



EASTGATE

Regional Council of Governments

Pavement Condition Summary Campbell City 2017

Title VI/Non-Discrimination Policy

It is Eastgate's Policy that all recipients of federal funds that pass through this agency ensure that they are in full compliance with Title VI and all related regulations and directives in all programs and activities.

No person shall, on the grounds of race, color, national origin, sex, age, disability, low-income status, or limited English proficiency be excluded from participation in, be denied the benefits of, or be otherwise subjected to discrimination under any of Eastgate's programs, policies, or activities.

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EASTGATE REGIONAL COUNCIL OF GOVERNMENTS

Serving Northeast Ohio since 1973

The Eastgate Regional Council of Governments is a multipurpose Regional Council of Governments for Ashtabula, Mahoning and Trumbull Counties, as established by Section 167.01 of the Ohio Revised Code. Eastgate is the agency designated or recognized to perform the following functions:

- Serve as the Metropolitan Planning Organization (MPO) in Mahoning and Trumbull counties, with responsibility for the comprehensive, coordinated, and continuous planning for highways, public transit, and other transportation modes, as defined in Fixing America's Surface Transportation Act (FAST Act) legislation.
- Perform continuous water quality planning functions in cooperation with Ohio and U.S. EPA.
- Provide planning to meet air quality requirements under FAST Act and the Clean Air Act Amendments of 1990.
- Administration of the Economic Development District Program of the Economic Development Administration.
- Administration of the Local Development District of the Appalachian Regional Commission.
- Administration of the State Capital Improvement Program for the District 6 Public Works Integrating Committee.
- Administer the area clearinghouse function, which includes providing local government with the opportunity to review a wide variety of local or state applications for federal funds.
- Administration of the Clean Ohio Conservation Funds
- Administration of the regional Rideshare Program for Ashtabula, Mahoning, and Trumbull Counties.
- With General Policy Board direction, provide planning assistance to local governments that comprise the Eastgate planning area.

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Introduction

To monitor the condition of roadways eligible for federal funding, Eastgate has compiled the pavement condition ratings for communities throughout Trumbull and Mahoning Counties. The Pavement Condition Summary reports provide local communities a snap shot in time of the condition of their Federal-Aid routes. The maps, tables, and charts included give communities information needed to make data-driven decisions. The roads are rated by the Ohio Department of Transportation. State roads are rated every year, while local roads are done on a two-year cycle. For this report, the state roads were rated in April and June 2017. Local roads were rated in January and February 2017.

Rating Method

The rating method is based upon visual inspection of pavement distress. Determining a PCR is based upon the summation of deduct points for each type of observable distress. Deduct values are a function of distress type, severity, and extent. The following steps are taken from the Ohio Department of Transportation's Pavement Condition Rating Manual, 2006.

Step 1. The rating team (the rating team should consist of a Driver and a Rater) should ride the predetermined roadway section at a speed of about 60 km (40 MPH). During this step, readily visible distresses such as potholes, bleeding, settlement, faulting, spalling, and surface deterioration should be rated. Also the need for subdividing the section should be evaluated in step 1.

Step 2. A second pass along the roadway section should be made with stops at approximately 1.5 km (1 mile) intervals. For example, a 3 km (2-mile section) would require 2 stops to be made. At each stop the raters should evaluate the roadway by viewing 30 m (100') of the pavement. Close inspection of pavement cracking, crack sealing, rutting, raveling, joint spalling, D-cracking, and other visible distress should be made by viewing the pavement from the roadway shoulder.

Step 3. Complete the PCR form. The final rating form for the roadway section should represent the observed average of visible distress for the entire section. Separate rating forms based upon the step 1 observations and the individual stops made during step 2 are not required. However, raters may wish to use additional rating forms for each stop, simply for note keeping purposes.

