

THE CONNECTOR

VOLUME XXVI NO. 1

SOUTH CAROLINA DEPARTMENT OF TRANSPORTATION

WINTER 2013

Secretary St. Onge presents 2013 State of SCDOT Report

By Pete Poore

Secretary of Transportation **Robert St. Onge** presented the 2013 State of SCDOT Report to the Senate Transportation Committee at its meeting on Jan. 16, 2013, in Columbia.

Members of the Committee were there to hear about the financial health of the agency and the status of the state's highway system.

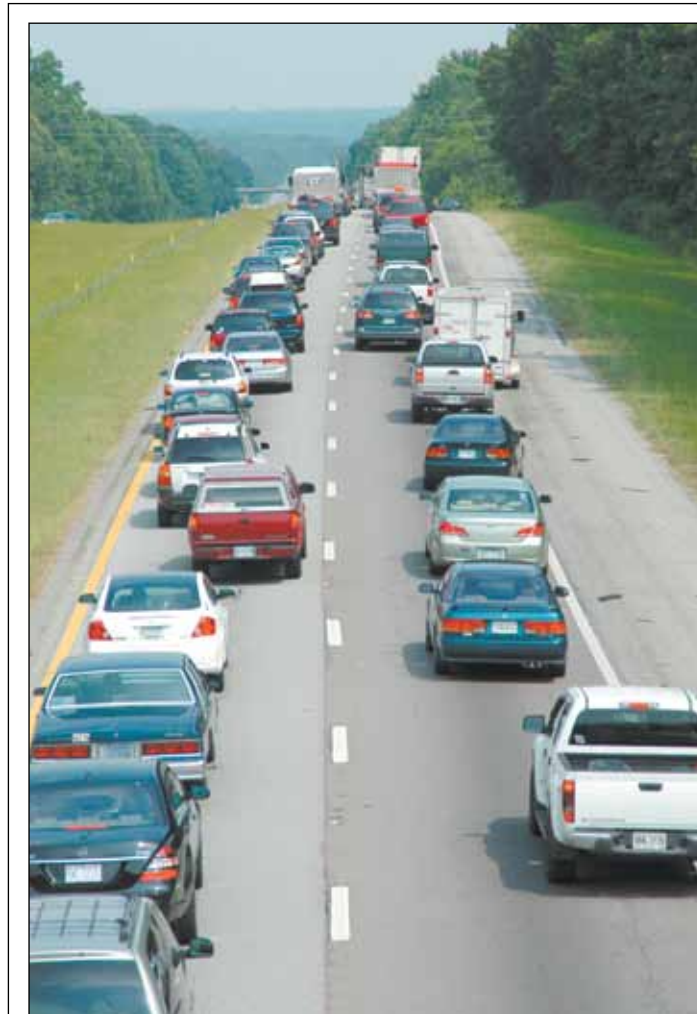
St. Onge touched on a number of key areas including an update on the agency's management reorganization, the condition and safety of the state highway system, the financial resources available as they relate to planning for the future, as well as current system needs and how transportation infrastructure supports economic development.

"SCDOT's financial management is back on track," St. Onge told the Committee. He cited several key factors for the quick turnaround:

- Invoices are paid within 30 calendar days or earlier.
- All debt service including payments to the SC Transportation Infrastructure Bank (SCTIB) are on time.
- Key personnel changes have been made to attain a solid financial management posture.
- Implementation of SCEIS continues successfully.
- SCDOT has established regular Program and Resource Analysis Meetings (PRAM) to ensure that financial resources are available to fund the projected project schedules.

A two-year forward-looking cash flow model has been developed.

The Committee heard about other significant long-term procedures that had been put in place. "The agency has an in-house task force analyzing the workforce requirements. The task force is evaluating



PHOTOGRAPHS BY ROB THOMPSON/THE CONNECTOR

In 2013, SCDOT continues the job of overcoming the challenges of reducing congestion on the highways and bringing the condition of the roads and bridges up to "good," while having limited resources to take on these tasks.

vehicle and equipment needs as well," St. Onge said. He also reported that a Customer Service Center had been put into operation in mid-2012 to better serve the public.

St. Onge reviewed the current situation for South Carolina's highway system that

ranks as the 4th largest state-maintained system in the country. He pointed to the accomplishments of 2012 which included:

- Completion of 218 construction projects.
- 86 of those projects were resurfacing projects.

- 14 highway preservation projects to extend the life of 250 centerline miles.

See STATE OF SCDOT page 19

INSIDE THIS ISSUE

New Commissioners, new Chairman	2
Traffic sensing cameras	3
Southeastern Maintenance Conference.....	5

Bridges repaired.....	6-7
Radio interviews bridge inspectors	8-9
SC Unified Certification Program	12
Promotions.....	14
Retirements, Deaths.....	15

Maintenance Foremen	16-18
Auditorium renovations.....	20-21
Briefs	22
District Pages	23-30
Caught Doing Good	31

Two new members join SCDOT Commission

Edwards elected Chairman, Rearden elected Vice Chairman

There are two new members on the SCDOT Commission.

ber of the Commission for the remainder of his term, which concludes in 2014.

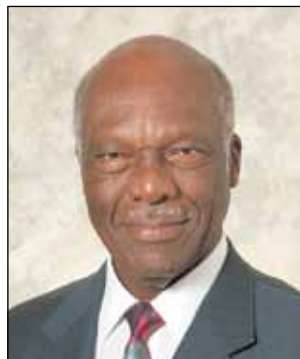
In February, Edwards will succeed Chairman R. Eddie Adams, who will continue to serve as Commissioner representing the 3rd Congressional District.



Chad G. Ingram
2nd Congressional District



John P. Edwards
Commission Chairman



Harrison Rearden
Commission Vice Chairman

SCDOT Commissioner **John P. Edwards** was elected Chairman of the Commission.

Edwards, who represents the 4th Congressional District, was elected by acclamation during the Jan. 17 Commission meeting.

Commissioner **Harrison Rearden**, representing the 6th Congressional District, was elected Vice Chairman.

Chad Ingram represents the 2nd Congressional District. Ingram, of Aiken, is president and CEO of Garvin Oil Company Inc.



Mike Wooten
7th Congressional District

Mike Wooten is the first Commissioner to represent the newly formed 7th Congressional District. Wooten, of Murrells Inlet, is president and founder of DDC Engineers, Inc., in Myrtle Beach.

Because of reapportionment, **Commissioner Craig Forrest** no longer resides in the 2nd Congressional District. Forrest will serve as an at-large mem-

THE CONNECTOR

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

Editor: Stan Shealy

Photography / Layout Editor: Rob Thompson

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

The Connector is an employee newspaper of the South Carolina Department of Transportation. All news items may be reproduced with credit to The Connector or the source. News, photos and information to appear in The Connector should be submitted to Stan Shealy, Office of Communications, S.C. Department of Transportation, P.O. Box 191, Columbia, SC 29202, no less than three weeks prior to date of publication. Copy should include the name and phone number of the source or person submitting the

article. For inquiries regarding news copy, telephone (803) 737-1270. All materials submitted become the property of SCDOT unless their return is stipulated. The Connector is distributed free by mail to employees and to others upon request.

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



South Carolina Press Association Associate Member

The South Carolina Department of Transportation Commission



Jim Rozier
1st Congressional District



Chad G. Ingram
2nd Congressional District



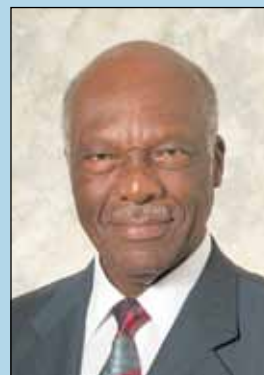
Eddie Adams
3rd Congressional District



John P. Edwards
4th Congressional District



W.B. Cook
5th Congressional District



Harrison Rearden
6th Congressional District



Mike Wooten
7th Congressional District



Clifton Parker
Commissioner At-Large



J. Craig Forrest
Commissioner At-Large

Cameras getting the green light at SCDOT

By Bob Kudelka

SCDOT is tapping into a new way of solving an old issue: who gets the green light at an intersection and for how long.

After decades of relying on embedded loops in the pavement to trigger traffic signals, the agency is installing video detection cameras more than ever before.

The reason: the traditional loops are expensive to maintain, while cameras in some areas can do a more accurate job with less upkeep.

“They’re easier to install and they don’t require as much traffic control,” said **Patty Langland**, who works with Traffic Engineering’s Signals and Systems group. “I think this is the new wave of detecting vehicles. They seem to be working very well.”

Langland studies traffic signals with co-workers **Pierre Rambharose**, **Mark Sheetz**, **Minhkhai Nguyen** and **Joey Lucas**. It’s headed up by State Signals and Systems Engineer, **Carol Jones**.

Making intersections more efficient not only means less waiting for motorists, but better gas mileage and less pollution.

Traditional vehicle detection at intersections has been done using in-road wire inductance loops. A loop of wire, buried in the road about 2 ½ inches deep, along an area of 6 feet by 30 feet.

The loops detect metal objects by the change in inductance (similar to a magnetic field) when a vehicle drives over the loop, sending a message to the signal control box at the intersection to determine which traffic gets the green light and for how long.

Problems occur because wire loops are susceptible to changes in pavement (asphalt shifts or heavily traveled sections) as well as inadvertent cuts by utilities. Either way, when the loops find their way above the road surface, SCDOT ends up calling a contractor for repairs. The contractor typically shuts down traffic for the job.

“Loops can go bad over time, and their sensitivity sometimes isn’t high enough,” Langland said, adding that road construction also rips up the loops.

In addition, a motorist who pulls up to an intersection in a vehicle that is off-center in his lane may not trigger the loop, and could be in for a long wait

for green.

“People get frustrated if they don’t get their arrow or can’t pull out of a side street because they haven’t been detected,” Langland said.

There are 4,000 state-owned intersections with signals statewide. As of December, there were 400 video detection cameras installed at 200 locations, Langland said.

The video detection cameras are white, 14 inches long and 3 inches in diameter, and housed in a weatherproof container with a sun visor. They are usually mounted on a signal support pole on the side of the road, 30 feet above ground.

The cameras work by “memorizing” a static background and recognizing when there is a change (vehicle) to that background image.

Internal software is used to set up “zones” drawn on the computer in the image captured by the camera. When a vehicle goes through the zones, it triggers the camera and sends a signal to the signal controller.

“Video detection is ideally used in design where the area is well lit, have mast arms, low speed/downtown locations, or a history of pavement problems,” Langland said. “We also use it temporarily during construction projects until loops can be installed.”

The cameras work day or night, but one weather condition can be troublesome: fog. When that occurs, the signals switch automatically to “safe mode” to give a maximum green light time for each approach.

And while some people wonder whether the cameras are installed for surveillance, that is not the case, Langland said.

“They don’t record anything,” she said. “They get set in a certain position and see traffic from that direction.”

While video cameras have their benefits, the traditional loops still play a key role in certain conditions and are not being phased out, Langland said.

“There’s not one solution for everything,” Langland said.

In fact, another new item Langland’s group is studying involves placement of a hockey-puck shaped object in the pavement. This wireless puck is easy to install, taking just 10 minutes to drill the core and imbed the puck.



PHOTOGRAPHS BY ROB THOMPSON/THE CONNECTOR

Video detection cameras like this one at Assembly and Blossom streets in Columbia are being used in place of traditional embedded loops in pavement at some locations.



The cameras are easier to install and can do a more accurate job in triggering light changes at intersections.

SCDOT Bridge Program includes replacement, rehab projects

By Pete Poore

SCDOT took another step toward improving the safety and efficiency of the state's bridge system at the December 2012 Commission meeting. The SCDOT Commission gave approval to additional bridges that have been ranked and recommended to the Commission for prioritization by the Engineering Division.

For the first time in recent history the recommendation included reserving 30 percent of the federal highway funding for preservation of existing bridges. The funds that will support rehabilitation and replacement efforts are those expected to be allocated to the SCDOT via the federal program and total approximately \$250 million dollars. This amount represents approximately two-years of budget authority for the bridge program.

The bridge program sets priorities for projects which are let once funding becomes available. In the

newly-approved 2013-14 budget extension, 30 percent of the funds that become available will be used to rehabilitate bridges to keep them in good condition.

Deputy Secretary for Engineering **John V. Walsh** said the SCDOT rehabilitation initiative fits well into the asset management concepts and accountability requirements of the new federal highway act, "Moving Ahead for Progress in the 21st Century" or "MAP-21." Walsh said, "The new act establishes performance-based measures that put more of an emphasis on outcomes and overall bridge performance. We now have more flexibility in terms of managing bridge assets than we've had in previous highway acts. We intend to take advantage of that and improve the investment point on certain bridges and avoid the high cost of replacement by repairing and rehabilitating them earlier."

The replacement list has a total of 34 bridges located in 22 counties and the rehabilitation list contains 53 structures in 27 counties. "Re-



LEFT: John Walsh presented the bridge program at the Dec. 6 Commission meeting.

habilitation projects permit us to spread more funds across a greater number of bridges and areas of the state. A rehab project may cost as little as 15 percent or 20 percent of a complete replacement and we are preserving and extending the life of bridges while keeping them in good condition. If the agency can stick with this strategy for an extended period of time the payoff will be in reduced demand of scarce resources for replacements and better performance of the existing network." said Walsh.

RIGHT: The S.C. 29 Bridge over I-85 in Cherokee County is on the rehab list of projects.



