**A “POTHOLE KILLER” CASE STUDY**

**Toledo, OH Headlines**

**EDITORIAL – THE BLADE**

**Give the pothole killer a try**

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Let’s hope the pothole killer Toledo officials want to buy lives up to its name — and its price tag.

City council is considering spending $102,000 for a six-month trial of a Pennsylvania company’s pothole-killer technology, which promises to repair holes much more effectively than the traditional guy-with-a-shovel method.

The pothole killer sprays an asphalt mixture combined with an emulsion into street craters and has only a 10 percent failure rate, compared to a 70 percent failure rate with the traditional method.

This sounds great, particularly to every driver who has hit one of the many gaping holes that open up on Toledo streets each spring.

The pothole killer could be a sound investment, and it should be just the next step toward a better, more efficient plan for taking care of the city’s streets.

. . .

It will mean moving away from the cheaper, but less effective mill-and-fill techniques the city has used in years when it couldn’t afford more substantial and longer-lasting street repaving.

If the city can show that it has a real strategy for taking care of Toledo’s streets, voters may be willing to approve a dedicated tax levy to pay for the work. This could address a perennial budget obstacle and also improve the city’s ability to attract new enterprises and residents.

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**‘Pot Hole Killer’ may get tryout in Toledo**

**Pennsylvania company's system called stronger, more secure**

By[Ignazio Messina](http://www.toledoblade.com/author/Ignazio%20Messina) | BLADE STAFF WRITER

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A car passes potholes on Nebraska Avenue near City Park. The current method of filling potholes has a high failure rate.

In the war against potholes, the city of Toledo wants a killer. Toledo City Council next week is expected to consider a $102,000 contract with Patch Management, Inc., of Fairless Hills, Pa., to use its so-called “Pot Hole Killer” system for six months.

The Pothole Killer will blast asphalt mix into the city’s most treacherous craters — replacing, for at least some potholes, the typical worker-with-a-shovel method.

“This is a substantially improved technology,” said Councilman Lindsay Webb, chairman of council’s water quality, streets, and infrastructure committee.

“It blows the hole out completely and sprays it with an emulsion, fills the pothole, and sprays it again so it adheres the material to the outside,” Ms. Webb said. “It is a much stronger, more secure method, and better than normal filling.”

The councilman from Point Place said Toledoans regularly complain that potholes get filled, but soon become potholes again when the material pops out.

The city contract includes 80 tons of asphalt mix a month, with a discounted rate provided for material above that amount, she said.

Councilman Matt Cherry traveled to Cleveland to see its Pothole Killer in action.

“We are hoping to try and get one,” Mr. Cherry said. “They are hard to get because a lot of other states on the east coast have already started using them.”

Mr. Cherry said potholes filled with the machine have a 10 percent failure rate, compared to 70 percent failure from other methods.

“We are going to do a trial run here and people will notice it and be very happy,” he said. . .

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