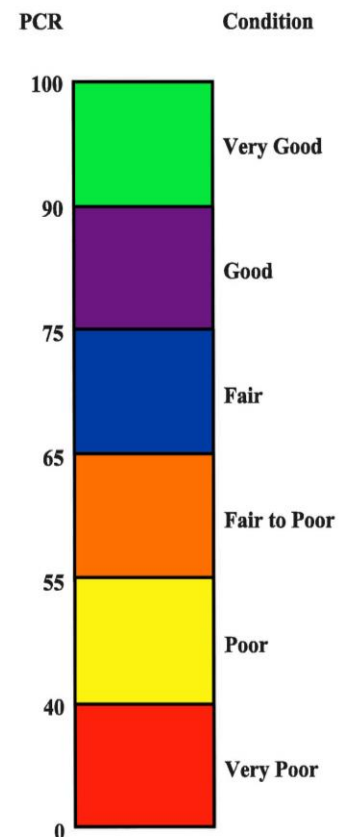


Figure 1. Pavement Condition Rating (PCR) Scale

State Roads Rated
April/June 2017



Local Roads Rated
January/February 2017

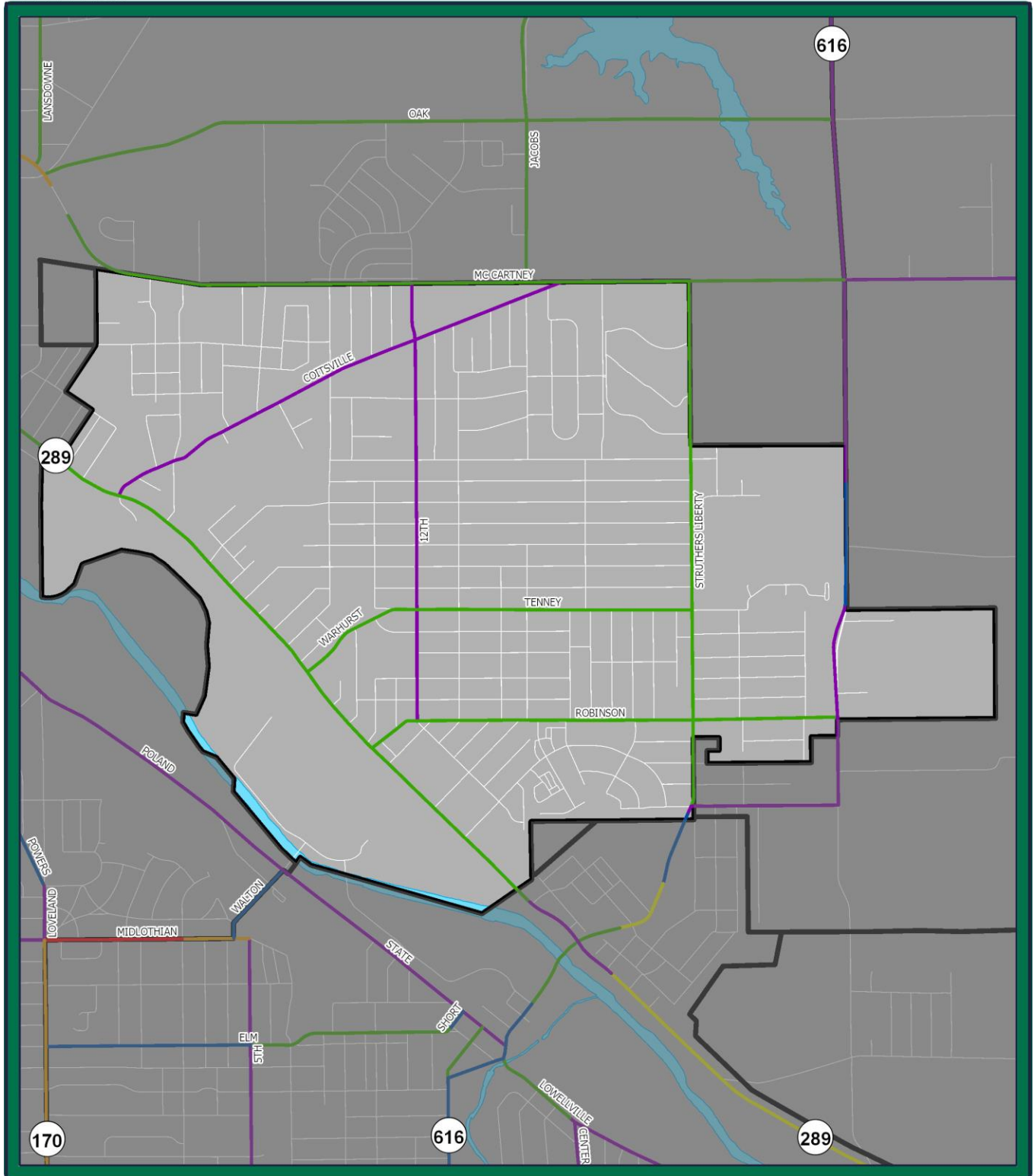
0.00.15 0.3 Miles



