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Secretary Limehouse lists accomplishments at SCDOT

By Pete Poore



ROB THOMPSON/THE CONNECTOR

Secretary of Transportation H.B. 'Buck' Limehouse gives his annual 'State of the DOT' talk to the Senate Transportation Committee on Jan. 28, 2009.

Governor Sanford spent the final months of his term highlighting the accomplishments of his Cabinet agencies during year-end monthly cabinet meetings. The spotlight was on SCDOT at the November 2010 meeting. The Governor had asked H.B. Limehouse Jr. to run the agency like a business and restore the public's trust in SCDOT when he appointed him Secretary of Transportation in the summer of 2007.

At the Cabinet meeting, the Governor was particularly interested in how agencies had cut costs and saved the taxpayers' dollars. Secretary Limehouse revealed a list of items from many areas of SCDOT where cost savings totaled nearly \$200 million. All of these savings took place in only three-and-a-half years since Limehouse had been in office.

Looking back at his administration, Limehouse said he was ready to reduce costs and eliminate waste as soon as he walked into Headquarters in May of 2007. "The LAC's (Legislative Audit Council) 2006 audit of the agency confirmed what I already knew. Funding was not going to the right places," he said.

He described the culture change he created soon after his arrival. "SCDOT had spent years raiding the Maintenance budget to use as federal match dollars for construction of new roads. Meanwhile our existing highway system was deteriorating and maintenance schedules were falling further and further behind. This made no sense, so I implemented the "Fix It First" strategy," Limehouse said. This strategy put the focus back on maintenance to improve not only efficiency, but safety as well, which has contributed to the record-setting lower death rates in the years 2008-2010.

The next step was to find ways to put more funding into maintenance. State fuel tax revenues had been flat with little growth and were not going to increase. Limehouse knew that the federal system of rewarding fuel efficiency while at the same time remaining dependent on gas tax revenues was not working and would provide no relief. He also saw gas prices skyrocketing above \$3.00 per gallon coming soon and knew that revenues would shrink dramatically. The only choice was to cut costs.

Limehouse had a two-pronged approach; reduce wasteful spending that eliminated unnecessary travel, employees' attendance at conferences and events, reduce the use of outside legal counsel. He completely eliminated the use of outside Washington lobbyists, the practice of favoring consultants and firms that inflated overhead costs and put an end to programs designed to financially reward favored employees.

He even reduced the budget for his own office that had been set by his predecessor. Comparing the three full years of his administration to the last three years of the previous administration, a position was eliminated, operating expenses were cut from the \$50,000 per year range down to just under \$11,000, travel was reduced from nearly \$17,000 per year down to less than \$3,000 per year. The total savings between the two three-year periods was just over \$282,000.

The second prong in the plan was to review all of the agency's processes to find better ways of doing the job. Value engineering is one of the major results of that effort, and the I-385 project in Laurens County is a prime example. "Our thinking went way

ARRA Projects in South Carolina	
Projects Let.....	194
Projects Awarded.....	184 projects / \$523.4 million
Notice to Proceed.....	176 projects / \$521.8 million
Projects Begun.....	171 projects / \$516.3 million
Payment for Completed Work.....	\$312.8 million
Substantially Completed.....	113 projects / \$151.6 million

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Leland Colvin named Director of Construction

By Bob Kudelka

As a high school wrestler, Leland Colvin became one of the best in the state by learning to think fast and perform under pressure.

As SCDOT's newly appointed Director of Construction, Colvin may want to use some of those same skills as he oversees hundreds of millions of dollars worth of road and bridge construction projects across South Carolina.

It's a challenging job, but one the Lugoff native welcomes.

"I enjoy trying to solve problems and working with the public and the administration, the Districts and the Federal Highway Administration," Colvin said. "A lot of what this job is about is trying to be fair to everybody involved and ensure we get a safe, quality product, so when we turn it over to Maintenance there is minimal maintenance required."

With so many interests to juggle and projects to oversee, the job can be a demanding one.

On the morning of his inter-

view with The Connector, Colvin had a group of contractors waiting to see him and he had just had a meeting with Deputy Secretary for Engineering John Walsh.

"It's been initiation by fire, so to speak, but I've enjoyed it," Colvin said. "So far, so good."

Colvin on Oct. 2 was named Director of Construction, succeeding Danny Shealy who retired.

"His experience and knowledge is an asset to SCDOT and he will continue the high standard of excellence exhibited by the engineering staff," said Clem Watson, Chief Engineer for Operations.

Early in life, Colvin knew he wanted to become an engineer.

"Engineering always fascinated me and I always loved math," Colvin said.

After graduating from Lugoff-Elgin High School, Colvin studied engineering at Clemson University. He transferred to USC, where he got his BS in civil engineering in 1995.

Even though his degree says South Carolina, there's no question about his loyalties.

"My heart is at Clemson and I still get season football tickets," Colvin said. "That's why you won't see a Carolina ring."

Colvin began with SCDOT in June 1995 in Traffic Engineering. He later transferred to District 7 and worked in Barnwell Maintenance, where he conducted an inventory on state road features.

In 1997, he transferred to Columbia to work in Hydrology, where he was an assistant hydraulic engineer.

A year later, he became assistant program manager for the Greenville area. After six months, he transferred to Charleston where he was assistant program manager and later program manager from 2002 to 2005.

While in Charleston, Colvin worked on high-profile projects including the I-26/US 78 interchange, the Ashley-Phosphate Road widening and the US 17 widening in Mount Pleasant.

One unusual project for Colvin was overseeing the demolition of the old Grace and Pearman Bridges in 2005.

"It was a high-profile proj-



Leland Colvin
Director of Construction

ect, we had a great staff down there and it was different from anything I had done in Pre-Construction," Colvin said. "You're making decisions every day and seeing the results of your decisions on a daily basis. It was a very interesting project."

From 2006 to 2010, he was Assistant Construction Engineer for Design Build, overseeing large projects including the Palmetto Parkway construction, US 17 Ace Basin Phase I and Ben Sawyer bridge replacement.

In his new job, Colvin super-

vises 148 employees in Contract Administration, Construction Data Support, Office of Materials and Research and Quality Management Team.

The office handles all construction contracts from the lettings and bid reviews to execution and closing out the contract once the jobs are over.

"We coordinate with the Districts and the resident construction engineers on the administration of the contracts and provide technical support on construction issues," he said. "The biggest thing is getting a safe, quality construction project on time and within budget."

Colvin described his management style as facilitative.

"I try to provide the necessary tools for folks to do their jobs, whether it's training or equipment or having the right processes in place," Colvin said. "I don't believe in micromanaging. I look forward to challenges."

Colvin lives in Irmo with his wife, the former Kelly Jenkins of Clemson, and the couple's two daughters, Abby, 11 and Lauren, 9. His hobbies include fishing, golfing and coaching his daughters' softball team.

The South Carolina Department of Transportation Commission



Daniel H. Isaac Jr.
1st Congressional District



J. Craig Forrest
2nd Congressional District



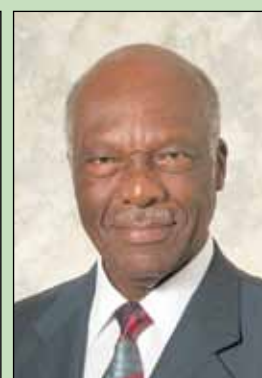
Eddie Adams
3rd Congressional District



John P. Edwards
4th Congressional District



Sarah B. Nuckles
5th Congressional District



Harrison Rearden
6th Congressional District



Ken Willingham
Commissioner At-Large

THE CONNECTOR

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H.B. "Buck" Limehouse Jr. is the South Carolina Secretary of Transportation.



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PHOTOGRAPHS BY ROB THOMPSON/THE CONNECTOR

Colonel F.K. Lancaster Jr. of the South Carolina Highway Patrol speaks to media after the unveiling of a new public safety announcement that illustrates what happens after a driver is arrested for driving under the influence.

Cooperation key in saving lives

SCDOT, SCDPS, SCDNR unveil new 'Sober or Slammer' PSAs

By Bob Kudelka

In the fifth-floor auditorium at Headquarters, SC State Troopers mingled with highway engineers just before Transportation Secretary H.B. Limehouse Jr. took his place behind the podium on an August morning.

As he began a news conference on the latest joint effort between SCDOT and SCDPS, Limehouse spoke of how the two agencies were a "natural fit" to cooperate on highway safety initiatives.

"This cooperation between the two agencies is key to the great story you're going to hear today," Limehouse said. "We didn't have that kind of relationship with them four years ago when I came here."

The news conference topic was, "Sober or Slammer," a statewide crackdown on impaired driving over the Labor Day weekend. Partners included SCDPS, SCDOT, SC Department of Natural Resources and local law enforcement.

But that's just part of the story.

SCDPS and SCDOT have been teaming up on many initiatives, including many behind the scenes, aimed, according to Limehouse, to make South Carolina "a safer place to work and

play."

"We appreciate you and the folks at DOT and all the partnering efforts that have come about in the past couple of years," said Mark Keel, Director of SCDPS. "The use of variable message boards, your involvement in a variety of other law enforcement efforts and the day-to-day support of what we do at DPS is the reason we're here today and have the opportunity to share in our suc-

cesses.

"Development of partnerships like the one we have here with SCDOT and our local agencies and SCDNR magnifies our efforts. That's why I'm so thankful to Mr. Limehouse and DOT for having agreed to do so much to help us in our endeavors."

Brett Harrelson, SCDOT State Safety Engineer, said when he talks with his counterparts in other states he hears their amaz-

ment at the level of cooperation in South Carolina.

"We're not only talking – we're jointly funding programs and getting things done," Harrelson said. "It's unheard of. I don't know of any other state that does that."

The cooperation is paying off in terms of lives saved.

At the time of the news conference, highway fatalities were down 19 percent compared with 2009.

Seatbelt use at the end of a summer campaign, which included SCDOT variable message boards reminding motorists to buckle up, was a record-setting 85.4 percent. It was the first time South Carolina topped the current national rate of 84 percent.

With Traffic Engineering alone, these cooperative efforts between SCDOT and SCDPS include:

- South Carolina Collision and Ticket Tracking System (SC-CATTS). This is a system to automate the collection of crash data by law enforcement in the state. Accurate crash location is very critical to the success of the SCDOT safety office. This system will improve accuracy and timeliness of crash data by capturing location information electronically through GPS equipped laptop computers in the vehicles of the investigating officers. SCDOT is also providing funding to purchase equipment under this project. After a successful pilot program in York County, the program was being expanded throughout

the Highway Patrol. Harrelson said the goal is to outfit as many law enforcement agencies that investigate collisions as funding allows. "The main benefit to us will be identifying detailed collision locations," Harrelson said. "We'll get this information weekly. We need to know where the problems are so we can identify if there's any engineering or infrastructure improvements we can make."

- Safety Improvement Team: This is a team of 24 experienced troopers funded by SCDOT to enforce traffic laws within and around work zone construction areas. Since the program began in June 2006, traffic fatalities in work zones have dropped from a 3-year average (2003 – 2005) of 19 to an average of just over 5 over the past 3 years (2007 – 2009). In addition, troopers have issued nearly 170,000 warnings and citations under this program through May 31, 2010 including over 300 DUI arrests.

- Use of SCDOT's Variable Message Signs for various safety campaigns such as seatbelt awareness or DUI prevention.

- Strategic Highway Safety Plan: The current highway bill requires each state to develop a plan. Through the development of this statewide coordinated safety plan an implementation plan was created and approved by Limehouse and Keel in late 2009.

- SCDOT participating in the purchase of 8 DUI enforcement vehicles as part of the SCDPS DUI safety campaign.

- Developing a public information and education campaign to address Road Departure Crash issues. Currently under development. Funding being provided by SCDOT.

- Developing a public information and education campaign to address "vulnerable roadway users" (such as bike, pedestrian, and/or motorcycle) issues. Currently being reviewed. Funding being provided by SCDOT.

- Developing a high-speed crash corridor pilot project. US 25 in Greenville County and US 17 in Horry County have been selected to conduct proactive speed enforcement. The campaign, expected to begin in the fall, will include enforcement through use of troopers and education through media component. Funding being provided by SCDOT.



Speakers at the event included, from left, SC Secretary of Transportation H.B. Limehouse Jr., SCDPS Director Mark Keel, SCDNR Colonel Alvin A. Taylor, Colonel Lancaster and, not pictured, Kevin Fisher of Fisher Communications.

Tanker explosion hinders traffic, damages I-77 roadway

By Bob Kudelka

District 4 employees worked around the clock after a fatal gas tanker explosion on Interstate 77 in August caused one of the area's worst traffic jams in years.

The driver of the tanker was killed and two people in a Plymouth, involved in the crash, escaped serious injury.

The Aug. 16 crash happened in mid-afternoon in the southbound lanes a few miles from the NC state line and not long before rush-hour traffic – the daily exodus of thousands of vehicles heading south from the Charlotte area.

The tanker had been carrying 8,500 gallons of diesel fuel when it crashed. The fuel exploded, sending fire plumes high in the air and scorching the asphalt surface. Fire ignited fuel that had seeped into drains and spread into nearby woods. It took an hour for firefighters to put out the blaze; the wreckage would not be cleared for several hours.

All eight southbound and northbound lanes of I-77 were immediately shut down.

SCDOT's SHEP crews were sent to the scene, helping with traffic control and emergency response, said District Engineering Administrator John McCarter. They were in communication with NC Traffic Management Center, the SC Highway Patrol, EMS and York County Maintenance.

At the District office, work began to get emergency repairs done as quickly as possible.

"The main concern was making sure we were out there and everything was being coordinated as best as possible," McCarter said. "We were working Monday night getting everything in line to get the contractor in the next morning. Our Maintenance forces were working to make sure all traffic control was set up properly. It was a large coordination effort."

Detours were set up to route traffic off the interstate. Message boards in both states provided the alternative routes. However, these secondary routes quickly clogged to a standstill as well.

The average daily traffic count for this stretch of interstate is more than 90,000 vehicles.

"There's really not a lot you can do when you have to shut all four lanes down," McCarter said. "Even the best primary system we have is not going to handle that traffic. The whole northeastern side of York County was gridlock."

Because of the fire, all eight lanes of I-77 were shut down for more than an hour.



PHOTO BY TRACY GREENE/FORT MILL TIMES

Smoke billows from the wreckage of a gas tanker on Interstate 77 on Aug. 16. The incident stopped traffic in both directions initially and traffic between the exit and the accident was stalled for two hours. District 4 crews helped with traffic control and set up detours. Contractors were on the job the next morning to repair a large section of pavement that was destroyed by the intense heat.

At 3:45 p.m., 75 minutes after the crash, the first lane reopened - one lane of northbound traffic.

But with the fire damage on the southbound lanes and the massive wreckage that would have to be removed, the outlook was not good for opening the southbound lanes anytime soon.

Rush hour traffic turned into gridlock as late afternoon turned into twilight.

"We still had gridlock all the way up to Charlotte - it was probably one of the biggest impacts I've seen," said McCarter, who has been in the District office for nine years.

At 5 p.m., a detour was set up at Pleasant Road and US 21 to keep any more vehicles from heading south on I-77.

With the detour in place, State Troopers, local law enforcement and SHEP crews addressed the problem of how to help the vehicles stopped short of the accident scene but past the last exit. These motorists had been parked on the interstate's southbound lanes for more than 2 hours.

Starting with the vehicles closest to the wreck scene, law enforcement directed motorists to make U-turns and head northbound on the southbound lanes to exit the interstate.

The massive lane reversal wasn't easy. Some drivers had gotten out of their cars

to take photographs, and there were truck drivers who had fallen asleep and had to be awakened.

Slowly, the interstate began to be cleared. By 7 p.m., there were no vehicles southbound on a 2-mile stretch from the Goldhill Road exit to the crash scene.

The cleanup of the crash site continued and would not be finished until the early morning hours.

At 7:30 p.m., all northbound lanes were open.

At 9:15 p.m., nearly 7 hours after the explosion, two of the four southbound lanes reopened. At 10 p.m., traffic was moving slowly and finally beginning to subside for the evening.

District 4 employees worked through the night getting traffic control devices in place for the emergency repairs needed on the two inside lanes scorched by fire.

The damaged road surface measured 500 feet long and 30 feet wide, including 12 feet per lane plus the inside shoulder.

"The fire basically burned the liquid out of the asphalt to where it was just loose gravel on the road," McCarter said. "The fuel saturated it; you could smell the fuel. In one place we had to go 4 inches deep. It totally destroyed those two lanes. It got in the storm drain. There were six locations up the road where flames had come out of

the catch basin. The fuel drained across the road into a creek and caused a fire in about a thousand feet of woods."

