

SCDOT Customer Service Center handles agency calls

By Pete Poore

The SCDOT Customer Service Center quietly opened for business on June 1, 2012 when the main number for SCDOT Headquarters was routed to the Center on the third floor. Three customer service agents went to work taking calls and seeking answers to the questions that were posed to them.

The Customer Service Center is the result of Secretary **Robert St. Onge's** vision for "one-stop-shopping" for any service requests made by the general public, or any information that SCDOT can provide. The Center serves as a central location in an effort to reduce or eliminate any confusion a caller might have trying to navigate his or her way through a large state agency with offices in every county in addition to Headquarters.

Michele Paoleschi, Director of Customer Relations organized and manages the Customer Service Center. She said the "quiet opening" in June with only three agents was intentional. "We wanted to see the volume and types of calls we would receive, so that we could gauge whether additional agents would be needed before making an official announcement," said Paoleschi.

Lorinda Simmons is one of those three Customer Service Agents. She transferred to the Center from the Traffic Management Center in Columbia where she had five years of experience. She also had eight years of experience as a dispatcher with the Aiken County Sheriff's Department.

Simmons applied for the position in the Customer Service Center because she believed it was a perfect fit for her. But even a veteran in dealing with the public described the first day the Center opened as "shocking." "I had no idea as to the range of requests that would be made

on that first day. We received calls about questions for DMV, the Federal Motor Carrier Safety Administration and some that had no connection to transportation whatsoever," she said.

A majority of the calls received that are truly intended for SCDOT are maintenance requests, questions about projects and right-of-way encroachment permits.

One of the challenges Simmons said she and the other agents have is "helping the caller help you help them." She explained that many callers have questions for the "Highway Department," and the agents have to patiently help the person determine what service they need, and can direct them where they need to call even if



Lorinda Simmons is one of three customer service agents handling the agency's calls.



Alethea Rose, right, and Tami Whitmire round out the three-person team. The team has a tracking system to make sure caller's questions and requests are handled.

PHOTOGRAPHS BY ROB THOMPSON/THE CONNECTOR

their question should be handled by DMV or another state agency.

Paoleschi noted that some existing SCDOT systems help in getting requests done. The Customer Service tracking system feeds directly into the Maintenance HMMS system. This cuts down on the number of service requests that are normally entered by Maintenance staff.

Simmons said each of the agents has

been handling more than 400 calls per month on average. She noted that there are no stopwatches running on each call. She said, "There are no time constraints. We take as much time as we need to help the caller. We try to be the voice of reason

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SCDOT Commission changes

Jim Rozier, W.B. Cook are new commissioners

Jim Rozier and W.B. Cook have joined the SC Department of Transportation Commission, representing the 1st and 5th Congressional Districts, respectively.

Rozier, a Berkeley County native, was elected in 1990 as Berkeley County Supervisor, and reelected in 1994, 1998 and 2002. As Supervisor, he was the chief executive officer for county government operations and served as Chairman of County Council. Prior to 1990, he spent 30 years in corporate management and operation of small businesses. He now manages several businesses under The Rozier Group LLC.

Rozier attended Clemson University; completed the Institute of Government at the University of South Carolina; and attended the civilian session of the United States War College. His family includes

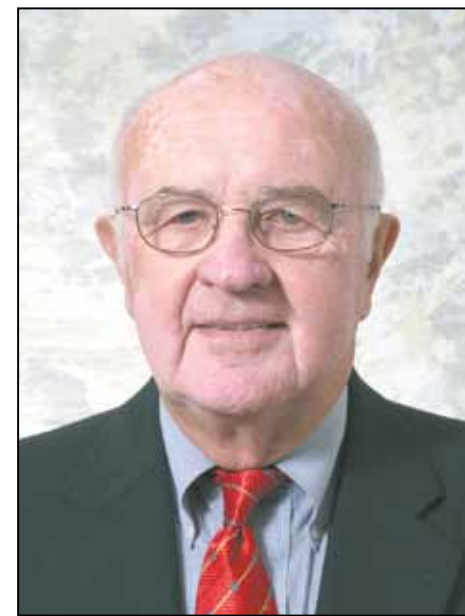
his wife, Kathy, daughters, Diane and Samantha, and a son, Will.

Cook, a lifelong resident of Gaffney, was hired by the Broad River Electric Cooperative in 1967 and worked there until his retirement in 2009. During these 42 years, Cook worked in many areas from janitor's assistant, lineman, staking supervisor, purchasing agent, and then Manager of Administration. After retirement, Cook went to work with BWC Contracting where he serves as a job's estimator and office support for his son's company.

Cook attended NC State University on a football scholarship and later attended Limestone College. His family includes his wife, Teresa, and three sons, Brodie, Brian and Brice.



W.B. COOK
5th Congressional District



JIM ROZIER
1st Congressional District

The South Carolina Department of Transportation Commission



Jim Rozier
1st Congressional District



J. Craig Forrest
2nd Congressional District



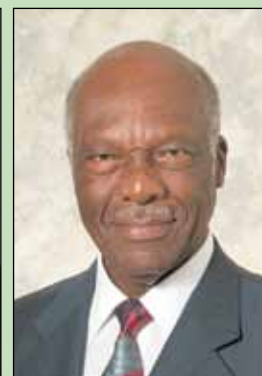
Eddie Adams
3rd Congressional District



John P. Edwards
4th Congressional District



W.B. Cook
5th Congressional District



Harrison Rearden
6th Congressional District



Clifton Parker
Commissioner At-Large

THE CONNECTOR

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

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



South Carolina Press Association Associate Member

I-20 widening begins in Richland County

By Bob Kudelka

Widening a stretch of the state's third-most congested interstate corridor was expected to take up to three years to complete.

But as the Interstate 20 project in Northeast Richland County was put out for bids, SCDOT engineers hoped contractors could come up with a way to shorten construction time.

"I'm anxious to see if someone can come up with a faster way to build this mousetrap," said Program Manager **Ladd Gibson**, awaiting the bid proposals this past spring.

Gibson was not disappointed.

A Texas firm surprised the field with a commitment to finish the project in just 20 months.

"The time factor's a big deal," Gibson said. "We got exactly what we were hoping for. We wanted the project to be constructed as quickly as possible to minimize the impacts to the public."

Using a different way to stage traffic, Zachry Construction Corp. of San Antonio won the project as not only the low bidder, but proposed the quickest way to complete the project.

The contractor plans to construct the project without shifting eastbound mainline I-20 traffic on to a collector-distributor road as originally planned. Instead, traffic will be shifted to the west-bound side of I-20 during one of the construction stages.

"Their traffic control plan is shaving a lot of time off the contract," said Richland County Resident Construction Engineer **Allen Thompson**. "It's creative, it's innovative and that's something we were hoping for when we bid the project."

Thompson and Project Manager **Paul Miller**, also of Richland Construction, will oversee the day-to-day work on the project for SCDOT.

The project consists of widening 6.7 miles of I-20 from four lanes to six lanes between I-77 to just east

of Spears Creek Church Road (Exit 82) in northeast Richland County.

Highlights of the project include:

- Widening will be done to the median using concrete pavement.

- The completed project will include paved shoulders and three 12-foot travel lanes in both directions.

- Two travel lanes in each direction will be open to traffic during construction, except for limited nighttime lane closures.

- The project includes the extension of the acceleration lane from Clemson Road to I-20 westbound and the extension of the deceleration lane of I-20 eastbound to Clemson Road

- Addition of double left turns onto Alpine Road from the I-20 eastbound exit.

- The I-20 eastbound bridge over I-20 will be replaced, and the I-20 westbound bridge over I-20 will be widened.

- A sound barrier wall will be erected along parts of the project near a school, day-care and nearby neighborhoods.

Gibson said safety and traffic flow are expected to improve along what has become the state's third-busiest interstate corridor.

"It's certainly a highly congested corridor and it stays pretty snarled in the mornings and afternoons during the peak times," Gibson said. "A lot of people who live in the Northeast section and toward Lugoff travel that route every day to get into downtown."

A major employer, Blue Cross/Blue Shield of South Carolina, has its headquarters near the project site.

Work will begin this fall with completion expected in 2014.

"Everyone's committed to working together to minimize traffic impacts and keep delays to a minimum and complete the project quickly and safely," Thompson said.



ROB THOMPSON/THE CONNECTOR

I-20 will be widened to three lanes in both directions with extensions added to acceleration and deceleration lanes at Clemson Road. The project will relieve congestion along one of the busiest corridors in the state.

SCDOT wins ATA award for I-85 emergency bridge replacement

By Bob Kudelka

SCDOT won a top honor in the Southeastern regional America's Transportation Awards competition for its "quick work" in the emergency replacement of the Interstate 85 overpass bridge in Gaffney after it was damaged by a tractor-trailer.

Accepting the "Ahead of Schedule" award during the final day of SASHTO 2012 in Charleston was District 4 District Engineering Administrator John McCarter.

"It was an honor to accept the award, but it was certainly a team effort," McCarter said. "It really came down to everyone from the contractor, United Contractors, to Headquarters

to the Federal Highway Administration to the District. Everyone did their part and did what needed to be done. Everyone stepped up.

"It's an honor to be involved, even to have a small part, in any project that receives an award on a national level."

The America's Transportation Awards competition – sponsored by AASHTO, AAA, and the US Chamber of Commerce – recognizes the very best of America's transportation projects in three main categories: Ahead of Schedule, Under Budget, and Best Use of Innovation. The categories are then split up by size: small (less than \$25 million), medium (between \$25 million and \$199 million) and large (\$200 million and more).

After a tractor-trailer crash in the

early morning hours of May 23 damaged the S.C. 150 bridge's support columns, Transportation Secretary **Robert St. Onge** issued an emergency order to remove damaged portions of the bridge for speedy reopening of I-85 northbound.

The competition noted that the S.C. 150 bridge was completed just 152 days after the accident occurred (about a month ahead of schedule), largely due to the emergency design-build project delivery plan, and was paid in full through federal emergency relief funds. SCDOT also worked with the Federal Highway Administration to expedite the process, saving motorists from construction delays and safety hazards with a damaged overpass.



AASHTO President Kirk Steudle, left, presents the Ahead of Schedule award to SCDOT District 4 Engineering Administrator John McCarter for the S.C.150 Bridge replacement project on Aug. 28 during the SASHTO Conference in Charleston.

Employees selected for Certified Public Manager program



John Boylston



Alfred Comfort



Victor Edwards



Lynsee Gibson



Chad Hawkins

By Bob Kudelka

Seven employees have been selected to represent SCDOT as participants in the Certified Public Manager (CPM) Program.

The employees selected are **John Boylston** of Pre-Construction, **Alfred Comfort** of Finance and Administration, **Victor Edwards** of District 4, **Lynsee Gibson** of Pre-Construction, **Chad Hawkins** of the Office of Materials and Research, **Diane Lackey** of Intermodal and Freight, and **Michelle Shepherd** of Pre-Construction.

They will begin the program in September 2012 and complete it in May 2014.

The Certified Public Manager Program is a nationally recognized professional development program for supervisors and managers in government.

It is a training system that develops and measures competencies in the field of public management.

The CPM certification is designed for experienced state government career supervisors and managers who have demonstrated leadership potential to their agency's management.

Overall administration and curriculum direction of the South Carolina CPM Program is provided by the South Carolina Budget and Control Board's Office of Human Resources.

Candidates participate in classes and developmental activities approximately two days a month over an 18-month period.

Human Resources Manager **Rose Marie Bates** said, "I congratulate you for being selected to participate in the program, and hope that it will be a positive and beneficial learning experience for you."



Diane Lackey



Michelle Shepherd

USA Wrestling names Robert Wiggs as 2012 Junior Person of the Year

SCDOT Industrial Safety Coordinator **Robert Wiggs** is USA Wrestling's 2012 Junior Person of the Year. Wiggs has been a wrestling referee for the organization for more than 30 years and travels extensively to judge matches, attend meets and keep up with the wrestling sport. He has been an international referee for 14 years, and recently traveled to Siberia to referee the Ivan Yurgin Gran Prix International Tournament.



LETTERS

Dear Tony Magwood:

I want to thank the South Carolina Department of Transportation for responding so quickly regarding the flooding of my property on E. Boundary Road. In May of 2011, my daughter moved into the property and told me that during the heavy rainstorms the property was flooded so badly that it actually created a mini creek through the yard from front to back. Since that time, we had been in touch with Richland County who ultimately said it was the Department of Transportation who was responsible for the pipes which was flooding the property.

I especially want to thank **Sandra Riley** of SCDOT for her dedication, her willingness to listen and follow through, attention to detail and her ability to get the job done.

Riley came out to inspect the situation herself and make repair recommendations. She personally oversaw the crews each and every time they worked on the property. I have never seen anyone as diligent as Riley nor as detail oriented. Her straightforward attitude and attention to detail made me believe that this project was as important to her as it was to me.

Riley continues to communicate with me and those involved in the project regarding what needs to be done. She also explained to me what could not be done and why. I admire her forthrightness and integrity.

In conclusion, I want to say that Riley is a tremendous asset to SCDOT and to the Columbia Community at large.

Sincerely,

Martha T. Ruff

www.SCDOT.org

SCDOT website gets new design

By Bob Kudelka

SCDOT launched a redesigned version of the agency's website in June - the first major overhaul in nearly 10 years.

The redesign of www.SCDOT.org was the work of the agency's Web Development Team: **David Bland, Tommy Cribb, Emily Reese and Dewayne Scott.**

When the old site was launched, in October 2002, it was state of the art. But over the years, the expanded amount of information on the site had made the site challenging to navigate. For example, the "Doing Business" section had more grown to than 100 links, which were displayed in a small font and not easy to read.

"Important content was often lost in a sea of links," said Bland, Web Development Manager. "The new web site is much more user-friendly."

Bland's team spent nine months exploring ways the redesign could best suit the public. The site averages nearly 9,000 visitors each day.

Large icons on the new site send users directly to popular areas such as traffic cameras, the

new 511 traveler information system and public transit; the "Doing Business" section has 20 links instead of 100; there are 20 "Quick Links" including traffic counts, maintenance requests and SC road conditions. The home page also includes a "Public Involvement" section where users can offer comments and view important documents relating to proposed projects in their communities.

The site's main menu is available on every page of the site, giving users the ability to easily move from one section of the site to another. The menu opens when a user's cursor is over a main site category link such as "Contact SCDOT." A large "slider" image in the center automatically changes about every 10 seconds to provide information on four to seven different topics.

Computer technology has changed greatly in the past 10 years, so the redesign takes advantage of the latest advances.

Bland said the new design looks best on monitors with resolution of 1024 X 768 or higher while the previous version was designed to work with 800 X 600. The new site detects if the user is viewing it with a mobile device, and resizes itself accordingly.



When the old website was launched, it was suited to the Internet Explorer 6, which was at that time was the dominant browser. The new SCDOT was built to take advantage of new

capabilities in modern browsers such as Internet Explorer 9, Chrome and Firefox.

The new site's search engine is powered by Sharepoint Enterprise Search. This new search en-

gine indexes Adobe Reader files (pdfs), a capability the old search engine did not have. "This is a key feature, as we have more pdf documents on the website than we have web pages," Bland said.



Turbeville intersection gets improvements

LEFT: Associate Engineer 1 Scott McElveen, right, and Assistant Geodetic Technician Wendell Jones from Clarendon Maintenance work on Phase 3 of a transportation enhancement project in Turbeville.

RIGHT: This phase of the project replaces span wire signals with mast arm signals.

See more transportation enhancement projects on page 30.



