



# **EASTGATE**

Regional Council of Governments

## **Pavement Condition Summary Cortland 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.

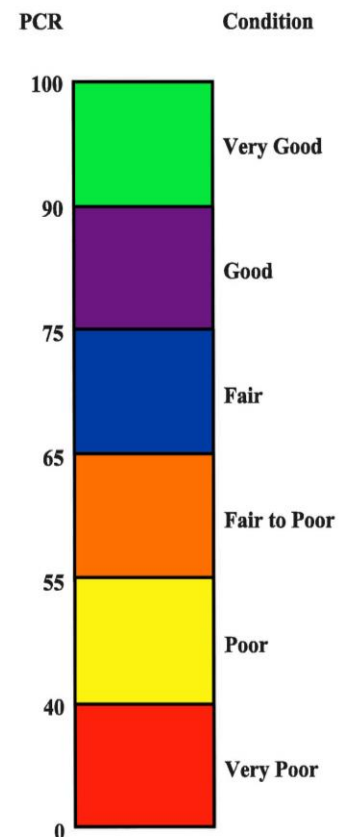


Figure 1. Pavement Condition Rating (PCR) Scale

State Roads Rated  
April/June 2017



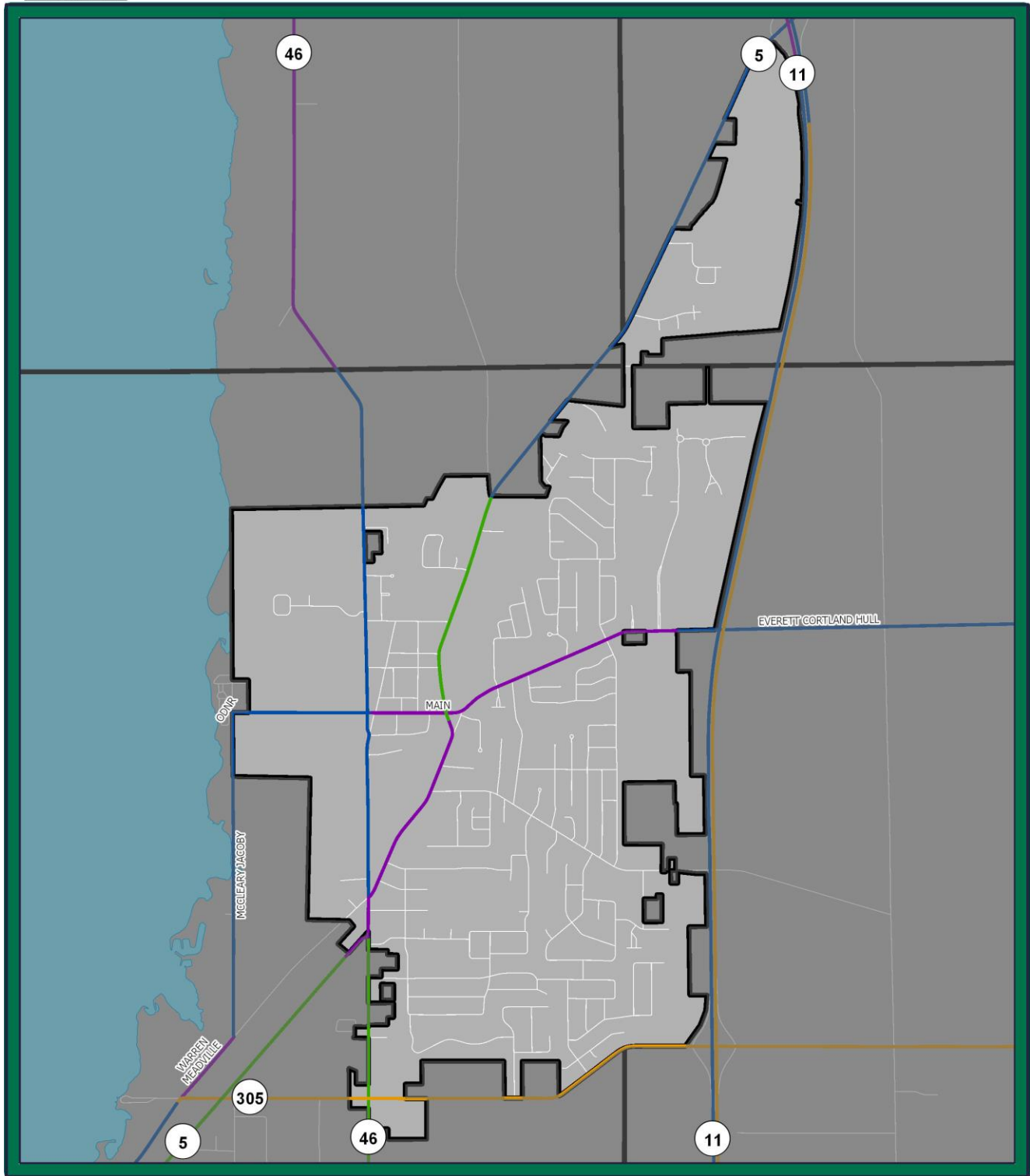
Local Roads Rated  
January/February 2017