The I-85B bridge over Howard Street (Secondary 2) in Spartanburg will be replaced under the new program.

A complete list of the approved bridge replacement projects and rehab projects can be found at these links:

REPLACEMENT LIST: <http://www.scdot-transfer.org/SCDOTPhotos/replace.pdf>

REHAB LIST: <http://www.scdot-transfer.org/SCDOTPhotos/rehab.htm>

A note of thanksgiving from a grateful S.C. driver

To Michael Bowman:

It is with pleasure that I am writing this letter to you. I trust it finds you, and your staff healthy and happy.

I am writing you, to tell you of a recent experience that I had with SCDOT's SHEP and one of your employees.

On Saturday, Dec. 1, 2012, my husband and I were going to purchase a bed for our daughter in his work van. Our tire blew out. My husband pulled off Interstate 20 into the emergency lane. (Not completely

He got our spare
t i r e ,
a n d

jack and proceeded to try and change the flat. Our van was in such a position that the jack wasn't level and fell. The van / wheel well hit my husband's shoulder.

We called *HP, and was told a SHEP worker would be with us just as soon as possible, to stay out of harms way and wait patiently. I am pleased to say the wait was not long, and we were most impressed that on a Saturday this service was provided.

Mr. **Wade Fullwood** appeared, like an angel. Some would say, that it's his job to be there, and he's paid well, but two minutes in this man's presence and you know he's not doing his job merely for the pay!

Mr. Fullwood employed an air bag that safely lifted our van, and he used a hydraulic drill to secure the bolts of our tire. We were ready to go within minutes.

It doesn't end there...

Mr. Fullwood could have easily gotten in his car and

went about his business. I am sure he had other calls. He didn't.

What he didn't know when he came to help us, is that I'd been sitting a while on the treeline out of fear of being near the highway. We had just had a death of a DOT worker. I was fearful a driver would hit either me or my husband. I had just had surgery and had a horrific wound still healing that was being packed. I am a cancer patient undergoing aggressive chemo therapy and radiation.

When it came time to get back into my husband's van, I didn't have the strength to heave myself up into it. It was higher than it was before because of the weird way we were sitting on the road. My husband wasn't able to provide much help, because his shoulder was now injured.

Mr. Fullwood saw this, and this is where his moral character, values, and integrity really showed themselves.

He told me he would not leave until I was safe inside our vehicle. He opened up the side door, moved a couple of things and helped me in. I felt his hand on my back, and knew I was safe, and in confident hands. He preserved my dignity, and most importantly encouraged me. His gentle words were a moment of grace.

What should be noted here, is his heart was hurting for his colleague **Nicholas Johnson**, who had been doing DOT work and was struck and killed. He told us Mr. Johnson was being laid to rest that very afternoon.

Mr. Fullwood's parting words to me were "I will keep you in prayer Ma'am ." I realized then I'd not told him MY name.

I've seen those SHEP trucks a million times and never really gave them a thought. I am ashamed to say, I might of even taken them for granted. I won't ever do that again. When I see them now, I am reminded of the kindness and service afforded to me.

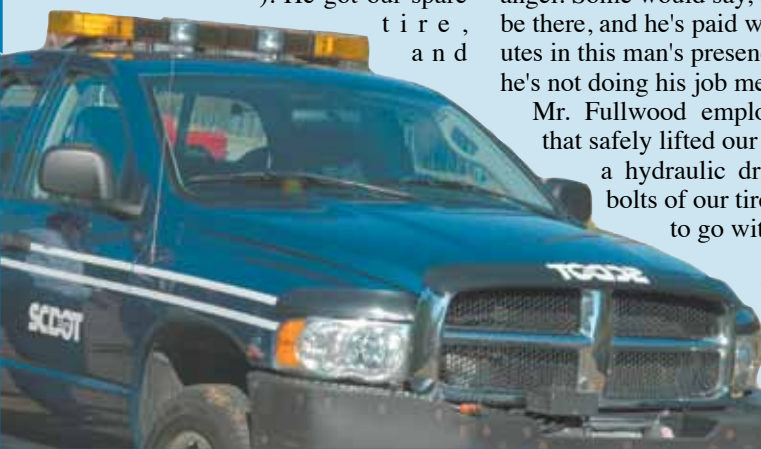
I am so appreciative of this service, and I am most appreciative and thankful for the men like Mr. Fullwood, and the women who serve on our interstates and highways. I pray that God keeps you all safe from harm.

You are blessed to have Mr. Fullwood represent SCDOT's SHEP!

I can't thank you enough, from the bottom of my heart!

Gratefully,

Christina Chandler
West Columbia



Maintenance leaders gather in Greenville

Engineers share knowledge at Southeastern Regional Maintenance Conference

By Bob Kudelka

Responding to emergencies. Using a cement and water mixture to reclaim a broken down road base. Inspecting equipment and project results. Keeping bridges safe and operational.

These are among topics highway maintenance officials and workers deal with as part of their day-to-day jobs.

So it was not surprising to find these subjects, and more, highlighted at the Southeastern Regional Maintenance Conference in November. Held in Greenville, the conference drew 48 attendees from nine southeastern states.

The conference is kept small on purpose – to keep costs down yet still be able to provide an environment where maintenance leaders from DOTs can share information and learn ways to be more efficient, said **David Cook**, SCDOT's State Maintenance Engineer.

"The goal is knowledge sharing," Cook said. "We all do basically the same things - we try to maintain our roads and bridges. Often somebody has a new way or better way of doing something, so it's a good opportunity for us to get together and share information about different topics. You put names with faces and know who you can call on and contact for information. It's an information-sharing opportunity."



Celina Sumrall from Mississippi DOT demonstrates how not to start off a press release.

The conference has evolved from its original format of representatives from four state DOTs getting together to discuss snow and ice response. In 2011, there was a request to spend time on performance based asset maintenance contracts, so the conference was extended a half-day.

The 2012 conference expanded further to include a wider variety of maintenance topics, including the latest federal authorization bill. DOT representatives from Alabama, Florida, Georgia, Kentucky, Mississippi, North Carolina, South Carolina, Tennessee and Virginia attended the conference and each presented a topic to the group. West Virginia DOT officials had planned to attend, but were forced to stay home to respond to Hurricane Sandy.

The conference was kicked off by Director of Maintenance **Jim Feda**, who provided the welcome. SCDOT participants presenting topics in the conference included **Todd Cook**, "Cement Reclamation"; **Jim Johannemann**, "Quality Maintenance Program" and **Perry Crocker**, "Maintenance Bridge Program." FHWA's **Steve Ikerd** led a discussion on MAP-21.

Many states were interested in how SCDOT "audits" its own maintenance forces. Johannemann explained details of how each SC maintenance shop undergoes a thorough inspection, from how paperwork and inven-



PHOTOGRAPHS BY ROB THOMPSON/THE CONNECTOR

ABOVE: Jim Johannemann makes a presentation to engineers from nine states on the Quality Management Review process. RIGHT: David Cook introduces speakers making presentations on maintenance topics.

tory are maintained to how clean the shop yard is kept and whether herbicides are handled correctly. Inspectors also survey the public in each area and spot check road work to make sure it was done properly and efficiently.

Johannemann said the goals of the Quality Maintenance Program are to improve safety, efficiency and communication while ensuring environmental and operational compliance.

"We want to leave a beautiful place for our kids and grandkids," Johannemann said.

Todd Cook's presentation on cement reclamation also drew interest from other states due to its low cost methods. Cement reclamation is where cement and water are mixed with the existing road surface. Once it is ground up and used as aggregate, it makes for a stable base for the top surface and an economical way to reconstruct a road, Cook said.

Presentations from other states included Mississippi DOT on hurricane response. The agency discussed how it improved criti-

cal communication with the public and media.

"Emergency response is one of the key functions of maintenance operations," David Cook said. "There are a lot of technological advances, from software packages and record keeping to reimbursement from FEMA or FHWA. Whether these are ice storms, snow events, hurricanes or tornadoes, it's important to understand what type of technology others are using to make their jobs easier and more efficient."

Jennifer Wiggins, SCDOT's Professional Engineering Negotiator, was among those attending the conference. Her primary goal was to hear presentations from Florida and Georgia concerning asset maintenance, which is something SCDOT is considering.

Asset maintenance is when a DOT turns over the maintenance of a road, "fence to fence," to a contractor. SCDOT uses this method to maintain the Ravenel Bridge in Charleston but has not used it on roads, Wiggins said.



"We would still be in charge and would manage the contract," Wiggins said. "We contract a lot of the pieces already, such as mowing, but this would place practically all road maintenance responsibilities under one, long-term contract. However, we will not move forward unless it's going to truly help SCDOT."

Other SCDOT attendees included **Jason Allison**, **Ryan Dannelly**, **Mark DeZurik**, **Robert Dickinson**, **Ray George**, **Steve Gwinn**, **Mike Holden** and **Brandon Wilson**.

Emergency bridge repair under way in Pickens County

By Pete Poore

The bridge located on 18 Mile Road in Pickens County near the U.S. 123 interchange was closed in the early morning hours of Nov. 6, 2012, due to the bridge foundation sinking which caused the bridge deck to drop approximately one foot. The bridge crosses 18 Mile Creek.

An emergency declaration was signed by Secretary **Robert St. Onge** on Nov. 8. Bids were received from four contractors. The emergency contract was awarded to A.M. Tuck for \$300,700.50. The contract calls for the bridge to be re-opened to traffic on or before Feb. 21, 2013. The average daily traffic (ADT) count on this bridge is 3,800 vehicles. The detour put in place totals nine miles.

The bridge on 18 Mile Road over 18 Mile Creek near Central, SC, has been closed due to three pilings breaking and the top deck sinking. The damage was noticed Sunday night, Nov. 5, 2012. Highlighted areas show where the bridge deck has sunk and where three of four center pilings have broken.



PHOTOGRAPHS BY ROB THOMPSON/THE CONNECTOR



Supports were added to the U.S. 701 bridge over Yauhannah Lake on the Horry/Georgetown county line.

U.S. 701 bridge repairs finished early

By Bob Kudelka

Repairs to the U.S. 701 bridge at the Horry-Georgetown county line were completed in December, nearly two weeks ahead of time.

"I think this was a very successful project with Cape Romain Contractors," said **Jason Thompson**, Assistant District Construction Engineer with District 5.

Thompson oversaw the project for SCDOT while on-site inspectors from the Florence Bridge Construction office worked closely with the contractor. The SCDOT inspectors were **George A. Lee**, **Brandon L. Pitts** and **John W. Fulton**.

The highway is a popular route connecting Georgetown and Conway. To keep traffic disruption to a minimum, work was done at night.

"Nighttime work is always a lot more dangerous and time consuming - it's harder to work under artificial lighting," Thompson said. "Everybody did their work safely with no injuries and no lost time."

Thompson said District 5 coordinated the project to make sure the Customer Service Center had detour information and maps. The project was also publicized in the media and updates were provided on message boards.

Built in 1953, the bridge required improvements to two areas to stop its foundation from

settling. Thompson said the bridge had settled nine inches into the swamp.

"We had been monitoring the bridge and leveling the riding surface for several years - it's a noticeable dip in the bridge," Thompson said.

In the past, crews would use asphalt to level out the surface of the bridge to combat the foundation settling.

"That was the only way to maintain traffic and get it back to a halfway-even riding surface," Thompson said. "It's been going on for several years, trying to get it shored up until we can make it to construction for replacement."

This fall, the condition deteriorated to what Thompson described as "desperate."

The bridge, he said, is in the worst condition of all the bridges in District 5, which includes Georgetown, Horry, Marion, Florence, Darlington, Marlboro, Dillon and Williamsburg counties.

To stabilize the bridge, the contractor used two helper/assist bents with steel H-piling, concrete caps and steel support beams.

Still, Thompson said this is a temporary solution.

"It's my number one on my list to get replaced," Thompson said. "There are three bridges on U.S. 701 and all three are in desperate need of replacement. They've reached their serviceable life."

Aiken bridge repaired in 139 days



Emergency funding was used to replace the Laurens Street Bridge over the railroad tracks in Aiken. SCDOT, FHWA, Crowder Construction and Davis & Floyd employees met at the bridge on Nov. 2 to go over a punchlist of final items that needed to be completed on the project.



PHOTOGRAPHS BY ROB THOMPSON/THE CONNECTOR

SCDOT employees on the project included, from left, Al Barwick, Director of Construction Office, Joe Winfield, Aiken Construction; Jeff Terry, Aiken Construction; Jeffrey Taylor, Aiken Construction; Claude Ipock, Director of Construction Office; District 7 Construction Engineer Jim Porth, and Doug McClure, Bridge Construction Office.

Temporary bridge will restore traffic on Baker Road in Cherokee County



ROB THOMPSON/THE CONNECTOR

This temporary bridge, shown here near Society Hill, will be reassembled and used on Baker Road in Cherokee County. The bridge, made of galvanized steel, can be assembled and disassembled for use in different locations.

By Bob Kudelka

The SCDOT Maintenance Division plans to replace the closed bridge over Limestone Creek in Cherokee County with one of SCDOT's new temporary bridges. The temporary bridge will be used until a permanent structure can be funded, designed, permitted and constructed.

The bridge is located on Baker Road (S-11-301) approximately 4.2 miles southwest of the City of Gaffney in Cherokee County.