Inspections are important part of bridge safety

By Pete Poore

The 2007 collapse of the I-35W Bridge that crosses the Mississippi River in Minneapolis took the lives of 13 people and injured 145. The National Transportation Safety Board (NTSB) officially reported that a design flaw, coupled with the high volume of traffic (140,000 vehicles per day) more than likely contributed to the catastrophe that occurred on August 1, 2007. The tragic incident put a new spotlight on America's aging highway infrastructure.

The Federal Highway Administration began tightening up compliance of the National Bridge Inspection Standards (NBIS) which were already in place. NBIS has 23 metrics that must be successfully met by all state DOTs. The rigid standards focus on the qualifications of the bridge inspectors, meeting deadlines for inspections and the timeliness of the record-keeping relat-



District 3 Bridge Inspectors Brandon Avant, left, and Vince Wade inspect a bridge on Highway 201 in Spartanburg County near Woodruff. Inspections are important for new and old bridges.



PHOTOGRAPHS BY ROB THOMPSON/THE CONNECTOR

A team from District 6 inspects the Mark Clark Expressway bridge over the Cooper River. Maintenance is an important part in maintaining the structural integrity and longevity of expensive structures.

ed to those inspections among other items.

SCDOT is responsible for the inspection and maintenance of 8,370 bridges in our state highway system, and also inspects over 850 locally owned public bridges. The metrics require that no bridge goes longer than two years without an inspection. Load-restricted and closed bridges must be inspected every year and underwater inspections must be conducted every five years, but SCDOT performs those inspections every four years.

SCDOT handles the above-water inspection of all of these bridges with just ten teams, and handles the underwater inspections by contract. Each SCDOT District has at least one team, while some have two. The requirements for bridge inspectors are stringent, but SCDOT imposes higher standards than are required. For example, State Bridge Maintenance Engineer **Lee Floyd** said all SCDOT inspectors are certified. "The federal standards only require each team leader to be certified and have five years of bridge experience, but we require all members of our teams to have the cer-

tification. Certified inspectors must be re-certified approximately every five years at a two-week long school, so that means all of our bridge inspectors go through the re-certification process," said Floyd. The ten SCDOT teams inspect over 5,800 state and locally-owned structures each year.

Floyd noted that inspecting bridges is not for the faint-of-heart. Not only do inspectors have to have a keen eye and experience in bridge inspections, they have to endure a few hazards along the way. "They have to deal with animals, snakes, brush, swamps, creeks, rivers, heights and like most highway maintenance workers, they have to do their jobs in the middle of traffic," Floyd said.

Once an inspection is complete, the team files a report that makes safety and maintenance recommendations. Those reports are filed at SCDOT Headquarters. The NBIS metrics require meticulous record-keeping. That job, including maintenance and contract activities is handled at the Director of Maintenance-Bridge Maintenance Office at Headquarters by a staff of

seven. In comparison, North Carolina DOT headquarters has 35 people looking after inspections, maintenance and contract activities.

SCDOT is also using some new techniques to assist its inspectors such as asset management contracts with outside firms. High-tech electronic sensors are being used on newer and larger structures such as the Ravenel Bridge and U.S. 17 southbound bridge that crosses the North Santee River among others. Sensors were previously used on the U.S. 378 bridge that crossed the Great Pee Dee River saving \$700,000 in repairs before the replacement was completed. Portable sensors are also being deployed as needed.

Floyd praised the work of the bridge inspection teams. Floyd said, "Guys we've had in the past and guys we have now I wouldn't trade for the world. They are safety-conscious people who want to protect the public." He added that South Carolina has never had a failed bridge resulting from an inspection that was not conducted properly.

South Carolina Bridges

Some new, some old, all expensive to maintain, replace

By Pete Poore

Bridges in South Carolina are numerous, some are new and some are very old. A significant number of bridges built between 1955 and 1975 were precast structures built on timber piles. The average age of a bridge in the state highway system is 42 years. All bridges are expensive to maintain or replace. Funding for replacement has improved since 2007, but a lot of work remains to be done.

Director of Maintenance **Jim Fedá** said a change in attitude and strategy has taken place at SCDOT to prolong the lifespan of the state's bridges. "The old attitude was, we constructed them and then walked away from them until something went wrong. We were reactive instead of being proactive. Now that mantra is "bridge preservation," said Fedá. "For some time, we have focused on pavement preservation on the highways. The strategy of performing routine and preventative maintenance has now become important and the smart thing to do," Fedá said.

Some of the innovations SCDOT is using include a painting program that extends the life of a bridge and makes it more pleasing to the eye. This program also includes expansion joint resealing. SCDOT Maintenance has budgeted \$3 million per year for painting and resealing and \$2 million for bridge deck rehabilitation.

Some results of the overall bridge preservation program show over 1,800 bridges received a variety of repairs in fiscal year 2011-12 with 27 structurally deficient bridges completely replaced.

Other innovative steps that have been taken and are proving to be successful include stepped up efforts to replace bridges with SCDOT Maintenance forces. In years past, maintenance crews were limited to replacing bridges up to 120 feet in length, or bridges consisting of three 40-foot spans. Modern equipment and span lengths now go up to 70 feet have increased the maximum bridge length built by maintenance crews to 210 feet. SCDOT crews are now replacing 15-25

bridges per year which saves time and money on those projects.

One of the newer tools available for SCDOT Maintenance forces is the steel temporary bridge. Three of these bridges were purchased in 2011. These steel structures can be assembled on-site and used as temporary replacements to maintain existing service while old bridges are demolished and replaced.

Once the replacement project is done, the temporary bridges can be disassembled, stored and reused in a new location. Two of the temporary bridges are in use now on state secondary roads in Darlington and Chesterfield Counties where closing bridges in those locations would create long detours and increase emergency response times. The third temporary bridge is scheduled to be erected over Williams Creek on 55th Avenue in Cherry Grove to facilitate the replacement of the 53rd Street Bridge. This bridge provides the only access for the community. Its replacement by maintenance forces could not be accomplished without the use of a temporary bridge.

Bridge preservation has become increasingly vital due to the availability of resources. But all of these efforts are just a drop in the bucket among the duties SCDOT Maintenance has on its plate. "Bridge maintenance does not make the Top 10 list of activities as measured in personnel hours spent on maintenance work. Three percent of all Maintenance hours are spent on bridge maintenance," said Director Fedá. By comparison, the number one time-consumer for Maintenance employees is shoulder/ditching operations which required 12.39% of all Maintenance hours last year.

The SCDOT Bridge Maintenance Office is currently working with all seven of the Districts to develop preservation and rehabilitation strategies for the various types of bridges found throughout the state system. These strategies should help ensure that we are getting the maximum service life possible out of every structure. The biggest obstacle to achieving this is funding, said Fedá. "We know what needs to be done, we just don't have the resources to do it."

U.S. 601 bridge replacement project on schedule

By Pete Poore

The U.S. 601 bridge replacement project that crosses the Congaree River marking the border between Richland and Calhoun Counties is actually a series of four bridges, approaches and expanded causeways within a 4.2 mile stretch of the highway. One bridge crosses the Congaree River, while the other three cross a tributary creek and swamps.

This project presented some engineering challenges. All four existing bridges were built in the late 1940s, and were classified as "structurally deficient and functionally obsolete." The designations mean the structures had significant safety and repair needs and they are insufficient for the volume of traffic being carried.

The structures were built to the standards of the day; two lanes, each one 11-foot wide with two-foot shoulders. The replacement bridges will still only have two lanes, but each lane will be 12-feet wide and 10-foot shoulders will be added for safety.

The replacement plan sounds straightforward, but there's more to the story. Closing down this section of U.S. 601 would have created an incredible detour of more than 70 miles. In addition, 30 percent of the traffic in this section of U.S. 601 consists of large trucks, typically 18-wheelers. There's good reason for that statistic. A paper plant is located on U.S. 601 within sight of the project area on the Richland County side.

So what solution did SCDOT engineers ar-

rive at to keep the highway open during construction? Deputy Secretary for Engineering **John Walsh** said the design allows the public to use the current bridges. "We are using the existing path of the old bridges. We already owned most of the right-of-way needed to build the new bridges adjacent to the old ones so they can remain open," said Walsh. He noted that one bridge will need to be closed, but not until a temporary bridge is built alongside it. Some additional right-of-way was purchased to accommodate the increased width of the new bridges that cross the Congaree River.

The project faced some legal hurdles in federal court. An environmental group filed suit asking for changes in the design of the project that were impractical in SCDOT's view, and would have significantly gone beyond the budget for this job. A U.S. District Court judge in South Carolina agreed with SCDOT and denied the suit.

However, the design of the project included significant provisions for improving the environment. SCDOT, in coordination with the SC Department of Natural Resources (SCDNR) is constructing a new boat ramp and will expand the parking at the Bates Bridge Landing on the Congaree River. The plans add 245 feet of bridging to Bridge #2, which crosses the old Bates River, to make passage for wildlife between the causeways easier and enhance the flow of water.

The project is expected to be complete in June of 2013. As of September, the project was 63 percent complete and on budget.



ROB THOMPSON/THE CONNECTOR

The U.S. 601 bridge replacement project is scheduled to be completed in June 2013.

See a related story on page 8.

One last visit

97-year-old visits bridge he helped build in 1940s

By Pete Poore

When preparations were underway back in the late 1940s to build the existing U.S. 601 bridges, a young man who was living in the Horrell Hill area of Lower Richland County went down to a store near the site where workers were being hired to see about a job. But T.R. Kirby was not just an ordinary laborer. He was an experienced and skilled steelworker.

Kirby grew up in Georgetown, where he drove a Coca Cola delivery truck for a pretty good wage, and later worked for the Nashville Bridge and Iron Company which was building bridges on U.S. 17 over the Waccamaw and Pee Dee Rivers.

When World War II broke out in 1941, he moved down the coast for the promise of making more money and learning new skills as a steel and iron worker at the Charleston Navy Yard. Kirby worked there until the end of World War II on an assembly line that manufactured landing craft for the military. These vessels were destined for a very important mission. "We built landing craft for the D-Day invasion. We turned out one every day," said Kirby. When the war ended he and his wife, Mary Claytor McKinnon Kirby and their young son Bill moved back to Horrell Hill.

The U.S. 601 project of the 1940s was also a replacement project. The existing bridge had been built on wooden timbers. Kirby said the bridge was the scene of numerous crashes involving heavy trucks going to and from the nearby paper plant. On one occasion, a truck leaving the plant hauling roofing paper crossed over the bridge on the Congaree River and it collapsed. The driver survived, although he nearly drowned before being pulled to safety.

Now a steel structure would support the new bridge. The veteran steel and iron worker was hired to drive rivets



ROB THOMPSON/THE CONNECTOR

Thomas Roland 'T.R.' Kirby, 97, looks at the old bridge as he stands on the deck of the new U.S. 601 bridge over the Congaree River on July 25. Kirby, a former steelworker, worked on the old bridge for more than a year when it was built in the late 1940s. He died Sept. 5.

as one of only two or three other men who had those skills. He was paid \$75 per week.

Now fast forward to over 60 years from the construction of the 1940s bridge to the series of new bridges under construction in 2012. In July of 2012, T.R. Kirby stood on the deck of a bridge that will replace the one he helped to build with his son Bill Kirby and grandson Bill Kirby, Jr. He noted that he had never seen so many cranes on one job site.

But Kirby got more attention than any of the equipment on the job. When word spread up and down the project that the man who drove rivets during the construction of the old structure was there for a visit, a continuous line of workers stopped by to shake his hand, take his picture and have their picture taken with him. T.R. Kirby was the star of the show that morning.

When his work was done on the U.S. 601 project, he continued in the steel business. Kirby went to work for the now-defunct Wilhort Steel Erectors Company in 1954. He went from being a steel worker to superintendent, project manager and corporate vice president before retiring in 1984 after a 30-year career with Wilhort.

He supervised launch pad and gantry projects at then-Cape Canaveral (now the Kennedy Space Center), including the erection of the complex for the Apollo Space Mission and later the space shuttle program. He also worked on the Theodore Roosevelt Bridge in Washington DC and a number of interstate bridges. His final project before retiring was the completion of Epcot Center in Orlando.

Kirby said that bridge projects were among his favorites. He said building bridges "kind of gets in your blood."

Kirby died on Sept. 5, just six weeks after his visit to the old bridge.

His son Bill said, "It was a huge day for him to get on that bridge deck."

His son read him a copy of this story the day before he passed away.

Kirby was treated like a celebrity by current construction workers on the project. They introduced themselves to him and spoke with him about his days building the old bridge.



Kirby met with SCDOT Assistant Resident Construction Engineer Art Singley out of the West Columbai office, and Craig Rivers of Mead & Hunt who are the prime consultants on the project.



Adopt-A-Highway program changes hands

By Bob Kudelka

After 24 years and millions of pounds of litter picked up along the state's highways, SCDOT has handed off the Adopt-A-Highway program to PalmettoPride.

"DOT's primary mission is not litter and PalmettoPride's is, so it makes sense to us that we give them the litter portion of what we do," said **Tina Kennedy**, who has overseen the program for SCDOT for several years.

The Adopt-A-Highway program, with its 2,700 volunteer groups, has been one of state's longest running citizen-volunteer litter pickup programs.

PalmettoPride is a legislative initiative created to fight litter and help beautify South Carolina. Established in 1999, it is a non-profit organization and public/private partnership comprised of state agencies, concerned citizens, corporate sponsors, and community and civic organizations with the stated goal of encouraging "behavioral change" in SC citizens about litter.

Kennedy said although PalmettoPride will be coordinating the program, SCDOT will retain

a supportive role.

"All of our coordinators in each county are going to stay in place and the Resident Maintenance Engineers will keep up their part," said Kennedy. "We will still manufacture and install the signs. We will do the safety vests and bags. PalmettoPride is taking over marketing of the program and coordination statewide."

The passing of the torch, or litter bag, was a main talking point of the 2011 AAH awards ceremony in June.

SCDOT speakers included Director of Support Services **Andy Leaphart**, Secretary of Transportation **Robert St. Onge**, and Deputy Secretary for Engineering **John Walsh**.

Walsh said SCDOT held discussions with PalmettoPride during the past several months to consider the idea of taking over the AAH program.

"It just seemed to make sense to engage them in this effort a little bit more fully than we have," Walsh said. "We were looking at ways to improve things, taking advantage of partnerships."

Walsh pledged a supportive role on behalf of the agency while saying he was looking forward to



PHOTOGRAPHS BY ROB THOMPSON/SCDOT

SCDOT's Chief Engineer for Operations **Clem Watson**, left, presents the 2012 Outstanding State Adopt-A-Highway (AAH) Group of the Year Award to members of the Laurens County Chamber of Commerce during the 2012 AAH awards ceremony in Columbia. The AAH group was chosen as the best group in state from among 2,113 groups statewide. The members of the group are, from second left: **Greg Alexander**, **Marlene Owings**, **Sandra Alexander** and **Marilyn Easter**. The group also won Laurens County Outstanding Group of the Year and District 2 Outstanding Group of the Year.

PalmettoPride's initiatives.

"They're going to be the face of it; it's their mission," Walsh said. "It is a great help to us for them to get more people out on the streets. Our overall goal is the same, make South Carolina as beautiful as can be."

We're very excited about what the potential is going to be moving forward. We're taking what's good and going to make it better."

Linda Shadel, director of PalmettoPride, also spoke at the

awards ceremony.

"We just want to thank SCDOT and the Adopt-A-Highway volunteers for this great opportunity and we're looking to meeting with each and every one of you and continue on to keep South Carolina just an absolutely gorgeous state," Shadel said. "That's what we do - litter is our business."

"We're going to make some changes, but not drastic changes. Hopefully, we're going to be an

extra support for you. Welcome to the PalmettoPride family."

