

SCDOT crews respond after fiery crash shuts down I-85

By Bob Kudelka

Gladden Smoke knew it was bad when he could see the black column of smoke rising from the interstate from his driveway eight miles from Gaffney.

It was 2:39 a.m. on Sunday, May 22, and Smoke, the fire chief of Grassy Pond Fire Department, was heading to his truck after getting the call of a fiery wreck on I-85, where two people had died when a tractor trailer crashed into the S.C. 150 bridge.

Also arriving on the scene was Smoke's assistant chief, Stephen Ellis. When they saw how severely the bridge had been hit, both men knew they were in for a long day.

While they have been volunteering for the fire department for years, Ellis is also SCDOT's Resident Maintenance Engineer in Cherokee County and Smoke is Assistant RME.

Smoke began what would be a 29½-hour shift of first putting out the fire and then helping coordinate a detour of I-85 traffic.

Ellis, after taking turns spraying foam and battling the fire, used his DOT phone to start calling in employees.

"I always dreaded the day something like this would happen," said Ellis, who on his way out the door had grabbed his DOT phone along with his firefighting gear.

District 4 Bridge Inspector Team Leader Todd McNinch arrived on the scene and called Columbia. He woke up State



Gladden Smoke, right, and RME Stephen Ellis of Cherokee Maintenance are volunteer firefighters with the Grassy Pond fire department.

Bridge Maintenance Engineer Lee Floyd with the words, "We've got a bridge about to collapse."

Floyd, who had stayed up late that Saturday night after watching his son's state championship soccer game, described the wreckage as "the worst bridge collision accident I've seen in my career here." Floyd joined the Department nearly 27 years ago.

The tractor-trailer, a 2010 Freightliner with 200 gallons of diesel fuel and hauling newspapers and magazines, had smashed directly into the northbound shoulder pier.

"The pier was hit dead-on," Floyd said. "You've got a 40-ton truck going 70 mph; something's got to give."

Half the pier was destroyed, causing two adjacent spans to sag.

Neither span was salvageable. Floyd, worried about falling debris, made the decision to have the two spans – or half the bridge – taken out before the interstate could re-open.

"I didn't want to take a chance of anything falling on the interstate," Floyd said.

Notification of the wreck quickly went up the ranks, from Floyd to Director of Maintenance Jim Feda to Deputy Secretary for Engineering John Walsh to Secretary of Transportation Robert J. St. Onge Jr.

Apprised of the situation, St. Onge issued an emergency order to begin immediate clearing of the bridge debris so the interstate



PHOTOGRAPHS BY ROB THOMPSON/THE CONNECTOR

The S.C. 150 bridge over I-85 had to be dismantled after a tractor trailer hit column supports on May 22 causing significant damage. In the photo above, the column on the left was destroyed by the impact and the fire from the crash.

could re-open as soon as possible.

With the emergency order

See BRIDGE on page 4

INSIDE THIS ISSUE

Maintenance crews clear the roadways after storms..... 3

I-26 widening project in Charleston 6
Hurricane Drill..... 9

Retirements, promotions and deaths 12-13
Signal Crews..... 15-17

Softball Tournament 19
District Pages 23-30

Clifton Parker confirmed as At-Large SCDOT Commissioner

Trucking Executive serves as Governor Haley's appointee

Clifton Parker's appointment by Governor Nikki R. Haley to the South Carolina Department of Transportation (SCDOT) Commission was confirmed by the South Carolina State Senate on May 4, 2011. Commissioner Parker will attend his first Commission meeting on May 19, 2011 at the regularly scheduled monthly meeting in Charleston.

Parker is President and General Manager of G&P Trucking Company, Inc., a provider of International Transportation Services located in Columbia, South Carolina. He has been in this position since 1986.

Parker was born in 1955 in Cherryville,

North Carolina. His father was a driver for Carolina Freight Carriers. After receiving his B.A. degree from the University of North Carolina-Charlotte in 1977, he went to work for Carolina Freight Carriers Corporation, where he managed several terminals and was promoted to Assistant to the Vice President. Shortly thereafter, he served as Vice President of Operations for Red Arrow Freight Lines.

During his tenure at G&P he has been active in the South Carolina Trucking Association where he served as Chairman for two years, and presently is Chairman of the TruckPac. He served as National Chairman of the Truckload Carriers Association for

an unprecedented two terms. Presently he serves on the Executive Committee of the American Trucking Association, and a member of the safety, environmental, technology and intermodal policy committees.

Parker has been recognized by the South Carolina House for Outstanding Leadership in the field of transportation and was appointed recently to a Study Committee on Public Private Partnerships in Transportation to make recommendations to the Governor for Highway funding.

Parker is a member of Mount Horeb UMC in Lexington. He has served as Chairman of the Trustees and is presently a member of the Staff Parish Relations Committee. He is married to Kim Hayes Parker.



Clifton Parker
SCDOT At-Large Commissioner

A letter we liked

To SCDOT:

On May 21 we were traveling through SC, I believe in the Columbia area on our way from Kentucky to Myrtle Beach.

We were driving a rental vehicle, a Yukon LT, and the front driver's side tire blew in the fast lane.

In this vehicle were me, my two grown daughters and my three grandchildren.

Thankfully my daughter was driving, for I simply wouldn't have known how to react. She crossed 4 lanes of traffic and got the vehicle off the road. We were all terrified and started calling the rental company and our driver's assistance plan through ATT when a "Knight in Shining Armour" arrived in the form of the SCDOT.

He was so nice and went about putting

on the spare and told us there was a defect in the tire...we were amazed.

My husband drove a semi and never ever were we helped by the DOT in any state, not even our own. This is a wonderful service you provide that I wish other states would adopt.

I really wish I could remember the gentleman's name that helped us, but I sent in

the card he provided that had his name on it.

He was wonderful and so is the SCDOT! Thank you so very much!

Anne Hunt
(Email generated through Comments Page on SCDOT website.)

The South Carolina Department of Transportation Commission



Daniel H. Isaac Jr.
1st Congressional District



J. Craig Forrest
2nd Congressional District



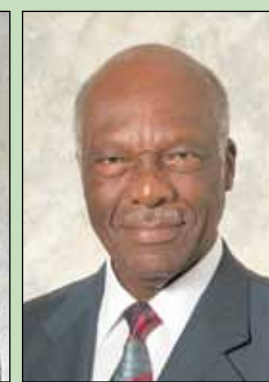
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3rd Congressional District



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4th Congressional District



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5th Congressional District



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6th Congressional District



Clifton Parker
Commissioner At-Large



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.



South Carolina Press Association Associate Member

Maintenance forces clean up after spring, summer storms

By Pete Poore

Maintenance crews all around the state have seemingly spent most of 2011 clearing downed trees and other debris caused by an extremely active thunderstorm and tornado season. Crews all around the state have cleared over 18,000 fallen trees in 2011. In the short period of time between early June and early July alone, Maintenance forces cleared over 5200 trees from the highway system. "In my 28 years of service with the Department, I cannot remember a year where the weather has kept us busier than this one," said Director of Maintenance Jim Feda.

Feda also noted that this active storm season came on the heels of a tough winter for SCDOT Maintenance employees. "We had a hard winter where we had snow on the ground for longer than I can ever remember that led to significant damage to our pavement," he said.

Fred Jackson is the RME in Chester County. A front that moved through his county on May 11 spawned heavy thunderstorms and tornados. Jackson has worked for SCDOT for 29 years. He said the damage created by those storms was pretty close to an historical weather event. "The damage done on May 11 in Chester County was the closest I've seen to that done by Hurricane Hugo back in 1989," Jackson said.

He called out his crews at about 2:30 in the morning to tackle the immediate job of getting trees and debris pushed off the roadways. When daylight came, it was all hands on deck. Jackson said of that job, "We spent two days just getting the roads cleared and passable and we had help from Fairfield and Richland Counties."

The road-clearing task required 220 hours of overtime for the two days, but the job wasn't done yet. "All of our people spent their work days from May 13 until May 24 just hauling away the debris from the roadsides. We collected 369 truckloads just from that storm," Jackson said. Even after the

24th, right-of-way crews continued clearing material stacked up on the less-traveled rural roads in the county.

The May 11 storm was just one event in Chester County. Jackson reported that his crews had been called out after hours 13 times between March 1 and July 1. The story in Spartanburg County is similar. RME Fred Fleming reported that his crews were called out after hours no less than 16 days during the period between the beginning of April and the end of June.

The most severe storm of the season struck the Upstate on June 15. Spartanburg crews incurred 96 hours of overtime working overnight to remove limbs, trees and other debris from the highways. "The remaining crews spent the next several days getting the debris away from the roads and hauled away," said Fleming. He noted the June 15 event got personal as one of his workers lost his home in the storm.

Another factor at work in all of these road-clearing operations the public does not see is the reduced number of Maintenance forces to do the job. "This year's weather damage has come at a time when we've had fewer employees to accomplish our work, but as usual, we've pulled together and found a way to get things done. I'm proud of the dedication and hard work shown by all of our employees. Most of their work goes unnoticed by the traveling public," said Feda.

Those sentiments were echoed by the two RMEs who have found more on their plates this year caused by weather while having less manpower. In Spartanburg, 75 employees are doing the work of 116 due to vacancies. "Our employees are good people and they know this unexpected work created by storms is just part of the job. I'm very proud of all of them," said Fleming.

Chester County Maintenance has a staff of just over 50, and their boss is proud of their dedication. "Our people work real hard and they understand the need to get our roads cleared and open right after a storm," said



PHOTOGRAPHS BY ROB THOMPSON/THE CONNECTOR

ABOVE: Employees from the SCDOT West Columbia section shed remove debris from Interstate 26 in Lexington County after a strong storm passed through the area on June 23.

BELOW AND RIGHT: Employees from West Columbia included Leon Small, James Amerson, Robbie Gleaton, Marshall Jackson, Eddie Spears and Stephen Williams.

BOTTOM RIGHT: The Upstate was also hit with storms. Here, a crew clears a roadway in Spartanburg County.



Jackson.

As SCDOT Maintenance employees all around the state keep one eye on the current weather, the Director of Maintenance is thinking long-range. Feda said, "It's now hurricane season. Let's hope that the weather pattern that seems to have been established for this year does not continue, or we may be in for a busy August and September."



FRED FLEMING/SPARTANBURG MAINTENANCE

BRIDGE

from page 1

issued, DOT began calling contractors for the demolition.

Meanwhile, knowing that there would be no quick fix, District 4 DEA John McCarter was busy meeting with local agencies and the SC Highway Patrol to hammer out a detour route for northbound I-85 traffic that averages 25,000 vehicles a day.

There was not a good, clear-cut route available, especially not on the northbound side of the interstate, McCarter said.

The decision was made to begin the detour at exit 92, a half-mile south of the wreck. This forced the closure of the southbound exit of I-85 at the Route 11 interchange, which averages about 11,000 vehicles a day.

"We had to send them up a frontage road northbound and to cross over and put them back on the interstate," McCarter said.

The detour would include Wilcox Avenue, a two-lane road turned into a one-way detour, to bring traffic to exit 96 and back on the interstate.

"We're basically taking a 20-foot wide road and putting tractor trailers on it," McCarter said.

After a Sunday afternoon meeting with McCarter and local authorities, including school officials, the detour was put in place and a news conference was held Sunday evening to inform the public.

The detour route would require manning of 11 traffic control points, McCarter said, with SCDOT employees working 12-hour shifts assisted by the city of Gaffney, volunteer firefighters, the Cherokee County Sheriff's Office and the Highway Patrol.

"It was a joint effort and probably the best coordinated group I've seen in a while," McCarter said. "Everybody supported the decision and took ownership of it and made it work."

District 3 DEA Steve Gwinn offered help with signage, and SHEP crews set up message boards to the Georgia line. SCDOT crews from Union, Chester and York counties trav-

eled to Gaffney to help.

The contractor chosen for the demolition was United Contractors of Great Falls. United mobilized by Sunday afternoon and rented a crane to begin work.

"United was calling its people Sunday morning, pulling them out of Sunday School," Floyd said.

Not only did half the bridge have to be taken down, the road surface had to be repaired. The fire had scorched the surface and diesel fuel had seeped through the pavement.

Working around the clock, United finished removing debris early Tuesday and traffic was back on the northbound lanes by 6:30 a.m.

To reopen the interstate as soon as possible, Floyd said the milling and paving was put off until off-peak hours Tuesday evening. By then, the work could be done with a lane closure but at least the interstate would be open.

As for the S.C. 150 bridge replacement, work on the design-build project was to begin this summer.

Looking back at SCDOT's response, McCarter said employees once again rose to the occasion in a time of emergency.

"All of our employees stepped up just like they do with inclement weather," McCarter said. "There was no grumbling or complaints; they just got out there and did the job."

"I can't say enough about Stephen Ellis, Gladden Smoke and Vic Edwards (assistant district traffic engineer)," McCarter said. "They worked long hours; they were the key players and did a great job for the Department. I was very proud."

Ellis said he appreciated the employees who pitched in and worked 12-hour shifts, including some Cherokee County employees who do not normally work out on the road.

Ellis took his first break sometime Monday morning after a shift that began with firefighting and ended with highway work.

"It was very tiresome; it wore me out," Ellis said and laughed. "I don't think I want to do it again."



ROB THOMPSON/THE CONNECTOR

Highway traffic resumed on I-85 quickly after half of the bridge was dismantled by crews working around the clock. Milling and paving of the damaged roadway was delayed until off-peak hours. Here, the bridge awaits replacement as traffic travels over the newly paved section of interstate highway.

The timeline of events: S.C. 150 Bridge over I-85 crash, repair

What Happened:

An accident involving a bridge collision occurred on Sunday morning, May 22, 2011. A tractor trailer loaded with finished paper products was travelling northbound on I-85 near Gaffney, SC when it veered off the interstate and collided with a pier on the right-hand shoulder. The pier had significant failure damage. The outside column and half of the pier cap were destroyed while the interior column was damaged. The damages caused the span over I-85 northbound and the adjacent end span to sag several inches before temporarily locking up. Portions of these spans were also significantly damaged further by a subsequent explosion and fire and continued to sag throughout the morning and early afternoon. The driver and the other occupant of the tractor trailer both lost their lives. I-85 northbound and the S.C. 150 bridge over I-85 were immediately closed after the accident.

