



EASTGATE

Regional Council of Governments

**Pavement Condition Summary
Hubbard 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.

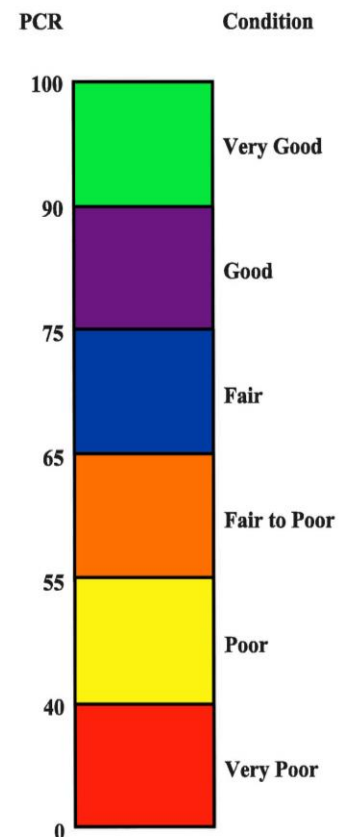


Figure 1. Pavement Condition Rating (PCR) Scale

State Roads Rated
 April/June 2017

Local Roads Rated
 January/February 2017

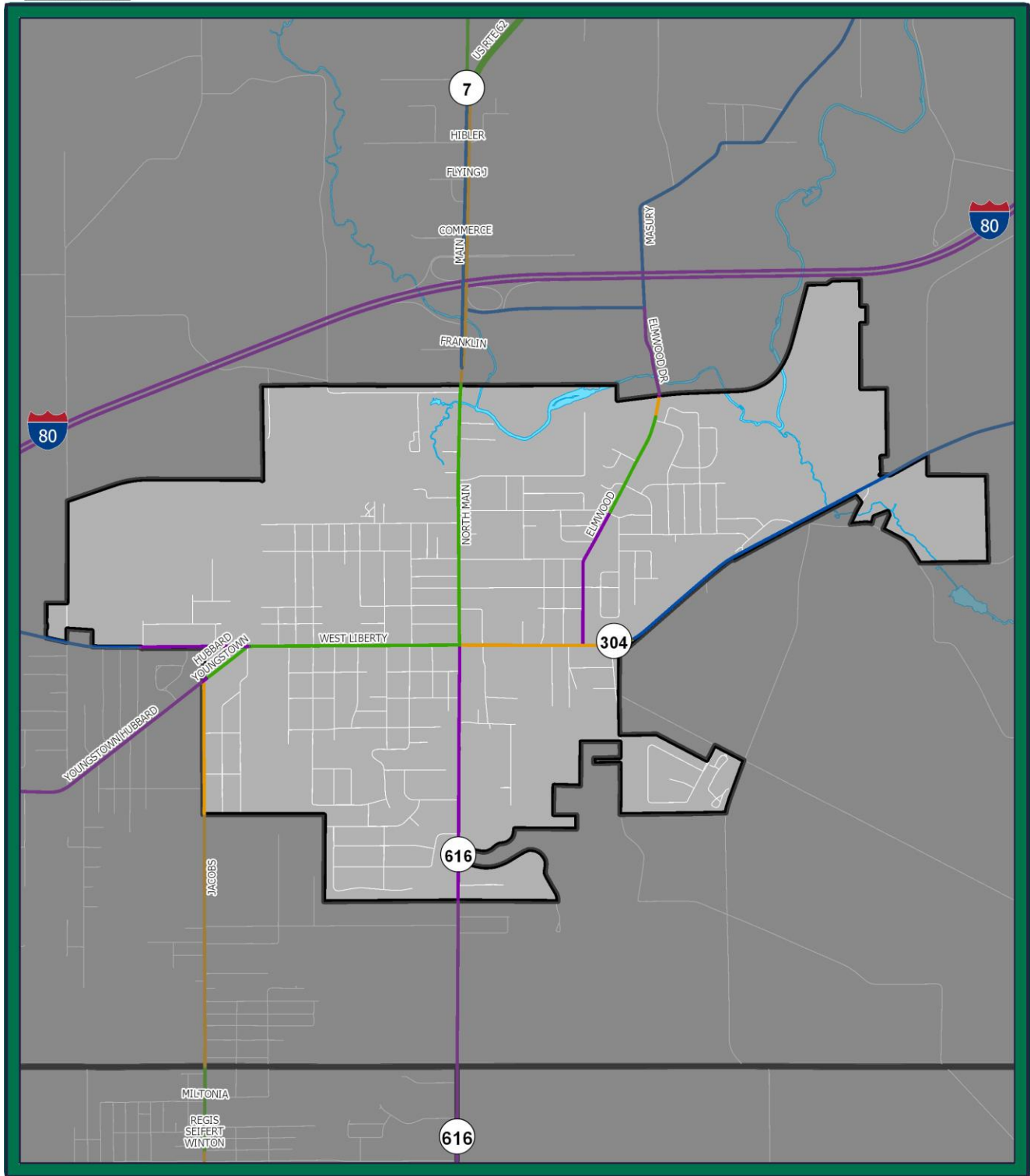
0 0.1 0.2 0.4 Miles



Hubbard

Pavement Condition Ratings

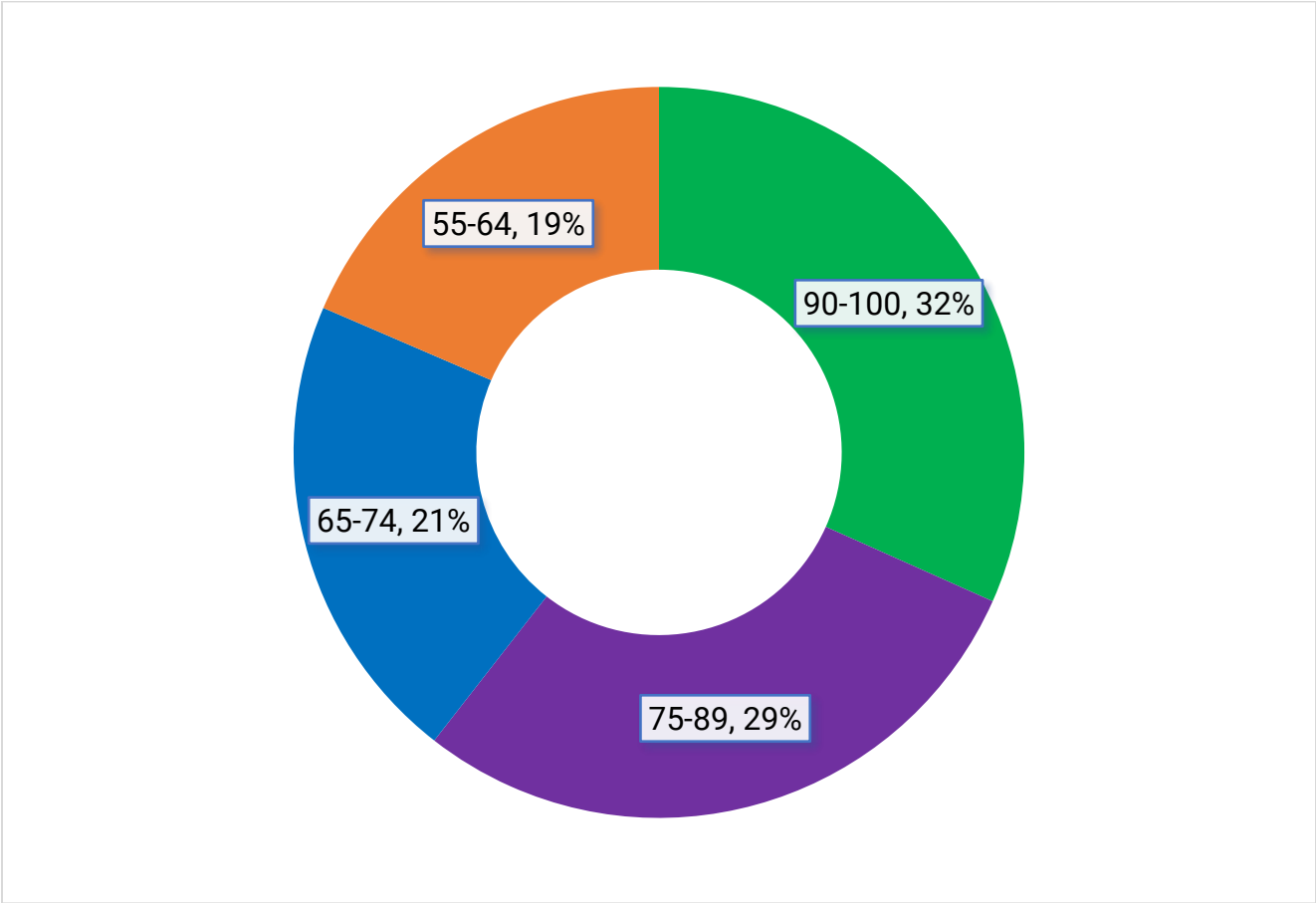
- Very Poor
- Poor
- Fair to Poor
- Fair
- Good
- Very Good



