



EASTGATE

Regional Council of Governments

Pavement Condition Summary Newton Falls Village 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.

This report was financed by Federal Highway Administration, Ohio Department of Transportation, and Eastgate Regional Council of Governments.

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.

GENERAL POLICY BOARD (2018)

Chair – Pat Ginnetti, Mahoning County

Vice Chair – Julie Green, Trumbull County

Mayor Eric Augustein, Village of Beloit
Mayor Ruth Bennett, Village of Orangeville
Mayor Jamael Tito Brown, City of Youngstown
Mauro Cantalamessa, Trumbull County Commissioner
Mayor John Darko, City of Hubbard
David Ditzler, Mahoning County Commissioner
J.P. Ducro, IV, Ashtabula County Commissioner
James Ferraro, Director, Western Reserve Transit Authority
Mayor Herman Frank II, Village of Washingtonville
Mayor Douglas Franklin, City of Warren
Mayor Richard Duffett, City of Canfield
Frank Fuda, Trumbull County Commissioner
Fred Hanley, Hubbard Township Trustee
Mark Hess, Trumbull County Transit
Mayor Arno Hill, Village of Lordstown
Mayor James Iudiciani, Village of Lowellville
Mayor Harry Kale, Village of New Middletown
Casey Kozlowski, Ashtabula County Commissioner
Paul Makosky, City of Warren
Mayor Shirley McIntosh, Village of West Farmington
Mayor James Melfi, City of Girard
John Moliterno, Western Reserve Port Authority

Mayor Nick Phillips, City of Campbell
John Picuri, District Deputy Director, ODOT District 4
Mayor J. Michael Pinkerton, Village of Sebring
James J. Pirko, Citizens Advisory Board
Representative, Trumbull County
Mayor Glen. M. Puckett, Village of McDonald
Daniel Polivka, Trumbull County Commissioner
Kurt Princic, OEPA NE District Chief
Carol Rimedio-Righetti, Mahoning County Commissioner
Randy Samulka, Citizens Advisory Board
Representative, Mahoning County
Mayor Thomas Scarnecchia, City of Niles
Mayor Timothy Sicafuse, Village of Poland
Randy Smith, Trumbull County Engineer
Mayor Dave Spencer, Village of Craig Beach
Mayor Terry Stocker, City of Struthers
Zachary Svette, Trumbull County Metro Parks
Anthony Traficanti, Mahoning County Commissioner
Mayor Lyle A. Waddell, Village of Newton Falls
Kathryn Whittington, Ashtabula County Commissioner
Mark Winchell, Ashtabula County
Joanne Wollet, Poland Township Trustee
Mayor James Woofter, City of Cortland
Aaron Young, Mill Creek Metro Parks

TECHNICAL ADVISORY COMMITTEE (2018)

Chair - Gary Shaffer

Vice Chair - Kristen Olmi

CITIZENS ADVISORY BOARD (2018)

Chair - Randy Samulka

Vice Chair - James J. Pirko

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.

