

THE CONNECTOR

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SOUTH CAROLINA DEPARTMENT OF TRANSPORTATION

SPRING 2017



Road funding bill passed by Legislature

First increase in 30 years raises gas tax 2 cents per year for 6 years

ROB THOMPSON/THE CONNECTOR

New funding will repair, improve and maintain highways as well as upgrade safety on rural highways.

By Pete Poore

A landmark vote was taken by the South Carolina House and Senate on May 10 on House Bill H. 3516, otherwise known as the “Roads Bill.” Both houses of the General Assembly voted to override Governor McMaster’s veto which will allow the bill to become law on July 1.

The centerpiece of the legislation is the increase in sustained funding to fix more roads and bridges through a graduated increase in the state gas tax.

Here’s what will happen on or after July 1:

- Establishes the Infrastructure Maintenance Trust Fund for repairs, maintenance and improvements to the existing highway system.

I do not plan on talking about what we don’t have, what the gaps are, how far behind we are. What I plan to talk about going forward is how we’re utilizing the new dollars and getting the job done.

Christy A. Hall

Secretary of Transportation

- Effective on July 1, the state gas tax will increase two cents per year for the next six years. The total increase will be 12 cents per year after the sixth year.

- Effective Jan. 1, 2018, the motor vehicle registration fee paid every two years will increase to \$16 dollars. (This increase applies to passenger vehicles or property-

carrying vehicles with a gross weight of six tons or less).

- Effective on July 1, the Infrastructure Maintenance Fee (formerly the vehicle sales tax) for vehicles registered for the first time in-state – a 5% fee not to exceed \$500

- For vehicles registered out-of-state – a \$250 fee will be collected when the vehicle is registered in South Carolina.

The bill requires SCDOT to have a Transportation Assets Management Plan (TAMP) that will serve as the agency’s “report card” related to these measurements:

- Objectives and performance measures for preservation and improvements of the State Highway System.

- Objectives and performances measures to reduce crashes, injuries and fatalities on High Risk

Rural Roads (Rural Primary or Federal Aid Secondary Roads.

- \$50 million to be applied to High Risk Rural Roads.

- The TAMP requires approval of the SCDOT Commission

- SCDOT will prepare an annual update for the General Assembly and post it on the agency’s web site for the public.

Each County Transportation Committee (CTC) will receive an increase in their share of the state Motor Fuel User Fee. The increase is required to be spent on state highway system road and bridges in each county.

The bill also provides for an addition of one new member to the SCDOT Commission. The Commission will then have a total of nine members.

How will the new bill help SC-DOT serve the state better? SC-

DOT staff is mapping out a plan that will be presented to the SC-DOT Commission in June. Shortly after passage of the bill, Secretary of Transportation **Christy A. Hall** issued a general statement:

“Our first priority will be to fund the rural road safety program at \$50 million and get it going. Then we will ramp up resurfacing projects year over year. We will advance those projects as quickly as the revenues are available and do it in a way to allow our in-state industry to grow. By year six we expect to have grown the resurfacing program statewide by approximately \$350 million on top of what we are doing now. It will take time to climb out of the hole we have dug for ourselves over the past 30 years.”

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Willard elected commission chairman, Hardee vice chairman

By Bob Kudelka

The South Carolina Department of Transportation (SCDOT) Commission on Thursday, Jan. 19, 2017, unanimously elected Woodrow “Woody” W. Willard Jr. of the 4th Congressional District as the new chairman of the SCDOT Commission.

The Commission also unanimously elected John N. Hardee of the 2nd Congressional District as the new vice chairman of the SCDOT Commission.

Willard is President of Willard Incorporated, a real estate appraisal, consulting and brokerage firm. Willard has been a member of the Spartanburg Association of Realtors since 1978. He is a South Carolina licensed real estate broker and certified general real estate appraiser. Willard has been a member of the Facilities Committee of the Board of Trustees at Wofford College since 1990. He is a past president of the Spartanburg

Area Chamber of Commerce and was the Spartanburg Chamber of Commerce Representative on the Spartanburg Area Transportation Policy Committee from 1998 to 2014.

Hardee is Director of Public Affairs for Lamar Outdoor Advertising. Hardee previously served a term as SCDOT Commission Vice Chairman from 2002 to 2004. Over a six-year period, Hardee helped secure \$1.2 million in funding for enhancements in the Loris community. A portion of US Highway 701 is named in his honor. Hardee has been a member of the Board of Directors of the Central Midlands Council of Governments since 2004. He is chairman of the Midlands Authority for Conventions, Sports & Tourism and was a member of the Richland County Transportation Committee prior to becoming an SCDOT Commissioner again. For his efforts in securing funding for the Airport Connector, the road was named in his honor, the “John N. Hardee Expressway.”



ROB THOMPSON/THE CONNECTOR

Outgoing SCDOT Commission Chairman Mike Wooten, right, passes the gavel to new SCDOT Commission Chairman Woodrow W. Willard. Willard was elected the new chairman on Jan. 19.

South Carolina Department of Transportation Commission



Robert D. Robbins
1st Congressional District



John N. Hardee
2nd Congressional District



Ben H. Davis Jr.
3rd Congressional District



Woodrow W. Willard
4th Congressional District



Gene Branham
5th Congressional District



Samuel B. Glover
6th Congressional District



Mike Wooten
7th Congressional District



Clifton Parker
Commissioner At-Large

THE CONNECTOR

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Christy Hall is the South Carolina Secretary of Transportation.



Work Zone Safety Week

SCDOT remembers 39 employees killed on the job since 1925

By Bob Kudelka

Wearing hard hats and safety vests, 39 employees stood solemnly in front of SCDOT Headquarters.

The employees came from Aiken, Greenville, Richland and Lexington counties.

Each represented a fallen team member who lost their life in a work zone, and were part of SCDOT's April 3 news conference to start the 2017 National Work Zone Awareness Week. This year's National Work Zone Awareness theme is "Work Zone Safety is in

Your Hands."

This year's National Work Zone Awareness Week came as SCDOT mourned the recent deaths of two employees from a hit-and-run crash in Aiken County.

Chaplain Steve Shugart of the South Carolina Law Enforcement Division delivered the invocation.

Commission Chairman Woodrow "Woody" W. Willard Jr., of Spartanburg, thanked Commission Vice Chairman John N. Hardee and Commissioner David "Gene" Branham for attending the event.

Willard said from 2011 to 2015, South Carolina recorded nearly 6,500 work zone crashes.

"The few minutes it may delay you to slow down through a work zone are not worth the life of one of our workers or your own," said Willard.

Secretary of Transportation **Christy A. Hall** began her comments by remembering **Tony Redmond** and **Robert Clark**, both from Aiken County Maintenance, who were killed in a work zone on March 13.

"Mr. Redmond and Mr. Clark bring the total number of DOT workers killed to 39," said Hall. "Standing behind me are 39 individuals each representing the men and women lost... Included

Work Zone Safety Is In Your Hands

2017 National Work Zone Awareness



Thirty-nine employees wore hard hats and vests at the remembrance ceremony to represent the employees killed on the job.

are team members from Aiken County - they are still very much hurting from the loss of their two co-workers but they are proud to be here today to stand in honor of their memory."

Hall said the other employees standing behind her were from Richland, Lexington and Greenville counties. Each had lost a

team member on the interstates or primary highways.

"Each one of these team members is feeling the pain of co-workers whose lives ended way too soon," Hall said. "Each person lost had much more to give not only to their families but the state. They are now gone, but their memories live on."

Hall, who called distracted driving an epidemic, said she appreciated efforts made by partners in law enforcement, saying "they are very vital to make sure traffic slows down in our work zones."

She also supported proposed

See **WORK ZONE** on page 4



The ceremony started with a prayer for those who died while working on South Carolina highways.

Legislature passes Highway Worker Safety bill

By Pete Poore

The General Assembly passed the Highway Worker Safety Bill before the 2017 session came to a close. The bill significantly increases fines and penalties for those who are charged with driving recklessly through a highway work zone.

The bill creates a new offense; "endangering a highway worker" under these circumstances:

- Driving through a work zone outside of a designated lane, or
- Failing to obey traffic control devices in the work zone (unless avoiding an obstacle, emergency or the safety of another person).

The bill creates elevated fines for three categories of endangering a highway worker:

- **No physical injury** - \$500-1,000.
- **Physical injury** - \$1,000-2,000.
- **Great bodily injury** - \$2,000-5,000.

The charges and fines can be added to other charges that may be filed such as DUI, reckless driving and vehicular homicide. The fines may not be waived or reduced below the minimum levels.

This bill has been before the General Assembly for a number of years.

SCDOT recognizes the leadership of Senator Shane Massey and other members of the Aiken Legislative Delegation in guiding this bill through the legislative process in 2017.

SCDOT mourns the loss of two Aiken employees

Hit-and-run driver kills two inspectors

By Pete Poore

SCDOT suffered a great loss on Monday morning, March 13. Two members of the SCDOT family were killed in a tragic incident inspecting a shoulder washout on Augusta Road in Aiken County.

SCDOT workers **Tony Redmond** and **Robert L. Clark** from Aiken County Maintenance lost their lives when a motorist left the roadway and struck the crew. Redmond, age 54 had been employed by SCDOT since 1996. Clark, age 64, had been employed by SCDOT since 2012.

On the morning of the crash, Secretary of Transportation **Christy A. Hall** said the entire agency was stunned by this tragic incident.

“Our SCDOT family has suffered the loss of two of our team members this morning. While we mourn these losses, I would urge all South Carolinians to be cautious at all times while on the roads, and use extra care when approaching work zones. The men and women of SCDOT are dedicated public servants and we want them all to return home each night to their families,” said Hall. “Our hearts go out to the families and co-workers of Tony Redmond and Robert Clark during this terrible time,” Hall added.

Prior to this incident in Aiken County, SCDOT had recorded 35 incidents in modern times when SCDOT employees have been killed on the job. Since 2007, five SCDOT workers lost their lives. Three of those deaths occurred in 2015 and 2016.



Anthony Redmond



Robert Clark

WORK ZONE from page 3

legislation to increase fines for speeding and reckless driving in work zones.

Paul Edwards, of Sloan Construction Co., represented Carolinas AGC at the news conference.

“We’re tired of our people dying on the roads,” Edwards said. “It’s time for it to stop and it’s time for it to change. We need additional blue lights.”

South Carolina Highway Patrol Captain Gil Owens, Commander of the Safety Improvement Team (SIT), describes the group as a “dedicated team of troopers funded by SCDOT whose job is dedicated to work zone safety.”

“The Highway Patrol is fortunate to partner with SCDOT on work zone safety efforts,” Owens said.

Every day, the SIT team issues citations for speeding, distracted driving and other violations in work zones, Owens said. He urged motorists to slow down and create a buffer between their vehicles and workers.

“Work zones are unique, and that’s why the speed limits are set as they are,” Owens said.

Last year, the SIT Team made more than 17,000 stops in work zones; more than 13,000 citations were for speeding, Owens said.

The Federal Highway Administration (FHWA) S.C. Division Administrator Emily Lawton said National Work Zone Awareness Week begin in 1999. At that time, the FHWA American Traffic Safety Services Association and the American Association of State Highway and Transportation Officials pledged to work together on work zone safety awareness issues.

“FHWA is dedicated to reducing congestion and crashes in work zones,” Lawton said. “Please remember work zone safety is in your hands.”

SCDOT Work Zone Fatalities

ASA TEAGUE - 1925 <i>Laurens Maintenance</i>	LUTHER ANCRUM - 1968 <i>District 6</i>	MITCHELL DAVID SMITH - 1994 <i>Berkeley Maintenance - District 6</i>
CLAUDE P. GENTRY - 1930 <i>Columbia Maintenance</i>	MACEO SHULER - 1968 <i>District 7</i>	CHARLES W. RICHARDS - 1994 <i>Charleston Maintenance - District 6</i>
WILLIAM LEE WHITE- 1947 <i>District 4</i>	AUDIE WILLIAMS - 1971 <i>District 7</i>	EDWARD LEE BROOKS - 1999 <i>York Maintenance - District 4</i>
ELLIS H. LANCASTER - 1953 <i>District 4</i>	CLARENCE THOMPSON -1971 <i>District 3</i>	TED C. YANDLE, JR - 2001 <i>Richland Maintenance - District 1</i>
JOHN EVANS McKELLAR - 1953 <i>District 5</i>	WALTER H. OWENS, JR. - 1974 <i>District 5</i>	DAVID A. STAPLETON - 2003 <i>Cherokee Maintenance - District 4</i>
MATTHEW KINARD - 1953 <i>District 1</i>	RALPH EDWARD MOORE - 1979 <i>District 4</i>	JAMES RUSSELL HINSON - 2003 <i>Chester Maintenance - District 4</i>
J. D. NIMMONS - 1955 <i>District 3</i>	JOHNNIE BUSSEY, JR. - 1986 <i>District 2</i>	STANDRA JONES - 2007 <i>Lexington Maintenance - District 1</i>
JAMES SPOFFORD - 1956 <i>District 4</i>	EARL W. CHARLES - 1986 <i>District 4</i>	NOAH C. LARK - 2011 <i>Greenville Maintenance - District 3</i>
JOLLY RAMPEY - 1960 <i>District 3</i>	MICHELLE YVONNE STOKES - 1988 <i>District 7</i>	NICHOLAS Z. JOHNSON - 2012 <i>Richland Maintenance - District 1</i>
GEORGE SIMS - 1961 <i>District 2</i>	THEODORE GIBBS - 1988 <i>District 6</i>	PAUL L. FEE - 2015 <i>Richland Maintenance - District 1</i>
LEROY DAWKINS - 1961 <i>District 2</i>	CHARLES OBIE VAUGHN - 1990 <i>Anderson Maintenance - District 3</i>	HENRY C. (RAY) NORRIS, JR - 2015 <i>Darlington Maintenance - District 5</i>
CECIL JEROME ALFORD - 1966 <i>Conway Maintenance</i>	WILLIAM E. MURRAY - 1993 <i>Cherokee Maintenance - District 4</i>	ANTHONY “TONY” REDMOND - 2017 <i>Aiken Maintenance - District 7</i>
JOSEPH MATTHEWS - 1966 <i>District 3</i>	SPENCER ROGERS - 1994 <i>Lee Maintenance - District 1</i>	ROBERT L. CLARK - 2017 <i>Aiken Maintenance - District 7</i>

SCDOT wins perpetual pavement award

Berkeley County section of I-26 recognized for longevity, long-lasting asphalt pavement

By Ashley Batson
Asphalt Pavement Alliance

The Asphalt Pavement Alliance (APA) announced that the South Carolina Department of Transportation (SCDOT) has won a 2016 Perpetual Pavement Award for a three-mile section of Interstate 26 in Berkeley County. This is SCDOT's sixth Perpetual Pavement award in 13 years.

