

City of La Vista Public Works Department

2020 Pothole Repair Plan



Introduction

The La Vista Public Works Department is committed to providing a transparent and comprehensive plan to repair the City's streets from damage which occurs over the winter. This plan takes into account public safety, traffic volumes and pavement conditions in an effort to prioritize repairs to streets and more efficiently utilize City resources. A component of this plan includes a pothole repair map on the City's website that will be updated weekly to allow the public to track our progress as Public Works makes repairs.

General Information

City streets are placed into one of three categories for prioritization of various Public Works operations including pothole repair. Priority one are the arterials; priority two are minor arterials/collectors, and priority three are residential/local. For efficiency of operation, the City is also divided into districts.

There are two processes and materials the City uses for pothole repairs depending on the time of the year.

During winter months, "cold-mix" asphalt is used because asphalt plants are closed, making "hot-mix" asphalt unavailable. Cold-mix is distributed out of the back of a trailer and tamped in by hand, creating a temporary patch. Patches made with cold-mix material are expected to be temporary. The patches are designed as a stop-gap measure during freezing temperatures to keep streets serviceable.

During months when temperatures stay mostly above freezing and the asphalt plants are open, hot mix asphalt is used to make permanent patches. The damaged pavement is cleaned out using shovels and compressed air and then spayed with a tackifier to provide adhesion of the hot asphalt to the existing pavement. The hot mix is placed and tamped into the hole using a vibrating plate or roller. This provides a much more permanent repair than patching with cold-mix asphalt.

Repair Plan

- **Temporary Repairs (Typically November through March)**
 - Ongoing temporary repairs will be made using cold mix asphalt when crews are not in an active snow operation.
 - The priority will be on making temporary repairs to major arterial streets and collectors.
 - Citizen requests for repairs are evaluated as received and prioritized according to severity and repaired as weather permits.
- **Permanent Repairs**
 - As weather allows and asphalt plants open, permanent repairs will be made using a priority system (see attached map) based on public safety, traffic volumes, traffic speed and pavement conditions. Crews will begin work in priority 1 areas first, then will move to priority 2 areas and finish up with priority 3 repairs.
 - Citizen requests for repairs are evaluated as received and prioritized according to severity and repaired as weather permits.
- **Staffing/Approach**
 - When hot mix asphalt becomes available, Public Works will begin running split shifts both during the day and overnight.
 - The night shift will be responsible for preparing streets for repairs to be made by the dayshift while the asphalt plants are operating. The night shift will also be making critical repairs on major arterials in areas where it is safer to do under lighter traffic volumes.
 - The day shift will concentrate on making repairs to areas that have been prepared by the overnight shift for hot-mix asphalt. The dayshift will also focus on citizen requests and collector repairs.
 - When critical repairs are completed on priority 1 and priority 2 streets (see attached map), work will shift from night operations to 10-hour days to finish the remaining repairs.
- **Updates**
 - When permanent repairs with hot-mix asphalt begin, weekly updates will be made to a pothole repair map on the City's website.
 - Updates to the City Council will also be made during regularly scheduled meetings held the first and third Tuesdays of the month.

FAQ's on Potholes

Why was last year such a bad year for potholes?

The 2018-2019 snow season saw a significant number of smaller snow events over shorter periods of time. Because of the multiple rain, snow and ice events, damage to City streets was more severe. These multiple events over short periods of time prevented Public Works from transitioning to temporary repairs with cold-mix. The 2018-2019 season also produced a significant number of freeze-thaw cycles where temperatures were above freezing during the day and below freezing at night. Damage occurs during and after the freeze-thaw cycle. During years with less frequent snow events and freeze-thaw cycles damage is significantly reduced.

What is the freeze thaw cycle?

During a freeze-thaw cycle, water from rain, melting ice or snow gets down into cracks and crevices in the surface pavement. When the pavement freezes, the pavement expands, popping out existing repairs and weakening the surface. When it thaws, the pounding of tires breaks up the weakened pavement. Existing pothole repairs are further damaged during the next snow event by snowplows catching them from the freeze-thaw cycle.

How do I request a repair?

Requests for repairs can be made through the City's website, www.cityoflavista.org, by clicking on the "Report a Concern" tab in the upper right hand corner of the page. Repairs will be made as crews enter the district where the request was made, with a goal of completing the requested repair within 10 working days. (More time might be needed depending on the number of active requests.)