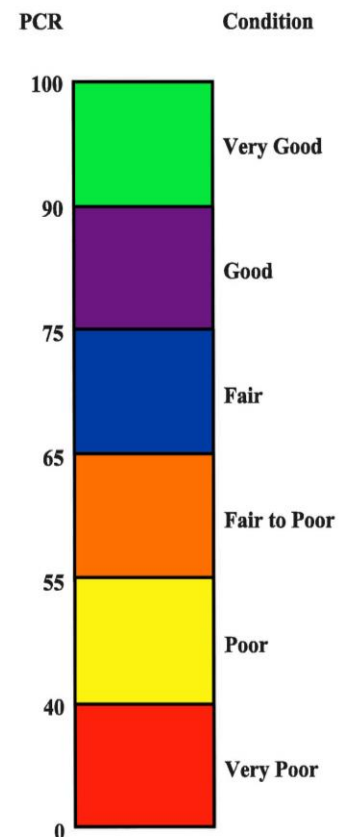


Figure 1. Pavement Condition Rating (PCR) Scale

State Roads Rated
April/June 2017



Local Roads Rated
January/February 2017

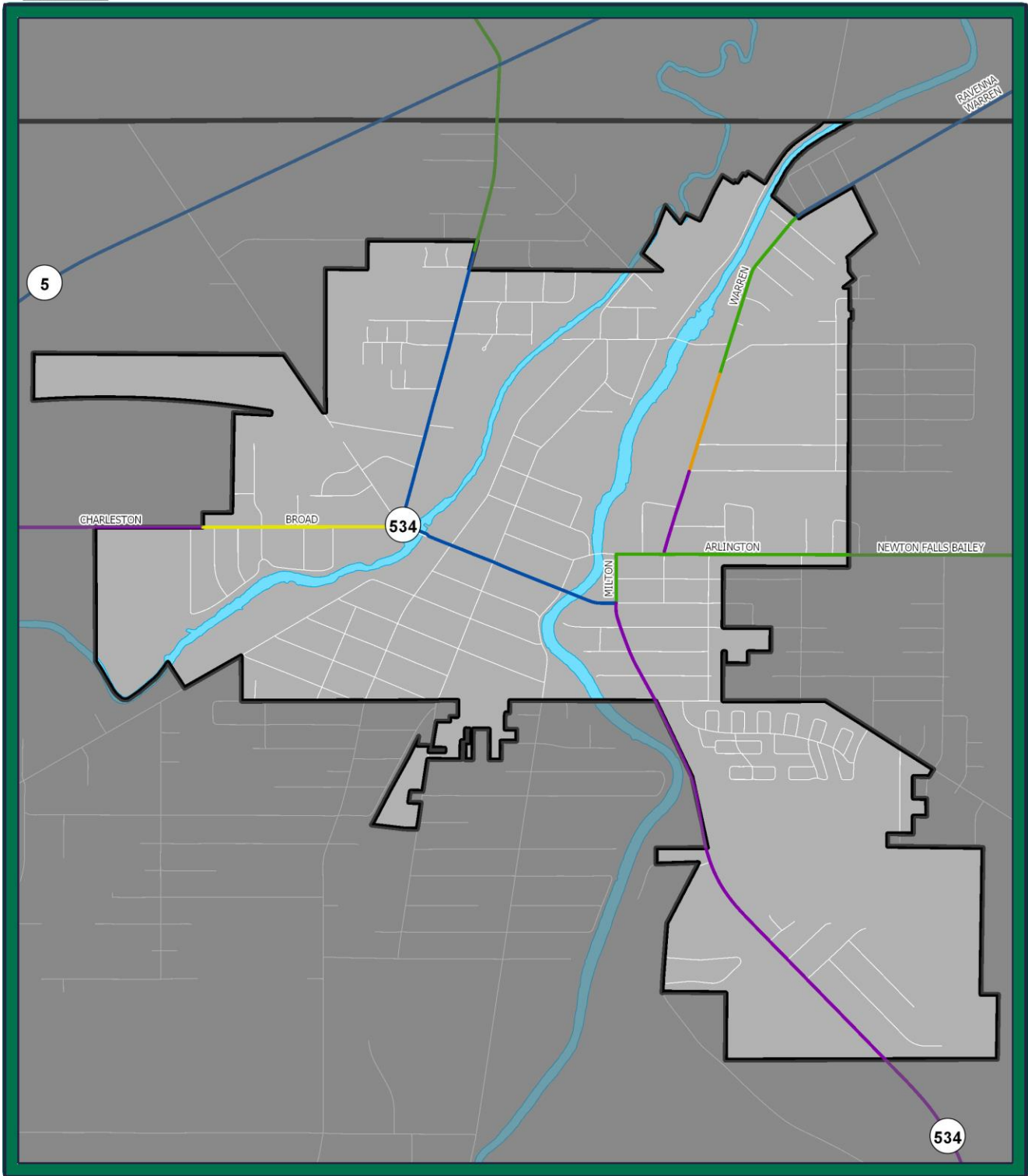
00.05.1 0.2 Miles



Newton Falls

Pavement Condition Ratings

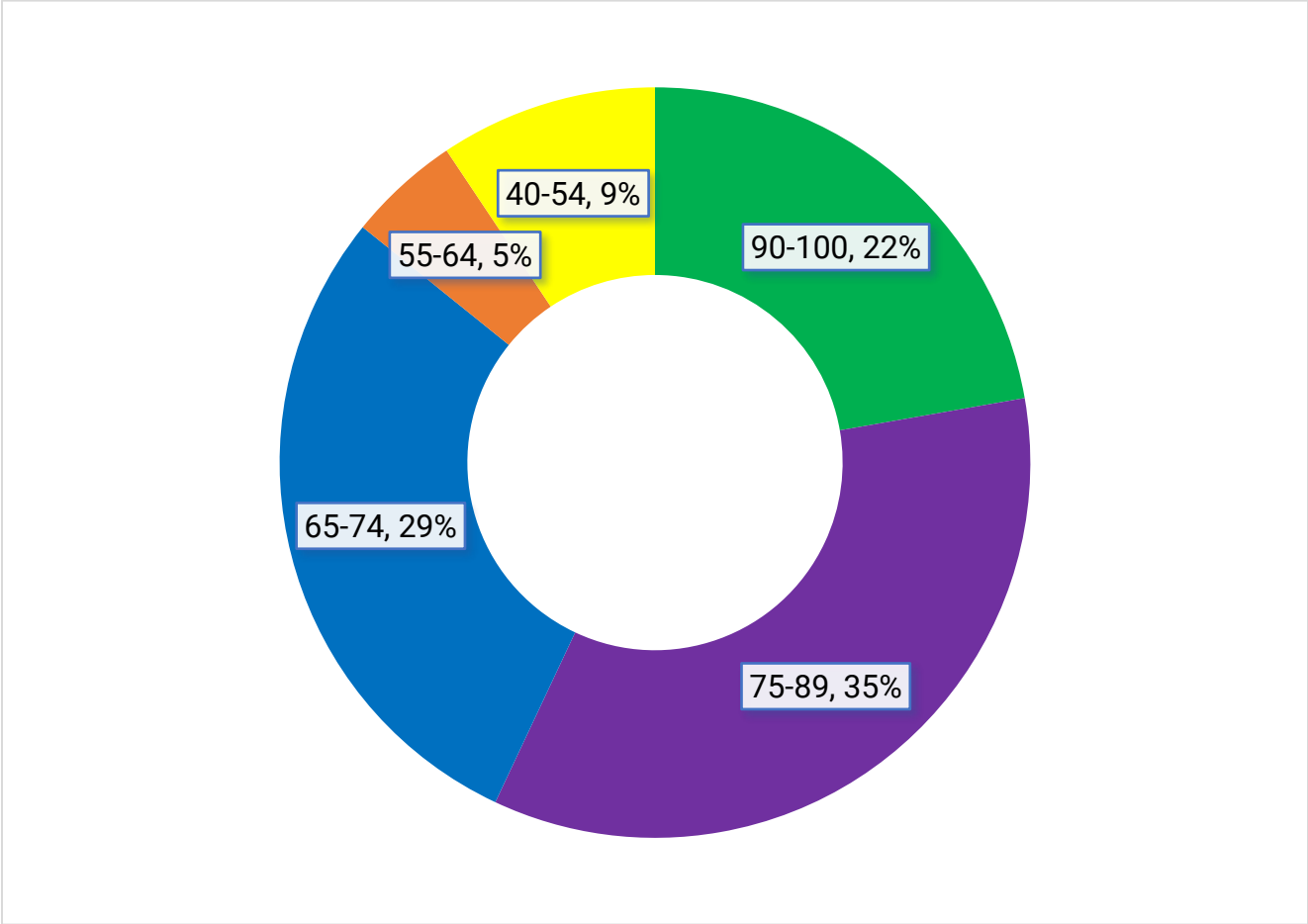
- Very Poor (Red line)
- Poor (Yellow line)
- Fair to Poor (Orange line)
- Fair (Blue line)
- Good (Purple line)
- Very Good (Green line)