To qualify for this prestigious award, a pavement must be at least 35 years old and never had a structural failure. The average interval between resurfacing of each winning pavement must be no less than 12 years. The pavement must demonstrate the characteristics expected from long-life asphalt pavements: excellence in design, quality in construction and value for the traveling public.

Engineers at the National Center for Asphalt Technology (NCAT) evaluated the nominations and validated the winners.

The award-winning section of Interstate 26 runs from Jedburg Road (MM 194.4) to Sheep Island Road (MM 197). SCDOT originally built the pavement between 1962 and 1963 with an 8-inch-thick sand asphalt base containing

relatively high asphalt content.

With this resilient, fatigue-resistant base the road structure has required maintenance only two times in 53 years. In October 1983 SCDOT resurfaced the road with 1.36 inches of a hot mix asphalt (HMA) surface course and .68 inches of an HMA seal course. In March 1994, crews milled 3.5 inches from the road and replaced that pavement with 2.14 inches of asphalt concrete and 1.59 inches of a surface course. The only other work done on this section of road was to address the geometrical and safety aspects of the pavement and not to increase its structural capacity.

"Although the concepts of perpetual pavement were not known at the time that Interstate 26 was designed, this pavement was built with an 8-inch thick HMA sand asphalt base containing relatively high asphalt content," said Jay Thompson, P.E., SCDOT pavement design engineer. "We believe this design resulted in a resilient, fatigue-resistant base that follows the perpetual pavement concept.

"In many respects, we feel that Interstate 26 is not special, but represents the typical long-lasting, low-maintenance flexible pavements we have built for many years."



ROB THOMPSON/THE CONNECTOR

SCDOT accepts the Perpetual Pavement Award from Ashley Batson of the Asphalt Pavement Association on April 10. From left: Todd Steagall, S.C. Secretary of Transportation, Christy A. Hall, Tim Henderson, Jayson Jordan, Ashley Batson, Eric Carroll, Jay Thompson and Leland Colvin.

As a winner of a 2016 Perpetual Award, SCDOT will receive an engraved crystal obelisk, and its name and project will be added to a permanent plaque that is kept at NCAT.

"One of the keys to sustainability is long life," said Amy Miller, P.E., executive director of the Asphalt Pavement Alliance. "Asphalt roads can be engineered to last indefinitely with only routine maintenance and periodic surface

renewal.

"The advantages of these perpetual pavements are significant. Life cycle costs are lower because deep pavement repairs and reconstruction are avoided. User delays are reduced because minor surface rehabilitation requires shorter work windows and can avoid peak traffic hours. And there are environment benefits because minimal rehabilitation, combined with recycling any materials that are re-

moved from the pavement surface, reduces the amount of material resources required over the pavement's life."

The Asphalt Pavement Alliance is a coalition of the National Asphalt Pavement Association, the Asphalt Institute and the state asphalt pavement associations. The Asphalt Pavement Alliance's mission is to establish asphalt as the preferred choice for quality, performance and the environment.

SCDOT receives AGC award

By Pete Poore

The SCDOT leadership team accepted the "Build with the Best Award" presented by the Carolinas Associated General Contractors (AGC) on behalf of the entire SCDOT Team.

The award is given to a non-contractor for contributions to the "betterment of the construction industry and the overall economic

welfare of the Carolinas."

SCDOT was honored for the emergency response and recovery of South Carolina's highway system after the historic, 1,000-year flood struck the state in October 2015. The award cited the "pre-planning and coordination that effectively managed this major catastrophe."

The award was presented at the SCDOT Commission's monthly meeting on Feb. 16 in Columbia.

S.C. Secretary of Transportation Christy A. Hall accepts the 'Build with the Best Award' from Carolinas AGC Board Chair Marty McKee. From left are: Deputy Secretary for Intermodal Planning Ron Patton, Hall, McKee, Deputy Secretary for Finance and Administration Brian Keys and Deputy Secretary for Engineering Leland Colvin.



ROB THOMPSON/THE CONNECTOR

SCDOT turns 100

By Bob Kudelka

In a historic ceremony in front of the Headquarters building in Columbia, SCDOT commemorated 100 years of service to South Carolina on March 10, 2017.

"It is a very special day for us," said Secretary of Transportation **Christy A. Hall** to begin the Centennial Celebration program, which was streamed online for DOT employees across the state.

Former and current Commissioners joined retired and current employees gathered on Park Street, where vintage highway signs, equipment including a 1930s gasoline pump, and heavy machinery made up the backdrop on the sunshine filled morning.

"This is amazing," said Gary Loftus, as he joined other commissioners across decades for a group photograph. Loftus, of Horry County, served as a Commissioner from 1994 to 1996.

"On this very day 100 years ago, Gover-



BONNIE CRAMER/THE CONNECTOR

The SCDOT Centennial logo is being used throughout the year-long celebration. The logo was designed by Bonnie Cramer of the SCDOT Communications Office.

nor Richard Manning signed into the law a bill that created the department," Hall said.



Construction crews build the Rocky Creek Bridge on S.C. 901 in Chester County in 1952.

"In those very early days the Commission was comprised of a civil engineer, a newspaper editor...and three ranking engineering professors from The Citadel, Clemson and USC – that was our very first Commission."

Commissioner Samuel B. Glover delivered the invocation. Vice Chairman John N. Hardee led the pledge of allegiance; and Commissioner Clifton Parker read a proclamation from Governor Henry McMaster.

The Governor proclaimed March 10, 2017, as "South Carolina Department of Transportation Centennial Celebration Day" and "encouraged all South Carolinians to recognize the agency for its work on behalf of the citizens of the Palmetto State."

See CENTENNIAL on pages 16-17



A covered bridge on State Road 118 over the Enoree River in 1950



Highway Department maintenance forces mark the center line on U.S. 1 in West Columbia (going toward the Gervais Street Bridge) in April 1951.

SCDOT unveils new rural safety program

By Pete Poore

A new plan to begin a reduction in the high death toll on South Carolina's rural roads was presented at the monthly meeting of the SCDOT Commission meeting held January 19 in Columbia. South Carolina statistically has the deadliest roads in the nation.

The plan was presented by Traffic Safety Engineer **Brett Harrelson**. Harrelson said, "Nearly 30 percent of South Carolina's rural fatal and serious injury crashes take place on just 5 percent of our rural system."

He also noted that rural roads are not just secondary, two-lane roads. "Interstate highways and U.S. primary routes are located in rural areas as well," said Harrelson.

Funding this program is set at \$50 million per year (which represents two cents of the state gas tax). The program will be one of the top priorities once sufficient funds have accumulated from the additional revenue that will be collected beginning July 1.

Harrelson told the Commission nearly 2,000 miles (1,957) of rural roads have been targeted for specific improvements tailored for those particular corridors.

Those techniques include rumble strips, raised pavement markings, high reflective signs, wider pavement markings, guardrail, specialized pavement treatments, wider shoulders, paved shoulders, wider clear zones adjacent to the roadways and relocating drainage ditches further away from roadways.

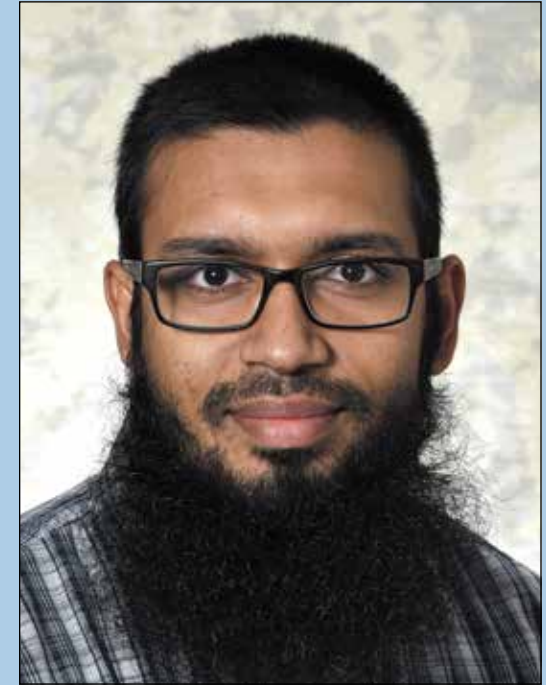
SCDOT employee selected to judge national safety award

Chowdhury Siddiqui, of Intermodal Planning, has been named to a judging panel for a national safety award.

The Highway Safety Information System (HSIS) Research Paper Competition is jointly administered by the Federal Highway Administration (FHWA) and the Institute of Transportation Engineers. The HSIS Research Paper Competition encourages university students to use HSIS data to investigate a topic that advances highway safety and to develop a 2,500-5,000 word paper to document their original research.

Panel judges are responsible for conducting a review of 5 to 8 papers by the end of April 2017.

Siddiqui joined SCDOT in September 2016 and has a doctorate degree from the University of Central Florida.



Chowdhury Siddiqui

Traffic Engineer Dick Jenkins gets FHWA Public Service Award

'Mr. Lane Reversals' honored for highway safety

By Bob Kudelka

SCDOT veteran **Dick Jenkins** was awarded the FHWA Administrator's Public Service Award by FHWA South Carolina Division Administrator Emily Lawton during the January 2017 Commission meeting in Columbia.

The award recognizes the contributions made to Federal Highway Administration (FHWA) programs by any private citizen or state or local government employee, according to Dan Hinton of FHWA-SC.

Jenkins, State Traffic Management Engineer, received the award for his "continuing efforts to advance highway safety and traffic operations" over his 40-plus years at SCDOT, the award noted.

The award noted how Jenkins worked with the State Emergency Management Division, Department of Public Safety, and other state

and local agencies to identify and establish evacuation routes, including lane reversals on I-26, U.S. 501, U.S. 21 and U.S. 278.

"After more than 15 years of practice, the state of South Carolina successfully executed its coastal evacuation plan, including lane reversals on I-26 between Charleston and Columbia in advance of Hurricane Matthew's landfall," according to the award. "Travel times during the evacuation were approximately the same as the normal travel time between Charleston and Columbia and there were few incidents reported on evacuation routes. South Carolina received positive feedback regarding the evacuation from both the public and media on a national, regional and local level."

Over the years, Jenkins has worked on several traffic safety programs including railroad crossings, interstate median barriers, the SHEP program and the Traffic Management Center.



ROB THOMPSON/THE CONNECTOR

SCDOT Traffic Management Engineer **Dick Jenkins**, right, is presented an award for his contribution in the success of the Hurricane Matthew I-26 lane reversal by S.C. Division Administrator of the Federal Highway Administration **Emily Lawton** on Jan. 19.

I-26 bridge removed in overnight operation

Interstate closed/detoured in Lexington County, damaged bridge removed in less than seven hours

By Bob Kudelka

In the middle of the night, SCDOT removed the damaged Leaphart Road bridge over I-26 in less than 7 hours – more than 5 hours ahead of schedule.

The project, which required the closure of I-26, was necessary after a vehicle struck and damaged the Lexington County bridge. It was the fourth hit by an illegal, oversized load in 2017, and the bridge had taken more than a dozen known hits since 2015.

After the latest strike, SCDOT inspectors discovered significant structural damage that posed a threat to motorists on the bridge as well as on I-26.

Engineers developed an emergency plan to begin removal of the damaged bridge at 10 p.m. Saturday, April 1, with anticipated completion by 10 a.m. on April 2. The public was made aware of the I-26 closure in advance by media reports, social media and electronic message board signs.

The timeline worked out better than anticipated.

“The successful removal of the bridge was due to the extensive planning and coordination efforts by SCDOT and our contractor, Crowder Construction,” said Deputy Secretary for Engineering **Leland Colvin**. “SCDOT and Crowder Construction were able to execute the plan flawlessly.”



PHOTOGRAPHS BY ROB THOMPSON/THE CONNECTOR

ABOVE: After the fourth hit in 2017, Leaphart Road traffic was detoured to take traffic off of the damaged bridge. Engineers were afraid that another hit could possibly bring the structure down.

LEFT: Damage is evident from the multiple times the bridge has been hit by trucks and large vehicles over the past several years.

BELOW: At 10 p.m. on April 1, the interstate was detoured and crews began putting down a layer of dirt to protect Interstate 26 from damage as the bridge decks are demolished.



LEAPHART ROAD BRIDGE REMOVAL TIMELINE

10:00 p.m.	I-26 section was closed, traffic detoured
11:45 p.m.	Westbound bridge section down
12:06 a.m.	Bridge down. Cleanup of debris began
4:12 a.m.	Westbound I-26 opened
4:35 a.m.	All lanes of I-26 reopened to traffic

TOTAL TIME: 6 HOURS, 35 MINUTES

Continued on next page

Continued from page 8

RIGHT: Crews use trackhoes fitted with large jack hammers to 'attack' the bridge from four different spots at one time. After it was removed, crews used the remaining time to haul away the debris and clean up the roadway.



PHOTOGRAPHS BY ROB THOMPSON/THE CONNECTOR



ABOVE: On the morning of April 2, traffic flows through the area where the bridge was removed. Crews had removed the bridge and debris much faster than was expected. Traffic was allowed back on I-26 at 4:35 a.m. minimizing the inconvenience to motorists.

LEFT: Construction was already underway on the Leaphart Road Bridge replacement. The new bridge is expected to open by the end of the year.

Palmetto 200

SCDOT employees run 200-mile course from Columbia to Charleston

By Pete Poore

What if you and some friends were looking for something challenging to do on a spring weekend in South Carolina. What if someone in the group said, “Hey! Let’s run a back roads, 200-mile course from Columbia to Charleston!”