During SCDOT's routine safety inspection of this structure on Nov. 15, additional deterioration to the concrete precast "T" beams was discovered that required the bridge to be closed.

SCDOT plans to use a temporary bridge currently being used on Bell Vue Drive near Society Hill that was installed in December 2011 to reconnect local traffic from Chesterfield County to Darlington County when the existing bridge had to be closed due to structural reasons. This bridge, originally purchased with federal funds, will be disassembled once construction begins on the new permanent bridge on Bell Vue drive. The idea behind using these low-cost temporary bridges is to "restore connectivity and as much service to the local community as possible," said **John McCarter**, the District Engineer who requested the deployment of the temporary bridge.

SCDOT owns three, high-strength, galvanized steel temporary bridges. Besides the one currently on Bell Vue Drive, one is in service on Teal's Mill Road in Chesterfield County, and one is scheduled to be erected in Horry Coun-

ty near Cherry Grove. The bridges help restore traffic in an area where a bridge has been closed and then can be disassembled and re-used at another location that can benefit from a temporary solution while a permanent replacement for a bridge is brought through the development, permitting and construction process.

The current schedule calls for SCDOT maintenance forces to disassemble the bridge in Society Hill and deliver it to Cherokee County for installation during the last week of February. It is anticipated that after the temporary bridge is installed and necessary road work to connect to the temporary bridge is complete, the bridge will open back to traffic toward the end of March or beginning of April.

SCDOT currently maintains 8,383 bridges statewide.

SCDOT bridge inspectors attract statewide media attention

By Bob Kudelka

Journalist Matt Long usually spends his time covering breaking news at the South Carolina State House.

But one day this fall, Long found himself suspended 40 feet above the Catawba River alongside SCDOT bridge inspectors doing a routine check of the S.C. 9 bridge.

Long, reporter and managing editor of the SC Radio Network, spent a day with District 4 bridge inspectors to find out what it's like to have the job of monitoring bridges and keeping motorists safe.

"These guys are very professional and very helpful," Long said. "DOT is always very helpful to us and we do appreciate it."

To truly find out what it is like to inspect a bridge, Long climbed into one of SCDOT's under-bridge inspection vehicles for a routine check of the S.C. 9 bridge.

The specialized bucket truck is designed to reach under a bridge while positioned on the deck, making it ideal to use to inspect bridges over water, said **Todd McNinch**, team leader of two District 4 bridge inspection crews.

"It was a new experience for me," Long said. "I had never been in a bucket truck. I was told people always get nervous. You hear all the time, the bridges are crumbling...we just wanted to look and see what is being done and how is DOT keeping the public safe in that regard."

Long's story, which aired in mid-October, was titled "It's a never-ending cycle: SC needs \$3 billion for bridge repairs."

"A big problem is funding," Long noted in the story. "South Carolina's primary method of highway funding is through gas taxes, which have not adjusted for inflation since 1987 and remains at 16 cents per gallon. Cars are also becoming more efficient, so the amount of tax money per mile traveled has gone down in that time."

According to Long's story, the S.C. 9 bridge is "one of over 1,600 state-owned bridges

that are classified as 'substandard,' under federal guidelines. According to SCDOT, 890 are 'structurally deficient,' meaning the structure is considered to be in 'poor' (but safe) condition. An additional 777 bridges are considered 'functionally obsolete,' meaning they are too narrow or too low by modern design standards.

"It would cost an estimated \$2.9 billion for South Carolina to repair and replace all of these substandard bridges over the next 20 years. That is a hefty sum, when you consider that the state's entire construction budget for fiscal year 2011-2012 was only \$682 million. Of that only \$139.7 million is set aside to repair or replace bridges."

McNinch's team inspecting the S.C. 9 bridge included **Lee Estes**, **John Pearson** and **Ted Barnes**. Chester Maintenance employees handling traffic control atop the bridge included **Jonathan Lucas**, **Toot Branham** and **Mike Wynn**.

McNinch, a 23-year veteran of SCDOT, has been doing bridge inspections for the past 19 years. His two teams inspect 1,450 bridges every two years.

Long began with SC Radio Network in 2006.

The Network serves the following affiliated stations across the state: Allendale, WDOG-FM, 93.5; Anderson, WANS-AM, 1280; Anderson, WRIX-FM, 103.1; Barnwell, WDOG-AM, 1460; Camden, WCAM-AM, 1590; Charleston, WTMA-AM, 1250; Clinton, WPCC-AM, 1410; Columbia, WVOC-FM, 100.1; Florence, WFRK-FM, 95.3; Fountain Inn, WFIS-AM, 1600; Gaffney, WZZQ-AM, 1500; Gaffney, WZZQ-FM, 104.3; Greenville, WGVL-AM, 1440; Greenwood, WCRS-AM, 1450; Hampton, WBHC-FM, 92.1; Hilton Head/Savannah, WXYF-FM, 107.9 and WGZO-FM, 103.1; Johnston, WKSX-FM, 92.7; Lake City, WHYM-AM, 1260; Newberry, WKDK-AM, 1240 Spartanburg, WSPG-AM, 1400; Spartanburg, WSPG-FM, 97.1; Sumter, WDXY-AM, 1240 and WDXY-FM, 105.9; Union, WBCU-AM, 1460 and WBCU-FM, 103.5; Woodruff, WQUL-AM, 1510 and WQUL-FM, 95.5.



PHOTOGRAPHS BY ROB THOMPSON/THE CONNECTOR

Matt Long, left, of the South Carolina Radio Network observes as District 4 Bridge Inspector Lee Estes, center, use the 'snoop' truck to inspect underneath the S.C. 9 bridge over the Catawba River. At right is John Pearson who directs the driver of the truck to move forward or backward as needed.



Chester Maintenance employees, from left, Mike Wynn, Johnathan Lucas and Toot Branham pose on the S.C. 9 bridge over the Catawba River on the Chester and Lancaster county line. The bridge originally built in 1930 was widened in 1957. The bridge has concrete cracking, rust and numerous other problems due to its age.



District 4 Bridge Inspection team members, from left, Todd McNinch, John Pearson, Ted Barnes and Lee Estes were on hand to do the inspection and explain the inspection process to the radio network journalist.

'It's a never-ending cycle': SC needs \$3 billion for bridge repairs

By Matt Long,
SC Radio Network

"It's not as bad as it looks," Lee Estes says as he points to an all-too-noticeable crack in the concrete.

Rebar is visible along the Highway 9 bridge structure

Estes, a senior geotech with the South Carolina Department of Transportation, is inspecting the Highway 9 bridge over the Catawba River outside the tiny town of Fort Lawn. The 82-year-old structure along the Chester-Lancaster County line is a primary route for most traffic headed east from Interstate 77 in the area.

In this case, he was examining one of the concrete piers that support the bridge. "It looks bad, but that is a massive amount of concrete," he says, "That is really thick and really strong."

The S.C. 9 bridge is one of over 1,600 state-owned bridges that are classified as "substandard," under federal guidelines. According to SCDOT, 890 are "structurally deficient," meaning the structure is considered to be in "poor" (but safe) condition. An additional 777 bridges are considered "functionally obsolete," meaning they are too narrow or too low by modern design standards.

It would cost an estimated \$2.9 billion for South Carolina to repair and replace all of these substandard bridges over the next 20 years. That is a hefty sum, when you consider that the state's entire construction budget for fiscal year 2011-2012 was only \$682 million. Of that only \$139.7 million is set aside to repair or replace bridges.

State Bridge Maintenance Engineer **Lee Floyd** says the problem is that most of these bridges were built in either the 1930s or 1950s. And they're now reaching the end of their life expectancy. "Those (1930s) bridges that are still in service are theoretically coming to the end of their functional life. Those (from the 50s) are either coming to the end of their functional life or either passing through a bridge 'mid-life cri-

sis,' if you will."



Todd McNinch

That is very clear on the ground. **Todd McNinch** is the Team Leader for bridge inspection in SCDOT's District Four, which covers the Catawba River region in Cherokee, Chester, Fairfield, Lancaster, and York counties. He leads a pair of two-man crews that are required to inspect all 1,450 bridges in the region on a two-year cycle.

He says his district is struggling to keep the number of deficient bridges from increasing each year. "It was getting better, but now it's holding steady with the money crisis the way it is," he said, "We'll get one down off the list... but then another one will come on. It's a never-ending cycle."

A big problem is funding. South Carolina's primary method of highway funding is through gas taxes, which have not adjusted for inflation since 1987 and remain at 16 cents per gallon. Cars are also becoming more efficient, so the amount of tax money per mile traveled has gone down in that time.

SCDOT has long been trying to replace the Highway 9 bridge, which was built in 1930 and widened to two lanes in 1957. The estimated cost to do that is roughly \$15-\$20 million. However, a new transportation funding measure passed by Congress this summer would allow the state to build the bridge, McNinch said.

However, he worries the state is neglecting needed repairs as it prepares to tear the structure down entirely.

A big problem is funding. South Carolina's primary method of highway funding is through gasoline taxes, which have not been adjusted for inflation since 1987 and remains at 16 cents per gallon.

INSPECTION

During a typical inspection, crews will start by looking at the top of the bridge, along the road itself. They note any visible cracks and do what's known as a "chain drag." That consists of the inspector pulling a chain behind him as he walks along the bridge, listening for a hollow sound that indicates an air pocket inside the concrete. Air pockets mean that the concrete has become separated from the supporting rebar, and is a likely sign that cracks and "potholes" will soon appear.

McNinch said that, for bridges over water, inspectors are also concerned about "scouring," which is erosion in the riverbed that can cause a bridge to "settle" over time. Settling can lead to too much pressure on the wrong sections of the bridge's supports. That can cause the concrete to crack. To check for settling, crews will dangle a measuring line over the edge of the structure to see if the sediment underneath has shifted since the last inspection.

The attention then moves to underneath the bridge. McNinch said his crew is only able to inspect a large bridge whenever it can get one of the state's three "bucket trucks." Since one of the trucks is currently being repaired



ROB THOMPSON/THE CONNECTOR

Matt Long, left, of the South Carolina Radio Network interviews District 4 Bridge Inspector Lee Estes about the problems found when inspecting bridges. The interview was for a story on the condition of bridges in South Carolina that ran on the radio network and is reproduced here by permission.

and no one on his staff is trained to use another, that leaves a small window of opportunity. In fact, the crew has to drive this bucket truck to Laurens County once they finish so another crew in Greenville County can use it.

For this particular inspection, Estes was lowered in the bucket down to check the underside of Highway 9. He is a proud second-generation SCDOT employee. "My Daddy, the first job he had was working on this bridge when it was expanded," Estes said as he looked for any new cracks in the concrete or rust in the steel.

He marks any new signs of trouble on his report. However, there are only a few on this day. The bridge had been inspected six months ago and there had not been any major storms since then

that would have caused scouring. There are very apparent cracks in the concrete and some chunks of the material missing, but those have been there for years, Estes said.

"This one is about ready for replacement, but it can still carry traffic with no weight limits," he says as he finishes his inspection.

McNinch agreed. "You shouldn't panic over what you've seen here," he says as the crew begins putting up their equipment, preparing for their next stop nearly an hour away. "It's not going to fall... But the main part of that bridge is 82 years old. So that's 82 years' worth of wear and tear on that bridge... But it's something to be concerned about over the long haul. We need more funding to replace stuff like this."

SCDOT RCEs participate in Environmental Compliance Workshop

SCDOT's Environmental Office hosted a workshop at the Columbia Convention Center on Oct. 31. The goal of the workshop was to discuss the importance of environmental compliance in construction projects.

The workshop included presentations by the US Army Corps of Engineers, SC Department of Health and Environmental Control and DHEC's Office of Ocean and Coastal Resource Management. Presenters outlined steps to ensure that all pre-construction commitments made during the NEPA and Permit Acquisition phase are adhered to during the construction of the project. Resident Construction Engineers from all 46 counties, as well as representatives from the Pre-Construction and Construction Divisions were in attendance.



SCDOT Resident Construction Engineers and highway contractors use the workshop as a refresher on complying with guidelines to protect the environment.



Randy Williamson of the SCDOT Environmental Office takes notes during a presentation.



PHOTOGRAPHS BY ROB THOMPSON/SCDOT

Bacon's Bridge Road Improvements

Groundbreaking celebrated in Dorchester County

Summerville residents celebrated the completion of the Bacon's Bridge Road improvements with a groundbreaking ceremony on Oct. 31, 2012. Shown, from left, are: Summerville Mayor Bill Collins, 6th Congressional District SCDOT Commissioner Harrison Rearden, Dorchester County Council Chairman Larry Hargett, Dorchester County Councilman Jay Byars and SCDOT Lowcountry Regional Production Engineer Matt Lifsey.



PHOTO PROVIDED

Stretch of interstate named for fallen worker



Nicholas Zachary Johnson
1991-2013

By Pete Poore

Nicholas Zachary Johnson, of Columbia, was employed by SCDOT in Richland Maintenance. He became part of the SCDOT family on September 12, 2011.

He was struck and killed by a vehicle on the I-20 bridge over the Saluda River in Lexington County while clearing debris on the afternoon of Dec. 3, 2012. The incident occurred in the west-bound emergency lane near mile marker 62. He died at the scene. Nicholas, or "Nick" as his fellow employees called him, was 21 years old.

The SCDOT Commission honored his memory at its monthly meeting on Jan. 17, 2013. Members of Johnson's family were presented a framed resolution in which I-20 between Bush River Road and U.S. 378 in Lexington County was named in his honor.

