

# THE CONNECTOR

VOLUME XXV NO. 1

SOUTH CAROLINA DEPARTMENT OF TRANSPORTATION

WINTER 2012

## Temporary bridges help motorists get reconnected

By Bob Kudelka

**L**eroy McElveen Jr. had seen television accounts of the army building temporary bridges, but in 23 years at SCDOT had never had to help put one together himself.

That changed this past December for McElveen, his co-workers at District 5 and employees of District 4.

For the first time in its history, SCDOT assembled temporary bridges to re-connect roadways where failing bridges had been shut down.

“We loved the challenge and it was something new,” McElveen said, standing on the temporary bridge near Society Hill.

Despite having never done a job like it before, employees rallied and installed the bridges in Darlington and Chesterfield counties in less than 14 days.

“These guys do some amazing things sometimes,” said **Perry Crocker**, District 4 Assistant District Maintenance Manager, referring to the employees in District 4 and 5 who built the bridges. “As far as their dedication to what this agency is about, it will amaze you.”

The idea behind using these low-cost temporary bridges is to “restore connectivity and as much service to the local community as possible,” said **Lee Floyd**, State Bridge Maintenance Engineer.

“If we have a situation where we have to close a bridge or restrict a bridge and there’s a severe impact on a community,



PHOTOGRAPHS BY ROB THOMPSON/THE CONNECTOR

**SCDOT has installed two temporary bridges to replace bridges that have been shut down. ABOVE: The first temporary bridge was installed in Chesterfield County along Teal’s Mill Road. BELOW: The second bridge was installed on Bell Vue Drive near Society Hill on the Darlington and Chesterfield county line.**

especially with restricted fire service or a school nearby, and a temporary bridge will fit, we will consider putting that temporary bridge in until we can find relief some other way,” Floyd said.

SCDOT used federal funds to buy the two bridges, each costing \$370,000. A third bridge has been purchased using state funds and is to be built in North Myrtle Beach this spring.

The bridges help restore traffic in a trouble spot and then can be disassembled and moved to another part of the state or stored, Floyd said.

See **TEMPORARY** page 11



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# R. Eddie Adams elected chairman of SCDOT Commission

## J. Craig Forrest selected to serve as Vice Chairman

The SCDOT Commission elected **R. Eddie Adams** to serve as Commission Chairman and **J. Craig Forrest** to serve as Vice Chairman at its January 2012 meeting in Columbia.

Adams, who represents the 3rd Congressional District, has served on the Commission since June 2009. He had served two years as Vice Chairman. He lives in Seneca where he is President of Lowry Oil Company. Adams graduated from The Citadel in 1989. He is married to Christina Theos Adams and has two sons.

Adams succeeds Danny Isaac, who had served two years as Chairman and represents the 1st Congressional District.

Forrest, who lives in Bluffton with his wife, Peggy, represents the 2nd Congressional District. A graduate of Towson University, Forrest is a former Chairman of the Baltimore Regional Transportation Board. He was manager of transportation planning for Baltimore County, Md., from 1988 until 2005.

SCDOT Commission by-laws require an election for these two positions each January.



**Eddie Adams**  
SCDOT Commission Chairman



**J. Craig Forrest**  
2nd Congressional District

*Who are these people?*



*And why are they smiling?*

See page 14.

## The South Carolina Department of Transportation Commission



**Daniel H. Isaac Jr.**  
1st Congressional District



**J. Craig Forrest**  
2nd Congressional District



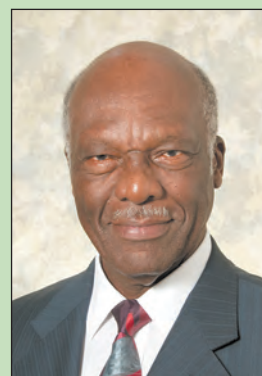
**Eddie Adams**  
3rd Congressional District



**John P. Edwards**  
4th Congressional District



**Sarah B. Nuckles**  
5th Congressional District



**Harrison Rearden**  
6th Congressional District



**Clifton Parker**  
Commissioner At-Large



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

**Editor:** Stan Shealy

**Photography / Layout Editor:** Rob Thompson

**Editorial Board:** Pete Poore, Bob Kudelka, Jane Mayberry, Bonnie Cramer, Tasha Crumpton, Peter Tarpley, Zoe Cook and Cody Crouch.

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



South Carolina Press Association Associate Member

# SCDOT headquarters reorganization update

By Pete Poore

The reorganization of SCDOT's Headquarters operations that began in the fall of 2011 continued into the winter of 2012. All of these moves initiated by Secretary St. Onge have been made to improve the workflow and synchronize the major functions of the agency into centralized efforts. The result has been a stabilization of SCDOT's financial situation and tighter controls over how projects are managed by SCDOT staff. Another round of personnel changes has occurred since the end of 2011 aimed at improving efficiency.

**Jim Warren** was hired in December of 2011 to assume the duties of Chief Financial Officer (CFO). Mr. Warren has forty years of related experience in financial management, accounting, auditing and process improvement. He previously served as the CFO for two private firms with long tenures in each firm. Mr. Warren earned a Bachelor's Degree in Business Administration/Accounting from SUNY-Buffalo and a Masters in Business Administration (MBA) from Canisius College in Buffalo, NY. He began his duties on December 28, 2011.



**Jim Warren**

**Michele Paoleschi** was selected to serve in the position of Director of Customer Relations. Customer Relations is comprised of the Customer Call Center (which is in the early stages of development), the Offices of Occupational Safety and Health, Outdoor Advertising and Over-size/Overweight Permits. Paoleschi holds a Bachelor of Science Degree in Civil Engineering Technology from the University of Pittsburgh. She began her career at SCDOT in 1983 in the Engineering Division, serving in Preconstruction, Planning and as a special projects manager. She



**Michele Paoleschi**

assumed her new duties on Dec. 19, 2011.

**Sherry Barton** was named Chief Procurement Officer in the Finance Division. Ms. Barton has 26 years of experience with SCDOT and has a wealth of knowledge of the South Carolina Procurement Code and Federal Acquisition Regulations. She holds a Bachelor's Degree in Business Administration/Accounting from the University of South Carolina. She is a Certified Auditor and a Certified Government Auditing Professional. Barton assumed her new leadership role in February 2012.



**Sherry Barton**

**Alfred Comfort III** has been selected to serve in the position of Controller in the Finance Division. Comfort is a senior finance professional. He will assist in supervising and directing the day-to-day management of the accounting and financial reporting functions relating to the agency's \$1.4 billion annual budget. Comfort has over 15 years of experience in both the public and private sectors, including experience in internal audit with Fortune 100 businesses, financial analysis of medium and large size businesses, Sarbanes-Oxley internal auditing and most recently serv-



**Alfred Comfort III**

ing as the Finance Director within the Division of State Information Technology at the South Carolina Budget & Control Board. Comfort graduated from Winthrop University with a Bachelor's degree in Business/Accounting and he also holds a Masters of Business Administration (MBA) degree.

**Doug Frate** had been named Interim Deputy Secretary for Intermodal and Freight Programs in November of 2011. He has been permanently appointed to the position when Secretary St. Onge removed the "Interim" from his title in February 2012.

## 'Project Wise' saves time and money for SCDOT and consultants

The SCDOT Professional Services/Participation Agreements Office has successfully begun an on-line process for receiving proposals and qualifications from architectural and engineering firms applying to serve as SCDOT consultants. The new Project Wise software allows the four-step process to be completed on-line, eliminating the need for volumes of paper submittals that must be copied by both SCDOT and the consultants, and eliminates the need for meetings in Columbia.

**Wendy Hollingsworth**, Professional Services Manager said the new process allows members of the SCDOT evaluation committee to take advantage of additional technology. "The process

we're phasing out required District staff to travel to Columbia for brief face-to-face meetings. Now we can use web cams to hold our meetings while everyone has the proposals on their own computer screens," said Hollingsworth. She added, "We greatly appreciate the IT support provided by **Todd Anderson** and **Eric Stuckey** who assisted with various set-up tasks including giving the consultants the ability to log-on to the system."

The first on-line evaluation of proposals is currently underway. Once potential consultants are qualified, the same material will be available on-line for SCDOT staff involved in contract negotiations. **Jennifer Wiggins** is the Contract Manager for Negotia-

tions. "We're looking forward to our first negotiation process using Project Wise. All of the information will be in one central place. We're going to save a lot of time," Wiggins said. Once negotiations are complete, all records can be electronically archived. Consultants can use the system to apply for three-year on-call contracts, or a project-specific contract.

The Office of Professional Services/Participation Agreements ensures that SCDOT is in compliance with the Brooks Act. This federal law requires that qualified consultants are obtained through an equitable selection process and the work is properly accomplished in a timely manner and at a fair and reasonable cost. This system also permits regular



**Roberta Mack, left, and Wendy Hollingsworth sort through stacks of proposals. The new Project Wise system will cut down on paper submittals.**

audits by the Legislative Audit Council (LAC) and the Materials Management Office (MMO)

to be performed without retrieving hard copies of documents and files.

# SC Engineering Conference draws record crowd



Andy Johnson



Brent Harrelson



Joey Riddle



Ryan Miller



Dipak Patel

*"We've cut it to two days but we still want to give them 12 professional development hours, so we start them early and keep them busy all day."*

**Andy Leaphart**  
Director of Support Services

By Bob Kudelka

**A**dvancements in highway safety and new technology took center stage at Clemson University's 2012 South Carolina Highway Engineers Conference in February.

The two-day conference, held at the Columbia Metropolitan Convention Center, drew a record turnout of nearly 500 people.

About half those in attendance were SCDOT employees, who joined their colleagues in the private sector, FHWA, and city and county governments.

"This conference is geared to professional engineers to maintain their certification and receive professional development hours for continuing education," said **Andy Leaphart**, program chair and SCDOT's Director of Support Services.

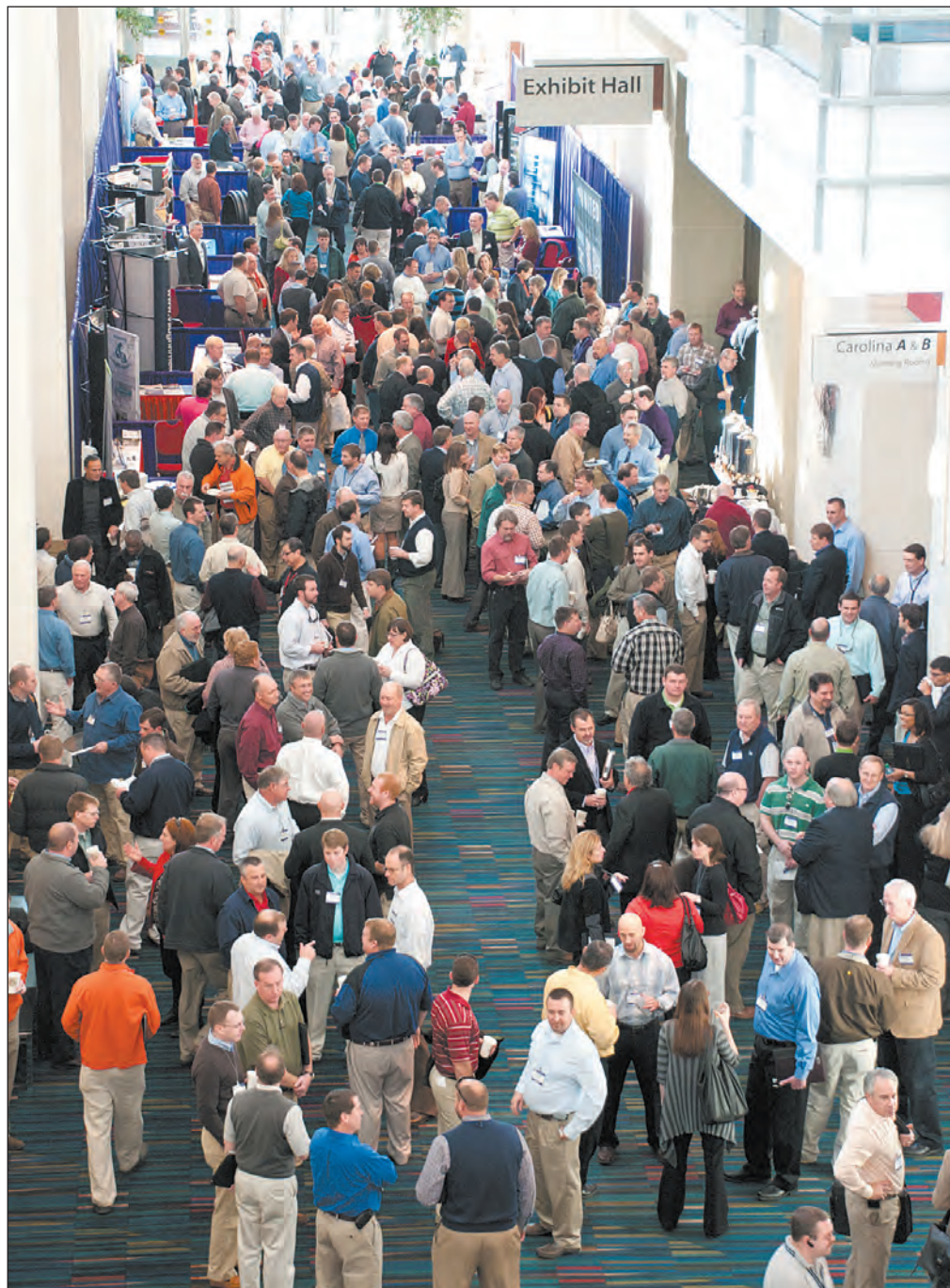
The conference, which got so large it outgrew facilities at Clemson, used to be held over three days. It has become two comprehensive days with an emphasis on breakout sessions.

"We've cut it to two days but we still want to give them 12 professional development hours, so we start them early and keep them busy all day," Leaphart said. "Our marching orders for all these events have been to roll up your sleeves and go to work - and emphasize sharing of information."

Some of the sessions included information on innovative pavement edging to reduce off-road crashes; timber harvesting for safety along I-95; adaptive traffic control systems; applications for erosion prevention; environmental compliance; warm mix asphalt technologies; use of pre-cast concrete pavement panels; and installation of rumble strips.

"I think our presentations typically follow our business model," Leaphart said. "Right now, our business model is what we can do with less - with fewer people and fewer dollars. Some of the techniques we're using in one part of the state we can share and use in another part of our operation."