Over the years, McCarter has seen where vehicle fires damage road surfaces but said, "I don't recall anything of this magnitude."

A contractor was selected that night after bids were made, and the plan was to have the repairs done in the morning.

At 6:30 a.m. the next day, Aug. 17, work began but soon had to stop due to rain. Another shower occurred at midday, further delaying the job. Throughout the day, traffic was moving on the two southbound lanes.

After the weather subsided, the paving was finished by 7:40 p.m. Maintenance crews removed all traffic control devices and things were back to normal on the southbound lanes by 10:30 p.m., 32 hours after the explosion.

McCarter said motorists for the most part understood the traffic gridlock was unavoidable and that the tragedy outweighed the inconvenience.

"Dealing with that volume of traffic, it was going to be gridlock unless we had a parallel interstate," he said. "Our employees did a great job and reacted just like you want them to. Everybody was in place and did exactly what they're trained to do."

I-385 widening project is largest ARRA project in SC

By Bob Kudelka

South Carolina's largest American Recovery and Reinvestment Act (ARRA) highway project got under way in the fall, using a design-build method aimed at saving time and money.

The Interstate 385 widening project in Greenville County is being funded with \$36.9 million in federal stimulus money.

"It's shovel ready," said Director of Construction Leland Colvin, explaining in October a key requirement for ARRA funded projects.

South Carolina was allocated \$463 million in ARRA funds for bridges and highways. The Commission approved the expenditure of funds in the following project categories such as resurfacing projects, bridge replacements, safety improvements, interstate maintenance projects, enhancement projects, transit and local projects divided equally among Congressional Dis-

tricts.

Colvin said ARRA projects such as the I-385 design-build widening are having a positive impact on South Carolina.

"There's no question we have saved jobs in the state," Colvin said. "We're getting \$463 million worth of projects that would have been on a delayed cycle if we had to go through our normal construction program. With the slowdown in the economy, the contractors are hungry and it's safe to say we're seeing more contractors bid on projects and more competitive bids."

With the ARRA program SCDOT is able to fund future projects earlier than our normal construction program would allow, Colvin said.

In addition to being the largest ARRA project, the I-385 widening project was awarded without preliminary plans being provided to the proposers.

Even with design-build projects, it's customary to include up to 60 percent

plans, Colvin said. No permits were included either, he said.

The goal of this process is to save costs and reduce time, he said.

"We are trying to encourage as much innovation as possible," Colvin said. "When we provide plans and permits, we basically pigeon-hole the contractor into that box."

The I-385 widening project was awarded to Lane Construction Corporation on Sept. 29. Construction was expected to begin on the two-year project after Thanksgiving.

The scope of work consists of widening to the median, with concrete median barrier wall, approximately 5.5 miles of I-385 to six-lanes, from the existing six lane section between exits 29 and 30, to milepost 35.

Approximately 5 miles of the existing mainline pavement will be reconstructed and an additional 2 miles will be rehabilitated. The mainline pavement consists of

13 inches of concrete.

The existing ramps at Old Stage Road and exits 31, 33 and 34 will be reconstructed to current design standards. The project also includes widening the existing dual bridges at Exit 30 (over NB I-185/US 276) and at SC 417 Exit 31 (over SC 417).

Claude Ipock, Interim Assistant Construction Engineer, said there are intelligent transportation system components: a permanent overhead message sign and 100 percent coverage with remote-controlled traffic cameras.

"It's a good way to increase capacity on a much-needed interstate," Colvin said. "It completes a widening from four lanes to six lanes on I-385 from south of Simpsonville all the way to downtown Greenville."

The improvements will not only lessen congestion but increase safety. In addition, motorists will notice a much smoother ride, Colvin said.

Interstate travel information now online

By Pete Poore

SCDOT now offers a link to real-time interstate highway travel information from its website, www.scdot.org.

The "I-95 Corridor Travel Time Information" link illustrates up-to-the-minute congestion information for the interstate system. Roads are highlighted on a map in colors that indicate various traffic conditions, such as green for free flow and red for heavy conditions.

The site also provides travel time information, including estimated trip times based on current traffic conditions.

"It's another tool for people to utilize in planning their daily trips," said Tony Shepard, SCDOT's Director of Traffic Engineering. "It's a good tool to use before you start your journey."

From SCDOT's home page, users can reach the link by clicking on "Getting Around in South Carolina" and under "Travel Advisories" will find "I-95 Corridor Travel Time Information."

The I-95 Corridor Travel Time Information site is managed by the I-95 Corridor Coalition in cooperation with the University of Maryland. The website is one of several research efforts sponsored under SafeTrip-21, a component of the US Department of Transportation IntelliDriveSM program.

The site uses data streams from millions of GPS devices owned by long distance commercial vehicle operators, shipping companies, intercity transit providers and other sources.

Procurement Manager Vickie Stephens gets B.D. Bland Distinguished Service Award



CODY CROUCH/THE CONNECTOR

Procurement Manager Vickie Stephens poses with Procurement Director Mike Burk after she was awarded the B.D. Bland Distinguished Service Award.

Vickie Stephens, CPPO, CPPB, a Procurement Manager I with the South Carolina Department of Transportation was awarded the B.D. Bland Distinguished Service Award from South Carolina Association of Governmental Purchasing Officials (SCAGPO), on Nov. 11.

The award gets its name from Billy Bland, CPPO, the first president of SCAGPO in 1978 and the 1980 recipient of the James H. Barnes Award. This award is given to a SCAGPO member who has given their service to SCAGPO or NIGP resulting in state/national recognition; who has provided active leadership in purchasing organizations and community organizations; contributed to education and professional development, and has promoted the good name of the purchasing profession.

Stephens has worked in the procurement field with the State of South Carolina for 19 years with 14 years at Lander University in Greenwood and three years with the Materials Management Office. She joined the team at SCDOT in October 2007 where she administers and audits a large volume of procurements for SCDOT of various types of material, equipment and supplies for Headquarters and District Two. Stephens holds the following certifications: State of South Carolina Procurement Certificates Level I, II, and III and the National certifications for CPPO (Certified Public Purchasing Officers) and CPPB (Certified Professional Public Buyer) from the National Institute of Governmental Purchasing, Inc.

She has been an active member of the S.C. Association of Governmental Purchasing Officials since 1992 of which she has served on many committees.

SCDOT making low-cost intersection safety improvements

Intersections with high crash rates targeted

By Pete Poore

The South Carolina Department of Transportation (SCDOT) began an Intersection Safety Improvement initiative in 2008 aimed at the 2,200 intersections in the state highway system that have experienced a high frequency of crashes across the state.

One of the more noticeable improvements being used is the high-visibility signs that indicate the approach of an intersection, the name of the intersecting street or road and the presence of a traffic signal or stop sign. Even the posts used to erect these signs are coated with high-visibility and more reflective material.

Extensive research conducted nationally has proven that low-cost safety improvements such as the deployment of these high-visibility signs can substantially

reduce the crash potential of an intersection. This project is being funded through SCDOT's Highway Safety Improvement Program which receives federal funds to improve highway safety through engineering-related techniques.

Transportation Secretary H.B. Limehouse Jr. said the improved signs can save lives. "Our goal for these signs is to get the attention of drivers and make them aware of on-coming intersections. We hope these low-cost measures will prevent crashes, injuries and deaths caused by running through red lights and stop signs."

Limehouse added that in addition to the high-visibility signs, other safety measures are included in the project such as new pavement markings and traffic signal enhancements. Pedestrian crossing signals and wheelchair curb ramps are also being considered.



ROB THOMPSON/THE CONNECTOR

High-visibility signs are being used near intersections with high crash rates. The new signs are covered in highly reflective materials and announce the street name of the approaching intersection.

SCDOT identifies inmate highway crews with new signs



ROB THOMPSON/THE CONNECTOR

Mike Kantz, right, of Richland Maintenance supervises inmates as they trim trees in the right of way. The workers are one of three inmate crews used in Richland County.

Inmate labor reduces highway maintenance costs

By Pete Poore

Late in August, SCDOT began erecting signs in work zones where non-violent offender inmates from SC Department of Corrections (SCDC) minimum security facilities are performing maintenance on the state's highways.

Inmates are working with SCDOT Maintenance units in 12 different counties where SC Department of Corrections facilities are nearby. On any given day, as many as 85 inmates could be working to pick up litter, mowing and trimming vegetation and performing clean-up jobs at SCDOT maintenance facilities.

Each inmate is paid \$15 per day. An SCDOT employee doing the same work averages \$120 per day. The inmate labor program saves taxpayers well over \$1 million each year.

Transportation Secretary H. B. Limehouse Jr. said SCDOT, the inmates and the public are all

winners in this program. "We are always looking for ways to cut our costs. The inmate labor program is a tried-and-true program that has been effective for many years. We save money, the taxpayers in turn save money and the inmates are given the chance to develop a good work ethic before they return to society," Limehouse said.

District 1 DEA Thad Brunson said inmate labor has been utilized successfully on the District level. "We've been in a period of limited manpower and tight resources for many years. The inmate labor program allows SCDOT to operate efficiently in an effort to keep pace with the maintenance demands on our large state highway system," said Brunson.

The SCDC provides training for SCDOT employees that supervise inmate labor crews. In addition, local law enforcement agencies are notified in writing where work is being done by inmate labor crews.

Plans library goes digital

Your plan is now only a few clicks away

By Bob Kudelka

From manholes on Main Street in Pickens to drainage ditches along I-26 in Charleston, the details of every state road and bridge are found in 1.5 million sheets of plans stored on Shop Road in Columbia.

For decades, employees and the public had only one way to access plans – and it wasn't easy.

"If you wanted to get a set of plans at Headquarters, there was a card catalogue arranged alphabetically by county," said Char-

lie Smoak, Hydraulic Design Support Engineer who joined SCDOT in 1974. "There was a deck of cards for each county and road plans were listed by Interstate, US Routes or SC Routes. Secondary roads had many cards unsorted with information.

"You had to go through maybe 30 cards to find the road you wanted, which was a real waste of time. Then you had to reserve the plans, wait a couple of days for them to be delivered from the block house to Headquarters.

"You might find out you got



Mark Lorick files a set of plans that has been scanned into the Plans Online system. More than 1.7 million sheets of plans are stored at the SCDOT storage facility on Shop Road in Columbia.



PHOTOGRAPHS BY ROB THOMPSON/THE CONNECTOR

Calvin Johnson demonstrates how plans are accessed through the SCDOT intranet.

the wrong set of plans and have to go through the whole process again. Only one person could review a set of plans at one time."

In the late 1990s, employees in what was then called Road Design began to dream: Wouldn't it be great if all the plans could be accessed at your computer?

"It was a dream to think about scanning and accessing it," said Peter Yeh, Design Automation Engineer.

The dream was ambitious.

After all, going digital in this case was not a job to be undertaken lightly. SCDOT has the fourth-largest state maintained highway system in the nation. Depending on the length and complexity of a road, plans for one route alone can be hundreds of sheets. That means hundreds of thousands of sheets of plans would have to be converted to digital images.

In 1997, Road Design began scanning and indexing plans, using USC engineering students to help with the tedious process.

And so it began, with plans in Abbeville County scanned first and York County last. One 22-inch by 36-inch sheet at a time, taking 4 seconds each.

"The cumbersome part was labeling every sheet and indexing everything," said Mark Lorick, Administrative Coordinator in the Plans Storage Office at Headquarters. "The actual scanning was the easiest part."

As more and more plans were scanned in what became known as "Plans Library," word got around quickly.

"Other offices heard about it and wanted to access it," Yeh said. "In no time, the whole SCDOT heard about it and wanted to access it."

With a link on the intranet, "Plans Library" became a convenient way for employees to access road and bridge plans simultaneously. "It transformed paper drawings into a digital engineering knowledge base," Yeh said.

The scanning was divided into two parts: "As Let" plans, which are recorded precisely as the contractor was instructed to build a project by SCDOT; and "As Built" plans, which include any modifications during construction.

The "As Let" plans took eight years to scan and were finished in 2005, with 751,760 black and white image files taking up 730 gigabytes of storage. The "As Built" plans are to be finished by the end of 2010 and would contain just over 1 million color images using 2,273 gigabytes of storage space.

This past spring, plans went online for the public to access for the first time through a subscription service. By the fall, "Plans Online," a subsystem of "Plans Library," already had more than 200 subscribers, primarily sur-

veyors and consultants, Lorick said.

"Plans Online" includes the same plans that employees access on the intranet except for bridge plans, which are not included due to security reasons in the wake of the Sept. 11, 2001, terrorist attacks.

Having the plans online for the public saves DOT time and money in having to look up plans and retrieve them for a customer. It also is convenient for public users to access what they need from their computer.

"It's a great tool," said Jonathan Smith of Sinclair & Associates, a civil architecture firm in Summerville and Duncan. "It's really convenient to pull up a plan at the office or house. I appreciate everybody's work to get it up and running."

"While in the comfort of my office, I can now get the same information that used to require a drive across the county to visit my friends at the DOT office," said Ben Christensen, a surveyor in Aiken.

Lorick said: "We've had a lot of positive feedback. Everybody who uses it is happy with it."

"I see it as a valuable tool that can be used for in-house employees as well as consultants and surveyors to see our plans and not have to visit Headquarters or one of our District Offices to obtain that information," Smoak said.

SC Scenic Highways Committee recognizes three outstanding projects

By Bob Kudelka

The South Carolina Scenic Highways Committee has been busy behind the scenes, but its work is paying off in ways that make the Palmetto State more attractive to visitors and residents alike.

“It’s been a good year,” said Committee Chairman Douglas “Doug” McFarland, who represents the outdoor advertising industry on the committee. “We’re recognizing roads that have intrinsic qualities ranging from rich history to beautiful scenery that offer opportunities for a vast range of recreational activities for the traveler.”

The Committee was created by the General Assembly to review applications and make recommendations to the General Assembly on designating roads to become state Scenic Byways.

The South Carolina Department of Transportation (SCDOT) is a partner with the South Carolina Scenic Highways Committee in designating 22 routes on almost 500 miles of Scenic Byways throughout the state. Motorists can enjoy significant scenic, cultural, historic, natural, recreational, commercial, and economic destinations along these routes and the surrounding areas.

Committee members in addition to McFarland are Philip Gordon Powell, Vice Chairman, representing Parks and Recreation; Michael Covington, SC Department of Transportation Designee; William Edwin “Ned” Dargan, III., representing the Agriculture Industry; Julius Eldridge, representing the Hotel and Motel Industry; George Estes, SC Department of Parks, Recreation, & Tourism Designee; Chase Howard, representing the Petroleum Marketing Industry; Vance “Van” Kornegay, representing Highway Beautification Efforts; Joseph “Peter” McGee, representing the general public; Mayo Read, representing the Tourism Industry; and Hal W. Stevenson, of the Outdoor Advertising industry.

Written requests for Scenic Byway designations are submitted by local organizations to the State Scenic Byways Coordinator, Tesa Griffin, who is an SCDOT employee. She checks the details and brings the request before the State



The State Scenic Highway Committee is made up of: Seated, left to right: Julius Eldridge, Chairman Doug McFarland, Philip Gordon Powell. Standing (left to right): Tesa Griffin, George Estes, Hal W. Stevenson, Van Kornegay, Michael Covington and Chase Howard.

Scenic Highways Committee for review to determine a recommendation for action by the General Assembly.

The Committee reviews the application and rates the proposed byway by riding the road to get a first-hand look at whether it meets the criteria, which are based on national standards.

“It’s a wonderful experience to look at the different kinds of roads and the different scenic values,” McFarland said. “We’re in a great state and we have a lot of assets we need to bring to the attention of our own citizens as well as the tourists.”

The criteria for judging the applications include the road’s scenic, historical, cultural, recreational and natural features.

“I just want to thank both the Committee and the Byway groups for working so hard to achieve success,” said Griffin. “This is an example of volunteerism at its best.”

At a recent meeting in Columbia, the Committee recognized the following two new State Scenic Byways:

- The Western York County Scenic Byway (SC 161) begins at Kings Mountain National Military Park near the Bethany community and takes motorists through the Town of York to Historic Brattonville. This scenic, cultural, and historic byway is approximately 70 miles. The historic features provide a glimpse into the history of western York County with important sites and structures dating from the Revolutionary War period through the 20th century. The

corridor features three districts on the National Register of Historic Places and numerous individual sites and complexes.