The resolution stated that "his untimely death comes as a great loss to the Department of Transportation and to the State of South Carolina and that the portion of interstate named in his memory is in recognition of his service to the Department and to the State, and as a testament to all employees who often face hazardous situations while performing their public duties."



PHOTOGRAPHS BY ROB THOMPSON/THE CONNECTOR

SCDOT named a section of Interstate 20 between Bush River Road and U.S. 378 in Lexington County in memory of Nick Johnson, a Richland Maintenance employee who was killed while clearing debris in this area on Dec. 3, 2012.



During the Jan. 17, 2013, SCDOT Commission meeting, Commissioner Harrison Rearden, right, presents a resolution to Nick Johnson's family members and friends. Accepting the award are, from left: Mary Pat Pillow (friend), Natalie Quinn (friend), Renee Johnson (mother) and Marcia Rigon (grandmother).

SCUCP forum

SC Unified Certification Program

By Bob Kudelka

SCDOT joined forces with transit and aviation professionals in October for the South Carolina Unified Certification Program (SCUCP) Forum, where partnering to help small businesses took center stage.

The SCUCP is a "One-Stop Shopping" certification program that eliminates the need for DBE (Disadvantaged Business Enterprise) firms to obtain certifications from multiple agencies within the state.

SCDOT is the lead agency for the UCP in South Carolina and handles all certification requests and related issues. Currently there are 27 participating UCP Partners located around the state.

As mandated by the federal regulations, all recipients of federal financial assistance must participate in a statewide Unified Certification Program. These recipients include the Federal Highway Administration, Federal Transit Administration and Federal Aviation Administration.

Once a firm is certified, it is eligible to participate as a DBE in each recipient's DBE program. The forum, held at the Columbia Metropolitan Airport, was an opportunity for transportation leaders and partners to share knowledge and ideas.

"This is an important forum, and SCDOT is proud to be the sponsoring agency for this special program," said Secretary of Transportation **Robert St. Onge**.

St. Onge said small businesses such as those in the DBE Program are vital.

"Small business is the engine for greatness," St. Onge said. "Helping small businesses grow...is a very important part of us growing as a nation."

Bob Lee, Division Administrator of FHWA's South Carolina Division also expressed the importance of the forum. He said that the number of certified firms had increased over 50 percent since 2005. He commended SCDOT as lead agency to the SC UCP which now has about 800 DBE firms listed in its directory.

Dan Mann, Executive Director of the Columbia Metropolitan Airport welcomed attendees and SCDOT Commissioner Harrison Rearden attended the forum.

Dr. Arlene Prince, Director of Business Development and Special Programs, said the program has been going well since it began in 2005.

"I have seen tremendous growth in the past seven years," Prince said. "The number of firms has been steadily growing and the services we provide are increasing. We're getting a lot of great feedback."

The forum was more of an "educational session," Prince said, with state and federal government speakers offering insights on the program to those who may not be up to date with the latest information.

Prince provided a historical perspective and an overview of the program. There are about 800 firms certified statewide. SCDOT processes about 150 applications each year, Prince said.

"It's not just about SCDOT having contracting opportunities," Prince said. "We have the airport, transit agency and local public agencies as partners. It's a win-win for small businesses to come in and be a part of the program. I think it's very valuable."

Facilitator of the forum was SCDOT Program Manager **Barbara Beagles**.

Gary Linn, the agency's Certification and Compliance Supervisor, presented an overview of the process.

A panel discussion was led by Martha Kenley, National DBE Program Manager, Office of Civil Rights, FHWA; Pattie Tom, Manager, National Airports Civil Rights Policy and Compliance, Office of Civil Rights FHWA; and moderated by Pamela Foster, Civil Rights Officer, FHWA-SC Division Office.

A second panel discussion on DBE Reporting included **Carolyn Burton**, Program Manager, SCDOT; Pattie Tom; and moderated by Chappelle Broome, Director of Human Resources/DBE Liaison Officer, Columbia Metro-



ROB THOMPSON/THE CONNECTOR

A panel discussion on unified regulations regarding small business certification was led by, from left, Martha Kenley, Pattie Tom and Pamela Foster.



Dr. Arlene Prince



Barbara Beagles



Dan Mann



Gary Linn



Colette Swann



Bob Lee

politan Airport.

Other speakers during the day-long forum included; Ann August, Executive Director, Santee Wateree RTA; Tamie Head, Technical Support Specialist - DBE Administrator, Columbia Metropolitan Airport; Rob Carew, Manager, Charleston International Airport; and **Paula Hollis**, Program Manager, SCDOT.

Employees who attended the conference in addition to the speakers included **Sandra Wright, Steve Smith, Colette Swann, Brunell Rawlinson, Andy Leaphart, Brenda Parnell, Syrees Oliver, LaChandra Walker, Juanita Campbell, James Cooper and Betty Richardson**. Wanda Culbertson from the FHWA- SC Division Office

also attended the forum.

The planning committee for the forum was chaired by **Dr. Arlene Prince** and included Barbara Beagles, Gary Linn, Brenda Parnell, **Curtis Sims**, Pamela Foster (FHWA), Chappelle Broome (Columbia Metro Airport), Tamie Head (Columbia Metro Airport) and Ann August (Santee Wateree RTA).

Kevin McLaughlin named District 2 DEA

Kevin R. McLaughlin, of Greenwood, has been named District 2 Engineering Administrator, succeeding **Christy Hall**.

He is a native of Akron, Ohio, a 1983 graduate of Greenwood High School and a 1988 graduate of Clemson University with a bachelor's degree in Civil Engineering.

He is married to the former Julie West of Greenwood. They

have two children, Anna Grace, 16, and Haley, 13. They are members of St. Mark United Methodist Church.

McLaughlin joined SCDOT in 1989 as a traffic engineer CE I. He was promoted to CE II in traffic engineering at headquarters in 1990, and to CE III in 1993. He was promoted to CE IV becoming District 2's first District Traffic Engineer on Oct. 3, 1996.



Kevin R. McLaughlin
District 2 Engineering Administrator

Julio Arana selected as Budgets and Financial Planning Manager

Julio Arana has been selected to join the Finance division as the Manager of Budgets and Financial Planning.

He has 23 years of experience in the U.S. Army where he worked most recently as Deputy Comptroller.

Arana will be responsible for the PRAM and SPRAM process-

es as well as SCDOT budget development and administration.

Arana is a graduate of the University of North Carolina, Chapel Hill, with a BA degree in Economics and a Master of Business Administration and Master of Arts in Public Administration from Syracuse University.



Julio Arana
Budgets and Financial Planning Manager



ROB THOMPSON/THE CONNECTOR

Campbell honored

Howard R. Campbell was honored with a portion of Greenlawn Drive in Columbia named in his honor on Jan. 13. From left are, Howard Campbell; his wife, Evelyn Campbell; his son, Dan Campbell; and S.C. Representative Jimmy Bales.



PHOTO PROVIDED

SCDOT presented AASHTO President's Award for Research

SCDOT's Technical Application Director **Dipak Patel** was presented with one of ten President's Transportation Awards given by AASHTO for 2012.

This award was in the "Research" category. The presentation was made Nov. 18 2012, at the AASHTO Conference in Pittsburgh. The GPS-based INRIX data collection

system was designed to display travel times on message boards for drivers on interstate highways. Patel led the development of this technology at SCDOT, taking it to new levels. He used INRIX's capability of taking traffic second-by-second data readings at a high number of locations, versus using traffic counters at milepost markers. The Ex-

cel spread sheet developed by Patel allowed engineers to pinpoint congestion problem areas on the interstates. The result is the ability to make less expensive improvements as opposed to a wholesale widening of a significant section of interstate that might cost in the \$250-\$300 million range.

LEFT: Michigan Department of Transportation Director and AASHTO President Kirk Steudle, right, presents SCDOT Technical Application Director Dipak Patel with a 2012 AASHTO President's Award on Nov. 17.

PROMOTIONS

Roy Adams from Assistant Geodetic Technician, to Eng/Assoc Engineer I in Charleston Construction.

Samuel Aiken from Mechanic II, to Mechanic III in Colleton Maintenance.

Shawn Alston from Trades Specialist II, to Trades Specialist III in Charleston Maintenance.

Wilson Anderson from Trades Specialist II, to Trades Specialist III in Greenwood Maintenance.

Cindy Ballenger from Trades Specialist III, to Trades Specialist IV in Oconee Maintenance.

Roger Barr from Trades Specialist II, to Trades Specialist III in District 5 Bridge Inspection.

Michael Barrett from Trades Specialist II, to Trades Specialist III in York Maintenance.

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

Lawrence Benenhaley from Associate Geodetic Technician, to Eng/Assoc Engineer I in Richland Maintenance.

Michael Biege from Assistant Geodetic Technician, to Engineering/Geodetic Tech III in Greenville Maintenance.

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

John Branham from Trades Specialist II, to Trades Specialist III in York Maintenance.

William Branham from Assistant Geodetic Technician, to Associate Geodetic Technician in Richland Construction.

Corey Brown from Trades Specialist II, to Trades Specialist III in Charleston Maintenance.

Thomas Bryant from Trades Specialist II, to Trades Specialist III in Lexington Maintenance.

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

Bradley Cannon from Assistant Geodetic Technician, to Engineering/Geodetic Tech III in Marion Construction.

Timothy Canzater from Trades Specialist II, to Trades Specialist III in Richland Maintenance.

Stephen Carter from Assistant Geodetic Technician, to Engineering/Geodetic Tech III in Spartanburg Construction.

Garen Chance from Trades Specialist II, to Assistant Geodetic Technician in Greenville Maintenance.

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

Yvonne Clark from Administrative Specialist II, to Administrative Assistant in District 4.

Kevin Colvin from Eng/Assoc En-

gineer I, to Eng/Assoc Engineer II in Charleston Construction.

Tabitha Crawford from Right Of Way Agent II, to Right Of Way Agent III in Right of Way.

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

Jerry Crisp from Trades Specialist II, to Trades Specialist III in Greenville Maintenance.

Donald Davis from Assistant Geodetic Technician, to Engineering/Geodetic Tech III in Laurens Maintenance.

James Davis from Trades Specialist II, to Trades Specialist III in Greenville Maintenance.

Robert Davis from Trades Specialist II, to Trades Specialist III in Marion Maintenance.

Michael Dodgen from Trades Specialist III, to Trades Specialist IV in Greenwood Maintenance.

Jackie Dowey from Trades Specialist II, to Trades Specialist III in Kershaw Maintenance.

Neal Dunlap from Assistant Geodetic Technician, to Associate Geodetic Technician in Surveys.

Eric Fernandez from Associate Geodetic Technician, to Eng/Assoc Engineer I in Surveys.

Ira Ford from Assistant Geodetic Technician, to Engineering/Geodetic Tech III in Dillon Construction.

Derek Frick from Eng/Assoc Engineer I, to Eng/Assoc Engineer II in Richland Construction.

Derek Fulmer from Info Resource Coordinator, to Info Resource Consultant I in IT Services.

Jon Garrett from Eng/Assoc Engineer I, to Eng/Assoc Engineer II in Pre-Construction Support.

William Gillmore from Trades Specialist II, to Trades Specialist III in Jasper Maintenance.

Brandon Glaze from Trades Specialist II, to Trades Specialist III in Edgefield Maintenance.

Veola Glover from Supply Specialist II, to Supply Specialist III in Lexington Maintenance.

Daniel Godwin from Trades Specialist II, to Trades Specialist III in District 5 Maintenance.

Joseph Goethe from Trades Specialist III, to Trades Specialist IV in Jasper Maintenance.

Andrea Gulley from Supply Specialist II, to Administrative Specialist II in Greenwood Maintenance.

Ethan Hancock from Trades Specialist II, to Trades Specialist III in Newberry Maintenance.

Charles Harris from Trades Specialist II, to Trades Specialist III in Lancaster Maintenance.

William Harrison from Eng/Assoc Engineer II, to Eng/Assoc Engineer III in Spartanburg Construction.

Jerry Hatcher from Associate

Geodetic Technician, to Eng/Assoc Engineer I in Surveys.

Russell Hendrix from Senior Geodetic Technician, to Eng/Assoc Engineer II in Office of Materials and Research.

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

James Holland from Associate Geodetic Technician, to Eng/Assoc Engineer I in Surveys.

Brian Holt from Eng/Assoc Engineer II, to Eng/Assoc Engineer III in District 6 Traffic Signals.

Kenneth Horne from Trades Specialist II, to Trades Specialist III in Cherokee Maintenance.

Adam Humphries from Eng/Assoc Engineer I, to Eng/Assoc Engineer II in Rights of Way Office.

David Johnson from Trades Specialist II, to Trades Specialist III in Bamberg Maintenance.

Mark Johnson from Associate Geodetic Technician, to Eng/Assoc Engineer I in Charleston Construction.

Shelley Johnson from Administrative Specialist II, to Administrative Assistant in Dillon Maintenance.

James Joyner from Assistant Geodetic Technician, to Engineering/Geodetic Tech III in Lancaster Maintenance.

Kylie Kazee from Assistant Geodetic Technician, to Engineering/Geodetic Tech III in Lexington Construction.

Nathan Lance from Trades Specialist II, to Trades Specialist III in York Maintenance.

Lance Langdale from Trades Specialist II, to Trades Specialist III in Colleton Maintenance.