What SCDOT did:

The District Four Bridge Inspection Team was called to the site from Chester after the accident to assess the situation. The team then called the State Bridge Maintenance Engineer in Columbia at approximately 4:30 a.m. to immediately come to the site. Early that morning the Director of Maintenance was informed of the need for an emergency declaration and Secretary St. Onge concurred.

A qualified bridge contractor was contacted early that same morning to begin mobilizing. The contractor was given instructions to remove the two (2) spans and the pier so that the interstate could be reopened as quickly as possible. Work began that afternoon once the accident scene was cleared of debris.

Through the efforts of 85 SCDOT personnel, six other South Carolina agencies, and multiple contractors, the damaged section of the overpass was removed and traffic on I-85 North was re-established within 52 hours (Tuesday Morning). Later that night, a temporary lane closure was used to mill and re-pave a small section of the interstate that was damaged both due to the accident and demolition. The guardrail on the shoulder was also reinstalled.

Emergency Declaration by Governor Haley:

On May 26, 2011, Governor Haley issued an emergency declaration which directed SCDOT to undertake actions necessary to replace the bridge to ensure the safety and well-being of the traveling public. SCDOT is pursuing Emergency Replacement funds for the cleanup and repairs on I-85 as well as the replacement of the S.C. 150 overpass. SCDOT continues to coordinate with FHWA to secure this funding.

What's Happening Now:

The Eminent Domain advertisement ran in the Gaffney

Ledger on May 25 and in the Cherokee Chronicle on May 26. Transystems was issued a Limited Notice to Proceed on May 25. The consultant has acquired all of the surveys and borings needed for the RFP. A preliminary design has been generated to determine the impacts of the project and an environmental document is underway. The environmental document is expected to be complete prior to June 8, 2011.

Because of the emergency declaration, Crowder Construction Company, Lane Construction Corporation, and United Infrastructure teams were selected to submit proposals to SCDOT for the proposed work. A meeting was held on June 1, 2011, with all three contractors and design staff at the project site. The purpose of the meeting was to familiarize the design build teams with the project and to allow an opportunity for them to ask questions.

Next Step:

The RFP is expected to be released June 10, 2011, with an anticipated award date of June 30, 2011. SCDOT intends to follow Section 57-5-1620 of the Code of Laws which gives the Secretary of Transportation the authority to employ contractors without the formalities of advertising in cases of emergency. All information regarding the selection of the design build team and awarding of the contract will be reported and made public at the next succeeding Commission meeting.

Giant ramp hard to miss on Interstate 385



PHOTOGRAPHS BY ROB THOMPSON/THE CONNECTOR

Road construction vehicles are able to enter the I-385 widening project work zone without effecting traffic on the busy interstate. The ramp off of Bridges Road enters the work zone in the median.

tions do not allow the contractor to bring construction traffic on and off the interstate without a lane closure, which he can only have at night," McKenzie said. "So the only way for him to access the median during the day was to build the ramp."

The good news for motorists is that by using the ramp, the contractor was able to schedule the project in 24 months, which is six months less than what it would have taken using traditional methods, McKenzie said.

"The ramp gives the contractor 24 hours access to the median, and they're working 24 hours a day," he said.

The project, which is in the second of six phases, is on schedule and expected to be completed by the end of 2012, McKenzie said.

The ramp was built by Lane Construction Corporation using 9,000 tons of screening material, a fine aggregate waste product trucked in from a quarry.

When Lane first had the idea to build the ramp, SCDOT engi-

neers studied the proposal closely. The ramp would connect the work area with Bridges Road, a busy road with traffic from two nearby schools.

To avoid any congestion, a turn lane was added to better access the ramp.

"It's set up so it's not to impede traffic on Bridges Road," said Ben Olson, assistant RCE. "We made sure with Mauldin High School nearby, that it wasn't going to be a problem. It's worked out well so far."

On a recent morning, a steady stream of dump trucks, water trucks and service trucks used the ramp.

"They've started laying pipe for drainage and have had tractor trailers with loads of pipe and they can get down just fine," McKenzie said.

The ramp will be taken down at the end of the year, McKenzie said. Until then, in case anyone mistakes the ramp for skateboard practice, the contractor has stationed a flagger at the entrance anytime the ramp is open.

Greenville Resident Construction Engineer Pat McKenzie, right, and Assistant RCE Ben Olson inspect the work zone area as trucks deliver materials to the widening project.

By Bob Kudelka

Drive along I-385 in Greenville County and you can't miss it: A 300-foot-long, 25-foot-high ramp that appeared in the median one day this spring.

Is this where the US ski jumping team chose to practice take-offs in the off-season, or could it be a new venue for skateboarders?

The steep ramp is actually a

temporary, out-of-the box solution for SCDOT's contractor to work around restrictions on daytime construction that will mean the project can finish sooner than if traditional methods were used.

"As far as I know, one like this has not been built in South Carolina," said Pat McKenzie, Resident Construction Engineer. "It's new to us at SCDOT."

The design-build I-385 widening and rehabilitation project is aimed at providing much needed

relief for motorists on this busy stretch of highway in Greenville County.

The work consists of widening to the median, with a concrete median barrier wall, approximately 5.5 miles of I-385 to six-lanes between the Southern Connector and Woodruff Road. Approximately 5.5 miles of the existing mainline pavement will be reconstructed and an additional 2 miles will be rehabilitated.

"Current traffic control regula-

I-26 collector, distributor lanes to improve Charleston traffic flow

By Bob Kudelka

If you ever have driven on Interstate 26 during Charleston's rush hour traffic, you are familiar with The Bottleneck.

Like clockwork, the stop and go traffic can stretch two or three miles each early morning and late afternoon.

In June, finishing touches were being put on an improvement project aimed at easing congestion and improving safety on a busy 3-mile portion of I-26.

"I think the community will love it," said Rickie Green, Resident Construction Engineer of Charleston Construction 'B.' "It's going to be a great improvement for this area."

The project, to be completed this summer, included:

- Widening from six to eight lanes on Interstate 26 between I-526 and Ashley Phosphate Road. Most of the widening in this three mile stretch was done by replacing the grass median and cable guardrail between the east and west bound traffic with a new lane in each direction and a concrete barrier wall.

- Reconstruction of the Aviation Avenue interchange. The interchange now includes a wider overpass with turn lanes and realigned ramps to improve traffic flow to and from I-26.

- Reconstructed Remount Road interchange. The improved interchange includes a wider overpass with a turn lane, a new ramp onto I-26 westbound and a

new ramp from I-26 eastbound.

- Realignment of Fain Street alongside I-26.

In addition to widening the interstate from six to eight lanes, a key part of the improvements involve new collector/distributor lanes added to the interstate.

Set apart by a 32-inch-high concrete barrier, these lanes provide a 'road within a road' for motorists who are getting on and off interchanges at Aviation Avenue and Remount Road.

The idea is to isolate vehicles using the exits from through traffic, so the through traffic will no longer have to slow down to a crawl at these busy interchanges.

"Anytime you've got exiting traffic it ends up affecting all lanes of traffic," said David Wertz, project manager at HDR. "This will be much safer and keep the traffic flowing."

The nearby Boeing plant will also benefit from the improvements. Traffic from the plant uses both the Aviation Avenue and Remount Road interchanges.

"I would guess these improvements were a great selling point with Boeing," Wertz said.

Wertz said the project had plenty of challenges, including working around a lot of existing utilities; building adjacent to high-speed traffic; and closing the Aviation Avenue and Remount Road interchanges at different times, forcing more traffic on the one that was open.

"It's been a challenging project," Wertz said. "It's taken a lot



The project includes extra travel lanes on I-26 as well as collector and distributor lanes to ease entry and exit on the highly traveled interstate.

of time and effort and teamwork between the DOT, the construction engineering and inspection team and the contractor. I think everybody's going to be very happy when the project's finally done."

SCDOT's partners on the project were US Group Inc., Florence & Hutcheson, HDR Inc., FHWA, McCarthy Improvement Company, Rea Contracting, Banks Construction, and Civic Communications.



PHOTOGRAPHS BY ROB THOMPSON/THE CONNECTOR

Charleston Construction B Resident Construction Engineer Rickie Green, left, and HDR Project Manager David Wertz look at the I-26 widening project from the newly widened Remount Road Bridge.

District 6 Traffic Management Center



District 6 SHEP employees, from left, Danny Santos, Tony Deese and Tim Walden pose by the traffic monitors in the new Traffic Management Center.

The District 6 Traffic Management Center opened in June 2010. The employees are housed in a new building constructed adjacent to the District 6 Office.

Employees working in the Traffic Management Center are: Danny Atchley, John Wood, Chip Lucas, Paul Register and Mike Golightly. The District 6 SHEP team includes Danny Santos, Wade Fullwood, James Carmichael, Ted Wurthman, Ronnie Grant, Jason Powell, Don Johnston, Tony Deese and Tim Walden.



The new D6 Traffic Management Center was built to complement the existing D6 office. The building style matches perfectly.

U.S. 601 project to continue

Federal judge denies suit aimed at halting bridge replacement project on U.S. 601 in Richland County

By Pete Poore

Legal action filed by the “Friends of Congaree Swamp” against SCDOT and the Federal Highway Administration (FHWA) was denied on April 27, 2011 by United States District Court Judge Margaret B. Seymour. The suit asked the court to permanently halt construction of the project due to environmental concerns. The ruling issued in Columbia, allows work to continue on the U.S. 601 bridge replacement project in Richland County that runs through the flood plain of the Congaree River and the Congaree National Park.

The \$32.9 million dollar project is designed to replace a series of four bridges and expand causeways on the existing highway. One structure is the U.S. 601 bridge over the Congaree River. Three bridges serve as overflow bridges between S.C. 48 and the Congaree River in Richland and Calhoun Counties.

All of the current bridges were built in the 1940s and all are classified as “structurally deficient and functionally obsolete.” These designations mean the structures have significant safety and repair needs and are insufficient for the volume of traffic they carry.

Secretary of Transportation Robert J. St. Onge Jr. said the court’s decision was a win for the public as well as SCDOT. “SCDOT can now complete this project within the original budget, and the public will have four new bridges that meet current design and safety standards to use on this major route,” said St. Onge.

One of the environmental concerns stemming from the legal action was the wetlands impact. SCDOT conducted an environmental assessment and held public hearings on the findings. Following a review, SCDOT was given notice by FHWA that the project would have no significant impact on the quality of the environment. The work will require the filling of 8.22 acres of wetlands, but will restore approximately 7.32 acres that were filled to support the bridges built in the 1940s. The impact of newly filled wetlands will be approximately 0.9 acres.

SCDOT Deputy Secretary for Engineering John V. Walsh said the enhanced safety provided by the completed project expected in June 2013 is not the only significant feature that benefits the public. Walsh said the project was designed so that traffic can continue to use the existing bridges during construction. “We are using the existing path of the old bridges. We have enough

right-of-way to build the new bridges adjacent to the old ones so that they can remain open. Otherwise, the detour created would have been approximately 70 miles,” Walsh said. The Deputy Secretary noted that one bridge will require closing, but not until a temporary detour bridge is built next to it.

Improvements that will be provided by this project include:

- 4.2 miles of new roadway and bridges
- The existing roadways will expand from two 11-foot lanes with 2-foot shoulders to 12-foot lanes and 10-foot shoulders to improve safety.
- SCDOT has coordinated with the SC Department of Natural Resources to construct a new boat ramp and expand the parking at the Bates Bridge Landing on the Congaree River.
- Approximately 245 feet of bridging will be added to Bridge Number 2 to make passage for wildlife between the cause-



ROB THOMPSON/THE CONNECTOR

The U.S. 601 Bridge over the Congaree River will be replaced as part of the \$32.9 million project to replace a series of bridges on U.S. 601.

ways easier. The added bridging will also enhance the flow of water.

SCDOT awarded this project to United

Contractors in June of 2010. Construction began in August 2010. The project is expected to be complete in June of 2013.

Meet the Lower State Sign Shop



ROB THOMPSON/THE CONNECTOR

The Lower State Sign Shop is an all-female crew responsible for making the road sign graphics for Districts 5, 6 and 7. From left are: Kathryn Roberts, Doris Breland, Deloris Elsey, Shop Supervisor Debbie Vandermolen, Melba Moskal and Gwendeline Barrera.

Statewide meetings kick-off Safe Routes to School Resource Center

By Bob Kudelka

South Carolina's Safe Routes to School program announced the opening of its new Resource Center—a program of the South Carolina Department of Transportation (SCDOT) at kick off meetings held across the state on May 16 and 17. The meetings provided information about the Safe Routes to School (SRTS) Program to community stakeholders, schools, school districts, and advocacy groups. Twenty-five schools in SC were also recognized at the meetings for having been awarded grants for SRTS projects.

SCDOT has adopted the Resource Center model for the program to reach K-8 Schools throughout the state. The greatest benefit of the Resource Center is the staff. Local School Outreach Coordinators have been hired for the Lowcountry, Midlands, and the Upstate of SC. These individuals will work directly with schools to build unique SRTS programs and provide additional support to existing efforts. The Resource Center will equip schools wishing to participate with SRTS with free educational and training resources, evaluation tools, and promotional materials and incentives.



For non-school community organizations, the Resource Center has opportunities for them to work with the School Outreach Coordinators to help with school events, develop programs, and teach health and safety fundamentals. The bottom line of the SC SRTS Resource Center is to offer free resources, provide individualized assistance, foster community-wide support, and to create sustainable SRTS programs.

