governor Nikki Haley to SCDOT. A bridge over Cedar Creek on Cedar Creek Road in Richland County, pictured above, is among the bridges selected by SCDOT engineers.

ed and closed bridges," said Colvin. As of Oct. 1, 2013, the entire list of restricted and closed bridges totaled 422.

The Commission approved putting the list out for public comment. Once final approval is given, the goal is to conduct environmental reviews, hazardous materials surveys and geotechnical surveys. The Engineering Division anticipates the first batch of construction contracts will be let in late spring and lettings will continue through the fall of 2014.

The second prong in the funding pack-

age is aimed at providing more revenue for South Carolina's secondary roads that aren't eligible for federal funding. Part of Act 98 designates a portion of the taxes collected by the state from the sale of vehicles to be used for the maintenance and improvement of these roads.

SCDOT is still attempting to catch up from Fiscal Year 2011-2012 when no funds were available for rehabbing and resurfacing non-federal aid secondary roads. The revenue estimates for SCDOT in the first year from this new source is

\$41.4 million. A list of projects will be submitted to the SCDOT Commission for approval at its December meeting.

The third prong in Act 98 is a bonding program through the South Carolina Transportation Infrastructure Bank (SCTIB). Each year \$50 million will be transferred from the state's general fund

See \$50M page 19

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Van Fuller announced as new Deputy Secretary for Engineering

By Pete Poore

Secretary Robert St. Onge announced on Monday, Sept. 16, the appointment of **Claude V. "Van" Fuller** as the next Deputy Secretary for Engineering. The appointment became effective on Oct. 2, 2013.

A South Carolina native, Fuller graduated from The Citadel with a Civil Engineering degree, and later obtained a Master's degree in Public Administration from Troy University. He recently retired as a Colonel from the United States Air Force (USAF) after serving 30 years, holding many positions overseeing large, complex engineering programs with massive budgets.

Fuller comes to SCDOT with a strong leadership background, having commanded units numerous times and managing both military and civilian personnel. Notably, he is one of only two USAF officers to have held a senior command position in the U.S. Army Corps of Engineers (USACE), serving as Deputy Commander of the USACE Gulf Division in Iraq during wartime.

Fuller has experience in planning, design, construction, operations, environmental planning, contract management, land management, airfield pavement, and a host of other technical applications.

Fuller succeeds John Walsh, who retired earlier this year.



Claude V. 'Van' Fuller

THE CONNECTOR

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

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Robert J. St. Onge Jr. is the South Carolina Secretary of Transportation.



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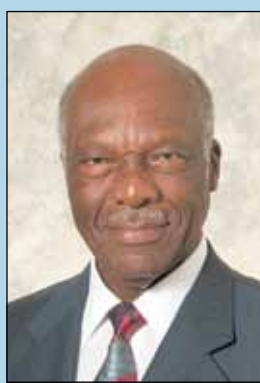
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7th Congressional District



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J. Craig Forrest
Commissioner At-Large

SCDOT Strategic Management Plan underway

By Pete Poore

The Strategic Management Plan (SMP) for 2013-2015 was launched on Aug. 1, 2013. The SMP forms an orderly, logical and disciplined approach in managing SCDOT's responsibilities. The SMP conforms to requirements mandated by the Statewide Multimodal Plan and the Statewide Transit Plan.

The SMP is also designed to evolve with the performance-based directives issued to state DOTs through the MAP-21 federal highway act. A great deal of analysis over a period of several months went into the drafting of the SMP to ensure that the agency's mission and all its responsibilities can be met with acceptable standards.

The agency's leadership group met in Columbia on August 1 to review the document. The entire SMP was made available on the intranet that day. In addition, it's

posted on the SCDOT internet site: <http://www.scdot.org/inside/smp.aspx>

What does the SMP mean to SCDOT employees? Here's how Secretary **Robert J. St. Onge** describes it. "Here's a simple question: Would you ever take your family on a trip without directions or a map? Of course not. We have created a new Strategic Management Plan. Think of it as a map for the SCDOT family to reach its mission and vision. This plan is as important as anything I've ever been involved in. The exciting part is that each and every one of us has a role, and together we can reach our goals and gauge our progress."

Each SCDOT employee should receive this two-sided business card in November to carry with them. This card is a simple way for each employee to be reminded as to how he or she fits into our agency. It's also a good tool to explain to people outside of the agency what SCDOT is all about.



SCDOT VALUES

Service
Commitment
Delivery
Opportunity
Trust

VISION
To provide safe, reliable transportation systems.

I am a part of the SCDOT Strategic Plan by:

- Using resources responsibly.
- Obeying laws, rules, and regulations.
- Gaining the trust, confidence, and support of the public.
- Investing in all available SCDOT training and job opportunities.
- Finding ways to do my job more efficiently.
- Serving as a vital part of the SCDOT team.

GRAPHIC DESIGN BY BONNIE CRAMER/THE CONNECTOR

Each employee will receive a two-sided business card, shown above, that reminds them of how they fit in the agency's strategic plan.

Did you know SCDOT is on Twitter?
Tell your friends and neighbors to get the latest news about SC roads and bridges by following us on Twitter.
Follow SCDOT on Twitter: <http://twitter.com/SCDOTPress>

[#SCDOTPress](https://twitter.com/SCDOTPress)

Roundabouts are showing up around the state

By Pete Poore

What to do about dangerous intersections that have high crash rates, injuries and fatalities? For years, SCDOT Traffic Engineers have reviewed the data, performed on-site traffic studies, made safety improvements and then monitored the intersections again to see how much of a difference the safety measures made.

What if you could improve an intersection without spending large amounts of money on traffic signals and still reduce total crashes, crashes resulting in injuries and virtually eliminate fatal crashes? SCDOT traffic engineers have a technique that can significantly prevent injuries, fatalities and property damage.

The solution that has created these benefits is the roundabout. Highway Safety Engineer **Joey Riddle** explained why round-

abouts are so effective. "Roundabouts only allow right turn movements upon entry or exit and the occurrence of crashes resulting in injuries is substantially reduced. With roundabouts, head-on and angle crashes are virtually eliminated and conflict points are reduced by 75 percent. National research has found that roundabouts reduce total crashes by 35 percent, injury crashes by 76 percent and fatal crashes are all but eliminated," said Riddle.

Riddle noted that safety is only one advantage of a roundabout. He said, "When no traffic is approaching, drivers don't have to sit and wait for traffic signals, thereby improving operations and efficiency while reducing idling time, gas usage and emissions."

In the long run, roundabouts are more cost-efficient than adding traffic signals to an intersection. A roundabout uses no electricity and requires little maintenance.



The Federal Highway Administration (FHWA) states that roundabouts are not suitable for every intersection, but this de-

sign has been used successfully nationwide and in many locations in Europe, Australia, Canada and Israel.



PHOTOGRAPHS BY ROB THOMPSON/THE CONNECTOR

The roundabout at S.C. 6 and Fish Hatchery Road in Lexington County moves traffic more efficiently and quicker than an intersection with traffic signals or stop signs.

SCDOT to install temporary bridges in North Myrtle Beach, Pickens

By Bob Kudelka

SCDOT this fall will install two temporary bridges to better connect motorists in opposite corners of the state.

After securing the necessary environmental permits, the agency will build a temporary bridge in the far end of North Myrtle Beach's Cherry Grove section. The bridge will cross a tributary of Hog Inlet.

Another temporary bridge will be installed north of Clemson in Pickens County, crossing Six Mile Creek.

SCDOT now owns four temporary bridges – useful assets in a state with hundreds of standard bridges.

“This program is going very well,” said State Bridge Maintenance Engineer **Lee Floyd**. “It’s working out great.”

Floyd said the idea behind using temporary bridges is to reconnect motorists while a replacement bridge is either built on a nearby location or designed and prepared for replacement on the same site. It saves money for motorists who otherwise would spend additional time and fuel using detours.

A temporary bridge was built in Society Hill two years ago,

then taken down earlier this year and re-built in Gaffney. Another temporary bridge is still in place at Teals Mill in Chesterfield County.

In North Myrtle Beach, a bridge in need of replacement at 53rd Avenue North is the only route to an island with about 40 homes. The bridge is in such poor condition that the posted weight limit is the lowest allowable, 3 tons GVW (gross vehicle weight).

The temporary bridge is planned to be built across 52nd Avenue North in November, said **Jason Thompson**, Assistant District Construction Engineer of District 5. The District’s Specialized Bridge Unit will handle the assembly, Thompson said.

Once the temporary bridge is in place, the Specialized Bridge Unit will begin work on replacing the existing structure a block away.

“It won’t be in Cherry Grove long, and then we’ll find another place for it,” Floyd said.

Meanwhile, at a 5-hour drive west in Pickens County, another temporary bridge will be built this fall. The bridge over Six Mile Creek on Jones Mill Road was closed on the night of Aug. 6 when heavy rains and debris caused a partial collapse.

Governor Nikki Haley signed



ROB THOMPSON/THE CONNECTOR

District 5 Bridge Crew installs a new temporary bridge on 52nd Avenue North in North Myrtle Beach. Above, from left, Roger Barr, Brian Keith Houston and Elliott Fulton add the next section of support beams to the temporary structure. When completed, the temporary bridge, constructed on a series of rollers, will be rolled out while a crane lifts it into place.

an emergency declaration on Aug. 9 that allowed SCDOT to request Emergency Relief Funds from the Federal Highway Administra-

tion (FHWA) on that same day. FHWA approved the request on Aug. 12, and approved the use of a temporary bridge on Aug. 27.

The new temporary bridge is 150 feet long, which is 30 feet longer than the other three temporary bridges owned by SCDOT.

Letters



PHOTO BY FRITZ WEWERS/ANDERSON MAINTENANCE

To District 2 Engineering Administrator Kevin McLaughlin:

Once again, I want to thank all of you guys in the loop for checking into a reported problem and fixing it. We could wish all state agencies “got it done” as well as SCDOT does.

My wife and many others using Bus. 28 at the county line will appreciate the end of teeth rattling at the old bridge.

**Tom Manning
Pendleton**

LEFT: Anderson Maintenance was praised for the quick response in doing asphalt work to fix a bump on the end of the S.C. 28 Bus. bridge on the Anderson/Pickens County line.

To SCDOT:

On Saturday Nov. 3, 2012, I broke down on I-20 East about a half a mile from I-95 South. I contacted *47 and a truck was sent out. I didn't get the man's name. He was very nice and put me at ease because I was two and a half hours from Augusta and not sure how to get home. The SC State Patrol came and called a tow truck for me. The person from Highway Assistance had to go to another call but returned afterwards and stayed with me until the tow truck arrived. I just wanted someone to know that the assistance program and the State Patrol help me at a time when I was about to really panic because of the distance from home. I am grateful to them and South Carolina for having such good programs in place.

Beverly Holloway

Employee volunteers, helps Hurricane Sandy victims in NY

By Pete Poore

A drening downpour late one August morning in Charleston motivated **Susie Bender**, now a Program Manager in the Business Development and Special Programs Office, to sign up as a volunteer for the American Red Cross.

She was in Charleston as a staff member at the 2012 SASHTO Conference hosted by SCDOT. In fact, it was the last day of the conference that was to end with an awards luncheon. Prior to the luncheon, Bender was outside on the streets of downtown Charleston when the skies opened up. She was soaked and walking in deep water.

This moment caused her to think about people whose streets and homes became flooded by severe storms and hurricanes

and their lives washed away by floodwaters. Bender decided that she wanted to help people who were hurt by devastating weather. Some difficulties in her own life at the time reminded her that it's possible to help yourself by helping others.

Bender contacted the Low-country chapter of the American Red Cross right after her SASHTO duties had concluded. She took the required classes and training in September and October and became eligible for deployment. Little did she know that her moment of inspiration would be put to the test in about two months.