The 2011 Outstanding State Group of the Year was the Laurens County Chamber of Commerce. Other District winners included the Day Family of Lexington County; Kiwanis Club of Boiling Springs, Spartanburg; Givebac Inc., of Chesterfield; Church of Christ, Williamsburg; Dataw Island Residents, Beaufort; and Crestland Friends, Aiken.



PalmettoPride Director **Linda Shadel** speaks to the Adopt-A-Highway (AAH) volunteers at the AAH annual awards ceremony on June 28. PalmettoPride will be coordinating the AAH program with support from SCDOT.

SCDOT employees honored at the 2012 Adopt-A-Highway Ceremony

Outstanding Engineer of the Year were:

- 1st place – **Tammy Hodge**, Sumter County Resident Maintenance Engineer
- 2nd place – **Tom Hammond**, Kershaw County Resident Maintenance Engineer
- 3rd place – **Rob Russian**, Laurens County Resident Maintenance Engineer

Outstanding Coordinators of the Year were:

- 1st place – **Dee Michaelson**, Kershaw Maintenance
- 2nd place – **Denise Brown**, Anderson Maintenance
- 3rd place – **Dorothy Johnson**, Williamsburg Maintenance

SERVICE
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and callers appreciate talking to a person who will follow through with their requests, and I enjoy helping them.”

Simmons says she likes her job for two reasons that are important to her. She said, “No two days are the same, and we can make a difference.”

*The SCDOT
Customer
Service Center
received 4,463 calls
from June 1
to Sept. 11.*



Steven Perry of IT Services helps set up Customer Service Center Training Coordinator Lisa Vining’s office on May 8.



Customer Service Center Manager Ryan A. Cole helps Tami Whitmire set up her workstation before training on May 7. The customer service agents went through intense training before going ‘live’ on June 1.

SCDOT Customer Service Center
Toll free: 1-855-GO-SCDOT (1-855-467-2368)

Fish Tales

Employees compete for bragging rights at bass fishing tournament

SCDOT employees enjoyed the May 10 Confederate Memorial state holiday to enjoy some competitive bass fishing on Lake Murray.

Seventeen two-man teams competed in the 2012 SCDOT Bass Fishing Tournament at the Larry Koon Landing from 6 a.m. until 3 p.m.

The team of **Roger Sears** and **Chris Daves** had the winning five fish limit with a weight of 23.13 pounds including the big fish for the tournament of 5.50 pounds.

Second Place went to the team of **Joel Watts** and **Robbie Watts** with their five fish limit that weighed 15.92 pounds.

Darrell Munn and **Tony Sheppard** came in Third Place with the five fish limit tipping the scales at 15.69 pounds.

The small fish of the tournament went to the team of **Lucas Robertson** and **Bo Dignity** with a 0.76 pound bass.

In all, it was a good day of fishing with all teams bringing fish to the scales and 11 of the 17 team bagging a limit of five fish.



“BIG FISH”

Roger Sears of RPG-3 collects the prize for big fish and first place in the tournament.



“small fish”

Lucas Robertson of Saluda Maintenance caught the smallest fish weighing in at less than a pound.

Blockhouse holds boxes of SCDOT history

By Bob Kudelka

The July 1 payroll ledger showed a busy two weeks for Clyde Owens of Kershaw Maintenance. He worked 100 hours during that pay period.

Owens' rate of pay was 18 cents an hour; his total paycheck, \$18.

The ledger's date: July 1, 1935.

Fifty-hour work weeks and depression era wages noted in the dusty payroll ledger are just some of the millions of SCDOT records found in the agency's, unairconditioned building known as the "Blockhouse."

The metal building off Shop Road in Columbia gets its name from a concrete block building from the 1950s where records were kept until around 1973, when the new larger metal one was built nearby, taking its place and its name with it, said **Perry Huckabee**, Supply Depot Manager and a 40-year SCDOT veteran.

All that remains of the original



PHOTOGRAPHS BY ROB THOMPSON/THE CONNECTOR

The nondescript warehouse off Shop Road in Columbia is named "Blockhouse" because the original building was a concrete block building from the 1950s.

block house are some of its foundation.

But today, after nearly 40 years of storing archived SCDOT records, the second-generation, 19,200 square-foot Blockhouse has finally run out of space.

The Blockhouse is officially called the "Central Files Storage Building," said **Suzette Johnson**, Capital Improvement Manager. Growing pains are causing offices throughout the rest of the agency to pile up records that could be stored there instead.

State laws dictate how long records must be kept, but many records in the Blockhouse are well past their expiration dates.

"There is a tremendous amount of boxes out there that can be destroyed," said **Jack Swails**, Director of Document Services.

"There have been a lot of records that have been stacking up in the Headquarters building but the blockhouse cannot accept them."

Speaking of stacks, you'll find plenty at the Blockhouse. There are rows and rows of storage shelves with boxes stacked about 15 feet high. Think Home Depot, only dimly lit and nobody walking the aisles.

Swails estimated the number of boxes to be in the thousands. This means there are millions of pieces of paper, each telling a piece of SCDOT history.

Each unit of Headquarters and some of the Districts have an area where their records are stored.

One area is for Legal, another for DBE, for example. Contract Audit Services has a section of boxes labeled, "Doug's General," a likely reference to Doug MacFarlane who worked for 33 years at the agency before retiring.

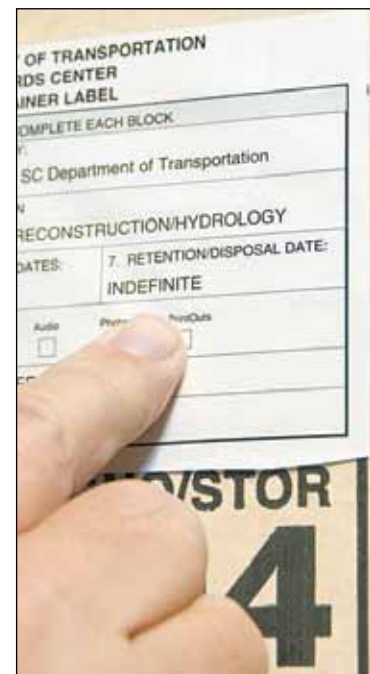
Another portion of the Blockhouse contains 1.5 million sheets of plans that detail every state road and bridge ever built in South Carolina.

Those sheets already have been scanned into a digital format for the Plans Online system. But as of now, there are no plans to destroy any of these original highway plans, Swails said.

Work on clearing out the Blockhouse will begin this fall in phases.

"The first thing will be to clean out the old records," Swails said. "Once we have cleared all the old boxes, the next stage will be to move the records from Headquarters that need to be there."

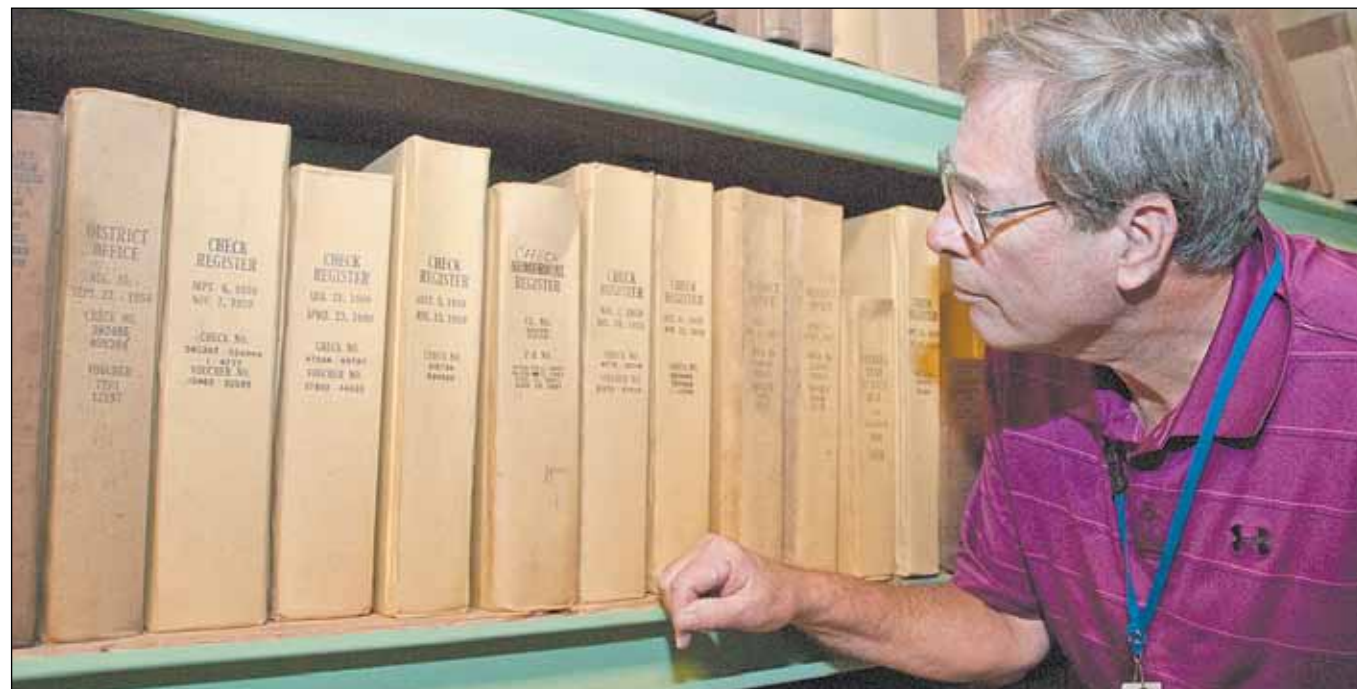
A vendor will be used to pick up the old records and take them to a shredding facility, Swails said. Then, records from Headquarters will be delivered to their new home in the Blockhouse.



Some records kept at the Blockhouse must be stored indefinitely.



Director of Document Services Jack Swails will start clearing out records that are past their disposal date.



Some payroll registers from as far back as the 1930s are still stored there. The journals show a time when people worked 50 hours a week for 18 cents per hour.

U.S. 17 widening project receives honors

By Bob Kudelka

SCDOT engineers knew the challenges were great when they took on a highway widening project in the environmentally sensitive ACE Basin, one of the largest undeveloped estuaries on the East Coast and home to several endangered species.

Going the extra mile to protect the environment while improving safety for the motoring public has garnered national attention for SCDOT.

This year, with the project in its final phase, SCDOT won first-place in the American Road and Transportation Builders Association's (ARTBA) prestigious 2012 Globe Award for its work on the U.S. Highway 17 ACE Basin Widening Project Segments 1 and 2A.

The Globe Award seeks to honor agencies that do an "outstanding job in protecting and/or enhancing the natural environment through the planning, design and construction of U.S. trans-

portation infrastructure projects."

SCDOT also won an award for the project from the American Council of Engineering Companies (ACEC). ACEC membership includes more than 5,000 firms representing more than 500,000 employees throughout the country.

ACEC cited several reasons for its award:

- Replaced deadly interchange with an innovative tear drop interchange.
- Added medians to prevent head-on collisions.
- Prohibited loud construction noises around nesting pair of bald eagles - 2 eaglets were born during the project.
- Saved as many grand oak trees as possible.
- Provided ADA compliant, multi-purpose path.
- Developed U.S. 17 "Widening Your Horizons" campaign to coordinate with community and provide timely project information through direct contact, newsletters and website.
- Completed construction

with no accidents.

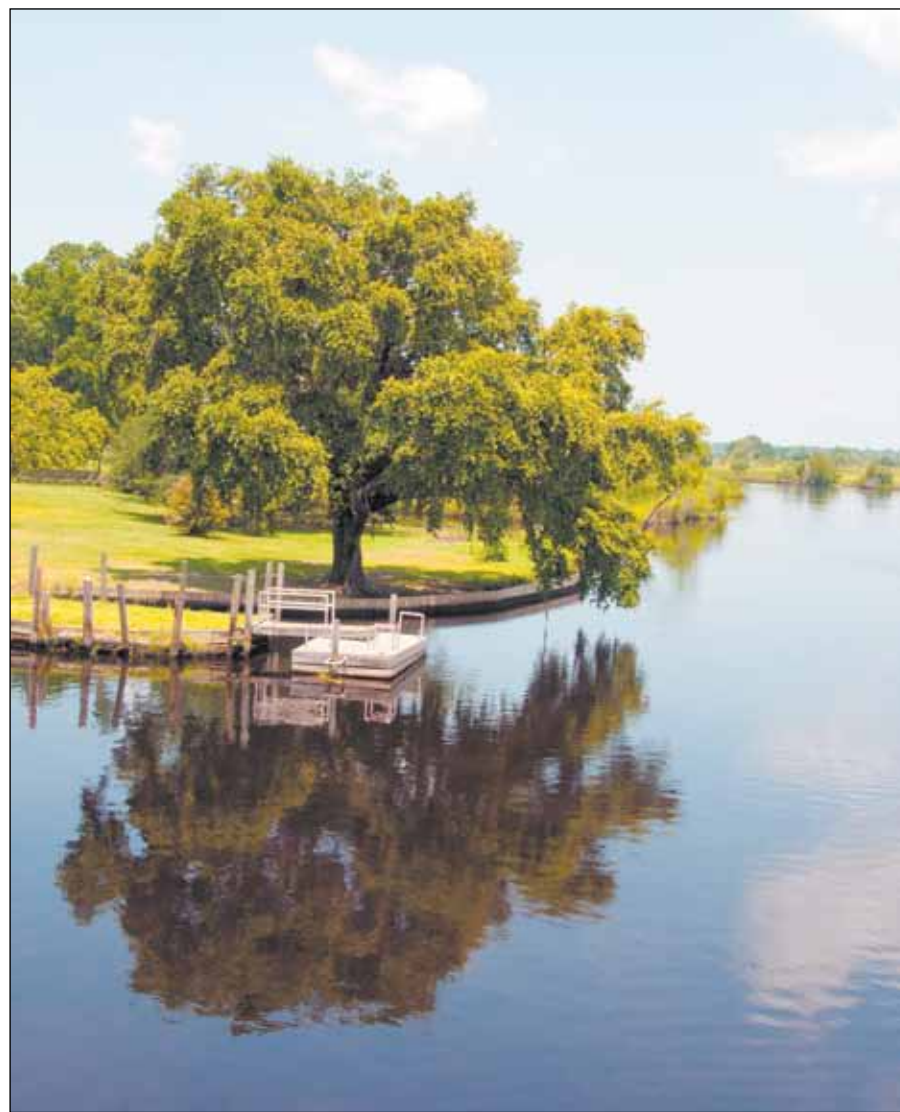
• Received highest Quality Management Team Inspection Score in South Carolina.

SCDOT Director of Construction Leland Colvin said the agency could not be more pleased with the project.

"I think the project, as a whole, turned out very well," Colvin said. "The District (6) and their staff did an outstanding job, as well as the Construction Engineering Inspection staff (CEI) team and the contractor.

"We went into a very environmentally sensitive area with a lot of eyes on the project, from the US Corps of Engineers and the OCRM (Office of Coastal Resource Management) and we worked well with the design-build team on various permit modifications."

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PHOTOGRAPHS BY ROB THOMPSON/THE CONNECTOR

The project received the Globe Award for the outstanding job in protecting and/or enhancing the natural environment through the planning, design and construction." The construction team presented the award to SCDOT employees on Aug. 8. From left are: Gene Balter, Sean Connolly, Kenny Pietz, Randy Williamson, Shannon Meder, Clem Watson, Bobby Clair, John Boylston, Leland Colvin and Claude Ipock. At right is the award, and above is a photo of the Ashepoo River in the ACE Basin area where the U.S. widening project is under way.