Campbell

Pavement Condition Ratings

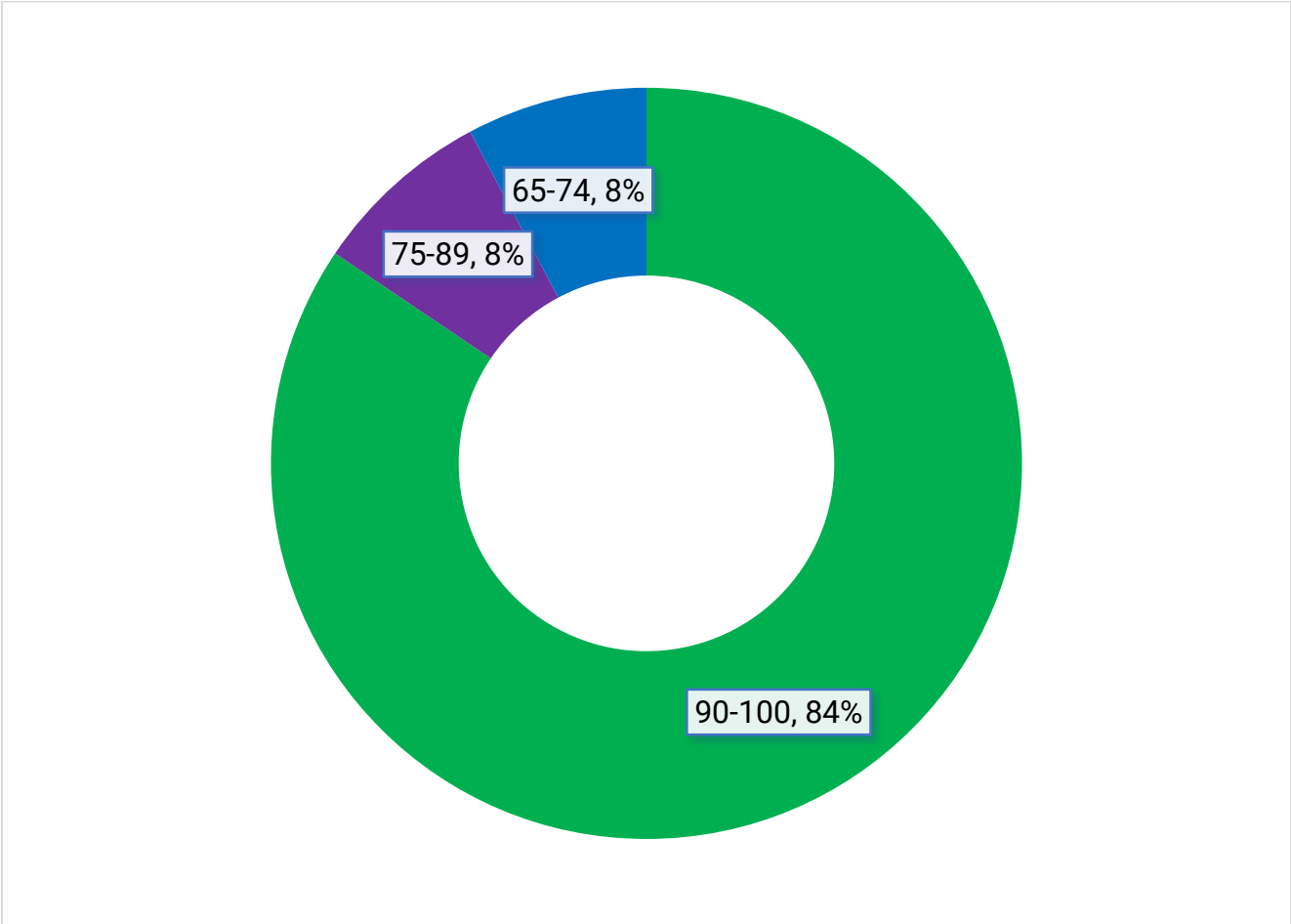
- Very Poor (Red line)
- Poor (Yellow line)
- Fair to Poor (Orange line)
- Fair (Blue line)
- Good (Purple line)
- Very Good (Green line)



