CITY OF GENEVA

ROAD TALK

Dear Residents:

I hope that you have time to read through this special edition of our City Newsletter titled "**ROAD TALK".** It is designed to let our community learn about the conditions of our roads and to inform you of future and past construction and maintenance projects. Geneva City Council and the City Administration are working together to provide the best possible street conditions without additional funding. I hope you have noticed your Street Department workers this summer spending most of their work hours on street maintenance. We have evaluated all City Streets to create an inventory and assign them a rating. This rating system was developed by the Asphalt Institute and has allowed us to create a rating of each streets condition that will be used to determine future streets to be resurfaced.

It became quite apparent during this close evaluation that we need an aggressive maintenance schedule to prolong the life of our streets until such time that they can be resurfaced. Included in this newsletter you will read about the different methods of maintenance that we will use to be as efficient as possible to keep our streets in good condition. The most frequent complaint that we hear at City Hall is that residents feel when we maintain a street with the chip and seal method or other methods of maintenance that we are not going to repave. In no way is a maintenance of chip and seal a replacement for resurfacing the street. There is a clear distinction between maintenance to keep the road in a good condition and resurfacing that particular road.

Over the next couple of years we plan to increase the amount of street improvement projects. We will accomplish this through an aggressive effort to receive grants and low interest loans along with the recent road improvement bond that City Council approved. We have also included in this newsletter a list of projects that are already scheduled to be completed.

We hope that this newsletter is informative and helpful for you to understand the how and why streets are maintained and resurfaced.

James C. Pearson, City Manager

CHIP AND SEAL

What is Chip Seal?

Chip sealing is one of the oldest methods and most successful of road surfacing. In many countries it is used for high volume roads. In the USA it is used for pavement preservation and rehabilitation. A chip seal is an application of a binder in the form of an emulsion or hot spray or sometimes cutback and an application of an aggregate as close to single size as possible. The aggregate is the running surface of the road so factors of shape, grading, stone embedment and amount of binder are critical, as are application conditions and stone cleanliness.

What is it used for?

Chip Sealing is used for restoring skid resistance, protecting a surface from aging, restoring a running surface, eliminating dust, sealing gravel pavements. Special binder types can be used to treat reflection cracking.

Are there different types?

Different stone sizes give different surface textures and are used for different traffic situations. These may range from sand to stone in sizes ranging from 7mm (1/4 inch), 10mm (about ½ inch), 14mm (about ½ inch) 20mm (about 4/5 inch) all the way up to 25mm (1 inch). They are used for different applications. Binders are selected for the type of job. Binders may be emulsified asphalt or other material, emulsified polymer asphalt, latex modified emulsified asphalt, rejuvenating oil modified asphalt emulsions or hot applied binders with asphalt rubber or polymers. Seal types include sand seals for low traffic roads and paths, reseals for existing pavements, modified seals for cracked pavements, multiple coat seals for heavy traffic areas or where a smoother surface is required.

How is Chip Sealing done?

Chip Sealing is a two stage process. After the surface has been prepared by patching or crack filling (if required) a spray of binder is applied via a computer controlled calibrated spray unit. Then a layer of stone is applied using a spreader. The road is usually opened to traffic almost immediately.

What does it do and what does it cost?

Chip Seal protects, preserves, and extends pavement life. This results in a pavement that is better to drive on, look at and will cost less in the long run. Chip Sealing is a thin layer that is economical and will provide a lower cost than a hot mix overlay for the same purpose.