Hurricane Sandy was the deadliest and most destructive hurricane of the 2012 Atlantic hurricane season, as well as the costliest hurricane in United States history, second only to Hurricane Katrina that struck the

Gulf Coast states in 2005.

The death toll in the path of the storm from the Caribbean islands to Canada was 286. The hurricane touched 24 states in the US and caused an estimated \$65 billion in damage. But the brunt of the devastation was in New Jersey and New York when Sandy made landfall on the Jersey Shore just northeast of Atlantic City on Oct. 29, 2012 and blew through northern New Jersey and into New York City.

Two weeks after Hurricane Sandy hit the US, Bender was in an interview for another position at SCDOT when the Red Cross called to deploy her to New York. In the blink of an eye, the new volunteer had 24 hours to get to New York. She was on a plane traveling alone and had been given an 800-number to call upon arrival. "I never do anything by myself. This was totally out of character for me," said Bender.

The SCDOT employee and now Red Cross volunteer spent three weeks on the ground in New York where she helped coordinate logistics for volunteers and victims, and shelters for both. She spent one week, including Thanksgiving Day, living in a volunteer shelter on a college campus at night, while helping to serve meals in areas of New York where the power had been knocked out and many residents were picking up the pieces.

"We served 89,000 meals in one week from the mobile kitchen we were using. The people were so grateful to have anyone help them in any way. The homes in the Breezy Point section of the Rockaways (in Queens) had no power and many were ruined, but we served meals and our supply trucks provided basic cleaning supplies that meant so much to those people," she said.

There were some very poignant moments along the way. "A 7-year-old girl pulling a wagon came to the mobile kitchen to ask for a meal. She had been separated from her family and had not seen them for a week," Bender said. The girl was immediately put in the care of a social worker and was eventually reunited with her family. And there were some lighter moments too. "The



Some of the destruction of Hurricane Sandy is shown here in a photo of Long Beach, NY.

people there were mesmerized by my southern accent, I must have sounded like someone from a foreign country," she laughed.

Shortly after returning to Columbia and SCDOT, Bender learned that she had been selected for the new position at the agency and she also started gearing up for another trip that was taken in June of 2013, this one to Nicaragua as a member of a Shandon Baptist Church mission.

What kind of impact have these volunteer mission had on Bender? "The change in me has been incredible. The work you do

changes you more than those you are helping despite what's happened to them."

Following the Nicaragua mission, she wrote in her journal, "I never thought my heart could break...and burst with joy at the same time."

And the feelings she has when returning home after spending time helping those in dire circumstances? She said, "As soon as I get home, I'm ready to go back out to help people." A third trip to Africa is on her agenda in December as part of the Palmetto Medical Initiative.



PHOTOGRAPHS BY KEVIN COMALLI/SONOMA (CA.) FIRE AND RESCUE

Susie Bender was made an honorary 'firewoman' by the Merrick County Fire Department in New York after working with them on fire, search and rescue missions.

Want to volunteer?

Here's how to help the Red Cross

If you are interested in volunteering visit www.redcross.org, click on Find Your Local Chapter and click on Volunteer. Or contact local Red Cross Management: Chris.Simeral@redcross.org in the Rock Hill and

Pee Dee areas, Katharine.Stafford@edcross.org in the Aiken, Columbia or Sumter areas, Kim.Eller@RedCross.org in Western Carolina or Nancy.Olson@redcross.org in all Coastal areas.

State of South Carolina Leave Regulations

19-712.01 OTHER LEAVE TYPES

- American Red Cross Certified Disaster Service Leave

An employee who is a certified disaster service volunteer for the American Red Cross may use up to 10 days of paid leave in a calendar year to participate in specialized disaster relief services with the approval of the agency designee.

Traveler information enhanced with Next Generation 511 System

By Bob Kudelka

South Carolina's newly enhanced 511 Traveler Information System is something traffic engineers of past generations could only dream about.

That could be why its new name has such a catchy ring to it: "South Carolina's Next Generation 511 System."

Launched just before the Fourth of July weekend, the new, free 511 system provides traffic camera images, travel time estimates and other technological tools to help motorists navigate South Carolina's roadways.

"People love it," said SCDOT Director of Traffic Engineering **Tony Sheppard**. "It's been received very well."

The system has improved upon its original functions that first debuted in 2011, and added new components.

Traffic Engineering employees who worked closely with a new vendor to get the best possible system included ITS Manager **Dan Campbell** and 511 Coordinator **Tisha Dickerson**.

The 511 system provides real-time traffic information on all South Carolina Interstate highways and major highways along the coast. The statewide system provides information on construction projects, lane closures, crashes, congestion and severe weather affecting traffic.

The system is made of the 511 website; telephone system; smartphone application and Twitter accounts.

Website

The web address is www.511sc.org, which can also be accessed from SCDOT's home page, www.scdot.org.

The site shows a South Carolina map with icons such as orange cones indicating highway construction sites; red triangles indicating traffic incidents; cameras to display real-time images; message signs that show what overhead, variable and dynamic messages are being shown to motorists; highway advisory radio messages; weather-related closures and other events. The map also displays traffic speeds of interstate highway and local roads; weather information, provided by the National Weather Service.

The site map is powered by Google Maps, with 511 information placed in layers. Use the map as you would any Google map and click on the icons for more information. To view primary and local roads, simply zoom in on the map.

Sheppard said improvements have been made to give users better images from the state's 300-plus traffic cameras. With the new system, images are updated every few seconds instead of a just showing a stationary picture.

"With the updated video, you can actually see the traffic movement where you couldn't before," Sheppard said. "That's a huge deal."

Telephone

The 511 telephone service is an inter-



ROB THOMPSON/THE CONNECTOR

511 Coordinator Tisha Dickerson, left, and Intelligent Transportation Systems Coordinator Dan Campbell check traffic conditions across the state using the Next Generation 511 System.



active, voice-activated roadway and traffic information system accessed by calling 511 from your home, office, or cell phone.

To stay safe on our highways, SCDOT advises users to make 511 calls before getting on the road, have a non-driver in the vehicle make the calls or pull over in a safe place before making calls.

The interactive telephone system has more choices for the user so information can be limited to a motorist's travel route. Information by telephone includes travel times, average speeds of traffic, distance between segments and weather forecasts.

Smartphone Application

SCDOT is introducing 511 smartphone applications to meet the growing trend of information on mobile devices. Currently, the applications work on phones and tablets that operate on the iPhone and Android platforms. These applications will

notify users of incidents and construction on their predetermined route. You can also see traffic cameras. Links to download the applications are on the 511 website under "Extras" and "511 Tools."

Twitter

The social media site Twitter is another way for users of the 511 system to learn of real-time incidents and construction. The Twitter links are broken down into four geographic regions of the state:

@SCDOTMidlands
@SCDOTPiedmont
@SCDOTLowCountry
@SCDOTPeeDee

Do not use any of the 511 applications while you are driving. Be safe and either pull over or have a passenger access while in a motor vehicle.

Who is Josiah Washington?



CAROL KAEELSON/JEOPARDY PRODUCTIONS, INC.

'Jeopardy' host Alex Trebek poses with Josiah Washington, a 12-year-old from Columbia who appeared on the television game show "Jeopardy" on Aug. 1. Washington won more than \$20,000 on the show. Washington is the son of RPG-1 engineer Phillip Washington.

By Rob Thompson

The answer is: This 12-year-old young man from Columbia appeared on Jeopardy on Aug. 1, 2013, during "Kids Week" and won more than \$20,000.

"Jeopardy" fans know to phrase their answers in the form of a question, so the answer is "Who is Josiah Washington?"

This outstanding young man is the son of SCDOT RPG-1 engineer Phillip Washington.

Josiah decided at age 4 that he wanted to be on "Jeopardy." He found out about and took an online test for the show in October 2012 and was invited for additional tests and auditions in Cincinnati on Dec. 8, 2012.

The Washington family traveled to Cin-



ROB THOMPSON/THE CONNECTOR

Josiah Washington, left, poses with his family while at Columbia's Jubilee Festival downtown. His family traveled with him and supported him on his big Jeopardy win. From left are: Josiah, his mom Renee, his sister Micah and his father Phillip Washington who is an engineer at SCDOT in RPG-1.

cinnati at their own expense for those auditions.

"We turned the audition in Cincinnati into a family vacation," Phillip Washington said.

Josiah did well and was contacted a month or two later to travel to Los Angeles to appear on the show's Kids Week which features contestants between the ages of 10 and 12. The show was recorded on Feb. 4. Once again, the family followed and enjoyed a vacation in California.

The family wasn't allowed to disclose how Josiah did until after the show aired on Aug. 1.

On the morning of the show's airing, Columbia Mayor Steve Benjamin presented Josiah with a key to the City of Columbia. He is the youngest person to receive a key to the City of Columbia.

Josiah credits his lifelong quest for

knowledge through his work as a Junior Volunteer at Richland Library.

He has volunteered there since age 10. Before that he attended storytime. The library has been a big part of his life.

Before the show, he studied trivia books and almanacs, and library staff supplied him with websites to gather study materials for his big show.

In fact, the Richland Library threw a viewing party for him, his family and friends the night the show aired. Everyone was thrilled and surprised when Josiah was the night's champion and walked away with more than \$20,000.

Josiah gave 10 percent to his church, Brookland Baptist Church in West Columbia. He was allowed to spend 10 percent on himself now and has put the rest in savings for college.

Family adopts highway *Challenges others to join AAH program*

My family and I just went through one of the toughest moments any family will have to endure. We lost our mother, grandmother, great-grandmother, wife, aunt, sister and dear friend, Sandra Anderson, on May 6, 2013, to cancer. We as a family were devastated and wanted to do something to commemorate the passion and love she had for people and life. We decided to Adopt a Highway

in her honor. We chose Elliott Hunter Road in Cassatt as our road choice, since this was on the way to our Mom's house.

I spoke with **Dee Michaelsen**, who is the Kershaw County Adopt a Highway coordinator, and she seemed as excited about us doing this as we were. Dee had me fill out the paperwork and gave me a sheet for us to list our volunteers. Once we got this turned in, we watched a short safety video and

Dee gave us the supplies needed to complete the task. Our clean up day was June 22, 2013. We had 22 family members and friends assist us in the clean-up. In only 2 1/2 hours, we collected 48 bags of trash and Elliott Hunter Road was clean -- something we as a family and community are proud of. We didn't know doing something as small as this could make us feel this good.

After doing a little research,

I found out Kershaw County spreads across 726 miles with a population of 62,000, but only approximately 25 roads are "adopted" in our great county. The program is free and all the supplies are provided by the state. So, as a member or our community, I am challenging all groups, organizations, family members and churches to look into doing this for "your cause." The outcome will not only improve the look of

"our" county, but will have a special meaning and purpose to you. If you are interested, please contact Dee Michaelsen at 432-4358.

P.S. If you travel down Elliott Hunter Road, please be wary of any litter since our Mom is watching out for this.

**Billy and
Anne Marie Newman
Cassatt**

Traffic switch on Richland I-20 project moves up completion date

By Bob Kudelka

SCDOT engineers knew it would be a challenge, but the traffic switch on Interstate 20 is a key part in shaving more than a year off the project's timeframe.

"You typically don't split interstate traffic around the median," said SCDOT District 1 Construction Engineer **Bryan Jones**. "It was very well orchestrated and I was very impressed in the concerted effort to make it happen that night."

The traffic control shift for eastbound lanes began July 12, splitting the two lanes and making motorists choose the right lane if they planned to use the popular Clemson Road exit.

"It was a little confusing, or intimidating, for drivers coming through there at

first," Jones said.

But the traffic switch allows the contractor to begin paving sooner, and that means good news in the long-run for motorists.

"The bottom line is it allows them to replace both eastbound lanes behind the barrier wall 24/7 without disrupting the traffic," Jones said.

Contractor Zachary Construction Corp. of Texas remains on schedule for a spring 2014 completion – a total of 20 months of work, Jones said. Widening a stretch of the state's third-most congested interstate corridor originally was expected to take up to three years to complete.