The conference kicked off with welcoming



ROB THOMPSON/THE CONNECTOR

**Conference attendees gather at the Columbia Metropolitan Convention Center before the opening session. The annual SC Engineers Conference is an opportunity for engineers to share information on specific engineering projects with colleagues who will work on similar projects in the future. Engineers choose the sessions that will help them the most and earn professional development credits.**

remarks by Leaphart, Secretary of Transportation **Robert St. Onge** and Deputy Secretary for Engineering **John Walsh**.

St. Onge reflected on the year since the 2011 conference, which was the first time he had the opportunity to speak to a large group

of agency employees.

"Early on, I accomplished my goal of visiting each county team and seeing our road

See ENGINEER page 5

Can you find yourself at the SC Highway Engineers Conference in the photo above?  
Go to: <http://gigapan.org/gigapans/99231> to zoom in on the photo.



**Bill Snow**



**Greg Williams**



**Ed Tavera**



**Jason Wimberly**



**Brad Morrison**

**ENGINEER from page 4**

and bridge system in person,” St. Onge said. “I worked hard to get to know the rest of our partners, both in the public and private sectors.”

As the agency’s cash flow challenges become more evident in the spring and summer, agency leaders focused on the causes and designed a recovery plan, he said.

“These internal changes are works in progress but I’m confident we’ve made significant progress and will continue to do so,” St. Onge said.

Looking back on his first year as Secretary, St. Onge said: “This has been a very busy, yet productive, year for DOT. For my first year, it’s been a thoroughly enjoyable one. You may not believe that from what you read in the papers, but it really has been a lot of fun.”

Walsh’s presentation on “Getting to Good,” highlighted the vast needs of the agency. Closing remarks were made by Clem

**Watson**, Chief Engineer for Operations.

Featured speakers included Humberto Guzman, of the EPA in Atlanta, and Jim Burati of Clemson University.

SCDOT employees who led sessions at the conference included: **Andy Johnson, Dipak Patel, Michael Dennis, Dusty Turner, Lee Floyd, Greg Williams, Mark Hunter, Ryan Miller, Kevin Ulmer, Carol Jones, Brett Harrelson, Joey Riddle, David Cook, Nick Boozer, Mike Sawyer, Bryan Smith, Sean Connolly, Will McGoldrick, Brad Trout, Michele Benton, Jim Johannemann, Leland Colvin, Jay Hawkins, Merrill Zwanka, Mike Simpson, John Boylston and Todd Cook.**

Moderators included **Mark Lester, Randy Williamson, Mark Pleasant, David Rister, Russ Touchberry, Brent Dillon, Merrill Zwanka, Robert Dickenson, Jamie Kendall, Jim Feda, Chad Hawkins, Tony Sheppard, Jason Allison, Melissa Campbell, Thad Brunson, Mitchell Metts, Clem**

**Watson and Dennis Townsend.**

The conference committee chaired by Leaphart included **Michael Dennis, Jamie Kendall, David Rister, Melissa Campbell, David Cook and Brent Dillon. Tina Kennedy and Michelle Wagner** were also involved in the planning of the conference for SCDOT. Leaphart also thanked **Shirley Jeffcoat** for her assistance.



**Terry Koon**



**Humberto Guzman**



**Andy Leaphart**



**Rich Snow**



**Michael Dennis**



**Carol Jones**



**Mark Pleasant**



**Rocque Kneece**

**Thanks to all the presenters who shared their engineering knowledge with their colleagues.**



**Scott Schiff**



**John Walsh**



**Peter Smith**



**Randy Williamson**



**Smith Siromaskul**

# Our Highway System: 'Getting to good'

## South Carolinians expect, deserve good roads, bridges

By Bob Kudelka

**S**CDOT employees work hard to provide the best transportation system possible with the resources available.

With that in mind, Director of Construction **Leland Colvin** has presented detailed information on what it would take to bring our highway system to a level that meets the public's expectations.

From bridges to interstates to secondary roads, many parts of the state's system have fallen to fair or poor levels, Colvin said.

Colvin, who spoke at the SC Asphalt Pavement Association winter conference, provided details on improving the system to "good" levels.

The presentation was called "Getting to Good," and it is something employees will be hearing more about as public attention focuses on infrastructure needs.

**John Walsh**, Deputy Secretary for Engineering, delivered a similar presentation during Clemson University's Highway Engineering Conference in February.

The current administration has been clear that "our mission is to design, build and maintain roads and bridges in South Carolina," Colvin said.

"Our job is to quantify and identify the requirements of achieving and maintaining the state highway system," Colvin said. "We do not generate funding. We simply can provide the facts related to conditions on the ground for those in the authorizing environment to consider."

Colvin said while the needs are great for the fifth-largest state maintained highway system in the nation with nearly 42,000 highway miles and more than 8,000 state owned bridges, there is also much at stake.

A good transportation system is essential for international trade and foreign investment, a key element of business and employment in South Carolina.

More than 700 companies from every county import or export through our ports. From there, much is transported on

our highways. One in 11 jobs in South Carolina is related to trade.

The getting to good material prepared states that:

"The state's ports, rivers, rail and roads are essential arteries of commerce in South Carolina," according to the SC Department of Commerce. "Transportation, distribution and logistics depend on them, and they need to be maintained and expanded when necessary."

SCDOT's core service is to provide a safe, properly maintained road and bridge network supporting citizens, tourists, and commerce.

Here is a look at some of the major parts of South Carolina's transportation system and what it would be involved in "getting to good:"

### INTERSTATE SYSTEM

South Carolina's interstate system has 851 miles – a small fraction of the total 41,000 miles in the state system – but carries about 30 percent of our traffic.

"As the population grows, the congestion is going to go up unless we can find some funding to widen our interstates," he said. "Every interstate in the state pretty much needs to be widened to ensure an acceptable level of service in a 20 year period looking ahead," Colvin said.

Colvin said the interstate system is in need of widening and resurfacing for today's level of use. For the future, the interstate system needs to grow by 400 lane miles to handle anticipated requirements to 2030.

Pavement condition is rated "fair" or "poor" on 42 percent of the interstate miles.

The bridges on our interstate system are another area of concern. Currently, 120 bridges on the interstate are classified as functionally obsolete and 23 are structurally deficient.

Improving the interstates is not cheap. The average cost to add an additional lane in each direction is \$20 million per mile.

An additional \$340 million per year is needed to increase capac-

State	Miles DOT Maintained	Total Public Miles	% State Owned	# of Employees
NC	79,466	105,103	75%	12,354
SC	41,429	66,254	62%	4,916
GA	17,997	121,875	14%	4,955
TN	13,881	92,173	15%	4,068
FL	12,084	121,386	9%	6,971

\*Revenue amounts exclude bonds  
\*\* Includes SIB funding

Source:  
FHWA Highway Statistics 2008  
Public Road Mileage 2008 Miles by Ownership  
Generated October 2009  
Table HM-10

ity to "good." To maintain interstate pavement in a "good" condition would take an additional \$35 million per year.

### PRIMARY SYSTEM

South Carolina's primary system (U.S. and S.C. routes) account for nearly 10,000 miles.

For "good" levels of service, the widening needs are estimated at an additional \$440 million per year.

The pavement condition of the primary system has its own challenges: 44 percent is rated "poor" or "very poor." Only 19 percent is rated "good" or "very good."

An additional \$90 million is needed per year to maintain the primary system pavement in a "good" condition.

### SECONDARY ROAD SYSTEM

The state's secondary road system totals 31,150 miles.

Of this, nearly 21,000 miles are not eligible for federal funding; 493 are dirt roads; and 72 miles are a hodgepodge of school drives, cemetery lanes and even

parking lots.

"Of our total secondary system, about two-thirds do not qualify for federal funding," Colvin said. "The only major funding source we have for that is the state gas tax."

The pavement condition of the secondary system is worse than the primary system. Nearly 50 percent is rated "poor" or "very poor" and 12 percent is rated "good" or "very good."

Maintaining the secondary road pavement to a "good" condition would require an additional \$540 million per year.

### BRIDGES

There are 8,360 bridges in South Carolina.

Of these, 937 are structurally deficient (this means they have a low structural rating and are eligible for federal bridge funding); 765 are functionally obsolete (having capacity or lane width deficiencies); 419 are weight restricted; and 12 are closed for safety reasons.

An additional \$31 million per year is needed for replacement to

bring the bridge system to a state of "good" condition.

### REVENUES

For the fiscal year 2011-12, the state revenues are about \$488 million and federal revenues, \$655 million, for a total of about \$1.1 billion.

Colvin said it is important to remember that the federal funding requires a match from state funds – which places additional resourcing pressure on the Non-Federal Aid eligible routes.

### "GETTING TO GOOD"

The current state of the system and the data collected throughout the agency indicates that it would require an additional \$1.4 billion per year over 20 years to bring our roadway system to level service of "good."

"That is the issue and what we believe are the expectations of the public, the expectations of industry and manufacturing in bringing jobs to the state, and what we anticipate is needed to bring the state system up to a good condition," Colvin said.

# Highway preservation program begins this summer

By Bob Kudelka

When you hear the word, “Preservation,” you may think of someone fixing up an old house or historic place.

But preservation of another kind is being done at SCDOT.

Thanks to an innovative program by the Director of Maintenance Office, SCDOT has begun a low-cost preservation program to improve the safety and quality of travel on our state’s busiest highways – the interstate system.

This summer will mark the first miles of the interstate preservation program, said **David Cook**, State Maintenance Engineer.

Here’s how it works:

Director of Maintenance **Jim Fedra** and his staff including **Andy Johnson**, State Pavement Design Engineer, prioritize portions of interstates that have aged to a point where the very top of the surface is starting to ravel.

When this happens, loose pebbles can start to kick up and may chip a vehicle’s windshield. This condition also impacts water filtration, so motorists have a tougher time seeing in the rain because of spray from other cars and trucks.

“It’s raveled over the years to a point where about half of the surface texture is there and the other half is probably on the shoulders,” said Contracts Manager **Keith Frick**. “We mill off the remainder of that open graded friction course and put down 110 pounds, or an inch, of asphalt.”

Putting down 1 inch of asphalt is a much different type of project than a typical rehabilitation where 4 inches of material is typically replaced. To the lay person, it may not sound like much but engineers know it’s a huge difference.

Interstate rehabilitations are approximately three times more expensive than preservation. What’s more, the preservation projects are done in a matter of days as opposed to months it can take for rehabilitations.

“A contractor can mill off a mile and put it back in two nights,” Frick said.

This means less inconvenience

for the motoring public, who in turn receive a new top layer of smooth riding surface.

“Your ride improves,” Cook said. “You don’t hit the rough spots and it’s quieter.”

A special asphalt called open graded friction course (OGFC) is used on interstate preservation. Only the very top layer is replaced.

OGFC has air voids and acts like a sieve by allowing water to filter down through the one inch layer and filter out to the sides. This can help reduce wet weather crashes.

“These are roads that had some treatment or rehab work 10 or 12 years ago so the structure of the road is in pretty good shape,” Cook said. “It’s like we’re basically giving it a fresh coat of paint. This is what needs to be done on these type roads. We’re trying to preserve the roadways to prevent having to do a rehabilitation or reconstruction.”

Frick said, “It’s like you waxing your car to preserve the paint.”

Replacing the very top layer of asphalt can keep the interstate highway in good shape for about 8 years, Cook said.

The work also provides an economic benefit to contractors during tough times.

“For asphalt paving contractors, it’s good work, Cook said. “As our state resurfacing money has dried up, this is certainly important to them because they don’t have a lot of the state funded work they’ve had in the past. This may not be adding new jobs to the economy, but I’m sure it’s helping many of the contractors



FILE PHOTOS BY ROB THOMPSON/THE CONNECTOR

**A new highway preservation program from the Director of Highway Maintenance concentrates on repairing sections of interstate highway where the top surface has raveled over the years. The bad sections are milled down and a new top layer of asphalt is put down on the roadway.**

keep their workers employed.”

Six interstate preservation projects were awarded to contractors in 2011 and will begin this summer, when nighttime temperatures must stay above 60 degrees, Cook said.

**These projects total 45 miles, cost approximately \$12 million and are located along:**

- I-20 in Aiken County near S.C. 520 (6.5 miles).
- I-26 in Berkeley County near the Dorchester County line (12.6 miles)
- I-26 in Dorchester County near the Berkeley County line (3.9 miles).
- I-85 in Anderson County near the Oconee County line (6.8 miles).
- I-85 in Oconee County near the Georgia state line (4 miles).
- I-20 in Kershaw County near the Richland County line (11.1 miles).

**An additional 40 miles on I-26 and I-85 are planned for summer of 2013.**



# Resident Construction Engineers lauded for top scores

By Bob Kudelka

**R**esident Construction Engineers (RCE) have big responsibilities in managing \$900 million worth of construction projects across the state.



Daniel Burton

RCEs are responsible for delivering the construction project on time, within budget and in compliance with the project's plans and specifications.

But like offensive linemen in a football game, they sometimes get overlooked even though they have such key roles.

"We've got a great team of Resident Construction Engineers and all their staffs out in the districts in ensuring we have the highest quality products throughout the state," said Director of Construction **Le-land Colvin**. "They do a good job year in year out."

For those reasons, Colvin wanted to make sure two RCEs got recognition for excellent scores on the 2011 Quality Management Team (QMT) Project Performance Reviews.

Each year, the Director of Construction office audits 35 to 45 high-profile projects such as road widenings.

These QMT reviews are extensive and can last up to week. Auditors spend half their time in the field inspecting the project and also review the RCE's paperwork.

The QMT evaluates construction projects statewide as a quality control measure for compliance with contract plans and applicable specifications. The best possible project score is a 3.

In 2011, Resident Construction Engineers **Thomas Guest** and **Daniel Burton** and their staffs received the highest scores in the 2011 QMT Project Performance

Reviews.

Here's a brief look at the two projects:

- The bridge replacement over the Edisto River on U.S. 78 in Bamberg and Orangeburg counties consists of replacing three bridges and roadway improvement on U.S. 78. The Resident Construction Engineer for the project is **Thomas Guest**. The project scored a 2.91 on the QMT Performance Review. Additional SCDOT staff who worked on the project included **Kevin E. Edwards**, **Joseph W. Stokes III**, **Encarnacion K. Robinson**, **Julie L. Collins** and **Jeffrey Bush**.

