

March 19, 2018

Report To: Mayor and Council

From: Travis Rob, Manager of Operations and Facilities

RE: Purchase of a Pothole Machine – Budget Consideration

At the March 7, 2018 meeting of the Operations and Facilities Executive Committee, a non-agenda item was brought forward regarding potholes in the Town during the 2018 melt. The question was raised about the purchase of a pothole machine to help with the repair of potholes. Suppliers were contacted who supply our area and deal heavily with the City of Winnipeg and Manitoba Infrastructure and Transportation. The machine that they sell and is widely used is a RA400 Patcher which is mounted on a truck body.

This type of machine has a robotic arm on the front which uses compressed air to blow out any loose material or water from the hole, it then sprays a layer of emulsified asphalt into the pothole to act as a binding agent, after which a mix of emulsified asphalt and class 2 granular materials are applied at high pressure filling the hole. After the hole is filled more class 2 granular is applied as a driving surface through curing. This is the exact same process as is completed for surface treatment of roadways.

After the work is complete, this unit must be cleaned, and all of the emulsified asphalt has to be cleaned out of the hopper, hoses, pumps and nozzles. Further the asphalt must be kept warm and the class 2 aggregate needs to be clean and dry.

These machines were quoted new at \$365,000.00, Town's portion of taxes included or can be purchased used starting at \$185,000 up to \$212,000 FOB Winnipeg, plus applicable taxes. Further these machines are available to rent at \$14,800 plus applicable taxes per month FOB Winnipeg, however rental terms do not start until April.

There is a second type of machine which would apply the same cold mix asphalt that we currently use. This machine utilizes compressed air to blow out the loose materials or water from the pot hole and applies pre-heated the material from the hopper to the hole, levels and rolls the material. I was unable to obtain quotations for this machine at this time.

Both of these machine types will do as good of job repairing potholes as our current practices do, neither system returns the roadway to new condition and repeated freeze thaw cycles will continue to see potholes return and new potholes start. Currently the Operations and Facilities Division crews patch potholes in earnest for 2 months every spring then follow up on average one to two days per week for the remainder of the summer and fall.

Attached to this report is a copy of a quotation for the available used units as well as specifications on both types of machines.

Respectfully Submitted



Travis Rob, P.Eng
Manager of Operations and Facilities