



## PennDOT Maintenance Business Model

Mechanized patching is used to patch limited roadway areas that have extensive potholes, large areas of cracked pavement and depressions. It also improves the smoothness of the road surface.

This maintenance activity is usually completed during the summer months and as weather conditions permit. The typical crew consists of around 13 crew members, a paver, dump trucks, a roller and tack-coat applicator.

Mechanized patching involves a sequence of steps--marking the area that needs patched, milling paving notches, cleaning the surface and tacking all edges with bituminous oil which acts as a glue, placing asphalt patching material with a paver and then compacting the material with the roller.

If mechanized patching was not performed, the damaged road surface would further deteriorate, resulting in PennDOT needing to completely rebuild the road or perform more costly corrective measures.

# MECHANIZED PATCHING

# PennDOT Maintenance Business Model

Although Pennsylvanians see PennDOT crews on the roads year-round, they may not always realize the scope or importance of the work we do.

Common maintenance activities may not receive as much public attention as building new bridges or highways, but they are integral to the maintenance of the state's 40,000 roadway miles and 25,400 bridges. Core maintenance operations are planned on reoccurring cycles to effectively manage and preserve our assets.

Activities such as crack sealing, patching, surface treatment, shoulder cutting and side dozing; in addition to keeping our drainage systems functional through pipe replacement, flushing and ditch cleaning are key components of the maintenance business model. These ensure that we are effectively managing and preserving our assets, while also dedicating resources to system improvements.

Combined with other activities such as successful winter maintenance, line painting, vegetation management, signing, bridge maintenance and litter cleanup, PennDOT is making improvements, enhancing equity in our organization and transportation systems for all people, and –as always—aiming at a safer, more connected Pennsylvania

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