Bradley Latham from Eng/Assoc Engineer II, to Eng/Assoc Engineer III in Pre-Construction.

Joe Lavender from Trades Specialist II, to Trades Specialist III in York Maintenance.

Jeffrey Lawson from Assistant Geodetic Technician, to Sr Geodetic Technician in District 2 Office.

George Lewis from Trades Specialist IV, to Trades Specialist V in McCormick Maintenance.

Richard Livingston from Eng/Assoc Engineer II, to Eng/Assoc Engineer III in Williamsburg Maintenance.

Tamara Lovelace from Trades Specialist II, to Trades Specialist III in Sumter Maintenance.

Gregory Lyons from Trades Specialist II, to Trades Specialist III in Bamberg Maintenance.

John Magni from Associate Geodetic Technician, to Eng/Assoc Engineer I in Surveys.

Timothy Marlow from Trades Specialist II, to Trades Specialist III in Pickens Maintenance.

Henry McGill from Trades Spe-

cialist II, to Trades Specialist III in District 5 Bridge Inspection.

Levi McLeod from Eng/Assoc Engineer I, to Eng/Assoc Engineer II in Pre-Construction Support.

Kelvin Meetze from Associate Geodetic Technician, to Sr Geodetic Technician in Maintenance.

Daniel Mikell from Associate Geodetic Technician, to Eng/Assoc Engineer I in Charleston Construction.

Dean Miles from Assistant Geodetic Technician, to Engineering/Geodetic Tech III in Greenville Maintenance.

Christopher Mims from Trades Specialist II, to Trades Specialist III in Lee Maintenance.

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

Michael Morris from Trades Specialist IV, to Trades Specialist V in Greenwood Maintenance.

Iris Neal from Engineer/Associate Engineer II, to Eng/Assoc Engineer III in Pre-Construction.

Dave Nelson from Trades Specialist II, to Engineering/Geodetic Tech II in Greenwood Construction.

Jimmy Norris from Incident Responder I, to Incident Responder II in District 5.

Roger Oliver from Trades Specialist II, to Trades Specialist III in District 6 Bridge Inspection.

Roger Pennington from Trades Specialist II, to Trades Specialist III in Cherokee Maintenance.

William Pointer from Associate Geodetic Technician, to Chief Geodetic Technician in District 1 Bridge Inspection.

Darlene Poston from Administrative Specialist II, to Procurement Specialist II in District 5 Office.

Raymond Potter from Trades Specialist II, to Electronics Technician II in District 6 Traffic Signals.

Nicholas Rebovich from Eng/Assoc Engineer III, to Eng/Assoc Engineer IV in District 2 Office.

William Redfearn from Eng/Assoc Engineer II, to Eng/Assoc Engineer III in RPG-2 Pee Dee.

Michele Reece from Eng/Assoc Engineer I, to Eng/Assoc Engineer III in District 6 Office.

Matthew Reed from Trades Specialist III, to Trades Specialist IV in Georgetown Maintenance.

Walter Reed from Eng/Associate Engineer III, to Program Manager II in Maintenance.

Paul Register from Communications Specialist III, to Communications Manager in District 6 Traffic Signals.

Robert Rentschler from Trades Specialist II, to Trades Specialist III in Aiken Maintenance.

James Rich from Eng/Assoc En-

gineer I, to Eng/Assoc Engineer II in Abbeville Construction.

Mack Richardson from Trades Specialist II, to Trades Specialist III in Richland Maintenance.

Jimmy Rivenbark from Assistant Geodetic Technician, to Associate Geodetic Technician in Chesterfield Construction.

Donnie Rivers from Trades Specialist II, to Trades Specialist III in Chesterfield Maintenance.

Gene Robertson from Trades Specialist II, to Trades Specialist III in Newberry Maintenance.

Kenneth Scott from Trades Specialist II, to Trades Specialist III in Charleston Maintenance.

Barbara Shealy from Administrative Specialist II, to Administrative Assistant in McCormick Maintenance.

William Sherman from Trades Specialist II, to Trades Specialist III in Charleston Maintenance.

Calvin Smith from Trades Specialist II, to Trades Specialist III in Aiken Maintenance.

Duncan Smith from Eng/Assoc Engineer II, to Eng/Assoc Engineer III in Pre-Construction Support.

James Still from Trades Specialist II, to Trades Specialist III in Bamberg Maintenance.

Jason Stillwell from Engineer Associate Engineer III, to Eng/Assoc Engineer IV in RPG - 2 Pee Dee.

Ricky Stone from Trades Specialist II, to Trades Specialist III in Berkeley Maintenance.

John Suggs from Incident Responder I, to Incident Responder II in SHEP - Horry, District 5.

Joseph Tooley from Trades Specialist IV, to Trades Specialist V in District 2 Traffic Signals.

Charles Trammel from Associate Geodetic Technician, to Eng/Assoc Engineer I in Surveys.

Harold Turner from Trades Specialist II, to Trades Specialist IV in Georgetown Maintenance.

Nathan Umberger from Eng/Assoc Engineer II, to Eng/Assoc Engineer III in District 6 Office.

Willie Vaughn from Mechanic I, to Mechanic II in Sumter Maintenance.

Eric Vickery from Eng/Assoc Engineer I, to Eng/Assoc Engineer II in Newberry Construction.

Levon Washington from Trades Specialist II, to Trades Specialist III in Dillon Maintenance.

Michael Weigert from Trades Specialist II, to Trades Specialist III in Charleston Maintenance.

Seth Williams from Trades Specialist II, to Trades Specialist III in Oconee Maintenance.

Steven Zaretska from Trades Specialist II, to Trades Specialist III in Darlington Maintenance.

RETIREMENTS

Arthur L. Godbolt, of Mullins, Trades specialist IV, Marion Maintenance retired Nov. 2, 2012, after 34 years of service.

Robert L. Darby, of Clinton, Trades Specialist II, Laurens Maintenance retired Sept. 1, 2012, after 33 years of service.

James A. Alston, of Columbia, Trades Specialist IV, Richland Maintenance retired Sept. 22, 2012, after 33 years of service.

Zeddie M. Darby, of Chester, Trades Specialist IV, District 4 Office retired Aug. 31, 2012, after 23 years of service.

John C. Bell, of Saluda, Trades Specialist II, Greenville Maintenance retired Sept. 29, 2012, after 18 years of service.

Joe F. White III, of Greenwood, Trades Specialist II, Greenwood Maintenance retired Nov. 1, 2012, after 22 years of service.

Bobby L. Adams, of Leesville, Trades Specialist II, Lexington Maintenance retired Sept. 11, 2012, after 13 years of service.

Jeannette Whosendove, of Ulmer, Trades Specialist II, Allendale Maintenance retired Nov. 1, 2012, after 27 years of service.

Daniel H. Hobbs, of Nichols, Chief Geodetic Technician, District 5 Office retired Nov. 14, 2012, after 27 years of service.

Eva M. Keitt, of Orangeburg, Trades Specialist II, Orangeburg Maintenance retired Sept. 9, 2012, after 13 years of service.

Freddie L. Edwards, of Newberry, Trades Specialist II, Newberry Maintenance retired Nov. 1, 2012, after 32 years of service.

Barbara A. Johnson, of Chester, Trades Specialist II, Chester Maintenance retired Sept. 24,

2012, after 13 years of service.

John L. Collins, of Lexington, Trades Specialist V, District 1 Bridge Maintenance retired Aug. 24, 2012, after 10 years of service.

Julius B. Washington, of Charleston, Trades Specialist IV, Charleston Maintenance retired Oct. 6, 2012, after 11 years of service.

Leo Bellamy, of Loris, Trades Specialist II, Horry 1 Maintenance retired Aug. 2, 2012, after 22 years of service.

James A. McAlhany, of St. George, Mechanic III, Dorchester Maintenance retired Sept. 2, 2012, after 14 years of service.

Marion L. Creel, of Dillon, Mechanic III, Dillon Maintenance retired Aug. 31, 2012, after 23 years of service.

Randy T. McDaniel, of Rock Hill, Trades Specialist IV, York Maintenance retired Oct. 31, 2012, after 27 years of service.

Charles K. Ivey, of Leesville, Trades Specialist II, Lexington Maintenance retired Nov. 1, 2012, after 24 years of service.

Michael B. Crisp, of Laurens, Assistant Geodetic Technician, Laurens Construction retired Sept. 20, 2012, after 26 years of service.

Terry E. Quarles-Brown, of North Charleston, Equipment Operator I, District 6 Bridge Inspection retired Oct. 18, 2012, after 13 years of service.

Carl L. McDonald, of Greenville, Assistant Geodetic Technician, Greenville Construction retired Oct. 23, 2012, after 25 years of service.

Mary E. Peterson, of Sumter, Supply Specialist II, Central Sign Shop retired Oct. 30, 2012, after 7 years of service.

Lawrence M. Griffin, of Ellore, Associate Geodetic Technician, Orangeburg Construction retired Sept. 1, 2012, after 28 years of service.

James R. Hamilton, of Ladson, Associate Geodetic Technician, Charleston Maintenance retired Nov. 6, 2012, after 11 years of service.

Jackie E. Graham, of Kingstree, Engineer/Associate Engineer, Williamsburg Maintenance retired Sept. 2, 2012, after 29 years of service.

Margaret J. Oswald, of Columbia, Procurement Manager, Procurement retired Oct. 4, 2012, after 15 years of service.

Cary W. Frick, of Little Mountain, Engineer/Associate Engineer, RPG 2 – Pee Dee retired Sept. 19, 2012, after 29 years of service.

Clyde D. Stephens, of Walhalla, Trades Specialist II, Oconee Maintenance retired Nov. 15, 2012, after 14 years of service.

Michael E. Vanderford, of Lockhart, Trades Specialist II, Union Maintenance retired Oct. 19, 2012, after 8 years of service.

Michael E. Nodine, of Inman, Trades Specialist II, Spartanburg Maintenance retired Aug. 31, 2012, after 23 years of service.

Artis McGraw Jr., of Saluda, Trades Specialist II, Newberry Maintenance retired Nov. 1, 2012, after 22 years of service.

Frank Highley Jr., of Batesburg, Trades Specialist IV, Saluda Maintenance retired Sept. 1, 2012, after 21 years of service.

James L. Boyd, of Ridgeville, Trades Specialist II, Dorchester Maintenance retired Sept. 5, 2012.

DEATHS



Marion Pinkney Carnell, 84, an SCDOT Commissioner from 2004-2008 and former member of S.C. House of Representatives, representing District 14 from 1961 to 2002, died Nov. 22, 2012.

In addition to his legislative duties, Carnell also formerly co-owned and operated Piggly Wiggly Stores in Ware Shoals and Ninety Six from 1957 to 2002.

He was a graduate of Ware Shoals High School and was a U.S. Navy Veteran. He was a member of First Baptist Church, Ware Shoals Lions Club, Ware Shoals Masonic Lodge, the American Legion and the Forty & Eight. He was also a member of the Burton Center Foundation Board and was the Carolina Health Centers Legislative Liaison.



McRaney "Red" Fulmer

II of Cayce, former SCDOT Director of Maintenance, died Dec. 12, 2012.

Fulmer served in the Army of Occupation in Berlin where he was awarded the Victory and Good Conduct Medals and played trumpet in the 298th band. He served in the Army Reserves and was a 1951 graduate of the University of South Carolina in Civil Engineering. He was employed by E I Dupont then later began a 42 year career with SCDOT. He was a member of the committee that developed and implemented the Adopt-A- Highway program in SC. Mr. Fulmer was a member of Broadacres Baptist Church in Cayce where he was a deacon, Sunday School teacher and choir member.



Nicholas "Nick" Zachary Johnson, 21, Trade Specialist II at Richland Maintenance, died Dec. 3, 2012.



King S. McCray of Coward, Trades Specialist II, Florence Maintenance died Sept. 19, 2012.



James B. "Walker" Sanders, former employee in Marlboro County, died on Feb. 7, 2012.

SCDOT works to overcome barriers and foster growth for South Carolina through transportation infrastructure.

"People are lonely because they build walls instead of bridges."

Joseph Fort Newton, Baptist minister and Masonic author, 1880-1950.

SCDOT maintenance foremen: 'They make things happen around here'

By Bob Kudelka

To be a maintenance foreman at SCDOT, you have to be ready for anything.

A ditch needs clearing? Call a foreman. A tree is down, blocking traffic at 2 a.m.? Call a foreman. Someone sprayed graffiti on a Stop sign on New Year's Eve? Call a foreman. Lines need painting... you get the idea.

Day in and day out, SCDOT foremen lead crews on the front lines of the agency's mission.

They work outside in all kinds of weather, dealing with problems and interacting with the public.

To many in the communities, they're the face of SCDOT. All the while, they're also trying to keep their crews safe from the dangers of traffic, heavy machinery and snow or ice.

"They're unsung heroes because of what they do on a daily basis," said Resident Maintenance Engineer **Richard Livingston** of Williamsburg County. "They make resident maintenance engineers look good, and they don't get a lot of credit for all they do."

Putting it simply, Livingston said: "They make things happen around here."

In the organizational charts, maintenance foremen are supervised by each county's Resident Maintenance Engineer. They lead crews that could be as small as three employees or as large as 10.

The crews they lead can have specific jobs, such as road or bridge repair, vegetation management, ditching or painting. Or they handle a number of varied tasks. All get called in emergencies and rotate to be on-call after hours every six weeks or so.