0 0.10.2 0.4 Miles

# Cortland

## 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)

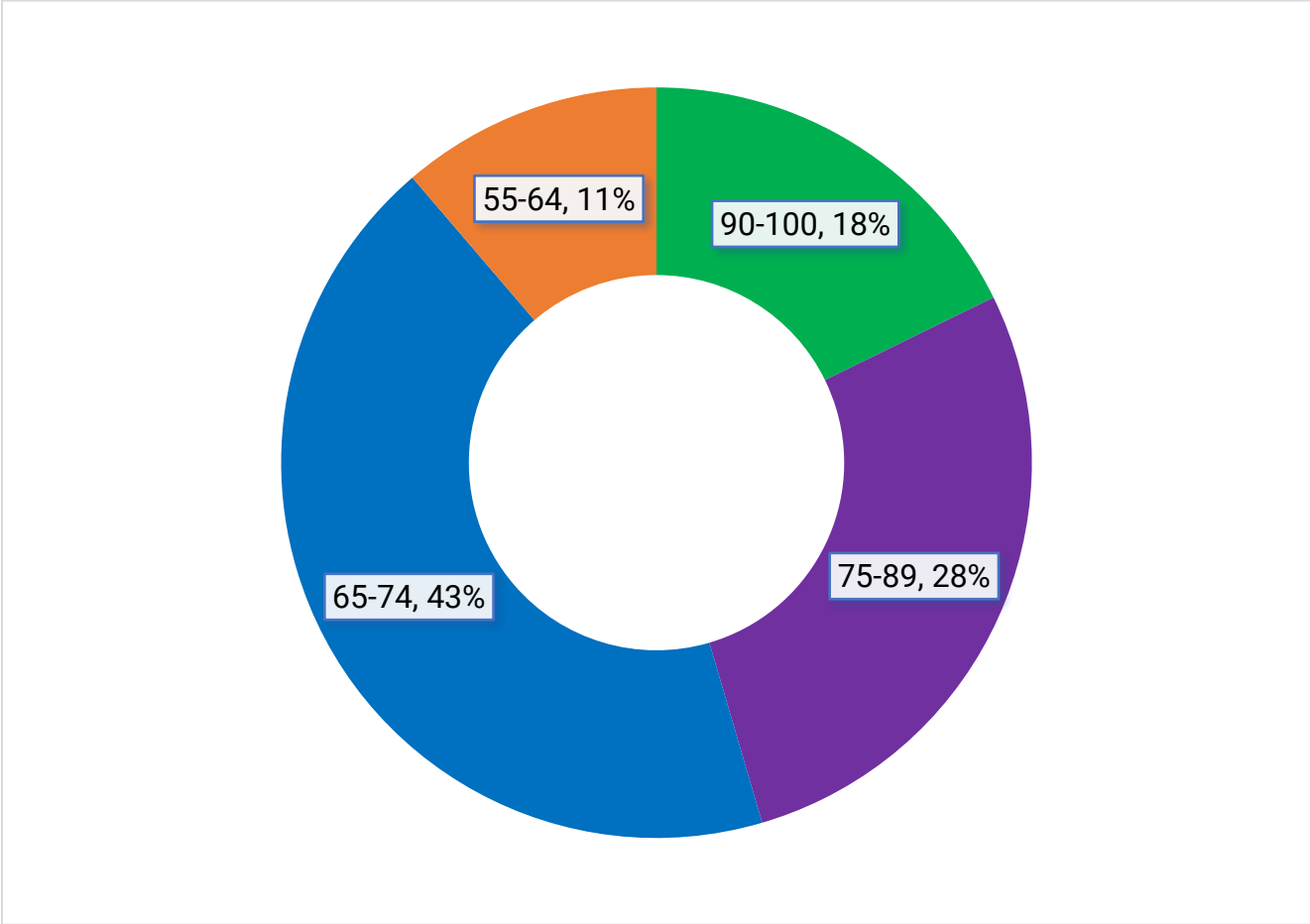


Road Name	Begin Log	End Log	Functional Class	Lanes	Divided	Direction	Width (feet)	Length (feet)	PCR
Main	2.24	2.31	Major Collector	2	N	UP	22	338	72
Main	2.31	2.78	Major Collector	2	N	UP	24	2476	72
Main	2.78	2.78	Major Collector	2	N	UP	44	26	72
Main	2.78	2.80	Major Collector	2	N	UP	44	116	82
Main	2.80	3.08	Major Collector	2	N	UP	44	1463	82
Main	3.08	3.14	Major Collector	2	N	UP	28	317	82
Main	3.14	3.15	Major Collector	2	N	UP	28	58	82
Main	3.15	3.31	Major Collector	2	N	UP	28	866	75
Main	3.31	3.61	Major Collector	2	N	UP	24	1558	75
Main	3.61	3.78	Major Collector	2	N	UP	24	892	75
Main	3.78	3.85	Major Collector	2	N	UP	24	391	75
Main	3.85	3.94	Major Collector	2	N	UP	22	449	75
Main	3.94	4.00	Major Collector	2	N	UP	22	306	75
Main	4.00	4.06	Major Collector	2	N	UP	22	343	75
Main	4.06	4.06	Major Collector	2	N	UP	22	11	73
Main	4.06	4.21	Major Collector	2	N	UP	22	776	73
McCleary Jacoby	1.02	1.27	Major Collector	2	N	UP	24	1309	73

Road Name	Begin Log	End Log	Functional Class	Lanes	Divided	Direction	Width (feet)	Length (feet)	PCR
SR 305	15.27	15.27	Major Collector	3	N	UP	36	16	64
SR 305	15.27	15.34	Major Collector	3	N	UP	36	380	64
SR 305	15.34	15.34	Major Collector	3	N	UP	36	5	61
SR 305	15.34	15.48	Major Collector	3	N	UP	44	760	61
SR 305	15.48	15.51	Major Collector	3	N	UP	44	148	61
SR 305	15.51	15.57	Major Collector	2	N	UP	24	296	61
SR 305	15.87	15.94	Major Collector	2	N	UP	24	375	61
SR 305	16.09	16.41	Major Collector	2	N	UP	24	1679	61
SR 305	16.41	16.65	Major Collector	2	N	UP	24	1257	61
SR 46	12.64	12.72	Major Collector	3	N	UP	44	422	98
SR 46	12.72	12.76	Major Collector	3	N	UP	44	206	98
SR 46	12.76	12.82	Major Collector	3	N	UP	44	296	98
SR 46	12.82	12.90	Major Collector	3	N	UP	44	428	98