- Widening of U.S. 17 ACE Basin Parkway in Colleton County. This project consists of 14 miles of widening. The Resident Construction Engineer for the project is **Daniel Burton**. Additional CEI staff also worked on the project. The project scored a 2.90 on the QMT Performance Review.

"These are excellent scores," Colvin said. "Our auditors look at every piece of paperwork that goes into a project, from daily work reports, wage ranges, material specifications, and samplings. It's a tremendous amount of paperwork, and having every 'i' dotted and 't' crossed takes a tremendous amount of commitment by the RCE and their staff.

"I am very proud of the work done by

Thomas and Daniel," Colvin said. "The QMT scores reflect their commitment to quality and teamwork."

Chief Engineer for Operations **Clem Watson** said the work of the RCEs is critical to make sure construction projects meet the specifications and plan requirements.

"It's important not only for that particular project, but it helps us from a consistency standpoint statewide," Watson said. "So when contractors bid on a project, they know it's going to be managed in the same way regardless of what county it's in. Hopefully it will reduce costs and can get us more consistent prices."

Colvin said he was proud of the work of all SCDOT RCEs in 2011 and hopes for another great year ahead.

"I would like to thank all the Resident Construction Engineers for all their hard work they do on a day in day out basis," Colvin said.

SCDOT's Resident Construction Engineers include: **Jeffrey Wilkes**, Kershaw, Lee and Sumter counties; **Jay Thompson** and **Ashleigh Sandel**, Lexington County; **Allen Thompson** and **David Rogers**, Richland County; **Clay Richter**, Abbeville and McCormick counties; **Sean Knight**, Anderson County; **Jeanie Jenkins**, Edgefield and Saluda counties; **Patrick Koone**, Greenwood County; **Nick Waites**, Laurens County; **Matthew Shealy**, Newberry County; **Tim Callenback** and **Kimberly Bishop**, Greenville County; **Ryan Miller**, Oconee County; **Tommy Hendricks**, Pickens County; **Tony Thompson** and **David Hebert**, Spartanburg County; **Shane Parris**, Cherokee and Union counties; **Jeremiah Bradley**, Chester and Fairfield counties; **Gregory Williams**, Chesterfield County; **Ken Wilson**, Lancaster County; **John Huskins**, York County; **Heather Ford**, Darlington County; **David Johnson**, Dillon and Marlboro counties; **Anna Levy**, Georgetown County; **James Poston**, Florence and Williamsburg counties; **Travis Patrick**, Horry County; **Ken Hayes**, Marion County; **Chris Smith**, Beaufort and Jasper counties; **Rickie Green** and **John Paulus**, Charleston County; **Jeff Rajabi** Charleston Bridge; **Antonio Ragos**, Colleton Bridge; **Behling Guess**, Dorchester County; **Jeff Terry**, Aiken County; **Thomas Guest**, Allendale, Bamberg, Barwnell and Hampton counties; **Darryl Kennerly**, Calhoun and Orangeburg counties; **Jim Mayes**, Clarendon County; **Daniel Burton**, U.S. 17ACE Basin Design Build; **Nathan Umberger**, U.S. 17 Hungry Neck Boulevard; and **Patrick McKenzie**, I-385 Design Build.



PHOTO PROVIDED

The bridge replacement over the Edisto River on U.S. 78 in Bamberg and Orangeburg counties consists of replacing three bridges and roadway improvement on U.S. 78. The project scored a 2.91 on the QMT Performance Review. Front Row, left to right: Geo Tech III Joseph 'Tripp' Stokes, Engr/Assoc I Encarnacion K. Robinson, Senior Geodetic Technician Kevin E. Edwards. Back Row, left to right: Resident Construction Engineer Thomas A. Guest and Geodetic Technician II Jeffrey W. Bush.



# Transportation Association of South Carolina TASC Rodeo 2012



PHOTOGRAPHS BY CODY CROUCH/THE CONNECTOR

The Annual TASC Bus Rodeo was held March 17 in the Waccamaw Pottery parking lot in Myrtle Beach. The rodeo is a competition for transit drivers and maintenance personnel from around the state. It also serves as an educational training exercise. Competitors compete in van, cut-a-way, 35-foot bus, 40-foot bus and maintenance categories.

## ROADEO WINNERS

Van Competition:

First Place: **Michael McCoy**, McCormick County Senior Center

Cut-a-Way Competition:

First Place: **Richard Scott**, Williamsburg County Transit System

35-Foot Bus Competition:

First Place: **Grover Curry**, Pee Dee RTA

40-Foot Bus Competition:

First Place: **Matthew Guest**, Williamsburg County Transit System

Maintenance Competition:

First Place: **Jason Benton, Shannon Byrum and David Mungin**, Veolia Transportation/CARTA



# Federal Relief Funds approved for Laurens Street bridge replacement

By Karen Daily  
Aiken Standard

The South Carolina Department of Transportation has officially been approved for Federal Emergency Relief funding to help cover the costs of the Laurens Street Bridge repairs. On Monday, Gov. Nikki Haley signed an executive order declaring an emergency situation exists at the bridge as a result of heavy rains, and earlier today, the Federal Highway Administration determined the repair and replacement of the bridge is eligible for funding.

Eligibility includes a 100 percent reimbursement of federal funds for all expenditures on the repair and replacement during in the first 180 days from initial erosion and closure of the bridge. The SCDOT has mobilized survey, design and district staff at the bridge today to produce a preliminary design and environmental document to be used to replace the bridge within the 180-day Federal Emergency Relief funding time frame.

Norfolk Southern trains will continue to run below the damaged

Laurens Street bridge while repair crews work on the bridge today, officials said. Engineers will be working on the bridge today, and they will have a flagman protecting them, said Robin Chapman, a spokesman for Norfolk Southern. "When the train needs to run, they will clear up, let the train run through and get back to work," he explained. The state has been working with the City of Aiken and Norfolk Southern since the last weekend in March when a storm caused severe erosion to the south abutment of the bridge. Erosion caused the end of the bridge to settle approximately 10 to 12 inches, snapping a concrete support beam at the southern portion of the bridge. The bridge was closed, and no traffic has been allowed on the bridge since, officials said. Aiken Public Safety officials have clearly marked the closed portion of the roadway, marking traffic detours and barricading the area closed off to motorists and pedestrians. Sgt. Aaron Dowdy said the area is posted with highly visible "no trespassing" signs, and anyone who ventures past the barricades will be charged with trespassing. The roadway has continued to settle,



and it is "very dangerous," he said. The South Carolina Department of Transportation continues to work with the Federal Highway Administration for a total reimbursement of the cost of the repair work, said SCDOT spokesman **Bob Kudelka**. The DOT official said they hope to use Emergency Relief funds.

*NOTE: On April 17, Aiken City Council gave its approval to SCDOT to move forward with the project.*



PHOTOGRAPHS BY KAREN DAILY/AIKEN STANDARD

# Benedict College holds transportation summit



Federal Highway Administrator Victor Mendez participated in the Benedict College Transportation Summit on March 25 in Columbia. Here, SCDOT Sixth Congressional District Commissioner Harrison Rearden speaks to Mendez about transportation issues before the meeting started.



PHOTOGRAPHS BY ROB THOMPSON/THE CONNECTOR

Speakers at the transportation summit included, from left, Machael Peters, Federal Highway Administrator Victor Mendez, Dr. Arlene Prince and Randy Young.



ROB THOMPSON/THE CONNECTOR

District 5 employees pose on the temporary bridge built in-place on Bell Vue Road near Society Hill. **BACK ROW**, left to right: Steve Saretska, Rusty Close, Johnny Stephenson, Leola Moses, Catherine Hickson, Shawn Commander, Calvin Bodiford, Julius Taylors, Warren Taylor, Leverne Williamson. **Middle Row**, L-R: Louis Grooms, Luther Shuler, Robert Mingo, Mary Chapman, James Scipio, Ronnie James, Ronnie Zimmerman, Randall Samuel, Steve Waiters, Wayne Rhodes, Edward Mumford. **FRONT ROW**: left to right: Ray Norris, E.D. Garner, John Quick, Lynn Jackson, Colon Dudley, Donnie McDowell, Brian Houston, Timmy Strickland, Joe Richardson, Alex Bethea, Henry Williams, Roger Barr, John Johnson, Kevin Williams, Jason Thompson, Roy Parnell, Leroy McElveen. **Not Pictured**: Robert Yarborough, Gregory Rivers, Matthew Cade, Henry Adams, Kevin Poston, Christopher McClary, Charlie Miller, Carl Brown, Lewis Howle Jr., Lawrence Coe, Perry James, William Owens, Michael Armfield, Jerodd Todd, Little Shaw.

**TEMPORARY**  
from page 1

“It’s a good investment,” Floyd said. “Any time you can avoid a restriction or closure, you can eliminate the extra costs for the public going from point A to point B,” Floyd said. “We can go in and use this as a temporary solution and still have our maintenance forces work on those bridges. The public will get a lot of benefit.”

The high-strength, galvanized steel bridges are made up of interchangeable, rectangular panels that pin together to form trusses which support floor beams (transoms) of varying lengths. Shipped in on a flatbed trailer, the parts include combinations of pins and bolts with cap rings that snap in place and metal studs that pop up and help align the transoms.

“It’s like a big kid’s erector set,” Floyd said. Each bridge is 120 feet long and 30 feet wide.

The foundations were built before the bridges were delivered, Floyd said, and the bridge company supplied a technician who offered suggestions.

“We did a lot of up front work and planning,” Floyd said.

The Teal’s Mill Bridge, located 5 miles southeast of Chesterfield on secondary 20, had been closed since November 2010.

The bridge was made of old timber and steel resting on antique concrete piers.

The oldest plans Crocker could find were from 1948, which showed it as an “existing bridge.” The concrete piers may date before the 1900s, Crocker said, when they would have supported horse and buggy travel.

“The timber and steel had deteriorated to unserviceable levels,” Crocker said. “It was to a point of no return. There was no more repair that could be made.”

When the bridge closed, local residents were concerned not only with the detour but with rising fire insurance rates on their homes.

It was an ideal place for the first temporary bridge.

Because there was little room to work around the existing bridge, with curved roadway approaches on both ends, employees put together the temporary bridge beams at the Chesterfield Maintenance yard and transported them to the site. There, a crowd of onlookers parked at a nearby church and

watched SCDOT work.

“A lot of people are attached to that crossing and the bridge had sentimental significance,” Crocker said. “They were all very curious about when it was going to come back online.”

About 20 miles southeast, District 5 employees were busy working to install their temporary bridge on Bell Vue Drive near Society Hill.

The structurally deficient bridge with cracked decks and slabs had been closed, cutting off a route primarily used by local traffic from Chesterfield County to Darlington County, said **Jason Thompson**, District 5 Assistant District Construction Engineer.

The bridge pieces arrived in seven truckloads.

“Once you started putting the bridge together, it was like putting a puzzle together. You repeated it section by section,” Thompson said. “It was interesting, a different type of project.”

McElveen, of District 5’s specialized bridge crew, said the toughest part was driving the pins in place with a sledgehammer while the crane operator steadied the beam.

“There were a lot of bolts to be turned,” he said. “You have to be careful and know exactly what you’re doing. Once you

do the first one, you learn what it takes to line it up and do the job right.”

His co-worker, **Timmy Strickland**, said employees from the bridge crew worked well with the other maintenance forces.

“It was a matter of figuring out what goes where, and like a glove, everybody fit into their own role,” Strickland said. “When everybody gets together, things go a lot smoother.”

With Christmas holidays approaching, District 4 and 5 employees stepped up and got the jobs done.

“The local people are really thankful to not have to take the detour anymore,” Thompson said.

“Those bridge crew guys are the real stars,” Floyd said. “They did a great job.”

Crocker said, “The employees far exceeded my expectations. You don’t know if the trade specs see how important they are and what they do for the traveling public.”

Employees who worked on the temporary bridges included:

From District 5: **Leverne Williamson, Louis Grooms, Warren Taylor, Catherine Hickson, Robert Mingo, Randall Samuel, Johnny Stephenson, Robert Yarborough,**

**Mary Chapman, Wilshaw Commander, Edward Mumford, Calvin Bodiford, Ronnie Jones, James Scipio, Ronnie Zimmerman, Joe Richardson, Wayne Rhodes, Henry Norris, Jr., Gregory Rivers, Matthew Cade, Charles Phillips, Steve Waiters, Gonzie Hudson, Kevin Poston, Maurice Close, Henry Adams, Christopher McClary, Charlie Miller, Steven Zaretska, Carl Brown, Lewis Howle, Jr., Lawrence Coe, Perry James, Leola Moses, Leroy McElveen, Jr., Timmy L. Strickland, John H. Johnson, William Owens, Brian K. Houston, Henry L. Williams, Roger D. Barr, Edmond Garner, Alexander Bethea, Sr., Michael Armfield, Donnie McDowell, Colon Dudley, Jr., John L. Quick, Jr., Lynn Jackson, Jason D. Thompson, Jerodd Todd, Donald Samuel, Little Shaw, Edward L. Parnell and Kevin K. Williams.**

From District 4: **Robert N. “Sonny” Burr, Perry Crocker, Steven R. Gainey, Elliott Drew Sellers, Brandon Allen Dixon, William Ike McBryer, William D. Stuart, Amanda C. Molina, Richard H. Hunter and Daniel M. Dickerson.**

In addition, employees from Chesterfield Maintenance and Chesterfield Construction assisted

# RETIREMENTS

**Faye J. Shehan**, of Hopkins, a fiscal technician I from Accounting, retired from Accounting on June 29, 2010, after 35 years of service.

