

A photograph showing construction workers in blue uniforms with reflective yellow stripes and yellow gloves. They are working on a road surface. One worker is using a shovel, and another is operating a machine that is spreading a dark, granular material. The scene is outdoors, and the workers are standing on the newly paved surface. The text "UC PUBLIC WORKS" is visible on the sleeve of the worker on the right.

REPORT POTHOLE

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Dial 3-1-1



HOW DO POTHOLES FORM?

- As long as there are paved roadways, there will be potholes. Moisture, heat, and cold are almost always responsible for their formation.
- During the winter, moisture from snow and ice seeps into the pavement, freezes, and then expands. When the expansion thaws out, the pavement contracts and leaves gaps in the surface under the pavement.
- During the summer, heat from the sun causes pavement to expand, and water can seep through the cracks. As streets cool overnight, the pavement contracts and leaves gaps in the surface under the pavement.
- As vehicles travel over the gaps left under the pavement, the asphalt begins to break apart, leaving behind a pothole.

HOW IS POTHOLE PATCHING PRIORITIZED?

- When it comes to patching, teams prioritize areas with high concentrations of potholes and high-traffic volumes. When these areas are patched, teams move on to potholes in lower-traffic areas.

HOW ARE POTHOLES PATCHED?

- Teams use both of the city's Hot Patchers and the traditional "throw and roll" cold patching methods when they're out working.
- With on-board attachments like a jackhammer and tack oil application wand, the Hot Patchers allow team members to apply long-lasting and more uniform repairs to road surfaces.
- While this process is initially slower than the "throw and roll," repairs last much longer – in some cases until the next overlay or rebuild.

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