To say that **Fred Quick** thinks about road signs is an understatement. "They have to be versatile," Livingston said. "I've got some with specific duties and I've got one foreman who does whatever's left. It could be from picking up a dead animal to cleaning out a ditch."

"You can't really write a job description for what they have to deal with," Livingston said.

State Maintenance Engineer **David Cook** called maintenance foremen the "backbone of the operation."

"Without a doubt," Cook said. "The level of responsibility is very

high, making sure their employees wear the right protective gear, stay safe and go home at night.

"RMEs and their assistants, who also have difficult jobs, are generating reports and meeting with elected officials, collecting data, while the foreman are getting your productivity and making sure jobs are done well, properly and efficiently."

So what does it take to be a good foreman?

"There's a lot of things you can't teach, such as a good attitude or a willingness to try new things," Livingston said. "There's a lot to it. Work ethic is important, common sense and being able to motivate their crew."

"Some of the best foremen are the ones who will jump in the hole and try to fix something," Livingston said. "Their crew knows they've got someone who's leading by example."

Cook said the job of foreman has even gotten more challenging in the past few years.

"The paperwork side and research aspect of the job has really grown," Cook said. "The variety of knowledge and resources they have to be familiar with has expanded over the last several years and will continue as we move toward tablet PCs or whatever more mobile devices we'll be using in the future."

The Connector spent time with a sampling of foreman across the state and, in this Part One of a two-part series, here are their stories:

MARLBORO SIGN CREW

Quick, maintenance foreman in Marlboro County in District 5, leads the sign and cement crew. He and his crew have a lot of duties including repairing sidewalks, cleaning out catch basins and spraying herbicide for right of way clearing.

But it is the sign work that gets Quick excited.

"That's my passion," Quick said. "We have to make sure the signs are the right height, make sure they're clean, make sure they're the right sign to be installed and replace them when they're damaged."

"At night I dream about signs, that some are leaning," Quick said. "And when I'm off duty, I ride around with a piece of paper and look at signs. I check all our beach route signs. Very rarely do people have to ask directions. I try to make sure the signs are right and accurate."

An ex-Marine, Quick has been with SCDOT since 1978. In his spare time, he is a preacher at Ace Jubilee Evangelist Tabernacle Church.

"I sing, preach and travel quite a bit," Quick said. "I love people."

His enthusiasm and people skills show on the job. On a cold fall morning, Quick and his crew were applying new directional markings at the S.C. 15/S.C. 401 intersection.

"I love my job," he said. "I love being hands on and being able to drive down the road and see what I've done

RIGHT: Maintenance Foreman Fred Quick applies heat to a thermoplastic lettering project in Bennettsville.



LEFT: Michael Armfield, left, and Corey Wallace place the thermoplastic lettering down on a section of roadway near an intersection.



myself."

"You can't tell people to wait next week for something that needs to be done today – the public doesn't understand that," he said. "They're complaining and want it done. We're in a situation to make it work. You have to improvise sometimes."

Quick takes pride in getting a job right. That takes the support of

his crew, which includes **Ethel McRae, Michael Armfield, Perry Simmons and Corey Wallace.**

"If they don't back you, it's tough," he said. "It's a matter of getting support, even when things aren't going right."

Getting back to signs, Quick and his crew are responsible for 8,000 of them in Marlboro County.

"I will challenge you to ride our county and let me

know if you see any signs leaning," he said. "They should be straight. How would it look if it was leaning? I ride through another county and can't help but notice the signs. It's a passion I have and I can't help it."

Quick paused and pointed to a nearby sign that read "Edward B. Cottingham Boulevard."

"It looks good, doesn't it?" he asked.

Quick is 60 but doesn't look it. He has no plans to retire from SCDOT.

"I'm shooting for about 80, at least, unless the equipment gets heavier," he said. "I love preaching, I love singing and work doesn't interfere with that. As long as I can maintain my life and help people, I'll work. If I become a hindrance, I won't work."

NEWBERRY DITCHING CREW

Hugh Pitts doesn't brag about it, but when pushed he'll admit he can operate machinery as easily as most people operate a minivan. He's comfortable using a ditching machine, heavy motor grader, backhoe, belt loader and a front end loader.

Those talents pay off for Pitts, foreman of the ditching crew in Newberry County in District 2.

His style is hands-on, roll up your sleeves and don't be afraid of getting a little dirty along the way.

A work zone is his comfort zone.

"If I've got several crew members out, I'll run whatever piece of equipment that needs to keep the job going," Pitts said.

The crew usually uses three trucks, a motor grader and a ditching machine.

"We go out every morning keeping ditches clean," Pitts said. "We've got a five-year ditching cycle around the whole county."

Pitts' crew includes **Mike Lindler, Donald Burnett, Bobby Fulmer, Terry McCracken, Travis Griffin and Matthew Hancock.**

The motor grader leads the way, cutting a high shoulder or building up a low shoulder, and then the ditching machines follow and clean out the ditch, churning up material

from the bottom layers.

"I try to plan ahead with my ditching goals," Pitts said. "As long as I can stay ahead, whenever something else comes up I can pull the crew and do what it takes to get the job straight."

Like all maintenance crews, even though they're specialized in one task they often find themselves doing whatever is needed.

"Sometimes you'll be in the middle of something and get a call there's a tree down and you'll have to go there," Pitts said. "You can plan your ditching, but you never know really what's going to come up."

Pitts and his crew are on standby every six weeks in case of after-hours emergencies.

"Usually we get called out for anything from washouts, red lights



The crew is responsible for clearing and maintaining the shoulders of all roads in Newberry County. They average 8 miles per day and complete all roads in the county every five years.

the job done.

"It gets to be more like a family than a working... I spend just about more time with these fellas than I do my own family."

DISTRICT 7 PAINT CREW

Roslyn Smith knows the importance of paint.

Paint on a highway can make the difference between a clear travel or a troublesome one on a rainy night.

Paint, Smith knows, can save lives.

"I am real stickler on these things," said Smith, paint crew foreman in Orangeburg County in District 7. "The lines are important to people. Let's have the correct barriers - that's what I'm looking for."

A 22-year veteran of SCDOT, Smith leads a three-person crew that includes **Lisa Perry and John Faulk.**



PHOTOGRAPHS BY ROB THOMPSON/THE CONNECTOR

The Newberry "3612" Ditching Crew is made up of, Back Row, left to right: Foreman Hugh Pitts, Assistant Foreman Mike Lindler, Matt Hancock, Travis Griffin and Terry McCracken. Front row, kneeling left to right: Red Burnett and Bobby Fulmer.

not working, stop signs down, wrecks, or you may have to cut a vehicle out of a cable rail. You name it, and it can happen."

A 14-year agency veteran, Pitts has forged a strong bond with his

crew.

"I'll do anything I can for them," he said. "I know what to expect from them and they know what to expect from me. There are times I have to ask a little bit more."

"Being a good foreman is taking

care and understanding the people who work for you," Pitts said. "Everybody has a strong point and you use that to your advantage, and let everyone know each is important. We're not just one person; we're a crew together. It benefits getting

See MAINTENANCE on next page

MAINTENANCE from page 17

The crew is responsible for painting approximately 2,000 miles of white and yellow lines in District 7. The crew paints new lines on “virgin roads,” which are those without any lines, and traces over older lines that need to be more visible.

Smith stresses safety for her crew as together they operate a large truck holding 750 gallons of paint, 6,000 pounds of reflective beads and two 50-gallon gas tanks on each side.

During a paint operation, the truck moves about 10 miles per hour. With one person behind the wheel, the two others operate the paint spray guns.

“You have to have patience and a steady hand,” Smith said.

Good communication skills are a must. During the job, the three-person crew not only speaks to each other by radio but also with flagmen trailing behind to slow traffic and calls from the shop.

“Even with our signs that say ‘wet paint

stay back’ people cross the lanes and smear the paint,” Smith said. “That’s my pet peeve.”

Smith will do any of the jobs involved, from driving to painting. That impresses her crew.

“She’s a good leader,” said Perry, a 13-year SCDOT veteran. “She’s hands on and works along with us. If I don’t know something, she explains it to me. Anything we need to know, she lets us know.”

Smith said, “I try to teach both of my people do all the jobs and get them involved in everything maintenance-wise so if one person’s out, we can do it with two.”

To be a good foreman, Smith said, it’s important to be flexible and ready for the unexpected.

“Every day is always going to be some type of problem,” she said. “I just take it as it is. I’m all for the safety of the crew and the safety of the public. I want that line to be painted right the first time so they can see it.”

Coming next issue: Maintenance foremen in Districts 1, 3, 4 & 6.



PHOTOGRAPHS BY ROB THOMPSON/THE CONNECTOR

The District 7 Paint Crew poses beside a 250-gallon paint tote. The crew is, from left: John Faulk, Lisa Perry and Foreman Roslyn Smith. At right are glass beads that are thrown on the wet paint to make it reflective at night.

Maintenance Foremen Districts 2, 5 and 7

DISTRICT 2

Gregory Slay
Kenneth Bryant
Victor Burno
Thomas Longshore
John Bryant
Eugene Williams Jr.
Howard Cook
Bobby Hinton
John Barrett
Gary Dunn
Billy Frankum
Gary Reese
Raymond Schmuck Iii
Leonard Arnold
Leroy Brown
Michael Torbert Jr.
Jack Doolittle
Mark Gymer
John Thomas
Betty Johnson
James Mcdowell
Jason Ellis
Fredrick Griffin
Jack Quattlebaum
Darnell Luchie
Michael Morris
Frank Ebert
John McClinton
Dusty Nelson
Bobby Roberts
Michael Dodgen

Robert Harper
Christopher Fellows
John McGee III
James Burns
Ervin Meece
Kevin Ridley
Timothy Langston
Melissa Thomason
Jeffrey Foster
Donald Holtzclaw
Robert Byrd
George Lewis
Paul Driggers
Steve Nowlin
Fate Jennings
James Sharpe
Samuel Brewer
John Lindler
Hugh Pitts Sr.
Melvin Chapman
Keith Goodman
Thomas Bates Jr.
Joseph Turner
Jeffrey Jordan
Jacqueline Dorn
Billy Brunson
George Robinson
Wallace Whitten
George Long
Rosier Charles
Leslie Bradley
Joseph Tooley

DISTRICT 5

William Cross Sr
William Gee Jr.
Terry Davis
Leverne Williamson
Calvin Bodiford
Randy Small
Perry James
Jackie Turner
Charles Rogers
Tommy Hayes Jr.
Bobby Meekins
Titus Bethea
Eric Webster
Joseph Turner
Edward Elmore
Paul Kennedy
Billy Ghee
Bobby Small
Kenneth Eaddy
Johnny McDowell
Tammy McKnight
Jackie Timmons
Danny Bostick
Kevin Poston
George Alford
William Shannon Jr.
Herman Linen
Kevin Blakely
Reid Mathew
Claude Berry
Harold Turner
Ricky Hughes
Mack Suggs

Donald Samuel
Lauren Ward
Jimmy Brown Jr.
Terry Fowler
Corby McLeod
Jeffrey Gasque
Brian Thompson
Timothy Fowler
James Godbold
Larry Hayes
Jeffery Cook
Harry Jackson
Henry Drew
Willie Thompkins
Martin Hans
James Edens III
Jasper Quick
Bruce Alford
Thomas Allen
Fred Quick
Robert Fulghum Jr.
Willie Woods
Tony McGee
Jimmy Riggins
Ronald Smith
Mary Moore
Dorothy Johnson
Charles Strickland
Raymond Tisdale
Terrell Williams
Phillip Canady
Samuel Collins
Benny Inman Jr.
Leroy McElveen Jr.
Edmond Garner

DISTRICT 7

Arthur Williamson
Michael Holston
Jason Heywood
John Taylor
Elliott Wood
Freddie Copeland
Terry Harris
Tyrone Jones
Michael Lowe
Robert Clark
Anthony Redmond
Cranell Smith
Terrell Baxley
Gerrald Penn
Vincent Jordan Sr.
Evangelee Holmes
Jeffrey Jackson
Harry Taylor
Milton Rhodes Jr.
Isaac James
Travis Jennings
James Herron
Amy Hightower
Joseph King
Joseph Gainey
Ruth Smalls
Dennis Buckmon
Brian Bridgmon
Ricky Crider Sr.
Charlton Carter Jr.
George Hanes
Mark Weatherford
David Suttlemyre

John Hair
Andrew Brown
William Gardner
Caleb Welch
Robert Smith
Leon Brock Jr.
Gracie Mack
Cecil Casselman Jr.
James Bannister
Peter Gosnell Jr.
Dean Damato
Frankie Bennett
Larry Orr
Horney Mitchell
Joel Smith
Robert Herndon Jr.
Frank Easterlin III
Arthur Murden Jr.
George Pickering
James Williams
Jim Christopher
Marion Bowman
Robert Smoak Jr.
David Debose
Frank Gantt
Roslyn Smith
Lowman Dash III
Ronnie McGee
James Evans
Kenneth Jones
Ronnie Washington
Bennie Fogle
Walter Fuller

**STATE OF SCDOT
from page 1**

• 14 bridge replacements plus two bridge repair projects.

St. Onge explained that SCDOT grades highways on two categories; “capacity,” which is measured in the level of traffic congestion. The second is pavement condition.

