

The Honorable Nikki R. Haley
Office of Governor
State of South Carolina

cc
Office of the Transportation Secretary
Janet P. Oakley

Director of Maintenance
Jim Feda PE

SCDOT Engineering District 1
Bryan Jone PE

District maintenance Engineer
Robert Dickinson PE

Richland maintenance RME
Tony Magwood

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As a retired employee of the South Carolina Department of Transportation, In my opinion, it is time to make some policy changes that will make it much safer for the employees that are doing the hands on work. On Friday evening February 27,2015, Richland maintenance lost another employee for no reason. As you know,he was killed by a hit and run driver while working on the road patching pot holes. I am not sure if this is district one policy, or Richland maintenance policy or state policy, but the idea that a pot hole should be repaired within 24 hours of it being called into the office is just wrong. I worked for the SCDOT at Richland maintenance for 34 years. Many times my crew would be on call after hours and at the end of the regular working day, the office would hand me a list of pot holes they wanted repaired after hours. So with my crew, we would stay after hours to make the repairs. It is dangerous enough working on the roads of this state in the daytime, but when you ask employees to go out in the middle of the night to make a repair on a hole in the road sometimes no bigger than a shovel, it is time to make a policy change. As far as the 24 hour repair practice, you couldn't patch all the pot holes in this state in 24 years. But to send a crew out for this type of work is just wrong. Now, another employee has lost his life for a damn pot hole. The DOT has crash attenuators that attach to the rear of a dump truck that is placed between the work zone and the oncoming traffic. This practice is not used with this type of operation but I sure hope in the future starting now, they will be mandatory. Another vehicle and one more person on the job to drive this crash truck could have saved Paul's life. It is time for some heads to roll. Stop this practice and stop it now. If it is a serious road hazard and dangerous to the motoring public, then make the repair. But in most cases a small pot hole that can wait until the next day, is just dangerous and stupid. I hope you that make this decision to have these employees out there at night will think about this for a long time. Westover Brown is the foreman in charge of this crew. Westover is a

good man with lots of experience and has to endure the loss of a second crew member in the past 3 years due to some non driving idiot. I am sure he is suffering hard along with the family of Paul Fee for what has happened. I hope this letter gets someones attention and the policy of night time pot hole patching comes to an end. Maybe it is time to have more training for lower, middle and upper management.

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