



CITY COUNCIL REPORT

April 6, 2009

TO: John Szerlag, Acting City Manager
FROM: Timothy Richnak, Public Works Director 
SUBJECT: City Council Inquiry - Pothole Patching

Background:

- The City of Troy has used hot asphalt boxes the past several years for pothole patching. This operation uses two types of materials hot and cold asphalt. During the winter months December thru March cold patch material has been used and heated to make it pliable so it would compact to the form of the pothole. From April thru November hot asphalt from the asphalt plants has been used to make more permanent patch repairs. This material is also used to make full depth repairs where the entire pavement section has failed.

Public Works staff has been following other processes for pothole repairs. One such process is Spray Injection Patching. This process allows for compress air to blow debris from the pothole, spraying of liquid asphalt into the hole with a mixture of aggregate.

Each of these operations allow for the road ways to be open to traffic immediately. Each operation allows for 5 to 10 tons or more of material to be applied per day depending on the size of the potholes and the distance between them.

The Spray Injection Patching process is available thru three methods. Purchase of the machine, contracting, and only recently rental of equipment. As with any new operation initial equipment costs start out higher. Contracting companies bidding contracts were limited and garnered higher bids and initially the equipment providers did not rent equipment.

With these factors and also the consideration that the Streets Division has reduced staffing by 18% we have incorporated into our Seam and Fracture contract a Spray Injection Patching component. This contract is coming to the council table for consideration this evening. We will also be adding this component to slabs replacement contracts as they are put out for bid in the future. Future consideration of rental and purchase will be reviewed.

Cold patch and hot patch material will continue to be used in our operation as there will always be a need to patch utility repairs and temporary slab replacements and to address emergency repairs.

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