ROADS TO BE CHIP AND SEALED

Commerce Place
Helwig Drive
Burr Street
Kiwanis Park Drive
Tuttle Court
Burrow Street
Oak Ridge
Richard Street

Van Epps
Garfield Street
Surrey Lane
Cherrywood Circle
Hazelwood Circle
Eastlawn Street
Meadowridge Drive
W. Liberty Street

Elizabeth Drive
South Cedar Street
Beech Street
South Eagle
Pine Street
Lawn Street
Water Street
Leslie Street

Upcoming Construction Projects

North Eagle Street
South Eagle Street
Lockwood Street
East Tibbittss
Sherman Street
Section of Eastwood

CRACK SEALING

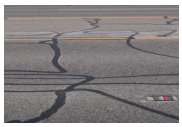
What is Crack Sealing?
When pavements fail, they often fail by cracking. This can be caused by aging and embrittlement, low temperature effects, fatigue, or movements in the base caused by shrinkage or existing cracks below the pavement surface. In many situations the best way to seal the surface again is by filling the cracks with an elastomeric asphaltic compound. Generally cracks that are 7-15 mm are candidates for crack filling. Fatigue cracks are usually an intense pattern and more suited to overall treatments like asphalt rubber chip seals.

What is it used for?
Crack Sealing is used as a preparation treatment before another type of surfacing, for example slurry, hot mix overlay, or asphalt rubber seal.

Are there different types? Crack sealants may be cold or hot pour. Cold crack sealants are emulsion-based and usually latex modified. They are suitable for smaller cracks that are not very active, such as age cracks. Hot pour crack fillers are generally crumb rubber or SBS modified at high concentrations (25% and 12% respectively). These materials are highly elastomeric and stretches and recovers with the movement of the crack.

How is Crack Sealing done?

The cracks are cleaned with compressed air.
Crack sealer is poured or injected into the crack.
The surface is finished with a shoe leveler on the spray wand.
Emulsion crack fillers must be fully cured before overlaying. Crack sealing should not be overdone and a stage will be reached where there are too many cracks to fill and a different treatment should be considered such as chip and seal.



What does it do?
It seals cracks to prevent water from getting into the pavement. Applied at the right time, crack sealing will prevent or delay pothole formation. It should ideally be used with some sort of final overlay. Cracks are a function of stress relaxation in the pavement, i.e. they can open up in places other than the filled areas. In instances where this is happening an overall membrane treatment is needed such as chip and seal.

What does it cost? Crack sealing is the least expensive method of road maintenance.

THE DURAPATCHER

The DuraPatcher is the most cost efficient method of road repair. Spray injection lets compressed air do the job of three men. Instead of men with shovels, tampers and hot mix, the DuraPatcher system cleans the area, applies a tack coat, sprays the emulsion/ aggregate mix into the pothole with sufficient force to compact the material as it is applied and then follows with dry aggregate to prevent lifting. A Durapatcher machine was purchased by the City to help in the maintenance of the roads. It has taken the place of costly cold patch repairs and man hours.

The following example shows the typical costs of road repair projects in most areas of the United States.

Hot or Cold Mix Patching Method
Project requiring 10 tons of material - **Daily output:** 5 tons
Patching cost per 8-hour day

1 Dump truck @ $30/hour x 2 days	$480.00		
3 Men @ $10/hour x 2 days	$480.00		
10 Tons of hot mix or cold mix @ $55/ton	$550.00	**Total**	**$1510.00**

Cost per ton ($1510 / 10 tons): $151.00 per ton

The DuraPatcher Method
Project requiring 10 tons of material - **Daily output:** 10 tons
Patching cost per 8-hour day

1 Dump truck @ $30/hour	$240.00		
2 Men @ $10/hour	$160.00		
1 Dura Patcher @ $80/day	$ 80.00		
9 Tons of rock @ $8.00/ton	$ 72.00		
1 Ton of CRS2 Emulsion(230 gallons @ $1.40/gallon)	$322.00	**Total**	**$874.00**

Cost per ton ($874.00 / 10 tons): $87.40 per ton

South Eagle Street Project
The City recently accepted bids to conduct storm and minor sanitary sewer repair and asphalt repaving for the final section of S. Eagle St. These improvements will be in the vicinity of the entrance of Nantucket Condominiums north to the Norfolk & Southern railroad tracks. Our Engineer's estimate for the project was $137,000 our lowest bid came in at $111,976 from Ronyak Brothers Paving, Inc. out of Burton, OH. The City received financial assistance for this project of $35,000 through Community Development Block Grant Funds (CDBG) originating from the Office of Housing and Community Partnerships. The property owners in that neighborhood shall see activity get underway mid October and will take up to four weeks for completion, barring any weather delays. There will be a need to conduct work within the tree lawn area of the residences. The tree lawn is the area which runs parallel to the road right of way. All yards and driveways will be restored and you shall have access to your driveways the majority of the time throughout the project. There will be times though where the contractor will need to connect a storm line which may disrupt your ability to travel in and out of your driveway. This work shall be kept to a minimum.