He noted that a recent sampling of highway congestion caused a significant amount of economic activity to slip through the state’s fingers. “Traffic congestion measured between 2005 and 2011 cost South Carolina an estimated \$2.6 billion in lost economic activity,” St. Onge said.

Pavement condition was also reviewed in the State of SCDOT in the categories of interstate highways, primary highways and the secondary system. The evaluation process for bridges was also presented.

The proposed SCDOT budget for the state fiscal year 2013-14 was presented. SCDOT receives no funding from the state’s general fund. St. Onge demonstrated the importance of revenue generated from the state gas that must be leveraged as match money to receive federal funding. “Revenues from the state gas tax have been flat or slightly down for a number of years and have failed to keep pace with inflation.

Overall, there has been a 49 percent reduction in buying pow-

Senators React to 2013 State of SCDOT

Here is a sampling of the reaction from members of the State Senate Transportation Committee after hearing the “State of SCDOT 2013” presentation by Secretary of Transportation Robert St. Onge.



“What a difference a year makes! Just last year, you were sitting here in the throes of a financial crisis where the vendors... were not getting paid. Now you’ve got payments occurring within 30 days. You (and the SIB) are both doing exceptionally well with the little bit we give you.”

**Senator Luke Rankin,
Horry County**



“We have come a long way in the last 12 months.”

**Senator Yancey McGill,
Williamsburg County**



“I think you are doing a really good job making do with what you’ve got.”

**Senator Larry Grooms,
Committee Chairman,
Berkeley County**



“Thank you for your presentation and your leadership at the Department.”

**Senator Chip Campsen,
Charleston County**



“Mr. Secretary, I think you’ve done a terrific job in the past year. You’ve turned things around; you’ve made us look better... We’re very appreciative. We’re going to do everything we can to see that we can find funds... whether it’s a combination of all the above, which I think it’s going to take, to give you the wherewithal to do what you need to do.”

**Senator Paul Campbell,
Berkeley County**

-- Compiled by Bob Kudelka
-- Photos by Rob Thompson

er since the last fuel tax adjustment in 1987,” St. Onge said.

St. Onge closed his presentation with a summary of how transportation infrastructure can

impact jobs and economic development. As one example, he reported that more than 700 companies located in every county of the state imports or exports prod-

ucts or materials through the Port of Charleston using the highway system to move those imports and exports.

The complete 2013 State of

SCDOT can be found on the SCDOT website at: www.scdot.org or at this direct link: http://www.scdot.org/inside/state_of_scdot.asp

What a difference 60 years makes...



SCDOT FILE PHOTO

How many differences can you find between these two photos of the same rural interchange? The top photo is from the 1950s and was in our photo archives. The photo at right was shot to show the changes. What do you think it will look like in 60 more years?



Auditorium renovations complete, more space for public meetings

By Andy Leaphart

After many months of planning and construction, SCDOT is pleased to announce that the renovations to the fifth floor auditorium have been completed, and it will now be used to accommodate the Commission meetings, training and other large meetings.

The renovated auditorium will better serve the needs of the public, the Commission and SCDOT staff.

Here is a list of some of the improvements:

- Increased seating capacity – Room 306 has approximately 40 seats for visitors attending the Commission Meetings. Our 5th Floor Auditorium has more than 100 seats.

- Improved visitor safety – With nine exit doors, our meeting space exceeds fire codes.

- Easy to find – Visitors will simply take the elevators to the 5th floor and the auditorium is directly across from the elevators no more wandering the halls trying to locate the proper room.

- ADA features – We have dedicated space for wheelchairs, ramp access to the Commission seating area, and listening devices for the hearing impaired.

- Integrated A/V – There is a microphone at each seat along the Commission desk, improving the communications between Commissioners and the general public. In addition, there is a monitor at each Commissioners space that will allow viewing of presentations that are being displayed on the two side walls for the audience.

- Lobby monitor – We have also added a monitor in the first floor lobby. This allows us to display the times and locations for all meetings, reducing confusion to visitors attending meetings, workshops, and other events at SCDOT. We will also use the monitor to share other facts about SCDOT and our highway system.

These renovations are a worthwhile and much needed endeavor. This has been an effort across multiple offices of SCDOT and provided many of our employees a chance to display their talents and craftsmanship.



The renovations were completed in time for the Jan. 17 SCDOT Commission meeting.

PHOTOGRAPHS BY ROB THOMPSON/THE CONNECTOR



LIST OF EMPLOYEES INVOLVED IN RENOVATIONS

Capital Improvements
Suzette Johnson
Tony Garmon
(primary designer)

Building Maintenance
(Construction of stage, lighting, ceiling, painting, etc.)

Darin Kyzer
James Brown
Cal Boland
Steve Medlin
Chris Huepenbecker
John Cornish

IT Services
(Computers / AV)

Doug Harper
Todd Anderson
Scott Meetze
Eric Stuckey
Dale Johnson
Steph Wagoner
David Hamm
Derek Fulmer
Lee Foster
Darin Boland
Eric Blume



Improved audio and visual equipment were included in the auditorium improvements.



Chris Huepenbecker smooths out the mud while doing sheetrock work along the ceiling of the auditorium.

GREAT JOB!

Building Maintenance, IT Services, Facilities Planning and Support Services employees complete the auditorium renovations.



ABOVE: David Hamm runs wiring for cameras and audio visual equipment.



LEFT: James Brown checks out some wiring during the auditorium renovation project.



Cal Boland sands the auditorium walls prior to the installation of wallpaper.



Steve Medlin moves a ladder while working on ceiling tiles, electrical wiring and lighting.

BRIEFLY

Freight issues discussed at regional meetings

As part of the ongoing SCDOT Statewide Multimodal Transportation Plan, SCDOT hosted a series of Regional Freight Listening Sessions in January to meet with and discuss freight issues with members of the transportation community across South Carolina. The series of meetings took place in five cities over a two week period with an identical meeting format, designed to accommodate schedules and travel arrangements for as many members of the transportation community as possible. The meetings follow a freight logistics survey that was broadly distributed in support of the Statewide Freight Plan.

The meetings were held on Jan. 8 in Columbia, Jan. 9 in Florence, Jan. 10 in Greer, Jan. 15 in Charleston and Jan. 16 in Rock Hill.

Deputy Secretary of the Division of Intermodal and Freight Programs Doug Frate starts off the discussion at the Jan. 8 Regional Freight Listening Session in Columbia.



ROB THOMPSON/THE CONNECTOR

Transportation Infrastructure Task Force Report

The Transportation Infrastructure Task Force was formed in the fall of 2011. Members of the Task Force came from a diverse group of transportation professionals and private citizens from across South Carolina. The report was the culmination of a year-long effort to review all state highway programs, not just those under the purview of SCDOT. The goal of the report was to provide a broad understanding of South Carolina's highway programs as compared to other states.

The report was sanctioned, reviewed and approved by the SCDOT Commission. The Task Force was chaired by Craig Forrest, vice chairman of the SCDOT Commission, who also represented the entire Commission in this study.

The Commission's intent is not to recommend any particular solution, but rather to describe the current situation of the state's highway infrastructure system and offer alternatives for consideration by the state's leadership.

The report can be found at this link: <http://www.scdot-transfer.org/SCDOT-Photos/TREC.pdf>



Rock Hill's India Hook Elementary School's staff re-routed the morning traffic so that bus riders, walkers, and car riders could walk together from the nearby neighborhood in their Pirate Parade. The Rock Hill Police Department directed traffic, while parents and staff volunteered to supervise the event. Some students said they want to do it everyday.



PHOTOS PROVIDED

Goose Creek's Westview Primary and Elementary Schools created two park and walk locations at two local churches. About 150 students walked to school with their parents. At one location, Dr. Karen Whitley and Dr. Susan Gehlmann, both of the Berkeley County School District, walked to school with the students. At the other meeting location, the Mayor of Goose Creek, church volunteers, the BCD COG and Charleston Southern University students dressed up as fruits and vegetables and walked with the students. The primary school principal reported that the parent drop off loop was down by half on Walk to School Day.

Annual 'Walk To School Day' event breaks records

By Rodney Oldham, CHES, CPT

South Carolina's International Walk to School Day hit an all-time record for the number of registered events in the state. The event

was held on Oct. 3.

With 210 events registered, South Carolina ranked in the top five states in the nation with the highest number of schools participating. This exceeds the state's prior record – 177 activities

recorded in 2008 – by 33 events.

In fact, there were 74 more events this year in South Carolina than there were last year -- a 54 percent increase.

Engineering News

Signs of a new beginning

Director of Maintenance Office celebrates a milestone

By Jim Johannemann
Director of Maintenance Office

December 15, 2012, marks the first anniversary of the State Sign Shop, and what a year it has been.

After just one year, this shop has reduced the backlog of requisitioned signs—some greater than 100 days—to less than 20 days, well below the 30-day performance target initially set.

The State Sign Shop is now part the Director of Maintenance office. The State Sign Shop formed when the three existing SCDOT sign shops—Upper State, Lower State and Central—consolidated into one operation. In the past Districts 1, 3 and 6 were responsible for the sign shop in their district. The State Sign Shop occupies the same building, near Columbia, as the former Central Sign Shop. This facility has the volume and features needed to produce and store the large number of signs that the SCDOT requires.



Debbie Vandermolen is the Sign Shop Supervisor.

The supervisor of the State Sign Shop is **Debbie Vandermolen**. She was the supervisor of the Lower State Sign Shop, in District 6, for many years prior to her move to Columbia. When the shops consolidated, she couldn't resist the challenge and made the move to Columbia.

When asked about her new position Vandermolen said, "It was a challenge to implement the new efficiency plan, but I am pleased with the results. I think it

will get even better in the future."

The State Sign Shop is responsible for supplying all the signs and sign materials required by SCDOT, as well as specialty products like decals, magnetized signs, and other non-highway signs. This is a daunting task. With more than 730,000 signs currently installed on our state's highways, the State Sign Shop can never rest. To supply the signs for our roads, this shop must produce in excess of 84,000

Got news?

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



Dede Elmore



Enrique Uribe trims out a stop sign at the State Sign Shop.



The sign shop produces more than 84,000 signs per year.

signs per year. That's more than 400 signs every production day.

Prior to the consolidation there were 23 people employed statewide producing signs. The State Sign Shop operates with only a 10- person team and is successfully meeting the sign manufacturing demands of the entire state.



The State Sign Shop team consists of, from left to right: Back row: Mike Norris, Crystal Black-Coker, Mike Mendoza, Jonathon Hoyle. Middle row: Pam Parado, Trish Jones, Jessie Burton. Front row: Enrique Uribe, Calvin Walker.

PHOTOGRAPHS BY JIM JOHANNEMANN/DIRECTOR OF MAINTENANCE OFFICE

District 2 News

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

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

CPR, First Aid Training

Got news?

Contact Sarah McKinney at 864-227-6971 or email her at McKinneySB@scdot.org.



Sarah McKinney



American Red Cross CPR and First Aid Training

Seth Allen, Jeff Davis, Adam Hedden and Angie McCaslan were certified as American Red Cross CPR and First Aid Instructors in December. Many employees throughout the district have recently attended CPR and First Aid classes and more are scheduled for the New Year.



SCDOT Administrative Conferences

Many of the District 2 Administrative Assistants, along with Procurement and Supply Specialists, recently attended the SCDOT Administrative Conferences in Headquarters. The feedback within District 2 was positive and they are looking forward to future specialized trainings for their administrative roles. Thank you to Human Resource Development for facilitating the nine sessions.



Secret Santa

Employees donated canned goods and money for the District 2 Secret Santa Project. The donations helped make a brighter Christmas for one of our SCDOT families. Thank you to everyone who assisted; your generosity was appreciated.

District 3 News

Greenville, Oconee, Pickens and Spartanburg counties

District Engineer: Steve Gwinn (864) 241-1010

FAX (864) 241-1115

Meet the District 3 SHEP team

By Brian Harris

Since 1996 District 3's State Highway Emergency Program, or SHEP as it is more commonly referred to, has continued to grow and expand.

What started with a few miles patrolled in Spartanburg County with three drivers has grown to more than 220 miles covering three counties.

The District 3 SHEP Program now has 15 employees, consisting of one communication manager, two full-time dispatchers and 12 drivers covering I-385, I-85, Bus. 85, I-26 and I-585 seven days a week and 362 days a year.

The program has also incorporated more than 90 CCTV cameras as well as more than 20 highway advisory signs. They are monitored by dispatchers that help deploy and assist the SHEP drivers as well as entering events into the 511 system.

The 511 system is designed to assist the public with interstate monitoring. As the program continues to grow and expand the mission has remained the same: Keep the interstate highway systems running free from obstructions by assisting the motoring public and other agencies with incidents.



Brian Harris
Communication Manager



Shift A (left to right): Marian Kelly (dispatcher), Bill Ashcraft, Don Hughes, William Skinner (supervisor), David Sage, Danny Bradley, Robert Holeck. Not Pictured: Chris Green.



Shift B (left to right): Robbie Bachelder, Trish Criscola (dispatcher), Mike Hawes, Bill Pruitt, Rondel Irby, Derrick Hamilton (supervisor), Jimmy Vaughn.



SCDOT would like to take this opportunity to recognize Incident Responder Michael Hawes for 30 years of public service. Thank you for your commitment and dedication, and we wish you many more years of continued service. Congratulations, Michael!

Got news?