"They definitely have the resources to get the job done," Jones said. "They moved in a new concrete plant, a new paver - tons of equipment to get the job done."

Overseeing the day-to-day work on

site for SCDOT is Project Manager **Paul Miller**, Assistant Resident Construction Engineer, and **Allen Thompson**, Resident Construction Engineer.

"They are both doing a very good job," Jones said.

The eastbound traffic shift is expected to last until November, when a new traffic shift will begin with the westbound traffic, Miller said.

A close look at the project shows much activity, from concrete paving to erecting sound absorbing noise walls up to 20 feet high along sections of the widening.

Project highlights as of Sept. 23:

- Approximately 108,500 square feet of sound wall panels have been installed; 720 partial drilled shafts for the sound walls;

and 584 full drilled shafts have been completed with concrete posts.

- All culvert extensions have been completed. The westbound bridge widening over Alpine Road is completed. All of the new inside concrete lanes are completed.

- All median drainage is completed.
- All piles and drilled shafts, columns and end bents, and setting of beams for the eastbound bridge are completed; all of the cement modified subbase for the eastbound middle and outside lanes are completed.

- All of the bond breaker lift on top of cement modified subbase for the eastbound middle and outside lanes is completed.

Looking ahead, the contractor plans to finish paving concrete eastbound middle and outside lanes; install the drainage system on the eastbound outside shoulder; finish the eastbound bridge over Alpine Road.



ROB THOMPSON/THE CONNECTOR

Traffic is split along the I-20 widening project in Richland County to allow the contractor to begin paving sooner and cutting construction time down from three years to 20 months.

Rob Perry is Richland County Transportation Director

By Pete Poore

On Election Day in 2012, voters in Richland County were asked to vote for or against adding an additional 1 percent sales tax to fund transportation projects. The measure passed. The election results were challenged in the Supreme Court and won again.

So Richland County residents now had more money to improve existing roads, build new ones, add enhancements such as sidewalks, trails and bike lanes and fund the public transit system. The question became, how will the county do it? The task is to manage \$1.07 billion over a period of up to 22 years.

The "Help Wanted" sign was hung out for the first Richland County Transportation Director. **Rob Perry**, then a 36-year-old Program Manager in Preconstruction was out in the field with some co-workers one day who were discussing the job ad. After hearing the job description and the desired qualifications, the 14-year SCDOT employee thought to himself, "I'm quali-

fied to do that job."

He submitted an application along with many other candidates. He was interviewed twice. He was offered the position and accepted. On his first day in August of 2013, Perry met with the Transportation Advisory Committee. This is a 15-member group that oversees the newly-funded transportation program.

Going into this new endeavor, Perry knew the first phase would be designing the program from scratch and set the stage to get projects moving. Currently, the task at hand is to rank projects in priority order for County Council's approval, hiring consultants to assist in the design, right-of-way acquisition, public involvement and other aspects of the projects and forge an Intergovernmental Agreement (IGA) with SCDOT to partner the County's program, since many of the County's projects are on the state highway system. Perry said in some respects he's not really leaving the agency entirely. "I look forward to continuing to work with SCDOT," said Perry.

There is no lack of work to

be done in improving Richland County's roads. The design work on some of these projects has already been completed and has been waiting for the funding that is now available. Perry said his overall goal is to get construction started in the spring or summer of 2014 and keep going with no breaks. "My goal is to have no big gaps between projects. We need to keep the work going continuously until the project list is finished," he said.

Perry noted that all of the projects on the list have one common denominator. He said, "Every project enhances the County's infrastructure and contributes to improving economic development."

Perry has experience in these management tasks. He started out at SCDOT in 1999 as a bridge inspector. One of his jobs was to lead the team inspecting the now-demolished Grace and Pearman bridges spanning the Cooper River. Later he became a field engineer on the construction of the Ravenel Bridge that replaced both of those bridges. The Citadel graduate then trans-

ferred from the District Office to SCDOT Headquarters in Preconstruction. A move he said was "daunting" due to the career change in leaving maintenance, going into preconstruction and relocating to Columbia.

Arguably the highlight of his SCDOT career was the management of the I-385 project in Laurens County. I-385 was an interstate in name only. The 15-mile Laurens County section needed both interstate standard shoulders, resurfacing and a bridge replacement. The project was done in less than a year by closing down one direction of the highway at a time to save several months of construction time and money with a limited detour.

Perry said the preparation for his new job in Richland County began 14 years ago. "I want to thank everyone, beginning in 1999 who gave me the opportunity to come to SCDOT and to gradually take on more responsibility through the years."

In addition to directing the transportation program for Richland County, the former SCDOT employee is a member of the SC



Rob Perry

Army National Guard and has served a tour in Iraq. He has a wife, Kelly, and three children.

Perry knows there is another aspect to his new position that's taking place outside of the county. "I know that what we do here and how we manage this program is being observed by other counties like Greenville to see how effective it can be," he said.

What does the new County Transportation Director hope to achieve when this billion-dollar, 22-year program comes to an end? Perry said, "I want to have made Richland County a better place to live."

Wind tunnel model of Cooper River Bridge moved to Charleston



ABOVE AND INSET: ROB THOMPSON/THE CONNECTOR

ABOVE: Chris Huepenbecker, left, and Steve Medlin pack the wind tunnel model of the Cooper River Bridge with Styrofoam peanuts to ready it for the big move.

RIGHT: On July 10, Building Maintenance staff filled the Cooper River Bridge model with Styrofoam peanuts. On July 11, the display was lifted up and loaded on wheels.

RIGHT INSET: On July 14, crews moved the display to the District 6 Office in Charleston where it is now displayed.



2013 Southern Transportation Civil Rights Training Symposium

SC hosts eight-state civil rights, DBE conferences in Charleston

By Bob Kudelka

Thirty-one states and the District of Columbia were represented at the 2013 Southern Transportation Civil Rights Training Symposium hosted by SCDOT in August.

The theme of the symposium, held in Charleston, was "Mapping our Move Forward in Transportation: A Civil Rights Perspective."

The Southern Transportation Civil Rights Executive Council (STCREC) sponsors its training symposium every two years in one of its member states. It is primarily attended by civil rights transportation professionals, public and private, as well as other transportation partners. The STCREC consists of department of transportation Civil Rights Directors in the states of Alabama, Florida, Kentucky, Georgia, Mississippi, North Carolina, South Carolina, and Tennessee. Two Federal Highway Administration (FHWA) representatives serve as advisors.

To help open this year's symposium, the Rev. Nelson B. Rivers III, a longtime NAACP leader, brought the 250 attendees to their feet with a rousing keynote address that included his personal experiences in the civil rights

movement.

"He was awesome," said SCDOT's **Arlene Prince**, chair of the Southern Transportation Civil Rights Executive Council. "It's a great way to motivate everybody and continue to move forward. He talked about how we made progress and how we need to continue to make more progress."

Prince said the symposium agenda was packed with more than 30 workshops and five general sessions.

"We have a lot of excellent training opportunities for those in attendance," Prince said. "We're focusing a lot on making sure we are in compliance with the federal regulations."

Some of the topics include DBE Goal Methodology, DBE Certification, Common Issues: Interpreting DBE Regulations, Parts I, II, and III of Contractor Compliance, OJT Practices, LPA Responsibilities, EJ and Transportation Decisions, ADA, CR Requirements on Design Build, P3 and Mega Project Requirements; OIG DBE Report Session; and the FHWA Risk Based Stewardship and Oversight Approach.

With a lot of training now confined to webinars, Prince said a symposium is "a great opportunity for face to face networking and

talking more about the best practices and sharing ideas. This week is a great opportunity to utilize another approach for training."

The symposium got high marks from attendees.

"It's outstanding," said Clarence Hampton, Civil Rights Bureau Chief of the Alabama Department of Transportation. "It's a good opportunity to have civil rights professionals from various states to refresh themselves on subject matter and also to interact with Federal Highway officials on new regulations and new perspectives that the Federal Highway Administration is bringing forth."

Secretary of Transportation **Robert St. Onge** and Bob Lee, FHWA's South Carolina Division Administrator, also attended part of the conference.

"We believe the sharing of ideas and experiences is the most effective way to learn from each other and strengthen our individual programs and systems," St. Onge said.

Lee said FHWA was represented by 25 participants, including 15 serving as presenters and moderators.

Other speakers at the event included Warren Whitlock, Associate Administrator for the FHWA; Thomas Dortch Jr., managing

partner of FAD Consulting, LLC; and the Rev. Brendolyn Lovette Jenkins Boseman, executive director of The Imani Group, Inc.

In addition to the symposium, another training event was taking place during the week. The 2013 DBE Business Development Forum, hosted by SCDOT Business Development Center and FHWA, attracted 135 attendees for a two-day event.

Charleston Mayor Joseph P. Riley, Jr. welcomed the Forum participants to the city; Keynote Speakers were Denise Ryan, a Raleigh, North Carolina based professional speaker and H. Jerome Russell, President & CEO of H.J Russell & Company, a multi-million dollar Atlanta based construction and real estate development company.

"We thought it was a great opportunity, while we had all our state and federal representatives here, to bring in our DBEs and talk with representatives from other states," Prince said.

DBE Forum workshop topics included, "Affordable Healthcare for Small Businesses," "Using Social Media to Grow Your Business," and "A Powerful Approach to Successful Project Management."

There was also a roundtable

discussion on the DBE Program.

SCDOT employees who were presenters and moderators at the two events included: **Nicole Edwards** (Presenter), **Alex Nelson** (Presenter), **Alfred Comfort** (Moderator), **Delicia Wingard** (Moderator), **Curtis Sims** (Moderator), **Machael Peterson** (Moderator), **Glennith Johnson** (Moderator), **Randall Young** (Moderator), **Russ Touchberry** (Moderator), **Mark Pleasant** (Presenter), **Jamie Kendall** (Presenter), **Rob Bedenbaugh** (Presenter), **Jay Hawkins** (Presenter), **Matt Lifsey** (Presenter), **Claude Ipock** (Presenter), **Chris Johnston** (Presenter), and **Todd Steagall** (Presenter).

Prince also thanked the employees who helped organize the symposium and DBE Forum: **Tina Kennedy**, **Barbara Beagles**, **Colette Swann**, **Paula Hollis**, **Juanita Campbell**, **Susie Bender**, **Steven Smith**, **Mae Alice Johnson-Young**, **Anna Riddle**, **Gary Linn**, **Syrees Oliver**, **Carolyn Burton**, **Rose Bumpers**, **Jennifer Gruber**, **Susan Johnson**, **Betty Richardson**, **Annette McCrorey**, **Shirley Jeffcoat**, **Scott Meetze**, **Lawton Player**, **Rob Thompson**, **Bob Kudelka**, **Bonnie Cramer**, **Zoe Cook** and **Shelia James**.



PHOTOGRAPHS BY ROB THOMPSON/THE CONNECTOR

RIGHT: Keynote speaker Nelson B. Rivers opens the 2013 Southern Transportation Civil Rights Symposium. The conference ran from Aug. 26-30 in Charleston.

DBE Business Development Forum



Diane Sumpter, left, and John Funny talk with moderator Carolyn Sawyer during a talk with successful business owners.



Denise Ryan gives a 'Motivation by Chocolate' workshop. Three rules that she stressed were: 1) Get 7-9 hours of sleep each night, 2) Stop comparing yourself to other people, and 3) Accept change.



DBE Conference Coordinator Colette Swann, left, introduces members of the panel. In the background are: Diane Rush, center, and Sally Paul, right.

The Disadvantaged Business Enterprises Business Development Forum ran Aug. 28-29 in conjunction with the Southern Transportation Civil Rights Symposium in Charleston.



Charleston Mayor Joe Riley welcomes participants to Charleston and spoke about Charleston's growth over the years by making bold moves and not giving up.