That’s exactly what five SCDOT Team members did on March 24 and 25 this spring. These long distance runners are a bit more prepared for this event called the “Palmetto 200.” It takes recruiting team members, training, logistics planning, a good van or even two and strategy for the 36 legs of the course.

The starting point of the run begins at the Red Bank Arena in a rural area of Lexington County. Since running on I-26 is not practical, the course takes a winding route on back roads totaling up about 200 miles as the last leg crosses the Ravenel Bridge to the finish line at Patriot’s Point in Mount Pleasant.

Here are the thoughts and reflections from SCDOT runners.

Charlie Brown of Human Resources - Sua Sponte Elite Race Team (six members or less).

“All of our runners are former members of the 75th Ranger Regiment and our driver was a ranger mom, her son is currently serving in the Regiment. We raced to raise money for the 1st Ranger Battalion Sua Sponte Foundation, which supports the Rangers



ABOVE: Charlie Brown of Human Resources poses with his team before their start on March 24. LEFT: Charlie Brown runs a leg of the Palmetto 200.

ROB THOMPSON/THE CONNECTOR

of that battalion and their families. One of our six runners injured his knee after 12 miles and was unable to continue. Another team member became violently ill and ended up missing 7 of his assigned 37 miles. The ranger mom ended up running 13 miles. The one runner who got sick recovered and was able to get back in the mix. I am proud we got it done. We are absolutely doing it again next year.”

Travis Cooper of RPG 3 – “The Perfect Fit” (12 members or less).

“I did this because it was a new challenge for me. I am not a distance runner, as a matter of fact I haven’t ran more than 3.1 miles at one time in many years, but I thought that this would be a good way to challenge myself to conquer a new goal and new distances. My first leg was 6.76 miles, my second leg was 7.4 miles, and my third leg was 2.44 miles. I also wanted the opportunity to meet new people with similar interests. Everyone on our team ran ahead of their expected pace time and even with some runners getting lost, we

made it about 45 minutes ahead of schedule. I would absolutely do this event again next year if my team wanted.”

Jimmy Teeter of Planning – “Smells Like Team Spirit (12 members or less).

“I ran three legs (two in the day and one at night) that totaled just over 20 miles. I had an awesome weekend while spending time with some wonderful people. That is what I like about competing on teams; you meet great individuals from all walks of life that hold similar interests. I participated in this race because it was a new challenge for me. I had never ran a relay before, especially like this one where I got little to no sleep in this 34+ hour event. I have ran several half marathons across the southeast including duathlons and a triathlon, but always wanted to try a relay race. I have to say, that the Palmetto 200 definitely pushed my endurance to the limits, but I was able to finish my segments under my projected race pace. My team did great while beating last year’s overall time. I would definitely like to participate in this race again next year.”



Jimmy Teeter runs a leg of the Palmetto 200.



Glen Bramlitt, left, poses with a fellow runner.

Glen Bramlitt of Preconstruction - F3 (f3nation.com).

“Since joining in 2014, I’ve done numerous endurance events – from Mud Runs to Half Marathons. But the Palmetto 200 (P200) is by far my favorite event. The race was a success. The event coordinators do an excellent job at ensuring the exchange zones (normally church parking lots) are set up, signs for runners are accurately placed, police are on patrol throughout the night, and as always, providing a very satisfying finish line party. My team finished 90th overall as one of only 14 “Ultra” teams. This is my fourth P200 and my first Ultra, mainly because I wanted the extra chal-



Travis Cooper, third from right, poses with his team.

Continued on next page

South Carolina's front porch

New facility welcomes visitors to South Carolina on I-77



ROB THOMPSON/THE CONNECTOR

By Kim Corley

Secretary of Transportation **Christy A. Hall** joined Duane Parrish, Director of the South Carolina Department of Parks, Recreation and Tourism, Commissioner James Kirby of the South Carolina Commission for the Blind, Governor Henry McMaster and other dignitaries to open the new Welcome Center on I-77 South near the North Carolina border on March 20.

The new \$8 million facility greets travelers with an electronic guest book, a touch-screen map and a video board detailing the attractions across the state.

Employees greet visitors on the floor, instead of behind an information desk.

Its modern design and sleek technology make a great first impression on those visiting South Carolina for the first time.

“Much like your front porch at home, our welcome centers are the state’s front porch” explained Parrish.

The new facility is called ‘South Carolina’s front porch’ and includes a pair of porch swings for visitors to enjoy.

rish.

McMaster believes this redesigned welcome center is also going to bolster the state’s economy.

“We have commerce flowing through South Carolina and we are going to have more coming. This new building is a sign of the great new prosperity that’s coming here” said McMaster.

The success of this project couldn’t have been accomplished without the collaboration between multiple entities.

“This is a great partnership between multiple state agencies” said Hall.

The new welcome center is a joint operations base. It houses a new traffic management center for the York area. “It’s an integral part of keeping traffic moving in fast growing areas of our state,” she added.

The old center served over one million travelers since it opened 30 years ago.

Two additional centers on I-95 are also being unveiled with the same design.

To see photos from the ribbon-cutting ceremony, more photos of the facility, including a 360-degree photo of the lobby visit:

https://www.facebook.com/pg/SCDOT/photos/?tab=album&album_id=1862344424036965

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lenge. For me, the weekend was a personal record with 34.8 total miles at an overall average pace of 8:50 min/mile. The challenge, camaraderie of your teammates crammed in a passenger van at 3:30AM, Lonestar BBQ, the spectacular views, that heaven-sent sausage biscuit at SeeWee Outpost, and the feeling of accomplishment having run from inner-city to coastline is what keeps me coming back every year since I started.”

Jae Mattox of Preconstruction - Hebrews 12 Northsiders.

“We were made up of 7 guys and 5 girls that attend Northside Baptist Church in Lexington. On the back of our team shirts was printed #FlyHigh22 in memory of Brett Williams, the White Knoll student and University of South Carolina baseball prospect that tragically passed away earlier this year. This was our first year doing the event. A few friends and I thought it would be cool to field a team from our church so we registered back in September and just started building from there. Our team was very unique with men of women of all ability



Jae Mattox

levels. We very happy with our results as we finished the race in 31:29:58 (9:12 pace per mile) which was just under our pre-race projections which placed us 83rd out of 150

teams.

There is nothing like having a van full of runners cheering you on as you complete your legs of the race. The fellowship and camaraderie are unmatched and you develop a unique kinship with your team and others you meet along the way. Despite the potholes we encountered on our journey, somewhere between Redbank and Mount Pleasant on a country road, our team, who started as casual friends and acquaintances, became family which was a priceless benefit that was gained.

At 11 p.m. on Friday night, in the middle of nowhere between Eutawville and Cross, I missed a turn and found myself at least 2 miles off course, armed only with a headlamp, a reflective vest, some Gu energy gel, and a cell phone that was useless – thanks Verizon, no I can’t hear you now. Luckily, a runner nearby had made the same mistake and his crew was able to find us through some tracking app he had on his phone and they safely transported us back to the course. This random guy Mike, a general surgeon at a hospital in Pittsburg, was running his 7th Palmetto 200 and we shared some great conversation and laughs in the

remaining 8 miles of our leg. On Saturday morning, I was catching a cat-nap in a parking lot in Mount Pleasant and woke to see a guy in a clown costume sprint by. A few hours later, I witnessed a guy clad in nothing more than an American flag speedo cross the finish line followed by his team wearing purple unicorn t-shirts – folks, you can’t make this stuff up! Randomness with a heavy dose of weird was at every turn which makes the experience one-of-a-kind but difficult to describe. To know, you really just have to go, and anyone that can jog 5 or 6 miles at a 10 minute pace should put this on their bucket list. Will I do it next year? Absolutely and God willing! Every person on our team, even the ones that were dreading it in the weeks leading up the race have all expressed a desire to relive the glory in 2018.”

If you think being part of a 200-mile run would be fun, keep your eye on this website <http://www.palmetto200.com/> for information on the 2018 edition. If 200 miles might be too much for you and your team the first time out, you could run the Palmetto 70 from Monck’s Corner to Patriot’s Point.

PROMOTIONS

Kevin Gantt is District 7 DEA

Kevin L. Gantt has been selected to serve as District 7 Engineering Administrator, overseeing the counties of Aiken, Allendale, Bamberg, Barnwell, Calhoun, Clarendon, Hampton and Orangeburg. He first official day in Orangeburg was Feb. 6.

Gantt is a 1993 graduate of Clemson University, with a Bachelor of Science in Civil Engineering. He is a registered professional engineer with more than 23 years of experience at the South Carolina Department of Transportation.

He started his career with eight years of service in Greenville Construction. From there, he moved on to work in Greenville Maintenance for seven years, eventually serving as Resident Maintenance Engineer. In November 2008, he was promoted to Program Manager and worked in the Midlands Regional Production Group where he managed projects for the Lower Savannah Council of Governments and the Augusta Regional Transportation Study.

In April 2014, Gantt took a position in the Planning Office as Asset Management Engineer and has been instrumental in developing SCDOT's first Transportation Asset Management Plan (TAMP).

Special thanks to **Bryan Jones** and **Robert Dickinson** for their willingness to serve in interim capacities while SCDOT conducted the DEA search for District 7. Jones will return to Columbia as District 1 Engineering Administrator and Dickinson will resume his duties as District 1 Maintenance Engineer.



Kevin L. Gantt

Rontreal Tyler named new Human Resources Operations Director

Rontreal J. Tyler has been selected to serve as Human Resources Operations Director effective Feb. 17.

Tyler has more than nine years of both public and private sector experience in Human Resource Management.

He has served as a Field Human Resource Generalist with Carolina

Sunrock LLC in Raleigh, N.C., Human Resources Consultant with the S.C. Division of State Human Resources and most recently as the Enterprise Classification and Compensation Manager with the University of South Carolina.

He earned a Bachelor of Science in Business Administration from The Citadel in 2007.

Miranda Caldwell named Obligations Manager

Miranda P. Caldwell has been selected to serve as the Obligations Manager within the Program Controls division. Her effective date was March 2.

Caldwell has more than 13 years of both public and private sector experience.

She has most recently served as the Accounting and Federal Reimbursement Manager for the agency.

She earned a Bachelor of Arts in Accounting from Furman University in 2001 and a juris doctorate degree from the University of South Carolina School of Law in 2010.



Miranda P. Caldwell

Rovilma Kelly named Benefits Director in Human Resources

Rovilma D. Kelly assumed the position of SCDOT's Director of Benefits on April 3.

She succeeds SCDOT's Director of Benefits, **Antoinette Milton**, who is retiring in May.

Kelly has nearly 25 years of combined experience in Human Resources, Insurance, and Benefits administration with both the public and private sectors.

She comes to SCDOT from the University of South Carolina (USC) where she served as the Benefits Manager for the past five years. Prior to her tenure at USC, she served in varying capacities at the Employee Insurance Program (now known as PEBA Insurance) and as Human Resource Director for the S.C. Department of Insurance. During her service, she earned the Certified



Rovilma D. Kelly

Public Manager designation.

Kelly is a native of Columbia. She graduated from Hampton University with a Bachelor of Science in Merchandising. She also holds a master's degree in Public Administration from USC.



Rontreal J. Tyler

PROMOTIONS

Roy Adams, promoted to Engineer/Associate Engineer II at Charleston Bridge Construction on Dec. 17.

Raquel Aldrete, promoted to Supply Specialist III at Aiken Maintenance on Jan. 17.

Christopher Amick, promoted to Engineer/Associate Engineer III in RPG 3 – Midlands on Dec. 17.

William Ashmore, promoted to Associate Geodetic Technician at Newberry Maintenance on Feb. 17.

Bryan Baker, promoted to Trades Specialist V at Lancaster Maintenance on March 17.

Dean Barnett, promoted to Trades Specialist III at Laurens Maintenance on Feb. 2.

Alexander Barr, promoted to Engineer/Associate Engineer II in Traffic Engineering on Feb. 2.

William Bedenbaugh, promoted to Trades Specialist III at Saluda Maintenance on Dec. 17.

William Bell, promoted to Trades Specialist V at District 4 Trades Maintenance on Dec. 17.

Antawn Bentley, promoted

to Trades Specialist III at Jasper Maintenance on March 2.

Heyward Booker, promoted to Trades Specialist III at Edgefield Maintenance on Dec. 2.

Tameika Bostic, promoted to Engineer/Associate Engineer II in RPG 3 – Midlands on Dec. 17.

Allen Boyd, promoted to Trades Specialist III at Lancaster Maintenance on Feb. 2.

Sophia Bradford, promoted to Engineer/Associate Engineer II at Beaufort Maintenance on Jan. 2.

Melissa Branham, promoted to Administrative Assistant at District 4 Office on Dec. 2.

Robert Branham, promoted to Sr Geodetic Technician at Materials and Research on Feb. 2.

Quincy Brodus, promoted to Trades Specialist IV at Bamberg Maintenance on March 17.

Robert Brown, promoted to Engineer/Associate Engineer II in Preconstruction Support on April 2.

Ricky Bryant, promoted to Trades Specialist III at Laurens Maintenance on March 17.

Kevin Buchanan, promoted to Engineer/Associate Engineer II at Greenville Surveys on March 17.

Clarence Callaham, promoted to Trades Specialist III at McCormick Maintenance on Dec. 17.

Samantha Carr, promoted to Engineer/Associate Engineer III in Traffic Engineering on Feb. 2.

Michael Cauthen, promoted to Trades Specialist III at Richland Maintenance on Feb. 17.

William Chubb, promoted to Trades Specialist III at District 6 Bridge Inspection on Feb. 2.

Leondras Clemons, promoted to Incident Responder I at SHEP - Columbia on Feb. 17.

Jerol Coleman, promoted to Mechanic III at Richland Maintenance on Feb. 17.

Matthew Collins, promoted to Trades Specialist III at Fairfield Maintenance on April 2.

Charles Cook, promoted to Trades Specialist III at York Maintenance on Dec. 2.

Travis Cooper, promoted to Engineer/Associate Engineer II in RPG 3 – Midlands on March 17.