Please contact
Bonita Davenport
at 864-241-1010
or by emailing her at
DavenportBG@scdot.org

**Bonita
Davenport**



Meet Tony Thompson

Name: Tony Thompson
Title: Greenville Resident
Maintenance Engineer
Started at SCDOT: 2007

Tony Thompson has a B.S. Degree in Civil Engineering from Clemson University and is a Registered Professional Engineer.

Prior to coming to SCDOT he was a construction engineer with Florence & Hutcheson, Inc. Thompson was the District 3 Maintenance Contracts manager from 2007-2010. From 2010-2012, he was the Spartanburg Resident Construction Engineer. He became the Greenville RME in August 2012.

Thompson is married and has a 3-year-old son. He enjoys hunting, fishing and ATV riding.



Tony Thompson

District 4 News

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

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

Gaffney employees aid rescue of motorist

By Stephen V. Ellis
Cherokee Resident Maintenance Engineer

On Dec. 6, 2012, **Sonny Moore** and **Josh Upchurch** were on the way to install a sign on the bridge over a branch of Providence Creek on S-11-71, Concord Road, 3.1 miles north of the Gaffney.

Immediately upon arriving at the bridge they noticed tire marks and ruts along the shoulder of the road beside the bridge. Upon further investigation they discovered a car upside down in the creek under the bridge with a driver trapped inside.

Without hesitation they immediately called 911 and made their way down the steep embankment to the car. There they were able to talk to the driver pinned in the car and assure her that help was on the way and by communicating with her, they were able to keep her calm until she was removed from the vehicle by Fire & EMS personnel.

Initial information from law enforcement, fire and EMS at the scene could not determine exactly how long the car had been in the creek. Based on their assessment the vehicle could have been in the creek for up to two hours.

Because of Sonny and Josh's actions, quick thinking, and calmness in a difficult and dangerous situation, the driver was rescued.



**Sonny
Moore**



**Josh
Upchurch**

Got news?

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



Edward Moore

Retirements from District 4



Charlie Wick



Donnie Brazell

District 4 donates food to local food bank



Several Chester County families had a happy Christmas holiday thanks to employees of the District 4 Office. SCDOT employees collected and donated over 125 canned goods to the Turning Point Food Bank in Chester. The canned goods drive was initiated and directed by District 4 IRC Julie Young. Young placed food donation totes throughout the District Office and invited all to participate. Turning Point Director Geraldine Clawson thanked all employees for their generous food donation. Above, Edward Moore and Julie Young pose by some of the donated food.



District 4 OSHA Officers

District 4 OSHA Officers recently attended the AAA and the American Red Cross Instructor Training Courses. OSHA Officers in District 4 were reassigned from counties to the District 4 Office and now have district wide safety responsibilities. Shown above are the District 4 OSHA Officers from left: Lee Oliver, John Jaynes, Dawn Vespe and Kim Desrosiers.

District 5 News

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

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

Got news?

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

**Michael
Miller**



Meet Georgetown Maintenance Crew 2210



Georgetown Ditching and Driveway crew

Back row, left to right: Charles Williams, Frank Lawhorn, Kevin Miller, Herman Linen (foreman). Front row left to right: Jamel Brown, John Vereen

Marlboro prepared for winter storms

Marlboro County Repair Shop Mechanics are shown preparing equipment for snow and ice in advance of potential winter storm threats. All salt spreaders and snow plows have been prepared to handle any snow event in the future.

This year Marlboro also prepared for wintry conditions by

installing a brine mixing station and fabricating platforms which will allow for quick loading and unloading of the distribution tanks. The first priority at Marlboro Maintenance is to keep the highways and right of ways as safe as possible and to be ready to respond to weather emergencies at a moment's notice.



Meet District 5 Capital Improvements Crew



The District 5 Capital Improvements Crew is responsible for maintaining all the buildings and facilities in District 5. From the floor to the roof, and everything in between, they keep our work areas in great shape. Pictured, left to right: Mitchell Lee, George Alford and Danny Whitehead.

Congratulations to Florence, Georgetown, Marion and Marlboro on their QMT scores for FY2011-2012. The District 5 Average was 87.44. Thanks to those counties for all of their hard work and keep up the good work.

District 6 News

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

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

Edisto Island Serpentarium slithers into Charleston safety meeting

Charleston Maintenance employees enjoyed special guest speaker, **Ted Heyward**, at a recent safety meeting. Heyward co-founded the Edisto Island Serpentarium in 1999 where he enjoys educating the public about snakes.

As part of his ongoing outreach program,

Heyward captivated Charleston Maintenance employees through an amazing interactive presentation of native snakes. He taught employees how to identify different species and discussed common snake myths. Heyward also shared his story of being bitten and what to do if bitten.



TOP: Charleston Maintenance employees learn about identifying native snakes during a safety meeting.

MIDDLE: Ted Heyward explains what to do if bitten by a snake.

BOTTOM: Jenny Craig and Coleen Murtaugh-McDonald hold a non-poisonous snake.

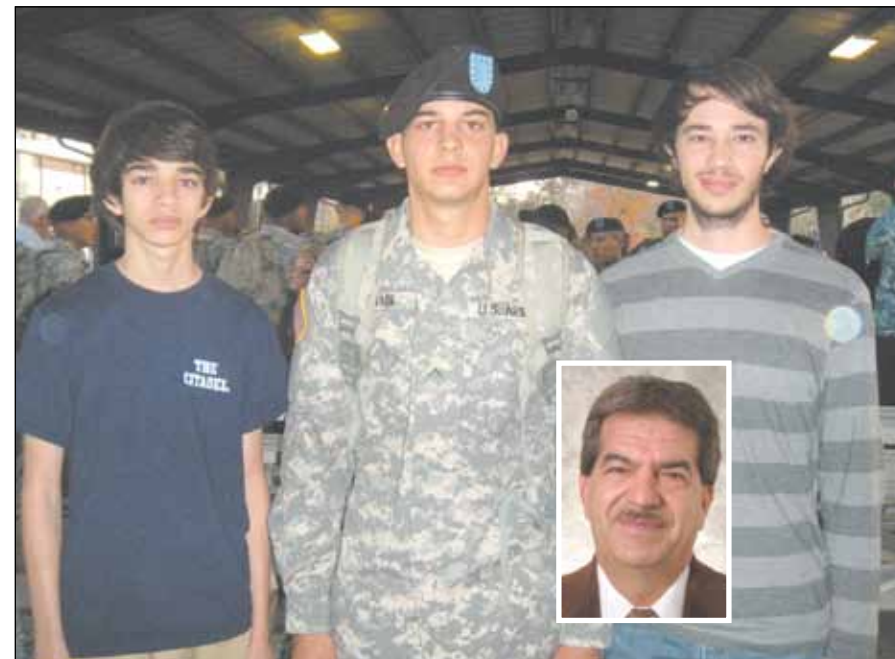
Got news?

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



Angelia Savage

Thanksgiving with a soldier



Resident Bridge Construction Engineer Jeff Rajabi (inset) enjoyed Thanksgiving Day celebrating with his wife, Connie, and three children at Fort Benning in Columbus, Ga. Rajabi's middle son, Jason Rajabi, (center) joined the United States Army after graduating from West Ashley High School this past summer and is currently at Fort Benning for basic and infantry training. Jason is shown with his brothers Jacob (left) and James (right).

District 6 celebrity look-alike



Is it Carla Prather or Paula Dean?

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*

Ricky Crider retiring after 34 years

Calhoun maintenance would like to announce the retirement of **Ricky Crider**.

Crider has worked for SCDOT for 34 years and will retire effective Jan. 30, 2013. He enjoys catfishing on Lake Marion, cheering on the USC Gamecocks, and gardening.

Folks around the area know Crider as "Mudpuppy." He is also known for his signature barbecue sauce.

Crider and his wife, Vickie, reside in El-

lore.

Resident Maintenance Engineer **Lyle Davis** said, "Ricky Crider's knowledge of Calhoun County and his work ethic will be very hard to replace. Ricky's attention to detail, his organization skills, and his ability to work with the public helped make him a joy to work with. All of us at Calhoun Maintenance wish him the best in his retirement years."

Congratulations Ricky and enjoy a well-deserved vacation!



Got news?

Contact Jeff Graham at:
803-531-6850 or
by emailing him at
GrahamJP@scdot.org

**Jeff
Graham**



Meet the New District 7 Safety Representative



In August District 7 welcomed their new district safety representative **Jeffrey P. K. Graham**.

Graham is a native of Georgetown and made Summerville his home after 20 years of distinguished service in the United States Air Force.

During Graham's Air Force career he was assigned to bases in Georgia, Louisiana, Turkey, Georgia, Korea, Colombia and Bolivia before retiring at Charleston AFB in 2010.

Graham is married to Leslie Graham and has five daughters,

Jessica, Joy, Jasmine, Elysa and Zaria. He is an active member of his community and enjoys helping others.

Graham has more than 12 years experience in occupational safety and health and training.

Prior to SCDOT, he held safety positions at Shaw Industries, Roper St Francis Healthcare and the U.S. Air Force.

Graham is a 1990 graduate of Andrews High School, community college of the Air Force (AA Occupational Safety) and Southern Illinois University at Carbondale.

Do you want to be removed from our mailing list?

We'd hate to see you go, but if you receive multiple copies, or read the issue online, please let us know to remove you from the mailing list.

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

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

Christmas spirit



The SCDOT Ensemble performed Christmas carols at Headquarters during the holiday season.

To see and hear them perform, go to www.youtube.com and search for user **SCDOTrob**.



The "Caught Doing Good!" recognition goes to an employee who wishes to remain anonymous since he "Caught Someone Doing Bad!"

CAUGHT DOING GOOD!

(By catching someone doing bad!)

York Maintenance's facility in Rock Hill has been burglarized four times over the past few years. An employee was called in to repair a traffic signal late one night and noticed that the gate was opened. He called police and suspects were arrested. The suspect is a former prison worker who used to work on one of York's litter pickup crews. And in a humorous "dumb criminal" move, he confessed to all the previous break-ins.



The burglars cut the fence to get into the maintenance yard. They used acetylene torches on hand to break in to locked areas to steal highway maintenance equipment including chainsaws, oil and gas cans.



TERESA CODY/ROCK HILL MAINTENANCE

A trailer was loaded with the equipment shown here. Fortunately, they didn't get away with the theft.



Assistant Resident Maintenance Engineer Teresa Cody shows where burglars broke windows and damaged locks to get to areas where they could steal highway maintenance equipment.



PHOTOGRAPHS BY ROB THOMPSON/THE CONNECTOR

ARME Teresa Cody shows new locks that are harder to cut off and reinforced wire mesh on the maintenance supply cages.



Anyone with ideas to burglarize the facility again needs to smile for the cameras – because they are now being videotaped.

THE CONNECTOR

VOLUME XXVI NO. 1

SOUTH CAROLINA DEPARTMENT OF TRANSPORTATION

WINTER 2013



VIEWPOINTS

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

As SCDOT kicks off 2013 I hope your holidays were fulfilling and relaxing. As many of the articles in this edition of The Connector clearly reflect, the SCDOT family is made up of tremendously thoughtful, caring and generous people who reach out to each other and to our broader community in remarkable ways. Giving to United Way, participating in Lunch Buddies, contributing to Toys for Tots and other charities, collecting groceries for those who need some assistance, and comforting the family of a fallen co-worker are but a few examples of the special outreach YOU routinely exhibit. You make me proud to be a part

of this team.

Did you know that SCDOT has an Annual and a Sick Leave Pool? We are blessed to have selfless employees who donate leave to the pools. In calendar year 2012, 18 of our employees donated 590 hours of annual leave and 529 hours of sick leave. These hours are available to assist employees without any accrued leave who may have a personal emergency requiring them to be absent from work. Our leave pools are regulated by the state. Our Human Relations staff can answer your questions about the program. While I encourage our employees to use their leave to rest, relax, and spend time with family and friends, I am grateful for those who donate untaken leave to benefit others in our family who are in need. Thank you.

2013 will be a banner year for SCDOT. Two major projects, our Manpower Management Review and our Strategic Management Plan, will be implemented early this year. These important endeavors will assist us in clearly identifying our requirements and prioritizing our efforts. We will also complete the Statewide Multimodal Plan, a 30-year outlook required every five years by state and federal law. For the first time this planning effort is a cooperative endeavor between SCDOT, SC Department of Commerce and the State Ports Authority.

On another positive note, there seems to be a clear recognition by our elected officials that SCDOT needs additional resources to properly maintain our highways and bridges. We trust that in this legislative session added revenues will enable SCDOT to move toward a state of repair and level of

service that our citizens deserve. Job growth and economic development are clearly linked to the condition of our transportation systems.

Lastly, I want 2013 to be the year we re-double our focus on safety. Job #1 is the health, wellness, and safety of our employees. We lost a young, talented employee, **Nick Johnson**, in a work zone in December 2012. UNACCEPTABLE! Working with the State Department of Public Safety, the Department of Motor Vehicles and our partners in USDOT we want to take significant steps to reduce accidents, injuries, and fatalities on our highways. In 2012, South Carolina experienced an increase in fatalities on our roads. UNACCEPTABLE! South Carolina can and must do better. We will commit to moving Toward Zero Deaths.

PRSR STD
US POSTAGE
PAID
COLUMBIA, SC
PERMIT NO 108



Motorists traveling on Interstate 26 enjoy the beautiful fall colors in the upstate of South Carolina.

ROB THOMPSON/THE CONNECTOR