PHOTOGRAPHS BY ROB THOMPSON/THE CONNECTOR

The project includes a new bridge over the Ashepoo River. The first half is under construction, shown at left, while the old bridge handles existing traffic. Traffic will be moved to the new bridge, and the old bridge will be demolished and a new span built in its place to bring the travel lanes to four.



SCDOT Project Manager Daniel Burton explains how the metal structure in the background is a template for driving pilings that will support the bridge. The test pile is used to verify that the pile length will be sufficient to handle design loads.

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Colvin lauded the work by SCDOT Project Managers **Daniel Burton**, **Chris Hernandez** and District 6 Construction Engineer **David Glenn**.

“They were the day-to-day representatives for the project,” Colvin said. “They did a fantastic job. Through their leadership, we’ve had a smooth project with no environmental concerns, which is pretty amazing in that part of the state.”

Improving safety was paramount along US 17 between Gardens Corner and Jacksonboro, where the fatality rate was 2.3 times higher than that of the multi-lane portions of U.S. 17 and 1.5 times that of

other U.S. Primary routes in South Carolina. Between 1997 and 2005, there were 983 total crashes. Of these total crashes, almost 6 percent resulted in fatalities, with 33 persons killed, and approximately 30 percent of the accidents resulted in injuries.

This summer, SCDOT and its contractor, Lane Construction Corp., were working on widening the final, 14.6-mile stretch of U.S. 17 in Colleton County between S.C. Route 64 in Jacksonboro to Wiggins Road, which is just north of Lightsey Plantation.

“The project’s going pretty well overall, even though we’ve had a lot of rain lately,” Burton said.

The completion date is September

2013.

This summer at the project, workers placed piles, caps, girders and deck steel and were getting ready for initial deck pours at the Ashepoo River bridge. MSE (mechanically staged earth) walls were completed at the CSX Bridge and work was mainly focused on the substructure construction. The initial test pile was placed on the Tupelo Swamp bridge. In addition, work was progressing on the first phase of a large double box culvert crossing under U.S. 17.

While bald eagles have not been spotted during the final segment, Burton said precautions have been made to protect the shortnose sturgeon in the Ashepoo River. Burton said none of the fish have been seen in the river in decades, but as a precaution work on the bridge was halted during its migrating season.

Shortnose sturgeon are bony fishes with a maximum length of 4.7 feet and weigh up to 50 pounds, according to NOAA Fisheries. They have been known to live as long as 67 years.

DEATHS

Luther L. Lown, of Lexington, Associate Engineer in Lexington Surveys, died Aug. 10, after 14 years of service.



Luther Lown

Willard L. Fallaw, 88, of Gaston, an SCDOT retiree, died Jan. 14.



Blake Griffith

Blake Griffith, 76, of West Union, SC, husband of Susan Pinson Griffith, passed away, Friday, April 27, 2012 at The Living Center in Highlands, NC.

A long time resident of Oconee County, Mr. Griffith was active in many areas. He served on the Oconee Hospital Board, the South Carolina State Insurance Commission, and the **South Carolina State Highway Commission**. He

was a founder and board member of Community First Bank. Mr. Griffith began his career in the apparel industry at a young age, and eventually owned and operated apparel manufacturing plants in Oconee, Pickens and Anderson Counties. Later, he started Next Day Apparel, a marketing and apparel manufacturing business with offices in Walhalla and New York City.

RETIREMENTS

Charles Matthews, of Columbia, an associate engineer IV from Bridge Construction, retired on Feb. 1, 2011 after 42 years of service.

Haden D. Porterfield, of Greenwood, engineer/associate engineer, District 2, retired March 31 after 34 years of service.

Charles H. Porter, of Saluda, trades specialist IV at Edgefield Maintenance, retired March 31, after 27 years of service.

Curtis W. Alewine, of Chapin, chief geodetic technician at District 1 Bridge Inspection, retired March 30, after 29 years of service.

Steve A Waiters, of Lamar, trades specialist IV at Darlington Maintenance, retired March 17, after 33 years of service.

Audrey L. Lofton, of Allendale, trades specialist II at Allendale Maintenance, retired March 23, after 11 years of service.

Brenda J. Jones, of Taylors, associate geodetic technician, Road Data Services, retired March 31, after 21 years of service.

Terry R. Conn, of Gilbert, associate geodetic technician, Road Data Services, retired March 17, after 39 years of service.

Donna Price, of Joanna, benefits counselor I in Human Resources, retired March 31, after 14 years of service.

Terry Bradley, of St. George, assistant geodetic technician, Florence Construction, retired March 2, after 22 years of service.

George T. Hetherington, of Columbia, associate engineer in Road Data Services, retired March 31, after 18 years of service.

Bobby G. Blackwell, of Gaffney, trades specialist II at Cherokee Maintenance, retired March 30, after 15 years of service.

Stephney Simmons Jr., of Lobeck, trades specialist II at Beaufort Maintenance, retired March 31, after 34 years of service.

Larry S. Gage, of Spartanburg, trades specialist II at Spartanburg Maintenance, retired April 24, after 24 years of service.

Thomas L. Cobb, of Gaffney, trades specialist II at Charleston Maintenance, retired April 17, after 19 years of service.

Floyd J. Mullinax, of Gaffney, trades specialist II at Cherokee Maintenance, retired April 17, after 16 years of service.

Rufus E. Champion, of Camden, trades specialist II at Lancaster Maintenance, retired April 3, after 13 years of service.

Robert N. Burr, of Mt. Croghan, trades specialist V at Chesterfield Maintenance, retired April 27, after 23 years of service.

William J. Gross, of Chester, associate geodetic technician at Chester Maintenance, retired April 16, after 23 years of service.

Van A. Lingle III, of Chester, human resources manager, District 4, retired April 1, after 18 years of service.

Alisa J. O'Neill, of Columbia, administrative assistant to Director of Construction,

retired April 10, after 24 years of service.

Tommy P. Davis, of Walterboro, trades specialist II at Colleton Maintenance, retired April 2, after 12 years of service.

Clarence Williams II, of Aiken, trades specialist II at Aiken Maintenance, retired April 6, after 23 years of service.

Algia Buckner, of Dalzell, trades specialist II at Sumter Maintenance, retired April 14, after 21 years of service.

Christopher E. Carroll, of Lexington, associate engineer, Office of Materials & Research, retired April 25, after 29 years of service.

David E. Greene Sr., of Georgetown, trades specialist IV at Georgetown Maintenance, retired April 27, after 12 years of service.

Bobby Jordan, of Patrick, trades specialist II at Chesterfield Maintenance, retired May 16, after 12 years of service.

Lonnie N. Gullede, of Leesville, trades specialist II at Lexington Maintenance, retired May 25, after 18 years of service.

Maxie R. Mason, of Ridgeland, assistant geodetic technician at Jasper Maintenance, retired May 23, after 26 years of service.

Evelyn H. Heyward, of Ravenel, trades specialist II at District 6 Bridge Inspection, retired May 2, after 11 years of service.

Benny J. Fowler, of Jonesville, trades specialist II at Cherokee Maintenance, retired May 17, after 22 years of service.

Barbara M. McKay, of Blackstock, human resources specialist at District 4 Office, retired May 5, after 23 years.

Jackie Belcher-Cook, of Columbia, administrative coordinator for the Deputy Secretary for Engineering, retired May 1, after 29 years of service.

Dana G. Ammer, of West Columbia, program coordinator in Legal Services, retired May 22, after 14 years of service.

Grace M. Hughes, of Union, administrative specialist, Union Maintenance, retired May 1, after 27 years of service.

Terecia W. Wilson, of Prosperity, program manager II for the Deputy Secretary for Intermodal & Freight, retired May 18, after 13 years of service.

Jospeh L. Coleman, of Batesburg, engineering/associate engineer in Region Production Group 2 – PeeDee, retired May 3, after 19 years of service.

Donald C. Kierce, of Anderson, engineer/associate engineer for Greenville Surveys, retired May 1, after 23 years of service.

Stanley L. Heath, of Warrenville, trades specialist II of Aiken Maintenance, retired May 16, after 10 years of service.

Joyce A. Orr, of Salem, administrative specialist with Oconee Maintenance, retired May 2, after 20 years of service.

Patricia C. Barton, of Ridge Springs,

trades specialist II with Aiken Maintenance, retired May 30, after 7 years of service.

Michael A. Rowell, of Little Rock, trades specialist IV of Dillon Maintenance, retired May 1, after 34 years of service

Richard L. Abbott Jr., of Pelion, GIS manager I in Road Data Services, retired May 18, after 13 years of service.

Charles M. Petty, of Hickory Grove, trades specialist II, York Maintenance, retired June 15, after 25 years of service.

Robert F. Morgan, of Pamplico, engineer/associate engineer, District 5 Office, retired June 29 after 19 years of service

Willie Boykin, of Winnsboro, trades specialist II, Chester Maintenance, retired June 30 after 29 years of service.

William D. Johnson, of Columbia, trades specialist II, Richland Maintenance, retired June 17 after 23 years of service

Gene A. Heyward, of Ridgeland, trades specialist II, Jasper Maintenance, retired June 12, after 28 years of service.

Anthony L. Stein, of Aiken, trades specialist IV, Aiken Maintenance, retired June 30, after 30 years of service.

Daniel F. Slovick, of Blythewood, trades specialist II, Richland Maintenance, retired June 29, after 10 years of service.

Philip D. Chastain, of Salem, trades specialist II, Oconee Maintenance, retired June 1, after 3 years of service.

George R. Smith, of Pomaria, trades specialist IV, Newberry Maintenance, retired June 15, after 35 years of service.

Thomas F. Steele, of Chappells, trades specialist II, Saluda Maintenance, retired June 1, after 29 years.

Terry W. Adams, of Kershaw, trades specialist II, Lancaster Maintenance, retired June 29 after 6 years of service.

Robert L. Groomes, of Lexington, OSHA officer II, Richland Maintenance, retired June 29, after 17 years of service

Carl E. McCarty, of Beaufort, equipment operator I, District 6 Bridge Inspection, retired June 17, after 34 years of service.

Melvin Goodley, of Columbia, senior geodetic technician, Office of Materials and Research, retired June 29, after 26 years of service.

Judy S. Parrott, of Aiken, administrative assistant, Aiken Maintenance, retired June 30, after 27 years of service.

Garvin T. Moeller, of Port Royal, engineer/associate engineer, District 6 Office, retired June 30, after 28 years of service

David J. Price, of Gilbert, trades specialist II, Lexington Maintenance, retired June 30, after 17 years of service.

Troy L. Lewis, of Gray Court, information resource officer, District 3 Office, retired June 26, after 10 years of service.

David M. Alford, of Galivants Ferry, trades specialist II, Marion Maintenance, retired June 15, after 13 years of service.

Robert L. Brooks, of Denmark, trades

specialist II, Bamberg Maintenance, retired June 30, after 27 years of service.

William Owens, of Kingstree, trades specialist II, District 5 Bridge Inspection, retired June 13, after 16 years of service.

Lenneau Bristow, of Marion, mechanic I, Marion Maintenance, retired June 1, after 24 years of service

James Williams, of Columbia, incident responder I, Traffic Engineering, retired June 30, after 13 years of service.

Charles T. Kelly, of Easley, trades specialist V, Pickens Maintenance, retired June 1 after 25 years of service.

Larry E. Kyzer, of Saluda, trades specialist V, Newberry Maintenance, retired June 30 after 27 years of service.

Robert W. Icard Jr., of Newberry, trades specialist V, Newberry Maintenance, retired June 30 after 32 years of service.

Luther J. Thompson Sr., of Duncan, assistant geodetic technician, Spartanburg Construction, retired June 1, after 7 years of service.

Terry L. Davis, of Alcolu, trades specialist II, Holly Hill Maintenance, retired July 14, after 5 years of service.

Richard C. Kennedy, of Barnwell, trades specialist II, Barnwell Maintenance, retired July 31, after 27 years of service.

James A. Rodgers, of Edgefield, mechanic III, Edgefield Maintenance, retired July 18, after 18 years of service.

Donald C. Forsyth, of Cross Hill, trades specialist V, Greenwood Maintenance, retired July 1, after 28 years of service.

Rex J. Craft, of Rock Hill, senior geodetic technician, York Construction, retired July 28, after 25 years of service.

Ronald D. Horne, of Spartanburg, assistant geodetic technician, Spartanburg Construction, retired July 1, after 7 years of service.

Arthur G. Fleming Jr., of Chapin, trades specialist V, Richland Maintenance, retired July 20, after 30 years of service.

Zeddie M. Darby, of Chester, trades specialist IV, District 4 Office, retired August 31, after 23 years of service

John L. Collins, of Lexington, trades specialist V, District 1 Bridge Maintenance, retired August 24, after 10 years of service.

Leo Bellamy, of Loris, trades specialist II, Horry 1 Maintenance, retired August 2, after 22 years of service.

Marion L. Creel, of Dillon, mechanic III, Dillon Maintenance, retired August 31, after 23 years of service.

Michael E. Nodine, of Inman, trades specialist II, Spartanburg Maintenance, retired August 31, after 23 years of service.

Lawrence M. Griffin, of Elloree, associate geodetic technician, Orangeburg Construction, retired September 1, after 28 years of service.

Frank Highley Jr., of Batesburg, trades specialist IV, Saluda Maintenance, retired September 1, after 21 years of service.

PROMOTIONS

Kiesha Moore, Lexington Maint., from Supply Spec III to Admin Asst.

James O'Connor, D-1 Traffic Signals, from Trades Spec III to Trades Spec IV.

James Burns, Laurens Maint., from Asst Geodetic Tech to Trades Spec V.

Michael McKenzie, Anderson Constr., from Engineer/Assoc Engineer I to Eng/Assoc Eng II.

Billy Armstrong, Greenville Maint., from Trades Spec II to Trades Spec III.

Kim Bobo, Greenville Maint., from Asst Geodetic Tech to Sr Geodetic Tech.

Dallas Mullinax, Greenville Maint., from Trades Spec II to Trades Spec IV.

Laquantra Mayberry, Spartanburg Constr., from Assoc Geodetic Tech to Sr Geodetic Tech.

Robert Burns, Oconee Constr., from Eng/Geodetic Techn II to Eng/Geodetic Tech III.

James Cammon, Fairfield Maint., from Trades Spec III to Trades Spec IV.

Patrick Herron, York Maint., from Trades Spec II to Trades Spec III.

Claude Lawson, York Maint., from Mechanic III to Trades Spec V.

Patrick Gunn, Florence Maint., from Trades Spec II to Trades Spec III.

Shirley Brown, Charleston Maint., from Admin Spec II to Procurement Spec I.

Calvin Williams, Charleston Maint., from Trades Spec II to Trades Spec III.

Edward Aleem, D-6 Bridge Inspection, from Trades Spec IV to Trades Spec V.

Stephanie Aull, Finance and Administration, from Fiscal Tech II to Accountant/Fiscal Analyst II.

Janet Tucker, Legal Services, from Admin Asst to Program Coordinator I.

Curtis Sims, Intermodal and Freight, from Program Coordinator II to Program Manager I.

Alethea Rose, Support Services, from Admin Spec II to Program Asst.

Lisa Vining, Support Services, from Postal Center Director I to Program Coordinator II.

Tamara Whitmire, Support Services, from Admin Spec II to Program Asst.

Jon Garrett, Pre-Constr. Support, from Eng/Assoc Eng I to Eng/Assoc Eng II.

Levi Mcleod, Pre-Constr. Support, from Eng/Assoc Eng I to Eng/Assoc Eng II.

Iris Neal, Pre-Constr. Support, from Engineer/Assoc Engineer II to Eng/Assoc Eng III.