**For anyone interested in becoming involved in SRTS or for any questions, please call the SRTS Resource Center Hotline at 1-855-4SC-SRTS. Downloadable materials will be available on the website www.SCsaferoutes.org (coming soon). In the meantime you may also obtain more information on the SCDOT SRTS website at www.scdot.org/community/saferoutes.shtml.*



ROB THOMPSON/THE CONNECTOR

The Safe Routes To Schools Resource Center was announced at meetings across the state May 16-17. Here, the group meets with midlands police, school officials and interested people at the event in Columbia at SCDOT HQ. The group includes, from left: Sarah Knight, Nicole Brown, Rodney Oldham, Carolyn Battaglia, Jennifer Dory and Jennifer Toole.



PHOTOGRAPHS BY ROB THOMPSON/THE CONNECTOR

Janet Hayes of the FHWA Resource Center in Atlanta was one of the speakers during the Title VI training.

Employees undergo training on Title VI

SCDOT, in conjunction with FHWA recently conducted training on Title VI of the Civil Rights Act of 1964 "Preventing Discrimination in the Federal-Aid Highway Program." Representatives from 13 agencies, joined SCDOT and FHWA in the one-day session held at Williams Brice Stadium on April 21, 2011. Training was conducted by Pamela Foster, FHWA Civil Rights Officer for the South Carolina Division, and Janet Hayes of FHWA's Resource Center

Title VI of the Civil Rights Act of 1964 protects people from discrimination based on race, color or national origin in programs or activities that receive Federal financial assistance. Title VI states that:

No person in the United States shall, on the ground of race, color, or national origin, be excluded from participation in, be denied the benefits of, or be subjected to discrimination under any program or activity receiving Federal financial assistance.

The course focused on how SCDOT and sub-recipients can apply Title VI to programs and activities. Attendees learned the definition of Title VI of the Civil Rights Act of 1964 and related statutes; identified and addressed Title VI Activities and Issues in Program Ar-



Pam Foster, left, from the SC Division office of the FHWA, discusses DBE issues with Director of Business Development and Special Programs Dr. Arlene Prince during the training.

reas; explained the roles and responsibilities of recipients and Sub-recipients of Federal funds; and identified Strategies to Prevent Discrimination.

If you have any questions concerning Title VI, contact Alex Nelson in SCDOT's DBE office at (803) 737-1664 or email him at NelsonA@SCDOT.org.

Annual hurricane drill prepares SCDOT for lane reversals



ABOVE: Electronic message boards notify motorists of the lane reversal exercise.



Sammie Gartmon, left, and Robert Tobias move barricades to standby position.

RIGHT: Dave Summer, left, and John Stroke of Lexington Maintenance study the lane reversal plans prior to the exercise.



ABOVE: Maps detail where barricades, cones and lane reversals take place.



District 1 Engineering Administrator Thad Brunson discusses reversal drill instructions with Lexington Maintenance employee Clarence Blakely.



PHOTOGRAPHS BY ROB THOMPSON/THE CONNECTOR

SCDOT personnel stationed at the Emergency Management Division headquarters worked with other state agencies during the June 7 drill.

RIGHT: A Lexington Maintenance crew puts out cones along the shoulder of I-26 during the lane reversal drill.



SCDOT gears up for hurricane season

By Bob Kudelka

While forecasters predict a busier than normal hurricane season, SCDOT has a new tool to help motorists during evacuations from the coast.

SCDOT traffic engineers will use South Carolina's new 511 Traveler Information system to relay evacuation routes to motorists.

"We've now got a way to provide information that we didn't have before," said Tony Sheppard, director of Traffic Engineer-

ing. "In each regional area we have certain evacuation routes. They can call in and get a message that will direct them on the evacuation routing that they'll need to take."

By using the 511 system, SCDOT no longer will need to staff a call center. This will save valuable employee resources, said Tom Johnson, DOT Emergency Manager.

In addition to using 511, Sheppard said the Department will be given traffic speed data in new areas thanks to a cooperative ef-

fort with the I-95 Corridor Coalition, which has a research website sponsored under a component of USDOT.

"We can see speeds along I-95 in Georgia," Sheppard said, noting that such data would come in handy if evacuations had taken place in Georgia.

The data collected by SCDOT is critical in helping the Governor and emergency management officials monitor our highways during an emergency, Sheppard said.

SCDOT's traditional tools are still in place: message boards,

traffic cameras and hundreds of cones and barrels ready to be used in a lane reversal.

SCDOT put its tools to the test during a hurricane evacuation exercise on June 7.

Johnson said participants were more than 600 maintenance employees from Districts 1, 5, 6 and 7. Also, SHEP teams from District 3 and District 4 were sent to Orangeburg, Columbia and Charleston. Local SHEP teams assisted in Charleston, Hilton Head and Myrtle Beach.

The Department joined several state and local agencies to test lane reversal plans and enhancements along I-26, U.S. 21, U.S. 278, U.S. 501 and S.C. 544.

"Practice makes perfect," Johnson said. "The exercise helps to identify any disconnects in the plan. It also gives our employees an opportunity to fully exercise their portion of the evacuation plan by placing cones and barricades at the pre-designated locations along each route."

The National Oceanic Atmospheric Administration's initial hurricane season forecast for the 2011 season that began June 1 predicts 12-18 named storms (with winds of at least 39 mph). Of those 6-10 could become hurricanes (with winds of at least 74 mph), and of those, 3-6 could become severe hurricanes (with winds of at least 111 mph).

BRIEFLY

Cherokee County rest area closes

In a cost-savings measure, SCDOT closed the Interstate 85 Northbound Rest Area (mile marker 88) in Cherokee County in June.

The main factor considered in the facility's selection is its close proximity to numerous commercial businesses. This section of interstate has experienced much growth since this facility was opened in 1987.

Closing a service facility is never an appealing option, but the decision was made to use SCDOT's limited resources on transportation needs with higher priorities. Annual savings are approximately \$220,000.

In 2010, SCDOT closed four rest areas in cost-cutting measures. These included two in Florence County, one in Cherokee County and one in Berkeley County.

Railroad crossing listings now online

The SCDOT website now has a list of railroad crossings statewide and a list of railroad crossings scheduled for upgrade, as required under S.C. Code 57-1-80 (Bill 3431) "John's Law."

From SCDOT's home page, www.scdot.org, users can view the two lists by clicking on "Inside SCDOT" and then "Railroad Crossings" under "Reports." The direct link is: <http://www.scdot.org/inside/rrcrossings.shtml>.

Bill 3431 was signed into law in June.



ROB THOMPSON/THE CONNECTOR

Lunchtime fund-raiser helps Community Health Charities

SCDOT employees participated in a Chick-fil-A luncheon on May 17 at headquarters. The effort raised \$430.56 for the Community Health Charities.

Above, from left, Tasha Crumpton, Paulette Morphy, Marie Bracanovich and Lisa Vining volunteered during lunch to serve the sandwiches, chips and drinks.

511 updates available on smartphones

By Bob Kudelka

The 511 Travel Information System now has a mobile webpage that can be accessed on any smartphone.

This webpage is a shortcut for smartphone users to take them directly to a page that shows traffic reports and AMBER alerts.

"The mobile website is not a downloadable app so to access the mobile website users must log on to 'http://m.511sc.org,' " said Tisha Dickerson, SCDOT's 511 Coordinator. "When accessed, if an event is active it will be highlighted. The user can select the highlighted road to view a single report or choose 'all reports' to access all active events in the 511 system."

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

By dialing 511 in South Carolina, users through voice prompts may access current information con-



SCDOT

cerning conditions on Business I-85, I-20, I-26, I-77, I-85, I-95, I-126, I-385, I-526, I-585, S.C. 277, S.C.22, and S.C. 31. In addition to these areas limited coverage will be provided on S.C.170, U.S. 21 U.S. 278, in Beaufort and U.S. 501 in Myrtle Beach.

Since its launch in late 2010, SCDOT's 511 system has received more than 135,000 calls.

An attractive feature of the system is that it is designed to give each user personalized service, available by setting up a free account on www.511SC.org.

Web users can go to the "My SC511" tab on www.511SC.org and create a free account, then set up custom routes and register to receive important traffic information via a phone call, text message or e-mail.

Construction Office participates in STEM Program

The Urban League of Columbia sponsored a Science Technology Engineering and Mathematics (STEM) program for sixth, seventh and eighth grade students at the Columbia Metropolitan Convention Center on April 15. LEFT: Russ Touchberry demonstrates survey equipment to a student interested an engineering career. RIGHT: Susie Lominick shows students a backhoe during the expo.



Adopt-A-Highway program honors litter volunteers

Messiah Lutheran Church from Greenville County named Outstanding 2010 Adopt-A-Highway State Group of the Year

The South Carolina Department of Transportation (SCDOT) named Messiah Lutheran Church the 2010 Adopt-A-Highway State Group of the Year. Messiah Lutheran Church was also named Group of the Year for Greenville County, and District Three Group of the Year.

SCDOT presented the award to the group at the Adopt-A-Highway awards ceremony on Thursday, April 7, 2011 in Columbia. The annual event is hosted by SCDOT to recognize the volunteer-citizen groups, coordinators and SCDOT employees for their participation in the Adopt-A-Highway program.

2010 marked 23 years of the Adopt-A-Highway Program working with volunteer groups across the state. In 2010, 2162 groups picked up litter along 5,900 miles of state highway. Working together, 27,285 volunteers picked up a total of 1,284,492 pounds of litter. More volunteer opportunities are available.

2010 marked 23 years of the Adopt-A-Highway Program working with volunteer groups across the state. In 2010, 2162 groups picked up litter along 5,900 miles of state highway. Working together, 27,285 volunteers picked up a total of 1,284,492 pounds of litter. More volunteer opportunities are available.



ROB THOMPSON/SCDOT

SCDOT Chief Engineer of Operations Clem Watson, left, presents the 2010 Adopt-A-Highway Outstanding Greenville County Group, Outstanding District 3 Group and Outstanding State Group Awards to members of the Messiah Lutheran Church Adopt-A-Highway group. Members of the group are, from second left: John Yost and Jack Rodland.

The Adopt-A-Highway program is always looking for new volunteers!

If you or your group might be interested in volunteering, visit our website at

www.scdot.org

for more information and a list of county coordinators.

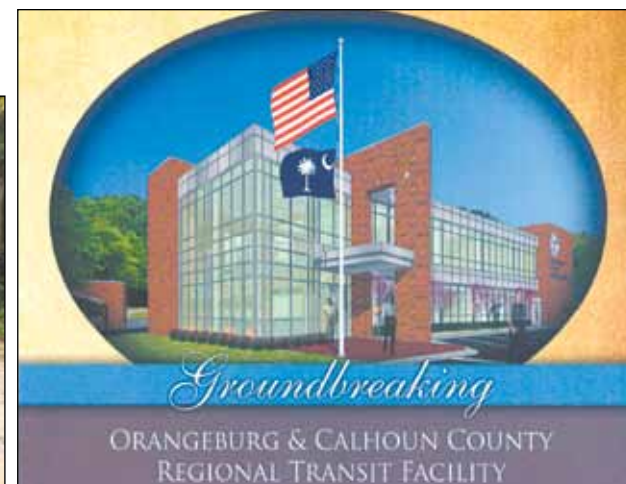
You may also contact: **Tina Kennedy**
 Statewide Adopt-A-Highway Coordinator
 by calling toll free **1-888-226-9694**
 or by email: kennedytb@scdot.org

New transit facility to benefit Orangeburg, Calhoun counties



ROB THOMPSON/THE CONNECTOR

Dignitaries break ground on the Orangeburg and Calhoun County Regional Transit Facility in Orangeburg on July 12. Speakers at the event included SCDOT Commissioners Sarah Nuckles and Harrison Rearden, Deputy Secretary for Intermodal and Freight Programs Hart Baker and local elected officials.



The program from the event included a rendering of the facility when finished.

SPEAKERS AT THE EVENT

- Community Development for Orangeburg County Deputy Director Harold Young
- Dalton Tresvant representing U.S. Congressman James E. Clyburn
- Earl Brown representing U.S. Congressman Joe Wilson
- S.C. Senator Brad Hutto
- S.C. Representative Gilda Cobb Hunter
- SCDOT Commissioner Harrison Rearden
- SCDOT Commissioner Sarah Nuckles
- SCDOT Deputy Secretary for Intermodal and Freight Programs Hart Baker
- Orangeburg County Council District 1 Chairman Johnnie Wright Sr.
- Orangeburg County Council District 2 member Johnny Ravenell
- Orangeburg County Council District 5 member Janie Cooper
- Orangeburg County Council District 6 member Clyde Livingston
- Orangeburg County Council District 7 member Willie Owens
- Orangeburg Mayor Paul Miller

RETIREMENTS

Angela W. Mendes, of Bath, trades specialist II at Aiken Maintenance, retired Jan. 18, with five years of service.

Bobby L. Bryant, of Greenwood, trades specialist II at Greenwood Maintenance, retired Jan. 20, after 12 years of service.

Edna D. Thomas, of Bennettsville, trades specialist II at Marlboro Maintenance, retired Jan. 20, after 28 years of service.

Jonathan S. Cochran, of Lexington, investigator II in Claims, retired Jan. 28, after 21 years of state service.

Gwendolyn G. Gibson, of Winnsboro, administrative specialist in Procurement, retired Feb. 1, after 31 years of service.

Lydia J. Johnson, of Swansea, chief geodetic technician, Office of Materials & Research, retired Feb. 4, after 17 years of state service.

George E. Drakeford, of Heath Spring, trades specialist II at Lancaster Maintenance, retired Feb. 9, after 12 years of service.

Jimmy O. McClain, of Westminster, trades specialist II at Oconee Maintenance, retired Feb. 24, after 30 years of service.

Ford E. Vanwert, of Myrtle Beach, trades specialist II at Horry 1 Maintenance, retired Feb. 28, after five years of service.

Francis A. Herring Jr., of Columbia, trades specialist V at Richland Maintenance, retired Feb. 28 after 33 years of service.

William Pearson, of Sumter, engineer/associate engineer in Florence Surveys, retired March 1, after 33 years of state service.

Danny L. Wessinger, of Prosperity, engineer/associate engineer in Lexington Surveys, retired March 1, after 28 years of service.