PHOTOGRAPHS BY ROB THOMPSON/THE CONNECTOR

SCDOT equipment operators compete in regional contest

SCDOT participated in the 2013 Southeastern Regional Equipment Operators' Safety and Training Conference.

The event categories were Single Axle Dump Truck, Tandem Axle Dump Truck, Tractor Truck w/Lowboy Trailer, Tractor w/Mower, Motorgrader, and Backhoe. Each category had 12 competitors from nine states for a total of 108 competitors. As a team, SCDOT finished 6th, with the highest finishing results coming in the Single Axle Dump Truck Competition (Corey Brown 4th and Melvin Gale 6th), Motorgrader Competition (Scott Burgess 4th and Richard Gilliard 8th), and Backhoe Competition (Wayne Anderson 5th and Steve Zaretska 12th).

Overall state results were: Tennessee, 1st (149); Kentucky, 2nd (137); West Virginia, 3rd (132); North Carolina, 4th (129); Arkansas, 5th (126); South Carolina, 6th (109); Mississippi, 7th (101); Georgia, 8th (75); and Virginia, 9th (68).

SCDOT did fairly well at this year's event since the agency has not participated in the event for the past five years. Prior to 2009, the agency participated in 5 conferences from 2004 thru 2008. The agency plans to increase training over the next year, and should see improvements at the 2014 conference, which is scheduled for Sept. 3-4, 2014, in Roanoke, VA.



Richard Gilliard demonstrates his skills in the motorgrader competition of the 2013 Southeastern Regional Equipment Operators' Safety and Training Conference in Lexington, KY.



ABOVE: Jeff Setzer competes in the 'roadkill toss' event where equipment operators tried to see how far they could throw a stuffed animal filled with sand.



LEFT: The SCDOT Team is, First Row (L to R): William Downs (Tractor w/Mower, D7); Melvin Gale (Single Axle Dump Truck, D5); Anthony Fobbs (Tandem Axle Dump Truck, D6); Treasure Scarborough (Judge, D5); Scott Burgess (Motorgrader, D1); Wayne Anderson (Backhoe, D7). Second Row (L to R): Ricky Stroble (Judge, D6); Corey Brown (Single Axle Dump Truck, D6); Terry Seymore (Tractor Truck w/Lowboy Trailer, D2); Robert Dickinson (Judge, D1); Jack Miracle (Tandem Axle Dump Truck, D3); Sam Riddle (Official, Supply and Equipment). Third Row (L to R): Steve Coleman (Judge, D2); Jeffery Kelley (Tractor Truck w/Lowboy Trailer, D3); Jeff Setzer (Tractor w/Mower, D2); Richard Gilliard (Motorgrader, D6); Steve Zaretska (Backhoe, D5).

PROMOTIONS

Harold Terry, from trades specialist II to assistant geodetic technician.

Scottie Sellers, from trades specialist II to trades specialist II.

Samuel Collins, from trades specialist IV to trades specialist V.

Lamar Berry, from trades specialist II to trades specialist III.

Calvin Shuler, from trades specialist II to trades specialist III.

Stanley Jackson, from trades specialist III to associate geodetic technician.

Jon Greer, from engineer/associate engineer I to engineer/associate engineer II.

Charles Moody, from trades specialist II to trades specialist III.

William Cooley, from trades specialist II to trades specialist III.

Corey Threatt, from trades specialist IV to trades specialist V.

Jonathan Makison, from trades specialist III to associate geodetic technician

Ethan Hancock, from trades specialist III to trades specialist IV.

Michael Brunson, from mechanic I to mechanic II.

Darence Shuler, from trades specialist II to trades specialist III.

Richard Hunter, from trades specialist III to trades specialist IV.

Preston Matthews, from trades specialist II to trades specialist III.

Jeffrey Elliott, from engineer/associate engineer II to engineer/associate engineer III.

Gary Rudicill, from trades specialist II to trades specialist III.

Darrell Chandler, from trades specialist II to trades specialist III.

Brian Reynolds, from trades specialist III to trades specialist IV.

Jason Byrd, from engineer/associate engineer II to engineer/associate engineer III.

Christopher Green, from assistant geodetic technician to associate geodetic technician.

Adam Payne, from engineer/associate engineer I to engineer/associate engineer II.

Michael Bryant, from incident responder I to incident responder II.

Brian Keys, from engineer/associate engineer IV to program manager III.

Bobby Pearson, from trades specialist II to trades specialist III.

Lauren Ward, from trades specialist IV to engineer/associate engineer II.

Travis Driggers, from associate geodetic technician to chief geodetic technician.

Gary Brock, from trades specialist II to trades specialist III.

Justin Lyles, from engineer/associate engineer I to engineer/associate engineer II.

Christy Brasington, from senior geodetic technician to chief geodetic technician.

Jason Fulmer, from engineer/associate engineer I to engineer/associate engineer II.

Michael Moss, from engineer/associate engineer I to engineer/associate engineer II.

Curtis Shaffer, from associate geodetic technician to engineer/associate engineer I

Darren Celorier, from associate geodetic technician to senior geodetic technician.

Helen Hodges, from information resource consultant I to program coordinator II.

Jennifer Pratt, from administrative specialist II to associate geodetic technician.

John Player, from audits manager I to audits manager II.

Jon Kangas, from engineer/associate engineer I to engineer/associate engineer II.

Stevie Broughton, from trades specialist III to trades specialist IV.

Samuel Wickenhoefer, from engineer/associate engineer I to engineer/associate engineer II.

Tim Griffin, from trades specialist II to trades specialist III.

Tameki Watts, from information resource consultant I to information resource consultant II.

Stanley Scott, from trades specialist II to trades specialist III.

Harvey Potter, from trades specialist III to trades specialist IV.

Terry Youngblood, from trades specialist II to trades specialist III.

Michael Winchester, from mechanic I to mechanic III.

Sharon Rhodes, from supply specialist II to supply specialist III.

Richard McCarter, from associate geodetic technician to engineer/associate engineer I

Charles Lorick, from right of way agent I to right of way agent II.

Sherry Johnson, from trades specialist II to administrative specialist II.

Steven Shock, from trades specialist II to trades specialist III.

Edward Johnson, from trades specialist III to trades specialist IV.

Danny Hodge, from trades specialist II to trades specialist III.

Frederick Gamage, from trades specialist II to trades specialist III.

William Baldwin, engineer/associate engineer I to engineer/associate engineer II

Leslie Bowick, from trades specialist II to trades specialist III.

John Callahan, from trades specialist II to trades specialist III.

Stanley Williams, from trades specialist II to trades specialist III.

Nathan Lance, from trades specialist III to trades specialist IV.

Tameika Bostic, from associate geodetic technician to engineer/associate engineer I.

Andrew Hodges, from trades specialist II to trades specialist III.

Colleen Murtaugh McDonald, from assistant geodetic technician to associate geodetic technician.

James Collins, from trades specialist II to trades specialist III.

Timothy Pelzer, from trades specialist II to associate geodetic technician.

Anthony Davis, from mechanic I to mechanic II.

Kyle Jerkins, from trades specialist III to trades specialist IV.

Lyle Nyberg, from assistant geodetic technician to associate geodetic technician.

Oscar Mitchell, from mechanic I to mechanic II.

Yelena Kalashnikova, from GIS analyst to GIS manager.

Jimmy Jaffeaux, from trades specialist II to trades specialist III.

Angela Sims, from assistant geodetic technician to engineering/associates engineer I.

Jeremy Taylor, from trades specialist II to trades specialist III.

Travis Dover, from trades specialist II to trades specialist III.

John Beach, from trades specialist III to trades specialist IV.

Stacey Johnson, from engineer/associate engineer I to engineer/associate engineer II.

Brian Hodges, from trades specialist II to trades specialist III.

Robert Brown, from associate geodetic technician to senior geodetic technician.

Jessica Buccheri, from assistant geodetic technician to administrative assistant.

Engineering Division reorganized

By Robert J. St. Onge Jr.
Secretary of Transportation

The agency undertook an organizational review this summer and identified the need for a stronger focus on coordination and communication between Headquarters and our field staff.

As a result, the position of Chief Engineer for Field Operations was created with the intention of aligning the DEAs and Emergency Operations under that Chief Engineer. The HQ engineering staff elements of Traffic Engineering, Maintenance and Construction will remain under the supervision of the Chief Engineer for Operations.

Effective Sept. 2, **Clem Watson** assumed the role of Chief Engineer for Field Operations. **Leland Colvin** has been selected as Chief Engineer for Operations.

Ron Patton continues in his role as Chief Engineer for Location and Design. The Planning Office, under the direction of **Mark Lester**, has been moved under Deputy Secretary **Doug Frate** and that section is now called Intermodal Planning.

All of these gentlemen have served SCDOT in an outstanding manner for decades and I look forward to working with them as we transition into the new organizational structure for the Division of Engineering.



Clem Watson
Chief Engineer
for Field Operations



Leland Colvin
Chief Engineer
for Operations

Steagall is Director of Construction

Todd Steagall has been selected as the Director of Construction for the South Carolina Department of Transportation.

Steagall has more than 23 years of experience with SCDOT and has served in various positions including; Resident Construction Engineer, QMT Engineer and most recently the State Road Construction Engineer.

Steagall is a 1990 graduate of Clemson University with a B. S. in Civil Engineering and is a Registered Professional Engineer for South Carolina.



Todd Steagall
Director
of Construction

RETIREMENTS

Randall Layton, trades specialist II at Spartanburg Maintenance, retired Sept. 30.

Oscar Smith, trades specialist III at Kershaw Maintenance, retired Sept. 20.

Douglas Wise, trades specialist II at Pickens Maintenance, retired July 31.

Jimmy McGinn, trades specialist II at Cherokee Maintenance, retired July 25.

Noel Brown, trades specialist II at Berkeley Maintenance, retired Sept. 30.

Marian Kelley, communications specialist III at SHEP Upstate I-85, retired Sept. 30.

John Mitchum, trades specialist V at Bridge Inspection, retired Sept. 30.

Edward Ferrell, trades specialist II at Chester Maintenance, retired Oct. 3.

Arnold Harvey, trades specialist IV at Berkeley Maintenance, retired July 12.

Barbara Robertson, engineering/geodetic technician III, in Road Data Service, retired Aug. 15.

Douglas Cox, trades specialist II at Pickens Maintenance, retired Aug. 31.

Wendell Huff, chief geodetic technician at Greenville Construction, retired July 18.

Constance Lee, administrative coordinator I at District 6 office, retired July 1.

Joseph Branham, trades specialist II at Kershaw Maintenance, retired Aug. 3.

John Pollard, trades specialist III at Kershaw Maintenance, retired Sept. 30.

Josh Major, trades specialist III at Williamsburg Maintenance,

retired Aug. 5.

Kenny Fleming, engineer/associate engineer II at Laurens Construction, retired July 1.

Sammie Gartmon, trades specialist II at Lexington Maintenance, retired July 18.

Chris Napoli, trades specialist II, at Pickens Maintenance, retired Sept. 12.

Paul Mattis, trades specialist III at Beaufort Maintenance, retired July 15

Tomel O'Neal, trades specialist II at Aiken Maintenance, retired July 22.

Susan Faulkner, supply specialist III at McCormick Maintenance, retired Oct. 7.

Pamela Williams, administrative specialist I at Saluda Maintenance, retired Aug. 6.

Ken Feaster, Director of Rights of Way, retired July 31.

Connie Lee, right, laughs as **DEA Robert Clark** presents her a photograph of the Cooper River Bridge at her retirement gathering on June 28 at the District 6 Office. Lee had joked that after working in District 6 throughout that project that the last thing she would like as a gift would be a photo of the bridge. Lee retired with 40 years of service.



ROB THOMPSON/THE CONNECTOR



Director of Rights of Way Ken Feaster jumps for joy for a photograph upon his retirement from SCDOT. Feaster served as Director of Rights of Way since 2010 and retired on July 31, 2013, after 28 years of service.