- The Falling Waters Scenic Byway (SC 107) begins at the United States Forest Service property line and ends at the state line, including S-413 from SC 107 to S-130 and S-130 from S-413 to the state line. This Scenic Byway winds through the rolling hills and forested landscapes of upper Oconee County. Along the Falling Waters Scenic Byway you can find recreational trails, waterfall trails, campgrounds, picnic areas, vista points/overlooks, natural areas, and historic locations.

The Committee also recognized SC Highway 174 on Edisto Island. This is the fourth Scenic Byway in South Carolina to achieve the prestigious designation of National Scenic Byway. The other National Scenic Byways in South Carolina are the Cherokee Foothills National Scenic Byway, Savannah River National Scenic Byway and Ashley River Road National Scenic Byway.

National Scenic Byways are exceptional roads through areas that exemplify regional characteristics. They possess distinctive cultural, historic, natural or other qualities unique among neighboring states. These nationally recognized routes are highlighted on the official state map.

The Edisto Island National Scenic Byway is a tree canopied 17-mile stretch of SC 174 that traverses salt marsh, creeks, maritime forests, farm fields and



PHOTOGRAPHS BY ROB THOMPSON/THE CONNECTOR

SC State Scenic Highway Committee Chairman Doug McFarland, center, recognized the designation of the Edisto Island Scenic Byway as a National Scenic Byway. Accepting the proclamation are Marian Brailsford and Bud Skidmore.



McFarland, center, announced the designation of the Western York County Scenic Byway on Sept. 21 in Columbia. Accepting the proclamation are, from left, Jeanne Moore, Stephen Allen, Chairman Doug McFarland, Jim Baker and Jacque Sorrentino.



McFarland, center, also announced the designation of the Falling Waters Scenic Byway. Accepting the proclamation are Nancy Stone-Collum and Joe Robles.

Visit: http://www.scdot.org/community/scenic_byways.shtml

historic churches from the Intra-coastal Waterway to the Atlantic Ocean. It was designated a State Scenic Highway in 1988 and designated National Scenic Byway on

October 16, 2009 by US Secretary of Transportation Ray LaHood.

For more information, contact Tesa Griffin, SC Scenic Byways Coordinator, (803) 737-0013.

Division of Intermodal and Freight Programs

Mass Transit Division undergoes name, personnel changes

By Pete Poore

“This legislation is probably one of the most forward-thinking moves that happened to SCDOT in many years.” That’s how Hart Baker, Deputy Secretary for the Division of Intermodal and Freight Programs assessed the passage of Act 206 which was signed into law on June 15, 2010.

Act 206 revamped the Division of Mass Transit into this new division with emphasis on two programs; Intermodal and Freight. Baker defined intermodal transportation as the networking of different sources for moving people and cargo. The sources the new division is focusing on are maritime cargo, passenger and freight rail and trucking. This new division is subdivided into two components to accomplish this goal. They are the Office of Public Transit and the Office of Railroads. Baker said there’s a simple but important rule to follow to make intermodal transportation effective, “The fewer times cargo is handled, the cheaper the price of goods will be at the retail level.”

Baker outlined how Act 206 passed in 2010 will pave the way for South Carolina to be a player in the global economy of 2014. The Panama Canal is currently being wid-

ened to accommodate the new super cargo ships that are capable of carrying 8800 cargo containers. The widening completion date falls in 2014. These super ships will primarily be departing from ports in Asia and will have destinations on the east coast.

The Port of Charleston is a likely destination because it’s a deep water port. From Charleston, cargo can be shipped by rail to Chicago the largest consumer market in the United States. Charleston is

an attractive port for Asian manufacturers. The cost of shipping cargo from Asia, through the Panama Canal, to Charleston port and on to Chicago is less expensive than delivering Asian goods to the west coast. Trucking will still have a large role in transportation, particularly in the area of short hauls in-state and in the surrounding region said Baker.

The Office of Railroads is involved in laying the groundwork for the future of high speed passenger rail. Baker said the public needs to understand what high speed rail is and what it’s not. “High speed rail is not light rail, it’s not a bullet train that travels at speeds of 160 mph and higher. It’s a train capable of speeds between 100-125 mph,” said Baker.

He pointed to a federal initiative that’s goal is to create a high speed rail line from Boston to New Orleans. His staff is in the process of seeking funding for feasibility studies for the South Carolina leg in this route between Charlotte and Atlanta, with a potential stop in Greenville and a spur route between Charlotte and Columbia. The staff is also preparing to study other passenger lines between Myrtle Beach and Charleston and future plans include studying the feasibility of pas-



Hart Baker
Deputy Secretary for Intermodal
and Freight Programs

senger service from the Upstate to the coast, such as a line between Greenville and Myrtle Beach. Baker said all of the potential rail lines will require tremendous coordination of tracks owned by CSX and Norfolk Southern.

Baker said he accepted the appointment to the Deputy Secretary’s position by Secretary Limehouse because the ideas being discussed and studied are do-able. “The current role of this Division is to develop the footprint for South Carolina’s success in the global economy. If we can coordinate our transportation resources with an eye toward the future, SCDOT will play a major role in that success,” said Baker.

Directors named for new division See promotions on page 20.



Douglas Frate
Office of Public Transit Director



Roy Tolson
Office of Railroads Director

SC may have fewer than 800 highway fatalities this year

Safety urged as holiday driving season approaches

Highway fatalities in South Carolina are expected to be fewer than 800 this year, SC Department of Transportation (SCDOT) Secretary of Transportation H. B. Limehouse Jr. announced in mid-November.

Annual highway fatalities in South Carolina have been fewer than 800 only twice in the past 47 years: in 1963 and 1982. According to preliminary figures through October 2010, there have been 655 reported fatalities on our roadways.

“While we believe one life lost on our highways is still too many, this year’s drop

in fatalities is an encouraging sign and a positive trend we hope continues,” Limehouse said. “SCDOT adopted a ‘Fix it First’ strategy three years ago to preserve existing roadways and focus on safety improvements on our highways.” The strategy has led to safety improvements such as adding rumble strips on many of the state’s secondary roads, where preliminary figures show that fatalities have dropped nearly 21 percent this year compared to 2009.

“During the holidays, we urge all motorists to drive safely, use their safety belts and never drink and drive,” Limehouse said.

2010 United Way Campaign at Headquarters

Tuesday, November 2 – SCDOT Gear Sale

Employees were given the opportunity to purchase SCDOT gear. Fleece jackets and vests, embroidered with either the SCDOT or Palmetto Tree logo were available. Final orders were taken on Nov. 5.

Wednesday, November 3 – Chick-Fil-A® Luncheon

Chick-Fil-A® meals (sandwich, chips and drink) were sold for \$5.

Thursday, November 4 – SCDOT Media Sale

An SCDOT Media sale was held in the canteen. New and used books, CDs, DVDs, and magazines were accepted as donations for the sale. The sale ran from 11:30 am to 1:30 pm.

Friday, November 5 – Pledge Form Drawing

Anyone who submitted a United Way pledge form during the week was instantly entered to win some great prizes! The drawing was held at 2:00 in the basement lobby.

The agency goal was \$20,000 this year. With everyone’s help, we are sure we can do it! If you have any questions, please contact Tina Kennedy at 737-5022.

Rock Creek Bridge has posted limit until replacement built

By Pete Poore

South Carolina Transportation Secretary H.B. Limehouse Jr. issued an emergency order on Sept. 3 to replace a bridge on Harrison Bridge Road over Rock Creek near Simpsonville in Greenville County. This order allows for the installation of a bridge previously approved for another site by the SCDOT Commission, to be used at this location.

A recent inspection revealed that a timber pile that was previously repaired has been severely damaged by debris.

The bridge has been shored up temporarily. It remains open and is safe for motorists. The bridge has been posted to restrict vehicles weighing more than 3 tons GVW, the lowest allowable limit. This

repair will maintain that restriction until the new bridge is in place. The average daily traffic on the bridge is 10,500 vehicles.

The demolition and construction phase of the project is expected to begin in January 2011 after the relocation of power lines is complete. The replacement bridge will span the channel, removing the piers from the main waterway, and return the stream to a more natural state.

Transportation Secretary H.B. Limehouse Jr. said this project is a double win. "The replacement of this bridge not only gives us the opportunity to provide a structure that will be more safe for the public, but opening the channel will improve the safety of the waterway and improve the environment," said Limehouse.



PHOTOGRAPHS BY ROB THOMPSON/THE CONNECTOR

The bridge over Rock Creek has a posted weight limit until it is replaced through an emergency order. The photo at left shows the temporary fix where wooden timbers have been replaced by steel pilings.

BUCK from page 1

outside the box on this project. We took a classic three-year project and found a way to do it in eight months which reduced the inconvenience for the public, made the job site safer for both drivers and the workers, and we saved \$34 million. That's what SCDOT has been all about since 2007," said Limehouse.

The leadership style Limehouse brought to SCDOT resulted in a significant improvement in employee morale. "I brought an end to the favoritism shown to certain employees in the way of promotions, pay raises and bonuses. These practices made the majority of DOT employees feel like outsiders whose initiative was not valued. In fact, many employees feared reprimands for being proactive. I had to lift that cloud off of the agency and create an open door policy," Limehouse said.

He also created new programs such as the Four-Day Work Week that boosted employee morale and provided personal savings for employees at no cost to the agency.

When Act 114 (the SCDOT Reorganization Act) was signed

into law in June of 2007, it required ranking projects based on objective criteria, and priority lists would be used for the selection of projects for funding and construction. "We had to get the politics out of the system," said Limehouse.

The Engineering staff spent many weeks evaluating criteria based on engineering aspects of a project. The painstaking process has resulted in a fair system that is accountable to the public and open for review by anyone. "The new selection process served us well when South Carolina received funding from the American Recovery and Reinvestment Act (ARRA). Our allotment was \$463 million which nearly doubled our regular federal aid program for one year. This allowed us to accelerate many projects and move lower-ranked projects higher on the priority lists much sooner," said Limehouse.

During Governor Sanford's administration, the emphasis has been getting the agency moving forward in the right direction not only to do the right thing and save the taxpayers' money, but to also provide the state with the most efficient and safest transportation

infrastructure system possible.

Other agency heads have said that Limehouse has always understood SCDOT's role in the economic development of the state. SC Ports Authority President and Chief Executive Officer Jim Newsome said, "Secretary Limehouse has shown great leadership and foresight by improving our competitive capability in world markets. His decision to allow permitting of international shipping containers up to 100,000 pounds (an increase of 10,000 pounds) for transporting by truck on the state's highways will bring us up to par with neighboring states and allow us to compete for the significant increase in cargo moving through the Southeast," said Newsome.

The past three-and-a-half years have not been without some personal challenges for Limehouse. He underwent knee replacement surgery in the spring of 2009. But his rehabilitation evolved into something a lot more. "I took the rehab process head-on and turned it into a full-blown fitness program," said Limehouse.

Charles Anderson is the Fitness Director at the University of South Carolina where the Secretary rehabbed and worked out at

the Thurmond Wellness Center. Anderson said Secretary Limehouse far exceeded his expectations. "He progressed so rapidly he was weeks ahead of his rehab schedule. Half of the battle is your mental approach and determination and Mr. Limehouse has made the commitment to make the lifestyle change," Anderson said.

Limehouse spent two months in the spring and summer of 2010 out-of-state receiving treatment for another health issue. However, he managed to continue leading SCDOT without missing a beat. The Secretary remained in constant contact with the Deputies, other key staff and the Commission. He was provided with office space and facilities to use by Florida DOT while receiving treatments and kept regular hours in between treatments.

Following the recent health screenings made available to SCDOT employees this fall, Limehouse noted that the results of his screening were some of the best he's ever recorded. "A consistent exercise program is an inexpensive and effective health insurance policy, and my test results are the proof," Limehouse said. Headquarters employees who forsake

the elevators to climb the stairs have probably crossed paths with the Secretary on his trips from the basement level to his office on the third floor.

As 2010 comes to a close, Limehouse and SCDOT can look back with pride on these accomplishments and many more in the areas of environmental initiatives that have saved money as well as improved the quality of life in the state, improved outdoor advertising programs that have generated more revenue and taken aggressive legal action against parties that have damaged SCDOT property (see a complete list starting on page 16).

"We have recorded a lengthy list of achievements in the last three-and-a-half years, and all of them add up to one important overall accomplishment, and that's restoring the public's trust in us to use their money wisely and provide them with the best highway system we can," said Limehouse.

See list of SCDOT Accomplishments on page 16

Briefly



SCDOT ready for wintry weather

PHOTOGRAPHS BY ROB THOMPSON/THE CONNECTOR

SCDOT is getting ready for the coming winter season. Trucks delivered salt to the Columbia salt shed from Sept. 28 through the month of October. A total of 400 truckloads, or 10,000 tons, of salt were delivered to fill the shed which is used as a reserve to replenish salt sheds across the state when winter weather emergencies occur.



Retired MSgt Susan Douglas receives Hometown Hero Award

The Air National Guard is recognizing more than 70,000 citizen-Airmen who have deployed in contingencies since Sept. 11, 2001, with a Hometown Heroes Salute Campaign. The award is given to eligible Airmen who deployed for more than 30 consecutive days for operations Noble Eagle, Enduring Freedom and Iraqi Freedom, Hurricane Katrina and all other contingency operations. The award consists of a cherry wood encased letter of appreciation from the Air Guard director and command chief, enclosed with a commemorative coin, a medallion, a wood pen and pencil set, and a set of personalized dog tags.



SCDOT promotes exercise at rest areas

Graphic Designer Zoe Cook and Maintenance Contract Manager Lee Tsiantis show a poster promoting SCDOT's health initiative at welcome centers across the state. Health Initiative posters illustrate and describe different stretching exercises for travelers to do when they visit our centers. The initiative is also sponsored by Pleasant Hill Middle School and the University of South Carolina.

Down at the beach club with Ron Patton

By Bob Kudelka

If you went to Clemson University in the early 1980s, chances are you might have shagged to beach music tunes cued up on a turntable by Ron Patton.

Known by the nickname "RP," Patton turned a love of rhythm and blues and beach music into work as a DJ at Bollwinkles, a popular R&B and beach club in Clemson. That led to spinning tunes for fraternity and sorority mixers and one summer as a DJ at The Boardwalk, a beach music haunt in Greenville.

Those days are fond memories for Patton, who was promoted this past summer to Chief Engineer for Planning, Location and Design.

Lately, he's been getting back to the passion of his college days by being a DJ at parties for retiring employees and other events.

"I really enjoy it," Patton said. "My motto about music is every song you hear takes you back to a point in your life. Those songs will bring you back to all those memories, both good and bad. You may grow older, but you never grow tired of the memories, or the songs."

Patton joined SCDOT in 1991 as a hydraulic engineer. He became a project engineer in 1993 for the Upstate region. In 1998, he became a program manager for District 4 and parts of District 3. In December 2001, Patton became Director of Planning. Environmental was added to his position in 2003.

He took over his current position in July, succeeding John Walsh who became Deputy Secretary for Engineering.

In his new job, Patton supervises the Planning and Environmental, Pre-Construction, and



Ron Patton shows two 45s that started his DJ career. He played "Good Guys Only Win In The Movies" (by Mel and Tim) followed by "I'll Turn To Stone" (by the Four Tops) and got noticed for his musical taste. Above is RP's college senior photo from the 1982 TAPS, Clemson's yearbook.

ROB THOMPSON/THE CONNECTOR

Pre-Construction Resource Management sections.

Patton was named 2006 State Employee of the Year by the SC Association of Regional Councils. Patton is also a 2007 graduate of the AASHTO Leadership Institute.

His love of beach music began by childhood trips to, where else, the beach.

Patton grew up in Greenville and would often accompany his two older sisters, Evelyn and Patty, on trips to Myrtle Beach. As young as 6, he was already learning how to shag at the Pavilion.

"I'm wearing Bass weejuns

with no socks, khaki pants, v-neck sweaters, putting on English Leather cologne and shagging at the Pavilion at 6," Patton said. "I was a real extrovert as a little kid."

He began collecting R&B music as a youngster, buying his first 45 rpm record in a collection that would swell to 3,000 records over the years. It was "My Girl," by The Temptations.