Rodolfo P. Cabot, of Columbia, procurement manager I in Procurement, retired March 2, after nine years of service.

Sam L. Miles, of Scranton, mechanic III at Florence Maintenance, retired March 3, after 33 years of state service.

Michael W. Mahaffee, of Great Falls, associate geodetic technician in District 4, retired March 4, after 29 years of state service.

Ronnie A. Golden, of Easley, trades specialist II at Pickens Maintenance, retired March 7, after 10 years of service.

Larry J. Jones, of St. Stephen, trades specialist IV at Berkeley Maintenance, retired March 10, after 33 years of service.

Roy D. Buckheister Jr., of Charleston, senior geodetic technician at Charleston Construction, retired March 15, after 12 years of service.

Benjamin L. R. Greer, of Columbia, associate geodetic technician at Richland Construction, retired March 15, after 12 years of service.

Carolyn D. Gore, of Longs, right of way agent II, Florence District Right of Way, retired March 21, after 22 years of service.

Roger G. Casey, of Goose Creek, associate geodetic technician at Berkeley Maintenance, retired March 25, after 20 years of service.

Sharon R. Logan, of Lugoff, supply specialist III at Kershaw Maintenance, retired March 31, after 27 years of state service.

Herbert Gladden, of St. Matthews, trades specialist IV at Calhoun Maintenance, retired March 31, after 33 years of service.

James I. Pee, of Marion, trades specialist III at Marion Maintenance, retired March 31, after 19 years of service.

Roy E. Davis, of Bradley, trades specialist IV at Greenwood Maintenance, retired April 1, after 19 years of service.

Robert L. Harrington, of Orangeburg, trades specialist III at Orangeburg Maintenance, retired April 1, after 21 years of service.

Douglas B. MacFarlane, of Newberry, program manager II, office of Deputy Secretary for Engineering, retired April 1, after 33 years of state service.

Harry C. Kennedy, of Summerville, trades specialist II at Dorchester Maintenance, retired April 1, after six years of service.

Sherry L. Boyd, of Columbia, administrative assistant, Region Production Group 2 – Pee Dee, retired April 8, after 23 years of state service.

George A. Woodard, of Winnsboro, trades specialist III at Fairfield Maintenance, retired April 8 after 15 years of service.

Willie Mealing, of Trenton, trades specialist III at Edgefield Maintenance, retired April 15, after eight years of service.

Phillip E. McMillan, of Mullins, engineer/associate engineer Marion Construction, retired April 15, after 28 years of state service.

Herbert Brown, of Bishopville, trades specialist II at Lee Maintenance, retired April 18, after nine years of service.

Mary K. Spradley, of Columbia, fiscal technician II in Accounting, retired April 19, after 17 years of service.

James E. Johnson, of Elloree, senior geodetic technician at Richland Maintenance, retired April 22, after 26 years of state service.

Raymond Williams, of St. Stephen, trades specialist IV at Berkeley Maintenance, retired April 29, after 28 years of service.

Thomas E. Troutman, of Elloree, trades specialist III at Orangeburg Maintenance, retired April 29, after 28 years of

service.

Elizabeth M. DeLoache, of Ridgeland, supply specialist III at Jasper Maintenance, retired April 29, after 14 years of service.

Henderson N. Jeffreys, of Columbia, administrative coordinator, in office of Director of Traffic Engineering, retired April 29, after 14 years of service.

Elizabeth C. Bigham, of Fountain Inn, trades specialist V, Upper Sign Shop, retired May 1, after 27 years of service.

James D. Jefferson, of Winnsboro, assistant geodetic technician at Chester Construction, retired May 4, after 21 years of service.

Tony R. Morris, of Cheraw, trades specialist II at Chesterfield Maintenance, retired May 5, after nine years of service.

Robert L. Hunter, of Buffalo, trades specialist III at Spartanburg Maintenance, retired May 6, after 21 years of service.

Byron T. Malloy, of Clio, trades specialist II at Marlboro Maintenance, retired May 9, after 13 years of service.

Thomas Joyner Jr., of Johns Island, trades specialist IV at Charleston Maintenance, retired May 12, after 24 years of service.

Horace A. Martin, of Greenville, assistant geodetic technician at Greenville Maintenance, retired May 16, after 21 years of service.

Michael F. Erwin, of Sandy Springs, assistant geodetic technician at Greenville Surveys, retired May 16, after 10 years of service.

Donald M. Rumpf, of Blacksburg, trades specialist III at Cherokee Maintenance, retired May 16, after six years of service.

Donald R. Foard, of Pageland, trades specialist II at Chesterfield Maintenance, retired May 19, after nine years of service.

Joseph M. Mozingo III, of Lexington, senior geodetic technician at Lexington Construction, retired May 27, after 29 years of service.

Morgan F. Denny, of Columbia, accounting/fiscal manager, Federal Aid and Cash Management, retired May 30, after nine years of state service.

Thomas W. Broadway, of Camden, engineer/associate engineer, Florence Surveys, retired May 31, after three years of service.

Curtis W. Monroe, of Dillon, trades specialist III at Dillon Maintenance, retired May 31, after 22 years of service.

Katherine W. LeGrand, of Winnsboro, supply specialist III at Fairfield Maintenance, retired June 1, after 25 years of service.

Cecil L. Bartley, of Newberry, supply specialist III at Newberry Maintenance, retired June 1, after 33 years of service.

Vernon S. Carroll, of Starr, engineer/

associate engineer at Greenville Surveys, retired June 1, after 17 years of service.

Retiring?

Don't miss a single issue of
THE CONNECTOR
when you leave!

SCDOT retirees can continue to receive THE CONNECTOR by contacting the SCDOT Communications Office when you retire.

Send us an email with your Name, Mailing Address and Retirement Date. Please be sure to include your full address including zip code.

Send the info to:
MayberryJE@SCDOT.org.

Suggestion Box

We're open to suggestions. How can we make *The Connector* better?

Do you have an idea for an article or a feature story? What changes would you like to suggest in the newspaper's contents, format or design? What features would you like to see added to the publication? What features would you prefer that we discontinue? You may send your comments to:

The Connector
SCDOT, P.O. Box 191
Columbia, SC 29202.

You may also submit comments online at D8Connector@scdot.org.

Would you like to speak to us personally about The Connector? Call Stan Shealy at (803) 737-1064.

PROMOTIONS

Ethel Holley of Irmo, from Fiscal Technician I to Fiscal Technician II in Accounting

Sandra M. Suber of Columbia, from Administrative Specialist I to Administrative Specialist II in Procurement

Brent L. Rewis of Lexington, from Engr./Associate Engineer III to Engr./Associate Engineer IV in RPG 1 Lowcountry

Lynsee R. Gibson of Irmo, from Engr./Associate Engineer II to Program Manager I in Federal Program Administration

Michael W. Todd II of Pamplico, from Engr./Associate Engineer II to Engr./Associate Engineer III in Florence Surveys

Charles D. Johnson of West Columbia, from Engr./Associate Engineer II to Program Manager I in Environmental Administrator

Jessica L. Yeager of Simpsonville, from Administrative Assistant to Administrative Coordinator I in District 3 Office

Samuel J. Walker of Charleston, from Assistant Geodetic Technician to Senior Geodetic Technician in District 6 Office

Kara R. Weber of Ridgeway, from Assistant Geodetic Technician to Associate Geodetic Technician in Richland Maintenance

Tamara L. Page of Easley, from Assistant Geodetic Technician to Associate Geodetic Technician in Greenville Maintenance

Michael J. Smith of Walhalla, from Engr./Associate Engineer II to Engr./Associate Engineer III in Oconee Maintenance

Charles R. Willbanks of Spartanburg, from Associate Geodetic Technician to Engr./Associate Engineer I in Spartanburg Maintenance

Corey E. Threatt of Pickens, from Trades Specialist III to Trades Specialist IV in District 3 Maintenance Operations

James M. Huey of Chester, from Mechanic III to Trades Specialist V in Fairfield Maintenance

Derrick K. Tindal of Conway, from Assistant Geodetic Technician to Associate Geodetic Technician in Horry Construction

Mitchell E. Carter of Hamer, from Engr./Associate Engineer I to Engr./Associate Engineer II in Dillon Construction



Midland Postal Customer Council Co-Chair Gail Sanders, left, presents certification to SCDOT Director of Postal Services Lisa Vining for completing the Professional Certificate Program in May. At right is Vining's supervisor, Director of Outdoor Advertising and Building Maintenance and Services Keith Melvin.

Lisa Vining, Stacy Jackson receive postal certifications

Lisa Vining and Stacy Jackson of SCDOT Postal Services were presented certifications for successfully completing the Professional Certificate Program on May 24, 2011 by the Midlands Postal Customer Council of Greater South Carolina. The certification is an official commendation and recognition of the United States Postal Service (USPS).

The certification required completion of courses including:

- Customer service interaction with the USPS and resources provided by them.
- Protecting private and state postal employees and assets who use the mail.

The course taught the proper techniques for identifying and handling suspicious packages and parcels. This course was instructed by the U.S. Postal Inspection Services, which is the Law Enforcement branch of the Postal Service, empowered by federal law to investigate and enforce federal statutes.

- Discounted mail and understanding options for business mailings and making the right mailing choices for the most discount. This course was instructed by a USPS Business Mail Representative.

- An introduction to FAST. A system for business mailers to schedule appointments for entry of mail in to postal



Assistant Director of Postal Services Stacy Jackson also received certification.

facilities for both drop shipped and origin entered mailings. Course instructed by the USPS Bulk Mail Entry Unit.

- Course instructed by USPS Business Mail Unit reviewed current First Class Mail and Standard Mail eligibility.

- Mail Piece Design taught what the impact mail piece design has on pricing and processing of mail. Engineering the design of mail to ensure compatibility with Postal Service automation equipment that saves money and time.

- Online Resources.

- The Perfect Bundle Course. Ensuring that bundles prepared by mailers remain intact throughout the handling of the bundle during postal service mail processing. Bundle preparation standards were taught in an effort to improve bundle preparation and reduce the number of bundles that break open and are not readable during postal processing.

SCDOT Postal Services maintains and updates certifications periodically to stay abreast of new and changing USPS rules and regulations to obtain the best postage rates and discounts possible for SCDOT and to maintain a safe and efficient postal center.

DEATHS

Carlisle R. DuBose, of Manning, trades specialist II at Clarendon Maintenance, died June 1.

Willie L. Johnson, of Allendale, trades specialist II at Allendale Maintenance, died Feb. 17.

Noah C. Lark, of Taylors, trades specialist II at Greenville Maintenance, died April 6.

James E. Murry, of Columbia, an incident responder in District 1, died June 11.

Dennis H. Stevens, 71, of West Springs, SCDOT retiree, died July 3.



Carlisle R. Dubose



Willie L. Johnson



Noah C. Lark



James E. Murry



High school sweethearts Pat Branham and Stan Grice were first married on Sept. 19, 1970. But after 35 years of marriage, the couple divorced in 2005.

'Til death do us part

Wedding vows reunite sweethearts in the end

By Rob Thompson

Pat Branham was only 16 when she met the love of her life, Stan Grice. She was a junior at Olympia High School and Stan was a sophomore from Lower Richland High School.

"We met on a blind date, but not with each other," Pat says. Pat and Stan weren't interested in their own dates. They turned out to be more compatible with each other.

"I hit it off with Stan, and we kicked our own dates to the curb," she says, and started a four-year courtship.

While they were dating, she graduated high school and started working at the South Carolina Department of Highways and Public Transportation in August 1969 in the accounting department.

By April 1970, she started serving as the secretary to the Commission handling their meeting minutes, preparing their monthly agendas and expenses.

On Sept. 19, 1970, Pat and Stan said their marriage vows for the first time.

The marriage produced two children -- Brian in 1972, and Gina in 1976. In 1993, a grandchild, Davey, was added to the family.

But in 2005, after 35 years of marriage, they drifted apart. "I needed a break from marriage," Pat says. "I had been married all my life and needed some 'me' time. After all, I had been married all my life. I

guess it was my mid-life crisis."

Neither Stan nor Pat remarried. They remained close friends.

But in 2007, Stan got some bad news. He was diagnosed with colon cancer. The cancer later metastasized to his lungs. Throughout the entire treatment process, he never gave up hope. He kept a positive attitude and was sure that he could beat it.

But when he was admitted to the hospital in February of this year, he knew that his time was short. And he made a last wish.

On March 9, Pat was visiting Stan and he asked her to marry him again.

"We really did have a great first marriage so the decision to remarry was very easy for me but, I have no regrets about anything that happened to bring us to the point of remarrying. I believe that we both needed the 'break,' and I believe that we both needed to be together in the end," Pat said.

"Stan was my first and only love. I know that Stan loved me, but I also believe that he needed the security of knowing that I would take care of things after he died," Pat said. "He trusted me to make the decisions that he couldn't make and to be sure that all the people he loved were taken care of."

On March, 19, 2011, Pat and Stan remarried and said their vows a second time. The ceremony was held in his hospital room surrounded by friends and family. No one was happier than their children and grandchild seeing the couple reunited. Everyone there was thrilled and happy,

but a lot of tears were shed as well.

The family shared wedding cake and the happy couple had a champagne toast thanks to a bottle of champagne being smuggled into the hospital.

A police officer stopped by after the ceremony and joked that he had heard about the 'illegal' alcohol and even posed for a photo handcuffing Stan.

Pat and Stan's daughter, Gina Grice, said how much it meant for her parents to be reunited in marriage. "My mother and father showed that love is a gift. It's given freely, willingly and without expectation. We don't love to be loved -- we love to love. They showed us what true love means. My brother, Brian, and I couldn't have been happier than the day our family was whole again."

Stan came home from the hospital on March 23. He was surrounded by his family at home when he passed away on April 1.

At his funeral during the eulogy, a friend said "when Pat told me and said she was leaving Stan, the world tipped and when Stan and Pat remarried, it felt like the universe righted itself."