WHAT CAPITAL PROJECTS HAVE BEEN DONE SINCE THE TAX INCREASE IN 2001?

Police		Cost
IT Equipment	$	5,880
Dispatch	$	219,118
2003 Totals	$	**224,998**
Video Arraignment	$	12,380
Police Cruiser (3)	$	67,209
2004 Totals	$	**79,589**
CCTV Recorder	$	6,932
2006 Totals	$	**6,932**
K-9 "Zip"	$	3,500
Computer - LaserJet	$	1,700
Computer	$	1,200
Computer	$	1,200
AC Unit for closet	$	4,637
Police car light bar	$	3,188
Police car light bar	$	3,188
Police car light bar	$	3,188
Police car video system	$	2,595
Police car video system	$	2,595
Mobile computer system	$	5,141
K-9 vehicle cage	$	1,795
Police Chief Vehicle	$	24,315
Police Cruiser	$	22,800
Police Cruiser	$	22,800
Police Cruiser	$	22,800
2007 Totals	$	**126,644**
AC Unit in Server Room	$	1,937
Hot Water Tank	$	3,283
Kaivac Pressure Washer	$	3,398
Color Printer/Copier	$	10,133
2008 Totals	$	**18,752**
Grand Total	$	**456,915**

Fire		Cost
Turnout Gear	$	8,087
2002 Totals	$	**8,087**
Turnout Gear	$	4,945
SCBA Bottles	$	13,964
Fire Engine	$	375,390
Fire Truck	$	6,595
2003 Totals	$	**400,894**
Ford Explorer	$	19,171
Pagers	$	8,500
2004 Totals	$	**27,671**
Intercom System for Trucks	$	5,000
2005 Totals	$	**5,000**
Gear Washer	$	3,395
Air Quality Unit	$	1,349
Generator Replacement on # 318	$	2,394
Computer radio Room	$	1,099
Tough book Touch screen	$	3,000
Tough book Touch screen	$	3,000
Remote Screen and Keyboard	$	2,215
2006 Totals	$	**16,452**
Lap top-fire prevention	$	1,479
Turnout Gear	$	7,063
Lifting Bags	$	5,250
2007 Totals	$	**13,792**
Ice & Rescue Shuttle	$	2,429
Rescue Pump	$	5,000
Petrogen Torch Rescue Outfit	$	1,225
Computer - Fire Assistant	$	1,121
2008 Totals	$	**9,775**
Grand Total	$	**481,670**

Street Improvements		
Street Improvements	$	128,556
2002 Totals	$	**128,556**
Curbing	$	14,000
Street Improvements	$	140,134
Main St. Waterline	$	15,000
2003 Totals	$	**169,134**
Sidewalks	$	47,443
Street Improvements	$	365,220
Bridge Improvements	$	173,063
Overpass	$	66,000
2004 Totals	$	**651,726**
Street Improvements	$	198,061
Bridge Improvements	$	114,258
Sidewalks	$	10,000
2005 Totals	$	**322,319**
Sidewalks	$	8,579
Chip & Seal	$	10,000
Austin road Overpass	$	10,075
Liberty Street Improvement	$	31,108
Lawn Street Resurface	$	13,332
Route 84 ODOT paving	$	258,177
School Zone Flashers (X2)	$	5,850
2006 Totals	$	**337,122**
Austin road Overpass	$	12,050
West Liberty Bridge	$	2,250
West Street Paving	$	44,908
Sherman Street Walk Bridge	$	27,023
2007 Totals	$	**86,231**
Austin Road Overpass	$	90,650
West Liberty Bridge	$	440
S. Eagle Paving	$	99,522
Depot Street	$	86,465
2008 Totals	$	**277,077**
Grand Total	$	**1,972,164**