CODY CROUCH/THE CONNECTOR

DEATHS

George H. Dix, 91, of Columbia, retiree from Supply and Equipment, died July 29.



Roney Jamison, 44, of North, program coordinator II in Contract Assurance, died July 7.



Salvador Latorre Jr., 80, of Columbia, retiree from Research and Materials died July 30.



James Richard Smith, 66, of West Columbia, a retiree from Rights of Way, died Sept. 27.



Peter Tarpley, 60, of Columbia, public information coordinator (videographer) in Communications, died Oct. 1.



Peter Tarpley served as SCDOT's videographer for 21 years in the Communications Office.



PHOTO BY DISTRICT 7

The sign crew prepares to put up barricades on S-18 19 (Wire Road) approximately 0.5 mile from the Orangeburg County line in Reevesville. Both lanes were closed due to a washout caused by heavy rains.

The summer of disconnect for South Carolina roads, bridges

By Bob Kudelka

David Cook knew things were tough this summer when a District office called to let him know they were running out of “Road Closed” signs.

“We’ll start checking our inventory to see who can lend you signs,” Cook told **Perry Crocker**, Assistant District Maintenance Engineer, District 4.

There were plenty of other moments that stand out as employees recall dealing with the state’s wettest summer on record and the havoc it caused our roads and bridges.

There was the night in Allendale County when heavy rainfall washed out US Highway 278 and swept vehicles off the road; when Dorchester maintenance employees worked around the clock to put stone on a mud-filled road to help a dialysis patient get treatment; and when aging timber pilings of up-state bridges proved no match when slammed by flood waters carrying tree trunks and other debris.

Bridge closures, detours, washouts – they all seemed like daily events across the state.

By the time things finally dried out in mid-September, the summer of 2013’s damage estimates totaled \$5.57 million. Engineers conceded that actual costs, once contracts are awarded, will likely be higher.

“I’ve never seen a summer like it,” said Cook, a 22-year veteran. “We’ve had other times of severe storms and washouts, but this summer it just seemed not to stop. It wasn’t just one issue, one problem, one storm. It seemed like every time our employees would try to address one problem, two more would pop up from the next rain event.”

“We have had a tremendous amount of emergency declaration for repairs,” Cook said, referring to declarations signed by Secretary **Robert St. Onge**.

Not only did the state set a record for rainfall, but several counties set their own records as well. This led to some staggering numbers of roads damaged.

During the summer, 132 roads were impacted in 36 counties due to weather-related issues, according to Director of Maintenance **Jim Feda**.

These impacts were the result of:

- 52 pipe failures; 15 bridge issues, either high water, structural damage or abutments washed out; 91 locations where shoulders or pavement washed out from water flowing across the road

- 50 roads were initially closed with 43 reopened and 7 still closed awaiting repairs as of mid-September.

Districts 4, 2, 7 and 3 were hit especially hard. District 4 never did run out of road closure signs, but came close.

“I don’t want to see a summer like this again,” said Crocker, of District 4.

Throughout the unusual summer, SCDOT employees kept up their tradition of excelling in crises.

“Maintenance employees did great,” Cook said. “They always tend to step up during times of emergencies and when situations are down like this, they really shine.”

Said District 2 DEA **Kevin McLaughlin**: “The employees did a great job stepping up to the challenge. We do what we have to do when that happens.”

With resources stretched, some employees were put in situations where they had to perform work they had never done before.

In Union County, for instance, a maintenance crew had to repair drainage pipes as large as 96 to 180 inches in diameter – far greater than the typical 24-inch pipes they were used to fixing. Normally, the District’s specialty bridge crew would make these repairs but it was busy dealing with emergencies elsewhere.

“Our people performed quite well,” Crocker said. “They learned the skills well and made our response time a little better than we hoped.”

One of the most expensive single failures was the S-160 bridge in Pickens County, which will cost an estimated \$1.8 million to repair. A bridge in York County, on S-49, will come close to that amount, Cook said.

“We’ve had a number of significant washouts that will cost us hundreds of thousands of dollars to repair,” Cook said. “A section of I-385 in Laurens County washed out up to emergency lanes.”

The unusual summer rains hit South Carolina at a time when its highway infrastructure has been in need of preservation.

“We already have a lot of deteriorated pavements with a lot of cracks and ways for the water to infiltrate into the roadway and down to the base,” Cook said. “That exacerbates the pot hole problem.”

Indeed, from July 1 to mid-August, drainage complaints increased 250 percent over the same period last year.

The agency quickly used up its \$2.2

million “extraordinary maintenance” fund less than two months after the new fiscal year began in July. While the Districts had the money to handle the summer, Cook worries about the impact on the maintenance budget next spring as the fiscal year winds down.

“When we can’t afford to do that last mowing cycle because we’ve spent our money repairing washouts or pipe failures, or we can’t afford to repair that sidewalk where we’ve had trip hazards – those are where we will see an impact from our budget standpoint.”

If record rainfall wasn’t enough to deal with, the agency also had several emergency repairs on Interstate 77. These were due not by rainfall, but the aging infrastructure.

During the second week of June,

large holes were discovered on the northbound bridge decks of I-77 crossing Porter Road and Celanese Road. The Porter Road bridge was repaired immediately with Maintenance forces.

District 4 DEA **John McCarter** said further investigation showed the deck on the Celanese bridge required extensive work that had to be let through an emergency contract. The right two lanes of the 4 northbound lanes were closed until repairs could be made. Work began on June 25. The emergency repair was completed and all lanes reopened to traffic on July 3.

See RAIN
on next page



PHOTO BY DISTRICT 3



PHOTO BY DISTRICT 3

TOP: Jones Mill Road in Pickens County BOTTOM: U.S. 178 in Landrum.

RAIN from page 17

On July 9, a hole was discovered on the northbound I-77 bridge over Harris Road, again closing the right lanes of the interstate. That repair was completed immediately by Maintenance forces.

On July 24, a hole that extended completely through the deck of the bridge over the Catawba River Bridge in the southbound lanes of I-77 was discovered requiring the immediate closure of the right 2 lanes of the 4 southbound lanes. This hole was discovered during a thorough inspection of all bridge decks in District 4 that was being conducted by the District 4 Bridge Inspection Team and **Lee Floyd**, State Bridge Engineer. Work was performed by the Maintenance forces and the lanes were reopened to all traffic the evening of July 25.

Since that time, a schedule has been established to patch all 14 bridge decks in York County along I-77. This work is being performed on weekends to minimize the impact to the public. This work will continue through the end of November.

After problems surfaced on I-77, Floyd led a team that inspected every I-77 bridge from Richland County to the North Carolina state line.

North Carolina hosts 2013 SASHTO meeting



PHOTO BY ROB MANNING

Commissioners **Craig Forrest** and **Mike Wooten** discuss issues on Aug. 26 at the 2013 SASHTO Conference in Asheville.

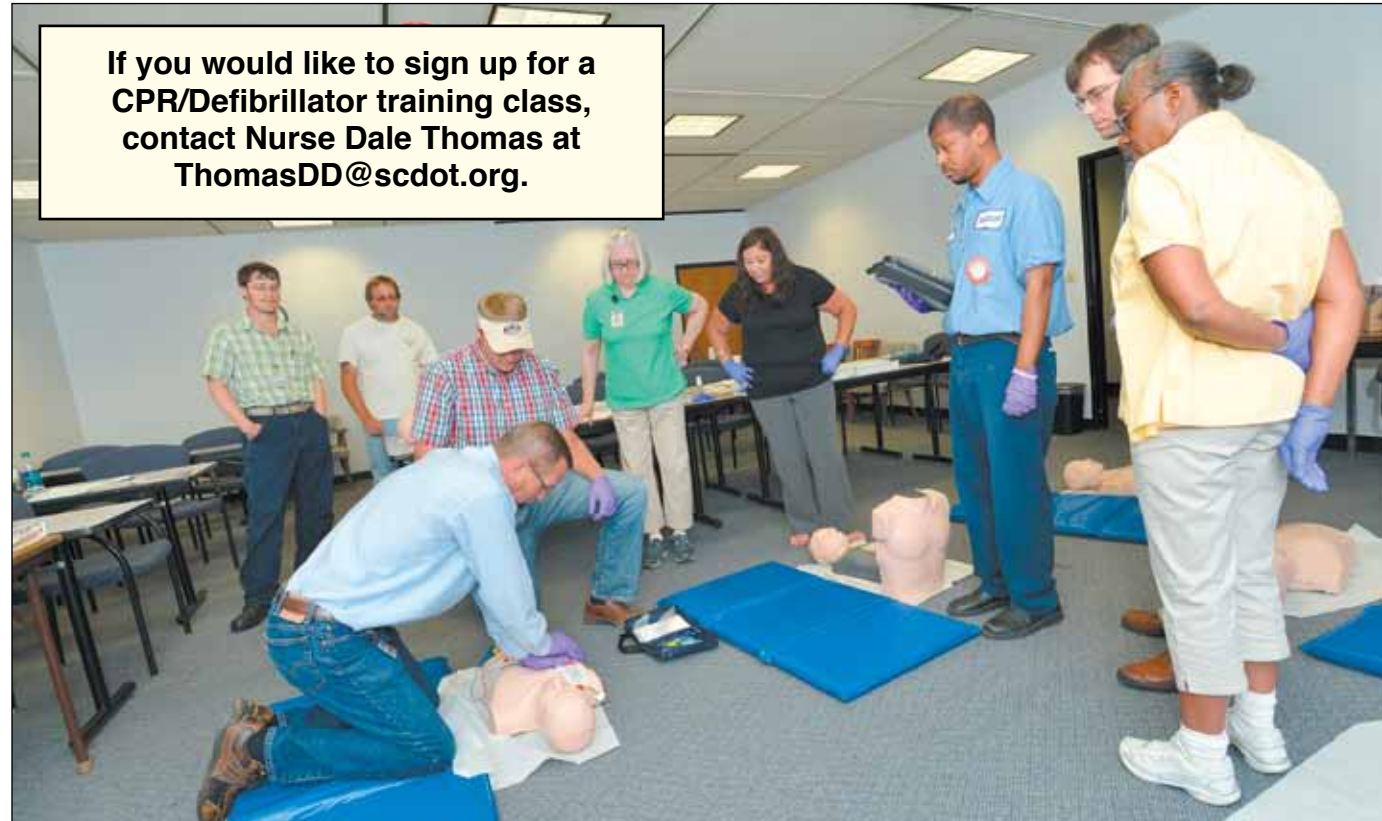
SHOCKING: CPR class includes defibrillator training



PHOTOGRAPHS BY ROB THOMPSON/THE CONNECTOR

Industrial Safety Coordinator **Robert Wiggs**, left, gives instructions to **Kim Bickley** and **Thelma Bush** as they use a defibrillator while performing CPR on a mannequin.

If you would like to sign up for a CPR/Defibrillator training class, contact Nurse Dale Thomas at ThomasDD@scdot.org.



SCDOT employees watch as **Robert Morgan**, of the District 3 Office of Materials and Research, performs CPR on a mannequin during CPR/Defibrillator training at SCDOT. Nurse **Dale Thomas**, center, led the class on July 24 at Headquarters in Columbia.

\$50M from page 1

to SCDOT, which in turn will transfer an equivalent amount to the SCTIB to serve as a revenue source to support a 15-year bonding period expected to yield somewhere between \$500 and \$550 million for projects. The final value will be dependent on the time of the bond issuance and the available interest rates at that

time. The funds will be allocated to the SCTIB for use on major interstate improvements.

The interstate projects will need time for design and preliminary engineering before any ground can be broken, with one exception. The I-85/I-385 interchange project is "shovel ready." Federal funding for this project has been in place to allow a spring 2014 letting. However, SCTIB funds would be used for

up to \$100 million of this \$240 million improvement, allowing the remaining SCTIB funds to be applied to the next Act 114-prioritized interstate widening project(s) that fall outside the list included in the new FY 2014-2019 State Transportation Improvement Program (STIP).