"I didn't remarry Stan just for his sake. I did it for me and my entire family," Pat added. "He was at peace at the end. I truly believe that he was ready to go once he had the peace of mind that I could take care of things, and I'm so glad that I could be the one to make his death a peaceful one."

Editor's note: Pat Grice has worked at SCDOT for 41 years. For most of those years, she has served as the secretary to the SCDOT Commission and as the administrative assistant to the Deputy Secretary for Finance and Administration.



Pat and Stan Grice remarried on March 19 at Lexington Medical Center where Stan was being treated for colon cancer.



The reunited Grice family poses after the ceremony. From left, are: Davey, Gina, Stan, Brian and Pat Grice.

PHOTOGRAPH BY JIMMY DIMSDALE

PHOTOGRAPH BY JIMMY DIMSDALE

Traffic Signal Crews take late night calls in stride

By Bob Kudelka

When a thunderstorm hits in the middle of the night, many of us just try to get back to sleep. But for some SCDOT employees, it usually means it's time to go to work.

Traffic Signal crews have employees on call 24 hours a day. When lightning or traffic accidents knock out signals, they get the calls to make repairs.

"You've got to be ready to go because you never know when you'll get a call," said Bradley Davis, Communications Manager at District 3. Like other SCDOT signal crew members, emergency calls over the years have made him miss events such as his children's birthday parties and Christmas Eve dinners.

After hours calls can come after a long day of repairing signals or re-programming controller boxes. Many traffic signal crews also handle electrical repairs for SCDOT buildings in their districts.

Their skills have to be varied, from electrical and computer know-how to being able to troubleshoot while staying safe in a bucket truck 20 feet above traffic and a few feet below high-voltage power lines.

"I have the 'Swiss Army knives' of the DOT," said Terance Brooks, Resident Traffic Engineer in District 6's Traffic Management Division. "They're a jack of all trades."

Like other signal crews in the state, the employees in District 6 also respond when needed to aid local governments. This means they also get calls any time of day or night from the cities of Charleston, North Charleston and Beaufort, as well as counties.

Brooks recalls when a crane on a tugboat damaged the J.E. McTeer Bridge four years ago and knocked out a key transportation artery in Beaufort, his traffic signal



crew was "the first on the scene and the last to leave."

Like offensive lineman on a football team, signal crew employees are often unheralded and many times don't get the limelight they deserve.

Yet the jobs they perform are critical to the state's transportation system, said Carol Jones, Traffic Signal and Systems Engineer at Headquarters.

"They are very valuable," Jones said. "Anytime you have a signal that malfunctions, you have a very chaotic traffic situ-



Ray Anderson of the District 5 Traffic Signal crew lowers the outriggers on the bucket truck.



PHOTOGRAPHS BY ROB THOMPSON/THE CONNECTOR

District 5 Traffic Signal crew member Mark Byrd works on a signal at Godbold and Main Streets in Marion. Signal crews are on call 24 hours a day to repair signals that are damaged by accidents or weather.

ation. The sooner they can get it fixed, the better. They're under a very stressful situation to fix the lights and get them working again. It's an outdoor, work-intensive job - and they're definitely highly skilled individuals."

SCDOT maintains about 2,500 signals statewide. In addition, SCDOT has oversight responsibility with 14 local governments for maintenance of 1,100 signals in cities across the state.

Software has changed three times in the past 10 years, so signal crews employees are constantly re-learning the equipment they maintain.

And it's not just repairs that keep signal crew employees busy.

Since December, signal crews have been overseeing \$17 million worth of upgrades, replacing equipment at existing signals and installing new signals, spread among the seven engineering districts.

Over the past few years, the crews have replaced traditional signal lights with new, energy-saving LEDs.

In addition, crews in some districts have begun converting signal communication from dial-up technology to Ethernet using federal dollars.

"They're our field generals to ensure what we're doing as far as engineering makes sense in the field," Jones said. "They can assist us with good decisions on where to place poles and what decisions to make. Many times, they've called me if they see signal timings are not appropriate."

Jones, who has gotten to know the employees in the signal crews, says they are passionate about their jobs.

"These guys live, breathe and eat up this stuff, arguing over loop installations for an hour," Jones said. "They've got the fire in the belly for their jobs. They're also really concerned with safety and efficiency; they try to spend the state's money as if it was their own money."

Spend some time with signal crews and a common theme is how they enjoy using their skills to solve a problem. What you won't hear are complaints about getting called out in the middle of the night.

Benny Inman, electronics technician II in District 5, spoke about his job for several minutes on a Monday morning before mentioning, almost in passing, "I've been

See TRAFFIC on page 16-17

TRAFFIC from page 15

out since about 10 o'clock last night. I haven't been home yet. Changed two controllers and reset four signals."

Nearby, co-worker Mark Byrd was in a bucket truck repairing a signal head damaged by a storm in downtown Marion.

"During the summertime when there's a storm, you usually work all night long," Byrd said. "But that's part of the job and we do it."

Herbert Harrison has been on the signal crew in District 6 for about 20 years.

"It's interesting because it's always changing; you never know day to day what you're going to be up against," Harrison said. "It's interesting to trouble shoot and satisfying to know that you nailed it."

Harrison, a trades specialist V, said the large district he works in means he may have to travel far for a call after hours.

"You could be out here working all day 10 hours, have a rough day and you might not even come home and get called to go to Walterboro or Beaufort," Harrison said. "You just take it with a grain of salt; you have to understand it's part of the job."

Ray Rast, an electrician foreman at District 1, said: "There's never a dull moment - it's something different every day. I love my job."

The job has its share of challenges, however.

For Rast, the scariest moment came 12 years ago when a tractor trailer ignored a flagger and barreled through the intersection

where Rast was above working on a signal. The truck knocked all the traffic heads down and ripped a guide wire out of Rast's hands.

"If I was on the opposite side of the bucket that cable would have gone through my chest," Rast said. "I was on the other side which pushed the cable away from me. That made the difference."

Those kind of safety precautions are stressed in meetings held regularly at each District.

"There's always a danger working with electricity, and we work around high-voltage because our lines are close to them," said Curtis Singleton, Communications Manager at District 1. "We always stress safety, not only electrical safety but we also have to watch the traffic."

District 1 handles more than 500 traffic signals, Singleton said, in addition to other things such as the Gervais Street Bridge lighting.

Singleton said the job is not for everyone.

"You have to be skilled in electronics, you have to be willing to get up any time of the night and drive maybe an hour or two to a site to find the problem," he said. "Most of the time you're the only person responding so it's your responsibility to fix the problem."

Each month in District 3, Davis cooks hamburgers for his 13-member crew as an appreciation for the job they do.

"These guys do a ton of work and don't get a lot of glory," Davis said. "A lot of people take traffic signals for granted, but it's something new every day as the technology advances. I've got one of the best groups of guys in the state. They always help out if you need it."



District 1 Traffic Signal Communications Manager Curtis Singleton is holds a 5-section traffic signal head. This head contains two left turn arrows. LEDs are replaced when they reach 60% burning due to bulb burnout. They are used for less power consumption. Standard incandescent uses 120W per bulb. These use 10-15W per head. A whole intersection now uses the power that use to power one single light.



The District 6 Traffic Signal shop is made up of, from left, Kristi Johnson, Terrance Brooks and Herbert Harrison.



Mitchell Smith, left, and Ray Rast from District 1 work on a spare light head for the Blossom Street bridge. The lamp is a 250-watt high pressure sodium light that makes it glow yellow.



District 1 Traffic Engineering Technician Joe Butler checks loops detectors and load switches that go inside the signal control boxes.



District 5 Traffic Signal crew member Chad Herlong picks up and loads traffic cones onto the truck after the job is completed in Marion.

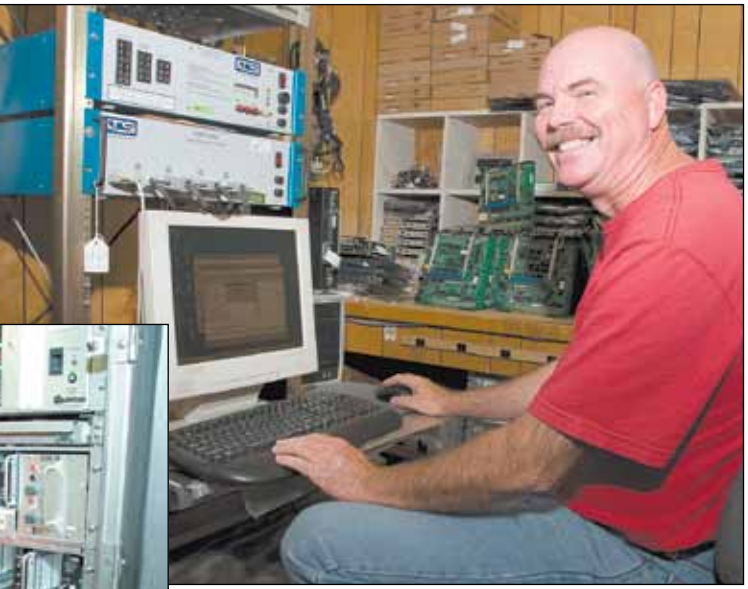


Jim Strickland from District 1 looks in a traffic signal cabinet. The traffic signal cabinet is the 'brain' of every intersection with signals.

Did you know? Each intersection has its own power meter and monthly bill.



Benny Inman, of the District 5 Traffic Signal crew, checks a signal box at the intersection of a newly repaired traffic signal in Marion.



District 1 Traffic Engineering Technician Jesse Sessions tests a conflict monitor that lets traffic engineers know when anything goes wrong in an intersection control panel.



Liane White is the District 1 Traffic Signal Administrative Specialist that handles all the paperwork including bills, requests and time cards.

SCDOT Traffic Signal Crew Employees

District 1

Curtis Singleton, Ray Rast, James Strickland, Jim Douglas, Mike Goodwin, Liane White, Joe Butler, James Smith and Jesse Sessions

District 2

Neal Jones, Joey Tooley, Mike Smith, Mike Holliday, Bobby Wood and Rickey Bowie

District 3

Bradley Davis, Allen Patterson, David Black, Jack Robertson, Keith Meyers, Mitch Vaughn, Ron "Dude" Stokes, Harold Watson, Roger Bryant, Grant Taffer, Fred Muchow and Angela Tomlinson

District 4

Mitch McBrayer, Morris Pearson, Del "Dude" McCollum, Jeff Burdette, David Gaskey, Brian Clack, Stephen Taylor and Mary Ann Totherow

District 5

Wayne Mathews, Benny Inman, Curtis Canady, Glenn Collins, Mark Byrd, Marvin Grate, Kevin Spivey, Ray Anderson, Chad Herlong and John Klein

District 6

Terance Brooks, Kristi Johnson, Chris Bernique, Joe Maxwell, Herbert Harrison, John Galloway, Thomas Myrick, Michael Moultrie and Boyce "Buddy" Hart

District 7

Ken Hardee, Dennis Coker, Chris Basler and Kevin Creel

Going from green to yellow to red

It takes a lot to keep traffic signals operating across the state. Here are some basics on the technology that many take for granted:

What is Signal Timing?

Traffic signals are timed with two goals in mind: 1) to make the traffic system as safe as possible for all users; and 2) to improve traffic flow. Each traffic signal controller is programmed with different timing settings, depending on time of day (morning or afternoon rush hour) or according to what is happening at the intersection at that moment.

Some fixed time systems use different preset time intervals for morning rush hour, evening rush hour and other busy times.

There are three basic types of signal timing:

- 1. Fixed time
2. Actuated
3. Coordinated

Fixed time: Fixed time signal control uses preset time intervals that are the same every time the signal cycles, regardless of changes in traffic volumes. They give the most green time to the heaviest traffic movement based on historical information.

Actuated: An actuated signal controller is able to change the amount of green time for each cycle, based on information from loop detectors. Actuated signals are best where traffic volumes fluctuate considerably during the day or when interruptions to major-street traffic flow must be minimized.

Coordinated: In addition to timing an individual traffic signal, some signals are timed as a coordinated network. The goal of signal coordination is to help traffic flow through a series of signals at a pre-determined speed to minimize or avoid stops. In other words, the signal at an intersection turns green just as you arrive. This isn't always possible because of the need to provide smooth flow in two or more directions. This is why traffic engineers use computer programs to determine the best compromise between all the competing directions of traffic.

Signal display: The signal display is what the motorist sees. A simple signal display consists of three colors: red, yellow and green. Did you know that in a typical traffic display, the circular indication is 12 inches in diameter? A typical signal display is more than

3-foot tall and weighs up to 50 pounds.

Signal controllers: The traffic signal controller is the "brain" at an intersection that tells each signal display when to change colors. Years ago, traffic signals were controlled by a simple electric mechanism that made the signals change every so many seconds, like a clock. But these simple mechanisms were not able to adjust when traffic changed during the day.

Later in the pre-computer era, electro-mechanical controllers were developed that could be adjusted for the time of day. These controllers are much like the switch timers in your local hardware store that have green and red pins to set the time that you want lights to go off on a predetermined schedule.

Now, computerized traffic signal controllers get real-time information about the presence of vehicles from sensors in the roadway and on poles. Controllers adjust the amount of green time for different movements based on sensor information. The most sophisticated controllers and software programs allow for "synchronization" of signals at adjacent intersections along a road to minimize stops and delays.

Detectors: The square black lines you may see in the roadway as you approach an intersection are called loop detectors. The loop detector is a thin wire buried in the roadway. When a vehicle drives over the loop it sends a message to the signal controller. The signal controller's software evaluates the messages from all the loops at the intersection and appropriately changes the signal timing. Small TV cameras can also be used to detect if a vehicle is present.

Who created the first ever traffic signal?

The first electric traffic signal was installed in Cleveland, Ohio, in 1914 by the American Traffic Signal Company. Now there are more than 260,000 traffic signals nationwide. The man credited with inventing the traffic signal and applying for the 1923 patent is Garrett Morgan. Morgan, said to be the first African American to own an automobile in Cleveland, also invented the gas mask and the zigzag attachments for sewing machines.