Road Name	Begin Log	End Log	Functional Class	Lanes	Divided	Direction	Width (feet)	Length (feet)	PCR
Arlington	0.12	0.12	Major Collector	2	N	UP	32	26	96
Arlington	0.12	0.23	Major Collector	2	N	UP	32	570	96
Arlington	0.23	0.23	Major Collector	2	N	UP	24	11	96
Arlington	0.23	0.66	Major Collector	2	N	UP	24	2270	96
Arlington	0.66	0.66	Major Collector	2	N	UP	24	5	96
Broad	0.46	0.46	Major Collector	2	N	UP	40	26	90
Broad	0.46	0.68	Major Collector	2	N	UP	40	1162	89
Broad	0.68	0.71	Major Collector	2	N	UP	40	153	89
Broad	0.71	0.71	Major Collector	2	N	UP	40	5	89
Broad	0.71	1.18	Major Collector	2	N	UP	40	2455	48
Milton	0.00	0.12	Major Collector	2	N	UP	36	607	96
SR 5	2.10	2.32	Major Collector	2	N	UP	44	1151	70
SR 534	2.75	3.01	Major Collector	2	N	UP	34	1389	77
SR 534	3.01	3.41	Major Collector	2	N	UP	34	2091	77
SR 534	3.41	3.68	Major Collector	2	N	UP	34	1441	77
SR 534	3.68	3.75	Major Collector	2	N	UP	34	380	77

Road Name	Begin Log	End Log	Functional Class	Lanes	Divided	Direction	Width (feet)	Length (feet)	PCR
SR 534	3.75	3.77	Major Collector	2	N	UP	34	111	82
SR 534	3.77	4.02	Major Collector	2	N	UP	34	1315	82
SR 534	4.02	4.02	Major Collector	2	N	UP	34	5	69
SR 534	4.02	4.16	Major Collector	2	N	UP	34	708	69
SR 534	4.16	4.33	Major Collector	2	N	UP	40	913	69
SR 534	4.33	4.49	Major Collector	2	N	UP	65	855	69
SR 534	4.49	4.56	Major Collector	2	Y	UP	65	370	69
SR 534	4.56	4.56	Major Collector	2	Y	UP	65	11	73
SR 534	4.56	4.65	Major Collector	2	N	UP	28	444	73
SR 534	4.65	4.82	Major Collector	2	N	UP	28	940	73
SR 534	4.82	4.83	Major Collector	2	N	UP	30	32	73
SR 534	4.83	5.19	Major Collector	2	N	UP	30	1885	69
SR 534	5.19	5.23	Major Collector	2	N	UP	32	227	69
SR 534	5.23	5.25	Major Collector	2	N	UP	32	121	94
Warren	0.91	1.11	Major Collector	2	N	UP	28	1056	85
Warren	1.11	1.35	Major Collector	2	N	UP	28	1267	59
Warren	1.35	1.77	Major Collector	2	N	UP	28	2218	97
Warren	1.77	1.77	Major Collector	2	N	UP	28	5	71

Pavement Conditions by Percentage



Average weighted PCR – State and Local Routes – 75.5

Average weighted PCR – Local Routes only – 78.2