

EXHIBIT A

CITY OF DIXON STREET REPAIR POLICY September 2013

PURPOSE:

The City of Dixon Street Repair Policy establishes the process in which the Maintenance Division responds to concerns related to street potholes and failures. The City will make every effort to repair streets throughout the city in a safe and cost effective manner. In most cases, larger repairs may require use of a contractor. Otherwise, the City will utilize City employees and equipment to provide this service.

APPLICATION:

This Policy applies to all City maintained streets. It will not apply to streets maintained by other agencies such as Solano County or the California Department of Transportation (Caltrans).

BACKGROUND:

The City of Dixon prioritizes resources to maintain public safety and improve pavement conditions while staying within the allocated budget. Therefore, the City has defined potholes eligible for repair by City crews.

For the purpose of this policy, a pothole is defined as follows:

“A pothole is formed as a result of a failure of the asphalt in the roadway which creates an eroded or hollowed out section of pavement that is 2 inches or more deep and over 5 inches in diameter.”

As a pavement ages, it becomes porous and cracked. Rainwater will penetrate through cracks and cause further deterioration of the structure. As vehicles drive over the saturated pavement, the pressure created by the car tires expands the cracks and weaken the roadway surface. In cold and wet weather, a condition known as ‘freeze-thaw’ occurs. This condition causes a faster deterioration of the surface because the water in the cracks will expand and contract causing chunks of the pavement to loosen and dislodge.

The city uses a pavement management program (PMP) developed by the Metropolitan Transportation Commission (MTC) to collect, analyze, and report the city’s pavement conditions. The roadway segments are inspected on regular cycles. The results from this program along with the funding amount, funding type, surface treatment type, roadway classification help staff develop Capital Improvement Projects.

ELIGIBLE TYPES OF REPAIRS:

The City Engineer, or designee, will respond to a citizen concern within two working days to determine if the roadway defect meets the requirements for repair.

REPAIR METHODS:

Potholes are typically repaired with Unique Paving Material (UPM) High Performance Cold Patch. UPM is a high performance permanent pavement repair material that requires minimal labor and can be applied year-round and in various weather conditions.

At the discretion of the City Engineer, the pothole may be repaired by removing and replacing the structural section with hot mix asphalt concrete.

If a section of roadway has failed suddenly due to water underground, or as a result of damage to sewer, water, or storm drain lines then an alternative repair method will be required.

REPAIR SCHEDULE:

Pothole repairs are dependent upon size, depth, and location. The City has classified City streets based on the traffic type, speed limit, volume of traffic, road alignment, visibility, and position of the pothole in relation to the road width. These factors will be used to establish a prioritized list of locations to be repaired. The list will be used to complete repairs as funding allows. The City will typically repair potholes along arterials and collectors within a month from being reported, weather permitting. Local and residential roadways will typically be repaired within 3 months from being reported. This will allow City crews to be more efficient with their time by mobilizing a crew and materials to make multiple repairs at a time.

POTHOLE REPORTING METHOD:

The City depends largely on residents to report potholes and street damage. Citizens are encouraged to use the "REPORT A CONCERN" tool on the City's website at www.ci.dixon.ca.us or by calling the City Engineer/Public Works Department at 707-678-7030.