Road Name	Begin Log	End Log	Functional Class	Lanes	Divided	Direction	Width (feet)	Length (feet)	PCR
Elmwood	0.00	0.42	Minor Arterial	2	N	UP	24	2212	79
Elmwood	0.42	0.53	Minor Arterial	2	N	UP	28	560	79
Elmwood	0.53	0.53	Minor Arterial	2	N	UP	28	26	79
Elmwood	0.53	0.68	Minor Arterial	2	N	UP	28	776	98
Elmwood	0.68	0.93	Minor Arterial	2	N	UP	19	1336	98
Elmwood	0.93	1.01	Minor Arterial	2	N	UP	19	422	62
Elmwood	1.01	1.01	Minor Arterial	2	N	UP	19	16	78
Jacobs	0.95	1.46	Major Collector	2	N	UP	26	2672	63
SR 304	5.51	5.59	Minor Arterial	2	N	UP	30	428	74
SR 304	5.69	5.86	Minor Arterial	2	N	UP	30	919	74
SR 304	5.86	5.88	Minor Arterial	2	N	UP	30	100	76
SR 304	5.88	6.28	Minor Arterial	2	N	UP	30	2091	76
SR 304	7.08	7.32	Minor Arterial	2	N	UP	30	1246	62
SR 304	7.32	7.54	Minor Arterial	2	N	UP	30	1204	62
SR 304	7.54	7.73	Major Collector	2	N	UP	30	961	62
SR 304	7.73	7.74	Major Collector	2	N	UP	44	74	62
SR 304	7.74	8.17	Major Collector	2	N	UP	44	2270	67
SR 304	8.17	8.74	Major Collector	2	N	UP	44	3031	67
SR 304	8.74	8.80	Major Collector	2	N	UP	44	306	67
SR 304	8.80	8.89	Major Collector	2	N	UP	44	475	67

Road Name	Begin Log	End Log	Functional Class	Lanes	Divided	Direction	Width (feet)	Length (feet)	PCR
SR 616	0.62	0.63	Principal Arterial	2	N	UP	27	37	85
SR 616	0.63	0.77	Principal Arterial	2	N	UP	27	750	83
SR 616	0.77	0.88	Principal Arterial	2	N	UP	40	549	83
SR 616	0.88	1.26	Principal Arterial	2	N	UP	27	2001	83
SR 616	1.26	1.39	Principal Arterial	2	N	UP	36	686	83
SR 616	1.39	1.40	Principal Arterial	2	N	UP	36	79	83
SR 616	1.40	1.60	Principal Arterial	2	N	UP	36	1030	83
US 62	2.55	2.57	Minor Arterial	4	N	UP	52	111	86
US 62	2.57	2.77	Minor Arterial	4	N	UP	52	1056	97
US 62	2.77	2.89	Minor Arterial	4	N	UP	52	607	96
US 62	2.89	3.57	Minor Arterial	4	N	UP	52	3617	96
US 62	3.57	3.57	Principal Arterial	4	N	UP	52	5	94
US 62	3.57	4.03	Principal Arterial	4	N	UP	52	2434	94
US 62	4.03	4.30	Principal Arterial	4	N	UP	52	1415	94
US 62	4.30	4.53	Principal Arterial	4	N	UP	52	1214	90
US 62	4.53	4.56	Principal Arterial	4	N	UP	43	132	90

Pavement Conditions by Percentage



Average weighted PCR – State and Local Routes – 81.5

Average weighted PCR – Local Routes only – 77.2