Duncan Smith, Pre-Constr. Support, from Eng/Assoc Eng II to Eng/Assoc Eng III.

Javon Chaplin, RPG-1 Lowcountry, from Engineer/Assoc Engineer I to Eng/Assoc Eng II.

Tucker Creed, RPG-1 Lowcountry, from Eng/Assoc Eng II to Eng/Assoc Eng III.

Kellan Monroe, RPG-2 Pee Dee, from Eng/Assoc Eng I to Eng/Assoc Eng II.

William Redfearn, RPG-2 Pee Dee,

from Eng/Assoc Eng II to Eng/Assoc Eng III.

Christopher Bolding, RPG-4 Upstate, from Eng/Assoc Eng I to Eng/Assoc Eng II.

James Walden, Program Controls Unit, from Eng/Assoc Eng I to Eng/Assoc Eng II.

Jennifer Taylor, Director Constr. Office, from Program Coordinator I to Info Resource Consultant II.

Joseph Wheeler, Office Materials and Research, from Eng/Assoc Eng I to Eng/Assoc Eng II.

Crystal Black Coker, Central Sign Shop, from Trades Spec II to Trades Spec III.

Michael Norris, Central Sign Shop, from Trades Spec II to Trades Spec III.

Tabitha Crawford, Rights Way, from Right Way Agent II to Right Way Agent III.

Adam Humphries, Rights Way, from Eng/Assoc Eng I to Eng/Assoc Eng II.

Jerry Hatcher, Florence Surveys, from Assoc Geodetic Tech to Eng/Assoc Eng I.

John Magni, Lexington Surveys, from Assoc Geodetic Tech to Eng/Assoc Eng I.

Neal Dunlap, Greenville Surveys, from Asst Geodetic Tech to Assoc Geodetic Tech.

Eric Fernandez, Greenville Surveys, from Assoc Geodetic Tech to Eng/Assoc Eng I.

James Holland, Greenville Surveys, from Assoc Geodetic Tech to Eng/Assoc Eng I.

Charles Trammel, Chester Surveys, from Assoc Geodetic Tech to Eng/Assoc Eng I.

Edward Belken, Dorchester Surveys, from Engineer/Assoc Engineer I to Eng/Assoc Eng II.

Ronny Hinson, Traffic Eng, from Eng/Assoc Eng III to Eng/Assoc Eng IV.

Jeremy Hodges, District 2 Office, from Eng/Assoc Eng I to Eng/Assoc Eng II.

Kevin McLaughlin, District 2 Office, from Engr/Assoc Engineer IV to Director Eng.

Richard Burke, District 4 Office, from Incident Responder I to Incident Responder II.

Yvonne Clark, District 4 Office, from Admin Spec II to Admin Asst.

Darlene Poston, District 5 Office, from Admin Spec II to Procurement Spec II.

Alejandro Varela, District 6 Office, from Asst Geodetic Tech to Eng/Assoc Eng I.

Thomas Bryant, Lexington Maint., from Trades Spec II to Trades Spec III.

Lawrence Benenhaley, Richland Maint., from Assoc Geodetic Tech to Eng/Assoc Eng I.

Marion Hood, Richland Maint., from Trades Spec III to Trades Spec IV.

Gerald Peoples, Richland Maint., from Trades Spec II to Trades Spec III.

Robert Dull, D-1 Bridge Maint., from Trades Spec II to Trades Spec III.

Derek Frick, Richland Constr., from Engineer Assoc Engineer I to Eng/Assoc

Eng II.

Kylie Kazee, Lexington Constr., from Asst Geodetic Tech to Eng/Geodetic Tech III.

Brandon Glaze, Edgefield Maint., from Trades Spec II to Trades Spec III.

Michael Dodgen, Greenwood Maint., from Trades Spec III to Trades Spec IV.

Andrea Gulley, Greenwood Maint., from Supply Spec II to Admin Spec II.

John McClinton, Greenwood Maint., from Trades Spec III to Trades Spec IV.

Michael Morris, Greenwood Maint., from Trades Spec IV to Trades Spec V.

Justin White, Greenwood Maint., from Trades Spec II to Trades Spec III.

Donald Davis, Laurens Maint., from Asst Geodetic Tech to Eng/Geodetic Tech III.

George Lewis, McCormick Maint., from Trades Spec IV to Trades Spec V.

Barbara Shealy, McCormick Maint., from Admin Spec II to Admin Asst.

Ethan Hancock, Newberry Maint., from Trades Spec II to Trades Spec III.

Gene Robertson, Newberry Maint., from Trades Spec II to Trades Spec III.

Joseph Tooley, D-2 Traffic Signals, from Trades Spec IV to Trades Spec V.

Philip Kirkpatrick, Greenville Maint., from Trades Spec II to Trades Spec III.

Benjiman Manley, Greenville Maint., from Trades Spec II to Trades Spec III.

Dean Miles, Greenville Maint., from Asst Geodetic Tech to Eng/Geodetic Tech III.

David Gilliam, Pickens Maint., from Trades Spec II to Trades Spec III.

Stephen Carter, Spartanburg Constr., from Asst Geodetic Tech to Eng/Geodetic Tech III.

Kenneth Horne, Cherokee Maint., from Trades Spec II to Trades Spec III.

Roger Pennington, Cherokee Maint., from Trades Spec II to Trades Spec III.

Donnie Rivers, Chesterfield Maint., from Trades Spec II to Trades Spec III.

Tommy Sawyer, Fairfield Maint., from Trades Spec III to Trades Spec IV.

Eddie Frierson, Lancaster Maint., from Trades Spec II to Trades Spec III.

James Joyner, Lancaster Maint., from Asst Geodetic Tech to Eng/Geodetic Tech III.

Nathan Lance, York Maint., from Trades Spec II to Trades Spec III.

Joe Lavender, York Maint., from Trades Spec II to Trades Spec III.

Tatum Roof, Lancaster Constr., from Asst Geodetic Tech to Eng/Geodetic Tech III.

Jimmy Rivenbark, Chesterfield Constr., from Asst Geodetic Tech to Assoc Geodetic Tech.

Samuel Benton, Cherokee Constr., from Asst Geodetic Tech to Eng/Geodetic Tech III.

Charles Harbaugh, Cherokee Constr., from Assoc Geodetic Tech to Sr Geodetic Tech.

Larry Eaddy, Darlington Maint., from Trades Spec II to Trades Spec III.

Perry James, Darlington Maint., from Trades Spec III to Trades Spec IV.

Levon Washington, Dillon Maint., from Trades Spec II to Trades Spec III.

Daniel Godwin, Horry 1 Maint., from Trades Spec II to Trades Spec III.

Frederick Stevenson, Horry 1 Maint., from Trades Spec II to Trades Spec III.

Robert Davis, Marion Maint., from Trades Spec II to Trades Spec III.

Terrell Williams, Williamsburg Maint., from Trades Spec III to Trades Spec IV.

Benny Inman, D-5 Traffic Signals, from Electronics Tech II to Trades Spec V.

Jeremy Jackson, Marion Constr., from Assoc Geodetic Tech to Sr Geodetic Tech.

Ira Ford, Dillon Constr., from Asst Geodetic Tech to Eng/Geodetic Tech III.

Seth Lown, Dillon Constr., from Asst Geodetic Tech to Eng/Assoc Eng I.

James Bishop, Beaufort Maint., from Trades Spec II to Trades Spec III.

Howard Peeples, Beaufort Maint., from Trades Spec II to Trades Spec III.

Alonzo Chatman, Berkeley Maint., from Trades Spec III to Trades Spec IV.

Ricky Stone, Berkeley Maint., from Trades Spec II to Trades Spec III.

Shawn Alston, Charleston Maint., from Trades Spec II to Trades Spec III.

Corey Brown, Charleston Maint., from Trades Spec II to Trades Spec III.

Kenneth Scott, Charleston Maint., from Trades Spec II to Trades Spec III.

Christopher Sires, Charleston Maint., from Mechanic II to Mechanic III.

Michael Weigert, Charleston Maint., from Trades Spec II to Trades Spec III.

Lashonda Singleton, Colleton Maint., from Trades Spec II to Trades Spec III.

Marcus Simmons, Jasper Maint., from Trades Spec II to Trades Spec III.

Anthony Deese, D-6 Traffic Signals, from Incident Responder I to Incident Responder II.

Raymond Potter, D-6 Traffic Signals, from Trades Spec II to Electronics Tech II.

William Evans, Jasper Constr., from Asst Geodetic Tech to Eng/Assoc Eng I.

Victor Ajide, Charleston Constr., from Asst Geodetic Tech to Assoc Geodetic Tech.

Daniel Mikell, Charleston Constr., from Assoc Geodetic Tech to Eng/Assoc Eng I.

Randy Rhodes, Colleton Constr., from Asst Geodetic Tech to Eng/Assoc Eng I.

Robert Rentschler, Aiken Maint., from Trades Spec II to Trades Spec III.

Calvin Smith, Aiken Maint., from Trades Spec II to Trades Spec III.

Isaac James, Bamberg Maint., from Trades Spec III to Trades Spec IV.

Gregory Lyons, Bamberg Maint., from Trades Spec II to Trades Spec III.

John Hair, Calhoun Maint., from Trades Spec III to Trades Spec IV.

Dantel Robinson, Orangeburg Maint., from Trades Spec II to Trades Spec III.

SASHTO 2012 comes to Charleston

By Bob Kudelka

Every 13 years, South Carolina hosts one of the region's most important and well-attended transportation conferences.

In August 2012, it was once again SCDOT's turn to host the annual conference of SASHTO (Southeastern Association of State Highway and Transportation Officials).

The departments of transportation from Alabama, Arkansas, Florida, Georgia, Kentucky, Louisiana, Mississippi, North Carolina, Puerto Rico, South Carolina, Tennessee, Virginia and West Virginia are the member states of SASHTO. The Association encourages a "balanced transportation system across the southeastern United States."

This year's conference, the 71st in SASHTO history, was held in Charleston and drew nearly 1,000 attendees, said Tina Kennedy, conference coordinator.

Attendee Rick Day, of Stantec, a professional consulting firm founded in 1954, gave the conference high marks.

"I thought it was fabulous," Day said. "It was a great setting for the educational part as well as the chance to build great relationships with other professionals in the field."

The conference began with a 'parade of states' down Market Street and ended at Beaufain Street's Memminger Auditorium, where Spoleto Festival USA once produced Mozart's "Don Giovanni." On this morning Secretary of Transportation Robert St. Onge called the conference to order and read a letter from Governor Nikki R. Haley.

"This event is important for South Carolina and every state represented here," Haley said in the letter. "You have a wonderful opportunity to discover innovative solutions to difficult challenges, come up with cost-saving measures and determine ways to do more with less. A safe, well-maintained transportation system is vital to the economy of any state or city."

Other speakers included Charleston Mayor Joseph Riley; FHWA Administrator Victor Mendez; and John Horsely, executive director of AASHTO. Commissioner Craig Forrest led the pledge of allegiance and the Rev. Dr. William Swinton Jr. delivered the invocation.

"The history of America...has been the history of infrastructure," Riley said. "Creating infrastructure to allow our country and our communities to develop to create jobs and commerce to develop...I know that's what you do."

"We have to not let up in adding and strengthening infrastructure, particularly our roads, highways, bridges and rail."

Mendez thanked St. Onge and the SCDOT team for their work in putting together the conference.

"You put together a really incredible program, and you ought to be very proud of the agenda - it's very comprehensive with a lot of technical sessions that are very critical to us in the industry to ensure we can get better and better every day."

After the traditional "roll call of states," the conference powered ahead with a busy, two-day schedule.

There were more than 40 technical sessions on construction, maintenance, and general engineering subjects as well as financial and multimodal topics.

"What was important this year was to diversify the technical sessions, to increase the focus on multimodal transportation and financing," said conference chair Andy Leaphart, noting a strong financial session led by Deputy Secretary for Finance and Administration Christy Hall. "I hope we planted that seed at SASHTO, and it makes SASHTO even stronger and more relevant as we address all the DOT needs."

Hall said, "We extended the financial session and included two separate sessions for financial directors to get together for idea sharing, knowledge exchange, best practices and innovative ideas that have worked from state to state in order to share some of our great ideas that are working and to look at common problems to see if there are solutions we can share."

Speaking of finances, the conference was "completely funded by its registration and sponsorship," Leaphart said.

"The delegates paid to attend, and DOT's costs are really just in the manpower hours,"

He said. "All other costs were paid by SASHTO. "The way I look at it is SASHTO is an organization that comes to your state once every 13 years, so every 13th year you have step up. That's what we give to the organization so we can reap the benefits from the next 12 years. It's a self-sustaining organization and I think the benefits far outweigh the costs."

SCDOT began planning for the conference three years ago, and reserved the conference location two years ago, Kennedy said.

The number of SCDOT employees working at the conference was one-third fewer than the number staffed at the 1999 conference, Leaphart said, as employees

multi-tasked and helped whenever needed.

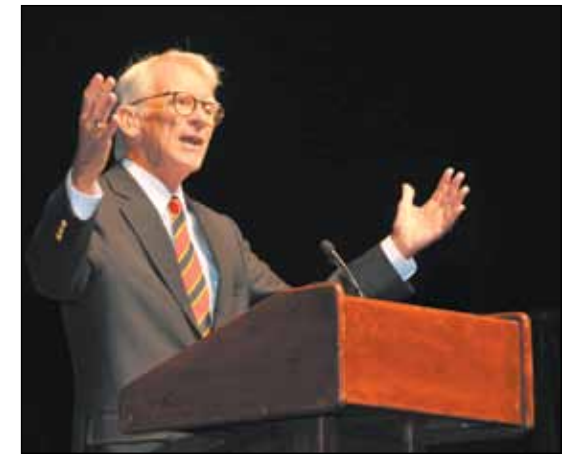
"It was great to see the staff come together for SASHTO," Leaphart said. "There was a team-building aspect of it with everybody pitching in and also showing talents maybe they don't showcase every day. The way the whole staff came together...That's something we'll continue to benefit from."

"I have never been more proud of the SCDOT staff for what they did for this conference and its planning, preparation, content and execution," Deputy Secretary for Engineering John Walsh said.

SCDOT employees who staffed the SASHTO 2012 conference did a wide range of tasks, from moderating and facilitating technical sessions to registering delegates and coordinating various events. They included: Jason Allison, Todd Anderson, Melissa Behie, Susie Bender, Michelle Benton, Michael Black, Nick Boozer, Marie Bracanovich, James Brown, Melissa Campbell, James Cassidy, Nathalia Chandler, Robert Clark, Donna Cleland, Leland Colvin, Holly Comalander, Zoe Cook, Herb Cooper, Michael Covington, Cody Crouch, Andy Egan, J.T. Egan, Charles Eleazer, Tina Feaster, Celina Fields, Doug Frate, Anne Futch, Shaun Gaines (Clemson T'S), Patti Gambill, Kevin Gantt, Joyce Gardner, Lynsee Gibson, Tesa Griffin, Jennifer Gruber, Jessica Hekter (FHWA), Janet Hendrix, Dan Hinton (FHWA), Brian Holt, Steve Ikerd (FHWA), Mike James, Sheila James, Shirley Jeffcoat, Debra Jerideau, Susan Johnson, Tina Kennedy, Bob Kudelka, Andy Leaphart, Roger Lemon, Mark Lester, Roberta Mack, Jane Mayberry, Crystal McCutcheon, Carl McNeil, Scott Meetze, Steve Meetze, Mitchell Metts, Kat Moreland (Clemson T'S), Wendy Nicholas, Michele Paoleschi, Ron Patton, Mark Pleasant, Pete Poore, Sandi Priddy (Clemson T'S), Tami Reed, Cindy Ridgeway, Joy Shealy, Kevin Sheppard, Tony Sheppard, Ken Silvers, Pat Smalls, Todd Steagall, Eric Stuckey, Colette Swann, Peter Tarpley, Marcie Timmons, Rob Thompson, Russ Touchberry, Lee Tsiantis, Jessica Turner, Patrick Tyn-dall (FHWA), Ray Vaughan, Carmen Wright, Rick Wyatt and Chris Zeigler.