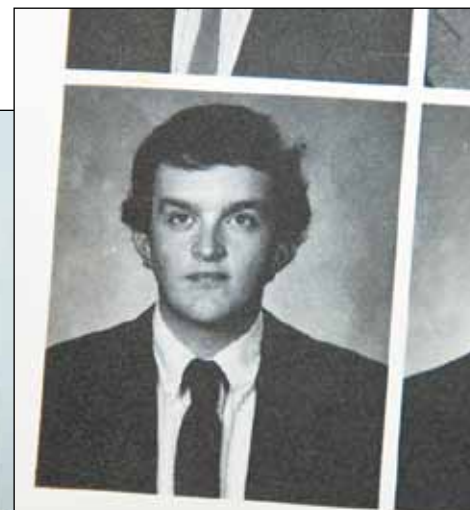
"I could listen to 60s and 70s R&B all day long," Patton said. Some of his favorites include The Temptations, Four Tops, Marvin Gaye, Al Green, Harold Melvin and The Blue Notes, The Stylistics, Cornelius Brothers and Sis-

ter Rose, and Teddy Pendergrass.

As his sisters grew older and moved away, Patton said he became shy through high school even though he played on the football team.

That changed during his freshman year at Clemson when Patton walked into a nightclub on a Tuesday evening. He felt right home: Tuesday's were beach music night.

Not only was he immediately comfortable shagging on the dance floor, Patton struck up a conversation with the DJ's and showed such knowledge of R&B music that he was offered a job.



Reluctant at first, Patton soon settled in behind the microphone, two turntables, a tape deck and boxes full of his records.

College students packed the nightclubs. "We use to have a thousand people a night at Bollwinkle's," Patton said.

Using the nickname, "RP," which was what his high school football coach had called him, Patton soon endeared himself to patrons by using a personal touch when choosing songs to play.

When someone approached with a request, Patton would make it a point to remember the song and play it whenever the person would enter the nightclub.

"Maybe I didn't know their name, but I knew their favorite song," said Patton, who enjoyed watching their reaction upon hearing their favorite tune.

"Deejaying is kind of a lost art because there aren't that many clubs to go dancing now," Patton said. "It was cool to be able to make a smooth mix from one song to another. If you knew what you were doing, folks wouldn't miss a beat laying down their steps from one song to the next."

Bollwinkle's and The Boardwalk are long gone, but the music remains. And if you want to hear your favorite tune, just ask RP.

Oops!

Adopt-A-Highway Achievement Award recipient Debbie Sams was honored for her work in Pickens County. Sams works as the Permit Manager at SCDOT's Pickens Maintenance Office. The Summer 2010 issue of The Connector listed her county incorrectly.

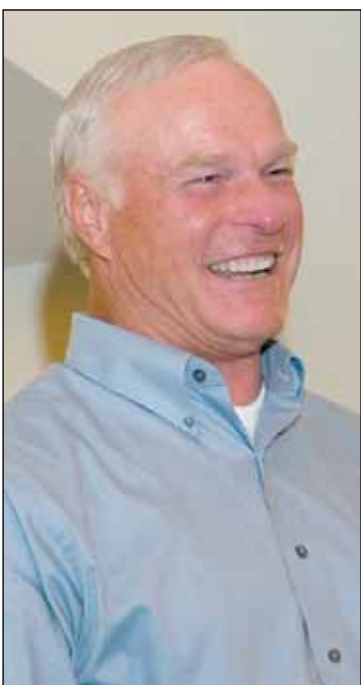
What to do if you're outside during a lightning storm:

Seek shelter, or find a low place such as a ditch. If it is raining, be alert for flash floods. If you feel your hair stand on end (which indicates that lightning is about to strike), squat low to the ground on the balls of your feet. Place your hands over your ears and your head between your knees. DO NOT lie flat on the ground.

Flooding Facts:

Do not walk through moving water. Six inches of moving water can make you fall. Six inches of water will reach the bottom of most passenger cars causing loss of control and possible stalling. One foot of water will float many vehicles. Two feet of rushing water can carry away most vehicles including SUVs and pick-ups.

Courtesy of SCDOT Occupational Safety and Health



Danny Shealy

Danny Shealy retires

By Pete Poore

Danny Shealy retired from SCDOT as the Director of Construction on Sept. 16, 2010. The Chapin native spent 34 years as a full-time employee and three summers as a student worker while majoring in Civil Engineering at the University of South Carolina.

The new USC graduate had a choice between two jobs when he earned his degree in 1976. One was with Daniel Construction (now the Fluor Corp.) and the other was a job as a Project Manager in SCDOT's Lexington Construction office. Daniel Construction wanted him to relocate,

but the prospect of working in his home county helped make the decision easy for him.

Shealy spent the next five years as an Assistant Resident Maintenance Engineer for Richland and Lexington Counties. In 1984, he was promoted to Resident Construction Engineer for both Richland and Lexington Counties, a job he held for ten years.

In 1994, he moved up to District Construction Engineer, the job he had his eye on since coming to the agency in 1976. But Shealy's tenure there lasted only a year. He was offered a job at Headquarters by Don Freeman who had recently been promoted to Director of Construction. Free-

man was looking for someone to replace him as the State Road Construction Engineer. So in 1995, Shealy came to Headquarters after spending 19 years in the field. He was promoted to Director of Construction in 1997 until his retirement in 2010.

Shealy's best memories of his 19 years in the field include the construction of two segments of I-77 from Percival Road through Fort Jackson, and in the Garner's Ferry Road area. During his time as a college student summer employee, he had worked on a location crew for those very same segments of I-77. "That was very satisfying to start on that project from its very beginning, and follow it all the way through the completion of construction," said Shealy.

Another project on his resume is the widening of I-20 from SC

215 in north Columbia to Alpine Road in northeast Richland County.

Once he came to Headquarters, Shealy noted that working with contractors was also a positive part of his job. "I found that the best approach was to sit down with the contractors and work out problems with them. Many times I learned from them. Several times I visited a construction site where they showed me how our solution wasn't always the best way to go. They proposed ideas that were better than ours, Shealy said.

Shealy said that if he had to make his 1976 decision as to where to work all over again, he'd choose SCDOT. He said, "SCDOT gave me a lot of job satisfaction and I worked with many great people throughout my career."

Ernest Jones honored by Indian Waters Council of Boy Scouts

Ernest Jones was one of 12 local leaders selected by the Indian Waters Council to represent the Midlands Region of South Carolina as a nominee to the Boy Scouts of America (BSA) Hall of Leadership.

Through his dedicated service to others in his military uniform and in the BSA uniform, Jones has been a remarkable role model and example of the greatness of the 100 year-old American institution of the Boy Scouts of America.

He was recognized with the bust of an American Eagle at a recent "Celebrate 100!" event that the council held in their honor.

Jones' nomination was accompanied by a biography.

Ernest Jones Biography

Ernest Jones Jr. was born on Sept. 19, 1939, in Albany, Ga. He was born to Ernest Jones Sr. and Inez Jones. His family was a broken one, when his father moved up North, leaving his mother and great aunt in Georgia. Directed to the church by his great grandmother and great aunt, he found a male role model in the form of one of the church's deacons. The Deacon instilled in him God's laws and introduced him to a new found family, the Boy Scouts of America. He joined the Boy Scouts at an early aged and stayed with the organization as he moved back to his mother in Brun-

wick, GA. Adhering to the laws and morals of the Boy Scouts, he became a stout young man in his community, never having run-ins with law enforcement and encouraging the younger generation in the community in a positive direction. While living in Brunswick, he was the second young man of color to make Eagle Scout in Glenn County Georgia. This accomplishment was printed in the Brunswick News in 1966. As a Boy Scout throughout his youth, he had the conviction of patriotism woven deeply in his heart. He joined the United States Army immediately after graduating from high school. He served two tours in the Vietnam War. In 30 years in the US Army, S.G.M. Jones shared his beliefs of God and patriotism to all that were under his command. Jones and his wife, Esther L. Jones, served as den leaders in Fort Benning, GA. Jones also served as a Scout Master in Hawaii for a brief period of time. He ensured that his family was aware of the morals of the Boy Scouts as he included them in every aspect of their lives.

Jones has helped with the Boy Scouts throughout his life when help was needed donating money and time to the scouts' cause.

Now, at age 71, Jones helps out as a Den Leader Coach at a local pack. Also, he helps other area packs with information and resources that make him an essential asset.

Humbling himself continuously, Jones



ROB THOMPSON THE CONNECTOR

Ernest Jones, an Eagle Scout, was recently honored by the Boy Scouts of America.

often seeks further education in Scout guidelines and requests help from other potential Scout leaders.

Jones' legacy continues with two sons who participated in the Cub Scouts and a grandson now in the Boy Scouts.

US 176 Bridge Replacement

Richland County project spans Broad River

By Katie Holland

The \$20 million US 176 (Broad River Road) Bridge Replacement over the Broad River, located in Richland County, is currently under construction. The project began construction in March 2010 and is scheduled for completion in the summer of 2013.

The existing bridge is actually two structures, which include four travel lanes with a raised concrete median. One bridge was constructed in the early 1930s and the newer portion was constructed in the mid-1970s.

The bridges cross the Broad River and the Columbia Canal. The Columbia Canal District is listed in the National Register of Historic Places. Two of the existing five lanes are being maintained during construction as the bridge is replaced.

Construction Status: The

newer portion of the structure has been removed except for the foundations. New foundations for stage one are currently under construction in the Broad River. Utility relocations are underway and must be completed prior to beginning roadway approach work.

Interesting Facts: The project, designed with several unique features, was a collaborative effort with multiple agencies including the Federal Highway Administration, the State Historic Preservation Office, the City of Columbia and the Three Rivers Alliance.

Some of the features include facade arches under the structure and river walls on the foundations to imitate the existing structure, decorative overlooks over the river, decorative lighting and railing (including a protected pedestrian sidewalk on the bridge), and stamping in the concrete.



PHOTO BY BARRY LIMEHOUSE

The replacement project began in March 2010 and is scheduled to be completed by the summer of 2013.



ROB THOMPSON/THE CONNECTOR

Ten-year-old Barry Limehouse spent one morning photographing the project as part of a summer project. Limehouse learned about construction, photography, work zone safety and bridge building.

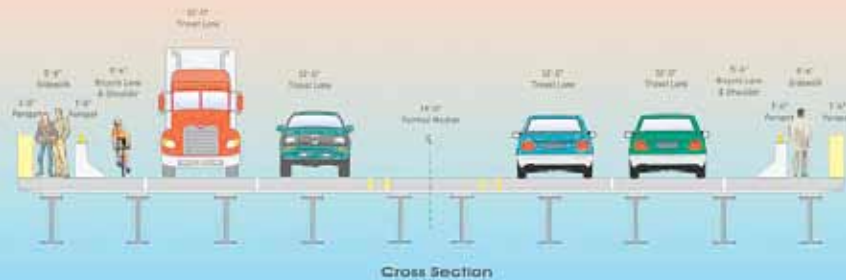
Secretary of Transportation H.B. "Buck" Limehouse's grandson, Barry Limehouse, spent one morning shadowing SCDOT Photographer Rob Thompson on the US 176 bridge project.

Barry Limehouse, a 5th grader at Pinewood Preparatory School in Summerville, summed up his experience saying, "I learned how bridges are made and the different types of

equipment they use to replace a bridge. To be safe, I wore a hard hat and reflective vest in the work zone. I also learned the best way to photograph construction.

"I'm looking forward to coming back. I had a great time learning about SCDOT. One day, I hope to become the Secretary of Transportation just like my grandfather, Buck," Barry Limehouse said.

US 176 Bridge Over the Broad River: Typical Section



GRAPHICS BY PARSONS BRINCKERHOFF

Graphics show a cross section of the new roadway (above) and a view of the future roadway (below) which includes pedestrian sidewalks and bicycle lanes.



SCDOT makes roadside memorial signs available

Family members can purchase memorial plaque to stand for two years

By Pete Poore

The South Carolina Department of Transportation (SCDOT) allows immediate family members to apply for a new standard roadside memorial sign to honor loved ones lost in traffic crashes on the state's highways.

The 24" x 24" main sign will read "DRIVE SAFELY." A 24" x 12" memorial plaque will include the phrase "IN MEMORY OF" followed by the victim's name. An anonymous identification such as "A LOVED ONE" can also be used. The program began on Aug. 9.

Transportation Secretary H. B. Limehouse Jr. said it was time to create a standard for roadside memorials. "In years past, families that have lost loved ones have put their own lives in danger when placing memorials along roadsides. The SCDOT memorials will provide a dignified and safe way to honor their lost family members. The uniform memorial and plaque will provide a safe remembrance for lost love ones, but our commitment is still focused on reducing fatalities and the need to place these memorials," said Limehouse.

Department of Public Safety

Director Mark Keel said, "The memorials should provide some comfort for victims' families, while also serving to remind passing motorists to remain alert and to drive safely."

- Immediate family members (parents, children, spouse, siblings, grandparents or grandchildren) may request a memorial.

- The fee for manufacturing, erecting and maintaining the sign is \$250.

- Applications should be made within one year of the crash date unless an exception is granted by the Secretary of Transportation.

- Only one sign per incident will be erected. In the case of multiple victims a larger sign may be used to include all names on one plaque.

- In the event of conflicting wishes among immediate family members, no sign will be erected or the sign will be removed if it's already in place.

- Signs will be installed on the right-hand side of the road. No signs will be erected in the median or on the left-hand side of the road.

- SCDOT will make every effort to install the signs at the approximate location of the crash site. However signs will not be placed in front of a residence or



ROB THOMPSON/THE CONNECTOR

A sign in memory of Samuel McCall Jr. is erected along Highway 72 in Laurens County. McCall was a highway construction worker who died in a highway work zone accident in 2005.

business and cannot create a distraction from traffic control devices.

- SCDOT can only erect signs on state highways. The agency does not have the authority to place them on city or county roads.

- In the case of an interstate highway, memorial signs will be placed in a dedicated area at the nearest welcome center or rest area.

- SCDOT reserves the right to temporarily remove or relocate a sign at any time for highway maintenance or construction.

- Signs will remain in place

for two years. Following the two-year period, the sign will be taken down. The memorial plaque will be sent to the person who applied for the sign at the address listed on the application.

- No signs will be erected for victims who were directly involved in criminal activity that led to their deaths, such as DUI, reckless driving, fleeing law enforcement officers, etc.

Applications for roadside memorials are now available on the SCDOT website: www.scdot.org.

The application must include

a copy of the accident report issued by the investigating law enforcement agency. Information on how to obtain an accident report is available on the SC Department of Motor Vehicles website: http://www.scdmvonline.com/DMVNew/default.aspx?n=accident_reports

Completed applications should be mailed to the following address:

**SCDOT
Attn: Roadside Memorials
PO Box 191
Columbia SC 29202-0191**



PHOTO BY VONIE GILREATH

Charleston Mayor Joe Riley, left, and SCDOT Commissioner Ken Willingham pose by a bike lane concept plan for St. Andrews Blvd. in Charleston.

West Ashley project to include bike lanes

The City of Charleston continued its efforts to improve highway safety for bicyclists by announcing a plan this summer to create bike lanes on St. Andrews Blvd. in the West Ashley area. A ceremony was held on Aug. 24 by city, county and SCDOT officials. Commissioner Ken Willingham represented SCDOT at the event. The bicycle initiative is a cooperative project where all three governments are partners.

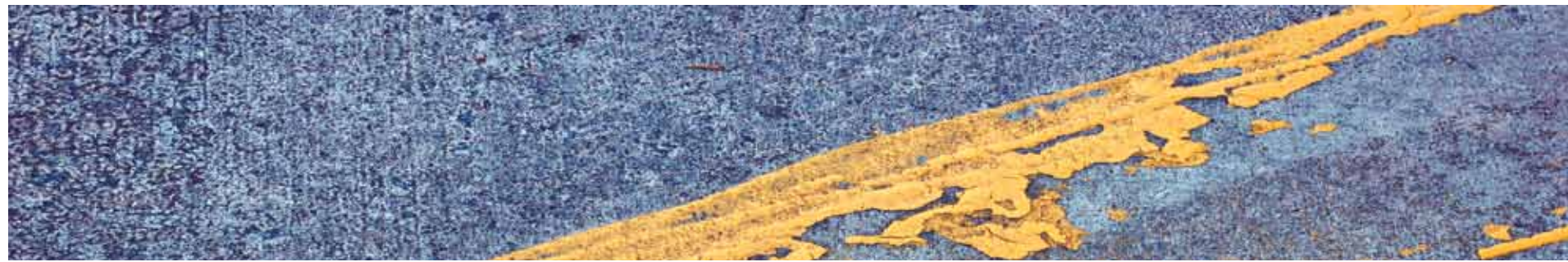
The \$133,000 project will pay for the painting of bike

lanes on both sides of St. Andrews Blvd. between Wesley Drive and just north of Sycamore Avenue. The new lanes will pave the way for future and existing bicycle connections to the West Ashley Greenway and the West Ashley Bikeway.