Source: National Transportation Operations Coalition, which is sponsored by the Federal Highway Administration.

Take SCDOT out to the ballgame

Agency enjoys *Employee Recognition Night*

July 21 was SCDOT Employee Recognition Night at the Capital City Stadium in downtown Columbia. SCDOT employees watched the Columbia Blowfish play the Morehead City Marlins.

Secretary of Transportation Robert J. St. Onge Jr. thanked SCDOT employees for the jobs they do for the people of South Carolina.

Between each inning an SCDOT employee was recognized. The baseball announcer explained the various jobs done by SCDOT and how it benefits the citizens of South Carolina.

It was a high-scoring ball game with the Blowfish losing 11-9.



SCDOT employee Eric Hall of Traffic Engineering threw out the first pitch at the beginning of the game.



LEFT: The SCDOT Ensemble performs the National Anthem before prior to the game starting.



BELOW LEFT: The SCDOT Ensemble is made up of, from left: Terecia Wilson, Sandra Castor, Nancy Redmond, Brunell Rawlinson, Delores Gilmore, Myron Singleton, Michael Covington, Maceo Morris, Shirley Myers, Susan Douglas, Paula Hollis and Robert Johnson.



Cale Derby, son of Joey Derby of Regional Production Group 4, raced the team mascot around the bases.



District 7 Bridge Inspection Team Leader Gerald Bonnette is recognized at the game.



Office of Public Transit Director Doug Frate stands to be recognized with his children, Will, left, and Maisie.



Michael Goodwin, of District 1 Traffic Signals, stands to be recognized by the crowd.



Mechelle Mabry, of the Oversize/Overweight Office, and her son, Cole, wave to the crowd.



Rodney Oldham, with Safe Routes to School, stands to be recognized with his children, Rodney Jr., left, and Alexis.

SCEIS accounting system scheduled to start September 2

The South Carolina Enterprise Information System (SCEIS) is consolidating more than 70 state agencies onto a single, statewide enterprise system. SCDOT is in the process of converting to this system. Enter-

prise systems are used by government agencies and businesses for finance, materials management and human resources functions such as payroll. The system uses SAP software designed specifically for business use. SAP is a

global corporation based in Germany.

SCEIS will replace outdated agency central systems like the current STARS accounting system put into place in 1980 and the state payroll system first used in

1969.

SCEIS has the capability to reduce redundancies, reduce paper handling and provide more efficient processing. All of these elements should result in improved services by South Carolina's state

agencies while reducing costs.

SCDOT will implement SCEIS on Sept. 2, 2011 for HR/Payroll. The Materials Management/Finance modules are scheduled to be put into service on Oct. 3, 2011.



PHOTOGRAPHS BY ROB THOMPSON/THE CONNECTOR

Most Valuable Player Keith Ford with Dillon
 Spirit Award Calvin Johnson with Supply/Patrol

Roadside Memorial Markers

Mother honors memory of son with highway marker

By Pete Poore

If you asked Lucy Capers to describe her youngest child Tyler in two words, she might choose “all boy.” Other words that would paint a picture of Tyler Capers could be “curious,” “adventurous,” “daring” and “happy.”

Tyler’s life came to an end at the age of nine on the evening of July 23, 2008 in the town of Ladson. He was struck by a vehicle as he crossed Ladson Road, one block from the street where he lived. The driver of the vehicle did not stop. The case is still open three years later.

Lucy Capers and her family, including Tyler’s nine older brothers and sisters, were understandably shocked and grief-stricken. Lucy and Fred Capers had not only lost a son, but a human dynamo that could make friends with anyone of any age in a heartbeat. “He was someone who didn’t sit still very well. Tyler was always in motion whether it was riding his bike, playing video games with his friends, or swimming in the community pool which he started doing at the age of three,” said Lucy Capers.

Everyone in the Mount Pleasant neighborhood where he was born sensed that he was special and flocked to see him when he came home from the hospital. In 2006, the family moved to Ladson where Tyler hit the neighborhood and began making friends, even with his principal at Oakbrook Elementary School.

On the evening of July 23, 2008, Tyler went one block up from his house to Ladson Road, a main thoroughfare through the Berkeley County town. He was going to cross the road to visit a friend who had gotten a new video game. Tyler’s mom said he was always a fast runner, but he was struck by a vehicle when he started his dash across Ladson Road. Some witnesses believe it might have been a Chevy

Blazer. He was dead minutes after the crash.

The doors at the church where Tyler’s funeral was held had to be closed when mourners filled the sanctuary to capacity. A number of state troopers attended the service to pay their respects in addition to directing traffic and escorting the funeral procession.

Lucy Capers set about ways to work through her and her family’s loss. She applied for and was granted an SCDOT Roadside Memorial marker. The marker was placed close to the scene of the crash. Tyler’s mom wanted the SCDOT marker for two reasons. “I wanted to memorialize my son and keep his memory alive, but I also wanted to keep his name out in the neighborhood in case someday someone remembers something that might help find who did this,” said Capers.

She hasn’t stopped with the SCDOT marker. Capers has created a number of memorials both inside and outside her Ladson home over the last three years. When she finishes one, she starts thinking about the next one. Capers said the loss of Tyler has left a big hole in her heart and it’s particularly hard during the end of each July on the anniversary of his passing.

Capers drives a school bus for a living. Occasionally she gets a lump in her throat when she drops the kids off at school and watches them laughing and bounding off the bus the way Tyler did. She can’t help but feel a little envious of parents who are there to kiss their little ones as they drop them off and pick them up.

For now, she relies on her faith and continues to do whatever she can to keep the spirit of Tyler’s bound-less energy alive in heart and in her memories. She believes that someday the person who struck Tyler will be caught. Capers said, “I’m a patient person. I don’t think Tyler’s death will go unpunished.”



Lucy Capers shows a photograph of her son, Tyler, who was killed as he crossed Ladson Road in 2008. In the background is a garden she planted in her backyard in memory of her son.



Capers has a special memorial display in her home in honor of Tyler.



PHOTOGRAPHS BY ROB THOMPSON/THE CONNECTOR

A roadside memorial marker is placed where 8-year-old Tyler Capers was killed. The memorial sign also encourages motorists to drive safely.

Roadside Memorial Applications

- Immediate family members are permitted to apply for a sign memorializing a loved one lost in a traffic crash.
- The fee for manufacturing, erecting and maintaining the sign is \$250.
- Applications should be made within one year of the crash date.
- Signs will remain in place for two years. At the end of the two-year period, the sign will be removed. The memorial plaque will be sent to the person who applied for the sign at the address listed on the application.
- No signs will be erected for victims who were directly involved in criminal activity that led to their deaths.

Complete information on how to apply for a Roadside Memorial can be found on the SCDOT website:

www.scdot.org/community/roadside_memorials.shtml

Helping the community: SCDOT CPMs help ETV, Harvest Hope Food Bank

By Anne Futch, IT Services

Five employees of SCDOT were among 14 members of the SC Society of Certified Public Managers (SCSCPM) who volunteered their time to answer the phone bank for South Carolina Educational Television (ETV) on March 16.

The program entitled "Kickstart Your Health with Dr. Neal Barnard" began at 7 p.m. with the program host interviewing the President of the Society about the CPM program.

During the show, the volunteers helped raise \$4,900 for the ETV Endowment, a public charity that exists to support the mission of ETV and ETV Radio.

ETV has statewide network with 11 television stations,



PHOTOGRAPHS BY ROB THOMPSON/THE CONNECTOR

SCDOT certified public managers work a phone bank at South Carolina Educational Television's studio in Columbia. The employees are, from left, Dennis Cline of Payroll, Mark Walker of Right of Way, Tony Magwood of Richland Maintenance, Mechelle Mabry of Oversize-Overweight Permits and Anne Futch of IT Services.

eight radio stations and a closed-circuit educational television system in more than 2000 schools, colleges, businesses, and government agencies.

SCDOT's employees are currently working together on another community service project with the CPM Society. The agency is participating in the third annual multi-agency Food and Fund Drive to support Harvest Hope Food Bank. The event is sponsored by the SCSCPM and the SC State Government Improvement Network.

SCDOT's Mechelle Mabry is coordinating this event for 23 participating agencies with collection boxes in 81 offices. The effort runs July 18 through Aug. 19. There are three ways employees can donate:

- Donate money via the Harvest Hope website, www.harvesthope.org.
- Donate food items via the Virtual Food Drive on Harvest Hope's website.

- Drop off non-perishable items in the collection boxes located in the Headquarters building, Office of Materials and Research, District 1 Office, and Richland Maintenance. Collection boxes for Headquarters will be located on the first floor and in the basement in front of the elevators.

All donations to Harvest Hope are tax-deductible with 98 cents out of every dollar going directly to feeding hungry families in our area. For more information, go to the Society's webpage: <http://www.scscpm.org/documents/harvesthope2011.pdf>.

Thirty-nine SCDOT employees have received their CPM credential which is the recognized standard of excellence for public managers in South Carolina.

The program was developed by the Budget and Control Board's Office of Human Resources and was accredited by the National CPM Consortium in 1996.



Duane Scott and Carolyn Koon from IT Services donate food to the Harvest Hope Food bank collection box at SCDOT.

Emergency repairs made to U.S. 701 bridge

By Bob Kudelka

District 5 employees knew there was a lot at stake as they worked to repair the U.S. 701 bridge damaged in April when a tractor trailer smashed through the railing in a fatal accident.

The closed bridge presented motorists with a 57-mile detour around this key artery connecting Horry and Georgetown counties over the Great Pee Dee River.

District Engineering Administrator Dennis Townsend and District Bridge Engineer Jason Thompson inspected the site after the accident and recommended the bridge be shut down for repairs. The extent of the damage was 60 feet of bridge parapet hand railing and fixture supports that required complete demolition and reinstallation.

Safety was a top priority in the recommendation.

"There was a substantial amount of bridge with no type of lateral safety structure to prevent traffic from leaving the bridge and there was no good way to make a temporary repair," Townsend said. "We decided to bite the bullet, keep traffic off of the bridge and let us work as hard as we could for two days and be done with it."

Thompson had determined the rail could be repaired in approximately two

days if the workers did not have to work within the confines of the narrow bridge that had minimal shoulders.

Secretary of Transportation Robert J. St. Onge Jr. authorized an emergency repair work order to obtain outside resources to assist with the repairs.

Cape Romain Contractors of Wando assisted with the repairs by providing skilled labor and materials.

With the combined forces, the department was able to repair the damaged facility for approximately \$10,000 and with minimum disruption to the traveling public, Thompson said.

Piecemeal repairs with a lane kept open would have been risky and taken several days. Instead, the bridge was fully repaired in 2½ days.

"Our employees responded in a timely manner and were aggressive in their ac-

tions in trying to get it repaired as soon as possible," Townsend said. "They cooperated well with law enforcement and the contractor's employees. It was a good team effort to get the road back open as quickly as possible understanding the urgency involved."

Bridge repair work was performed by the District 5 Capital Improvements crew of Florence and the District 5 bridge crews. Capital Improvement crew members George Alford, Orel Lee, and Danny Whitehead "went above and beyond by working extremely long hours to get the bridge open as quickly as possible," Townsend said.

The Georgetown and Horry Maintenance Offices aided in the effort with the Incident Response Office by providing the road closure and installation of the temporary detour route.

Protecting workers:

Avoid heat stroke, exhaustion, cramps, rashes

By SCDOT Safety Office

High temperature and humidity; direct sun or heat; limited air movement; physical exertion; poor physical condition; some medicines; inadequate tolerance for hot workplaces; and insufficient water intake can all lead to heat stress.

What kind of heat disorders and health effects are possible and how should they be treated?

- Heat Stroke is the most serious heat related disorder and occurs when the body's temperature regulation fails and body temperature rises to critical levels. It is a medical emergency that may result in death. The primary signs and symptoms of heat stroke are confusion; irrational behavior; loss of consciousness; convulsions; a lack of sweating (usually); hot, dry skin; and an abnormally high body temperature. If a worker shows signs of possible heat stroke, professional medical treatment should be obtained immediately. Until professional medical treatment is available, the worker should be placed in a shady, cool area and the outer clothing should be removed. Douse the worker with cool water and circulate air to improve evaporative cooling. Provide the worker fluids (preferably water) as soon as possible.

- Heat Exhaustion is only partly due to exhaustion; it is a result of the combination of excessive heat and dehy-

dration. Signs and symptoms are headache, nausea, dizziness, weakness, thirst, and giddiness. Fainting or heat collapse is often associated with heat exhaustion. Workers suffering from heat exhaustion should be removed from the hot environment and given fluid replacement. They should also be encouraged to get adequate rest, and when possible, ice packs should be applied.

- Heat Cramps are usually caused by performing hard physical labor in a hot environment. Heat cramps have been attributed to an electrolyte imbalance caused by sweating and are normally caused by the lack of water replenishment. It is imperative that workers in hot environments drink water every 15 to 20 minutes and also drink carbohydrate-electrolyte re-placement liquids (e.g., sports drinks) to help minimize physiological disturbances during recovery.

- Heat Rashes are the most common problem in hot work environments where the skin is persistently wetted by unevaporated sweat. Heat rash looks like a red cluster of pimples or small blisters. It is more likely to occur on the neck and upper chest, in the groin, and in elbow creases. The best treatment for heat rash is to provide a cooler, less humid environment. Keep the affected area dry. Dusting powder may be used to increase comfort, but avoid using ointments or creams—they keep the skin warm and moist and may make the condition worse.

Work practices to offset heat effects

- Acclimatize workers by exposing them to work in a hot environment for progressively longer periods.
- Replace fluids by providing cool water or any cool liquid (except alcoholic and caffeinated beverages) to workers and encourage them to drink small amounts frequently, e.g., one cup every 20 minutes. Ample supplies

of liquids should be placed close to the work area.

- Provide recovery areas such as air-conditioned enclosures and rooms and provide intermittent rest periods with water breaks.
- Reschedule hot jobs for the cooler part of the day, and routine maintenance and repair work in hot areas should be scheduled for the

cooler seasons of the year.