Eric Corley, promoted to Trades Specialist III at Saluda Maintenance on March 17.

James Corrigan, promoted to Mechanic II at Charleston Maintenance on April 2.

John Daniels, promoted to Trades Specialist V at Laurens Maintenance on Feb. 17.

Thaddeus Douse, promoted to OSHA Officer II at Aiken Maintenance on Feb. 17.

Christopher Dukes, promoted to Trades Specialist III at Williamsburg Maintenance on Jan. 17.

James Ellis, promoted to Trades Specialist III at Greenville Maintenance on March 17.

Nicholas Evans, promoted to Associate Geodetic Technician at Charleston Maintenance on March 17.

Jeffrey Flach, promoted to Trades Specialist III at District 3 Maintenance Operations on March 2.

Peter Fredrick, promoted to Trades Specialist IV at Calhoun Maintenance on Dec. 17.

Derek Frick, promoted to En-

gineer/Associate Engineer III at Richland Construction on Feb. 17.

Jimmy Frost, promoted to Sr Geodetic Technician at Materials and Research on April 2.

James Gadson, promoted to Trades Specialist III at Richland Maintenance on Feb. 17.

Kevin Gantt, promoted to District 7 Engineering Administrator on Feb. 2.

Renee Gardner, promoted to Engineer/Associate Engineer IV in RPG 3 – Midlands on Jan. 17.

Constance Garvey, promoted to Administrative Coordinator II in Contract Assurance on April 2.

Charles Gaskin, promoted to Sr Geodetic Technician at Florence Construction on Feb. 17.

Esau Gillison, promoted to Trades Specialist III at Beaufort Maintenance on Dec. 17.

Gregory Green, promoted to Trades Specialist III at Dorchester Maintenance on Dec. 2.

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ROB THOMPSON/THE CONNECTOR

SCDOT Director of Maintenance Jim Feda, left, and SCDOT Safety and Occupational Health Director Kenny Eargle, unveil SCDOT's new safety slogan 'Safety 1st - Live By It!' at the Maintenance Conference in Columbia.

Agency unveils new safety slogan

By Kim Corley

SCDOT Director of Maintenance **Jim Feda** and SCDOT Safety and Occupational Health Director **Kenny Eargle** unveiled the agency's first ever safety slogan "Safety 1st - Live By It!" at the 2017 Maintenance Conference in Columbia.

The announcement was made by Deputy Secretary for Engineering **Leland Colvin**.

In 2016, SCDOT had a total of 486 injuries and 397 accidents. Eargle's goal is to make 2017 the safest year possible for employees by challenging all of us to think about safety.

The Safety Office asked for ideas for a short, concise slogan that would keep safety on our minds as we go about our daily tasks.

They received 160 submissions. Out of those, the safety of-

vice staff chose the top 5. Colvin made the final decision.

"We are putting signs at each facility. When they drive out of the yard they will see it. And when they drive back in they will see it again," said Eargle. "My plan is to also put it on our new hardhats."

"We want people to see it every day because we want them to go home every day," he said.

I-95 / U.S. 301 interchange open

By Pete Poore

SCDOT completed the new interchange at I-95 and U.S. 301 in Orangeburg County near Santee on Feb. 20.

The \$41 million project is expected to boost economic development for a planned 1,300-acre manufacturing and distribution

park in Santee.

The schedule for completing the interchange was delayed due to the October 2015 flood.

The U.S. 301 Connector extending from the new interchange to S.C. 6 is also part of the overall project.

The extension opened to traffic on May 8.



ROB THOMPSON/THE CONNECTOR

The U.S. 301 and I-95 interchange is open. The extension of U.S. 301 to S.C. 6 is opened on May 8.

PROMOTIONS

Continued from page 13

Richard Gregory, promoted to Engineer/Associate Engineer III at District 7 Office on April 2.

Daquan Grissett, promoted to Incident Responder I at District 5 Incident Responder on March 2.

Patrick Grogan, promoted to Trades Specialist III at Chester Maintenance on March 2.

Earl Gruber, promoted to Sr Geodetic Technician at Dorchester Construction on Dec. 17.

John Gunter, promoted to Trades Specialist III at Union Maintenance on Feb. 2.

Eric Hall, promoted to Mechanic III at Aiken Maintenance on March 17.

Michael Hare, promoted to Trades Specialist III at Richland Maintenance on Feb. 17.

Troy High, promoted to Trades Specialist III at Holly Hill Maintenance on Feb. 17.

Robert Hinton, promoted to Engineer/Associate Engineer I at Lexington Surveys on Feb. 17.

Timothy Hiott, promoted to Trades Specialist III at Berkeley Maintenance on Dec. 17.

Andrew Hodges, promoted to Trades Specialist IV at York Maintenance on Feb. 2.

Krysten Holladay, promoted to Right of Way Agent II at Rights of Way – Florence on Feb. 2.

Roger Holloway, promoted to Chief Geodetic Technician at Jasper Construction on March 17.

Brandon Hunter, promoted to Mechanic III at Charleston Maintenance on Feb. 2.

Frederick Jackson, promoted to Trades Specialist III at Berkeley Maintenance on March 2.

Vinay Janardhan, promoted to Engineer/Associate Engineer II in RPG 4 – Upstate on Dec. 2.

Patricia Jenkins, promoted to Trades Specialist IV at Orangeburg Maintenance on March 17.

Brian Johnson, promoted to Program Coordinator II at Materials and Research on April 2.

Whitney Jones, promoted to Associate Geodetic Technician at Charleston Construction on March 2.

Stephen Jones, promoted to Engineer/Associate Engineer III in RPG 2 – PeeDee on Dec. 17.

Jeffrey Kohl, promoted to Program Coordinator II in Oversize/Overweight Permits on April 2.

Stuart Lambert, promoted to Trades Specialist III at Laurens Maintenance on Jan. 17.

Douglass Ledwell, promoted to Trades Specialist III at Sumter Maintenance on March 2.

Hongfen Li, promoted to Engineer/Asso-

ciate Engineer IV in Design/Build Office on April 2.

Melissa Lusk, promoted to Engineer/Associate Engineer III in RPG 1 - Lowcountry on April 2.

Matthew Massengill, promoted to Engineer/Associate Engineer II in RPG 4 – Upstate on Dec. 17.

Wendell Massey, promoted to Assistant Geodetic Technician at Greenville Maintenance on Jan. 17.

Karl McCottry, promoted to Human Resources Director III in Human Resources on Dec. 17.

Joshua McCrea, promoted to Trades Specialist III at Williamsburg Maintenance on Feb. 2.

William McJunkin, promoted to Mechanic III at Greenville Maintenance on April 2.

Alton McLellan, promoted to Engineer/Associate Engineer I at Darlington Maintenance on March 2.

David Meekins, promoted to Engineer/Associate Engineer II in Traffic Engineering on March 17.

Boyd Melton, promoted to Mechanic II at Kershaw Maintenance on March 2.

Elizabeth Mesa, promoted to Engineer/Associate Engineer III in RPG 3 – Midlands on Dec. 2.

James Miller, promoted to Trades Specialist III at Cherokee Maintenance on Dec. 2.

Julian Mitchell, promoted to Sr Geodetic Technician at Materials and Research on March 2.

Dennis Moore, promoted to Engineer/Associate Engineer III at Chester Maintenance on Feb. 2.

John Moore, promoted to Engineer/Associate Engineer II at Greenville Surveys on Dec. 17.

Brian Moseley, promoted to Engineer/Associate Engineer I at Greenville Surveys on March 17.

Levon Nelson, promoted to Trades Specialist III at Charleston Maintenance on Feb. 2.

William Oliver, promoted to Trades Specialist IV at Chester Maintenance on Feb. 2.

Adam Orsborne, promoted to Associate Geodetic Technician at Greenville Construction on Feb. 2.

Michael Pitts, promoted to Engineer/Associate Engineer III in RPG 1 - Lowcountry on Dec. 17.

Jason Rabon, promoted to Trades Specialist IV at Marion Maintenance on Dec. 2.

Robert Radcliff, promoted to Trades Specialist IV at Lee Maintenance on March 2.

Matthew Ramsey, promoted to Trades Specialist III at Cherokee Maintenance on Dec. 2.

James Rhames, promoted to Trades Specialist III at Lexington Maintenance on Jan. 17.

Justin Richardson, promoted to Assistant

Geodetic Technician at Horry Construction on Feb. 2.

Derek Roberts, promoted to Trades Specialist III at Colleton Maintenance on April 2.

Shaun Robinson, promoted to Trades Specialist III at Richland Maintenance on Feb. 17.

James Scipio, promoted to Trades Specialist III at Darlington Maintenance on Jan. 17.

Troy Seigler, promoted to Trades Specialist IV at McCormick Maintenance on Dec. 17.

Herman Sellers, promoted to Trades Specialist IV at Orangeburg Maintenance on March 17.

Stephen Shaffer, promoted to Engineer/Associate Engineer III in RPG 1 - Lowcountry on Dec. 17.

Marc Shensky, promoted to Engineer/Associate Engineer II at Charleston Maintenance on Feb. 2.

James Smith, promoted to Trades Specialist IV at Holly Hill Maintenance on Dec. 17.

Paul Sojourner, promoted to IT Security Specialist/Analyst II in IT Services on Feb. 2.

Ann Solan, promoted to Program Coordinator II in Intermodal Planning on April 17.

Howard Stokes, promoted to Trades Specialist V at Bamberg Maintenance on March 17.

Chinmay Thakore, promoted to Sr Geodetic Technician at Greenville Construction on Feb. 17.

Ted Trout, promoted to Trades Specialist IV at Berkeley Maintenance on March 2.

Rodrick Tucker, promoted to Engineer/Associate Engineer III in Office of the Director of Maintenance on April 2.

Michael Vinesett, promoted to Trades Specialist III at Cherokee Maintenance on Feb. 17.

Raufilia Walker, promoted to Associate Geodetic Technician at Sumter Construction on March 2.

Keith Ward, promoted to Engineer/Associate Engineer II at Fairfield Maintenance on March 2.

Freddie Washington, promoted to Trades Specialist III at Hampton Maintenance on Feb. 17.

Christopher Wilkie, promoted to Trades Specialist III at McCormick Maintenance on March 17.

Joshua Williams, promoted to Associate Geodetic Technician at Florence Construction on Feb. 2.

Scottie Williams, promoted to Trades Specialist III at Greenville Maintenance on Dec. 2.

Ronald Willoughby, promoted to Trades Specialist III at Anderson Maintenance on Feb. 2.

Michael Winchester, promoted to Trades Specialist V at Oconee Maintenance on March 2.

Adam Yonkoske, promoted to Trades Specialist III at Cherokee Maintenance on Dec. 2.

DEATHS

Kendell Bedenbaugh, OSHA Officer II with Saluda Maintenance, died Dec. 27.



Robert Clark

Robert L. Clark, 64, of Aiken Maintenance, died March 13.



Pat Corley

Pat Corley, 79, former Director of Building Maintenance at SCDOT Headquarters, died Dec. 15, 2016.

Bobby Martin, State Appraiser II with Rights of Way – Florence, died Jan. 26.



Anthony Redmond

Anthony Redmond, of Aiken Maintenance, died March 13.

Charles Williams, Trades Specialist II with Georgetown Maintenance, died Jan. 2.

RETIREMENTS

Glenn Abbott, retired from Radio Service on Jan. 27.

William Abney, retired from Saluda Maintenance on March 1.

Henry Adams, retired from District 5 Maintenance Contracts on March 16.

Thomas Allison, retired from District 3 Office on Dec. 29.

Frankie Ammons, retired from Chesterfield Maintenance on Feb. 28.

Charles Aull, retired from IT Services on Dec. 31.

John Barnes, retired from Lancaster Maintenance on Dec. 16.

Patricia Bernasconi, retired from Traffic Engineering on Dec. 30.

Don Blackwell, retired from Cherokee Maintenance on Feb. 1.

William Bloom, retired from Traffic Engineering on Feb. 28.

Aliza Bolton, retired from RPG 3 – Midlands on Dec. 31.

Barry Bowers, retired from Design Build on Jan. 31.

Marion Bowman, retired from Orangeburg Maintenance on March 25.

Rose Bumpers, retired from IT Services on Feb. 1.

William Burgess, retired from Oconee Maintenance on Feb. 3.

Marlene Cain, retired from Aiken Maintenance on March 31.

Daniel Campbell, retired from Traffic Engineering on Jan. 4.

Sandra Castor, retired from Preconstruction Support on Feb. 28.

Mary Gail Monts Chamblee, retired from Human Resources on Dec. 29.

James Charping, retired from Anderson Maintenance on Dec. 30.

Alphonso Chestnut, retired from Sumter Maintenance on March 31.

Arthur Collins, retired from York Maintenance on Feb. 17.

Melvyn Cooper, retired from Rights of Way on Jan. 31.

Karen Cumalander, retired from Newberry Construction on March 30.

Sherri Devereaux, retired

from Rights of Way on March 31.

Gail Dia, retired from Road Data Services on Jan. 31.

Rosena Dowdy, retired from Darlington Maintenance on March 31.

John Foisey, retired from Clarendon Maintenance on Feb. 9.

Alexander Frazier, retired from Orangeburg Maintenance on Jan. 31.

Billy Ghee, retired from Florence Maintenance on Dec. 31.

Rickie Green, retired from Charleston Construction on Dec. 31.

Tesa Griffin, retired from Office of the Deputy Secretary for Finance and Administration on Jan. 13.

Angela Hance, retired from Road Data Services on March 31.

Brian Hare, retired from RPG 1 - Lowcountry on March 28.

Larry Hodge, retired from Lancaster Maintenance on Jan. 3.

Johnny Horne, retired from Saluda Maintenance on March 4.

Danny Humphrey, retired from Saluda Maintenance on March 29.

Leon Jordan, retired from Fairfield Maintenance on Dec. 15.

Judy Litz, retired from Contract Assurance on Dec. 31.

Melvin Lott, retired from Union Maintenance on Dec. 30.

Billy Mattison, retired from Office of the Director of Construction on March 31.

William McBrayer, retired from District 4 Bridge Maintenance on Jan. 25.

Arthur McBride, retired from Berkeley Maintenance on Feb. 27.