Water Works		Cost
Computer	$	2,100
2004 Totals	$	**2,100**
SSI Water Dept. Software	$	7,693
2005 Totals	$	**7,693**
Master Meter	$	8,817
Computer - Water Sec	$	1,319
Furniture - Water Sec	$	1,020
Metal Pipe Locating Kit	$	1,815
Fire Hydrant Meter	$	1,350
2006 Totals	$	**14,320**
Master Meter	$	13,038
Fire Hydrant Meter	$	1,487
Pick Up Truck Cap	$	3,096
Raymond Drive Waterline	$	115,741
Centennial Waterline	$	209,134
2007 Totals	$	**342,495**
Master Meter	$	32,134
Booster Station Engineering	$	17,729
Furniture	$	1,236
2008 Totals	$	**51,099**
Grand Total	$	**417,708**

Recreation		Cost
Skate Park Paving	$	13,997
2005 Totals	$	**13,997**
Gas Unit Heaters	$	10,920
Carpet & Vinyl	$	1,755
Security Cameras	$	5,980
Skate Park Ramps	$	23,446
2006 Totals	$	**42,101**
Gymnasium roof	$	12,695
AED	$	1,485
2007 Totals	$	**14,180**
Heat Pump system	$	24,450
2008 Totals	$	**24,450**
Grand Total	$	**94,728**

Income Tax		Cost
Folder / Inserter	$	6,777
2005 Totals	$	**6,777**
Tax Office Roof	$	3,500
Desk	$	1,551
2007 Totals	$	**5,051**
Tax Office Renov	$	22,125
Printer	$	1,226
B & W Printer	$	1,820
2008 Totals	$	**25,171**
2009 Total	$	**36,999**

Streets Improved Since 2001
Swan
Grant
Eastwood
Walnut
Sherman Retaining Wall
Fairview
Main
Rt 84
Forest
Woodlawn
Centennial
Portion of N. Eagle
Roosevelt
Portion of Liberty
Portion of South Eagle
First
Fourth
Park
Ruth
Rt 534
Surrey Lane
Portion of Lawn St
Depot Street

CITY OF GENEVA
44 NORTH FOREST ST.
GENEVA, OHIO 44041

POSTAL PATRON

U.S. POSTAGE PAID
BULK RATE
GENEVA, OHIO
PERMIT # 313

Wastewater		Cost
S. Broadway Sewer Repair	$	134,000
2002 Totals	$	**134,000**
I & I improvements	$	3,000
2003 Totals	$	**3,000**
Main St. Point Repairs	$	74,000
2004 Totals	$	**74,000**
E. Main & Austin Repairs	$	25,000
N. Forest St Repairs	$	12,630
Raw Sewage Pump	$	8,500
2005 Totals	$	**46,130**
Hydromatic Pump	$	5,180
Ingersoll Rand Air Compressor	$	1,013
Flygt Submersible Pump	$	4,147
Refrigerated Sampler	$	3,440
Metal Pipe locating kit	$	1,815
GOTL Outfall Project	$	106,403
2006 Totals	$	**121,997**
Nearing Circle Improvement	$	7,850
Retaining Wall Replacement	$	19,995
Vertical Non-clog Pump	$	4,450
Raw Sewage Pump	$	17,350
Grating - Nitrification towers	$	10,793
Computer - Lab	$	1,457
Raw Sewage Pump Controls	$	7,153
Dish Washer	$	4,970
Nonclog pump	$	4,450
Blaine St. Repairs	$	13,000
2007 Totals	$	**91,469**
Nearing Circle Improvement	$	282,826
Self Priming Chopper Pump	$	10,550
Trickling Filter Pump	$	14,932
All weather sampler Controller	$	2,275
All weather sampler refrig	$	2,715
Computer	$	1,218
E. Main & Woodlawn relining	$	92,300
Woodlawn Sanitary	$	44,282
JEDD II Sewer Project	$	2,011,697
2008 Totals	$	**2,462,795**
Grand Total	$	**2,933,391**