Bike lanes have proven to create a traffic calming effect as drivers of motor vehicles tend to reduce their speeds when bike lanes are present. The results are safer streets and more livable communities that encourage both biking and walking.

SCDOT Accomplishments

May 2007 - Present



Governor Sanford asked all Cabinet agencies to submit a report of agency accomplishments during his administration.

The following list was submitted by Secretary Limehouse covering the three-and-a-half-years of his tenure at SCDOT.

ACCOUNTABILITY

Established as a cabinet agency through the passage of Act 114, the SCDOT restructuring act, allowing the Governor to appoint the Secretary of Transportation (June 2007)

SCDOT successfully implemented all aspects of Act 114 (Fall 2007), including:

- Establishment of criteria to prioritize and rank projects
- Prioritization and ranking of projects in major categories of resurfacing, bridges, safety, congestion mitigation, air quality, primary and secondary road upgrades, interstate upgrades
- Establishment of a stronger public hearing process for SCDOT projects
- Implementation of recording of all Commission-approved work requests for traffic signals, curb cuts on primary routes, bike lanes, or construction projects under ten million dollars
- Implementation of recording of all Secretary-approved work requests for signage of routes, pavement markings, replacement and installation of guard rails, repair and installation of signals, chip seal of existing roads, enhancement projects, curb cuts, overhead message boards and cameras, research projects, and mapping

Conducted two hours of training in the Ethics Act and Administrative Procedures Act for senior officials and the SCDOT Commission

Promulgated regulations to implement the policies and procedures relating to the Office of Chief Internal Auditor, approval of projects by the Commission, the Secretary's approval of routine operations and maintenance.

Represented the transportation community in economic development efforts through the Secretary's appointment as a member of the State Ports Authority Board and the Coordinating Council on Economic Development. (2009)

EFFICIENCY

The Secretary of Transportation established "Fix it First" strategy to focus on preservation of existing highway system, which led to the approval of moving more funding into the cat-

egories of safety and maintenance (May 2007).

The Secretary of Transportation implemented several policies and initiatives designed to produce cost savings (2007 to present) in excess of \$200M:

- Reduction in Interstate Mowing Cycles (eliminated in Summers of 09/10)- \$2.6M
- Transfer of South Island Ferry (\$500K annually beginning in 2009) - \$1M
- Elimination of Staff Positions in Secretary of Transportation's Office (\$32K ann. since FY07) - \$96K
- Elimination of Washington Consultants (\$265K annually since FY07) - \$795K
- Change in Toll Contract (\$612K annually since FY07) - \$1.8M
- Reduction in Travel - \$500K (since FY07)
- Consolidation of Cell Phone Contracts (\$41.4K annually since FY08)- \$124K
- Reduction in Outside Consultants (since FY05) - \$28M
- Reduction in Outside Legal Counsel (since FY05) - \$485K
- Use of Value Engineering (since FY08) - \$74.5M
- Administrative Budget Cuts Shifted to Maintenance (FY09)- \$18.7M

Project Cost Savings on I-385 Project (FY11) - \$34M

Refunding/Refinancing of Bonds - (FY10) - \$31M

SCDOT successfully secured legislation to relieve SCDOT of the costs to maintain and operate the South Island Ferry (2008 Legislative Session).

The Secretary of Transportation reorganized the core administrative functions of the agency, ensuring a more direct line of communication with his office (Offices of Legal, Communications, Human Resources and State Governmental Affairs now report to the Secretary of Transportation) (July 2010).

SCDOT received the Certificate of Achievement for Excellence in Financial Reporting by the Government Finance Officers Association of the United States for the years 2005-2010.

In 2010, SCDOT ranked 6th in the Nation and 1st in the Southeast in state highway performance and cost-effectiveness by Dr. Hartgen in his 19th Annual Highway Report released by The Reason Foundation.

SCDOT raised the recoupment collected from outdoor advertising companies to maintain areas around billboards from \$300 to \$400 in 2010.

ENVIRONMENTAL STEWARDSHIP

- SCDOT worked with Governor Sanford and environmentalists to preserve the "canopy" effect of the tree line on US 17 in the Fall of 2007.
- In May of 2008, SCDOT established an environmentally friendly web site to demonstrate efforts to preserve and protect resources.
- SmartRide Commuter Services offer fare-free rides on Ozone Action Days to promote reduction in emissions that are harmful in raising ground level ozone (August 2009).
- In 2010, SCDOT changed its vegetation management guidelines to prohibit removal of pines that have a base of more than 12 inches in diameter.
- SCDOT replaced 78 vehicles with hybrid vehicles through the use of federal CMAQ funds. (September 2010)
- SCDOT began a pilot program on I-95 and I-26 to allow outdoor advertising companies to upgrade old billboards in exchange for the removal of two to four permanent billboards per upgrade, depending on the size of the billboard.

TRANSIT

SCDOT successfully secured legislation to establish and oversee a coordination study committee to recommend options for coordinating transit services of several state agencies to eliminate duplication of services (2008 Legislative Session).

In March 2009, SCDOT launched a transit system pilot project in Orangeburg/Calhoun Counties, offering "dial-a-ride" services where customers can call to arrange for a pick-up for transportation to destinations such as medical centers, educational institutions and local employment centers or employers.

SCDOT established the Division of Intermodal and Freight Programs, created by Act 206 of 2010. This division replaces the Division of Mass Transit and is comprised of the Office of Public Transit and Office of Rail. This important legislation passed by the General Assembly more clearly defines the role of rail planning functions in the state, thereby opening multiple opportunities for SCDOT to be eligible for federal rail planning funds. (July 2010)

SCDOT assisted the Lowcountry COG in securing a \$3.1M grant to make bus service available to connect northern Beaufort County residents with major employers, shopping centers and other services. (July 2010)

HIGHWAYS AND BRIDGES

Requested Governor's assistance in declaring state of emergency for washed out bridge in the Upstate, which helped secure \$1M in federal emergency funds to replace the bridge (October 2008).

SCDOT oversaw the transport of a "Superload" through South Carolina bringing a power generator to North Carolina. The transport rig weighing 1.89 million pounds moved at an average rate of 5 to 20 mph. (September 2009)

SCDOT completed the following milestone projects:

- Secured emergency procurement for the McTeer Bridge in Beaufort County within hours of it being hit by a barge; project was completed five weeks ahead of schedule and SCDOT successfully recouped the full amount of repair costs from the barge company.
- Completed the Palmetto Parkway ahead of schedule and under budget. (February 2010)
- Completed the I-385 rehabilitation project ahead of schedule and under budget and with an estimated savings of \$34M to the taxpayers of South Carolina. (July 2010)
- Replacement of two bridges on I-77 mainline after an emergency bridge repair contract was issued for two bridges on I-77 to replace 12 steel girders. This project was completed one month ahead of schedule in just 24 days.

SAFETY

SCDOT approved \$2.5M in federal safety funds to improve intersections all across South Carolina (December 2008)

SCDOT increased the number of troopers in work zones by 12 troopers.

In partnership with DPS, SCDOT launched the "Move Over Law" campaign to educate the public about the law passed in 2008 that requires drivers to move into an adjacent lane whenever possible as they encounter an emergency scene or a temporary work zone (June 2009).

SCDOT and SCDPS were the first two state agencies to ban texting while driving state vehicles. (January 2010)

SCDOT's Earthquake Emergency Response Plan is put into place to help attempt to manage and control the effects of unpredictable seismic events (May 2010)

SCDOT initiated safety field survey of I-26 in two lowcountry counties with high crash rates and subsequently directed \$19 million in ARRA, or highway stimulus funds be used for safety projects that included upgrading traf-

fic signals, improving or adding turn lanes, straightening dangerous curves, replacing or adding guardrails, widening and resurfacing shoulders along with adding rumble strips. (May 2010)

SCDOT updated the Enhancement Program to allow the improvement of bicycle facilities on some roads by increasing the paved shoulder widths from two feet to four feet. The Statewide program is designed to enhance alternative transportation and make cycling and walking more available to our citizens and visitors. (July 2010)

The Secretary of Transportation instituted a roadside memorial program to honor loved ones who died in traffic crashes on the state highway system, while improving safety for the motoring public. (July 2010)

SCDOT targeted 2200 intersections with high crash rates for safety improvements, improving those intersections through the use of new, high visibility signs that get the attention of drivers and make them aware of on-coming intersections. (August 2010)

The Secretary of Transportation requested engineering to develop new inmate labor signs to designate work zones where non-violent offenders are performing maintenance. (September 2010)

SCDOT partnered with DPS to reduce the number of highway fatalities on the state's roads, including the "Sober and Slammer" DUI Crackdown Campaign (October 2010). South Carolina has continued to see the number of highway fatalities drop in the last three years.

ECONOMIC DEVELOPMENT

SCDOT launched a pilot program for refrigerated containers in 2010. This program has been judged to be successful. SCDOT has made the pilot program permanent and has expand the provisions to cover all international shipping containers for permitting potential up to 100,000 pounds, effective November 1, 2001.

SCDOT worked with the Department of Commerce and Prysium on the SC 28 bridge to make improvements to this plant located in Abbeville County. (2008)

SCDOT partnered with the US Air Force and Sumter County to complete the installation of another gate connection to US 378 which will support the influx of 1000+ staff that will occupy the expansion of the base. (2010)

SCDOT is serving in an advisory capacity on transportation infrastructure improvements in and around the plant in North Charleston. (2010)



CODY CROUCH/THE CONNECTOR

Ridgeland is using a photo and radar system to issue traffic tickets to speeders along a 7.3-mile stretch of I-95.

Ridgeland uses high tech enforcement to combat speeding

By Pete Poore

The Town of Ridgeland in Jasper County is small by normal standards, but it has urban-sized problems when it comes to speeding on the highways. Within the town limits of Ridgeland lie 7.3 miles of I-95 where the daily traffic averages 25,000 vehicles per day in each direction.

Mayor Gary Hodges said speeding is not only commonplace on I-95 it's a life-and-death issue which is more than the town's police force can handle because of the high traffic volume. Local leaders have turned to technology to help enforce the speed limit.

Mayor Hodges said a company approached him last year about a system that uses radar and photography to catch speeders, and he was willing to listen. "In 2008 we had three fatalities on I-95 within the town limits. In 2009 we had another three deaths. In the first seven months of 2010 we had five people lose their lives, all senseless tragedies that could have been prevented," said Hodges.

Hodges said that it would be impossible to ticket all drivers who exceed the 70 miles-per-hour speed limit by ten mph or less. Actually only two percent of all speeding drivers are traveling at 81 mph or faster. Those are the drivers that cause most of the fatal crashes.

The system is housed in an RV that is parked near the highway. Two cameras extend from the RV, one is positioned to take an image of the license tag, the second camera captures a shot of the driver. The radar is set to detect a vehicle driving 81 mph or faster. When that happens, the cameras take

their respective photos.

But there's another element in the process. A Ridgeland police officer is manning the system when it's in operation. The officer must also see what the camera sees and what the radar is showing for a recorded speed. If the officer is distracted and not looking at the camera when the radar signals that photos have been taken, he or she deletes those photos. The town's philosophy is to err on the side of the driver. No photos are forwarded that were only seen by the camera and not the officer.

The photos viewed by police are sent to offices of the contractor hired by the town to run the system. The photo of the driver and the license tag must be clear and leave no doubt as to who was driving and the tag number. If there is a problem with either photo, they are deleted.

The clear images are sent to town hall where violations are mailed to the owner of the vehicles. Fines can be mailed to the Ridgeland Town Hall.

The system has been in place since August 2010, but the discussions surrounding its use stirred up debate in the General Assembly last spring. Legislation was passed to prevent unmanned cameras from ticketing speeders except in an emergency declared by the governor.

Hodges argues that because an officer is present at all times when the system is in use the law does not apply in this situation. He also makes the point that there is no difference between an officer sitting in the RV operating the radar/photo system and an officer sitting in a patrol car with a radar gun. In both scenarios, the officers are moni-

toring traffic.

He's heard further criticism that Ridgeland is using the system to fill town coffers. "That's not our intent and it would be difficult to do under the current fine structure," Hodges said. He noted that for every speeding violation of \$133.00, the local municipalities only receive \$49 with the rest going to the state.

Hodges said he is working with legislators to refine the law in 2011 to remove any doubt about the legality of the Ridgeland radar/photo system. "When they hear about it, they question it. When they see the system in action, they want one for their communities," Hodges said.

In the meantime, he points to the early results. "Since the system has been in place, we've had no fatalities. We've seen a 46% drop in drivers exceeding 81 mph and a 36% drop in crashes. In the first two months of operation, we still had many drivers exceeding 100 mph, but by the third month we detected no traveling at that speed or higher," said Hodges.

Hodges said one of the officers once detected a vehicle driving at 127 mph at 1 a.m. The driver was headed for a work zone on I-95 where a lane was closed for resurfacing and dozens of workers were present. The officer called a state trooper who managed to stop the teenage driver before he reached the work area. Hodges said, "Imagine if that boy had gotten to the work zone and lost control of his car. There's no telling how many people could have been injured or killed. That one incident in my mind makes the investment in this system worth the money," Hodges said.

Local workers benefit by ACE Basin Parkway

Pre-employment training teaches new job skills to local residents



Steve McMillan, of Walterboro, participated in the Pre-employment training. He is a bulldozer trainee who also drives an off-road dump truck.

By Bob Kudelka

Ephas Brown thought of his two teenage daughters when asked the best part about working again.

"They're expensive – very expensive," he said and smiled. "It's a big help now that I'm starting to work. It feels good to be working."

Like many South Carolinians, Brown was impacted by a tough economy. He was out of work for 18 months.

So he jumped at the opportunity offered through a job training program with SCDOT's Ace Basin Parkway widening project in Colleton County.

Brown was one of 16 people accepted into a Pre-Employment Training (PET) program run by SCDOT's contractor, Lane Construction Corporation.

The Pre-employment Training Program targets minorities, females, economically disadvantaged, unemployed and underemployed people for job placement in the transportation industry, said Daniel Burton, SCDOT's project manager. The program was a requirement included in SCDOT's contract for the project.

The two-week training program included classes on basic job-related skills from CPR and blueprint reading to an overview of the widening project and a tour of the job site.

"The overall goal is to give them additional training that can be used in other disciplines, not just construction, and to

give them skills they wouldn't otherwise receive," Burton said.

SCDOT has included the program in major projects such as the new Cooper River Bridge in Charleston and the Palmetto Parkway in Aiken County.

Thirteen people, all from nearby counties, graduated from the pre-employment program and automatically were hired into Lane's on the job training program, Burton said.

On an October morning, preparatory work for the 14-mile widening project was being done at a borrow pit. Brown operated a bulldozer while fellow trainee Steve McMillan drove a 40-ton dump truck. A foreman monitored the work from nearby, and Lane's Design-Build Project Manager Bill Hameza stopped by to survey the site.

Hameza said he admits he did not know what to expect from the pre-employment program.

"Honestly, I have been pleasantly surprised," Hameza said. "They're very dependable employees and they want to better themselves. They just don't want a job; they want a future."

If anything, the new employees were a bit overeager.

"At first, they were trying to go a little faster thinking that's going



PHOTOGRAPHS BY ROB THOMPSON/THE CONNECTOR

Ephas Brown of Walterboro is now a loader operator trainee with Lane Construction. Both Brown and McMillan are working on the US 17/ACE Basin Parkway construction project.

to impress us," Hameza said. "But we want slow and steady. And I'm more than pleased of what we've gotten so far."

Hameza said Lane has spent hours teaching safety to the new employees. He also lets them know the company rewards hard work.

"The opportunities in this corporation are endless if they put their effort toward it," he said.

Burton said he was happy to hear the trainees have been good employees.

"Even if they don't move with Lane after this is over, they've still got a project un-

der their belts and a lot of training," Burton said. "There are a lot of companies in the Charleston area with similar job opportunities. It should be helpful long-term."

Brown, who lives in Walterboro, said his goal is "long-term employment" even if that means moving to another job with Lane down the road.

"I've got a good start," Brown said. "It's very exciting work and it's a learning experience. You take your time and make it work as you go. So far it's good."

"Where they go, I'll try to hang in there with them. I've got to go where the work goes."