The \$100 million in federal funds previously designated for I-85/I-385 can be redirected for the design of the next Act 114

prioritized interstate projects that are outside of those already included in the FY 2014-2019 STIP.

If needed, some of the federal funds could also be used to accelerate phases of work for the interstate widening projects already included in the new FY 2014-2019 STIP.

Secretary **Robert J. St. Onge** said the legislation marks a substantial first step in bringing the

state's 42,000-mile highway system up to good standards. St. Onge said, "We are encouraged by the support of the Governor, the General Assembly and the state's business community. The additional funding is a turning point in providing South Carolina with a safer and more efficient highway system and improved transportation infrastructure to support the growth and economic development of our state."

Safe Routes to School

SC achieves highest participation rate in nation for International Walk to School Day 2012

The National Center for Safe Routes to School (SRTS) has announced that South Carolina had the highest participation rate of any state on International Walk to School Day. The National Center for Safe Routes to School released the 2012 Walk to School Day Report this month.

International Walk to School Day is a global event that involves communities from more than 40 countries walking and biking to school on the same day. It began in 1997 as a one-day event.

Last year, more than 4,000 events were held across the country. This is more than any previ-

ous year. South Carolina celebrated with 210 events across the state. One out of every five elementary and middle schools in the state registered a Walk to School Event.

The 2012 Walk to School Day Report also listed the most common motivators schools reported for holding a Walk to School Day event. These include:

- Physical Activity/ Obesity Prevention (38.4% schools reported)
- Supports a SRTS program (20.2%)
- Pedestrian Safety (12.1%)

International Walk to School Day 2013 was October 9th. The South Carolina Safe Routes to School Resource Center, a federally-funded project of the South Carolina Department of Transportation is looking forward to another record-breaking year. Browse the Resource Center's Promotion web page for Walk to School Day event ideas.

To register a school event, please visit www.walkbiketoschool.org. For more information about the South Carolina Safe Routes to School program, please go to www.SCSafeRoutes.org or call the Resource Center hotline at 1-855-4SC-SRTS.

Rock Hill's India Hook Elementary School's staff re-routed the morning traffic so that bus riders, walkers, and car riders could walk together from the nearby neighborhood in their Pirate Parade.

The Rock Hill Police Department directed traffic, while parents and staff volunteered to supervise the event. Some students said they want to do it everyday.



Employee Spotlight

Anderson Maintenance employee keeps on going



ROB THOMPSON/THE CONNECTOR

Albert Groves of Anderson Maintenance has worked for SCDOT for 56 years. As SCDOT's longest-employed employee still working, he has seen many changes since he started work back in the 1950s. At age 79, he is also SCDOT's oldest employee.

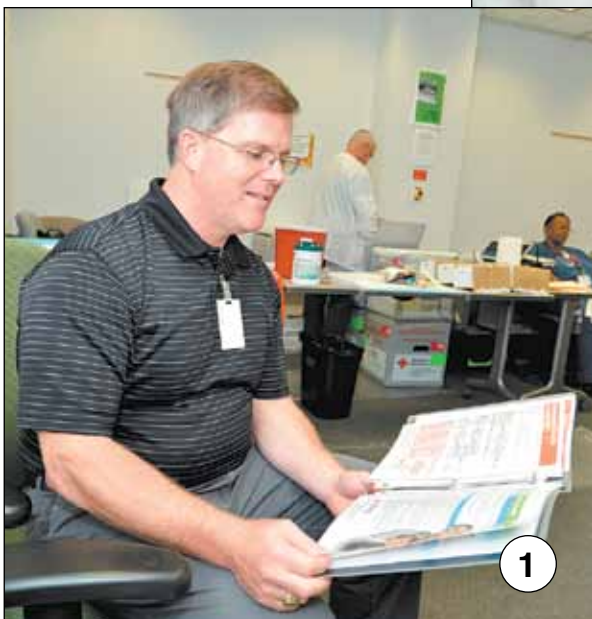
Employees donate blood to American Red Cross

SCDOT employees donated 41 pints of blood on July 24 to the American Red Cross. In October, they donated 34 more pints.



PHOTOGRAPHS BY ROB THOMPSON/THE CONNECTOR

SCDOT employees roll up their sleeves to donate a pint of blood during the July 24, 2013, American Red Cross blood drive at SCDOT Headquarters in Columbia. Here, first time donor Cheryl E. Spann donates a pint of blood with the help of American Red Cross's LPN Marianne Welborn.



1: Doug McClure reads material from the American Red Cross prior to donating.
2: Lee Foster donates a pint of blood with the help of Collections Technician Salia Long.
3: Maceo Morris and LPN Marianne Welborn
4: Peter Yeh and Collections Technician Salia Long.
5: John Cornish gives a thumbs up after finishing his donation.
6: John Caver enjoys a snack after donating.



Trip Page Classic

Annual event honors former employee, raises money for Citadel scholarship

By Cody Crouch

The fifth annual Trip Page Classic was held Aug. 10, 2013 at the Wild Dunes Resort Harbor Course in Isle of Palms.

The yearly golf tournament is hosted by the Trip Page Education Initiative of South Carolina, a non-profit organization founded by Christi Zerega in memory of her late husband, Roscoe Ashley "Trip" Page III, a former SCDOT engineer with the Charleston district office.

Eighty-four golfers participated in this year's tournament and raised approximately \$16,000 for The Citadel Foundation's endowed Trip Page Scholarship fund. This scholarship is awarded to a chosen Citadel cadet and is bestowed to them each successive year they attend The Citadel as long as the cadet continues to meet the scholarships criteria. Upon graduation, a new cadet is chosen for the scholarship.

For more information regarding next year's tournament, visit www.trippageclassic.com. This site includes entry forms, location information, photographs from previous tournaments as well as additional information about the Trip Page Education Initiative.

For additional information on The Cita-



PHOTO BY DISTRICT 6

Trip Page was an employee at the Charleston District Office. He died in a vehicle accident in June 2007. The scholarship helps a student at his alma mater, The Citadel.

del Foundation's Trip Page Scholarship visit <https://foundation.citadel.edu/trippage>.



PHOTOGRAPHS BY CODY CROUCH/THE CONNECTOR

Family members of Trip stand with Justin Turner, the second recipient of the Trip Page Scholarship. From left: Turner; Christi Zerega, wife; Damon Manley, nephew; Dennis Anderson, stepfather; Frances Anderson, mother; Kristy Page, sister; and Ken Faircloth, nephew.



SCDOT employees Tim Henderson and Russ Touchberry enjoy a day on the greens. From left: Tim Henderson, District 6 DCE; Tom Henderson, Santee Cooper; Keith Ingram, HDR, Inc.; Russ Touchberry, SCDOT Construction Office.

Assembly Street gets roadway improvements

By John P. Thomas IV
Project Architect



ROB THOMPSON/THE CONNECTOR

SCDOT and contractors move traffic cones along the Assembly Street project which is scheduled for completion by the end of the year.

Have you wondered "what's up" with all the cones bespeckling Assembly Street?

The roadway improvements are in conjunction with the opening of USC's new Darla Moore School of Business. The University expects pedestrian usage in the corridor from Pendleton to Blossom streets to triple, and the completed project will add features that enhance pedestrian safety while maintaining mobility throughout the corridor.

The most conspicuous change might be what is absent — the center parking. Wider landscaped medians enhance aesthetics and afford pedestrian refuge space. Other project features include curb extensions to promote pedestrian safety, improved transit facilities for buses and cycling, and pedestrian enhanced lighting.

Orangeburg, Calhoun enjoy new Public Transit facility

By Jim Frierson,
Intermodal and Freight

Federal, state and local officials gathered on Monday, June 17, 2013, in a ribbon-cutting and grand opening ceremony to celebrate the completion and availability of a new centralized facility to serve as the transfer point for public transit serving citizens in Orangeburg and Calhoun Counties.

The new building was constructed with \$3.5 million in funds from the American Recovery and Reinvestment Act (ARRA). The monies were made available through the Federal Transit Administration, the South Carolina Department of Transportation and the Lower Savannah Council of Governments. Orangeburg County donated the land on which the new facility stands and they paid the cost of the demolition of the structure which formerly occupied the space on Carolina Avenue in the city of Orangeburg.

Other officials who were on hand to participate in the ribbon-cutting were State Senator Brad Hutto; SCDOT Commissioners Harrison Rearden and Craig Forrest; FTA Deputy Region IV Administrator Tom Thomson; Orangeburg County Councilman Johnny Ravenell; and Mayor Paul Miller of Orangeburg.

The building was completed in late 2012 and the staff of the Santee-Wateree Regional Transportation Authority (SWRTA), which is the contracted operator of the Cross County Connection service, moved in a few months later. SWRTA and the riding public have been enjoying the features of the facility over the past five or six months.

The Cross County Connection is the service that was established in 2009 to provide Orangeburg and Calhoun Counties with fixed route service within the City of Orangeburg and a weekly fixed route in the town of St. Matthews. There is also a once-a-week express route that runs from St. Matthews to Orangeburg twice in one day. Additionally, since the service's inception, more than 41,000 trips have been provided through a call-ahead system within both of the counties. All of these routes have the ability to interconnect and provide for rider transfers at the new structure. The City of Orangeburg as well as both Orangeburg and Calhoun Counties have contributed to the support of the system.

At 9,150 square feet, the new facility provides comfortable seating for passengers as well as ticket sales, vending machines, restrooms, and an information



The new two-story, 9,150 square foot multi-modal transit facility and parking lot is the hub for the Cross County Connection public transit system in Orangeburg and Calhoun counties. The facility includes ticket sales, office space, conference rooms, passenger wait areas, drivers lounge, retail space and storage. The center is equipped with Internet, Wi-Fi and television for passengers.



Dignitaries cut the ribbon on the new Orangeburg Calhoun Transit Center in Orangeburg on June 17, 2013.

center furnishing route schedules and other rider information.

The building is owned and maintained by Orangeburg County. It was designed by LS3P Architects of Charlotte, NC and constructed by M.A.R. Construction of Lexington, SC. Case Consulting of Charleston, SC was the liaison between the architect and the contractor. The Lower Savannah Council of Governments, with assistance from Orangeburg County, managed the federal

ARRA grant.

Connie Shade, the executive director of the Lower Savannah Council of Governments, stated that the new transit facility is an important enhancement that will help to streamline the transit service and improve the passenger's experience. "This new facility will be a great enhancement for a system which has been successful from its beginning," said Shade. "We could not have asked for a better partnership between local

governments, FTA, the SCDOT, the local community and our office in getting this project completed under budget".

To learn more about how to use the Cross County Connection system, call, toll-free 1-866-845-1550. Calls from the public for information about the system's services are handled by the mobility management staff at the Lower Savannah Council of Governments' Aging, Disability and Transportation Resource Center.

PHOTOGRAPHS BY ROB THOMPSON/THE CONNECTOR

Engineering News

iPads are a great iDea for maintenance

By Chris McCurry
Director of Maintenance Office

SCDOT employees once relied solely on the radio in their state vehicles to communicate with the office while in the field. They'd have to return to the office to place telephone calls or to send a fax.

The invention of the cellphone revolutionized the way they conduct business – reducing the necessity of driving back to the office so often. Later, smartphones allowed employees to send and receive electronic documents wherever they were.

Over the years, many devices were tried and tested for sending field data to the Maintenance Office. Everything from laptop computers to hand-held data collectors resembling the device in the FedEx guy's hand was tried. But because of cost, none of them gave the Director of Maintenance what he was looking for -- a data collector in each Maintenance foreman's hands.

Network communication also was an issue. Since 2002, maintenance employees have used the Highway Maintenance Management System (HMMS) to input their daily work, route issues reported by citizens, and report deficiencies of the transportation system's features. Field data collectors had to be able to gather this information and seamlessly input that data into HMMS.