SR 46	12.90	13.00	Major Collector	2	N	UP	26	533	98
SR 46	13.00	13.04	Major Collector	2	N	UP	26	227	98
SR 46	13.04	13.05	Major Collector	2	N	UP	26	37	98
SR 46	13.14	13.24	Major Collector	2	N	UP	26	544	98
SR 46	13.34	13.39	Major Collector	3	N	UP	56	243	98
SR 46	13.55	14.28	Major Collector	2	N	UP	28	3828	71
SR 46	14.28	14.28	Major Collector	2	N	UP	32	26	71
SR 46	14.28	14.87	Major Collector	2	N	UP	32	3115	73
SR 46	14.87	14.95	Major Collector	2	N	UP	32	444	74
SR 46	14.95	15.00	Major Collector	2	N	UP	26	253	74
SR 46	15.00	15.08	Major Collector	2	N	UP	26	433	74

Road Name	Begin Log	End Log	Functional Class	Lanes	Divided	Direction	Width (feet)	Length (feet)	PCR
SR 5	18.15	18.22	Principal Arterial	4	N	UP	56	370	76
SR 5	18.25	18.27	Principal Arterial	4	N	UP	48	111	76
SR 5	18.27	18.41	Principal Arterial	4	N	UP	48	702	76
SR 5	18.41	18.41	Principal Arterial	3	N	UP	32	26	76
SR 5	18.41	18.48	Principal Arterial	3	N	UP	32	385	88
SR 5	18.48	19.00	Principal Arterial	3	N	UP	32	2735	88
SR 5	19.00	19.19	Principal Arterial	3	N	UP	32	987	88
SR 5	19.19	19.19	Principal Arterial	3	N	UP	32	11	88
SR 5	19.19	19.20	Principal Arterial	3	N	UP	32	58	92
SR 5	19.20	19.28	Principal Arterial	3	N	UP	38	417	92
SR 5	19.28	19.30	Principal Arterial	2	N	UP	25	79	92
SR 5	19.30	20.10	Principal Arterial	2	N	UP	32	4250	92
SR 5	20.10	20.10	Principal Arterial	2	N	UP	32	16	71
SR 5	20.29	20.35	Principal Arterial	2	N	UP	31	290	71
SR 5	20.41	20.42	Principal Arterial	2	N	UP	31	53	71
SR 5	20.48	20.57	Principal Arterial	2	N	UP	31	475	71
SR 5	20.57	20.75	Principal Arterial	2	N	UP	31	982	71
SR 5	20.85	21.00	Principal Arterial	2	N	UP	31	818	71
SR 5	21.00	21.38	Principal Arterial	2	N	UP	31	1980	71
SR 5	21.85	22.08	Principal Arterial	2	N	UP	31	1225	71

### Pavement Conditions by Percentage



Average weighted PCR – State and Local Routes – 77.9

Average weighted PCR – Local Routes only – 75.8