Co-trainee Steve McMillan, also of Walterboro, said he's been given the opportunity to use machinery from dump trucks to excavators.

"I learn to listen and try to pick up everything I can," he said. "I learn something new every day."

McMillan supports his 85-year-old mother who is staying with him, 3 miles from the job site.

"It's hard in this county to make a living," he said. "I'm just doing what I can."

Like all the trainees, McMillan started out wearing a green hard hat. He did well enough to be given an orange one, which he likes better.

"It's a lot lighter than the green one," he said and laughed.



SCDOT Project Manager Daniel Burton, left, and Lane Construction Corporation Project Manager Bill Hameza watch PET graduates Steve McMillan and Ephas Brown work at the borrow pit for the US 17 project in Walterboro.

Employees work together to replace bridge after emergency order

By Bob Kudelka

Bridge crews from Chester and Chesterfield counties teamed up with Fairfield Maintenance employees to replace a severely damaged bridge near Lake Wateree ahead of schedule and on budget.

Transportation Secretary H.B. Limehouse Jr. approved an emergency procurement order after flooding damaged the foundation of the bridge crossing Rochelle Creek on River Road in Fairfield County.

District 4's Bridge Inspection Team based in Chester closed the bridge after discovering settlement of approximately eight inches after heavy rains one Sunday in August.

"The rains washed all of the supporting material away from the center bent, in the middle of the stream, causing the bridge to settle with no center support," said Perry Crocker, Assistant District Maintenance Engineer, who supervised day-to-day operations.

The timber support bridge was built in the 1950s, Crocker said. In this case, it made better sense to replace the structurally deficient bridge rather than repair it, he said.

"It would have been risky and time-consuming," Crocker said. "Repairs would have taken as long as replacement would have been due to the complexity. A new bridge was easier to do."

It was important that the bridge replacement was done as quickly as possible.



PHOTOGRAPHS BY ROB THOMPSON/THE CONNECTOR

An emergency procurement order enabled the new Rochelle Bridge on River Road to be built to replace a timber support bridge that was damaged by flooding.

"These are folks are isolated by a 20-mile detour with this bridge out," Crocker said. "You abandon the lower part of the lake because there is no other access."

With water lines cut off during three weeks of the project, the fire department parked a truck on one side of the bridge in

case of emergency. Fortunately, it was not needed.

The project went smoothly thanks to teamwork by the Chesterfield and Chester bridge crews and Fairfield Maintenance.

"We used both bridge crews and had a crane at both sides," Crocker said. "With everybody's help we were able to expedite getting the concrete poured. The weather was helpful; we only had a few rain days on the project."

The new, pre-stressed concrete bridge is 130 feet long - 40 feet longer than the original.

"All the supports to the structure are sitting on the ground instead of in the stream, so there is no substructure in the water," Crocker said. "It's a wider bridge and safety is increased. It's a 100 percent improvement. This bridge should last a long time."

The new bridge opened on Nov. 3.



Robert Miller, left, watches as Billy Good digs a trench for a water line along the new bridge. The men work for Good Construction of Great Falls.



The new Rochelle Creek bridge on River Road is 40 feet longer than the original bridge.

Promotions

Gary S. Linn, of Sumter from Program Coordinator I to Program Coordinator II, Office of Business Development and Special Programs.

Luther W. Gibson, of Saluda from Engr./Associate Engineer II to Engr./Associate Engineer III, Office of Materials and Research.

Michael S. Connolly, of Columbia from Program Manager I to Program Manager II, Environmental Administration.

Christy L. Brasington, of Chapin from Associate Geodetic Technician to Senior Geodetic Technician, Road Data Services.

Earline G. Muchow, of Pickens from Administrative Assistant to Administrative Coordinator I, District 3 Office.

Stephanie Jackson-Amell, of Williamston from Engr./Associate Engineer III to Engr./Associate Engineer IV, District 3 Office.

Bryan W. Berry Jr., of Latta from Engr./Associate Engineer II to Engr./Associate Engineer III, District 5 Office.

Carla Y. Oliver, of Summerville from Associate Geodetic Technician to Administrative Coordinator I, District 6 Office.

David C. Weed, of Columbia from Trades Specialist III to Trades Specialist IV, Lexington Maintenance.

Leroy Jenkins, of Lexington from Trades Specialist III to Trades Specialist IV, Lexington Maintenance.

Theresa M. Belton, of Winnsboro from Trades Specialist III to Trades Specialist IV, Richland Maintenance.

Rebecca A. Campbell, of Columbia from Engr./Associate Engineer I to Engr./Associate Engineer II, Richland Maintenance.

John H. Harden Jr., of Sumter from Engr./Associate Engineer I to Engr./Associate Engineer II, Sumter Construction.

Michael E. Torbert Jr., of Anderson from Trades Specialist II to Trades Specialist IV, An-

derson Maintenance.

Michael S. Dodgen, of Hodges from Trades Specialist II to Trades Specialist III, Greenwood Maintenance.

Fate Jennings, of Plum Branch from Trades Specialist III to Trades Specialist IV, McCormick Maintenance.

Shannon W. Agner, of Edgefield from Administrative Specialist II to Administrative Assistant, McCormick Maintenance.

Michael A. Anders, of Pelzer from Engr./Associate Engineer I to Engr./Associate Engineer II, Anderson Construction.

Clayton W. Richter, of Anderson from Engr./Associate Engineer II to Engr./Associate Engineer III, Abbeville Construction.

George C. Weaver Jr., of Campobello from Trades Specialist II to Trades Specialist III, Spartanburg Maintenance.

Edward L. Blackmon, of Lancaster from Trades Specialist III to Trades Specialist IV, Lancaster Maintenance.

Richard A. Allgood, of Gaffney from Trades Specialist III to Trades Specialist IV, York Maintenance.

Shannon Welch, of Conway from Engr./Associate Engineer II to Engr./Associate Engineer III, Horry Maintenance.

Kevin L. Spivey, of Latta from Trades Specialist II to Trades Specialist III, District 5 Traffic Signals.

Dale F. Green, of Goose Creek from Trades Specialist III to Trades Specialist IV, Charleston Maintenance.

Henry E. Bailey Jr., of Charleston from Trades Specialist II to Trades Specialist III, Charleston Maintenance.

Arthur Washington Jr., of Beaufort from Trades Specialist II to Assistant Geodetic Technician, Jasper Construction.

Vincent E. Jordan Sr., of Fairfax from Trades Specialist III to Trades Specialist IV, Allendale Maintenance.

Planning and Environmental Director: *Mark Lester*



Mark C. Lester, of Little Mountain, has been named Director of the Office of Planning and Environmental.

In addition to statewide planning and modeling efforts, Planning also works with Metropolitan Planning Organizations (MPOs) and Councils of Governments (COGs) to ensure projects meet all Federal planning requirements. The Environmental office ensures compliance with the National Environmental Policy Act (NEPA) for Federal projects, and secures all necessary environmental and navigational permits.

Lester joined SCDOT in 1991 as civil engineer associate I in Traffic Engineering. He also worked with SCDOT as a summer employee in 1988, 89 and 90.

He is a 1987 graduate of Mid Carolina High School, and received a bachelor degree from Clemson University in 1991. He became a Licensed Professional Engineer in 1996.

He is married to the former Beth Stuck of Newberry. They have three children: Jordan, 12; Grace, 10; and Thomas, 4. They are members of Pomaria Lutheran Church.



Controller: *Darryl Hentz*

Darryl Hentz, of Pomaria, has been promoted to Controller at SCDOT.

He began his career with SCDOT more than 23 years ago, and his work experience includes six years in the Internal Audit office and 17 years in Accounting.

Hentz is a 1983 graduate of Clemson University with a degree in Financial Management and was certified by the Government Finance Officers Association (GFOA) in 2005.

He and his wife, Betsy, live in Pomaria and have four children: Nicholas, 20; Courtney, 18; Zack, 11; and Sarah, 5.

Railroads Director: *Roy Tolson*

Roy Tolson, of Sumter, has been named Director of Railroads.

Act 206 created the Division of Intermodal and Freight Programs. Within the Division is the Office of Railroads. Tolson will be responsible for coordinating and implementing items relative to high-speed, intercity passenger rail as well as freight rail.

Tolson is a 1971 graduate of Edmunds High School, and holds an associate degree in Civil Engineering Technology from Sumter Technical College.

He is married to the former Darlene Rodgers. They have two daughters, Jennifer Cluppert and Kimberly Ricks. Tolson enjoys spending time with his grandchildren.



Public Transit Director: *Doug Frate*

Douglas W. "Doug" Frate, of Columbia, has been named director of the Office of Public Transit, a position formerly held by Glenn Johnson.

He is responsible for development, implementation and oversight of a general public transit program and policy for the state, and assists the Office of Railroads with development of a statewide rail program.

Frate joined SCDOT in 2006 as Chief Transit Planner, and until his recent promo-

tion he was Statewide Intermodal Planner.

A native of Salisbury, Nc., he grew up in Florence, and graduated from South Florence High School.

He received a bachelors degree in Business Administration from the University of South Carolina in 1992 and a Masters in Public Administration in 1996. He has also attended the University of New South Wales in Sydney, Australia.

He is married to the former Anne Carter Martin, and they have two children: Maisie, 6; and Will, 3.

Retirements

John W. Ash, of Sandy Springs, building/grounds specialist II at Anderson Maintenance, retired May 31, after 32 years of state service.

Charles R. Atkins Jr., of Easley, senior geodetic technician at Pickens Construction, retired May 31, after 38 years of state service.

Mikel E. Austin, of Columbia, engineer/associate engineer, Pre-Construction Support, retired June 2, after 35 years of service.

Arnold M. Bazzle, of Walterboro, mechanic I, Colleton Maintenance, retired Aug. 4, after eight years of service.

Jewel A. Berry, of Lexington, accountant/fiscal analyst, Accounting, retired June 3, after 34 years of service.

Ivis N. Blake, of Orangeburg, trades specialist II at Orangeburg Maintenance, retired June 30, after 13 years of service.

Johnny P. Bodine Jr., of Conway, incident responder I, District 5, retired June 4, after 22 years of service.

Alice S. Boozer, of Prosperity, accountant/fiscal analyst, Accounting, retired Sept. 30, after 26 years of service.

Ray E. Bradley, of Pelzer, trades specialist II at Greenville Maintenance, retired Oct. 14, after 28 years of state service.

Lawrence E. Brigman, of Wallace, trades specialist III at Marlboro Maintenance, retired May 21, after 31 years of service.

James L. Caldwell, of Newberry, trades specialist II at Newberry Maintenance, retired Aug. 31, after 19 years of service.

Debra A. Capers, of Varnville, trades specialist II at Hampton Maintenance, retired July 1, after 11 years of service.

Neil M. Carmichael, of Hamer, OSHA officer II at Dillon Maintenance, retired June 4, after 33 years of service.

Melvin Clark Jr., of Chester, trades specialist II at York Maintenance, retired June 30, after 12 years of service.

Mitchel J. Connelly, of Prosperity, associate geodetic technician at Newberry Maintenance, retired Sept. 7, after six years of service.

Timothy R. Connelly, of Prosperity, senior geodetic technician at Newberry Construction,

retired May 31, after 31 years of service.

Leroy Cook, of Nichols, trades specialist III at Marion Maintenance, retired July 19, after 17 years of service.

Bryant H. Cooper, of Georgetown, mechanic III at Georgetown Maintenance, retired Sept. 21, after five years of service.

Theodore C. D'Amato, of St. Matthews, trades specialist II at Calhoun Maintenance, retired June 9, after 11 years of service.

Delores Davis, of Columbia, program assistant, Oversize/Overweight Permits, retired Aug. 16, after 31 years of service.

Charles B. Dawkins, of Easley, engineer/associate engineer, District 3, retired Sept. 30, after 33 years of service.

James E. Dorn, of Beech Island, trades specialist IV at Aiken Maintenance, retired June 30, after 18 years of state service.

Stephen E. Dorn, of Saluda, engineer/associate engineer I, District 6, retired July 30, after 33 years of service.

Michael Duncan, of Rock Hill, trades specialist II at York Maintenance, retired June 15, after five years of service.

Edwin S. Eargle, of Columbia, engineer/associate engineer, Pre-Construction Support, retired June 1, after 33 years of state service.

Charlie H. Edwards, of Una, trades specialist II at Spartanburg Maintenance, retired Oct. 7, after 11 years of service.

Sandra L. Eldering, of Columbia, fiscal technician II, Accounting, retired June 3, after 38 years of service.

Harold Ennis, of Estill, mechanic III at Colleton Maintenance, retired Sept. 2, after 11 years of service.

Janice H. Etheredge, of Columbia, accountant/fiscal analyst, Federal Aid and Cash Management, retired May 31, after 34 years of service.

Cynthia H. Freeman, of Cayce, records analyst II, Contract Program Resource Services, retired June 12, after 33 years of service.

Lee N. Fulmore, of Lake City, trades specialist III at Florence Maintenance, retired June 1, after

31 years of service.

Monroe R. Gainey, of Clio, trades specialist II at Dillon Maintenance, retired June 22, after 13 years of state service.

Elroy Green, of Loris, trades specialist II at Horry 1 Maintenance, retired Sept. 30, after 15 years of service.

Ronald G. Gossett, of Jonesville, mechanic II at Union Maintenance, retired Sept. 24, after 30 years of state service.

Bill R. Hames, of Camden, trades specialist III at Lee Maintenance, retired July 29, after 22 years of service.

William F. Harvey, of Gray Court, trades specialist II at Laurens Maintenance, retired Sept. 2, after 10 years of service.

Leon Heyward, of St. Helena Island, trades specialist III at Beaufort Maintenance, retired June 30, after 14 years of state service.

Thelbert L. Horton Jr., of Bethune, trades specialist III at Kershaw Maintenance, retired May 31, after 14 years of service.

Joseph L. Huggins, of Hemingway, mechanic III at Williamsburg Maintenance, retired Sept. 29, after 24 years of service.

Richard Jamison, of Orangeburg, trades specialist II at Bamberg Maintenance, retired Sept. 30, after 10 years of service.

Nathaniel Jenkins, of Yoniges Island, trades specialist III at Charleston Maintenance, retired May 28, after 38 years of service.

Harry S. Johnson Jr., of Campobello, trades specialist II at Spartanburg Maintenance, retired Sept. 16, after five years of state service.

Frank Kennedy, of Chester, trades specialist III at Chester Maintenance, retired Sept. 30, after 40 years of service.

James E. Lamb Jr., of Trenton, trades specialist III at Edgefield Maintenance, retired Sept. 30, after 11 years of service.

Lewis E. Lancaster, of Buffalo, assistant geodetic technician at Cherokee Construction, retired June 30, after 33 years of state service.

Tammie S. Lanford, of Sumter, supply specialist III at Lee Maintenance, retired June 30, after 27 years of state service.

William A. Locklair, of Al-

colu, engineer/associate engineer at Holly Hill Maintenance, retired June 30, after 26 years of service.

Raymond L. Mack, of Sumter, trades specialist II at Clarendon Maintenance, retired June 1, after 10 years of service.

David A. Malatesta, of Salley, mechanic III at Aiken Maintenance, retired May 26, after 14 years of state service.

Roosevelt McFadden Jr., of Sumter, postal specialist, Postal Services, retired Aug. 16, after seven years of service.

Clayton E. Millwood, of Chester, trades specialist III at Chester Maintenance, retired Sept. 7, after 11 years of service.

Marga Mitchell-Rivers, of Hollywood, human resources manager I, District 6, retired July 30, after 31 years of service.

Henry Mixson, of Martin, trades specialist III at Barnwell Maintenance, retired May 31, after 33 years of service.

Shirley L. Morrison, of Anderson, state appraiser II, Right of Way – Greenville District, retired May 28, after 18 years of service.

Daniel D. Norris, of Loris, trades specialist V, D5-Traffic Signals, retired Aug. 11, after 20 years of service.

William Norris, of Charleston, trades specialist II at Charleston Maintenance, retired May 28, after 10 years of state service.

Melvin A. Palmer, of Moncks Corner, trades specialist IV at Berkeley Maintenance, retired Oct. 1, after 19 years of service.

Tony Perry, of Sumter, engineer/associate engineer, Regional Production Group 4-Upstate, retired May 24, after 27 years of service.

Isiah Phillips Jr., of McBee, trades specialist II at Chesterfield Maintenance, retired June 30, after 17 years of service.

Michael Popielarz, of Summerville, engineer/associate engineer at Dorchester Maintenance, retired June 30, after 22 years of service.