Enter the Apple iPad. Soon after the iPad was launched in 2010, the Maintenance Office started testing the concept of using iPads for field data collection. From the start, they knew there would be challenges implementing devices such as these as data collectors. At that point, Wi-Fi was only available at very limited locations to a few test users and cellular coverage around the state wasn't 100 percent complete. Still, the iPad was a low cost, easy to use device that was starting to revolutionize the mobile computing world. The decision was made to



Tim Lisenby and Charles Stubbs use the iPad for culvert inspections using a server-based app.

pursue a pilot application for the proof of concept of using iPads as the field data collectors.

In 2011, after a mandate to inventory and assess certain cross-line culvert pipes, the Maintenance Office contracted the development of a culvert inspection application. During this pilot phase, each district received an iPad. The districts were charged with testing the iPad as a data-collecting device and begin testing the inspection app. Quickly, the cost savings were apparent. Through data entry comparisons, 22 minutes were saved per inspection using the iPad versus the traditional pen and clipboard method (including getting GPS coordinates, taking photos and downloading them to a computer, etc.). In other words, for a two inspector team, the iPad app would pay for a year of usage in less than one month of inspections.

But challenges remained. The application developed for culvert inspections was a server-based app, meaning a cellular connection to the Internet was needed for communication with HMMS. Many counties have dead cellular zones. Also, as quickly as technology changes, the Maintenance Office did not want to get locked into one specific technology. Additionally, management of the

iPads was on a per device basis, meaning that each device had to be touched in order to make updates or changes. Even with these challenges, the cost savings proved enough to justify moving the project from a pilot phase. In fall 2012, iPads were purchased for each county and the culvert app was put to use statewide to inventory and assess culvert pipes.

With 75 devices now in the Maintenance Office inventory, management of the iPads became a challenge. Simple tasks, like app updates and security policy changes were impossible on a per device basis. The Maintenance Office began researching mobile device managers (MDM). MDMs allow the iPad administrator from a central location to push apps, updates, enforce security policies and monitor usage of the iPads. The goal of an MDM would be to lessen the management overhead and help employees with proper usage.

Road sign maintenance is one example of work that benefits from field data collection. Almost since the beginning of the implementation of HMMS, SCDOT sign crews have been using barcodes to track signs and their assemblies. Maintenance had never been able to make the leap to

Got news?

Contact
Dede Elmore at
803-737-7900
or email her at
ElmoreDD@scdot.
org.



Dede Elmore



PHOTOGRAPHS BY LORENA PATE/DISTRICT 5

Frederick Mullins uses a scanner and iPad for road sign maintenance and inventory.

scanning technology to read and input those barcodes.

Each sign is barcoded at the State Sign Shop and then shipped to the counties. Through HMMS, these barcodes provide Maintenance employees with vital information about each sign such as MUTCD, sign text, and the sign's location. Even though this information is electronic, the data is entered manually by employees at the State Sign Shop and the counties' sign crews.

This past summer, Maintenance began beta testing an application for road sign maintenance and inventory. This app was designed to be a fully functional replacement for its corresponding module in HMMS. From the app, a sign crew member could finally scan a sign or assembly barcode

See iPad page 31

District 1 News

Kershaw, Lee, Lexington, Richland and Sumter counties

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

Meet Dee Michaelsen

Dee Michaelsen has been employed with SCDOT-Kershaw Maintenance for 24 years. She is the foreman over the Kershaw rights-of-way crew. She is also the United Way of the Midlands coordinator for Kershaw Maintenance.

Michaelsen has been the Kershaw County Adopt-A-Highway Coordinator for 4 years. During this time period the number of participants has greatly increased. She currently has 29 groups with 362 volunteers picking up trash on 66.25 miles of roadway. Last year these groups of citizens collected over 6,100 pounds of trash. Three of the groups also recycle cans, bottles and cardboard.

Michaelsen coordinates with

the groups on pick up dates and then makes sure the bags of trash are collected and carried to the landfill. She coordinates clean up dates with local events in order to make our roadways look their best during the busiest times. She strives to increase participation by at least 4 new groups per year. She has been successful by using the media and word of mouth as well as asking the participating groups to let others know the benefits of the program and how they can be involved in making Kershaw County a more beautiful place to live and visit. Michaelsen is very proud of her groups and does everything she can to make each one of them a success.

She said, "It is very reward-



If you are interested in adopting a highway in Kershaw County, contact Dee Michaelsen at 803-432-4358.

ing to know that I have helped in some way to make Kershaw County a more beautiful place to live and visit. I love my job and my co-workers. We are all one big family working together to make a difference!"

Sumter crew puts refurbished paving machine to work

A few years ago Sumter County RME **Tammy Hodge** was able to procure a surplus paving machine from Shaw Air Force Base. After some re-furbishing of the paving unit, employees from the driveway and patching crews were combined under the guidance of RRMF **Sammy Spann** and simply began "learning by doing."

The crews mastered the use of this small paving machine. In May and June of this year, Sumter crews have full-depth patched, strengthened, and leveled many short road segments that were continually deteriorating. Most of these routes are low volume, secondary routes and had not been paved since their original construction. Many areas had been patched numerous times and at many locations potholes were a regular occurrence. The significant work done by Sumter

employees have decreased the number of calls, work orders, and damage claims received. Citizens have also expressed how much they appreciate us "fixing" the problem rather than just patching potholes again.

The refurbished paving machine has proven to be such a valuable tool, that Sumter County requested and has been approved to purchase a new paving machine that will enhance their abilities for years to come.

The following employees have worked diligently on this effort: **Eddie Isaacs, Travis Jenkins,**

Marquis Witherspoon, Edward Spann, Richard Downs, Rene Lovelace, Ronnie Benenhaley, Greg Zepko, Gaynard Singleton, Tina Robinson, Charles Wells, Albert Reuben, George Damon, Robert Green, Marion Gregg, Willie Grant, Robert Burns, Adam McFadden, Sammy Spann, Ken Barwick, Chris Geter, Janie Green, Chris Hood, Terrance Hopkins, Hayward Wilson, Anthony Amerison, Alphonso Chestnut, Sheila Davis, Robert Williams, Merrial Rivers, Bobby Dow, Sammie Major and Donna Morris.



Got news?

Contact Teresa Jackson at: 803-737-6715 or email her at JacksonT@scdot.org

Teresa Jackson



District 1 Bridge Inspection Team

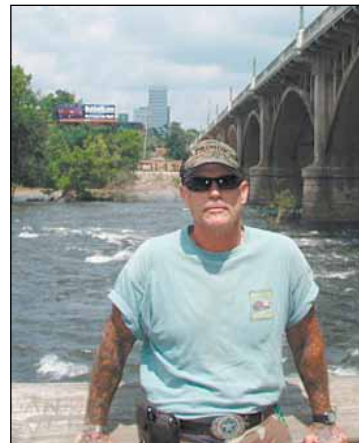


Branden Bozard graduated from Midlands Technical College in August 2012 with an Associate's degree in Civil and Architectural Engineering. Bozard joined District 1 Bridge Inspection team in February 2013. Bozard enjoys kayaking and fishing on the weekends as well as constructing models.

Prior to coming to work for SCDOT, **Stanley Jackson** worked for almost 10 years in construction for Fluor Daniel. Jackson started his career at SCDOT in March 1992 at Calhoun Maintenance as a trades specialist II. In 1999, Jackson was promoted to a trades specialist III – lead man for his crew and assisted his foreman with daily operations. Jackson remained in that position until July 2013 when he moved to the District 1 Bridge Inspection team. Jackson lives in Lone Star. He is married with two children. In his spare time, Jackson likes to spend time with his family and friends,



helping others in his community as needed, and watching North Carolina Tarheel basketball.



Wil Pointer retired from military service after 22 years as an Armament Systems/Munitions Master Specialist with the Air Force. Pointer was employed at Mack Truck as manager of the assembly line in Winnsboro, SC. Pointer joined SCDOT in August of 2006. Pointer is married and resides in Camden. He has two daughters and two grandchildren. Pointer enjoys hunting, shooting sports, rebuilding/restoring trucks, and motorcycles.

District 2 News

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

*Interim District Engineer: Kevin McLaughlin (864) 227-6971
FAX (864) 227-6567*

Meet D2 Maintenance Shop Personnel

District 2 would like to highlight the Maintenance Shop Personnel in all eight counties (Abbeville, Anderson, Edgefield, Greenwood, Laurens, McCormick, Newberry, and Saluda). We rely so much on these crews for keeping our equipment and vehicles operating. They also play a key role in our maintenance units passing CDL Pre-trip inspections.



ABBEVILLE MAINTENANCE SHOP



GREENWOOD MAINTENANCE SHOP



ANDERSON MAINTENANCE SHOP



LAURENS MAINTENANCE SHOP



EDGEFIELD MAINTENANCE SHOP



MCCORMICK MAINTENANCE SHOP

Got news?

Contact Sarah McKinney at 864-227-6971 or email her at McKinneySB@scdot.org.



Sarah McKinney



NEWBERRY MAINTENANCE SHOP



SALUDA MAINTENANCE SHOP

QMT EXCELLENCE



Congratulations Laurens Maintenance Director of Maintenance Jim Feda, right, presents Resident Maintenance Engineer Rob Russian with a sign for Laurens Maintenance, recognizing their 'excellent' score on QMT for the 2012-2013 review year.

District 3 News

Greenville, Oconee, Pickens and Spartanburg counties

District Engineer: Steve Gwinn (864) 241-1010

FAX (864) 241-1115

Oconee County celebrates safety record



Oconee Construction Office celebrated a year without any vehicle or worker's compensation accidents from June 2012 to June 2013. Shown, from left, are: Josh Makison, Andy Boyd, Jason Burgess, Jennifer Pratt, Alan Stillwell, Richard Goodine, and David Dickson.

Got news?

Please contact
Bonita Davenport
at 864-241-1010
or by emailing her at
DavenportBG@scdot.org

**Bonita
Davenport**



Meet William R. Aikens

Name: William R. Aikens
Title: District 3 Bridge
Inspection Team Leader
Employed at SCDOT: 21 years

William R. Aikens is the District 3 Bridge Inspection Team leader. The SCDOT Bridge Inspection Program is a structural/safety related program which assists in ensuring the safety of the traveling motorists on South Carolina's public roads. It is a required program administered by the FHWA through the National Bridge Inspection Standards (NBIS) under Title 23 of the United States Federal Code of Laws and has been in existence since the mid 1970's. The program continues to grow and evolve into a very complex and dynamic program as needs and technology change.

As a service to the Local/Municipal entities, the SCDOT performs bridge inspections of locally owned bridges. This ensures that these bridges receive proper inspections since most counties/municipalities in South Carolina do not have the capability to perform this type of work. We also perform courtesy inspections for other State/Local/Municipal entities.

Aikens and his team are responsible for approximately 1,780 bridges in District 3.

Aikens has been married to Melrose for 14 years, and they have four children: Ana, Apple, Jayden and Jordan.

"As the District 3 Bridge Inspection Team Leader my number one concern is making sure bridges are safe for the traveling public," said Aikens.



WATERWORLD!

The upstate has recorded more than 56 inches of rainfall since the beginning of the year which puts the area more than 20 inches above normal. Roads and bridges in the area have taken a great deal of wear and tear as a result of the increased rainfall.

Here are the number of roads that have been impacted:

- Greenville County - 9
- Oconee County - 10
- Pickens County - 2
- Spartanburg County - 4



ABOVE: Corn Road in Mauldin
RIGHT: U.S. 178 in Landrum.



District 4 News

Cherokee, Chester, Chesterfield, Fairfield, Lancaster, Union and York counties

*District Engineer: John McCarter (803) 377-4155
FAX (803) 581-2088*

Joyner, Barnes win Lancaster's weight loss contest

Wayne Joyner and John Barnes came in first and second in Lancaster's Biggest Loser competition. Eleven employees took the 12-week challenge to lose the greatest percent of body weight.