**Ricky V. Childs**, Associate Geodetic Technician for Lancaster Construction

**David Bowman Jr.**, Trades Specialist III, Orangeburg Maintenance

**Debra H Bradham**, Engineering Associate Engineer II, Right of Way Office

**Paul C. Garrison**, Associate Geodetic Technician, District 3 Office

**Larry E. Akins**, Associate Geodetic Technician, Greenwood Construction

**Scott D. Riles Jr.**, Engineering Associate Engineer II for RPG - 2

**Dawn E. Loner**, Engineering Associate Engineer I, Traffic Engineering

**Eugene J. Cantrell**, Incident Responder I, District 3 Office

**Wendell H. Cantley**, Trades Specialist II in Williamsburg Maintenance

**Rosa L. Parker**, Trades Specialist III, District 6 Bridge Crew

**Daniel L. Argoe**, Trades Specialist II, Aiken Maintenance

**Valentino A. Green**, Mechanic III, Lexington Maintenance

**Doris G. Thibault**, Equipment Operator II, District 6 Bridge Crew

**Clarence Moore Jr.**, Trades Specialist IV, Colleton Maintenance

**Betty B. Williams**, Building/Grounds Specialist II, York Maintenance

**Thomas J. Mcardle Jr.**, Engineering Associate Engineer III, Materials & Research

**Alphonso Williams**, Trades Specialist II, Berkeley Maintenance

**Johnnie A. Zorn Jr.**, Trades Specialist II, Allendale Maintenance

**Gregory M. Schlag**, Trades Specialist IV, Berkeley Maintenance

**John M. Gethers**, Trades Specialist II, Charleston Maintenance

**Kevin J. Schwartz**, Trades Specialist III, Richland Maintenance

**Boyce B. Phipps**, Trades Specialist IV, Pickens Maintenance

**Gary H. Cook**, Trades Specialist II, Richland Maintenance

**Sammie L. Brown**, Trades Specialist III, District 5 - Bridge Maintenance

**Marvin D. Hazel Sr.**, Senior Geodetic Technician for the District 2 Office

**Brett Pearson**, Trades Specialist IV, Richland Maintenance

**James H. Crosby**, Assistant Geodetic Technician, Cherokee Construction

**William T. Lever**, Associate Geodetic Technician, Lexington Surveys

**Thomas Gillians**, Trades Specialist IV, Berkeley Maintenance

**Lanny W. Irby**, Trades Specialist III, York Maintenance

**Vermell K. Abraham**, Procurement Specialist I, Charleston Maintenance

**Clisby Dansby**, Trades Specialist III, Edgefield Maintenance

**Peggy C. Richards**, Administrative Assistant, Charleston Construction

**Michael E. Foster**, Assistant Geodetic Technician, Spartanburg Construction

**Sherry D. Koenig**, Senior Geodetic

Technician for Materials & Research

**William J. Ammons Jr.**, Trades Specialist IV, Kershaw Maintenance

**Robert Lee Jr.**, Trades Specialist III, Pickens Maintenance

**Roy L. Blanks**, Assistant Geodetic Technician, Lancaster Constr.

**Jerry W. Poston**, Trades Specialist III, Lancaster Maintenance

**Charles A. Pressley**, Trades Specialist III, Abbeville Maintenance

**Harlow M. Hanna**, Engineering Associate Engineer IV, Director of Maintenance Office

**David L. Smoak**, Trades Specialist IV, Orangeburg Maintenance

**Julia B. Noffz**, Administrative Assistant, Abbeville Maintenance

**Benjamin Palmer**, Trades Specialist III, Georgetown Maintenance

**Wayne D. Roberts**, Program Manager I, Environmental

**Tracy Branham**, Trades Specialist V, Chester Maintenance

**Belton E. Anthony**, Trades Specialist IV, Lancaster Maintenance

**William B. Beck**, Engineering Associate Engineer IV, Traffic Engineering

**Sammie L. Belk**, Trades Specialist II, Chester Maintenance

**Terry L. Foster**, Senior Geodetic Technician, Spartanburg Construction

**James F. Brunson**, Trades Specialist III, Lexington Maintenance

**Ronald R. Barnaby**, Trades Specialist IV, District 6 Office

**Deborah F. Williams**, OSHA Officer II,

Safety

**Ronald E. Wright**, State Appraiser II, Right of Way - Central

**Ronald R. Ballentine**, Senior Geodetic Technician for Materials & Research

**Leroy Durant**, Engineering Associate Engineer I, Florence Surveys

**Melvin Mcmillan**, Trades Specialist II, Allendale Maintenance

**James W. Matthews**, Trades Specialist V, District 5 Traffic Signals

**Robert Chiles III**, Trades Specialist II, Greenwood Maintenance

**Jesse L. Wright**, Mechanic III, Greenville Maintenance

**Martha S. Monjo**, Training & Development, Director I DBE

**Thomas Ruff**, Trades Specialist II, Fairfield Maintenance

**Sherri Y. Kollock**, Trades Specialist II, Union Maintenance

**Lewis T. Winningham**, Trades Specialist II, Orangeburg Maintenance

**Norman L. Joyce**, Incident Responder II, District Office 5

**Morris R. Cobb**, Trades Specialist IV, Oconee Maintenance

**Jacqueline W. Buckner**, Administrative Specialist II, District Office 1

**Samuel H. Hanna IV.**, Associate Geodetic Technician Florence Construction

**Michael A. Burk**, Director Procurement

**Peter J. Reinhart**, Geologist/Hydrologist III, Director of Maintenance Office

**Robert R. Pinckney**, Engineering Associate Engineer II, D6 Bridge Inspection

# DEATHS



**Karl Smith Bowers**

**Karl Smith Bowers**, 70, former SCDOT Commissioner, died Jan. 31. Bowers was born Oct. 13, 1941, in

Estill. He was a son of the late Kimmie Smith Bowers and Mary Virginia Shuman Bowers. He was a member of Ashland United Methodist Church. The Estill native was the youngest magistrate elected in South Carolina, and served as president of the S.C. Magistrates Association. Bowers served as chairman of the S.C. Highway Commission from 1974 to 1977 and was named chairman emeritus. He was later appointed as federal highway administrator by President Jimmy Carter and served from 1977 to 1980. Bowers retired in 1983 at the rank of lieutenant colonel from the South Carolina Air National Guard after 22 years of service. Following his government service, Bowers had a successful career in the private sector with Stevens and Wilkinson and Site Consultants.



**DeKay Moore Jr.**

**DeKay Moore Jr.**, 60, an SCDOT retiree from Internal Audits, died Feb. 13.

**James A. Starnes**, incident responder I, died Feb. 2.



**Bill McIlwain**

**Bill McIlwain**, 70, former Director of Finance and Administration, died April 19.

**Nathaniel Preston**, trades specialist II, died Jan. 13.

# PROMOTIONS

**Jacob Robinson**, of District 1 Bridge, from Trades Specialist II to Trades Specialist III.

**Daniel Balentine**, of Greenwood Maintenance, from Engineering/Associate Engineer I, to Engineering/Associate Engineer II.

**Michael Moser**, of Greenville Maintenance, from Trades Specialist II to Trades Specialist III.

**Sean Kyle**, of Pickens Maintenance, from Trades Specialist III to Trades Specialist IV.

**Gerome Haynes**, of Dorchester Maintenance, from Trades Specialist II to Trades Specialist III.

**Christopher Gillette**, of Greenville Maintenance, from Trades Specialist II to Trades Specialist III.

**Thomas Powell**, of Florence Maintenance, from Trades Specialist II to Trades Specialist III.

**Lori Elder**, of Newberry Maintenance, from Supply Specialist II to Supply Specialist III.

**Lashonda Singleton**, of Colleton Maintenance, from Trades Specialist II to Trades Specialist III.

**Mark Johnson**, of Charleston Construction, from Assistant Geodetic Technician to Associate Geodetic Technician.

**Brian Holt**, of District Office 6, from Engineering/Associate Engineer I to Engineering/Associate Engineer II.

**James Catoe**, of Kershaw Maintenance,

from Trades Specialist III to Trades Specialist IV.

**Joseph Burns**, of Greenwood Construction, from Assistant Geodetic Technician to Associate Geodetic Technician.

**James O'Connor**, of District 1 Electrical Crew from Trades Specialist II to Trades Specialist IV.

**Clifton White**, of Edgefield Maintenance, from Trades Specialist V to Engineering/Associate Engineer III.

**Robert Burns**, of Oconee Construction, from Engineering/Geodetic Technician II to Engineering/Geodetic Technician III.

**Ashley Turner**, of Dillon Maintenance, from Administrative Specialist II to Administrative Assistant.

**John Caskey**, of Horry Maintenance, from Assistant Geodetic Technician to Senior Geodetic Technician.

**Richard Barfield**, of Greenwood Maintenance, from Assistant Geodetic Technician to Associate Geodetic Technician.

**Robert Padgett**, of Orangeburg Construction, from Assistant Geodetic Technician to Senior Geodetic Technician.

**Clint Poston**, of Florence Construction, from Engineering/Geodetic Technician III to Engineering/geodetic Technician III.

**Joseph Bryant**, of Florence Construction, from Senior Geodetic Technician to Senior Geodetic Technician.

**Ryan Cole**, of the Call Center, from Program Manager I to Program Manager I.

**Kiesha Moore**, of Lexington Maintenance,

from Administrative Assistant to Administrative Assistant.

**Andrew Derienzo**, of the Deputy Secretary for Finance/Administration Office, from Accounting/Fiscal Manager I to Accounting/Fiscal Manager I.

**William Scott**, of Charleston Construction, from Senior Geodetic Technician to Engineering/Associate Engineer I.

**Douglas Frate**, of the Deputy Secretary for Intermodal and Freight Programs, from Program Manager II to Deputy/Division Director-Exec Comp.

**Samuel Mills**, of Berkeley Maintenance, from Trades Specialist II to Trades Specialist III.

**Thomas Cox**, of Berkeley Maintenance, from Trades Specialist III to Trades Specialist IV.

**Abolfazl Rajabi**, of District 6 Construction, from Senior Geodetic Technician to Chief Geodetic Technician.

**Tameki Watts**, of District 3 Office, from Administrative Specialist II to Information Resource Consultant I.

**Donald Ross**, of Florence Maintenance, from Trades Specialist II to Trades Specialist III.

**Johnny Robinson**, of Dorchester Maintenance, from Trades Specialist II to Trades Specialist III.

**Ronald McCullough**, of Florence Maintenance, from Trades Specialist II to Trades Specialist III.

**Frank Ebert**, of Greenwood Maintenance, from Mechanic III to Trades Specialist V.

**Justin Hudson**, of Florence Maintenance,

from Mechanic I to Mechanic III.

**Steven Barrineau**, of Florence Surveys, from Associate Geodetic Technician to Engineering/Associate Engineer II.

**Joshua Taylor**, of Anderson Bridge Crew, from Trades Specialist II to Trades Specialist III.

**Matthew Scott**, of Florence Maintenance, from Trades Specialist II to Trades Specialist III.

**Sean Morrow**, of Lee Maintenance, from Trades Specialist II to Trades Specialist III.

**Dennis Hyatt**, of Dillon Maintenance, from Trades Specialist II to Trades Specialist III.

**Devell Eaddy**, of Florence Maintenance, from Trades Specialist II to Trades Specialist III.

**Christopher McKinnon**, of Colleton Maintenance, from Trades Specialist III to Trades Specialist IV.

**Homer Oliver**, of District 4 Office, from Trades Specialist II to OSHA Officer II.

**William Gee**, of Darlington Maintenance, from Trades Specialist III to Trades Specialist IV.

**William Wood**, of Radio Service, from Trades Specialist III to Communications Technician.

**Johnny Kendall**, of Internal Audits, from Auditor IV to Audits Manager I.

**Billy Armstrong**, of Greenville Maintenance, from Trades Specialist II to Trades Specialist III.

**Sunny Schweinsberg**, of Greenville Maintenance, from Trades Specialist II to Trades Specialist III.

## Rawl named Interim Procurement Director



**David E. Rawl**, of Leesville, has been promoted as Interim Director of Procurement, succeeding Mike Burk, who retired.

Rawl, who was formerly Assistant Director of Procurement, will direct and manage the agency's procurement process. He is a 1980 graduate of Lander College. He is a member of Batesburg-Leesville Presbyterian Church.

## We got mail

Dear SCDOT:

I would like to commend **Angela Holye** head of Workmans Compensation program at SCDOT for outstanding internal customer service, knowledge, and dedication to the agency. As an ARME, I have had experiences with WC issues. Since each case is unique, Angela always provides guidance and recommendations on policies and procedures. In addition, she has attended several monthly safety meetings, upon request, to explain the importance of WC forms and following the proper protocol. We are fortunate to have Angela, in such an important position at SCDOT. Well done!

**John Stroke**

To: Whom It May Concern

I wanted to take a moment to let you know about what happened to me on Wednesday, March 21. I was on my way to work that morning traveling west on 526. I was about 2 tenths of a mile before exit 18 B when I saw the car I was travelling behind swerve

around a large piece of metal in the road. Unfortunately, I was unable to brake in time or swerve around the object due to heavy traffic in the left lane. I collided with the metal and my front right tire blew out. I was able to guide my car over to the right side shoulder but I could tell that my car was obviously damaged and undriveable. I was quite shaken up and very frightened to get out of my car to look and see if the metal object was lodged under the car. I didn't want to drive any further without knowing if I would make the situation worse by doing so. I was literally stuck at the top of the exit ramp, partially blocking traffic, scared to keep going and terrified to get out of the car. Fortunately for me, I noticed an SCDOT truck backing up towards me in the break down lane. Once he reached me, Jason came over to my car to help me. He calmed me down, he inspected underneath my car for the metal object and he assisted me in easing my car down the exit ramp to the safety

of a nearby parking lot. Once there, he informed me that the North Charleston police department was on their way to fill out an accident report that I would need for my insurance company, he then changed my tire and filled my spare up with air (it was low). The entire time, Jason was extremely professional, helpful and kind. I was very shaky and upset and he was absolutely wonderful to me. I honestly do not know what I would have done without his help!! I had called my husband to come help me but he was at least 25 minutes away. I have AAA but before I could even get the membership card out of my purse, Jason was there and I am sure even if I had called AAA I would have been stuck in a very dangerous situation for a lot longer than I was. I absolutely cannot express how grateful I am to Jason personally and to the SCDOT for having such a life-saving program. You truly have my heartfelt thanks!

**Ashley Brooks**

## USC researches chemical electric vehicle

By Rob Thompson

Right down the road from SCDOT's headquarters building in Columbia, the University of South Carolina's Mechanical Engineering Department is designing and building a chemical electric vehicle as part of a project between USC and the Solid Oxide Fuel Cell Center of Excellence.

The project is developing a Fuel Flexible Chemical Electric vehicle capable of making a daily commute between school/work and home with very little emissions.

The electrical system of the vehicle was designed to work with onboard Fuel Cell

Unit and Solar Charging Systems. These systems allow a person to make a daily round trip without a need of plugging in to charge. The fuel cell unit and the solar charging systems are onboard charging systems that will generate power which will then be stored throughout the day for a return trip.