Street Department		Cost
2002 Ford F-350XL	$	25,465
Salt Spreader	$	8,990
2002 Totals	$	**34,455**
IT Equipment	$	11,329
Tractor	$	13,000
F-350 Truck	$	25,264
Mower	$	6,898
Dump Body	$	4,750
Chestnut & Roosevelt Imp.	$	10,924
2003 Totals	$	**72,165**
West Main Court Paving	$	4,950
Scag Turf Tiger Mower	$	8,225
420 D Caterpillar Backhoe	$	62,407
2004 Totals	$	**75,582**
4 Honda Generators & Access.	$	7,516
2005 Totals	$	**7,516**
Street Sweeper	$	159,838
Leaf Machine & Box	$	9,000
Asphalt Box & Roller	$	10,000
Computer and Monitor	$	1,069
2006 Totals	$	**179,907**
Street Garage Steel Roof	$	1,765
Paneling & wire at Depot Street	$	4,400
Paneling & wire at Depot Street	$	1,750
Auger Spreader	$	5,000
Dump Truck	$	101,962
2007 Totals	$	**114,877**
Durapatcher	$	55,191
Bucket Truck	$	53,200
Dump Truck with spreader	$	41,655
Street Garage Wiring	$	7,918
Street Garage Roof	$	24,706
2008 Totals	$	**182,670**
Grand Total	$	**667,172**

Administration		Cost
Handicap Door	$	17,189
Ford Taurus	$	12,500
2002 Totals	$	**29,689**
HVAC	$	12,200
Trylon Tower	$	10,744
IT Equipment	$	18,043
2003 Totals	$	**40,987**
EGov Software	$	8,057
IT Equipment	$	3,395
2004 Totals	$	**11,452**
Gen. Repairs & Upgrades	$	8,000
2005 Totals	$	**8,000**
Front Office Remodeling	$	5,638
Front Office Furniture	$	2,040
Computer - Payroll	$	1,262
Computer Zoning	$	1,645
Computer - Secretary	$	1,319
2006 Totals	$	**11,904**
Land - 77 North Forest	$	32,892
AC unit Compressor	$	2,094
Phone System Comm Center	$	4,751
Office Furniture - Zoning	$	3,009
2007 Totals	$	**42,746**
Lacina Property	$	4,178
51 & 53 East Main	$	45,272
Parking Lot	$	11,069
City Manager Furniture	$	1,619
Computer - Finance	$	1,121
2008 Totals	$	**63,259**
Grand Total	$	**208,036**

HELP THEM HELP YOU!

The City of Geneva Administration supports the Northwest Ambulance District's reflective address signs.
Contact NAD at 466-4900 for your sign today.

LEAF COLLECTION

The fall leaf collection will start the third week of October. Watch for the advertising in the newspaper and on the Community Sign. Leaf collection is for leaves only, NOT yard waste, brush or tree limbs. Anything other than leaves can damage the machines. In the event we find items other than leaves, we will not be able to pick up your leaves. Leaves must be kept on the tree lawn not in the roadway. If they are placed in the road it can plug the storm lines and be a hazard to the drivers on the road. Thank you for your cooperation.
Also remember there is no spring leaf collection, so please put all your leaves out in the fall.

LINE STRIPPING

The City of Geneva Street Department has been checking into a new way to put down pavement markings. As we all know, the line stripping and markings fade fast and need to be redone often. The Street Department has been in contact with Flint Trading Inc who is a distributor for thermoplastic pavement markings. They came out and applied an arrow and a stop bar at no cost to the City to let us see how they wear from traffic. This is a very nice option as it lasts 5-7 years, but is very costly. We have also been trying a new type of paint in our line stripper which seems to be holding up better. We will continue to work hard to find the best products that will serve our citizens well for years to come.