Abridean R. Prince, of Florence, trades specialist III at Florence Maintenance, retired Oct. 1, after 12 years of state service.

Willie Richmond, of Winnsboro, trades specialist II at Fairfield Maintenance, retired June 30, after 20 years of service.

John A. Ritner Jr., of Columbia, economic development manager, Office of Deputy Secretary

for Intermodal & Freight, retired June 1, after 32 years of service.

James C. Roberson, of Spartanburg, associate geodetic technician at Greenville Construction, retired Sept. 1, after eight years of service.

Kenneth C. Skenes, of West Columbia, Program Manager I, Safety, retired June 3, after 32 years of service.

Adrian L. Smith, of Chapin, senior geodetic technician at Richland Maintenance, retired June 30, after 11 years of service.

Robert E. Stackhouse, of Dillon, trades specialist III at Dillon Maintenance, retired Aug. 16, after 31 years of service.

Mecal R. Stewart, of Liberty, assistant geodetic technician at Anderson Maintenance, retired June 11, after 4 years of service.

Jerry D. Tafta, of Greenwood, communications manager, D2-Traffic Signals, retired June 1, after 33 years of service.

Harold E. Taylor, of Charleston, trades specialist V at D4-Bridge Inspection, retired July 12, after 12 years of service.

Harold L. Thompson, of Union, trades specialist II at Union Maintenance, retired Oct. 8, after 30 years of service.

Samuel F. Timms, of Winnsboro, electronics technician II at D1-Traffic Signals, retired July 21, after 12 years of service.

Robert L. Todd, of Loris, trades specialist IV, D5-Traffic Signals, retired Aug. 3, after two years of service.

Adam Wesley, of Chester, trades specialist IV at Chester Maintenance, retired July 29, after 33 years of service.

William C. White, of West Columbia, engineer/associate engineer, D1-Bridge Inspection, retired June 16, after 22 years of service.

John D. Wilcox Jr., of Mt. Pleasant, engineer/associate engineer, District 6, retired Sept. 15, after six years of service.

Frankie L. Williams, of Brunson, trades specialist II at Allendale Maintenance, retired July 30, after 18 years of service.

Jerome Willingham, of Winnsboro, trades specialist III at Richland Maintenance, retired June 1, after 14 years of service.

Thomas C. Vose, of Manning, program coordinator I, Road Data Service, retired June 2, after 22 years of service.

Deaths



Freddy Berry, of Lexington, engineer/associate engineer, Regional Production Group 2 – Pee Dee, died Aug. 3.



Richard W. Beckham, of Columbia, trades specialist III at Richland Maintenance, died Aug. 14.



John W. Durham, of Lexington, communications technician, Radio Service, died July 8.

Homer Boland Frick, 87, of Greenville, retired SCDOT location engineer, died Aug. 10.



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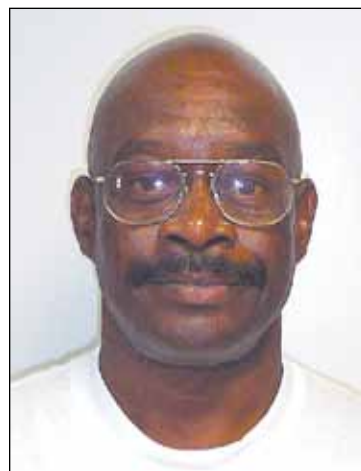
City State Zip code

Thank you, SCDOT Communications

Clip and mail this form to: Jane Mayberry, SCDOT
Communications, PO Box 191, Columbia, SC 29202



Randy L. Watkins, of Cambobello, trades specialist II at Spartanburg Maintenance, died June 14.



John R. Wright, of Greenwood, senior geodetic technician at Greenwood Construction, died June 2.

Commissioner R. W. Harrell

Former SCDOT Commissioner **Robert "Bob" William Harrell Sr.** entered into eternal rest on the morning of Sept. 3, 2010. He was married to Charlotte Davis Harrell and lived in Charleston. The funeral services were held on Sept. 6 at Northbridge Baptist Church with interment at Live Oak Memorial Gardens.

Harrell was a successful man in every sense of the word through his faith, family, public service and business. He is a true American success story who attests to the fact that a person can obtain their dreams through hard work, even from the most humble of beginnings.

He was orphaned at birth and grew up in Rockingham, NC, raised by his maternal grandparents, Walter and Myrtle Wright.

After turning down a college music scholarship, he began his career selling shoes in Phillips Shoe Store where he met the love of his life, Charlotte Marie Davis. They were married in 1955 and began a successful life together.

He excelled in business after starting with nothing but his will and determination, and built an incredibly successful and multifaceted career. He worked for Southern Bell for six years and opened a State Farm Insurance Agency in 1963.

A few years later, he began his development career building houses and commercial properties throughout the Charleston area. He and his wife opened Charlotte Harrell's Shop gift stores in 1970. They built a successful pecan and candies business, Harrell Farms, in his later years.

He had a deep and abiding faith in God, which was clear to those who knew him, and sustained him throughout his days. He was a long time member of Northbridge



Baptist Church in Charleston where he served as Deacon and Sunday School Superintendent. His interest in public service began as a young man when he served in the Jaycees, and continued throughout his life.

He served three terms as the Highway Commissioner from the First Congressional District. He was particularly proud to see the completion of the Cooper River Bridge replacement during his time in office.

Throughout his life, his first priority was family. He made sure they knew they were loved and took great pride in their accomplishments.

He and Charlotte raised three very successful and happy children. He is survived by his wife, of Charleston, SC; three children and eight grandchildren, Robert W. Harrell, Jr. and his wife Cathy (Trey and Charlotte) of Charleston, SC; Dr. Lea Harrell Kirkland and her husband Dr. Steve (Maggie, Ellen and Mitch) of Winston-Salem, NC; and John Davis Harrell (Jessica, Davis, and Elizabeth) of James Island, SC.

Memorials may be made to Northbridge Baptist Church, 1160 Sam Rittenberg Blvd., Charleston, SC 29407.

Engineering News

What is a Design Build Project?

By Rob Bedenbaugh
and Leland Colvin

Design build is a project delivery process by which the Department executes a single contract for both design and construction. The contract is typically between the Department and the lead construction firm or a consortium of firms that form a joint venture.

The consortium is typically referred to as the contractor and this entity becomes the single point of contact that is fully responsible for the successful completion of the terms of the design build contract.

Prior to executing a design build contract, a multi-step process is completed to evaluate the qualifications and abilities for the contractor and the individuals

identified on the contractor's team.

A Request for Qualifications, otherwise known as RFQ, is advertised by the Department so that the qualifications of all interested firms and personnel can be evaluated to create a short list of qualified firms. The interested firms' qualifications are based upon previous experience on similar projects as advertised in the RFQ by the Department.

The RFQs are evaluated by a multi-disciplinary team of Department and FHWA staff to ensure that only qualified firms are allowed to further compete for the contract. During this evaluation, the Department and FHWA staffs prepare a Request for Proposals, the RFP. The RFP contains a detailed scope of services, design criteria, construction requirements, specifications and all

contract requirements to satisfy of the project.

The firms that were short listed after the RFQ evaluation are allowed to submit proposals during the RFP stage. Their proposals will provide the Department and FHWA with detailed information and costs to support how the contractor is going to complete the scope of the project.

A multi-disciplinary team of Department and FHWA staff is again called together to evaluate the RFP's to select the top ranked contractor. The ranking criteria may differ from project to project, but costs are a very important factor. Once the contractor has been selected and the project is awarded, the Department and FHWA have full project oversight throughout the project.

Design build contracts give

Got news?

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



Andy
Leaphart

the Department the ability to turn-key a project by having the contractor perform all of the necessary tasks associated with the project. These may include; project management, designing the project, conducting public involvement, securing all necessary environmental permits, acquiring necessary right of way and permissions, coordinating utility relocation, performing construction activities, and conducting contractor quality control.

The Department has successfully used the design build pro-

cess for over 15 years to accomplish an extremely diverse range of projects, including Veterans Highway (Conway Bypass), the Arthur Ravenel Jr. Bridge, the Palmetto Parkway, statewide bridge replacements, interstate widening and other significant infrastructure improvements.

Some major projects currently under contract include the US 17 ACE Basin Parkway, the Ben Sawyer Bridge Rehabilitation, District 4 Bridges, and the Palmetto Parkway – Phase II.

The Palmetto Parkway - Phase II project is an example of a Design Build Project.



Using electronic copies more efficient, saves paper

By Michelle Wagner

The use of electronic copies for internal staff was initiated by Clem Watson, Chief Engineer for Operations, on May 25, in a memo to the Directors and District Engineering Administrators.

Since that time, all of Engineering has implemented this practice. **Instead of making hard copies of documents for carbon copies or cc's, SCDOT will use electronic copies or ec's to all internal staff who have departmental e-mail.**

The document is scanned in the smallest file size available in order to use minimal storage

space in the recipient's e-mail inbox.

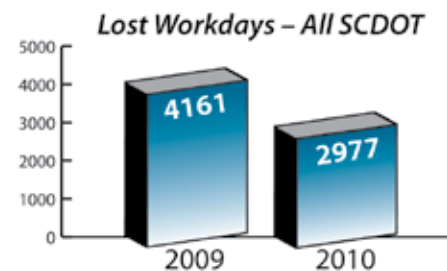
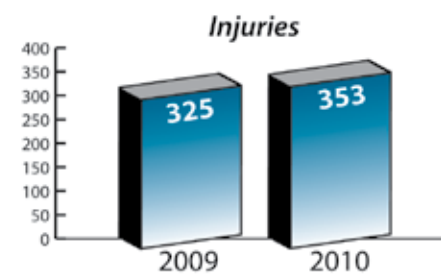
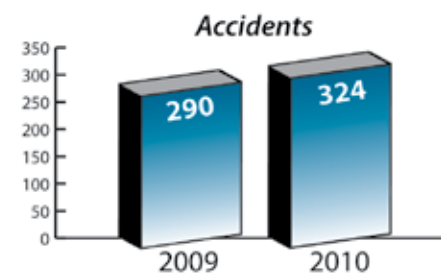
This was implemented primarily for cost savings and efficiency. It is believed that the use of electronic copies will reduce the amount of paper currently being used.

Employees are encouraged to use their personal folders to store the electronic documents they receive. This will prevent the need for paper copies being printed.

The use of electronic copies is also more efficient. The documents get to the recipient faster than through the mail or courier mail. If something is time sensitive, this is definitely the way to go.

Injuries and Lost Workdays Statistics

JANUARY THROUGH OCTOBER



District 1 News

Kershaw, Lee, Lexington, Richland and Sumter counties

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

SCDOT starts bridge replacement project on US 601

Got news?

Contact Teresa Rast at: 803-737-6715 or email her at RastTL@scdot.org

Teresa Rast



CONSTRUCTION PHOTOGRAPHS BY LARRY BAILEY/RPM ENGINEERS



AERIAL PHOTOGRAPH BY ROB THOMPSON/THE CONNECTOR

The project involves replacing the 1,760-foot bridge that spans 65-feet over the Congaree River.

Facts and figures

- The project consists of replacing 4 bridges along US 601 over the Congaree River and its associated backwaters, from just south of SC 48 to north of the Congaree River.
- Three of the four bridges will be replaced on new alignments, with one detour bridge being constructed on temporary alignment.
- The total length of the project is 4.2 miles with 0.83 miles of bridges.
- The new roadway embankment will require approximately 377,000 cubic yards of fill.
- Stone columns will be used at bridge abutments and 66 drilled shafts will be installed with an anticipated total excavation depth of 5,500 feet. With portions of the project located in the environmentally sensitive Congaree National Park, oversight of the project is demanding.

- The \$32.9 million dollar project will be constructed by United Contractors, LLC of Great Falls South Carolina.
- SCDOT veteran Art Singley is serving as the primary project manager for District 1 Construction. RPM Engineers have been contracted for CEI services with subconsultants HDR and SEPI Engineering & Construction providing additional support during bridge construction.
- Work began on the project Aug. 16. A blessing of relatively dry conditions in the floodplain of the Congaree River has allowed for the quick progression of site clearing and fill placement on the new roadway alignments.
- The installations of drilled shafts for Bridge 4 are scheduled to begin within the next two weeks and are expected to continue through the new year.
- The project completion date is June 30, 2013.



District 2 News

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

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

Got news?

Contact Dwayne Scott at 864-227-6222 or email him at ScottDE@scdot.org.



Dwayne Scott

Newberry crew fixes drainage off I-26



PHOTO BY ALAN KOZUSKO

The Newberry multipurpose crew hand-places a rip-rap ditch for drainage off I-26. This crew is counted on for spot repairs on all types of roads in all types of conditions -- from ditching, to piping, to paving. They do excellent, quality work. Shown from left are: L-R Brent Jones, Alan Crumpton, Ethan Hancock, Foreman Johnny Lindler, and (inset) Leadman James Richardson.

Meet Joe Alewine

Name: Joe Alewine
Title: Assistant Geodetic Technician
Unit: Greenwood Construction

Joe Alewine has been with the department for 10 years. He is currently the lead inspector on the Cambridge Bridge Project on SC 72 Business in Greenwood. He is currently attending Piedmont Technical College to earn his Bachelor of Science degree from SC State. Alewine is married to Jessica and they are expecting their first child Nov. 22. His hobbies include playing softball and a new love of playing the guitar. He plays with his group, "The Tavern," every chance he gets.



Cambridge Bridge project under way on SC 72 Business in Greenwood



PHOTO BY PAT KOONE

Snow preparation meeting



District 2 met to discuss preparations for future snow and ice events.

District 3 News

Greenville, Oconee, Pickens and Spartanburg counties

*District Engineer: Steve Gwinn (864) 241-1010
FAX (864) 241-1115*

Great things are happening in District 3!

*We have received quite a few points of praise from the public.
Please give our dedicated employees a round of applause!*

Dorene VanOrsdale was traveling on S-23-92 (Groce Meadows) when she approached an active work zone. She was motioned to move forward by the flagger.

Halfway, a rock was hurled from under the slope mover through the air. It pierced the window of her vehicle and landed inside the car. She was an elderly lady just returning from a family funeral. She was visibly shaken.

"I heard a loud pop, it sounded like a gunshot," VanOrsdale said.



PHOTO BY TRACY HAYNES

A rock busted a motorist's window in a work zone. Greenville Maintenance staff helped and got her vehicle claim processed.

To Tracy Haynes:

I just wanted to tell you how much I appreciated your kindness, your professionalism and your thoughtfulness to me in the incident of my broken window glass.

I never realized government agencies could be so competent and available. I am so glad I got to share a brief moment in our busy world.

Thank you,

Dorene A. VanOrsdale

"I was able to assist her that day. I got her claim processed within 2 hours. I typed her claim ASAP because she had no way to lock the doors or keep the inside dry from rain. I was just doing my job."

Tracy Haynes, Greenville Maintenance



Tracy Haynes

Got news?

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



Tameki Watts

District 3 surprises DEA Gwinn



PHOTO BY EARLINE MUCHOW

District 3 DEA Steve Gwinn celebrated his birthday (Aug. 20) with a surprise from his staff.

Incident Responder thanked for tire change

Incident Responder **Donald Hughes** received a warm thank you from motorists that he assisted on I-85 on Sept. 14.

"I was impressed with the professional service and wonderful treatment I received.

Thank You!"

**Robert and Michele Hamblin
Duncan, SC**



Don Hughes

Meet Samuel Gravely

Samuel L. Gravely of Pickens Maintenance has been an SCDOT employee for 36 years as of August 17, 2010.

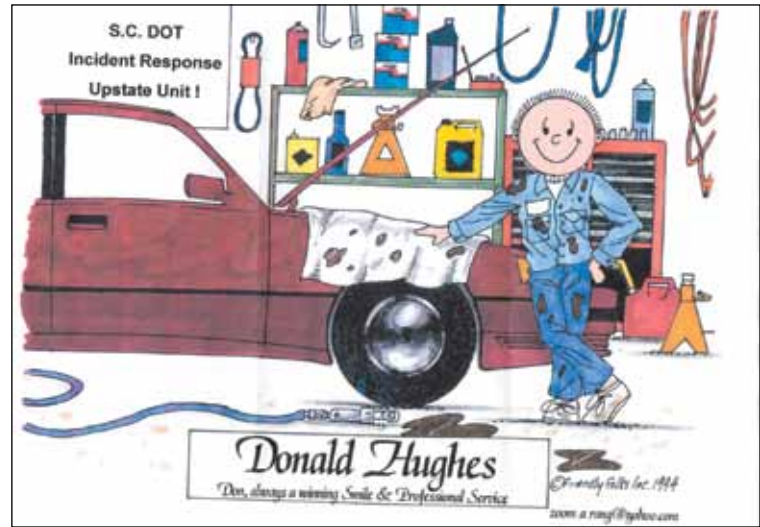
He enjoys hunting, fishing, golfing and coin collecting. He started out in the Pickens

Construction Office on June 17, 1974, and transferred to Pickens Maintenance on March 31, 1991.