Donnie McDowell, retired from District 5 Bridge Inspection on March 10.

Allen McElveen, retired from Sumter Maintenance on March 1.

Stephen Meetze, retired from IT Services on March 17.

Charles Metts, retired from Materials and Research on Dec. 1.

Dorothy Mickle, retired from

Kershaw Maintenance on Dec. 16.

Charles Milling, retired from Darlington Construction on Dec. 18.

William Newton, retired from Hampton Maintenance on March 14.

Dorothy Parker, retired from Orangeburg Maintenance on Jan. 16.

James Patton, retired from Laurens Maintenance on March 30.

Roger Pearson, retired from Fairfield Maintenance on March 31.

Dennis Philyaw, retired from Anderson Construction on March 31.

Janice Reese, retired from Oconee Maintenance on Feb. 28.

Milton Rhodes, retired from Bamberg Maintenance on Feb. 28.

Richard Scherman, retired from Materials and Research on March 31.

William Scott, retired from Sumter Construction on Jan. 19.

Joseph Sease, retired from Traffic Engineering on March 31.

Bradley Sellers, retired from Florence Maintenance on Feb. 16.

Thomas Shea, retired from Road Data Services on March 31.

Bernard Shealy, retired from RPG 1 - Lowcountry on March 29.

Jimmy Sikes, retired from Chesterfield Maintenance on Feb. 28.

Michael Simpson, retired from District 6 Office on Feb. 22.

Arthur Singley, retired from District 1 Office on Jan. 9.

Gregory Smith, retired from Berkeley Maintenance on Jan. 17.

Keith Smith, retired from

Jasper Construction on Dec. 31.

Samuel Spann, retired from Sumter Maintenance on April 1.

Edward Spann, retired from Sumter Maintenance on Feb. 28.

James Thomason, retired from York Maintenance on Dec. 16.

Jackie Timmons, retired from Florence Maintenance on Feb. 16.

Adron Waites, retired from Materials and Research on Dec. 31.

Jeffrey West, retired from Environmental on April 1.

Jimmy Williamson, retired from Lexington Maintenance on Feb. 3.

Jo Ann Woodrum, retired from Office of the Deputy Secretary for Engineering on Dec. 31.

Valerie Wooten, retired from Materials and Research on Dec. 30.

Bill Taylor retires with 50 years of service



ROB THOMPSON/THE CONNECTOR

SCDOT presents Bill Taylor, center, with a resolution upon his retirement during the Feb. 16 SCDOT Commission meeting to thank him for 50 years of service. To read his entire resolution, go to:

<http://www.scdot-transfer.org/scdotphotos/Spring2017/Taylor.pdf>

SCDOT turns 100

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Remarks were delivered by Commission Chairman Woodrow "Woody" Willard and Emily O. Lawton, S.C. Division Administrator of the Federal Highway Administration (FHWA). "This is a great day as we celebrate the past and look to the future," Willard said. "The next 100 years holds many challenges. Advancements in data collection and technology will provide a transportation network that will look different than the one we see today. "Autonomous vehicles are here, and mass transit will play a more important role as our urban areas continue to grow," Willard



BONNIE CRAMER/THE CONNECTOR

Willard said: "As a team, we must be innovative; bold and yet humble. We all represent this great institution and we can only accomplish our mission, as our secretary so proudly states, with an 'All In' effort." Willard concluded his remarks by saying, "The people of this state want good roads – it is just that simple. The Commission stands with you. We chal-

lenged you to continue to make this organization better every day. "You are our backbone; stand straight, be proud, for you are the SCDOT." Partnerships have been a key element of the Department's success throughout the years, Hall said, as she lauded the Federal Highway Administration. Lawton, of FHWA,



Employees at SCDOT Headquarters attend the brief ceremony marking the agency's 100 years of providing South Carolina's transportation needs.



PHOTOGRAPHS BY ROB THOMPSON/THE CONNECTOR

LEFT: This gas pump is an original pump from the early 1930s. It has been maintained in its original condition with its original glass and display. It was retired from service at Oconee Maintenance, and is now part of District 3's history display.

ABOVE: Prior to the advent of modern traffic control devices such as reflective sheeting, plastic cones and battery powered flashers, metal flambeaus were used to alert motorists as they approached road closures or lane shifts due to emergencies or road construction. Kerosene was used to fuel the devices which had to be refilled frequently.

The first state highway system had a total of just over 3,000 miles. "Let that sink in for a while – 3,000 miles!" Hall said. "Our very first budget was...wait for it...\$111,000." That amounted to \$36 per mile on a system that had only

26 miles of paved roads. The agency suffered growing pains almost immediately. With the country entering World War I, senior ranking members including the State Highway Engineer left to join the military. Equipment and manpower were in short supply. After the war, the early mission of the agency was

providing the infrastructure for economic development in our state through farm to market roads. World War II also brought challenges at home as road-building supplies and manpower were short. But many military bases and war material factories sprung up in South Carolina and the demand to widen roads and build new



Former SCDOT Commissioners Bayles Mack, Harrison Rearden and J. Craig Forrest examine the history display in the lobby of SCDOT Headquarters after the March 10 ceremony.



The newest 'Welcome to South Carolina sign' stands in contrast to a much earlier sign.

roads increased because of the wartime efforts. about the agency's history: www.scdot100.org. Safe, efficient and adequate transportation networks are absolutely essential to the prosperity of our great state and impact the lives of our citizens, businesses and visitors every single day, she said.

After the war, Americans wanted mobility. "Business and industry wanted to expand and establish many locations in our great states," Hall said. "Tourists discovered South Carolina as a vacation destination. Numerous interstate highways began to crisscross our state...and dramatically increase access. The growth has never stopped."

From its humble beginning in 1917, SCDOT has grown to manage the 4th largest state-maintained highway system in the nation, with 42,000 miles. The agency manages and operates 8,400 bridges. SCDOT is also recognized as having the lowest funding allocation nationally at \$35,000 per mile.

"While there have been many changes at the Department - I might add many reforms - our core mission has never changed since 1917," Hall said. Hall also announced the launch of SCDOT's Centennial website, where the public can learn more



Former (and current) SCDOT State Highway Engineers pose for a photo at the celebration. From left: John Walsh, Christy A. Hall, Don Freeman and Leland Colvin.

vice providers...All of us play a role in making a difference. "It is truly a great day in South Carolina," Hall said. Hall recognized event organizers Tina Kennedy, Meagan Hare, Phyllis

Hughes; Communications staff including Pete Poore, Rob Thompson, Bonnie Cramer and Cody Crouch; web team members Kyle Sox and David Bland; Lawton Player; retired employee Ron Joye,

who was like an "open history book" on DOT; and Chief of Staff Wendy Nicholas.

See more CENTENNIAL on page 31

To see more items on display at SCDOT Headquarters visit this site online:
<http://www.scdot-transfer.org/scdotphotos/Spring2017/Display/>

Volvo interchange underway on I-26

By Kim Corley

Last December, SCDOT awarded a contract to Conti Enterprises, Inc. to construct the new interchange on I-26 in Berkeley County to provide direct access to Volvo's first American manufacturing facility.

Conti Enterprises, Inc. teamed up with design partner Johnson, Mirmiran & Thompson.

The \$44 million project is an example of how infrastructure can promote economic development in the state.

Volvo predicts that the \$500 million plant will create 2,000 jobs in the lowcountry over the next decade.

"Volvo recognized South Carolina's favorable business climate in selecting this location which includes an existing interstate highway and proximity to the Port of Charleston. The construction of this interchange is an important step in providing an interconnected system for driving the state's economic engine," said Secretary of Transportation **Christy A. Hall**.

The interchange was part of an incentive package to attract the automaker to South Carolina.

"SCDOT is excited to assist the S.C. Department of Commerce in delivering this project to meet Volvo's and their suppliers' needs when the plant opens. We appreciate the great partnerships we have at the state and local level, which are essential to making a project like this successful," said SCDOT Commissioner Robby Robbins.

The interchange is expected to be completed in 2019.

USC names two bridges for Hardee

By Pete Poore

The University of South Carolina (USC) Board of Trustees approved the naming of the Columbia campus pedestrian bridges on Assembly and Blossom Streets for Vice Chairman and 2nd Congressional District Commissioner John N. Hardee of Columbia.

The action was taken by the USC Board at its December 2016 meeting. The bridges are located adjacent to either side of USC's Strom Thurmond Wellness Center. Assembly and Blossom Streets are both in the State Highway System. The bridges serve to increase pedestrian safety at a busy intersection.

Hardee was credited with being instrumental in securing partial funding and clearances over these roads to allow USC to construct the bridges. Both structures have been in service since 2003.

Job Shadowing

Students learn about SCDOT careers during annual 'Groundhog day' visit



ROB THOMPSON/THE CONNECTOR

Ann-Marie Altman of SCDOT's Environmental Division makes a presentation to middle school students at SCDOT headquarters on Feb. 2. The students came to work with their parents on Groundhog Day to participate in the job shadowing program.



Liam McGoldrick

Liam McGoldrick

Parent: **Will McGoldrick**

Age: 9

Grade: 4th

What did you learn?

"Mussels and the long-eared bat are endangered species."

What do you want to be when you grow up?

"A Lego engineer."



Jasmine McConnell

Jasmine McConnell

Parent: **Will McConnell**

Age: 13

Grade: 8th

What did you learn? "Today I learned that SCDOT isn't just transportation. They restore things and take away. It's an equal balance. They make sure they don't mess with endangered species. I found out they have other jobs here. They have archeologists and biochemists."

What do you want to be when you grow up? "I want to be an architect."



Kevin Slade

Kevin Slade

Parent: **Thelma Bush**

Age: 14

Grade: 8th

What did you learn?

"My favorite part of the day was when I learned about virtual reality."

What do you want to be when you grow up?

"I want to be a singer/songwriter."



Scott Dillon

Scott Dillon

Parent: **Brent Dillon**

Age: 12

Grade: 7th

What did you learn? "I learned about what my dad does in traffic engineering and how that relates to the environment. I never knew the DOT had archeologists."

What do you want to be when you grow up? "I'm not sure yet, but definitely something involving environmental science."



The John N. Hardee pedestrian bridges cross Assembly and Blossom streets in Columbia.

More photos of the bridges are at: <http://www.scdot-transfer.org/scdotphotos/HardeePedestrianBridge/>

Safety highlighted at 2017 Maintenance Conference

By Bob Kudelka

Safety was the dominant theme of the 2017 Maintenance Conference, which was held just one week after two employees were killed in a work zone tragedy in Aiken.

The conference drew more than 800 employees over three days of training March 8-10 in Columbia, said Assistant State Maintenance Engineer **Jim Johannemann**, who oversaw the conference on behalf of the Director of Maintenance office.

Safety, along with quality and productivity, was already on the agenda but due to the tragedy the week earlier, additional topics were added and safety was “addressed by SCDOT leadership and

upper management” throughout the conference, Johannemann said.

The agency’s new safety slogan, “Safety 1st – Live By It!” was unveiled on the opening day of the conference by Deputy Secretary for Engineering **Leland Colvin** and Director of Safety and Occupational Health **Kenny Eargle**.

Director of Maintenance **Jim Feda** began the conference with a moment of silence to honor three fallen team members since the previous year’s conference: **John K. Branham** of York Maintenance died Sept. 16, 2016; **Tony Redmond** and **Robert Clark** from Aiken County Maintenance died March 13, 2017, when a motorist left the roadway and struck the crew.

Secretary of Transportation **Christy A. Hall**, in her opening remarks, began by asking the team

members from Aiken to stand.

“I want you all to wrap your arms around these gentlemen today because they are hurting,” Hall said. “They are hurting; and I’m hurting, too. I appreciate you all being here today, I know it’s not easy.”

Hall told attendees that it has been a “challenging year,” referencing Hurricane Matthew, and she praised maintenance workers for their response to emergencies. She said she would be pushing for more resources for routine maintenance, and that she is supporting a work zone safety initiative in the Legislature.

“One last favor I ask is that you be courageous, above and beyond the courage you already have,” Hall said. “The courage I’m asking you is to have the backs of your brothers and sisters out on the job

site. Have the courage to tell your co-workers to hold up, put that hard hat on, put that vest on, or watch out you’re getting a little too close. Be courageous; watch out for each other. Have the courage to speak out for one another because no one else is going to do it - that motorist passing by is not going to do it. If you see something, say something.”

Employees who led training sessions included Director of Human Capital Investment **Charlie Brown**, Human Resources Manager **Dennis Copeland**, District 5 Maintenance Engineer (DME) **Treasure Scarborough**, Orangeburg Assistant Resident Maintenance Engineer (ARME) **Jon Kangas**, Supply and Equipment Director **John White**, District 3 ADME **Chris Madden**, District

3 Bridge crew member **Joseph Dempsey**, District 1 Bridge Inspection Supervisor **Will Pointer**, District 1 ADME **Alan R. Kozusko**, Director of Safety and Occupational Health **Kenny Eargle**, York ARME **Jason Childers**, **Jimmy Davidson** of the Office of Safety and Occupational Health; District 2 Reclamation and Centerline Crew Supervisor **Ralph Jenkins**, District 6 Construction Engineer **Kevin Turner** and Director of Maintenance **Jim Feda**.

Chief Engineer for Operations **Andy Leaphart** made closing comments.

Johannemann would like to thank the following for helping make the 2017 Maintenance Conference a success: **Jim Feda**, **Tina Kennedy**, **Meagan Hare**, **Phyllis Hughes** and **Lawton Player**.

Photo gallery of conference speakers: https://www.facebook.com/pg/SCDOT/photos/?tab=album&album_id=1863168360621238

Three new bridges open on Bluff Road, replace bridges damaged in flood

By Bob Kudelka

Three new bridges on S.C. 48 (Bluff Road) in Richland County were opened on Jan. 9, replacing three bridges that had been damaged by flooding.

The bridges were closed April 14, 2016, after an inspection by South Carolina De-

partment of Transportation (SCDOT) engineers showed damage related to the flood of October 2015. Bridge inspectors found evidence of scour at each of the three bridges. Scour occurs when swift moving water causes erosion around the bridge supports.