The fuel cell unit is capable of providing 500W max, 300W of continuous DC power for four to five hours by only using 450ml/.3gallons of fuel, methanol water mixture. Within the 4-5 hours the vehicles 48V 36Ah main sealed lead acid battery system can be fully charged to make another 10 mile trip. Therefore the vehicle



To assist with charging the main batteries, a 120W flexible foldable solar panel can be deployed on sunny days to acquire a 10-15% charge on the 48V 36Ah main battery system



Bronsen Harding is a USC graduate who worked on the chemical electric vehicle while in school. Now, as a laboratory technologist with the Oxide Fuel Cell Center he continues working on the project.

is capable of running 20 miles daily with the use of 0.3 gallons of fuel and close to zero emissions.

Auxiliary power provided by a small 12V 7Ah sealed lead acid battery is maintained by an onboard 10W solar panel. This power is used to run the headlights, turn signals, dash lights, and tail lights on the vehicle. Applying fuel cell and solar technology provides automatic charging to the vehicles batteries and will overall increase the efficiency of the vehicle without the added weight of extra batteries.

Future goals involve using the power from a fuel cell to sustain the vehicles top speed of 33-35 mph. They also want to move from sealed lead acid battery technology to lithium battery technology to reduce weight and gain power. When this is achieved the vehicles overall mileage will be very high and a small amount of fuel will be used.

If you are interested in the project, contact Solid Oxide Fuel Cell Center at 803-777-0163.

*They have all been recognized as...*

## Certified Transit Program Administrators



Scott Donahue



Jim Frierson



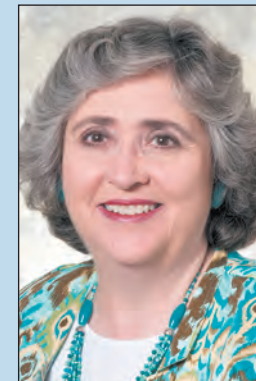
Diane Lackey



Brenda Perryman



Ken Silvers



Terecia Wilson

The Office of Public Transit (OPT) is pleased to recognize six employees who have recently received certification from the Community Transportation Association of America as Certified Transit Program Administrators (CPTA). The group completed a multi-day training workshop and examination last fall.

The employees recognized are: **Scott Donahue, Jim Frierson, Diane Lackey, Brenda Perryman, Ken Silvers and Terecia Wilson.**

The CTPA certification is recognized nationally in the transit industry and is valid for a period of three years.

Additional OPT staff were re-certified as well.

**David Burgess, Carolyn Burton, Lavern Glover, Johnny Mmanuik and Michelle Rayford** attended the training and were re-certified.

The professional training workshop was attended by OPT staff as well as staff from various transit agencies across the state.

# From Chapin to Jerusalem

## *Employee makes a pilgrimage to the holy land*

By Stan Shealy

I've never been much of a tourist at heart, but I always hoped that one day I would have the opportunity to visit the Holy Land. For two weeks in February that dream came true, and what a marvelous experience it was.

I was one of a group of 19 taking the study tour, in celebration of the 120th anniversary of my church, Mt. Horeb Lutheran, in Chapin. Our guide was Dr. Monte Luker, professor of Hebrew Scriptures of the Lutheran Theological Southern Seminary, Faculty Associate in the Department of Religious Studies at the University of South Carolina, Adjunct Professor of Old Testament at the Jerusalem Center for Biblical Studies and on the faculty of the Jerusalem Institute for Biblical Exploration.

Tourism is Israel's number one industry, and there are more Christian pilgrims to this land than Jews – over a million of them each year. But most often they arrive at the Israeli airport and get on a bus to be led by Israeli tour guides. From my perspective, we were very fortunate to have a guide who has spent many years in the Holy Land and who could introduce us to the land and the people from a Christian perspective.

The Holy Land is really quite small. If you include the Gaza Strip, the West Bank and the Golan Heights, Israel/Palestine stretches only 270 miles long and 70 miles wide at its extremes – just a little bit bigger, for example, than the state of New Jersey.

The land is a study in contrasts – varying from 1400 feet below sea level at the Dead Sea, the lowest point on earth, to over 7000 feet above sea level at the beautiful, often snow-capped Mt. Hermon.

At the southern end is the beautiful re-

sort city of Eilat on the shore of the Red Sea. Just a few miles away is the Sinai wilderness. Further north you see acres of beautiful fields of banana trees, oranges, lemons, and olives, and heavily populated cities, where houses seem stacked on top of one another.

This land is the birthplace of the three great monotheistic faiths – where Christians, Muslims and Jews have lived together as neighbors. To the Jews, it is the land of the Bible and their past glories. To Christians, it is the land where Jesus lived, suffered, died and was resurrected. To Muslims, it is the land from which their prophet Mohammed, is believed to have ascended to heaven to receive the Koran.

It is a land which has experienced great faith and love, but also a land where wars have followed since ancient times, and where people of common ancestry have taken up arms against each other, filling the land with hatred and despair.

I found it discouraging that there are fewer and fewer native Christians in the Holy Lands these days. There are about 170,000 Christians, living among about 3.5 million Muslims and 5.7 million Jews. The Christian population in Israel/Palestine is now down to under 2 percent. At this rate, the only indigenous Christian community in the world will be non-existent in just a few years.

At the outset, we had intended to go into Egypt to visit Mt. Sinai. But the kidnapping of a tour group at St. Catherine's Monastery just a few days before we were to go there, caused us to change our plans. I wasn't too disappointed about that, as evidence now indicates that the real Mt. Sinai actually is in Saudi Arabia.

The real focus of our trip was on Jesus Christ and the Holy Land that he knew.



**Stan Shealy rides a camel in Jericho. He says, 'As transportation, this will never catch on in America.'**

The scriptures really came alive to us as we read them in the places where they were being described.

I've been asked often what parts of the trip I found most impressive. Near the top of my list would be the site where John the Baptist baptized Jesus in the waters of the Jordan River. The Jordan is not the mighty, rolling river that I imagined. It is very narrow. In places you can almost spit across it. At the baptismal site, Israel is on one side and Jordan on the other.

Only within the past year has Israel opened the site to daily visits. Previously, it had not been regularly open to the public since Israel captured the site from Jordan, along with the rest of the West Bank, in the 1967 Mideast war.

The Sea of Galilee was another surprise. It's only about 13 miles from north to south and 7.5 miles from east to west, with a circumference of about 32 miles. It's much smaller than our Lake Murray, which is approximately 41 miles long and 14 miles wide at its widest point.

The Sea is actually a fresh water lake, from which much of Israel's drinking water comes. Increasing water demand and dry winters have resulted in stress on the lake and a decreasing water line, at times to dangerously low levels.

While important events occurred in Jerusalem and elsewhere, Jesus spent most of the three years of his earthly ministry along the shore of this lake. Here he gave more than half of his parables and performed most of his miracles. Capernaum, on the northwestern shore, became his "hometown" throughout his ministry.

I'll never forget the Mount of Olives, located east of Jerusalem, across the Kidron Valley – its summit 300 feet higher than Jerusalem. From there you get a magnifi-

cent view of the Old City and of the Judean hills. Some of the most important events in the life of Christ occurred here. The Garden of Gethsemane at the foot of the mountain was his favored place for prayer and meditation. From the Mount of Olives he foretold the destruction of Jerusalem, taught the disciples the Lord's Prayer, and from here, he ascended to Heaven, according to Christian belief.

Jerusalem, of course, was a highlight of our trip. This is the religious capital of half of the human race, punctuated by the shining gold dome of the rock. It is the city of Jesus' last ministry – the city that, as Christians affirm, saw him die and rise from the dead.

It was a powerful experience for me to pray at the western wall, alongside scores of Jewish men in their long coats and black hats; to go inside the Church of the Holy Sepulchre, to see the large rock formation called Golgotha, where the cross of Christ was placed, and to stand with our group on the teaching steps on which Jesus did much of his teaching and preaching.

There were so many other experiences that I will always remember – standing at "the Gates of Hell" in Baniyas (Caesarea Philippi) where Peter identified Jesus as the Messiah; wandering through the beautiful Kibbutz Ein Gedi, where David wrote many of his psalms; and marveling at the engineering genius that created the fortress Masada, where nearly 1000 Jewish rebels killed themselves rather than becoming slaves to Rome.

A trip to the Holy Land, I think, should be in everyone's bucket list of things to do – whether you are a Christian, a Muslim, or a Jew – or whether you subscribe to some other faith or no faith at all. The Holy Land has something to say to you about the meaning of life itself.



**Stan Shealy poses in the Garden of Gethsemane.**

PHOTOGRAPHS BY BART TEAL

# The Best of 2011: SCDOT's success stories of the year

By Pete Poore

The year 2011 was a year of change and many advances at SCDOT. A new administration took the reins of the agency. A reorganization process began to improve the workflow and to help us serve the public better that has continued into 2012.

The PRAM team was formed to bring together existing teams in Engineering and Finance to manage both workflow and cash flow as one process. Teams have been formed to improve safety and how we manage our IT resources.

Out on the highways, many improvements were made. Some interstate improvements were planned by design, while some were borne out of emergency situations that were unforeseen.

Innovations and technological advances dotted the past year. SCDOT introduced the 511 Traveler Service. A new system was unveiled to assist the public in reporting problems online. Re-usable, temporary bridges were put into service that can eliminate or reduce detours and the inconvenience to the public while bridges are being replaced.

Mother Nature struck several heavy blows in early 2011 with a series of snow and ice storms that kept our Maintenance crews working to clear roads for weeks instead of days. The storms ravaged the highways leaving behind crumbling pavement and a bumper crop of potholes. Spring didn't bring much relief as thunderstorms alone brought down over 20,000 trees that had to be cleared from the highways.

Some significant landmarks were reached in the last year, including the ten-year anniversary of the cable guard rail program that has saved thousands of lives. SCDOT made good on its promise made long ago to turn over Sandy Island in Georgetown County to the SC Nature Conservancy which will manage and maintain this nature preserve for generations to come.

These two pages serve as only highlights of SCDOT's many accomplishments in 2011. Many of the initiatives begun in 2011 are continuing and progressing in 2012. Those continuing stories are presented all throughout the pages of this edition of The Connector.



## Port Development

SCDOT has a leading role in the development of a statewide 20-year multimodal plan to move freight from the Port of Charleston throughout South Carolina. The plan will evaluate infrastructure needs including rail, freight and transit. SCDOT will soon begin the process of updating our Statewide Multimodal Transportation Long Range Plan for the Commission's review and approval

in federal fiscal year 2013. The plan is updated every five years. The last update occurred in 2008. SCDOT calls upon state, federal and local agencies as well as other partners to help identify the transportation needs of the state. The last plan included over 70 stakeholder groups, including some who are now part of the newly formed Transportation, Distribution and Logistics (TDL) Council. SCDOT

will bring TDL Council representatives into our stakeholder group for the 2012 Multimodal Plan. Our goal for this partnership is to deliver a plan that will strengthen South Carolina's ability to attract new industry and expand the capabilities of our existing commerce with a truly integrated multimodal transportation system.

PHOTOGRAPHS BY ROB THOMPSON/THE CONNECTOR

## PRAM



The Project and Resource Analysis Meeting (PRAM) was instituted by Secretary St. Onge to bring the key leaders in the Engineering and Finance Divisions together once a week. The PRAM group deals with budget, procurement, obligations and cash flow issues. Major payout inputs that are

focused on include construction contracts, maintenance operations, procurement, payroll, debt service payments and consultant contracts. Revenue issues include projected federal reimbursements, projected state gas tax and non-federal aid highway funds. The mission of the PRAM members is to balance the

federal and state funding programs by analyzing cash flow. The work done by the PRAM group has greatly contributed to the stability of SCDOT's financial status. SCDOT continues to process approved payments within 30 calendar days and to keep debt service payments current.



**I-26 Improvements**  
The Interstate 26 improvement project was completed in Charleston County to improve safety and ease congestion. Widening on a busy stretch between I-526 and Ashley Phosphate Road; reconstruction of two interchanges; adding collector/distributor lanes to help traffic flow. This project was in the vicinity of the new Boeing plant and feeder companies.

**5-1-1**  
The 511 Travel Information System received more than 220,000 calls and 4.6 million web hits in 2011. The 511 system provides real-time traffic information on all South Carolina Interstate highways and some of the highways along the coast. The statewide system provides information on construction, lane closures, crashes, congestion and severe weather affecting traffic.



**10 Years of Cable**  
2011 marked the 10th year since SCDOT began installing a network of cable guardrails across the state to help prevent deadly crossover crashes. Over the past 10 years, the cables have been hit by vehicles more than 20,000 times.



## Emergency Repairs

LEFT/ABOVE: Replacement of the SC 150 bridge over Interstate 85 near Gaffney was completed Oct. 21, 28 days ahead of schedule. After a tractor-trailer crash in the early morning hours of May 23 damaged the 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.



Repairs along Interstate 95 near Santee were finished on Oct. 22, 19 days ahead of schedule. The repairs were on the bridge over Lake Marion at the Clarendon-Orangeburg County line. The repairs were necessary after SCDOT bridge inspectors found concrete deteriorating on the bridge deck of the span built in the late 1960s.

## Financial Updates

The Department began publishing a weekly update for the media and the public concerning the agency's financial situation and other important matters.

## Two AASHTO Awards



SCDOT accomplishments received national attention, receiving AASHTO awards for 'Best Transportation Projects' in the Southeastern region. In the "Under Budget" category, SCDOT won for the widening and resurfacing of I-385 in Laurens County.

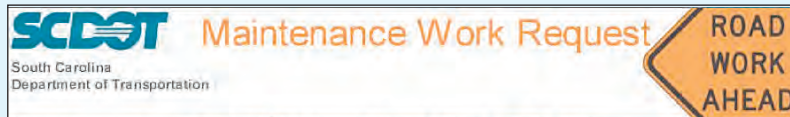
The second AASHTO award was in the 'Innovative Management' category for the agency's Plans Online system. SCDOT's Plans Online project made 1.9 million digitally scanned image files of roadway construction plans available at the click of a button online. This creative project took 13 years to implement, and replaced the old, cumbersome method of reviewing plans in person. Now, any surveyor, engineer, or city, county, or local office requiring access to these plans can simply access the database to find them online.