The 2013 SASHTO conference will be held in Asheville, NC.

As the 2012 conference ended, NC-DOT leaders met with St. Onge and SCDOT conference organizers to discuss ways to help make next year's another success.



Scenes from SASHTO

PHOTOGRAPHS BY CODY CROUCH AND ROB THOMPSON

Continued on next page



South Carolina welcomes our southeastern neighbors at SASHTO



PHOTOGRAPHS BY CODY CROUCH AND ROB THOMPSON/THE CONNECTOR

RESOLUTION

RECOGNIZING AND COMMENDING SECRETARY ROBERT J. "BOB" ST. ONGE, JR. AND THE EMPLOYEES OF THE SOUTH CAROLINA DEPARTMENT OF TRANSPORTATION FOR THEIR DEDICATION AND HARD WORK IN HOSTING THE 2012 SASHTO CONFERENCE

WHEREAS, the Southeastern Association of Highways and Transportation Officials (SASHTO) is rotated between 13 member states; and,

WHEREAS, the South Carolina Department of Transportation was the host state for the 2012 SASHTO Conference, with the meeting being held in Charleston South Carolina; and,

WHEREAS, 2012 SASHTO Conference was well attended by representatives from the 13 member states, federal government, industry leaders, and guests; and,

WHEREAS, Secretary St. Onge and the employees of the Department of Transportation began working on the conference in 2011, requiring a tremendous amount of planning, cooperation, and dedication by all involved; and,

WHEREAS, the conference was packed with technical sessions and educational opportunities for all participants; and,

WHEREAS, attendees had nothing but praise for the outstanding southern hospitality, planning, and the overall curriculum that Secretary St. Onge and the employees provided as the host state.

NOW, THEREFORE, BE IT RESOLVED by the South Carolina Department of Transportation Commission, in meeting duly assembled this 20th day of September 2012, commends and thanks Secretary St. Onge and the employees of the South Carolina Department of Transportation for their tireless efforts in hosting a very successful and educational 2012 SASHTO Conference.

Signed by The SCDOT Commission



ROB THOMPSON/THE CONNECTOR

SASHTO Conference Chair Andy Leaphart, left, and SASHTO Conference Coordinator Tina Kennedy pose with the resolution that was presented to them on behalf of the SCDOT employees who participated in the 2012 SASHTO Conference in Charleston.

Two students awarded Jim Cagney Scholarships

By Rose Marie Bates
Human Resources Manager

On November 7, 2011, the Jim Cagney Memorial Scholarship Golf Tournament was held at Lexington Country Club. This was another successful tournament sponsored by Mead & Hunt Engineering Firm in Lexington.

Many SCDOT employees and contractors continue to support this tournament yearly making it a tradition every November.

Jim Cagney was a civil engineer and a graduate of Clemson University who loved his career at SCDOT. He died of esophageal cancer in February 2005 after a brief illness with the disease at the young age of 40. He made many friends over his lifetime and many of them continue to remember him once a year as we gather at Lexington Country Club for this wonderful golf tournament.

The golf tournament provides a \$2,500 scholarship to outstanding college students working on degrees in engineering, science and math or who are enrolled in a medical program. The student must be a dependent of a current or retired SCDOT employee and enrolled in an accredited college as a full-time student.

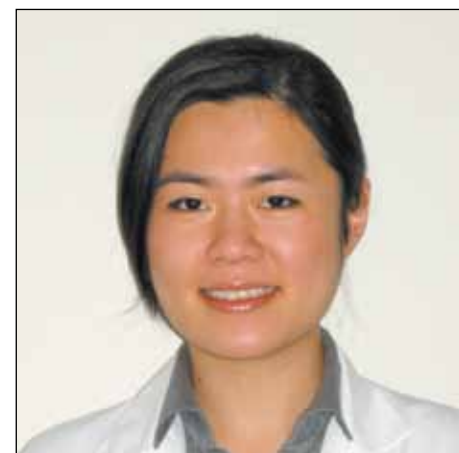
This year the tournament committee gave two \$2,500 scholarships.

Kelly Martin, daughter of **Sherri Devereaux** and nursing student at the University of South Carolina, is a recipient of this year's scholarship. Martin is enrolled in the registered nursing program at USC and makes the Dean's List every semester with an average GPA of 3.8 for her upper division nursing classes. She aspires to be a pediatric nurse and the scholarship committee is happy to help her in her education endeavors.

Kathy Niu, daughter of **Jinru Li** and third year medical student at Vanderbilt



Kelly Martin



Kathy Niu

University, is another scholarship recipient this year. Niu is interested in neuropsychiatry as a possible specialization and would like to personally work towards demystifying the stigma around mental health and incorporate research into her career. She

is grateful for her opportunity to learn and her hard working parents but the amount of debt after medical school can be extremely stressful. The scholarship committee is happy to help Nui pursue her goals of becoming a doctor.

SASHTO Scholarships benefit 11 college students

During the summer of 2012, SCDOT facilitated a scholarship contest to benefit employees, spouses of employees, and dependents of employees actively enrolled in higher education.

All awards are funded through the Southeastern Association of State Highway and Transportation Officials (SASHTO) and are earmarked solely for these awards.

This year SCDOT awarded 11 scholarships based on criteria of GPA, test scores, financial need and essay requirements.

Each of the scholarship winners will receive \$1,500 towards their education at a two- or four-year college or university.

The scholarship winners are:

Logan Dickinson, is a freshman at Clemson University pursuing an Engineering Degree. His father is District 1 Maintenance Engineer **Robert Dickinson**.

Ryan Hinson, a freshman enrolled in the Clemson Bridge Program at Tri-County Technical College, is pursuing a degree in Civil Engineering. He is the son of **Eddie Hinson**, who works in Traffic Engineering.

Austin Jordan, a freshman enrolled at the Citadel, graduated from Airport High School. He is pursuing a degree in Electrical Engineering. He is the son of **Bill Jordan**, who works in Planning.

Leann Leonhardt, a freshman at the University of South Carolina (USC) is pursuing a degree in Engineering. She is the daughter of **Laura Masem** of the Office of the Deputy Secretary for Engineering.

Kaylon Meetze, a junior at Midlands Technical College, is pursuing a degree in Environmental Engineering. Her father,



ROB THOMPSON/THE CONNECTOR

Recipients of \$1,500 SASHTO Scholarships this year are, from left: Ryan Hinson, Austin Jordan, Leann Leonhardt, Kaylon Meetze, Drew Patterson, Katelyn Rish, Micayla Ross, Gabriela Ruiz, Forrest Snipes and Patricia Thew. Not pictured: Logan Dickinson.

Carl Meetze, works at the Equipment Depot. She is also working for SCDOT as a summer employee in the Lexington Construction Office.

Drew Patterson, a sophomore at in the Honors College at USC, is pursuing a degree in Electrical Engineering. He is a past recipient of the SCDOT scholarship, and his father is **Glenn Patterson** of SCDOT's RPG-4 group.

Katelyn Rish, a freshman at USC, graduated from Mid-Carolina High School and

is pursuing a degree in Civil Engineering. She is the daughter of **Annette Rish**, who in SCDOT's Budget Office.

Micayla Ross, a freshman at USC, graduated from Dorman High School, and will major in Business Management. She is the daughter of **Crystal Ross**, who works for SCDOT in Greenville County.

Gabriela Ruiz, a sophomore at Wofford College, is pursuing a degree in Pre-Law. She is a past recipient of the SCDOT scholarship. Her father, **Roberto Ruiz**, works in

SCDOT's RPG-2 group.

Forrest Snipes, a senior at USC, is pursuing a degree in Finance, and will graduate in 2013. He is a past recipient of the SCDOT scholarship, and is the son of **Sandra Snipes** of Lee Maintenance.

Patricia Thew is currently enrolled at Piedmont Technical College in McCormick. She is an employee of SCDOT in McCormick County and is returning to school to pursue a degree in Civil Engineering.

Summer interns may become future SCDOT engineers

By Bob Kudelka

Thirty-six students participated in this summer's School to Work program, and some may end up with careers at SCDOT after they graduate.

The School to Work Program, funded by the Federal Highway Administration, placed summer interns in various departments including Preconstruction, IT Services, Traffic Engineering, Business Development and Special Programs, Mass Transit, and Rights of Way, said Program Manager **Barbara Beagles**.

The School to Work Program provides interns "the opportunity to gain valuable work experience in the transportation industry," Beagles said. "All interns were required to submit a journal describing their weekly job duties at the end of the internship."

The summer kicked off with an orientation June 5 by the Office of Human Resources.

Here's a brief look at how two interns spent their time at SCDOT:

Christopher "CT" York, a civil engineering major and a senior at USC, considers himself a fast-learner.

That quality paid off this summer as he interned in Traffic Engineering's Safety Office, where engineers identify trouble spots on our roads and help make them safer.

"He's been a tremendous help," said York's supervisor, Safety Program Engineer **Joey Riddle**. "A lot of our work in this office is very technical. He learned his job duties quickly and I thought it was cost-saving for the DOT and a tremendous benefit for him to learn a skill he can use throughout his career."

York used Computer-Aided Design and Drafting (CADD) software to compile collision diagrams of intersections. In these diagrams, arrows are placed where the two vehicles made contact, and the cause of the crash, such as failure to yield, is also noted.

This type of safety analysis is used by SCDOT highway planners as well as external customers such as consultants.



ROB THOMPSON/THE CONNECTOR

Christopher York learns to identify trouble spots on the road system as part of his internship at SCDOT this summer while working in the Traffic Engineering Safety Office.

"I've been happy with what they've given me to do and I've enjoyed it a lot," York said. "I knew it was going to be a lot of CADD work, which is what I needed experience doing. Now I feel really confident in it and could do just about anything in it."

York was surprised to learn how costly collisions can be. The economic impact for a fatality can be more than \$5 million, according to the TE Safety Office.

York, of St. Matthews, became interested in civil engineering as sophomore in high school.

After he graduates in May, York hopes to work at SCDOT or in the private sector.

"I'm definitely going to apply here and I'd work here if they offered me a job, but I'll take whatever I can get with the economy



Miah Davis, a sophomore at Howard University, is a summer intern at SCDOT's Office of Materials and Research. Here, she tests fly ash for moisture content at the OMR lab. Davis is a 2011 graduate of Blythewood High School in Northeast Columbia. Fly Ash is used in cement to make it sturdier. Crucibles are ceramic cups that are not affected by temperatures of up to 900 degrees Celsius.

See **INTERNS** page 21

2012 Summer Interns



PHOTOGRAPHS BY ROB THOMPSON/THE CONNECTOR

The 2012 SCDOT Summer Interns are: Front row, left to right: Shelby Harp, William Hopkins, Taylor Daylami, Nicole Jeffcoat, Amine Lahlou, Ryan Hinson, Thomas Parrott, Miah Davis and Stephen Fry. Middle Row, left to right: Charmeika Goodwin, Greg Leaphart, Kyle Corley, Alex Nettles, Christopher York, Katelyn Rish, Aubree Decoteau, Zach Burton, Bridget Thomas and Jacob Coulter. Back Row, left to right: Keirsten Hoyle, Andrew Stokes, Benja McDowell, Alex Kosloski, Jeffrey Burns, Andrew Blasko, Waverly Tucker, Sterling Baldwin, Craig Gearhart, Andrew Hall, Philip Bethea, Zachary Senn, Thomas Holder, Kaylon Meetze and Michael Pitts.

INTERNS from page 20

the way it is," York said.

While some college kids spent their summer opening pizza oven doors, **Miah Davis** used an oven where temperatures were as high as 3,000 degrees.

Davis, a chemistry major at Howard University, did her summer internship at the Office of Materials and Research on Shop Road in Columbia.

She was supervised by SCDOT chemist **David Ruff**.

The 3,000-degree oven is used to test samples of materials used by SCDOT employees and contractors. And despite wearing high-insulation heat gloves, using the oven took a little getting used to, Davis said.

"That was a little unnerving, to open an oven door and see it glowing orange hot and you have to reach in there and put your samples down," Davis said. "You have to be steady handed. If you open the oven door and you're at the back of the

room, you can feel the heat. You have to be very, very careful."

Ruff was impressed by Davis this summer, and said her chemistry background was an asset in the analysis work in his office.

"In a word, she's been excellent," Ruff said.

Usually, Ruff will let interns watch a test being done and then a supervisor will monitor them to make sure it is done correctly.

"She's done about eight different procedures," Ruff said. "The first time she

had it down pat almost like she memorized it. I've been very pleased."

Davis is considering a career in the medical field but also is interested in learning different areas of research including transportation. She said she was surprised to learn how much work goes into highway construction.

"It's all new so it's interesting to me - seeing how every department here ties together to get all the projects completed," Davis said. "I feel like now I have a little part with getting a project done."

LETTERS

To: Dan Campbell

On a hot Tues. afternoon I pulled into the median to assist a disabled motorist on I-77 South, mile marker 13. Prior to my arrival a road crew (5 personnel) from SCDOT Richland Maintenance had allowed the driver, an elderly female, the comfort of their air conditioned truck. While the driver was cooling off the crew of **Ada Gardner** had removed the blown tire and attempted to put on the spare tire but it was the wrong size. This is where I (SHEP S118) come into the picture. I asked one of the crew members, Mr. Willie, what

needed to be done. With a spare tire that wouldn't fit I explained to the driver her options. She agreed for me to transport her and the defective tire to the next exit. This is when Gardner took up a collection from all members of her crew and present it to elderly driver to help purchase another tire. The generosity Gardner and her crew deserves being recognized and as a department employee it gives me great pleasure to share this story and to be associated with SCDOT.

Stanley Fullwood
District 1 Incident Responder

To SCDOT:

This summer I have needed to drive

through South Carolina from Georgia north on several occasions. I want to thank the folks in South Carolina for a beautiful entry way into your state. The mass plantings of day lilies, crepe myrtle, abelia and so many more breathtaking plants softened the drive and made it more enjoyable. I actually looked forward to that portion of the trip just to see what was blooming. Keep up the good work South Carolina and thank you for making America beautiful!

Melinda Wade

To SCDOT:

We can't say thank you enough for the roadside service that saved us today.

On I-526 today, our tire had a blow out. It was a time of day that the 18 wheelers

were non stop. Immediately, **Jim Carmichael** stopped to help us. We told Jim that we had just called AAA and were told that they were in route. Jim told us if they didn't show, to call your service (we just moved here a couple of weeks ago from out of state so were not aware of SCDOT). Almost 2 hrs went by, many broken promises made on the part of AAA and they still hadn't shown. Jim came back and changed our tire in minutes. He was so wonderful. We had 2 children in our car and we were pretty terrified of all the trucks. As I said to Jim, this service should be a role model for the entire country. Thank you so much!

Kristin Lysik
Charleston

BRIEFLY

FTA substance abuse audit

The Federal Transit Administration's (FTA) Substance Abuse Program Audit Team held an exit interview with SCDOT's Office of Public Transportation (OPT) concluding on May 12 following a multi-day program audit of SCDOT and selected transit agencies statewide.

OPT has statewide oversight of public transit agency substance abuse programs to ensure public transit is safe. The audits have a direct impact on the operations and funding of transit agencies in SC.