The three bridges on Bluff Road are over Back Swamp, Cedar Creek and Dry Branch.

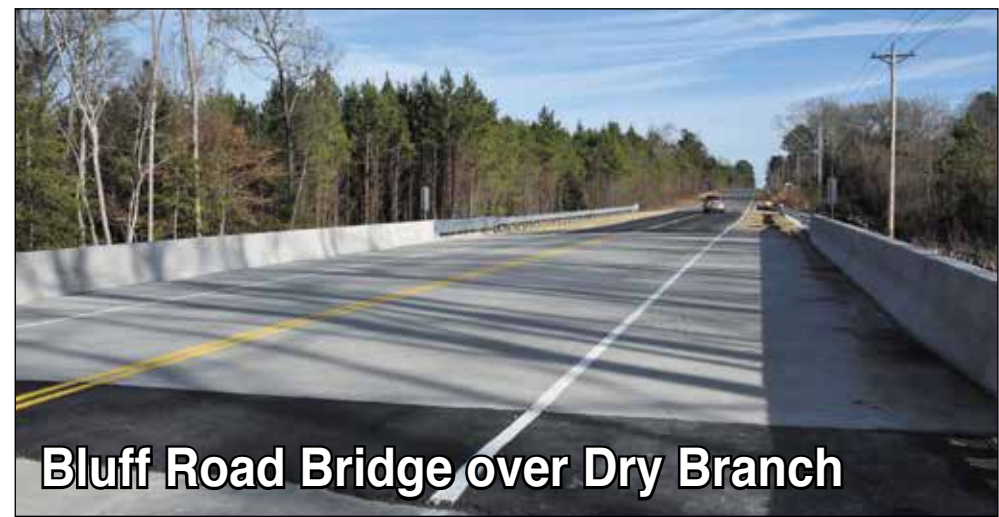


Bluff Road Bridge over Back Swamp

PHOTOS BY ROB THOMPSON/THE CONNECTOR



Bluff Road Bridge over Cedar Creek



Bluff Road Bridge over Dry Branch

1,000,000 calls

511 System reaches milestone

By Bob Kudelka

SCDOT's 511 Traveler Information System has received more than a million calls since the system was activated in the fall of 2010.

The 1,000,000th call came in December, said Director of Traffic Engineering **Tony Fallaw**.

"Today, motorists have more options than ever to get accurate and timely traffic information," Fallaw said. "We have seen an exponential increase in the usage of our 511 system since its inception."

SCDOT's 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.

Users can call 511 or access www.511SC.org 24 hours a day, 7 days a week.

The 511 traveler information is collected and continually updated by SCDOT Traffic Management Centers throughout the state. The data comes from traffic cameras, reports from South Carolina Highway Patrol, local law enforcement and SCDOT's SHEP crews.

Tisha Dickerson manages SCDOT's 511 Travel Information system and "has done an outstanding job making sure the service

is user friendly, informative and on the cutting edge of technology while providing superb customer service," Fallaw said.

Here are some comments from the public left on the 511 system:

- "Y'all really do have a good 511 system, I appreciate that it understands me and it gives me a lot of information. And I appreciate that. Thank you."

- "Appreciate the 511 system I am a truck driver thank you very much"

- "Thank you for having such a great 511 service...Thank you. A very usable service."

- "Awesome service well done, keep it up."

Looking to the future, Traffic Engineering employees are not resting on their laurels. Dickerson said by the end of this year they will be looking at ways to upgrade 511.

"Customers are increasingly seeking more personalized, predictive and location-specific information," Dickerson said.

Enhancements, she said, may include:

- Push Notifications and My511 Account Management

- A map-based home screen with all desired layers

- Look Ahead - Travel Mode Settings

- Navigation through Waze Connected Citizens Program (Partnership to cover the areas where there are no ITS assets/camera coverage)

- Travel Times

- Feedback capability (through apps)



Tisha Dickerson



ROB THOMPSON/THE CONNECTOR

SCDOT GAMECOCKS CELEBRATE NATIONAL CHAMPIONSHIP

The University of South Carolina flag flies at SCDOT headquarters after the USC Women's Basketball team won the National Championship on April 2, 2017.

Pinnacle Mountain Fire

SCDOT honored for fire assistance

By Bob Kudelka

The SC Forestry Commission reported that the 2016 Pinnacle Mountain fire in Pickens County was the largest, longest and costliest mountain fire in South Carolina's history.

The Commission has recognized SCDOT with a Certificate

of Appreciation for assistance provided by our Upstate workers in the multi-agency effort to contain and bring the fire under control. The fire that burned for 28 days ravaged nearly 11,000 acres at a cost to the state of \$5 million. However, no injuries or deaths were reported and no structures were lost.



ROB THOMPSON/THE CONNECTOR

CLEMSON ENGINEERS CELEBRATE CLEMSON CHAMPIONSHIP

SCDOT staff pose with a Clemson flag at the conclusion of the the Jan. 19, 2017, SCDOT Commission meeting. The group was celebrating their school's recent national championship in college football. From left, are: Andy Leaphart, Ron Patton, Christy A. Hall, Leland Colvin, Brian Keys and Randall Young.



Aiken Maintenance
803-641-7665 | 803-641-7667 Fax

We want to say thank you to everyone that sent kind words, condolences, prayers, and support during the loss of two of our SCDOT family members. Tony Redmond and Bob Clark were hard working men with invaluable experience, wisdom, and insight. They will truly be missed in Aiken and we will be sure to remember the impacts they had on our lives.

Again, thank you all for the support during these difficult times and we continue to ask for your thoughts and prayers.

Aiken Maintenance

Sugar Sugar Mike Lowe
Karl Zimmerman
Rebecca Mitchell
Latherine Y. Baylok
Bob Carter
Charlie Singh Sr
Wendy Wood
William Hunt
John Backstrom
Frank Swisher
William E. ...
Andrew Smith
Oscar A. Fredrick R. Denne
Branchford ...
Wayne Anderson
John Taylor
Shaddens Cause
Marlene H. Cain
See Sanders
Velvet Miller
Wayne Wilson
Martrice Surlak
Dianna ...

John C. ...
Phil E. ...
Bob Hicks
John ...
Rev. Dr. ...
Ronald L. King
Ronald Johnson
Debbie ...
Nathan ...
Ball ...
Anthony ...
B. ...
Davrett Wood
See ...
B. Corley
Paul ...
K. ...
Korva Coleman
Timothy Hill

Eugene Jones
Eugene ...
Robert S. ...
Keith ...
Benjamin ...
Har ...
Charly ...
Curtis ...
Catie ...
Mike ...
Shelby ...
Nal ...
Alex ...
Jan ...
Pete ...
Trevor ...



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Target Zero troopers focus on safety, target high-crash areas



By Emily Thomas
Traffic Engineering

More than 11,000 seatbelt tickets written, more than 450 DUI arrests made, close to 23,000 warnings issued. These are the latest statistics from the South Carolina Highway Patrol Target Zero Enforcement Team.

This specialized 24-member enforcement team has been busy since its deployment in July 2014. The Team was developed as a partnership between SCDOT and SCDPS at a time when traffic deaths were rising, following what had been a decade long decline. These partner agencies sought an innovative solution to combat the increasing number of deaths.

What if Troopers were assigned to patrol high-crash corridors based on the number and rate of fatal and severe injury crashes, and only worked enforcement? By focusing on known violations: DUI, speed, and unbelted occupants, could more time devoted to patrolling and enforcing our state's laws and less time spent responding to calls for service, yield positive results? Seemed like an easy sale – and it was.

It's been a year since The Connector first reported on this initiative. The statistics are staggering, and not only because of the number of tickets and warnings issued, but because of the number of lives potentially saved due to this team's efforts. With almost half of the state's traffic deaths involving an unbelted occupant, when Troopers stop someone for not wearing their seatbelt, they are also providing lifesaving advice. Buckling up is the single most effective thing you can do to protect yourself in the event of a traffic collision. Likewise, removing impaired drivers from the road can save not only the driver's life but the lives of countless others traveling our roads every day.

Recent evaluation of collision data reveals that the Target Zero Enforcement Teams has been effective in reducing the number of fatalities in enforcement-related crashes (i.e. speed, DUI, unbelted) by 28 percent. This is particularly compelling when the state as a whole saw a dramatic increase in fatalities over the same time period.

We'll be checking in with the Team periodically to see what they're up to, so keep an eye on SCDOT's Facebook page for more stats and safety tips.

The employees at Aiken Maintenance appreciated the condolences sent to them after two coworkers were killed by a hit-and-run driver on March 13.

TASC Roadeo

Annual Training Conference/Bus Roadeo

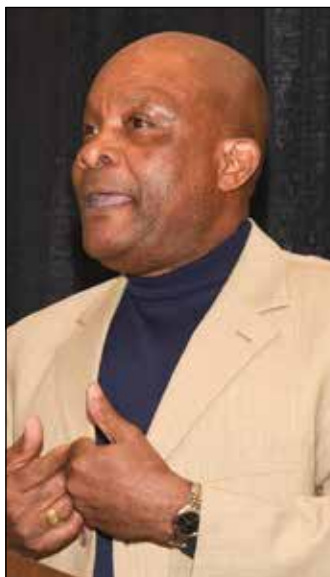
By Cody Crouch

The Transportation Association of South Carolina (TASC) held its annual training conference and bus roadeo in Myrtle Beach on March 23-26. Conference attendees listened to and discussed various topics: outsourcing vehicle maintenance, recruiting drivers in today's market, messages that reach all generations via social media, lessons learned throughout years in the public transportation industry and informative sessions on alternative fuels and vehicles.

Conference attendees were encouraged to network with exhibitors at the conference – showcasing new technology and services in the transportation industry.

The annual bus roadeo was held at the Myrtle Beach Speedway. The top public transportation drivers from across the state competed in a closed cone course featuring many technical driving challenges: serpentine, right and left hand turns and backing, passenger drop off, tennis ball and barrel runs and an abrupt stop test. Drivers competed in MV-1 transit vans, cut-aways and 35- and 40-foot buses. Maintenance teams also competed during the event, ensuring the proper operation of their vehicles.

Public transportation employees were acknowledged at an awards banquet following the roadeo. TASC Excellence Awards were presented to those who go above and beyond the call of duty in the transportation industry in South Carolina. Drivers and maintenance teams were also awarded plaques for their first, second or third place finishes in each roadeo event.



SCDOT Director of The Office of Public Transit (OPT) Johnny Mmanu-ike addresses attendees on the steps OPT is taking to roll out its new Route Match software.



A mechanic checks for engine defects during the roadeo.



ABOVE: Attendees participate in one of the many breakout sessions during the conference.



RIGHT: Uber's Evangeline George explained how Uber and public transportation can be allies in today's market instead of competitors.



ABOVE: A bus does a left-hand backing maneuver as judge Kurt Mayer watches for hit cones.



A driver successfully navigates an MV-1 transit van through the serpentine.

PHOTOGRAPHS BY CODY CROUCH/THE CONNECTOR

RIGHT: The crowd roars as a driver completes serpentine section of the course.



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The form may be completed anonymously.



SCDOT's Project Viewer

Interactive project maps available for public



ROB THOMPSON/THE CONNECTOR

Yelena Kalashnikova and Elizabeth Thebo explain the agency's Interactive Project Viewer during the Jan. 19 SCDOT Commission meeting.

By Kim Corley

In January, SCDOT added "Project Viewer" to the agency's website. The interactive map allows anyone to view the progress of a variety of different highway and bridge projects.

The initial idea came from Secretary of Transportation **Christy A. Hall**. She is interested in increasing the agency's transparency and accountability.

Director of Planning **Mark Pleasant** considered hiring consultants to develop a program. **Yelena Kashnikova** and **Elizabeth Thebo** jumped at the chance to create something in house.

They already had the initial framework. Their office provided real-time maps of all road and bridge closures during the 2015 flood.

"We just starting using GIS online in response to the 2015 flood," explained Kalashnikova. "It became so essential for people to see those closures."

"We were able to do this in house, so it prompted us to start looking to see what we could do with the tools we already have," said Kalashnikova.

They soon realized they could provide a user-friendly and convenient way for the public to stay informed about projects in their areas that affect them, not just during emergencies.

Amazingly, Thebo was able to develop a prototype in only 2 days.

"The difficult part is getting your data ready to be viewed,"

explained Thebo. "I created a template using the software SCDOT already purchased."

Pleasant wrote most of the language in the program. Also, SCDOT Chief Photographer **Rob Thompson** contributed photos.

"It was a collaborative effort to pull something together completely internally," said Thebo.

"It is a point of pride for us," said Kalashnikova. "It gave us a voice as an office."

"The great thing about it is it translates SCDOT speak to people speak," said Thebo. "It bridges the gap between the agency and the public."

The program provides a short summary of the exact location of the project, a schedule for the anticipated beginning and completion and the estimated cost is provided. In addition the name and contact information for the project manager is also provided. The information on the Viewer is updated in real-time as the project moves forward.

"This capability allows anyone who is interested in SCDOT road and bridge projects to easily be able to find important project information on this one interactive map. This initiative is another example of the agency increasing its transparency and providing useful and timely information," said Hall.

The GIS Office continues working to improve the program even more. They are working with others in the agency to see how this technology can be adapted to other divisions.

District 1 News

Kershaw, Lee, Lexington, Richland and Sumter counties

*District Engineer: Bryan Jones (803) 737-6660
FAX: (803) 737-6401*

SCDOT crew visits school career day

By Alan Kozusko

Who better to appreciate the toys we work with than a group of elementary school kids eager to learn about the doings of SCDOT Maintenance?

Nan Kaspareck with the Davis Early Childhood Center for Technology (ECCT) contacted SCDOT for some help with a demonstration for their Career Day.

Shane Williamson, Daniel Peppers, and Jason Hathcock took the vacuum truck to the school where they were a hit.

There is always something about big trucks and funny people that captures children's attention. Let's hope they keep their interest for years to come. Thank you employees for your dedication!



Daniel Peppers, left, and Jason Hathcock pose with the school children from Davis ECCT with the vacuum truck.

Got news?