See BEST on next page



BEST from page 17

# Maintenance Requests



SCDOT Internet Home | Mobile | Request Wizard | Local SCDOT Offices

You can use the form below to submit a work request for maintenance. Requests are limited to the Maintenance Item - Description drop down list. If you do not find what you want to report in the Maintenance Item - Description drop down list then please contact your [local SCDOT office](#). The Road Name list only contains the names of roads maintained by SCDOT.

SCDOT made it much easier for the public to request road maintenance work by creating an internet based work request system. This system provides the public the ability to enter a work request 24 hours per day, seven days per week from the convenience of their internet capable computer or mobile device. This system allows the entry of many common requests such as potholes that need to be repaired, ditches that need to be cleaned, or vegetation that needs to be cut. SCDOT staff processes the requests during normal business hours on regular work days. This program can benefit those who have difficulty contacting SCDOT during normal business hours.

## Debris Removal

Maintenance forces worked hard to clear more than 21,000 fallen trees and other debris after an active thunderstorm and tornado season.



## Timber Management

ABOVE: A timber management pilot project on Interstate 95 thinned out approximately 32 acres of timber within a 2.5 mile segment between mile markers 50 and 53. The Traffic Engineering project was designed to give motorists more room to recover in unfortunate and dangerous run off the road situations. The contractor was required to keep approximately 20 well-spaced, well-formed pines per acre to leave a park-like appearance in the center of the median. The work was completed in 60 days, from Sept. 15 through Nov. 14.



RIGHT: On Jan. 28, 2011, SCDOT held a symbolic ceremony to transfer the ownership of Sandy Island in Georgetown County to The Nature Conservancy (TNC) of South Carolina. Sandy Island is the largest fresh water island in the eastern United States.

## Sandy Island Transfer



## Snow Removal

SCDOT employees worked around the clock to battle ice and snow in January. The week-long freeze/thaw cycles caused significant damage to the secondary road system, base failures where pavement sections 6 feet by 20 feet were destroyed. The January snow and ice storm left its mark on South Carolina roads, causing an estimated \$112 million in damage to a road system already reeling from a brutal winter a year ago.



## U.S. 17 Phase 1

SCDOT completed a project to widen and make safer an 8-mile stretch of U.S. 17 from Gardens Corner over the Combahee River to the Lightsey Plantation in Colleton County. A two-directional roundabout, with a flyover of U.S. 17 over U.S. 21, replaced a T-intersection that had been plagued by collisions. The new interchange will be safer and aid in hurricane evacuations. Prior to its widening, the stretch of road was a two-lane ditch section with narrow to no outside shoulders and miles of marshland on both sides. According to SCDOT's September 2005 Environmental Assessment, 983 crashes occurred between 1997 and 2005 with fatality rates 2.3 times higher than that of the multi-lane portions of U.S. 17 and 1.5 times that of other US primary routes in South Carolina.

## Office of Materials and Research



ROB THOMPSON/THE CONNECTOR

The Office of Materials and Research (OMR) held its Annual Meeting on Jan. 26 at the “Zone” in Williams Brice Stadium. OMR offers numerous engineering services to various departments within the DOT as well as to contractors and consultants statewide. OMR is comprised of engineering offices and an AASHTO accredited laboratory in Columbia and three satellite laboratories in Charleston, Florence and Greenville.

## Suggestions?

We're open to suggestions. How can we make *The Connector* better?  
Do you have an idea for an article or a feature

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

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

You may also submit comments online at [D8Connector@scdot.org](mailto:D8Connector@scdot.org).

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

## Safe Routes to Schools Resource Center honored



CODY CROUCH/THE CONNECTOR

The South Carolina Safe Routes to Schools Resource Center received an Honor Award from the the American Council of Engineering Companies of South Carolina. Above, Rodney Oldham poses with the award.



### WALK TO SCHOOL DAY

State Safe Routes to Schools Program Coordinator Rodney Oldham and Midlands Territory School Outreach Coordinator Nicole Brown display a banner before walking with students from Leaphart Elementary during the March 7 'SC Walk to School Day' event. Across the state 147 schools participated in the event for students in grades K through 8.

## SCDOT's tree conservation recognized by Charleston Horticulture society

*Oaks on Folly Road spared during construction*



PHOTOGRAPHS BY ROB THOMPSON/THE CONNECTOR

James Law, left, and Jennifer Gruber, center, accept the 2012 Outstanding Tree Award in the Public Category from Anna Moise, a board member of the Charleston Historical Society. The trees, shown at right, were saved during SCDOT's construction along Folly Road near the intersection with the James Island Expressway.



# Storm grate, metal thefts decrease along SC highways

By Bob Kudelka

Widespread thefts of storm drains and other highway infrastructure that occurred last year in South Carolina have slowed dramatically so far this year, according to SCDOT.

In Anderson and Greenville counties alone, more than 100 storm drain grates were stolen in October along I-85 in and on U.S. 276.

Other items from manhole covers to pieces of guardrails were reported stolen in counties including Allendale, Hampton, Dillon, Darlington, Laurens, Georgetown, Darlington, Florence, Dillon, Horry and Marlboro.

While there still have been some thefts this year, it has been nothing like the amount from last year – which may have been an all-time record, said State Maintenance Engineer David Cook.

“It hasn’t been the epidemic it was last year,” Cook said. “I think a lot of that has been attributed to the public awareness of the prob-

lem.”

Motorists have been asked to report any suspicious activity on our roads to law enforcement or call 911. Police have run down leads but no arrests have been made that SCDOT is aware of.

Educating recyclers about the crimes, and cutting off any profits for the thieves, may have also helped.

“It’s made people a little more nervous about trying to sell these things, knowing that law enforcement is looking and asking questions, making it not such a good way to make money on the side,” Cook said.

The thefts of storm drain grates left behind large holes hazardous to motorists, not to mention the obvious dangers to the thieves.

“These items are heavy and can’t be moved quickly out of the roadway,” Cook said. “Certainly, they could stumble or fall and if they’re parking near a barrier wall, they’re in danger of getting struck.”

Each time a stolen grate is replaced, employees weld the new

grate to make it more difficult for thieves, Cook said.

SCDOT spent \$106,000 for the replacement of manhole covers, drain grates and guardrail pieces for the 2011 calendar year. These costs include material, labor, and equipment rental costs. Because all replacement costs, including thefts and normal replacements, are lumped together, it’s not possible to tell exactly how much directly related to criminal activity.

However, Cook said there are separate and additional costs for repairs for the 68 catch basins had grates stolen on I-85 in Anderson County. The grates were \$101.90 each and two 2 grates per catch basin. The total material cost was \$13,858.40. Add the labor and equipment cost for traffic control, replacing the grates, and tack welding them in place and the total cost to repair these stolen grates was \$73,123.

“This does not include inconvenience cost to the public for the required lane closure for the repair for 7 different days,” Cook said.



ROB THOMPSON/THE CONNECTOR

The theft of metal storm grates along South Carolina highways drained highway resources last year of more than \$70,000. This year, the thefts have decreased.

## SCTIB bonds rate an ‘A’

The SC Transportation Infrastructure Bank (SCTIB) Board, including SCDOT Secretary Robert St. Onge who is a member of the Board, spent time in New York in March to make presentations to Fitch Ratings and other firms that issue credit ratings.

Fitch Ratings assigned an “A” rating to a series of revenue bonds being sold by the SCTIB to generate funding for highway projects in the state. In addition, Fitch Ratings assigned an “A” rating to the SCTIB’s \$2.1 billion in outstanding bonds.

The SCTIB earned these ratings for a variety of reasons including; a stable source of revenue for making systematic payments to bondholders. Fitch Ratings specifically noted that SCDOT’s financial management issues that resulted in missed payments to the SCTIB in 2011 have been resolved and no further issues are anticipated.

Fitch Ratings also cited the state of South Carolina’s general obligation bonds rated “AAA” with a “Stable” outlook as an underlying commitment and need for road infrastructure funded by the SCTIB.

## Fund-raiser urges employees to ‘eat mor chicken’



ROB THOMPSON/THE CONNECTOR

SCDOT held a Chick-fil-A lucheon fundraiser on Dec. 7 at SCDOT headquarters. The event raised \$682.36 for the United Way to help local charities. The ‘lunchroom ladies’ are, from left: Tesa Griffin, Shirley Jeffcoat, Tina Kennedy, Susan Johnson and Gloria Thomas.

# BRIEFLY

## FHWA chief announces TIGER III grants for SC



Victor Mendez

FHWA Administrator Victor Mendez came to Orangeburg on Dec. 16, 2011, to announce the latest round of TIGER III grants totaling \$511 million for projects all around the nation. South Carolina was the beneficiary of two of those grants.

- \$12.1 million was awarded for the project to construct southbound access for the I-95/U.S. 301 interchange in Orangeburg County. This in-

terchange improvement will enhance development of an inland multi-modal distribution center that serves the ports of Charleston and Savannah. The total cost of the project is \$33.4 million.

- \$12.6 million was awarded for the project in the City of Beaufort to reconstruct and enhance Boundary Street, the city's main thoroughfare. The project is designed to increase intermodal connections (including a connection to the Beaufort Rail Trail) and boost economic development by increasing access to local businesses. The goal is to reduce vehicle trips and improve safety for all users. The total cost of the project is \$30.4 million.

## TDL website open to public

The newly-formed Transportation Distribution Logistics (TDL) Council now has a website available to the public. The TDL Council is a partnership of the SC Department of Commerce, SCDOT and the SC Ports Authority. The Council is charged with developing a statewide strategic plan that will guide the execution of the TDL activities, projects and policies and serve as an economic tool to spur job creation, business expansion and education. The TDL's web address is: [www.tdlcouncilsc.com](http://www.tdlcouncilsc.com).

## Scenic byway modified

By Richard Brooks, Bluffton Today

Bluffton's scenic road system is now connected from the Jasper County line to Alljoy Landing.

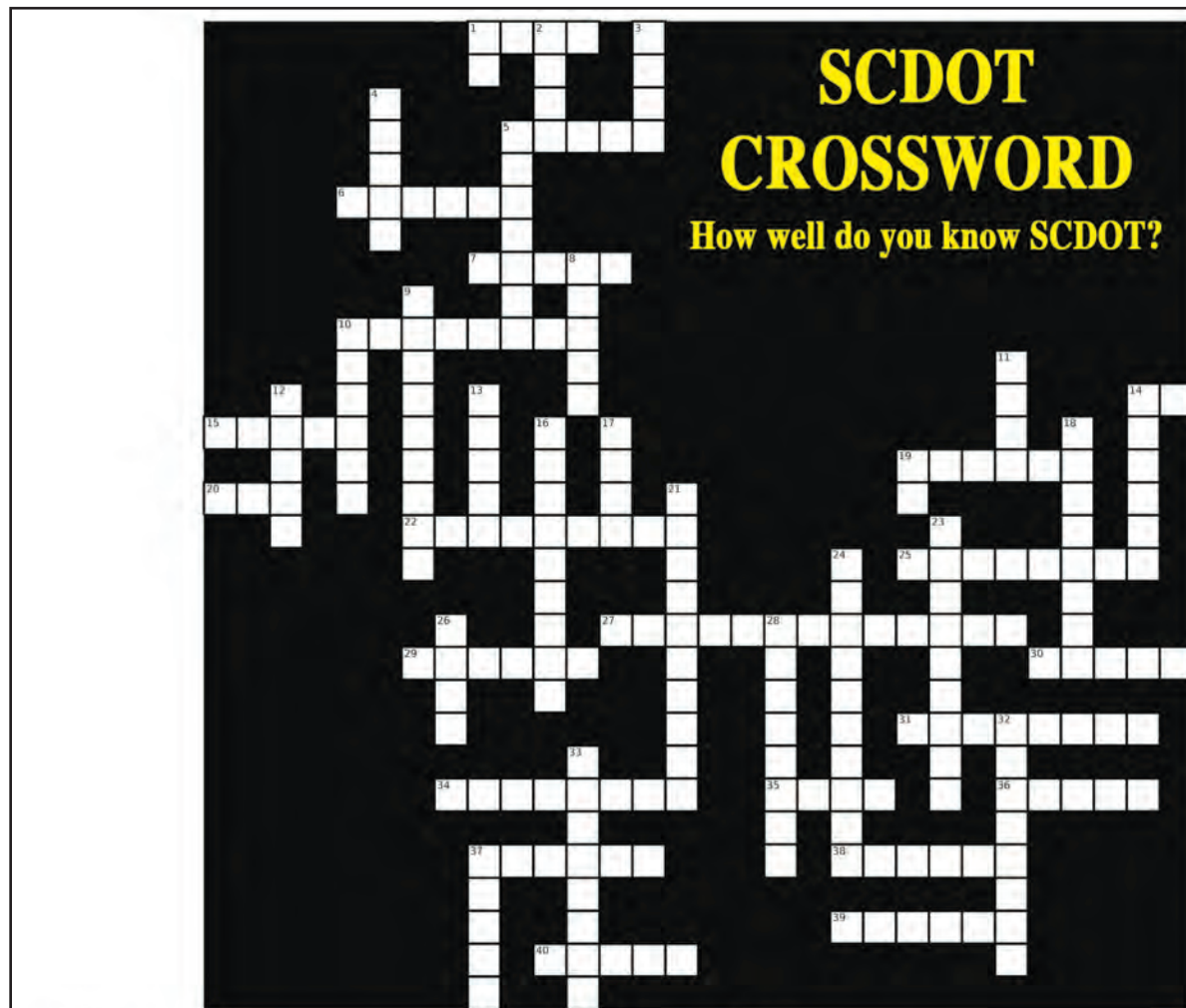
Legislation sponsored by state Rep. Bill Herbkersman and signed last month by Gov. Nikki Haley includes Bridge and Boundary streets in downtown Bluffton.

S.C. 46 from Jasper County to the four-way stop in Old Town already was designated a South Carolina State Scenic Byway, as was Alljoy Road from Burnt Church Road to Brighton Beach.

Act 116 connected the two, creating an 11.8-mile route, by officially adding Bridge and Boundary streets.

"This revised Scenic Byway connects many historic, scenic, and unique elements along the route that visitors can enjoy," according to Marc Orlando, director of the town Growth Management Department.

The route modification allows the town to apply for additional grants to support the Scenic Byway as well as make the route eligible for National Scenic Byway designation.