- Monitor workers who are at risk of heat stress, such as those wearing semipermeable or impermeable clothing when the temperature exceeds 70° F, while working at high energy levels. Personal monitoring can be done by checking the heart rate, recovery heart rate, and oral temperature.

Keep cool without an air conditioner

- Wet your wrists and other pulse points with cold water. Use a piece of ice wrapped in a face cloth, to continue after the coolness wears off. Constantly cooling off the wrists will also cool off the body. Never use just ice; make sure it is wrapped in a towel or something similar. Studies show that this will reduce your core body temperature by as much as 3° F (1.5° C). The relief is almost immediate, and will last for up to one hour!
- Drink a lot of fluid. Water is the best but cool liquids of any type will help to cool you down. The electrolytes help to make sure you don't lose vital minerals through sweating. Adding ice will also help cool you off. Avoid lemonade, iced tea, and other sugary drinks. Ice does not actually help you cool off if it is in water you will drink. Cool water does, but the colder the water the more energy your body spends.
- Place a wet towel on the back of your neck and also the top of one's head. Athletic team doctors have used this for years!
- Wet your hair with cold water every half

an hour.

- Wear a short sleeved shirt and put water on the sleeves. If there is a breeze or fan blowing on you, you can actually get cold. Use a squirt bottle, the sink or hose if outside to keep your sleeves wet. If you are outside and wearing long pants and you put water on your legs, the water will cool your legs. Apply lots of sun protection lotion throughout the day. The protective function of such lotion only lasts for a few hours and less when you are in water. Re-apply frequently for best coverage. Do not rely on it alone. Wear a hat and don't expose too much skin. Long-sleeved shirts made of cotton, hemp and other natural fabrics will help deflect the sun's rays and protect your skin. A broad-brimmed hat is essential to protect your face and to create some shade over your head.

- Eat less. Smaller meals with less protein will reduce metabolic heat. Whatever you do eat should be cool and not require heat to be prepared (e.g. salads, sandwiches, etc.)

THE FLOWER MAN

Surviving the heat, humidity

By Ernest Jones

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



Heat and humidity, the hallmarks of summer in the eastern part of the country, can result in heat stroke when you're outside doing garden or yard work.

You may know the feeling – your face turns beet red and you feel dizzy and faint. You

keep looking and feeling that way for a few hours. At its worst, heat stroke can kill you: and trust me, even at its best, it's a hellish feeling. (Some reward for mowing the lawn!) Mercifully, you can avoid heat stroke by taking a few simple precautions. Work during the coolest parts of the day, early morning or early evening. Wear a hat or cap and take drink breaks every 15 minutes or so. Keep drinking that water, Gatorade, or other sports drink. Don't work too long at a stretch. Make yourself stop before you drop. You can always work in the house for a while, and come back to the yard or garden later.

The art of mowing

Mowing is the most important

thing you will ever do to your lawn. It could be the most harmful, or the most beneficial. Yet few of us understand how to do the job. Probably the extent of your lessons was the time your father showed you how to start the mower and pointed you in the direction of the front yard.

When and how to mow

The season's first mowing should be a scalping to remove all brown matting from winter. After that, lawns should be mowed often enough to cut only one-third of the leaf at a time.

Mowing too low will damage roots which will create a harmful layer of the thatch. The one-third rule encourages a lawn to

spread and to develop a healthy root system. It's also important to mow in a different direction each time to prevent a lean that results in an uneven cut. You need to use a sharp blade. A dull blade hacks grass tips, inviting disease organisms.

Cut grass most often in the early spring, up to two times per week. In summer, let grass grow taller than normal, mowing about every five days. The taller blades will shade roots and conserve moisture. Never cut wet grass, or the blades will be torn. Wet clippings can also foster fungal diseases. Mow in the evening after 6 p.m. to allow the cut ends enough time to recover before the dry hot breezes begin.

Got news?

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

Andy Leaphart



What is an invasive plant?

By Timothy Edwards

You don't have to be a tree expert to be concerned about invasive plants. According to the U.S. National Arboretum, an invasive plant has the ability to thrive and spread aggressively outside its usual range of growth. A naturally aggressive plant may be especially invasive when it is introduced to a new habitat.

Some invasive plants are worse than others. Many invasive plants continue to be admired by gardeners who may not be aware of their weedy nature. Others are recognized as weeds but property owners fail to do their part in preventing their spread. Invasive plants are not all equally invasive. Some only colonize small areas and do not do so aggressively. Others may spread and dominate large areas in just a few years.

The SCDOT has a Roadside Plants to Avoid list at the fol-

lowing link: <http://www.scdot.org/community/Landscapeguidelines.shtml>; click on Roadside Plants to Avoid. The plants on the list are not recommended for planting on SCDOT rights-of-way because they are recognized as either noxious, potentially invasive or have features not suitable for roadsides (e. g., weak wood, invasive roots, messy fruit, rapid decline or low limbs).

There are native plants that are alternatives to invasive exotic species in South Carolina. The article below was adapted from information from the South Carolina Native Plant Society. Additional information about the SCNPS can be found at the following link: <http://www.scnps.org>.

The suggested native plants are alternatives to invasive exotic species in South Carolina. All plants listed, both invasive exotics and natives, are available for sale in the market.



Make sure you choose the right native tree or grass from the list on the right.

Engineering News

NON-NATIVE INVASIVE (DO NOT PLANT)

PRIVET, *Ligustrum* species (ev) –

AUTUMN OLIVE and RUSSIAN OLIVE, *Elaeagnus* species –

BRADFORD PEAR, *Pyrus calleryana* “Bradford” –

MIMOSA, *Albizia julibrissin* –

ENGLISH IVY, *Hedera helix* (ev) –

NANDINA, *Nandina domestica* (ev) –

BURNING BUSH, *Euonymus alata* –

EMPRESS TREE, *Paulownia tomentosa* –

CHINESE WISTERIA, *Wisteria sinensis* –

HONEYSUCKLES, *Lonicera standishii*, *maackii*, *tatarica*, *morrowii*, and *fragrantissima* –

NON-NATIVE INVASIVE GRASSES

MISCANTHUS, *Miscanthus* species –

FOUNTAIN GRASS, *Pennisetum alopecuroides*, *setaceum* –

NATIVE PLANT ALTERNATIVE (DO PLANT)

Carolina cherry laurel, *Prunus caroliniana* (ev)
Yaupon holly, *Ilex vomitoria* (ev)
Inkberry holly, *Ilex glabra* (ev)
Florida leucothoe, *Leucothoe populifolia* (ev)
Wax myrtle, *Myrica cerifera* (ev)

Native plums, *Prunus* spp.
Possumhaw viburnum, *Viburnum nudum*
Blackhaw viburnum, *Viburnum prunifolium*
Winterberry, *Ilex verticillata*
Possumhaw holly, *Ilex decidua*
Native blueberries, *Vaccinium* spp.

Various hawthorns, *Crataegus* spp.
Serviceberry, *Amelanchier* spp.
Redbud, *Cercis canadensis*
Fringetree, *Chionanthus virginicus*
Red maple, *Acer rubrum*
Southern sugar maple, *Acer barbatum*

Redbud, *Cercis canadensis*
Serviceberry, *Amelanchier* spp.
Dogwood, *Cornus florida*
Fringe tree, *Chionanthus virginicus*

Trumpet creeper, *Campsis radicans*
Virginia creeper, *Parthenocissus quinquefolia*
Carolina jessamine, *Gelsemium sempervirens* (ev)
Allegheny spurge, *Pachysandra procumbens* (ev)
Crossvine, *Bignonia capreolata* (ev)
Green and gold, *Chrysogonum virginianum*
Wild phlox, *Phlox* spp.

Winterberry, *Ilex verticillata*
Beautyberry, *Callicarpa americana*
Native blueberry, *Vaccinium* spp.
Hearts-a-bustin', *Euonymus americanus*
Inkberry holly, *Ilex glabra* (ev)

Chokeberry, *Aronia* spp.
Clethra, *Clethra alnifolia*
Spicebush, *Lindera benzoin*
Itea, *Itea virginica*

Paw paw, *Asimina* spp.
Cucumber tree, *Magnolia acuminata*
Big leaf magnolia, *Magnolia macrophylla*
Basswood, *Tilia americana*
Southern catalpa, *Catalpa bignonioides*

American wisteria, *Wisteria frutescens*
Crossvine, *Bignonia capreolata* (ev)
Trumpet creeper, *Campsis radicans*

Blackhaw viburnum, *Viburnum prunifolium*
Winterberry, *Ilex verticillata*

NATIVE PLANT ALTERNATIVE

Switchgrass, *Panicum virgatum*
Pink muhly grass, *Muhlenbergia capillaries*

Pink muhly grass, *Muhlenbergia capillaris*
Bottlebrush grass, *Elymus hystrix*

(ev) = Evergreen or partial evergreen species

District 1 News

Kershaw, Lee, Lexington, Richland and Sumter counties

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

S.C. 602 widening project under way

This S.C. 602 widening project consists of widening 6.4 miles of Platt Springs Road in Lexington County from two to five lanes. The project begins just west of Emmanuel Church Road in Three Fountains and extends to Old Orangeburg Road in Red Bank.

- The project was awarded to Eagle Construction Company in March 2010, for \$20.6 million.
- Construction started in May 2010.
- A 10'x12' triple barrel culvert at Red Bank Creek is being replaced.
- A 610 ft. Soil Nail Wall is being constructed.
- Bike lanes will be installed over the entire length of the project.
- The intersection of Old Orangeburg/New Orangeburg at S.C. 602 is being realigned to eliminate a double traffic signal currently spaced 100 feet apart on Platt Springs Road.
- Various other intersections are also being realigned to improve safety.

• Project is currently 33% complete with 37% of the contract time expired.

• Resident Construction Engineer is Ashleigh Sandel and the Project Engineer is Steve Altman. Additionally, SCDOT has contracted with Coleman-Snow Consultants and their subcontractors Triplett King and F&ME to oversee the daily construction and inspection activities.

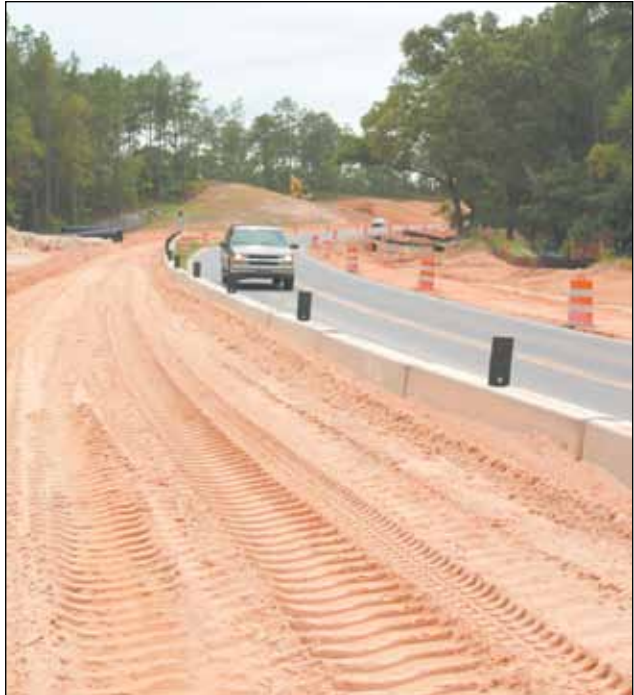
• A portion of the construction costs for this project is funded through the American Recovery & Reinvestment Act (ARRA) of 2009.

• The project completion date is May 31, 2013.

Once construction is complete, S.C. 602 will be five lanes from West Columbia to just west of White Knoll High School in Red Bank which will help alleviate traffic congestion in the area.



PHOTOS COURTESY OF EAGLE CONSTRUCTION/AERIALPHOTOSELITE.COM



Got news?

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



Teresa Jackson

District 2 News

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

*District Engineer: Christy Hall (864) 227-6971
FAX (864) 227-6567*

Safety Task Force works to improve safety in District 2

Got news?

Contact Sarah McKinney at 864-227-6222 or email her at McKinneySB@scdot.org.



Sarah McKinney



A group of employees in District 2 attended a Safety Task Force on May 4 in Greenwood. The meeting, facilitated by Karen Neighbors, was to brainstorm ideas to improve the District 2 safety record.



District Engineering Administrator Christy Hall addresses the group during the meeting.



Assistant Traffic Engineer Nick Rebovich, right, goes over some of the groups ideas.



Resident Maintenance Engineer Alan Kozusko makes a presentation to the group.

Saluda Maintenance celebrates excellent safety rating

Congratulations to Saluda Maintenance! The unit had a review with the Quality Management Team on June 1 where

they earned an EXCELLENT rating with a score of 96.35, the highest score in the state for this rating year. Thank you to ALL of the

employees at Saluda Maintenance for the hard work you do, and thanks for doing it safely and setting an example for all the other maintenance units!



D2 administers hearing tests



Edgefield Maintenance employees Tommie Williams, Ricky Young, Clisby Dansby and Jessie Weaver line up get their hearing tested.

District 2 maintenance employees participated in the Annual Audiometric Testing with Henderson and Associates during May. A big "Thank You" goes to Dale Thomas and Debbie Williams for helping with the interview process.

District 3 News

Greenville, Oconee, Pickens and Spartanburg counties

District Engineer: Steve Gwinn (864) 241-1010

FAX (864) 241-1115

SCDOT employees show off their bikes



Oconee Maintenance motorcyclist include, from left to right: Morris Cobb, 2006 Honda; Alex Butts, 2005 Yamaha; Philip Chastain, 2002 Harley Davidson; Allen Moore, 2003 Harley Davidson; Tim Honea, 2001 Suzuki; Donnie Baker, 2009 Yamaha; Chris Seigle, 2002 Harley Davidson; Tommy Wilbanks, 2008 Suzuki. Not pictured: Bill Steading, Troy Lewis, Kenney Henderson and Bobby Foster.