The audit revealed that South Carolina has the lowest findings of any state substance abuse program audit this FTA Audit Team has seen since 1998. FTA auditors stated that the preparation work and training provided by the OPT staff over the last few years has resulted in a "shockingly low number of findings."

A special reference was made by the FTA to the Santee Wateree RTA which had no audit findings of any nature. The FTA auditors noted this achievement is so rare,

they know of only four other agencies across the nation that had been able to accomplish a "no findings" status.

SCDOT staff used 100% federal training dollars to provide preparation and training for the six transit agencies selected for FTA audits. FTA auditors stated an appreciation for these key points: 1) The transit agencies and SCDOT staff were prepared with the appropriate records which were in good order. 2) For that reason, FTA labeled this process a "most pleasurable audit." 3) FTA noted that SCDOT received a "good audit" in 2006, but SCDOT staff continued to improve during the following years to set the bar higher.

The entire process was a statewide effort between SCDOT's OPT staff and the public transit agencies.

PRAM Upgrade and Expansion

The Program and Resource Analysis Meetings (PRAM) are weekly meetings attended by Secretary St. Onge and key staff from the Engi-

neering and Finance Divisions to forecast the impact of key agency activities on cash flow.

The consistent progress that has been made so far in managing cash flow as a result of the PRAM process is allowing staff to take another step. The PRAM process will now include all of SCDOT's functional areas which will expand the topics covered in meetings. The process will now feature a monthly Information Meeting where reports on the additional functional areas will be given and a monthly Decision Meeting will be held to approve key activities of the agency.

SCDOT's current cash position and cash forecast will be reviewed at all of the monthly meetings.

SCDOT-NCDOT Cash Flow Model Information Exchange

An SCDOT delegation traveled last month to NCDOT's headquarters in Raleigh for an exchange of information related to cash flow

modeling and SAP software used in the SCEIS system.

NCDOT staff shared a great deal of information relating to their "Mature Cash Flow Model" including the genesis of the system and the lessons learned. NCDOT staff also demonstrated some key functions with the SAP software that could benefit SCDOT.

The SCDOT delegation demonstrated our model and short term cash management strategies and exchanged ideas on synching program delivery with cash flow.

The SCDOT team gathered a great deal of key information from its counterparts at NCDOT that will allow us to enhance the SCDOT cash flow model.

Lowcountry COG gets USDOT grant

SCDOT successfully submitted an application on behalf of the Lowcountry Council of Governments (LCOG) for a grant through the Veterans Transportation and Community Living Initiative.

The grants were announced in July by the United States

Department of Transportation (USDOT) totaling \$29 million in grants to provide improved access to local transportation for veterans and their families, wounded warriors and other military personnel, helping them find affordable rides to work, school, shopping, medical care and other destinations in their communities.

The grants will support 64 projects in 33 states and territories.

With its grant, LCOG will conduct an outreach project that includes analyzing veterans' needs and updating coordination plans to address those needs. They will utilize marketing, via a variety of community outreach approaches, to ensure that their military community is informed about and encouraged to utilize existing and new services. The grant award, while small at \$49,714, will be part of a local program designed to address the growing needs of both active duty military and veterans, and one that we can hopefully grow elsewhere in the state. This follows a \$124,480 award for LCOG under this same program last year.

South Carolina Multimodal Transportation Plan

A formal kick-off meeting of the 2040 South Carolina Statewide Multimodal Transportation Plan was held on July 31 at the Colonial Life Arena in Columbia.

Hosted by SCDOT, nearly 150 stakeholders from across South Carolina's transportation community attended the meeting. Transportation Secretary **Robert St. Onge** was joined by Bobby Hitt, Commerce Secretary, Jack Ellenberg, Vice President for Cargo Development at the SC State Ports Authority, and Bob Lee, Federal Highway Administration Division Administrator for SC in providing welcoming remarks. Each partner spoke of economic development and transportation challenges to be addressed through the planning process and will help guide multimodal transportation decisions over the next 25 years.

The Plan, required by federal and state law, is scheduled for completion in approximately 18 months.

The South Carolina Multimodal Transportation Plan website is now live! Please visit the page for updates to the Multimodal Transportation Plan at the following link:

<http://www.scdot.org/Multimodal/default.aspx>



Transportation community leaders gather for a statewide multimodal transportation plan meeting on July 31 in Columbia.

ROB THOMPSON/THE CONNECTOR

Engineering News

Roads to include Safety Edge

Design helps cars recover after running off road

By Mike Sawyer
Traffic Engineering

The Safety Edge is an effective and low-cost solution for reducing pavement edge drop-offs and related crashes. It is just one of several advancing safety innovations being used as part of the “Every Day Counts Initiative.”

Pavement edges are considered unsafe when there is a four inch or more drop-off and the roadway edge is at a 90° angle to the shoulder surface. However, near vertical edge drop-offs of less than four inches are still considered a safety hazard to the motoring public and may cause difficulty

upon reentry to the paved surface. Drivers who slip off the roadway onto an unimproved shoulder, can lose control attempting to re-enter or climb back onto the roadway. The pavement edge creates a “scrubbing” condition that must be overcome through over-steering. When drivers over-steer to reenter the roadway, they often lose control of the vehicle. Compounding the danger, the rear wheel may catch the edge of the shoulder, swinging the car around. These actions can result in any number of crash types.

The Safety Edge is a 25°-35° angle asphalt fillet. The fillet ties the existing shoulder into the resurfaced roadway and allows a vehicle to re-enter the roadway

safely, by providing a safer roadway edge, and a stronger interface between the roadway and the shoulder, creating a more durable pavement edge. The cost of an asphalt fillet is minimal (normally around 1%) in comparison to the total amount of a resurfacing contract.

The “Every Day Counts Initiative” is designed to identify and deploy innovation aimed at shortening project delivery, enhancing the safety of our

roadways and protecting the environment.

As part of the Every Day Counts Initiative, SCDOT added “Sloped Edge Longitudinal Shoulder Joints” as one of our Standard Specifications September 23, 2010, and beginning with the December 2010 Highway Letting, Sloped Edge Longitudinal Shoulder

Joints are to be included on all resurfacing projects. Approved devices are listed on Qualified Products Listing No. 75.

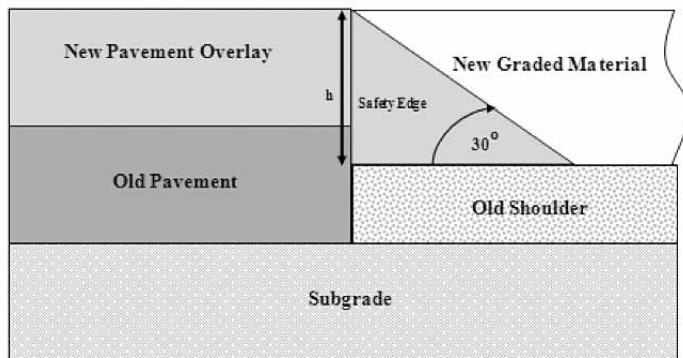
If you have any questions regarding the Safety Edge or the Departments “Every Day Counts Initiative” please contact Program Manager, Mike Sawyer at SawyerMJ@scdot.org.

Got news?

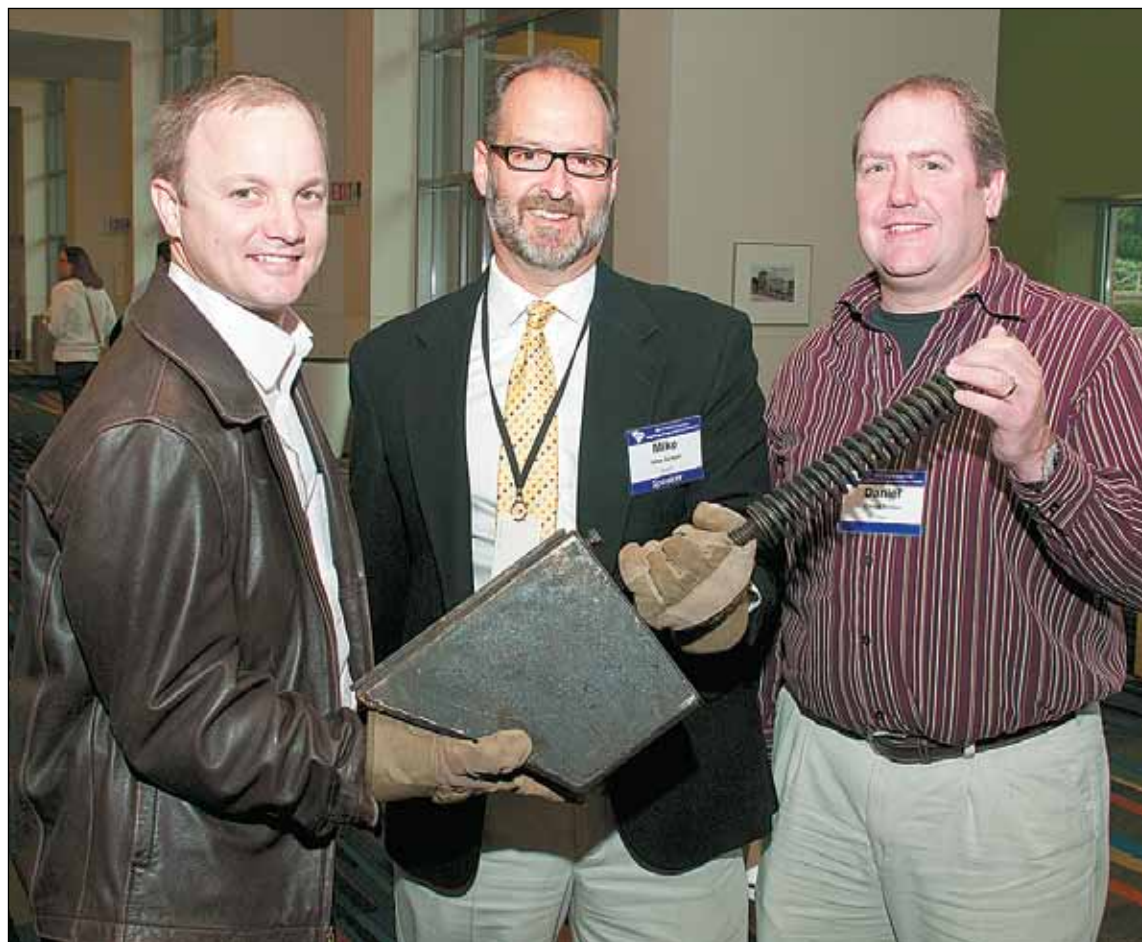
Contact
Dede Elmore at
803-737-7900
or email her at
ElmoreDD@scdot.
org.



Dede Elmore



A cross section of the safety edge treatment on one side of the roadway.



ROB THOMPSON/THE CONNECTOR

From left, Chris Wagner of the FHWA National Resource Center, Program Manager Mike Sawyer of SCDOT Traffic Engineering and FHWA Safety and Traffic Engineer Daniel Hinton show a pavement edger that is used to create the ‘Safety Edge.’ The design creates a sloped edge rather than a sharp dropoff on the edge of the roadway. If a vehicle runs off the edge of the road, the sloped design prevents the loss of control of the vehicle when it re-enters the roadway.

District 1 News

Kershaw, Lee, Lexington, Richland and Sumter counties

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

It's all about TEAMWORK

Several months ago, at a community meeting in the Blue Ridge Community of North Columbia, District 1 DEA **Thad Brunson** and Commissioner Harrison Rearden heard concerns about a 1900-foot stretch of Blue Ridge Terrace showing significant signs of fatigue and base problems. It was apparent that efforts to remedy this situation were going to require more resources from outside of Richland County. A "team effort" approach would be needed.

After reviewing and assessing this section of Blue Ridge Terrace, it was determined the base under turn lanes constructed several years earlier was failing. The decided course of action was to move forward with reclaiming this section of roadway. Several samples of the base and roadway material were sent to the **Office of Materials and Research Lab** to be tested. Once a design was established for reclamation by the lab, coordination between **District 1** and reclamation crews



Reclamation Work

from **District 4** was officially under way. Staff from **Richland Maintenance** and **York Maintenance** met to discuss timelines, materials, road preparation and manpower needed to complete the task as proficiently and efficiently as possible. The expertise provided by York RME **Bradley Trout Jr.** and his staff was invaluable to District 1 staff prepping for their arrival.

York Maintenance already has an aggressive schedule and the immense task of performing reclamation projects throughout District 4. However, District

Maintenance Engineer **Todd Cook** and Trout were able to provide a crew to work on this project in Richland County.

The work began early on the morning of July 23 and by 3 p.m. in the afternoon the reclamation process completed. The process was smooth and executed without delay by a very professional York Maintenance Crew. The very next day, Richland Maintenance forces completed a thin lift overlay to wrap up the project.

This is a perfect example of team work within the engineering districts of SCDOT.



Completed Project

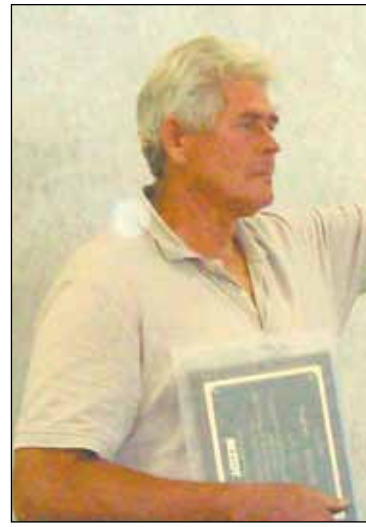
Got news?

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

Teresa Jackson



Two employees retire from Richland Maintenance



Bob Groomes

Robert "Bob" Groomes retired June 28, 2012, after 17 years of dedicated service.

Groomes served as the Safety Officer for Richland Maintenance. He graduated from Ames Senior High School, in Ames, Iowa. He served 21 years in the Air Force performing maintenance on various aircrafts.

He began his employment with SCDOT at Berkeley Maintenance in September 1995 as a Highway Maintenance Worker II. In 2002, he was promoted and transferred from Berkeley Maintenance to Charleston Maintenance as a Highway Maintenance Worker IV. Due to his commitment to Safety and Environmental matters, he became an OSHA Officer I in 2005 in District Six and in 2010 he was reclassified to an OSHA Officer II and reassigned to District One - Richland Maintenance.



Buddy Fleming

Arthur "Buddy" Fleming Jr., retired July 19, 2012, after 30 years of dedicated service. Fleming served as the Shop Foreman for Richland Maintenance. He attended A.C. Flora High School.

He is married to Melissa "Byrd" Fleming, they have two children. He enjoys hunting and fishing during his spare time.

He began his employment with SCDOT at Richland Maintenance in October 1982 as a Highway Maintenance Worker II. His real interest and talent was in automotive repair so he quickly worked his way up the ranks to become an Automotive Maintenance Technician II in March 1985. Due to his advanced mechanical knowledge, his professionalism, no-nonsense attitude and solid work ethics he was promoted in Shop Foreman in 2000.

District 2 News

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

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

Thanks! *District 2 pleases the public*

Got news?

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



Sarah McKinney



The Abbeville ditching crew is, from left: Victor Burno, John Holley, Harry Ramey and Timothy Waters.

I want to thank the (Abbeville) SCDOT Maintenance Crew for correcting a drainage problem in front of my home. The crew that came was as professional as any I have ever seen. You could tell by their attitude all members of the crew took pride in their work. They were friendly, po-

lite, and caring! I have seen a lot of backhoe operators but Vic is as good as any I have seen. Again many thanks! If I can ever assist you guys in anyway, let me know.