- Across
- The District 1 Office is located on \_\_\_\_ Road in Columbia.
  - Deputy Secretary for Intermodal and Freight Programs
  - What color are most SCDOT cars?
  - Director of Preconstruction
  - Who is the District 4 District Engineering Administrator?
  - What two letters do engineers like after their name?
  - 41 units were collected at SCDOT headquarters
  - South Carolina Department of Highways and Transportation (SCDOT's old name)
  - SC Division Administrator of the FHWA
  - SCDOT's newspaper is called The \_\_\_\_\_
  - Who selects the SCDOT Commissioner At-Large
  - Director of Human Resources
  - What color are SCDOT maintenance vehicles
  - SCDOT Commission Chairman
  - Albert Groves of Anderson Maintenance started working at SCDOT in 19 \_\_\_\_\_
  - Where is the District 5 Office located?
  - SCDOT's logo color
  - Deputy Secretary for Engineering
  - Director of IT Services
  - What are thieves stealing from roadsides and selling as scrap metal?
  - Director of Construction
  - You should never \_\_\_\_\_ and drive.

- Down
- Robert J. \_\_\_\_\_ Onge
  - "\_\_\_\_\_ The Water" was sung at the opening of the new Cooper River Bridge in 2005.
  - Replacing your SCDOT ID badge costs \_\_\_\_\_ dollars.
  - Custodian Miss \_\_\_\_\_ Slater recently celebrated her birthday.
  - SCDOT Commission Vice-Chairman
  - How many temporary reusable bridges has SCDOT recently installed?
  - Which SC county is smallest in size and population?
  - Victor \_\_\_\_\_ is the FHWA Administrator.
  - Deputy Secretary for Finance and Administration
  - Ernest \_\_\_\_\_ does the landscaping at SCDOT Headquarters.
  - What brand of camera do the SCDOT photographers use?
  - SCDOT Commissioner At-Large
  - Where is the District 2 Office located?
  - You should never use your phone to \_\_\_\_\_ while driving.
  - SCDOT Chief Legal Counsel
  - 3.14159265
  - Which SC county has the largest population?
  - This is called SCDOT's 48th "county." (2 words)
  - Where is the District 7 Office located?
  - Director of Maintenance
  - Which city has the largest population in SC?
  - Who is the District 5 District Engineering Administrator?
  - Director of Support Services
  - Which SC county is the largest in land area?

Answers on page 31.

nation.

**Tesa Griffin**, coordinator of Scenic Byways for the S.C. Department of Transportation, suggested connecting the S.C. 46 and Alljoy Road routes to create a unified network.

Alljoy was designated a State Scenic Byway in 1978 and S.C. 46 from Jasper County to U.S. 278 was designated in 1987.

The connection of 0.57 miles "contains significant scenic, historic and cultural elements," according to the

town's Scenic Byway application.

Features of the short connector route include 10 structures on the National Historic Register, including the Heyward House (circa 1840), Campbell AME Church (circa 1853), the Card House (circa 1825) and the Fripp House (circa 1835).

Other points of interest include the scenic Heyward Cove, the DuBois Park and Pritchard Pocket Park, the former Bluffton High School (now the Town Hall) and a canopy of live oak trees draped with Spanish moss.

# Engineering News

## Oconee project uses floorless culverts

*Precast arches used on two design build projects in upstate*

By Ryan Miller  
Oconee Resident  
Construction Engineer

### PROJECT BACKGROUND

The Sheep Farm Road Project consists of widening an existing portion from two lanes to five lanes from U.S. 123 to Bountyland Road. The next section is a new location section (also 5 lanes) from Bountyland Road to S.C. 28. The second section is 1 mile long. This project highlights curb and gutter, sidewalk, drainage, 2 new traffic signals, and 2 floorless culverts. The total contract amount for this project is \$9.5 million and has a completion date of Dec. 30, 2012. The Prime Contractor is US Group with Mountain Creek Contractors as the Culvert Subcontractor and Contech as the Precast Arch Supplier.

### FLOORLESS CULVERTS

The Floorless Culverts were specified Design Build and the design phase began in September 2010 with the first design submittal to SCDOT occurring in December of the same year. The contractor began work on these culverts in April 2011. Both Culverts carry a price tag of a little more than \$1.5 million and are scheduled to be completed in April 2012 (weather permitting).

Culvert 1, located .56 miles north of U.S. 123 is to be constructed in stages to allow traffic to shift off of the existing alignment of Sheep Farm Road to allow the removal of the existing 120 inch corrugated metal culvert and the removal of the existing alignment. This culvert is 166 feet long, nearly 28 feet wide, and 11 feet high (relative to the flow line of the stream). This culvert's foundation was constructed with deep spread footings. There are



PHOTOGRAPHS BY RYAN MILLER/OCONEE CONSTRUCTION

**Culvert 1 is being installed on Sheep Farm Road approximately half a mile north of U.S. 123. Culvert 2, pictured below is located approximately a quarter mile north of Bountyland Road.**

20 precast arches, each weighing 17 tons. The contractor set a company record of setting 17 units in one day. Once traffic switches, the remaining three precast arch units will be set. Then, the head walls and wing walls will be constructed, and then the remaining portion of the culvert will be backfilled.

Culvert 2, located .26 miles north of Bountyland Road along the new location alignment, began work in August 2011 and is slated to be completed (backfill is the only operation remaining) in March 2012 (weather permitting). This culvert's opening measures over 176 feet long, by 55 feet wide, by 11 feet high (relative to the flow line of the stream). This culvert's foundations were a combination of both a shallow spread footing and deep footing using 134 H piles for bearing. There were 30 precast arches used, each weighing 19 tons. It took two days to place all thirty (fifteen each day). The head walls and wing walls have been completed and presently, the contractor is in the process of backfilling the culvert.



## Got news?

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



Dede Elmore

### STATISTICS

#### Culvert 1 (4 total months of work)

- 671 CY Concrete
- 110,390 lbs. Reinforcing Steel
- "Deep Shallow" Foundations
- 20 Precast concrete arches

#### Culvert 2 (8 months of total work)

- 940 CY Concrete
- 102,822 lbs. Reinforcing Steel
- Combination of Shallow Foundations and Deep Foundations with 134 H-Piles (14x89)
- 30 Precast Concrete Arches

# District 1 News

*Kershaw, Lee, Lexington, Richland and Sumter counties*

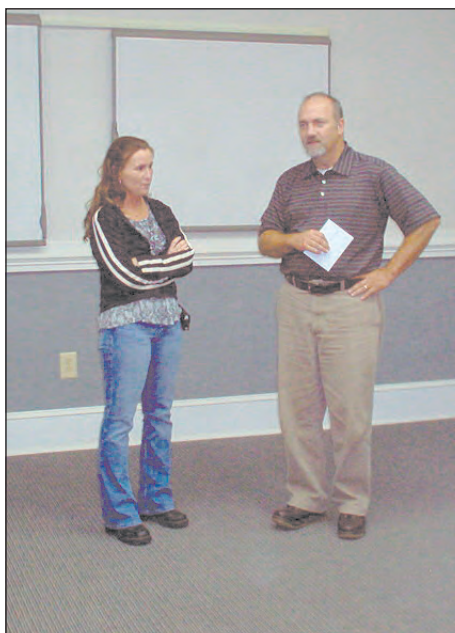
*District Engineer: Thad Brunson (803) 737-6660  
FAX (803) 737-6401*

## District 1 loses three employees



**Jackie Buckner**  
Administrative Specialist II at District 1 Office

Jackie Buckner began working for SCDOT in February 1999 at Sumter Maintenance. In October 2006, she moved to the District One Engineering office where she served as the receptionist, payroll and procurement person. Buckner retired on March 1, 2012, with 13 years of service with SCDOT and 16 years with another state agency. ABOVE, Thad Brunson, right, makes a presentation to Buckner at her retirement luncheon.



**Sherri Wahdan**  
Assistant District Maintenance Engineer

Sherri Wahdan began employment with SCDOT working as a summer employee in 1995, 1996 and 1997. She went to work as a full time employee in March 1998 at Lexington Maintenance as an Engineer/Associate Engineer I. In December 1999, Sherri made a lateral move to West Columbia Construction and then in January 2002 was promoted to Assistant Resident Construction Engineer of that office. Wahdan moved to Lexington Construction in August 2005 where she was promoted to Resident Construction Engineer. In October 2007, she was promoted to Assistant District Maintenance Engineer. Wahdan left with 16 years of service on December 16, 2011. LEFT: Thad Brunson, right, congratulates Wahdan on her retirement from SCDOT.

## Got news?

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

**Teresa Jackson**



*District One Office has seen three of its employees leave or retire in the last 4 months. These three dedicated employees will be missed by the District One personnel but wishes of luck are extended to each as they embark on the next chapter in their lives.*



**Curtis Alewine**  
Bridge Inspection Crew Supervisor

Curtis Alewine began working for SCDOT in July 1983 at Richland Maintenance. In September 1993, Curtis was promoted to the District One Bridge Inspection Crew. He worked on this crew until December 2010 when he was promoted to the Supervisor of the crew. Curtis retired with 29 years of service on April 1, 2012. ABOVE, Robert Dickinson, right, presents Alewine with his retirement certificate.

# 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*

## McCormick Maintenance QMT score: 96.1

*Congratulations McCormick Maintenance!*

Chief Engineer for Operations **Clem Watson** and Interim District Engineer Administrator **Kevin McLaughlin** joined McCormick Maintenance in celebrating their Excellent QMT score of 96.1. Watson and McLaughlin spent the day working various jobs with the maintenance crews, and enjoyed a fish fry lunch celebration organized by McCormick's Permit/Contract Inspector **Patti Thew**. Congratulations McCormick Maintenance for an outstanding job!



**McCormick Maintenance poses for a photo at their celebration luncheon.**

### Got news?

Contact Sarah McKinney at 864-227-6222 or email her at [McKinneySB@scdot.org](mailto:McKinneySB@scdot.org).



**Sarah McKinney**

### Job

#### Shadowing

SCDOT employees in District 2 participated in the Annual Job Shadowing Program by bringing a child to work to learn more about the jobs they perform. The students learned about the wide variety of jobs at SCDOT.



**Wanda Day's shadow is Kia'Mara Williams.**

**Mark DeZurik's shadow is Clayton DeZurik.**



## Forklift training held in District 2



**Rickey Bowie demonstrates the operation of the Fork Lift.**

Industrial Safety Manager **Robert Wiggs**, with assistance from Signal Crewman **Rickey Bowie**, taught a Forklift Training Class in District 2. The students were certified to use a Fork Lift and had to maneuver through an obstacle course.

## Clemson Work Zone Training



The SCDOT Work Zone Safety Training Program with Clemson University has begun for the maintenance crews in District 2. Work zone training is a 2-day course for SCDOT employees. Classes are 9 AM to 4 PM on both days. The class is over back to back weeks rather than back to back days.



# District 3 News

*Greenville, Oconee, Pickens and Spartanburg counties*

*District Engineer: Steve Gwinn (864) 241-1010*

*FAX (864) 241-1115*

## Spartanburg Construction takes pro-active approach to safety

General George S. Patton once said “Don’t tell people how to do things, tell them what to do and let them surprise you with their results.” This was RCE **Tony Thompson**’s logic of thinking when he decided to get pro-active about safety in the workplace. Volunteers were asked to participate in an experimental safety committee. No one knew just how quickly or how big this experiment would become.

Five geodetic technicians, **Ron Horne, Dusty Curcio, Evay Mayberry, Curtis Blackwood and Stuart Palmer**, stepped forward to take part. As a result of several meetings, a safety committee was formed and a path set forth. With no budget provided, the Spartanburg Construction Safety Committee (SCSC) had to determine creative and innovative solutions to evoke employee buy-in.

A mission statement, vision statement and office values were established. Once the road map to safety was formed, the SCSC began implementing visual and mental safety awareness. Among the first items to be implemented were safety signs which were placed strategically throughout the office. They are found on many websites, so the SCSC can rotate them out monthly to keep things new and fresh. Next, the committee issued a challenge in which the entire office was included. The challenge, a “safety slogan” contest. This safety slogan sign now hangs high on the wall for all who enter the office to see. Rapidly, many other ideas began to blossom. A “Buckle Up” sign was posted at the gate as an extra reminder for all those exiting to see. Before long, daily email reminders were being sent out. Each morning the SCSC emails all office employees reminding them to stay safe using catchy slogans and amusing pictures. Next to follow were safety manuals, which were created and placed in every work vehicle. A monthly maintenance vehicle check list was also added to the safety manual. In addition, all of the information found in the Safety Manual can be found at the “Safety Station” located at the back of the office. The “Safety Station” contains such things as ear plugs, safety glasses, first aid kit, and a suggestion box to name a few.

The SCSC then began making contacts with outside organizations. Trooper Bill Rhyne, spokesman for the South Carolina Highway Patrol, was the safety committee’s first guest speaker. Trooper Rhyne spoke at the Spartanburg Construction Feb-



**ABOVE: A sign reminds employees to buckle up as they leave the parking lot.**

**RIGHT: The safety road is designed to track progress.**

ruary safety meeting. His emphasis was on distracted driving and included a graphic video about texting, emailing and other driving distractions. The SCSC has also scheduled Spartanburg County Sheriff Chuck Wright and Chief Tony Fisher, of the Spartanburg Public Safety Department, to present safety topics in future monthly safety meetings.

Recently the Spartanburg Construction Safety Committee presented the safety topic for the district 3 staff meeting. This presentation, which included a video on the use and importance of seatbelts, was also followed by a presentation on the formation of the SCSC.

Since the committee’s conception, they are very proud of their 100% employee buy-in to the safety program. “This new embarking encompasses the fact that safety is a part of our lives whether we are at home or at work”, says safety chairman, Ron Horne. “It is the concern of the SCSC that everyone enjoys the benefits of a safe work environment.” The Spartanburg Safety Committee is dedicated to promote safety awareness for all employees and those of the traveling public.

## Got news?

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

**Tameki  
Watts**



**The Spartanburg Construction Safety Committee is made up of, from left: Chairman Ron Horne, Dusty Curcio, Stuart Palmer, Curtis Blackwood and Evay Mayberry.**

## Meet David Dickson



**David Dickson**

**D**avid Dickson is originally from Westminster, SC and a graduate of Tri-County Technical College with an Associate’s Degree in Civil Engineering (’78). He

worked as a surveyor for the Fox Hill Developer for 3.5 years, then in Duke Power’s Engineering department for 9 years. He made a shift to sales for the next 15 years and came back to Engineering in September 2007 when he began work for Oconee Construction as an Associate Geodetic Technician.