Contact Alan Kozusko at: 803-737-6420 or email him at KozuskoAR@scdot.org

Alan
Kozusko



Operators hone skills, compete with coworkers

Kershaw Maintenance held their County competition in preparation for the District Equipment Operator's Safety Training Conference on April 4.

Kershaw always has several operators that make it pretty far in the overall competition, including James Catoe, who is always trading top spots in the statewide motor grader competition with Lexington's Scott Burgess.

Good luck to all operators.



Resident Maintenance Foreman Henry Long and Foreman Dee Michaelson pull a stop bar measurement for a single-axle truck.

Crew repairs failed pipe, drains swamp

On South Beltline Road, not far from the District 1 Office, there is an area that appears to have been a swamp for some time.

Lately, the road has been flooding, blocking access to a school and a wastewater treatment plant.

SCDOT discovered a failed pipe was to blame. Richland Maintenance Assistant Resident Maintenance Engineer Steve Altman headed a crew to replace the pipe.

A coffer dam was driven on each side of the pipe, the area was excavated and a single 72-inch diameter, 52-foot long pipe was installed. Lexington Maintenance assisted and finished it by repaving the area.

All this, including the detour and some delays from big storms, was coordinated within the week of spring break for the school.

Overnight, the new pipe drained several hundred acres by almost three feet. Thanks to all the crews for their impressive work.



Flowable concrete fill is placed into the hole to solidify the pipe installation. The trackhoe bucket was used to help keep the pipe from floating up inside the fill.



ABOVE: The crew on the project is, from left: Ron Pressley, Jerome Cunningham, Tevin Washington, Brandi Lucas, Michael Lucas, Donald Hopkins, Victor Stenvenson, Terrell Gamble, Antonio Telford, Shawn Kinlock, Chris McIntyre and Quinn Martin.

District 2 News

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

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

Got news?

Contact Jennifer Pickens at 864-716-2380 or email her at PickensJH@scdot.org.



Jennifer Pickens

Briefly . . .



PHOTO BY JENNY PICKENS/DISTRICT 2

Grace McKenzie, 4-year-old daughter of Anderson Resident Construction Engineer Michael McKenzie, dressed up in her father's hard hat and safety vest for Career Day at her school.



Mike Hannah is the Assistant District Construction Engineer for District 2. Hannah coaches the 10 and under baseball team for the Upper Abbeville County Recreation League. The 13-player team includes his son, Mason, and is named the Iron Pigs. This is Hannah's fourth year coaching.



PHOTO BY DUANE SCOTT/DISTRICT 2

District 2 Engineering Administrator Kevin McLaughlin, left, poses with Abbeville Resident Construction Engineer Adam Rich after Abbeville Construction received a QMT Excellent score of 2.96 for project work on U.S. 378 bridge over Little River.

Anderson bridge repaired after truck hit

On Feb. 22, the U.S. 29 connector bridge in Anderson County was damaged when a truck hauling a container hit the bridge and ripped a supporting beam. Both the bridge and U.S. 29 North had to be detoured. The damaged beam and connected diaphragms were removed, along with approximately 5 feet of the deck width on the south side of the middle span. New guardrail and an asphalt curb were installed. The changes made to the bridge will raise the clearance height from 13' 7" to 14' 4". The repairs were completed and the bridge was reopened on March 16.

Assistant Resident Maintenance Engineer **Michael Anders** was asked about the repairs and said "I am really proud of our guys. They responded really fast and worked tirelessly through extended hours and weekends. We greatly appreciate our guidance from the district office and headquarters through the whole process and a big thanks to the Newberry construction office with handling the guardrail installation."

Resident Maintenance Engineer **Fritz Wewers** said "The Department's maintenance units are asked all the time to perform work that sometimes does not meet any stan-

dard work activity. This is definitely one of those situations. In order to get this damage repaired and traffic flowing again as quickly as possible, Anderson Maintenance was asked to do the repairs with guidance from District 2 DME **Mark DeZurik** and State Bridge Maintenance Engineer **Lee Floyd**. Our employees performed this work in a very timely and safe manner and as ARME Anders has said, I am also very proud of our crews and the "can do" attitude they have. Not only did they repair the damaged bridge, they also improved the approaches by trimming limbs and re-setting ditches for positive flows."



PHOTO BY MICHAEL ANDERS/DISTRICT 2

District 3 News

Greenville, Oconee, Pickens and Spartanburg counties

*District Engineer: Stephanie Jackson-Amell (864) 241-1010
FAX (864) 241-1115*

The 70-year history of SCDOT's radio shop

**By Harry McCall
District 3 Communications
Technician**

This year marks two milestones for SCDOT: First, it marks the 100th anniversary of the South Carolina Department of Transportation (SCDOT) and secondly, it marks the 70th anniversary of the establishment of the state's Radio Shop with the first installation of a two-way radio in a South Carolina Highway Patrol car in 1947.

(1947-1969)

Though the plan to install communication equipment in Patrol cars was first authorized in 1937 with the phasing out of the state's all motorcycle patrol team in favor of safer cars in 1940 and with WWII looming, the Highway Commission decided to "postpone installation until a more favorable time."

With the end of the war, the agency moved ahead to install two-way radios in their fleet of patrol cars by hiring a 26-year-old man from Chicago, Herman Koehler in 1947 as the first technician to head up the new state Radio Shop in Columbia. The purpose of the radio shop was the installation and repair of two-way radio communication of the patrol's mobile radios for 11 dispatch locations. The agency had just established eight districts in 1949 out of the state's old four regional districts.

The first communication radios installed for the Highway Patrol in 1949 were single-channel units made of a separate transmitter and receiver made by General Electric (GE). They were mounted in the trunk with the control head mounted under the car's dashboard. Since the first 12-volt sys-

tem wasn't available in vehicles until 1956, these all-tube radios used 6-volt tubes with filaments powered directly from the battery, but tubes needed 100-300 volts direct current (DC) to operate. To achieve this high voltage from the 6-volt car battery, the receiver used a Mallory vibrator that chopped the direct current into alternating current so the receiver's transformer could step it up while the separate transmitter, which needed more current and voltage used a dynamotor (a 6-volt DC motor turning a high-voltage DC generator). Batteries died fast if the engine wasn't running while the radio was on. That left the Trooper stranded without any way to call for help.

In the late 1950s through the early 1970s, there was a need for field communication with district engineers. The patrol was updating their old separated but linked GE radios with the new all-in-one unit transceivers, a hybrid unit built with the new transistor technology with tubes used only in the final power stage of the transmitter. The Highway Department decided to apply for a radio license on 47.220 MHz and reuse the old 2-unit GE radios.

Since the Highway Patrol already had 200- to 500-foot radio towers in seven of their districts (except Patrol District 7: Oconee, Pickens, Anderson and Greenville counties), the Highway Department used these sites to mount their base antennas. The exception was Patrol District 7 (SCDOT District 3) which used Paris Mountain with an elevation of 2,278 feet above sea level. Here, the Highway Department bought 14.5 acres (of which 2 were usable) and built a patrol dispatch building com-

plete with a restroom, kitchen, with electric heat and ventilated with four windows. Water was hauled by truck weekly to a small water tank mounted the side of the building where gravity provided the water pressure.

In 1969, after 22 years as a radio technician, radio supervisor in 1951 and finally as State Radio Engineer in 1962, Koehler died at the age of 48. Following Koehler's death, shop supervisor Ray Harvey would assume position of State Radio Engineer over the next 25 years until he retired in 1994 with 42 years of service.

(1969-1994)

Ray Harvey's leadership started the same time GE came out with their new, highly reliable all-solid-state GE Mastr II radio system in 1970. At about the same time Chief Highway Commissioner and Executive Director Paul Cobb pushed to upgrade the facilities throughout the state. All counties would have their own new GE Mastr II base station and phone poles would be installed near the base to mount the antennas. The old tube, one-channel radios were removed from service and replaced with the new, sleek four-channel mobiles. At first, only two channels were used. For the first time, every RME and maintenance foremen could be contacted in the field.

With the advent of Motorola and GE microprocessor-based radios in the early 1980s, radios could have channels added and removed through software. The radios for the department went from 2 to 4 to 8 channels in 1981.

When I came on in 1986, at least 90 percent of the Radio Shop's time was spent dealing with the Highway Patrol which had about

700 troops in radio equipment vehicles. All technicians were on call 24/7 and were expected to service 700 mobile patrol cars, all dispatch base stations, communication recorders, speed radars, mobile repeaters, mobile video cameras and walkie-talkies. When time allowed, we could catch up on our maintenance equipment.

In 1993, the Highway Patrol was transferred to the South Carolina Department of Public Safety. SCDOT's Radio techs continued to supply patrol equipment until 2000.

(1994-1999)

Robert Myers, with Patrol gone, now had time to focus on upgrading SCDOT's radio shops. He began replacing all the wooden (and rotten) Maintenance yard radio poles with steel 125-foot towers. Since GE had left the two-way radio business, he replaced all obsolete GE mobile equipment with radios from Motorola and Kenwood. For the first time, all new maintenance vehicles leaving the Equipment Depot would have a 2-way radio installed. This decision allowed all SCDOT vehicles to communicate if called to one section of the state during a storm.

(1999 - 2017)

Under Tim Davidson's leadership, SCDOT was given the most advance radio system to date. With Motorola leaving the low band sector, Davidson began replacing all mobile radios no longer supported by their manufacturers with a reliable low-band radio which would be around for some time, the Kenwood 690. All obsolete GE base stations were replaced with Kenwood base repeaters. This gave all mobiles in that county the ability to use the height of the tower and the power of their county's

Got news?

Please contact
Karuiam Booker
at 864-241-1010
or by emailing him at
BookerKV@scdot.org

**Karuiam
Booker**



base station. By using the original eight channels and pairing these up with 15 new channels that were paired with 52 sub-audio squelch tones, every county now has their own frequency, plus an emergency regional channel and three flagging channels. The basic work zone high-band flagging radios were increased from two channels to 16 channels.

I want to thank the following for information of which this article would have been impossible: Radio Shop Retirees: Clay Kulp, Dewy Hunt, Bob Wallace; In Supply and Equipment Judy Graham and The Connector Editor Stan Shealy. Finally, John H. Moore's book The South Carolina Highway Department 1917 - 1987 was a great source of information.

About Harry McCall

Harry McCall received his Bachelor of Arts in Bible from Southern Wesleyan University and did graduate work at Columbia Theological Seminary in Atlanta before changing careers. He is a graduate of Cleveland Institute of Electronics. He is a Certified Senior Electronic Technician and former Certification Administrator for the International Society of Certified Electronic Technicians, a Certified Technician for Public Safety Electronics with the Associated Public-Safety Communications Officers, Inc., a Certified Communication Technician in electronics with The Electronic Technician's Association, a Certified Two-way Radio Technician with the National Association of Business and Educational Radio and a Certified Technician for Public Safety Electronics with the Associated Public-Safety Communications Officers, Inc.

District 4 News

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

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

Backhoe training underway in District 4

Backhoe training for District 4 employees got underway in October 2016 under the direction of instructor **Nathan Lance**. So far, 19 employees have successfully completed the 120-hour training course.

Operator skills evaluations include ditch digging techniques, pipe laying and equipment loading, transport and tie down. Students are also evaluated on safety, teamwork and willingness to learn.



Backhoe Training, from left: Brandon Varnadore, Allen Boyd, Instructor Nathan Lance, Ingram Rivers and Jeremy Etters

Got news?

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



Edward Moore

CHILI COOKOFF

District 4 Office had a cornbread and chili cookoff on Feb. 16. Six teams participated in the competition, and awards given out in Chili, Cornbread and Overall categories.

A secret panel of judges panel selected the winners based on color, moisture, smell, appearance and taste.



Melissa Branham won the Chili category.



OSHA Officer Steve Moseley, left, brought his daughter, Elizabeth Moseley, to work in February to job shadow and learn about transportation careers. Here, she meets with District 4 Assistant Traffic Engineer Danny Carnes.

Students learn about careers at SCDOT

Several District 4 employees and their children participated in job shadowing activities during the month of February.

Elizabeth Moseley spent the day with her father, **Steve Moseley**, learning the many important facets of our agency. The highlight of Elizabeth's

day was a visit with **Danny Carnes** in District 4 traffic engineering.



Overall winners were, from left, Raymond Cheek, Melanie Mobley and Jason Johnston representing Construction.

DISTRICT 4 RETIREES

Name	Organization	Years of Service
Don Blackwell	Cherokee Maintenance	33
Frankie Ammons	Chesterfield Maintenance	33
Jimmy Sikes	Chesterfield Maintenance	10
Leon Jordan	Fairfield Maintenance	19
Ray Pearson	Fairfield Maintenance	33
Larry Hodge	Lancaster Maintenance	19
Melvin Lott	Union Maintenance	32
Arthur Collins	York Maintenance	30
William McBrayer	D4 Bridge Maintenance	28

District 5 News

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

District Engineer *Kyle Berry* (843) 661-4710
FAX: (843) 661-4704

Got news?

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

**Michael
 Miller**



Meet some of the employees from District 5

FLORENCE AREA SHEP

The Florence Area SHEP Employees have more than 50 years combined experience assisting motorists when they encounter difficulties on the road way.



Otis Davis



Paul Allen



Preston Rogers



Robby Ard

Not Pictured: Justin Tyler



MYRTLE BEACH SIGNAL SHOP

From left: John Klein, Louis Moratto and Tim Grainger
 Not Pictured: Charlie Grate



FLORENCE SIGNAL SHOP

From left: Robbie Coward, Darren Simmons and Ray Anderson
 Not Pictured: Glenn Collins and Chad Herlong

District 6 News

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

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

Never give SAFETY a day off

Many SCDOT workers can be exposed to various safety hazards. Among these are biological, physical, chemical/dust and ergonomic types of safety hazards.

Biological hazards include poisonous snake bites, insect stings, toxic plants, blood and other body fluids. These hazards vary based on the nature of the outdoor work being performed, geographic region, season, and duration of the job. In the geographic regions of South Carolina our workers are exposed on a daily basis to certain types of venomous snakes such as a copperhead, coral snake, cottonmouth/water moccasin, pigmy rattlesnake, eastern diamondback rattlesnake and timber rattlesnake. The most common insect stings come from bees and wasps. Poison ivy and poison oak plants are our most common toxic plants.

