14-1156

MOTION

PUBLIC WORKS & GANG REDUCTIC

Roadway defects, such as pot holes, damage vehicles and in some instances cause bodily harm. These defects are endemic to the City's roadway system, costing the average driver approximately $832 annually in repair and maintenance costs.

In many instances, these defects are the direct result of utility companies and others that make street cuts in the public roadway either to make repairs or to add new services to various cables, pipes and conduits embedded in the roadway. These companies are also required to pull permits, notify City staff when they will be in the roadway, restore the roadway on completion of work, and tag the excavation site with an identifying metal medallion.

If a roadway restoration is rushed or simply not performed to City standards, the asphalt patch can deteriorate, and left unchecked, a faulty repair can expand and deepen, especially when rainfall infiltrates the roadbed base.

While the City has developed and implemented the requirements for work being performed in the right-of-way, there is a growing number of instances where these requirements are not met causing a deterioration in the quality of our streets as well as effectiveness of enforcement. With an average of between nine and ten thousand utility permits issued yearly, the City can no longer rely simply on the cooperation of all individuals operating in the City right-of-way. Better detection and identification of responsible parties is required. A better way to track contractors making street cuts is needed.

In March 2013, Dayton, Ohio deployed a radio frequency identification (RFID) solution that provides a way to quickly and accurately identify the utility or private developer responsible for a street cut and its repair. Dayton, in cooperation with CDO Technologies, developed a rugged RFID tag that could be be embedded in extremely hot asphalt and then compressed by a roller. In Dayton, when a permit to make a street cut is issued, the company/contractor receives one or more tags which is encoded with three pieces of information: the permit number, the date of the planned street cut and two-digit code identifying the company to which the permit was issued.

As road crews complete their work, they are required to embed an encoded RFID tag approximately 1.5 inches below the road surface and then apply the remaining asphalt. Should it be necessary, City staff with hand-held RFID readers can then quickly and efficiently locate the responsible party issued the work permit. If the quality of the work does not meet City standards or is deteriorating, further restoration can be required.

The Department of Public Works should be directed to report on the feasibility of using RFID technologies in its ongoing efforts to enforce City standards and requirements for street cuts in public right-of-way.

I THEREFORE MOVE that the Department of Public Works be instructed to review the feasibility of utilizing RFID tag technologies, such as the tag employed by the City of Dayton, Ohio, to better identify and track utility contractors and private developers undertaking street cuts within the public-right-of-way.

ORIGINAL

PRESENTED BY:

MITCHELL ENGLANDER
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