Dickson is married to the former Glenda Lee (23 years of marriage) and has a son, Jason, who is a junior at West-Oak High School in Westminster. He enjoys bear hunting with hounds in South Carolina and Tennessee, as well as fishing for monster catfish (hooks only, no grappling), and camping (both tent and camper). His proudest moment came when his son, Jason, killed his first bear this past bear season.

# 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

## District 4 celebrates employee retirements



Lanny Irby retired from York Maintenance on Dec. 30, 2011, after 11 years of service. Irby, left, receives service award from ARME Teresa Cody.



Betty Williams retired from York Maintenance on Oct. 14, 2011, after 8 years of service. Williams left, receives service award from ARMR Clint Beaver.



Jerry Poston, left, retired from Lancaster Maintenance on Jan. 2 after 30 years of service. Gene Anthony, right, retired from Lancaster Maintenance on Jan. 11 after 32 years of service.



Van Lingle retired from District 4 Office on April 1 after 20 years of service. Lingle, right, receives service award from DEA John McCarter.



James Crosby retired from Cherokee Construction on Dec. 3, 2011, after 26 years of service. Crosby left, receives service award from RCE Shane Parris.



Thomas Ruff retired from Fairfield Maintenance on March 1 after 30 years of service. Ruff, left, receives service award from RME Jamie Johnston.

## Employees take Haiti mission trip

On Jan. 6, two SCDOT employees from District 4, York RCE **John Huskins** and District 4 IRC **Julie Young**, were part of an eight-member team headed to Port au Prince, Haiti, on a weeklong mission trip sponsored by Oakland Baptist Church in Rock Hill.

After arriving in Port au Prince, they boarded a van to Grand Goave, Haiti, a 34-mile trip that took 3 hours. Needless to say, the roads in Haiti are not quite like the roads in SC. Deep potholes and sections of roadway displaced by the earthquake still abound in Haiti making travel difficult. Grand Goave was 90% destroyed by the earthquake in January 2010. Most people that live in Grand Goave have no power or running water. A large percentage of the residents still live in tents or other makeshift dwellings.

Their mission in Haiti was to partner with the Haiti Housing Network to build rubble houses for some of those displaced by the earthquake. A rubble house is a one room 10x14 building that costs \$4000 to build. The structure is built by making 12" deep wall forms using wire mesh cages and chicken wire, filling them with broken concrete (rubble) that is easily obtained around the city, stuccoing the walls and putting on a tin roof. The construction teams are led by Haitians using the volunteers where needed. One of the goals of the Haiti Housing Network is to empower the Haitians to be able to survive on their own. They filled dump trucks using shovels and five gallon buckets with rubble from a destroyed wall at the city's soccer field. They constructed wire cages that makeup the wall and filled the



District 4 IRC Julie Young, left, and York RCE John Huskins helped build a rubble house in Haiti.

walls with rubble. They did foundation construction for one house.

They also helped at the recently rebuilt Siloe Baptist School and worshipped with the Haitians at the Temple Baptist Church which still needs to be rebuilt.

Another facet of the trip was the opportunity to meet Haitians and learn more about their way of life. We ate all our meals at the Siloe School. The school built a well for the Haitian people. There was a continuous stream of children and women coming to the well with buckets to get their water. The Haitians spoke Creole and we did not. What amazed us most were the people. Even without running water, a roof over their heads, and without electricity, they seemed to be happy. They always greeted us with the most wonderful smiles and a 'Bonjou.'

# District 5 News

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

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

## Got news?

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

**Michael  
Miller**



## District 4 celebrates QMT excellence

Congratulations to both Florence Maintenance and Dillon Construction for scoring an 'Excellent' rating on their QMT audit. Both units' preparation and hard work paid off with the high score.



Through teamwork and attention to detail the employees of Florence Maintenance earned the "Excellent" rating for 2012's QMT Inspection.



The employees of Dillon Construction also earned an 'Excellent' rating for their 2012 QMT Inspection.



The statnamic tester measures the lateral load on this drill shaft on the Highway 917 bridge. It uses a black powder charge to "shoot" the projectile at the shaft, and determines the side force the shaft can hold.



Dillon Construction is overseeing the new bridges being built on Highway 917 in Mullins. Here, the contractors are preparing to work on the 'Swamp Bridge.'



Dillon Construction employee A.J. Bostic checks the distance between rebar prior to the concrete being poured.

# District 6 News

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

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

## District 6 focuses on CDL pre-trip inspections

A group of Charleston Maintenance employees learn the ins and outs of CDL Pre-Trip

Inspections from Lynn Claxton, Charleston Shop Foreman. Claxton has trained 20 employees

over the past few months and all 20 have passed their tests. Great job everyone!



Lynn Claxton, left, and David Brown check the engine compartment of an SCDOT truck.



David Brown checks the proper mirror positions as part of a pre-trip inspection.



Johnny Martin, left, and Herbert Barron check out equipment on a dump truck.



From left, Legree Alston, David Pardee and David Brown inspect a dump truck as part of a pre-trip inspection.

Got news?

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



Angelia Savage

## First place painter



Congratulations to Berkeley Maintenance Mechanic III Mike Cantrell who recently won first place in a local talent competition with one of his oil paintings. This win qualified him in the national Smokey Mountain Jubilee Senior Citizen Event. Congratulations and good luck, Mike!

## Showing the boys how it's done



Jodi Timbers ignored all the stereotypes when she began her SCDOT career as a mechanic II at the Wappoo Maintenance Shop in 1993. She has continued to excel in her trade and is now a mechanic III at the Charleston Maintenance Shop.

# District 7 News

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

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

## S.C. 39 reclamation project under way in Aiken County

While the contractor pulverizes, grades and rolls the existing roadway surface of S.C. 39, Aiken Construction Inspectors Allen Oxendine and Jeffrey Taylor check density and depth of the recycled base before it will be paved over with asphalt. S.C. 39 is scheduled to re-open on May 7.



Inspector Jeffrey Taylor does a depth check on the reclaimed base material.



Allen Oxendine monitors the surface planing prior to placing intermediate asphalt on the roadway.



Assistant Resident Construction Engineer Harry Langford checks the reloading of the cement spreader on the reclamation project.

### Got news?

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

Deborah  
Berry



## Meet the Shelly M. Sutcliffe

Name: **Shelly M. Sutcliffe**  
Title: **Administrative Assistant**  
Location: **District 7 Office**  
Service: **7 Months**

**S**helly Sutcliffe works as an Administrative Assistant in the Orangeburg District 7 Office.

Sutcliffe and her husband, Cliffe, of 21 years have a teenage son, Charlie. They are members of Holy Trinity Catholic Church in Orangeburg.

Sutcliffe enjoys attending her son's ball games, vacationing at the beach and the mountains, and spending time with family.



Shelly Sutcliffe

## District 7 mourns the loss of Rev. Nathaniel Preston

**H**olly Hill Maintenance employee Rev. Nathaniel Preston, age 61, passed away on Jan. 12.

He worked as a Trade Specialist II with the Mowing Crew for nearly twelve years. Rev. Preston pastored Bethel Baptist Church in Orangeburg. Preston touched the lives of many co-workers and will be greatly missed by all who knew him.



Nathaniel Preston

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Just clip this from your paper making sure that your mailing address label is on the back. Then send it to:

**Jane Mayberry**  
**SCDOT**  
**Communications**  
**PO Box 191**  
**Columbia, SC 29202**

## CAUGHT DOING GOOD!



ROB THOMPSON/THE CONNECTOR

**Pavement Design Engineer Luke Gibson, left, and Road Construction Engineer Todd Steagall could have gone home after a long day at a conference. But they chose to take the time and give blood instead.**

It's 4:30 p.m. after a long day listening to speakers at a conference outside of the office. As soon as the conference lets out, most folks head to their cars and drive home. But not everyone.

**Luke Gibson and Todd Steagall** saw an opportunity to do something

good.

The American Red Cross was collecting blood on Feb. 2 in the lobby of the Columbia Metropolitan Convention Center where the conference was held. Even after spending 7.5 hours at the South Carolina Asphalt Pavement Association Winter Conference, the

two SCDOT engineers took their time to roll up their sleeves and donate a pint of blood.

Good job, guys, for going well beyond the call of duty to give back to the community.

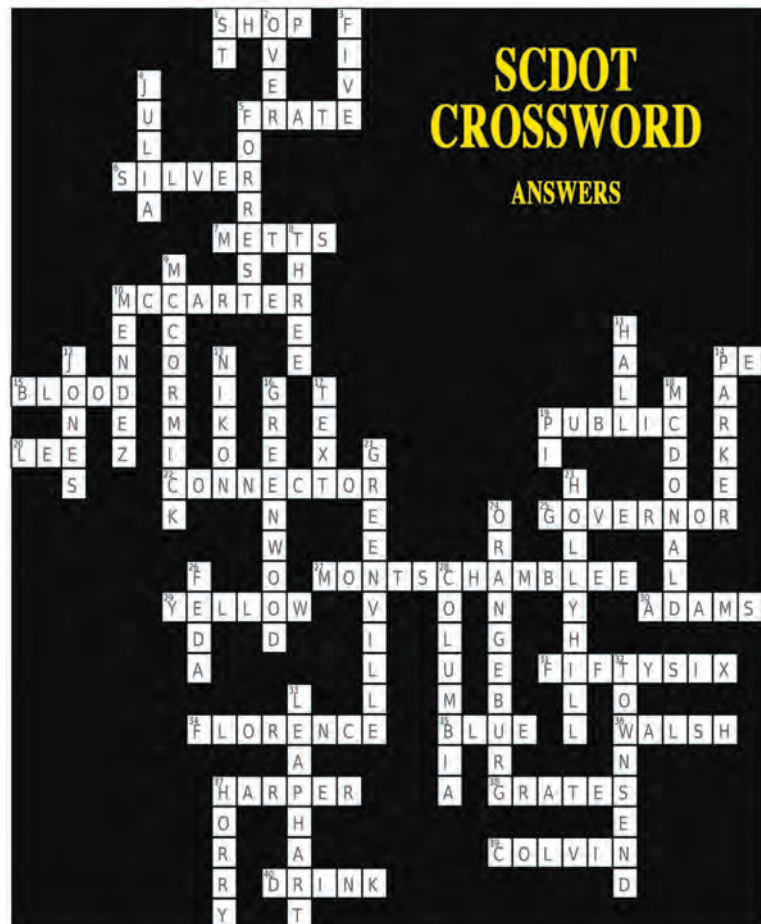
## CAUGHT DOING GOOD!



CATHERINE BROOKS/FINANCE AND ADMINISTRATION

**Accounts Payable Supervisor Barbara Sharpe** sorts through the stacks of invoices submitted to accounts payable on a daily basis. She is the department's point of contact for contractor estimates, consultant agreements, and travel claims. For Sharpe, peak construction season means large volumes of invoices that must be processed in a timely manner. Fortunately for our vendors, she always puts customer service first by working tirelessly in the evenings, weekends and holidays if needed.

## SCDOT CROSSWORD ANSWERS



**And...** SCDOT's employee newspaper, The Connector, has been selected to receive one of ten "Notable State Documents Awards of 2011" by the South Carolina State Library. The award recognizes state governmental publications of outstanding merit and usefulness to the citizens of South Carolina. The winning publications were selected by a committee of State Library staff.

# THE CONNECTOR

VOLUME XXV NO. II

SOUTH CAROLINA DEPARTMENT OF TRANSPORTATION

WINTER 2012

## VIEWPOINTS

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

Greetings! I hope you are enjoying the beautiful SC spring weather. We were lucky to have enjoyed such a mild winter with no major storms creating the widespread need to clear snow and ice from our highways.

Spring, however, signals the beginning of our high season for construction and maintenance. I am immediately mindful that we need to re-focus on safety. As I write this message it is National Work Zone Safety Week. That is not just a warning to motorists but a reminder to SCDOT road teams that work zones must be established to standard. We have a great handbook that clearly lays out those standards. Supervisors

must not only perform refresher training to ensure crew leaders have the handbook and understand it but also check work zones for compliance.

On a different safety note, SCDOT wants to ensure our workers are "fit to task." To that end, SCDOT HQ will host an employee fitness day in May. I encourage the districts and counties to do something similar. Employee recognition can be expressed as an organized health service check ☺ as opposed to a free doughnut.

Safety of our workforce and of the citizens we affect is critical. Therefore, I have recently established a Safety Council to review on a regular basis safety and health issues at the Department level.

I am especially pleased to report to you the adjustments we

have made in our finance operations. New processes, new organization and some new faces have brought us a long way toward our goals. We are now paying all our contractors, consultants, and suppliers within 30 calendar days of receiving a validated invoice. Additionally, we have ramped up our financial analysis capabilities in order to see our complex financial situation more clearly. Our finance personnel, whether old timers or new, have worked long hours to successfully establish confidence in our financial management. Thank you!

In order to clearly understand the challenges that each of our key organizations face, I continue to visit our teams both in the headquarters and in the field. Lately, I have been able to spend quality time with our transit teams, with our regional planning

groups, with our affiliates in the Municipal Planning Organizations, Councils of Government, and with individual counties, cities and towns. All these organizations are key components supporting our efforts to provide a safe and usable highway and bridge system for South Carolina within our available resources.

I have also spent a considerable amount of time and efforts to inform and respond to the SC General Assembly as they perform their critical tasks to pass laws, to allocate resources, and to oversee the proper functioning of our state government, including SCDOT.

SCDOT personnel continue to do a fantastic job with limited resources. I thank you for your professionalism and your dedication. As we enter the HOT and heavy construction season I ask that all leaders and employees re-focus on safety in all we do.

## SCDOT employees give the gift of life



CODY CROUCH/THE CONNECTOR

Richard Spangler of IT Services listens to music as he prepares to have his blood drawn by Red Cross employee Rhonda Green at the April 18 blood drive at SCDOT Headquarters.

The first blood drive of 2012 on Jan. 11 was successful in exceeding the goal and collecting 41 units of blood. Each unit of blood has the potential to save three lives.

SCDOT has been assigned a new

team from Red Cross to collect the blood. The new team is very efficient and the wait time, if any, is minimal.

Another blood drive was held on April 18 where 31 pints of blood were collected.



Blood donors were given an American Red Cross soup bowl, spoon and white chili recipe as gifts during the Jan. 11 blood drive at SCDOT headquarters.

SCDOT

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