

Problematic Streets are Top Priority

The two streets that scored worst in all of the aforementioned criteria were *30th St NW between Market Ave and Cleveland Ave* and *38th St NW between Cleveland Ave west to the City Limits*.

The City of Canton was very fortunate to secure funding through two Ohio Public Works Commission (OPWC) grants to do the pavement restoration on both 30th St NW and 38th St NW. The repaving of these two streets is a priority, but the City must wait to start work on these streets until the funding is secured.

The grant funds are to be released by the end of July 2016. Since the grant also covers the replacement of the waterline on 38th St NW, the waterline needs replaced prior to fixing the pavement. With such a short construction period (August through October), the City had decided to move forward with the pavement replacement of *30th St NW* only for the 2016 year. We will do some minor patching work on *38th St NW* this year to alleviate the rough road, and then start the waterline replacement and repaving in the spring of 2017.



Streets to be Chip Sealed

- Vine Ave SW from 15th St to 19th St
- Vernon Ave NW from 44th St to 49th St
- 47th St NW from Cleveland to Vernon
- 48th St NW from Carlton Ave to 49th St
- 49th St NW from Carlton Ave to 48th St
- Glenport Cir. NW from north of 48th St
- Fairhaven Ave NW from 44th St to Dead End
- Loma Linda Ave. NE from 52nd to 55th
- 52nd St NE from Gardendale to Loma Linda
- 35th St NW from Arnold to Westview 22nd St NE from Gridley to Endrow
- Bollinger Ave NE from Mahoning to 25th St
- Midway Ave NE from 19th St to 25th St
- Morris Ave NE from 19th St to 25th St
- Ohio Ave NE from 16th St to 20th St Edwards Ave NE from Mahoning to 18th St
- Endrow Ave NE from Midway to 25th St
- Shriver Ave NE from Laiblin Pl. to 17th St
- 21st St NW from Fulton to Walden
- 22nd St NW from Cleveland to Frazier
- 23rd St NW from Myrtle to Cleveland
- 27th St NW from Ivanhoe to Myrtle
- Ivanhoe Ave NW from 23rd St to Trinity
- 31st ST NW from Harrison to Cleveland
- 32nd St NW from Harrison to Cleveland Malvern Ct NW from 31st St to 32nd St
- Dennison St NW from Harrison to Overbrook
- Oakmount Ave NW from Ivanhoe to Cleveland A
- Argyle Rd SE from Orchardview to Hedge Rose Hedge Rose Ave SE from Argyle to City Limits
- S. Berger St SE from Orchardview to City Limits



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Dollars at Work on
Your City Streets
and Highways

Beginning the Process

The City of Canton is preparing for its 2016 pavement improvements. Some streets will receive crack sealing or chip sealing maintenance, while other streets will receive some spot repairs dealing with the road base or minor patching. Recommendations for mill and fill repaving will also be conducted at this time.

Mill and Fill Repaving

The concept behind mill and fill entails removing the existing pavement surface layer with a milling machine and then replacing the milled area with new asphalt allowing for seven-to-ten years of durability.

To be targeted for Mill and Fill Repaving, streets Citywide must score the worst in the following criteria:

- high volume of traffic
- man hours spent patching potholes
- the amount of material used to patch potholes
- the amount paid out in claims to motorists

Chip Sealing

This is the process of pavement maintenance or preservation where the entire pavement is sealed to keep water out. Chip sealed roads are those that have minor patching, where the cracking is too severe, and the cracks are too numerous to crack seal. This type of cracking is called fatigue cracking or “alligator” cracking, as it looks like the scales of an alligator.



Crack Sealing

Water is the most common cause of pavement failure to our city streets. To prevent water from penetrating into the pavement, the cracks need to be sealed. Sealing the cracks will prevent water from entering the base and sub-base and will extend the life of the pavement. When water is prevented from penetrating, pavement deterioration (potholes) is slowed.

Why Chip Sealing?

1. Chip Seal extends the life of the pavement and the time between asphalt overlays, which results in lower costs over the long term.
2. It severely reduces the number of potholes that occur within the pavement.
3. Chip Seal provides an effective moisture barrier for the underlying pavement against water intrusion by sealing cracks in the pavement
4. By placing a chip seal earlier than an asphalt overlay would be placed, residents benefit from roads maintained in better condition.
5. Chip Seal eliminates the need to crack seal.
6. In hot weather, Chip Seal re-seals cracks by flowing back together

Common issues that arise with Chip Seal during construction are:

- dust from application
- temporary loose gravel

The dust will dissipate with moisture over a few days. The loose gravel will remain until the street is swept, within three weeks after application.

For more information on Street Maintenance or any Road Issues, please call: 330-489-3030