Road Name	Begin Log	End Log	Functional Class	Lanes	Divided	Direction	Width (feet)	Length (feet)	PCR
12th	0	0.36	Major Collector	2	N	UP	30	1901	86
12th	0.36	1.22	Major Collector	2	N	UP	27	4541	86
12th	1.22	1.4	Major Collector	2	N	UP	27	950	86
Coitsville	0	0.06	Major Collector	2	N	UP	31	317	82
Coitsville	0.06	1.56	Major Collector	2	N	UP	32	7920	82
Robinson	0	0.17	Major Collector	2	N	UP	28	898	98
Robinson	0.17	0.35	Major Collector	2	N	UP	20	950	98
Robinson	0.35	0.497	Major Collector	2	N	UP	25	776	98
Robinson	0.497	0.52	Major Collector	2	N	UP	25	121	98
Robinson	0.52	0.64	Major Collector	2	N	UP	28	634	98
Robinson	0.64	0.645	Major Collector	2	N	UP	36	26	98
Robinson	0.645	1.04	Major Collector	2	N	UP	36	2086	98
Robinson	1.04	1.5	Major Collector	2	N	UP	32	2429	98
SR 289	3.66	3.71	Minor Arterial	2	N	UP	40	264	97
SR 289	3.71	3.83	Minor Arterial	2	N	UP	40	634	95
SR 289	3.83	3.86	Minor Arterial	2	N	UP	33	158	95
SR 289	3.86	3.94	Minor Arterial	2	N	UP	40	422	95
SR 289	3.94	3.95	Minor Arterial	2	N	UP	40	53	95
SR 289	3.95	4.2	Minor Arterial	2	N	UP	33	1320	95
SR 289	4.2	4.713	Minor Arterial	5	N	UP	40	2709	95
SR 289	4.713	4.95	Minor Arterial	2	N	UP	40	1251	95
SR 289	4.95	5.12	Minor Arterial	2	N	UP	37	898	95
SR 289	5.12	5.132	Minor Arterial	2	N	UP	52	63	95
SR 289	5.132	5.28	Minor Arterial	2	N	UP	52	781	95

Road Name	Begin Log	End Log	Functional Class	Lanes	Divided	Direction	Width (feet)	Length (feet)	PCR
SR 289	5.28	5.46	Minor Arterial	2	N	UP	45	950	95
SR 289	5.46	5.69	Minor Arterial	2	N	UP	30	1214	92
SR 616	3.81	3.84	Principal Arterial	2	N	UP	30	158	75
SR 616	3.84	3.86	Principal Arterial	2	N	UP	30	106	75
SR 616	4.5	4.54	Principal Arterial	2	N	UP	28	211	75
SR 616	4.5	4.54	Principal Arterial	2	N	UP	28	211	75
SR 616	4.54	4.89	Principal Arterial	2	N	UP	28	1848	75
SR 616	4.89	5.27	Principal Arterial	2	N	UP	28	2006	73
SR 616	4.89	5.27	Principal Arterial	2	N	UP	28	2006	73
SR 616	5.27	5.34	Principal Arterial	2	N	UP	28	370	76
SR 616	5.27	5.34	Principal Arterial	2	N	UP	28	370	76
SR 616	5.34	5.41	Principal Arterial	2	N	UP	28	370	76
SR 616	5.34	5.41	Principal Arterial	2	N	UP	28	370	76
Struthers Liberty	0	0.14	Major Collector	2	N	UP	32	739	93
Struthers Liberty	0.14	0.18	Major Collector	2	N	UP	32	211	93
Struthers Liberty	0.18	1.09	Major Collector	2	N	UP	32	4805	93
Struthers Liberty	1.09	1.65	Major Collector	2	N	UP	32	2957	97
Tenney	0	0.08	Major Collector	2	N	UP	30	422	98
Tenney	0.08	0.42	Major Collector	2	N	UP	30	1795	93
Tenney	0.42	0.95	Major Collector	2	N	UP	30	2798	98
US 422	5.32	7.1	Principal Arterial	2	N	UP	38	9398	95
Warhurst	0	0.34	Major Collector	2	N	UP	26	1795	98

Pavement Conditions by Percentage



Average weighted PCR – State and Local Routes – 90.8

Average weighted PCR – Local Routes only – 91.3