Charlie Stone
Abbeville

Edgefield responds quickly

To Clifton White:

We want to thank you and your team for the fast response and action to clear tree branches from the Lloyd Road area that were obstructing the truckers view coming out of our quarry. When I called in the request I spoke to a very nice woman who had recently been on Lloyd Road whose name I didn't catch. But she was quite helpful, took the information and obviously got it to the right people as we had a team working on it within a couple of days.

We appreciate your attention to this and our truckers appreciate it as well. Thanks to all.

Kate Lowish

Bluegrass Materials - Edgefield Quarry



Edgefield crew, front row, left to right: Heyward Booker, Wallace Dobbs, Johnny Plair. Back row, left to right: Brandon Glaze, Joe Herrin, James McDowell, Dan Booth.



Phone calls to Anderson Maintenance

"Thanks for cleaning out the ditch. Sure did help and looks very good."

Leonard Cromer
Anderson

"A big thanks" for his driveway apron at 201 Promise Land Drive.

Larry Broome
Anderson

Thanks SCDOT for cleaning up the trash on White Street Extension.

Sarah Bowen
Anderson

District 3 News

Greenville, Oconee, Pickens and Spartanburg counties

District Engineer: Steve Gwinn (864) 241-1010

FAX (864) 241-1115

U.S. 29 Church Street project completed

Recently, the U.S. 29 Church Street project in Greenville County was reconstructed for 1.135 miles between S-438 (University Ridge) and U.S. 25 (Augusta Street). During this roadway and sidewalk construction project near the City of Greenville, decorative lighting, bike lanes and landscaping within a new green space were installed. In addition, a new traffic signal was installed at Hayne and Pearle streets. The roadway was re-

constructed with hot mix asphalt and was completed on time on July 20, 2012. The total cost of the project was approximately \$4.4 million. RCE **Tim Callenback** and his staff worked closely with the City of Greenville, utilities, property owners and S&S Construction to ensure a quality project. This project had many underground utility and drainage “challenges” due to the limited right of way.



Got news?

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



**Tameki
Watts**

Meet Dusty Curcio



Dusty Curcio

Dusty Curcio of Spartanburg Construction Office A has been an employee of SCDOT for more than 14 years. She has 2 children: a daughter currently in her sophomore year at Newberry College and a son who attends third grade at Spartanburg Charter

School. She enjoys photography, yoga, organic gardening and being a living art canvas for tattoos. She also volunteers at the local animal shelter and spends many hours with the children of Spartanburg Charter School expressing themselves through art.

District 4 News

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

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

Got news?

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



Edward Moore

Fund-raiser, blood drive for Elkins

Over the past few months, District 4 has come to the aid of Emily Elkins, daughter of Trades Specialist IV Paul Elkins of York Maintenance. Emily Elkins, who just turned 14, is battling stage 4 cancer and has been in and out of the hospital for several months as she receives treatments. Employees throughout the district have purchased “Pray for Emily” bracelets and participated in a vacation cruise raffle with all proceeds going to help pay medical bills. Lancaster and Union Maintenance employees also held a special benefit lunch where they raised more than \$800. On Aug. 20, York Maintenance held a blood drive where more than 50 employees volunteered to roll up their sleeves and donate blood to the American Red Cross.



Edward Moore presents a check to Paul Elkins.



From left: Will Bright, Vernon Lingerfeldt, Paul Elkins and Dennis Moore donate blood.

Retirements from District 4



BARBARA MCKAY
District Engineer John McCarter, right, presents Barbara McKay with her service award. Barbara retired in May after 27 years of service.



BENNY FOWLER
Benny Fowler of Cherokee Maintenance retired on May 16 after 22 years of service.



BIG WHEELS – Trades Specialist Dan Dickerson from District 4 shows off a new truck that will be used to move equipment throughout the district and across the state.



TWO WHEELS – When the forecast called for sunny and dry weather on May 2, 2012, 10 of the 13 bike owners at the York Maintenance facility decided to ride to work on two wheels. Riding a variety of types of motorcycles, the employees posed for their photo.

District 5 News

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

*District Engineer: Dennis Townsend (843) 661-4710
FAX (843) 661-4704*

New equipment helps District 5 pave the way



The District 5 paving crew recently updated their paving machine with a new TEREX unit. Here they are paving a section of road in Marion County.



The District 5 paving crew is, left to right: Henry Adams, Daniel Miller, Matthew Cade, Chris McClary, Supervisor Kevin Poston and Carl Brown.

Wet and soggy: Lane reversal drill is good practice for D5



On June 5, District 5 participated in the Emergency Lane Reversal as part of the hurricane preparedness plan. Marion and Horry Maintenance, with assistance from other counties, put cones on Highway 501 and other emergency exit routes to make sure the process operated smoothly.

Got news?

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

**Michael
Miller**



AASHTO recognizes 25 years of service



Assistant District Maintenance Engineer **Treasure Scarborough**, right, was awarded a plaque for 25 years of service with SCDOT by AASHTO. DEA **Dennis Townsend**, left, presented the award.

Scarborough said: "It is indeed an honor to have been recognized by such a great organization as

AASHTO. The first 25 years of my career at SCDOT went by so fast. It seems like only yesterday I graduated from SCSU, bought a new pair of boots and started working on the Marion By-Pass. I consider myself truly blessed and I hope that I have been as good for DOT as it has been for me."

District 5 Retirements

Mike Rowell, Trades Specialist IV with Dillon Maintenance, retired after 34 years of service with the DOT. A luncheon was given in his honor.

Bobby Morgan, Assistant District Construction Engineer, recently retired after 21 years of service.

Level 1 Work Zone Training

District 5 has completed the Level One Work Zone Training for its Maintenance and Construction Employees. The classes were provided by Clemson University and instructed by Wilma Magyar. In all, 276 Maintenance employees and 69 Construction employees successfully completed the class. The results of the class have been seen in the improved work zones set up and inspected on a daily basis in District 5.

District 6 News

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

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

A new year brings new opportunities

For years, a group of six women reported to work at the Lower State Sign Shop. That all changed at the beginning of 2012 when the Lower State Sign Shop closed its doors and the women were reassigned.

Where are they now?

Debbie Vandermolen is now the supervisor for the State Sign Shop. **Gwendeline Barrera** is now part of the district six construction office. **Kathryn Roberts** now reports to Charleston Construction Office A. **Doris Breland** and **Deloris Elsey** are now a part of the District Six Paint and Thermo Crew and **Melba Moskal** is assigned to Berkeley Maintenance sign crew.

The following is a response from **Kirk Richards**, District Six Assistant Maintenance Engineer, when asked about the Lower State sign shop employees: "It has been my pleasure to work with such a well-motivated and well organized group. Their spirit of cooperation and team effort set them as a model for any crew to strive toward. I'm sure as each member moves forward in their career they will bring with them that positive attitude."

Lower State Sign Shop

- Picture 1:** From left to right: Doris Breland, Melba Moskal, Gwendeline Barrera, Deloris Elsey, and Debbie Vandermolen
- Picture 2:** Kathryn Roberts
- Picture 3:** Doris Breland
- Picture 4:** Melba Moskal
- Picture 5:** From left to right: Deloris Elsey and Melba Moskal
- Picture 6:** Gwendeline Barrera and Joseph Barrera



Got news?

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



Angelia Savage

Transportation Enhancement Program

Barnwell



Swansea



The South Carolina Department of Transportation shares your interest in enhancing your communities, towns, cities and counties.

Lake City



Orangeburg

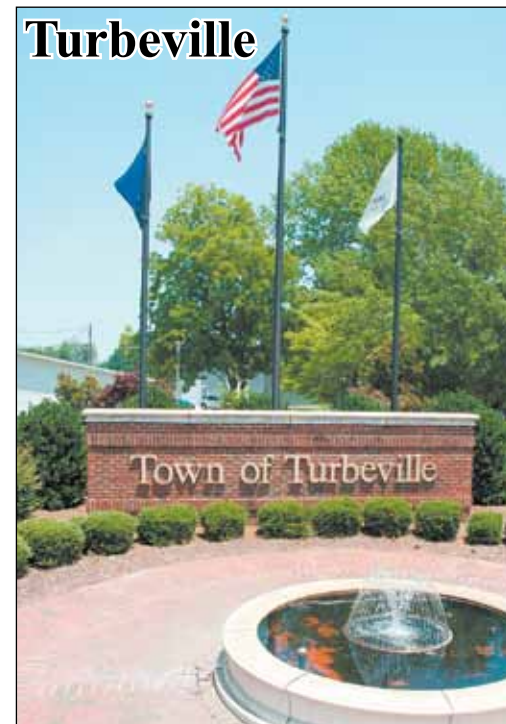


North Augusta

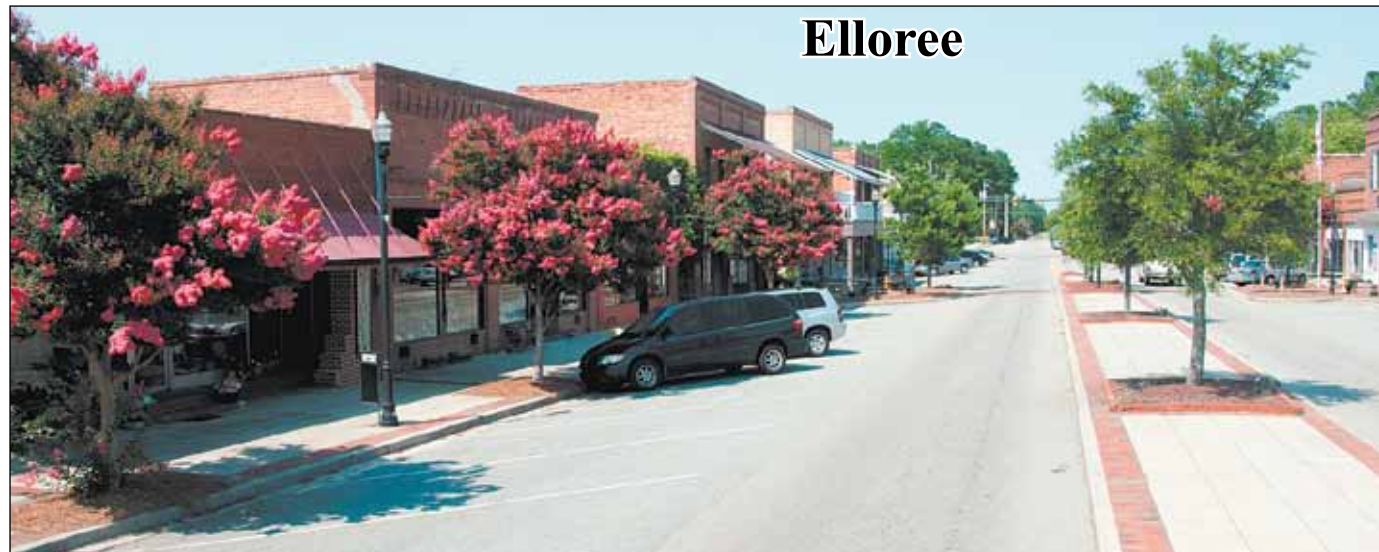


The Transportation Enhancement Program is a great opportunity for local governments to get funding for a broad range of non-traditional transportation-related projects including bicycle and pedestrian facilities, streetscaping, scenic and landscaping programs and historic preservation. Transportation Enhancement Funds are funded under the current federal transportation legislation and allocated by the South Carolina Department of Transportation.

Turbeville



Elloree



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Jane Mayberry
SCDOT
Communications
PO Box 191
Columbia, SC 29202



CAUGHT DOING GOOD!



CODY CROUCH/THE CONNECTOR

Jackie McClinton takes care of a flower bed she started six years ago at the Richland Maintenance Office where she works as an Administrative Specialist II. With the help of a few dollars here and there from her coworkers, McClinton buys seeds and plants them at home and at a smaller plot to the rear of the building. When the flowers grow large enough McClinton transfers them to her main plot to the side of the building, in view for everyone to see on their way in. McClinton tends to her plots of coleuses, caladiums and lantanas during her work breaks and sometimes on Fridays, when she is off.

CAUGHT DOING GOOD!

We would like to thank **ALL** of the **EMPLOYEES AND PARTNERS** who helped make **SASHTO 2012** an overwhelming success. We have received tremendous feedback from those in attendance and feel that our staff raised the bar for future SASHTO events. From the opening reception through each of the more than 40 technical sessions, SASHTO provided a great opportunity to showcase our skills, work ethic and hospitality!

Again, thanks to all our **SASHTO 2012 STAFF** for continually shining a positive light on SCDOT and the state of South Carolina!

Andy Leaphart – Conference Chair
Tina Kennedy – Conference Coordinator



Smiling faces of SASHTO!
 Here is a sampling of the SCDOT employees that worked long hours serving as hosts doing a wide variety of jobs to make sure the conference was first-rate for the visiting states.



ROB THOMPSON/THE CONNECTOR

Thumbs up to a great job by SCDOT employees at the 2012 SASHTO Conference in Charleston.

THE CONNECTOR

VOLUME XXV NO. II SOUTH CAROLINA DEPARTMENT OF TRANSPORTATION SPRING/SUMMER 2012



PHOTOGRAPHS BY ROB THOMPSON/THE CONNECTOR

COMPLETED:

Interstate 26 collector and distributor lanes near Charleston.



UNDER WAY:

Widening U.S. 17-A between Summerville and Moncks Corner

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VIEWPOINTS

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

Greetings! The high season for maintenance and construction on our highways is coming down the stretch, our kids and grandkids are back in school after what I hope were many good family vacations and outings to the lake or the beach. Lots of good work will improve our roads and bridges, but I hope you all had a safe and fulfilling summer in balmy South Carolina or wherever your travels took you.

The formal part of our state legislative season is over for 2012. While little happened that will directly impact SCDOT several items bear mentioning. State em-

ployees received a well-deserved 3% pay raise, the first since 2008. Changes in your charges for benefits and pension contributions will take part of that raise but overall it is a plus for our employees. The signature success of this General Assembly was the reforms to the pension system. Their actions, though initially painful for some, will ensure that the pension system in SC will be solvent for the foreseeable future. In other words, SC will be able to pay the pension you have planned on and may eventually depend on for as long as you live. That is just smart government and serves you well. My hats off to the legislature!

The U.S. Congress has finally passed a two-year surface trans-

portation bill after three years of surviving on continuing resolutions. The bill is adequate to keep us going but a long term bill needs to be a top priority in the next administration. How does the government, both state and federal, plan to invest to improve our decaying infrastructure over the next decade? We shall see...

My field visits this spring and early summer have focused on our preparation for hurricane season: evacuation and recovery operations. We have had numerous table top exercises at the state Emergency Management Division. I also attended full-up rehearsals in the field this year with DEA **Dennis Townsend** in the Pee Dee. I am confident that we

are ready to respond and to serve the citizens of SC well should disaster strike.

SCDOT hosted a highly successful working conference of the Southeast Association of State Highway and Transportation Officials in Charleston in August. You can read about the activities in other parts of the Connector. I want to thank **Andy Leaphart**, **Tina Kennedy**, and all who helped make this conference a huge success. Y'all did SCDOT and the state proud!

Allow me to conclude on two important themes:

SAFETY. The Dog Days of Summer are not quite over here in our South Carolina climate. Stay hydrated by drinking plenty of

fluids, eating regular meals, taking scheduled breaks, and staying alert for early signs of an adverse heat reaction. Use the buddy system to look out for each other.

COURTESY SERVICE. We are public servants and work for the taxpayers of the state. We should always act like ladies and gentlemen as we go about our duties. A "Please" or "Thank you," a "Yes Ma'am" or "Yes Sir" are southern traditions that go a long way to making any encounter a success and enhance the reputation of SCDOT as truly focused on customer service.

You are doing a tremendous job often under hazardous or trying circumstances, and I thank you.