Physical hazards are causes within the environment that can affect or harm the body without necessarily touching it. The most common factors are high exposure to sunlight, extreme hot and cold temperatures and excessive, constant loud noises.

Chemical/dust hazards include liquids such as cleaning supplies, paints, solvents (especially if chemicals are in unlabeled containers), vapors/fumes, gasolines or pesticides.

Ergonomic hazards involve body positions and working conditions that put strain on the body. This hazard includes lifting, poor posture, awkward sudden movements, repetitive motions, having to perform forceful duties frequently, and vibration from items such as hand tools.

Safety hazards are the most common and will be present in all workplaces at one time or another. They include unsafe conditions that can lead to injury, illness, or death. This hazard includes, but not limited to, spills on the floor or tripping hazards, working from heights or raised work areas, unguarded machinery or moving machinery parts, electrical hazards, confined spaces, work zones, and machinery-related hazards.

The hazards mentioned above can be present in every work situation at SCDOT. Proper use of personal protective equipment (PPE) and constant awareness of your situation regarding safety will allow every employee to take an active role in keeping themselves and others safe. To honor our fallen SCDOT workers, I challenge all employees to practice vigilance when carrying out their day-to-day work and make sure *SAFETY* never takes a day off.



PHOTO BY JENNIFER ERWIN/COLLETON MAINTENANCE

This water moccasin was found at the Colleton rest area.

Got news?

Contact Debra Jerideau :
 843-834-9034 or
 by emailing her at
 JerideauDJ@scdot.org



Debra Jerideau



'Leaves of three, let it be' is a popular way to remember to avoid poison ivy (shown above) and poison oak. The saying also reminds you 'leaves of five, let them thrive.'



Marc Damian Shensky

Meet Marc Damian Shensky

Name: Marc Damian Shensky
Title: Charleston Assistant Resident Maintenance Foreman

Marc Damian Shensky, was born and raised in Philadelphia, Pennsylvania. Shensky attended the Pennsylvania Institute of Technology where he earned an associate's degree in Architectural Civil Engineering.

While he worked in the private industry in Philadelphia, in surveying, he attended Temple University where he earned a bachelor's degree in Civil and

Construction Management.

Shensky began his SCDOT career in January 2013 with the Cherokee Construction Office in Gaffney as an assistant geodetic technician. In December 2013, he accepted a promotion to civil engineer I. After a few years with Cherokee Construction, Shensky accepted a position with Charleston Maintenance. He is currently the assistant resident maintenance foreman.

In his spare time, he enjoys watching his Philly sports, weightlifting and spending time with his wife and kids.

District 7 News

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

District Engineer: *Kevin Gantt* (803) 531-6850
FAX: (803) 531-6854

Backhoe Training underway in D7

District 7 started a backhoe training program in June 2016. The four-week program is taught by instructor **Irvin Herndon**.

The program was established with great help and assistance from District 3 and is modeled after their program. While completing the course, the operator learns how to operate a backhoe safely and productively and demonstrates competency. The operator also learns and demonstrates various general maneuvering techniques, components identification, and key aspects of safe transporting and hauling.

The course is conducted at a training site in Bamberg County. Employees from all District 7 maintenance units are selected to participate. District Maintenance Engineer **Efrem Dantzler** says a motor grader training program is also in development.

These employees have completed the course: Calhoun - **Chris Taylor** and **Joshua Puckett**; Barnwell - **Bruce Raffield**, **Leon Randall**, **Tony Mayes** and **Michael Ray**; Holly Hill - **Scott Cisco** and **Ryan Keitt**; Bamberg - **Quincy Brodus** and **Jacob Smith**; Aiken - **John Hook** and **Benjamin Peterson**; Orangeburg - **Benita Gibbs** and **Gary North**; Hampton - **James Lamar Williams** and **Eula Riddle**; and Clarendon - **Edward Brown** and **Freddie Richburg**.



Benita Gibbs and Gary North of Orangeburg Maintenance



Quincy Brodus and Jacob Smith of Bamberg Maintenance



Assistant District Maintenance Engineer Jeff Ellison, left, and Assistant Resident maintenance Engineer Tommy Breland, right, present a training certificate to Edward Brown of Clarendon Maintenance.



Assistant District Maintenance Engineer Jeff Ellison, left, and Assistant Resident maintenance Engineer Tommy Breland, right, present a training certificate to Eddie Richburg of Clarendon Maintenance.

Got news?

Contact Danny Simmons at:
 803-395-7165 or
 by emailing him at
 SimmonsD@scdot.org

Danny Simmons



Robert L. Clark

Beloved Husband, Father, Grandfather

Robert L. Clark, 64, of 7212 Goldview Drive, Aiken South Carolina and a former resident of Friendship, N.Y., went home to be with the Lord who took him away from his family in a very tragic accident on March 13, 2017.

He was born on May 11, 1952 at Cuba Memorial Hospital. He was the son of Leory Anderson and Ruth Evelyn Clark. He married the former Robin Dell, previously of Angelica, NY who survives.

Bob was a 1970 graduate of Cuba Central School. He attributed his building/carpentry skills to working with Don Searl who built Prefab homes. He spent 30 plus years working for the Allegany County Highway Department, several years as Friendship Town Highway Superintendent, and had also worked for Malcom Sortore paving. Since relocating to



Robert Clark

Aiken, SC he was employed at the South Carolina Department of Transportation as a supervisor and laborer.

He was a volunteer Little League coach for Friendship, and for many years he was actively involved in Allegany County 4H. Bob enjoyed building and repairing things and he was an all around handyman that enjoyed assisting others with his handyman skills. He enjoyed being active in the community and helping others. He helped build the house in Aiken, SC where he was residing when this tragedy hit. His passions were hunting, fishing, and horses. Family was a priority for him and he especially enjoyed his grandchildren.

He is also survived by his four children, Jodi L. Moore of San Antonio, TX, Rebecca A. Cavanaugh of Wellsville, NY, Morgan A. Clark of Olean, NY, and Thomas J. Lattimer of Aiken, SC; eleven grandchildren; three brothers, Leroy E. (Wendy) Clark of Cuba, William E. (Sally Cline) Clark of Tuscon, Arizona, and Joseph Clark of Cuba; and several nieces and nephews.

In addition to his parents, he was predeceased by a sister, Kathleen Clark Budlong in 1978.

Memorials in Bob's name may be made to TOMO Program, SCDNR
 PO Box 167, Columbia, SC 29202-0167
 1-800-277-4301

Anthony (Tony) John Redmond

(May 28, 1962 - March 13, 2017)

REDMOND-Antony "Tony" John Redmond, age 54, of Warrentville, S.C., loving husband for 30 years to Tina Hammett Redmond and son of Jacqueline "Jackie" Drakeford Redmond and the late Gerald C. Redmond, entered into eternal rest on Monday, March 13, 2017. In addition to his wife and mother, he is survived by a daughter, April (Ralph) Graham of Hephizabah, Ga.; sons, John Derrick (Kaitlyn) Redmond of Beech Island, S.C. and Justin Anthony Redmond of Burnetown, S.C. and grandchildren, Tyler, Natalie and Makenzie. He was preceded in death by a sister, Beverly Redmond and by his grandfather and grandmother, Cecil and Ruby Redmond. He was born in and was a lifelong resident of Aiken County, S.C. He has been a Supervisor with S.C. Dept. of Transportation since 1996. He was of the Baptist Faith. Tony, as he was known by his family and friends, had a great personality, which yielded him many friends, and to know him was to love him. He shall be greatly missed by his family, friends and all whose lives he touched during the 54 years that God granted him on this earth. Death cannot destroy precious memories, and he shall live on forever in the hearts of his loved ones. The family will receive friends at the Funeral Home this Thursday evening, March 16th from 5:00 until 7:00 PM. A service, celebrating his life and homegoing, will be held in the Chapel of Napier Funeral Home on Friday, March 17, 2017 at 3:00 PM with Pastor Steve Simpson and Pastor Brancie Stephens officiating. The interment will follow at the Warrentville Cemetery. The Pallbearers will be Waylon Fields, Wayne Fields, Larry Newman, Bill Hamilton, Dwight Smith, Ned Busbee, Eddie Braxton, Rollie Hamilton, Ransom Rooks and Dennis Boyd. Napier Funeral Home Inc., 315 Main St., Granitville, S.C. 29829, is in charge of the funeral arrangements. You can sign the online guest register at www.napierfuneralhomeinc.com



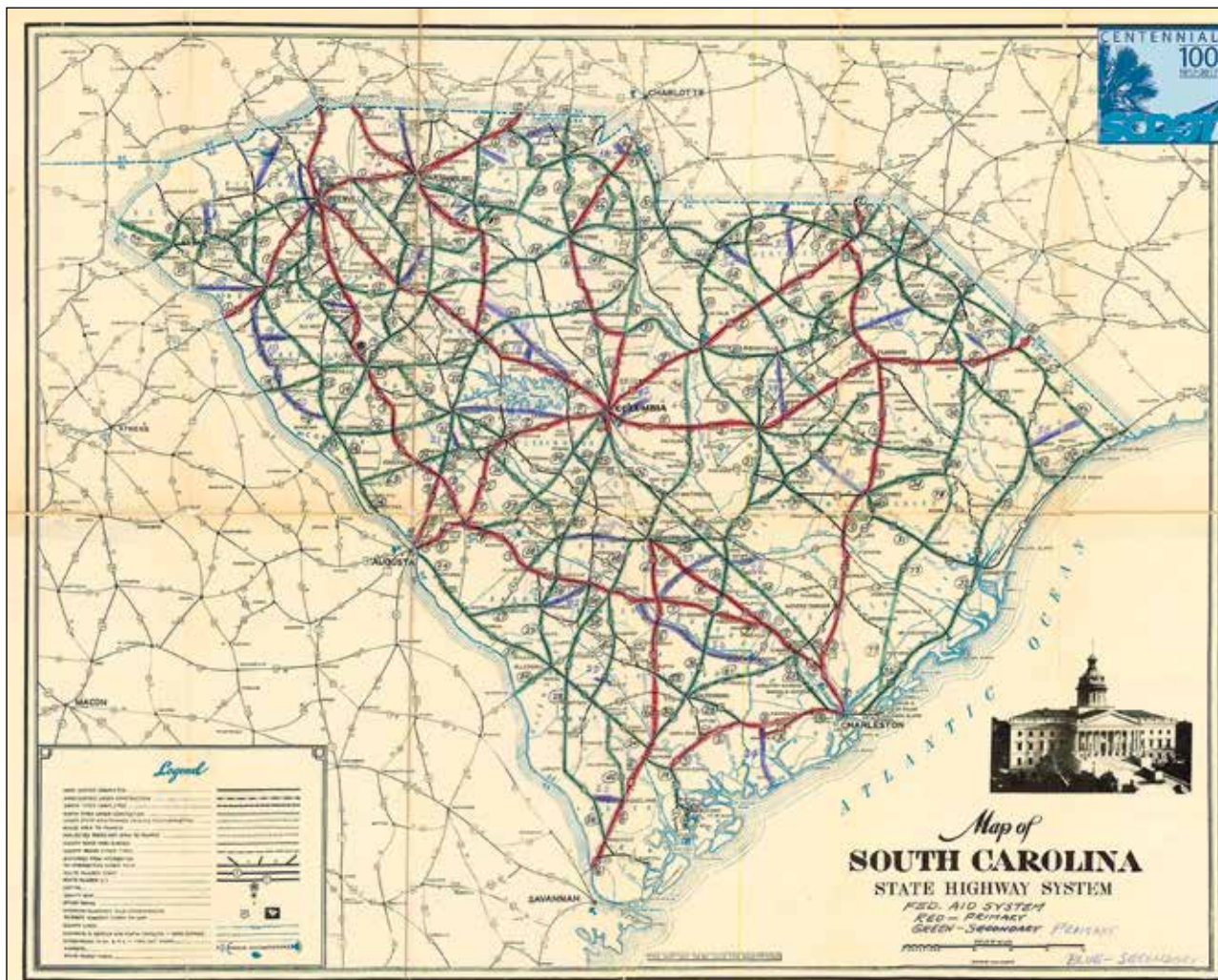
Tony Redmond

Centennial memories

SCDOT file photos shared for 100th anniversary



Godfrey's Ferry Bridge (U.S. 378) over the Great Pee Dee River, bordering Florence and Marion counties, in 1951



The 1936 edition of the South Carolina State Highway System map

SCDOT FILE PHOTOS

Special thanks to Cody Crouch for research and scanning of negatives and files for the centennial celebration.



The Gervais Street Bridge under construction in Columbia in 1927



Main Street in Greenwood on May 13, 1953

Be sure to check out our daily postings of a centennial photo every day this year at:
www.facebook.com/SCDOT

VIEWPOINTS

**By Christy A. Hall
Secretary of Transportation**

It is truly a new day at SCDOT. For the first time in more than three decades, the General Assembly has taken decisive action to make a recurring investment in our states infrastructure.

I want to express my gratitude

for the leadership shown by members of the General Assembly and their desire to address this key issue for our Great State. By making this decision to direct more funding to SCDOT, the General Assembly is also placing a great deal of trust in us. They are relying on us to be good stewards of the resources and apply the fund-

ing in a manner that turns the condition of the existing road network around.

The new funding is arranged in a manner consistent with our request to phase it in, which will allow us to incrementally ramp up our programs in order to ensure our collective ability to be successful in obtaining our goals.

I have every confidence in our ability to deliver, and I trust that you are just as excited as I am that we are finally able to begin our long journey to reconstruct our road and bridge system.

Thank you in advance for being part of one of the largest initiatives in the history of our agency.

A look back at SCDOT's history



Edgefield Maintenance employees repair tractor motors in 1950.

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This issue features articles and photographs from SCDOT's history as we celebrate the agency's 100th anniversary.

See more historical photos on page 32.

See a collection of items online at:

<http://www.scdot-transfer.org/scdot-photos/Spring2017/Display/>

And enjoy a 'photo-a-day from SCDOT's photo files on our Facebook page:

www.facebook.com/SCDOT