Gravely is now the Assistant Resident Maintenance Engineer.



Sam Gravely



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

Process gives roadways a solid base

New Reclamation Crew begins in District 4



The District 4 Reclamation Crew is, left to right: Melvin Green, Karen Rowe, Lawrence Bass, Tommy Sawyer, Scott Lachimia, Melvin Brown, Eddie Boatwright, and Paul Elkins.

Today many of the roads around our state have long lost the typical sections that were established during the construction phase and the pavements are failing. Time and lack of funding have taken its toll on all of our roads.

In August, District 4 began work with a new specialty crew that will use a process called Full Depth Reclamation on these roads. Using this method, SCDOT will reconstruct the bases of these roads using a reclaimer to incorporate cement and water into the existing roadbed.

Since many of the roads today are experiencing large failure rates and are not good candidates for hit and

miss full depth patching contracts this new procedure will recycle the materials in the roadway and establish a base that will have longevity.

Work began in August as the crew moved to several small sections of roadway, where they quickly learned how to operate the new equipment and learned more about this process for repairing roads.

Using this method, they would be able to repair entire sections of problematic roads where before they had performed hit and miss full depth patching.

By September the crew moved on to Chappell Road, where they performed reclamation on a four-

mile section. They have continued to improve and are already averaging about four tankers of cement a day (about 100 tons). This amounts to about one mile of 24-foot wide pavement a week. They generally work a four day week.

Work for this year is complete but they look to begin the process in March 2011 and continue through October. They look to reclaim 25 miles of secondary roadway each year.

District 4 already considers the work of this specialty crew a success and little by little they will improve the deteriorating roads of this seven county district.

40 years of service
Frank Kennedy retires



After more than 40 years of service (from July 1970 to September 2010) to SCDOT, Frank Kennedy, trades specialist III at Chester Maintenance retired. He was honored at a retirement lunch on Oct. 21. Among the guests were friends, coworkers and retirees he has worked for and with throughout his career. Frank was presented a Service Award, plaque and monetary gift to honor his years of dedicated service.

District 5 News

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

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

District 5 employees participate in forklift training



Every three years, OSHA requires that DOT employees who drive a forklift go through training to assure they are capable of operating the equipment safely. Here, Darlington OSHA Officer Ken Cogley is demonstrating how to safely raise the forks to their maximum height.



Marion Maintenance Employee Ray Skipper is driving through an obstacle course as part of his forklift license training as other employees observe.



Another portion of the required training is successfully performing a pre-trip inspection on the equipment. Darlington Maintenance Employee Danny Coleman is identifying the items in the engine compartment that need to be checked as Ronnie Zimmerman and Wilshawn Commander watch.



FRANKIE HUGGINS RETIRES FROM HEMINGWAY MAINTENANCE

The Hemingway Section shed celebrated the retirement of Frankie Huggins in September. Frankie (in the yellow shirt) had been employed by SCDOT as the mechanic at the Hemingway Section Shed for 24 years and 9 months. We congratulate Frankie on his retirement and wish him the best!

Got news?

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

**Michael
Miller**



HAPPY HALLOWEEN FROM DISTRICT 5
Beverly Hamlin, Sheila Blackmon, and Leslie McLellan celebrate Halloween at the Darlington Maintenance office.

District 6 News

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

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

Congratulations Dorchester Maintenance



Congratulations to Dorchester Maintenance for meeting all of their goals in 2009/2010. District 6 organized a goal setting task force several years ago, and we have had great success with incorporating goal setting into our highway maintenance planning activities. The task force was made up of personnel from the six counties in District 6, including foreman, safety represen-

tatives, RMEs, and their assistants. Having the maintenance goals has really caused a TEAM Synergy effect to be displayed within all the counties/crews. Dorchester Maintenance crews achieved all of their task force goals in FY 2009/2010. Every employee played a significant role in accomplishing these goals by their teamwork, dependability, and willingness

to perform. The full presentation on goal setting with many good examples is available on our SCDOT E-Learning site. The course is listed as a presentation for the 2010 Foreman's Conference. "Take hold of the future or the future will take hold of you," said Patrick Dixon.

Got news?

Contact Janet Hendrix at : 843-740-1667 ext. 128 or by emailing her at HendrixJL@scdot.org



Janet Hendrix

A letter we liked



Dear Janet Hendrix,

On Thursday, Aug. 26, I watched in horror (during a gentle rain storm) as a tree in my front yard fell across the street (Magnolia Bluff Circle) onto the power lines and then down in my neighbor's driveway. This certainly caused much inconvenience in the neighborhood but amazingly everything was cleaned up in a matter of hours the following morning by your DOT staff. I've enclosed a photo of the tree that "miraculously" fell between the mailboxes.

**Linda Priest
 Beaufort**



Beaufort/Jasper Construction Office

Clothing donated

Employees of Beaufort Construction donated clothes as a part of the 'Clothing Connection.' The 'Clothing Connection' is a community project sponsored by Low Country Community Church of Bluffton, SC where clothes were collected and given to those in need throughout the community. Left to right (rear) Rhett Christenson, Arthur Washington, Keith Smith, Matt Wells, (front) William Risher, Jared Fralix, Ralph Cooke. Consultants Sonnie Torrey and Matt Touchberry (not pictured) also participated in the effort.

Congratulations!

The Lower State Sign Shop received an Excellent rating on their Quality Maintenance Review on June 30. Achieving a perfect score is an accomplishment that not many units have been successful in attaining.

Thank you for your dedication to the South Carolina Department of Transportation. We are very proud of the Lower State Sign 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*

Got news?

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



Deborah Berry

District 7 Traffic Signal Crew

District Seven Electricians Ken Hardee (supervisor), Dennis Coker, Kevin Creel and Chris Basler plan and prepare traffic signal devices for installation throughout Aiken, Allendale, Bamberg, Barnwell, Calhoun, Clarendon, Hampton, Orangeburg counties and the Holly Hill, Springfield, Wagener and Beech Island areas.



I would like to take this opportunity to introduce myself as the new administrative assistant for the District 7 office. I have thoroughly enjoyed my position here, working with the staff and getting to know everyone throughout the district.

I am also proud to announce myself as the coordinator for the United Way fundraising campaign this year. It is in my nature to want to help make a difference in other's lives, thus I was more than willing to accept this opportunity.

The United Way funds hundreds of programs focusing on education, income, and health.

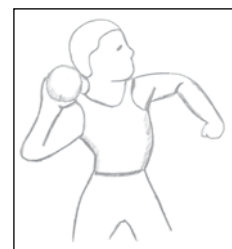
With SCDOT's large workforce we have the ability to make a big impact on this campaign. Our goal within the district is to raise \$2,000. With each unit's participation, we can easily reach that goal. The economic downturn has certainly affected us all financially, however we need to realize that just a little contribution can go a long way in improving the life of someone else.

Crystal Breland

Meet Robert 'Wayne' Brown

Name: Robert Wayne Brown
Title: Trades Specialist II
Location: Allendale Maintenance
Service: 4 ½ years

Brown works as a Trades Specialist II with the work requests and special projects crew and helps out in the front office. He and wife, Diane, of 22 years have a son, Robert Wayne Brown Jr., age 17. They are members of New Zion Baptist Church in Seigling, SC. His life's dream is to become a cartoonist.



Here are some of Wayne Brown's artwork.

VIEWPOINTS

SCDOT is an important part of SC's economic development

By H.B. 'Buck' Limehouse Jr.
Secretary of Transportation

The highway system is the largest public service provided by the state of South Carolina for its citizens, visitors and businesses. We have 42,000 miles of state-maintained highways and bridges that are expected to be open and safe for traffic 24 hours a day, seven days a week. That's both a huge responsibility and a tremendous challenge.

But SCDOT has another important duty as I have seen it during the past three-and-a-half years of my administration. Our agency has a tremendous role in the economic development of South Carolina.

Important developments are taking place today in the global markets that can brighten South Carolina's future. I've been involved with other state agencies to help ensure that our state can take advantage of what's on the horizon.

The Panama Canal is being widened to allow the new supercargo ships that can carry up to 8800 containers filled with goods from Asia to US ports on the east coast. The State Ports Authority (SPA) is working to make sure the Charleston harbor can accommodate the supercargo ships.

There's no question that our highway and rail systems have always been the infrastructure for economic development. The opportunities that are coming are significant and we have to be ready for them.

Our Mass Transit Division has been reorganized into the Division of Intermodal and Freight Programs. The reorganization will improve the staff's ability to focus, prepare and plan for additional commerce on our highways. (See more on the reorganization on page 9).

I've spent a great deal of time working with the SPA and its President & CEO Jim Newsome to improve the ability of the Port of Charleston to compete for the cargo that enters our ports now, and the potential greater volume of goods coming in 2014.

Just this fall I have allowed the permitting of trucks to carry heavier cargo containers (an increase of 90,000 lbs to 100,000 lbs gross volume weight) for travel on the state's highways. This move put us on an even playing field with ports in our neighboring states of North Carolina and Georgia.

To further demonstrate how important the competition between ports is and why I have invested so much time into this issue, Governor-elect Nikki Haley told a gathering of maritime leaders in Charleston on Nov. 16 that Georgia



H.B. 'Buck' Limehouse Jr.

has "had its way too long in the port competition between the states," and that she "doesn't have the patience to let it continue."

During my administration I have given attention to other important economic development issues around the state. SCDOT is serving in an advisory capacity on transportation infrastructure improvements in and around the site of the Boeing plant in North Charleston.

We have partnered with the US Air Force and Sumter County to complete the installation of another gate connection for Shaw Air Force Base to US 378 which will support the influx of 1000+ new military and civilian staff that will occupy the expansion at the base.

Working with the Commerce Department and a company called Prysmian in Abbeville County that makes telecommunications cables and cabling systems, we altered the plans of a bridge project on SC 28 to allow Prysmian to make improvements to its plant there which meant more jobs.

These are just a few examples of how I have worked with our staff to support and assist economic development in our state. SCDOT certainly plays a large role in our economy, and the results of the last three-and-a-half years are the proof.

The work will continue in 2011, but let me take this opportunity to take a moment to wish all of our SCDOT employees and our partners and your families the best wishes for this holiday season.



ZOE COOK/SCDOT COMMUNICATIONS

South Carolina Department of Transportation Americans with Disabilities Act Transition Plan Notice Under the Americans with Disabilities Act

In accordance with the requirements of Title II of the Americans with Disabilities Act of 1990 ("ADA"), the South Carolina Department of Transportation (SCDOT) will not discriminate against qualified individuals with disabilities on the basis of disability in its services, programs, or activities.

Employment: SCDOT does not discriminate on the basis of disability in its hiring or employment practices and complies with all regulations promulgated by the U.S. Equal Employment Opportunity Commission under Title I of the ADA.

Effective Communication: SCDOT will generally, upon request, provide appropriate aids and services leading to effective communication for qualified persons with disabilities so they can participate equally in the SCDOT's programs, services, and activities, including qualified sign language interpreters, documents in Braille, and other ways of making information and communications accessible to people who have speech, hearing, or vision impairments.

Modifications to Policies and Procedures: SCDOT will make all reasonable modifications to policies and programs to ensure that people with disabilities have an equal opportunity to enjoy all of its pro-

grams, services, and activities. For example, individuals with service animals are welcomed in SCDOT offices, even where pets are generally prohibited. Anyone who requires an auxiliary aid or service for effective communication, or a modification of policies or procedures to participate in a program, service, or activity of SCDOT, should contact the ADA Coordinator as soon as possible but no later than 48 hours before the scheduled event. The ADA does not require SCDOT to take any action that would fundamentally alter the nature of its programs or services, or impose an undue financial or administrative burden.

Complaints that a program, service, or activity of SCDOT is not accessible to persons with disabilities should be directed to **Natalie Moore**, ADA Coordinator, at (803) 737-1347 (voice), TTY (803) 737-3870 or (803) 737-2071 (fax).

SCDOT will not place a surcharge on a particular individual with a disability or any group of individuals with disabilities to cover the cost of providing auxiliary aids/services or reasonable modifications of policy, such as retrieving items from locations that are open to the public, but are not accessible to persons who use wheelchairs.

To read the entire act, please visit:

http://www.scdot.org/doing/pdfs/ada_transition_plan.pdf



SC bus drivers, mechanics compete in 'Roadeo'

October 16, 2010 • SCDPS Driving Range • Columbia



Photos by Cody Crouch
and Rob Thompson

Bus drivers and mechanics from across the state tested their skills in the 2010 Statewide Transit Bus Roadeo competition in Columbia on Saturday, Oct. 16.

The annual event was sponsored by the Transportation Association of South Carolina (TASC), an organization that represents the public transportation industry

in the state, in partnership with the South Carolina Department of Transportation (SCDOT) and various transit-related vendors.

The competition was held at the South Carolina Criminal Justice Academy's Driving Course in Columbia.

"The goal of the Roadeo competition is to encourage the highest degree of professionalism in bus drivers and mechanics, and to continuously build their skills and proficiency in operating and maintaining transit vehicles," said William Hutto, Executive Director of Tri-County Link, and Chairman of the Roadeo Planning Committee for TASC. "This year's Roadeo competition includes drivers of public transportation vehicles from all across South Carolina."

The Roadeo course was designed to test every phase of driving that a bus operator encounters under normal driving situations. The course contained 11 obstacles that test a driver's ability to negotiate left and right forward turns, left and right backing turns, passenger stops and judgment problems. The course required an area

of approximately 100,000 square feet and was outlined with fluorescent orange highway cones.

"Through sportsmanship and pride of work, the Roadeo stands as a symbol of the important role bus operators and mechanics play in providing transit's customers with safe, reliable service," said SCDOT Deputy Secretary for Intermodal and Freight Programs Hart Baker.

Roadeo judges included SCDOT Deputy Secretary for Intermodal and Freight Programs Hart Baker, representatives of the SC State Transport Police and transit bus vendors.

"The Transportation Association of South Carolina believes that this Statewide Roadeo provides an opportunity for the public to see for themselves the high level of skill and training that drivers of public transportation vehicles possess. We are very proud of all the drivers competing. They provide safe and reliable transportation for thousands of South Carolinians on a daily basis," said Ginger Stevens, President of TASC and General Manager of Veolia Transportation in Charleston.

Van Competition:

1st Place:	Shontor Dingle	BCD RTMA dba Tri County Link	Moncks Corner, SC
2nd Place:	Tanya Thompson	Chester County Connector	Chester, SC
3rd Place:	Sharon Bigam	Coast RTA	Conway, SC

Cut-A-Way Competition:

1st Place:	William Stinson	Chester County Connector	Chester, SC
2nd Place:	Shondell A. Peace	BCD RTMA dba Tri County Link	Moncks Corner, SC
3rd Place:	Gloria Parker	CMRTA/Veolia Transportation	Columbia, SC

35' Bus Competition:

1st Place:	Phillip Patterson	CMRTA /Veolia Transportation	Columbia, SC
2nd Place:	David Poag	Clemson Area Transit	Clemson, SC
3rd Place:	Grover Curry, Jr.	PDRTA	Florence, SC

40' Bus Competition:

1st Place:	Curnie Hargrove III	CMRTA /Veolia Transportation	Columbia, SC
2nd Place:	Lee McIntyre	Clemson Area Transit	Clemson, SC
3rd Place:	Dock Fogel	CARTA/Veolia Transportation	Charleston, SC

Maintenance Competition:

1st Place:	Ronnie Newsome Danny Caulder Jason Evans	PDRTA PDRTA PDRTA	Florence, SC Florence, SC Florence, SC
2nd Place:	Phillip Bennett Winfred Bryant Steve Langley	BCD RTMA dba Tri County Link BCD RTMA dba Tri County Link BCD RTMA dba Tri County Link	Moncks Corner, SC Moncks Corner, SC Moncks Corner, SC
3rd Place:	Jason Benton Shannon Byrum David Mungin	CARTA/Veolia Transportation CARTA/Veolia Transportation CARTA/Veolia Transportation	Charleston, SC Charleston, SC Charleston, SC