SCDOT employs a diverse group of people but a group of them share one thing in common...their love of motorcycles! At the end of the day there are many employees that climb out of their work trucks or out of their SCDOT vehicles and ride off into the sunset on their motorcycles.



Employees from Spartanburg Maintenance pose with their motorcycles.



Dennis Garber and his daughter pose by his Kawasaki motorcycles.

Got news?

Please contact
Tameki Watts
at 864-241-1010
or by emailing her at
WattsTL@scdot.org

Tameki
Watts



Meet Bruce Kilpatrick



Bruce Kilpatrick of Oconee Maintenance has been an employee of SCDOT for 30 years and three months. He has been married for 21 years and has a daughter

ty. His hobbies include fishing, mechanic work and providing assistance and service to the people of his community and church.

He is a dedicated employee who is currently in her sophomore year at Clemson University. He is a dedicated employee and we are glad to have him around.

An employee gone but not forgotten



The District 3 Office held a luncheon at the Greenville Maintenance Office to benefit the family of Noah Lark. DEA Steve Gwinn, DME Jason Allison and several other members of the senior staff served the employees their lunch. Oconee Maintenance also held a benefit luncheon for Lark's family. The Lark family attended a dedication ceremony in memory of Lark at the Greenville Maintenance office. They were presented with a monetary donation that was raised for the family.



District 4 News

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

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

Got news?

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



Edward Moore

Garden Clubs, Chesterfield SCDOT dedicate restored Blue Star Marker

A dedication and relocation service was held May 23 at the McBee High School gymnasium for the Blue Star Memorial Highway Marker, which was originally located on U.S. 1 in McBee.

The marker, placed at its U.S. 1 location on April 14, 1953, by the Garden Club of the Coastal District, is the sixth Blue Star Marker erected in South Carolina through the Blue Star Program of the National Garden Clubs Inc.

The Blue Star Memorial Program honors service men and women. This program began with the planting of 8,000 Dogwood trees by the New Jersey Council of Garden Clubs in 1944 as a living memorial to veterans of World War II.

In 1945, the National Council of Garden Clubs adopted the program



Members of the Spring Beauty and East Sandhills Garden Clubs of South Carolina pose with the restored Blue Star Sign.

and began a Blue Star Highway system, which covers thousands of miles across the Continental United States, Alaska and Hawaii. A large metal Blue Star Highway Marker was placed at appropriate locations along the way.

The program was expanded to include all men and women who had served, were serving or would serve in the armed services of the United States. Memorial Markers and By-Way markers were added to the Highway Markers, to be



Chesterfield SCDOT employees RD Ratliff, left, and Donnie Rivers put the restored Blue Star Marker in place.

used at locations such as National cemeteries, parks, veteran's facilities and gardens.

The Blue Star became an icon in World War II and was seen on flags and banners in homes for sons and daughters away at war, as well as churches and businesses.

Retirement lunch held at Cherokee Maintenance for Donald Rumpf

SCDOT
DISTRICT 4
CHEROKEE
MAINTENANCE

Cherokee RME Stephen Ellis, right, presents Donald Rumpf a framed certificate and card signed by all members of Cherokee Maintenance.



Donald Rumpf brought along his wife, Loretta, to enjoy his retirement lunch at Cherokee Maintenance on June 1, recognizing his six years of service on the Cherokee Maintenance Sign Crew.

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**



Adopt-A-Highway recognizes District 5 volunteers



Mike Jackson, Marion Maintenance, recently received a certificate for his 20th year as an Adopt-A-Highway coordinator. In addition, he was awarded the Recycling Initiative Award in 2009 for his excellent work.



Dorothy Johnson was recently recognized as 2nd place Adopt-A-Highway Coordinator of the Year. She also was recognized with a 2011 Outstanding Achievement Award.

District 5 prepares for hurricane season



1



2



3

In preparation for the upcoming Hurricane season, District 5 employees practice the lane closures through Marion County on Highway 501. Scientists have predicted a very active Hurricane season, and everyone needs to be prepared!

1 Cones along the highway mark the progress of a crew near the Highway 501 Bypass off ramp.

2 Darlington Maintenance Employees assist in setting out cones.

3 Marion Maintenance employees continue setting out cones.

District 6 News

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

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

District 6 welcomes soldier home from Afghanistan



Welcome Home Soldier!

All of us here at District 6 would like to welcome back one of our soldiers, Arnold Blanding. Blanding recently returned to his Assistant District Maintenance Engineer position after a one year tour in Afghanistan. Blanding is a Major in the Army National Guard where he proudly serves as a decorated Field Artillery Officer. His military career has included a tour in Iraq and two tours to Afghanistan.

After speaking with Blanding, it wasn't his rank, number of tours or even his years of service that impressed me the most. It was his modesty. He said, "Military is simply a way of life for me. I can't think of anything more honorable than to answer the call to support and defend our national defense. However, the real heroes are the spouses and loved ones that sacrifice so much in the mist of providing their servicemen overwhelm-



ing support, the employers that maintain vacancies for deployed employees and coworkers that carry the work load in their absence." How impressive!

Thank you for fighting to protect our country, our freedom and our way of life.



Got news?

Contact Angelia Savage at :
843-740-1667 ext. 116 or by emailing her at SavageAD@scdot.org



Angelia Savage

Ben Sawyer Swing Bridge Replacement Wins National Award



The 2010 National Design Build Award trophy sits atop a bridge rail on the Ben Sawyer Bridge.



From left, Kimwood Partenheimer, Clay Bodiford, Curtis Brice and Jeff Rajabi pose by the recently replaced Ben Sawyer Swing Bridge.

The Ben Sawyer Swing Bridge Replacement Project won the 2010 Transportation Under \$50 Million National Design-Build Award.

According to Design-Build Institute of America, this project included the replacement of the swing span, superstructure replacement, modifications to the substructure, a complete mechanical and electrical overhaul, replacement of the operator house, widening and modification to the approach slab, as well as the replacement of the fender system.

Remarkably, the bridge was only closed to vehicular traffic for 10 days while the structural components were put into place.

Getting acquainted with District 6



S.C. Secretary of Transportation Robert J. St. Onge Jr. recently spent time visiting District 6. During his visit, St. Onge spent time in Berkeley, Colleton, Dorchester and Charleston counties.

District Construction Engineer Tim Henderson took Secretary of Transportation St. Onge on an equipment demonstration at Charleston Maintenance (at left) and on a tour of the Arthur Ravenel Bridge.

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*

Blood donors honored at community event

The Blood Assurance staff of The Regional Medical Center had their 37th Annual Blood Assurance Program Awards Banquet on April 12 at the Cinema in Orangeburg.

Employees and retirees from the Bamberg, Calhoun and Orangeburg areas enjoyed food and

fellowship and received awards for their blood donations during 2010.

Blood Assurance Coordinator Shea Woodward awarded the SCDOT Bamberg and Orangeburg Units with Certificates of Excellence for Outstanding Blood Drive Participation as part of the

top 10 Community Organizations.

Please contact your local blood banks to give during this critical time of shortage, as all blood types are needed. It may be your life or the life of a loved one that is saved. Sincere thanks to all who give.

Meet Gracie Gregory

Name: Graciela Gregory
Title: Administrative Assistant
Location: Allendale Maintenance
Service: 5 months

Graciela "Gracie" Gregory is the new administrative assistant for Allendale Maintenance. Gregory and her husband of 17 years, Timothy, reside in Fairfax.

They are members of St. Mary's Catholic Church in Hampton and St. James AME Church in Barton. She enjoys reading, the outdoors, helping people, and spending time with family and friends.

District 7 welcomes Gracie Gregory!



Retirements



Herbert Gladden, foreman of the shoulder crew retired from Calhoun Maintenance in March. He had 33 years with SCDOT.



Bonnie Martin, Administrative Assistant of Calhoun Maintenance retired in June. She had 33 years with SCDOT.



Joyce Wier, Administrative Assistant of Hampton Maintenance retired in June. She had 12 years with SCDOT.

Got news?

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



Deborah Berry

SCDOT Golf Tournament



PHOTO BY ALANA FELDER

Jim Porth, Mark 'Fish' Felder and Charles Jones represented District 7 in the SCDOT Golf Tournament on May 14 at Lake Marion/Santee Cooper Resort. Porth placed 3rd in the 6th Flight. Jones won the Championship in the B Flight. Felder is the overall Champion. 'Finally made it to the top of the mountain,' said Felder.

In Remembrance

Clarendon Maintenance employee Carlisle R. Dubose passed away on June 1.

He worked on the Sign Crew for seven years as a trades specialist II.

He was married to Pat M. Dubose and together they have two sons, Craig and Steven.

Dubose was a member of First Baptist Church in Manning where he enjoyed singing in the choir and with the praise team.

He will be missed by his SCDOT family.



Carlisle R. Dubose

VIEWPOINTS

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

I have continued my quest to visit with our teams and our teammates throughout South Carolina and the regions. I have thoroughly enjoyed visiting our leaders, workers, and facilities in all 46 counties. I realize that I haven't met everyone on the SCDOT team, but I am still working on it.

I am impressed with our leaders and recognize the challenges that they deal with every day. I thank you for your efforts to resolve problems at your level, although citizens and legislators may ask for SCDOT services which you may not always be able to provide. Your courteous and professional manner in responding is much appreciated by all, especially by me.

It is my task to provide you with the resources you need to do your jobs, within our budget constraints and balanced across all the elements of expense: facilities, equipment, labor, materials, and contracts. We will strive to achieve that balance as we begin to execute our new budget in July.

We have, as an example, begun hiring to give our road and shop crews the people they need to safely and effectively perform the tasks we ask of them every day. My visits with districts and counties have given me tremendous insights into our collective requirements. I will rely on those insights as we present our preliminary budget request to the governor, and then to the legislators for the 2012-2013 budget cycle beginning later this summer.

As I write this column we are eagerly awaiting the results of the Washington debate on re-authorization of the federal transportation bill.

I have met many of our state and federal partners, and sense that we enjoy a well-earned reputation for being an open, cooperative agency trying to do the right thing. Our Columbia-based Environmental Engineering staff, for example, has forged solid relationships with the Army Corps of Engineers and with a host of other state and federal offices charged with protecting the environment. They work together to ensure our road and bridge work has minimal adverse impact on the waters, flora and fauna

of our beautiful state.

Allow me to end the column with some thoughts on the most important topic we share: Safety! I cannot remind our employees enough that we are in the high traffic and the extreme weather seasons. If you work the roads, please be especially cautious. Setting up, working in, and taking down work zones is especially hazardous this time of year.

Know the proper work zone configurations. To that end, SCDOT has been working with Clemson University to develop and conduct work zone training for our employees. There are two levels of training: The Level 1 course is an awareness and basic/intermediate level training course. The Level 2 course is designed for foremen, etc. who will be designing traffic control in the field. Each district is currently scheduling classes throughout the state.

Remember to stay hydrated! The combination of hot summer weather and asphalt can be debilitating.

Robert J. St. Onge Jr.
Secretary of Transportation

CAUGHT DOING GOOD!



Dr. Arlene Prince

Dr. Arlene Prince, who runs our SCDOT office for Business Development and Special Programs, has been selected as the Chairperson for the Southern Transportation Civil Rights Executive Council. This organization involves eight southeastern states. Among their many activities, they host an annual Training Symposium. SCDOT will host the symposium in 2013.

Dr. Prince administers the Disadvantaged Business Enterprise (DBE) program for SCDOT. This federal program facilitates the selection, training and certification of small, disadvantaged businesses and assists them in competing for and performing work in the transportation sector. There are over 760 DBEs in our South Carolina Unified Certification Program.

Thanks, Arlene, and CONGRATULATIONS!

Robert J. St. Onge Jr.



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THE CONNECTOR



VOLUME XXIV NO. II SOUTH CAROLINA DEPARTMENT OF TRANSPORTATION SPRING/SUMMER 2011

INSIDE THIS ISSUE

I-85 Bridge damaged

by firey crash..... 1

Crews clean up after storms..... 3

I-385 uses new ramp..... 5

I-26 Widening in Charleston..... 6

Safe Routes to School..... 8

Hurricane Drill..... 9

Retirements..... 12

Promotions..... 13

Traffic Signal Crews 15-17

SCDOT Softball Tourney..... 19

Roadside Memorials 20

District Pages 23-30

Viewpoints..... 31

Letters we liked

Dear SCDOT:

Thank you for the great job you are doing in response to incident on I-85, mile marker 93, Cherokee County! I had to travel that section of the road today, not knowing at the time what had happened. The overhead signs were my first warning of what to expect.

While I hate stalled traffic, everything was handled so great that I didn't mind. I was impressed that there were coolers near all the officers/worker I saw. Once again, I was impressed and thanks for a job well done!

Peggy Chitwood

Dear SCDOT:

I just wanted to say thank you for all the hard work the folks in the Spartanburg County Maintenance Office have done over the past couple of years. Their efforts in making the roadways more user friendly by replacing worn out, missing and damaged signs along with keeping the roadway pavement markings more visible and getting the pot holes repaired quickly has made a positive difference in the county. Traffic fatalities have decreased overall and especially in the northeastern part of the county that used to average a dozen or more fatal collisions a year back in 2006 and

2007.

I believe that number has dropped to only 3 in 2010 in this area. 75% reduction is pretty impressive by putting up signs and putting down paint. Their efforts in doing this it makes enforcement of traffic laws easier because speed limits are easier to enforce because the roadway is properly posted to be in compliance with 56-5-950(B). Pavement markings and warning signs give drivers the necessary guidance to traverse the roadways safely. Thank you again for your hard work Spartanburg Maintenance Crew.

William Meyer

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ROB THOMPSON/THE CONNECTOR

The landscaping around SCDOT headquarters is done by "Flower Man" Ernest Jones. Jones, a 20-year employee in Building Maintenance, writes the Flower Man column (see page 22) where he offers gardening advice for employees. The hibiscus flower shown above is called 'Rose of Sharon' and was collected off site by Jones and planted around the headquarters building. Jones regularly trades native South Carolina plants with employees and plants them around the building. The native plants work well because they can withstand heat and cold.