

NJMC NEWS RELEASE

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NJMC Helps Meadowlands District Towns Fill Potholes

*“Pothole Killer” Assists Municipalities to Work More Efficiently,
Reduce Vehicle Damage*

LYNDHURST, N.J. – The New Jersey Meadowlands Commission (NJMC) has rented a pothole-filling truck for use by Meadowlands District municipalities which can significantly increase the number of ruts filled in an average day while helping to reduce rattled nerves and expensive vehicle damage. The service is part of the NJMC’s commitment to assisting District towns and businesses to operate more efficiently and reduce costs, and improve residents’ quality of life. The Pothole Killer arrived at Commission headquarters on March 15 and is available to District towns through April 20.

“The Pothole Killer has proven to be a great service for Meadowlands District municipalities, and the NJMC is pleased to provide this cost-saving resource for the third consecutive year,” said Marcia Karrow, Executive Director of the NJMC. “By helping towns fill more potholes, the Commission can help minimize the wear and tear inflicted on cars and trucks, and the accompanying headaches for motorists.”

The Pothole Killer is back by popular demand, Karrow noted. “As soon as the Commission announced that the Pothole Killer would return, the towns showed immediate interest in getting the truck on their roads as soon as possible,” she said. “Providing the Pothole Killer is another example of the NJMC’s dedication to assisting District municipalities however and whenever possible.”

Little Ferry, Carlstadt, Lyndhurst, Moonachie, East Rutherford, Ridgefield, South Hackensack and Jersey City have signed up to use the truck.

The Pothole Killer offers many environmental, safety and efficiency advantages over traditional methods of laying asphalt. The machine uses a non-hazardous, spray-injection patching system to fill craters. Towns contribute only to the cost of materials. The truck can fill a pothole in approximately 90 seconds and fix about 200 per day, four times as many as by using regular methods, according to Patch Management, the truck’s manufacturer.

One NJMC staffer operates the Pothole Killer from its cab, compared to a crew of four or five public works employees using conventional equipment on the road, freeing up DPW workers for other jobs and helping towns make more efficient use of their manpower. In addition, fill materials are delivered directly to the work site, reducing the need for storage and staging space, and road closures are not necessary during operation.

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