Competitors lost a total of 175 pounds. Each participant paid \$30 to enter for a total of \$330 split 60/40 among the winners.

Wayne Joyner was biggest loser with a total weight loss of 36.8 pounds or 19.7 percent of his body weight. John Barnes came in second with a total weight loss of 30.5 pounds or 13.6 percent of his body weight.



Wayne Joyner, left, and John Barnes

Got news?

Contact Edward Moore with your ideas at 803-377-4155 or by emailing him at MooreEO@scdot.org



Edward Moore

District 4 retirements

Robert "Mudcat" Wilkins, trades specialist III, from Union Maintenance retired on June 26 with 36 years of service. A retirement party was held at Union Maintenance with family, friends and coworkers.



Robert Wilkins
36 years of service



Jimmy McGinn
14.5 years of service

Jimmy McGinn trades specialist from Cherokee Maintenance retired with 14.5 years of service.

Two Rock Hill employees earn 25 year service awards

Danny Moss and **Todd McAbee** of the Rock Hill Shop each celebrated 25 years of service. Assistant Resident Maintenance Engineer **David Gamble** presented both Moss and McAbee their 25 year certificates.



David Gamble, left, congratulates Danny Moss for 25 years of service.



David Gamble, left, congratulates Todd McAbee for 25 years of service.

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**



Meet District 5 Inspection Crew



ABOVE: Left to right: Spencer Cox, Brian Scott, Mitch Elmore, Kirk Daley and Mac Gaskin



LEFT: The District 5 Bridge Inspection crew is responsible for monitoring the condition of over 1,500 bridges in District 5. Here Spencer Cox and Kirk Daley are inspecting a bridge in Florence County.

Horry Construction inspecting outfalls



Horry Construction assisted Horry Maintenance with collecting data and assessments on drainage outfalls on all evacuation routes in Horry County.

Derrick Tindal, Shelley Butler, Chris Singleton and Tyler Davis worked for three weeks in August brandishing machetes, bush axes and snake boots to gain access to the culvert ends. They logged photos of every culvert end, assessed the culverts for condition and recorded GPS coordinates for each location.

Myrtle Beach Back Gate Project



The Back Gate project at the intersection of U.S. 17 and S.C. 707 in Myrtle Beach has begun to rise out of the sand. Concrete columns are lined up and the caps are being poured, as traffic streams along both sides of the construction as seen in the overhead shot.



District 6 News

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

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

Got
news?

Contact Michelle
Benton at:
843-834-9034 or
by emailing her at
BentonMP@scdot.
org



Michelle Benton

New addition to District 6



District Six just received a new piece of equipment. This Caterpillar 320EL Excavator is outfitted with a Loftness 60" mulching cutter head, which is the first in the Southeast. This cutter head makes this machine very versatile and the extra wide tracks will allow this machine to go anywhere in our sandy, low country soil.



Diagnostic tool saves money



Jeremy Kinard, Mechanic I with the Charleston Auto Shop, uses a Genisys Diagnostic Tool to scan and diagnose a problem with a Ford Explorer. Every shop in District Six is equipped with a Genisys Diagnostic Tool to help reduce the cost of figuring out what's wrong with our vehicles and equipment. We also have manufacturer specific scan tools which include Ford, GM, International, Cummins and CAT. These diagnostic tools allow us to communicate with the various vehicle systems in our fleet so we can pinpoint the issues and further reduce the cost of repairing equipment. Shop expenditures for outside testing have been drastically reduced over the past few years.

District 7 News

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

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

Orangeburg bridge replacement on schedule for completion

Based on inspections by the District 7 Bridge Inspection Team, a bridge on Cleveland Street (S-38-105) between Ellore and Santee was considered unsafe and closed in June 2012.

The bridge is adjacent to Santee State Park, and is a popular route to the park. A 10-mile detour was not convenient to the traveling public. This caused public requests for a quick replacement of the bridge.

Once funding sources were identified, this project was placed on a fast track. Fortunately plans had been designed in 2006 when this bridge was first being considered for replacement, so we had these plans reviewed and updated, then environmental permits were obtained.

The project consists of a new 74-foot long flat slab concrete bridge and 0.3 miles of roadway

improvements which raised the existing roadway approximately five feet.

This project was complicated because a 10-acre pond upstream of the bridge had an inadequate and severely deteriorated brick and concrete spillway within the right of way.

To protect our investment in the new bridge, the spillway had to be replaced.

The new pond spillway consists of permanent sheet piles which had to be installed prior to removal of the old spillway to maintain the normal water level in the pond. Due to fear that bridge pile driving would cause a collapse of the old spillway, the new spillway had to be constructed before driving pile for the new bridge.

The project was let for construction in February 2012. The low bidder was Carolina Bridge

Company, Inc. of Orangeburg at \$1.36 million. The project was awarded in April and the contractor hit the ground running before the end of April.

The Clarendon Construction Office is overseeing the project for SCDOT. Inspectors **Mike Godwin** and **Scott McElveen** applied their combined 40-plus years of bridge and roadway experience to handle the day-to-day inspection.

Even with the inordinate amount of rainfall this summer and some unfavorable subgrade conditions that affected driving the sheet pile and bridge piles, this project remains on schedule for a Nov. 30, 2013 opening while remaining on budget.

RCE **Jim Mayes** credits the overall success of the project to having a quality contractor, a dedicated SCDOT team and good communication.



Got news?

Contact Charlie Jones at:
803-874-3231 or by emailing him at
JonesCD@scdot.org



Resident Maintenance Engineers accept the awards for their counties. From left: Clarendon RME Coleman Holladay, Barnwell RME Stanley Holladay and Bamberg RME Bobby Crider.

Bamberg, Barnwell, Clarendon receive 'Excellent' on QMT

Last year's Quality Maintenance Review of the counties across the state resulted in District Seven receiving very high marks in three (3) counties.

Bamberg, Barnwell and Clarendon all received an excellent rating by the Quality Maintenance Team.

Bamberg has received an excellent rating in their last two reviews. RME's **Bobby Crider**,

Stan Holladay and **Coleman Holladay** all contribute their success to the hard work of all their employees in the counties.

It is a constant struggle to keep the roads maintained and requires the entire team of workers to do it. These three counties have set a good example of how teamwork can produce good results and should be commended for a job well done!

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Columbia, SC

29202

CAUGHT DOING GOOD!

R.D. Ratliff and Donnie Rivers Sr.



PHOTO BY ROBERT HANCOCK/CHESTERFIELD MAINTENANCE

R.D. Ratliff, left, and Donnie Rivers Sr. noticed a bent railroad track while they were repairing a downed railroad sign. They reported it and have been told that they prevented a derailment. The two employees work at Chesterfield Maintenance. Great job concentrating on safety!

iPAD from page 23

and perform any function needed on that sign – find its location in the system, replace it, correct its data, etc. Manually entered data from sheets filled out by hand in the field would no longer be needed after the app was completed.

With fewer employees, actual work time is a valuable commodity. Having to enter data into HMMS eats into the sign employ-

ees' work time. For example, a sign crew with three sign trucks can replace or install 20 signs per truck per day. The 60 data sheets for these signs must be input into the HMMS.

Many large and medium counties have a full time position dedicated to sign data entry. Eliminating the need for this data entry would free those person hours to actual sign maintenance. Based off of current data, the savings due to repurposing the personnel from data entry would more than pay for the iPad sign initiative

(hardware including iPads and barcode scanners, app development, and cellular data usage) in only one year.

The end of the mobile Maintenance employee doesn't stop with those two apps. Currently an iPad app is being developed for culvert inspections to reduce the dependency on a cellular network connection. Also, Maintenance is working with IT Services to develop an HTML5 application for day and night time inspections and Work Request assessments. After that app is completed, they

have plans on working together to develop a Maintenance Assessment Program for their QMT program and a guardrail inspection app. These HTML5 apps would be device independent and also not require a cellular network connection to function.

Time and productivity savings are enhanced by eliminating the need to have physical manuals like the mile point books – which can be hundreds of pages long – in the trucks. Also utilizing streaming media, many valuable training videos could be available

in the field. The possibilities of a mobile work force are only just being realized.

In less than three years, major strides have been made to complete the ultimate goal and vision for the Director of Maintenance of having each foreman using a mobile device to input all of their work right in the field. The iPads are proving to be a cost effective means to complete this vision. These initiatives and those to come are truly moving the Maintenance employees into the 21st century.

THE CONNECTOR

SCDOT

VIEWPOINTS

By **Robert J. St. Onge Jr.**
Secretary of Transportation

This has indeed been an exciting year for SCDOT! While there have been some sad moments, I am very pleased with your performance and with our progress in 2013.

Our field forces did a tremendous job responding to the road and bridge damage caused by the heavy rains we experienced in the spring and summer. Our damages cannot rival what Colorado experienced for which I am grateful. I am also grateful for the timely and professional responses of our employees from the bridge teams to the road crews. Weather showed us some of the weak spots in our system and gave us the opportunity to address these issues ahead of some catastrophic failure. Thank you one and all.

Our Governor and key legislators led the way in the 2013 General Assembly session to provide us with our first surge of “new money” for infrastructure in decades. Over the next 15 years we’ll see an additional \$1.2B in funding (none from new taxes). The funding comes in three parts. First, we will receive a portion of this year’s budget surplus, about \$50M, to fix closed and posted bridges. We estimate that 90 of these bridges will be fixed in the next two years in addition to our

regular bridge program. Second, a portion of the existing auto sales tax, approximately \$41M per year, will be available for maintenance of our secondary roads. The third part of the funding is an infusion of \$50M per year for 15 years to enable the State’s Transportation Infrastructure Bank to borrow as much as \$550M to apply to critical interstate improvements over the next few years. This funding is a tremendous boost to SCDOT’s ability to provide the quality of transportation infrastructure our citizens, tourists, and businesses deserve. Thank you Governor and General Assembly!

Over the past year we have reviewed our SCDOT management plans and organizational design. The results are a robust Strategic Management Plan with focused goals, objectives and metrics. We are grading ourselves in a disci-

plined manner. This review also resulted in a reorganization of our Engineering Department. A key change will be an increased focus on the relationship between our Headquarters and our field forces. Look for more visits and attentiveness from Columbia.

We also hired a new Deputy Secretary for Engineering: Colonel (Ret.) **Van Fuller**. Van, a South Carolinian and Civil Engineering graduate of The Citadel, just retired after a 30-year career as a civil engineer, planner, and leader in the United States Air Force. His resume of achievements and service in the US, overseas, and in combat is extraordinary. I feel fortunate that SCDOT has been able to secure his services. He will be out to visit with you. Please give him a warm welcome.

The sad moment this year was the death of **Nick Johnson**, a bright young tradesman from Richland Maintenance, killed by an impaired driver while he was

part of a crew working on I-20. He and his family will forever be a part of the SCDOT family. His death is a sober reminder that what we do is dangerous. I ask each of you to be as alert and careful as you can be. I ask leaders to do a thorough risk analysis and mitigation effort before deploying our workers to their duties on the highways.

On a positive safety note, highway related deaths and injuries statewide are down substantially this year. Leading the way is Edgefield County with ZERO highway deaths so far this year. Let’s keep that excellent record intact and finish the year in the safest manner possible. Our SCDOT target for 2014 is ZERO deaths or serious injuries for our great employees.

I wish you happy and peaceful holidays and a safe and fulfilling 2014.

Bob St. Onge
Secretary of Transportation

Workers wrap a section of the old U.S. 176 bridge before explosives demolish it on Aug. 6 as part of the Broad River Road Bridge Replacement project. The demolition of the old structure is now complete. The last of the old piers is being removed from the river this month. The project is anticipated to be completed in the fall of 2014.



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