



CITY OF CANFIELD

2018 CITY-WIDE ROADWAY ASSESSMENT

PREPARED FOR:

THE CITY OF CANFIELD

WADE CALHOUN, CITY MANAGER

PREPARED BY:



MAY 2018

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1.0 ROADWAY ASSESSMENT NARRATIVE

1.1 INTRODUCTION AND PURPOSE

At the request of the City of Canfield (City), ms consultants, inc. (ms) performed a visual inspection of all existing roadways within the City of Canfield in April 2018. The data was compiled and each street was then rated based on a modified version of the Ohio Department of Transportation Pavement Condition Rating formula. The intent of the assessment is to provide the City with a planning tool for future resurfacing projects and to identify the streets that are in need of repair and/or resurfacing.

1.2 ASSESSMENT METHODOLOGY

The Ohio Department of Transportation (ODOT) utilizes a Pavement Condition Rating form that assesses roadway conditions based on a multitude of pavement distresses. This form and rating system is primarily used on large scale highway and heavy traffic roadways throughout the State. ms modified the ODOT rating system to fit the primary needs of the City for this assessment. As part of the observation of each roadway, ms staff looked for the presence of the pavement distresses listed in the table on all City roadways. When ms staff encountered an area showing signs of one these deficiencies that item was then marked on the overall street rating assessment (see Appendix B). After assessing the road visually, ms staff then rated the road based on the extent and severity of all deficiencies encountered on the road. In addition to rating the pavement, all curbs throughout the City were rated based on their condition on a 1-3 scale with 3 being the worst condition.

| Pavement Distress |
|--------------------------------------|
| Patching |
| Debonding/Potholes |
| Map Cracking |
| Base Failure |
| Transverse and Longitudinal Cracking |
| Wheel Track and Edge Cracking |

To modify the ODOT rating system, ms assigned each distress a distress weight based on the methodology ODOT uses to rate each distress type. The combined distress weights for all of the deficiencies totals 100 points. Each distress was then given a weighted percentage based on the road's severity and extent.

| Pavement Distress | Distress Weight | Severity Rating | | | Extent Rating | | | | | |
|--------------------------------------|-----------------|-----------------|---------|---------|---------------|---------|-----------------|---------|---------|----------------|
| | | 1- Good | 2- Fair | 3- Poor | 9- Excellent | 8- Good | 7- Satisfactory | 6- Fair | 5- Poor | 4- Significant |
| Patching | 15 | 0.3 | 0.6 | 1 | 0.5 | 0.6 | 0.7 | 0.8 | 0.9 | 1 |
| Debonding/Potholes | 15 | 0.4 | 0.8 | 1 | 0.5 | 0.6 | 0.7 | 0.8 | 0.9 | 1 |
| Map Cracking | 15 | 0.4 | 0.7 | 1 | 0.5 | 0.6 | 0.7 | 0.8 | 0.9 | 1 |
| Base Failure | 25 | 0.3 | 0.7 | 1 | 0.5 | 0.6 | 0.7 | 0.8 | 0.9 | 1 |
| Transverse and Longitudinal Cracking | 10 | 0.4 | 0.7 | 1 | 0.5 | 0.6 | 0.7 | 0.8 | 0.9 | 1 |
| Wheel Track and Edge Cracking | 20 | 0.4 | 0.7 | 1 | 0.5 | 0.6 | 0.7 | 0.8 | 0.9 | 1 |

To give a more detailed explanation of how **ms** arrived at the overall condition rating, the condition rating calculation for Neff Drive and North Briarcliff will be explained. The visual assessment of the roadway showed areas of Patching, Debonding/Potholes, Map Cracking, Transverse/Longitudinal Cracking, and Wheel Track/Edge Cracking on Neff. The assessment showed that the distressed areas on Neff were widespread and that the road was in poor condition. This resulted in a Pavement Severity Condition of 3 and a Pavement Extent Rating of 4, the worst ratings, for this road.

The visual inspection of North Briarcliff showed areas of Map Cracking and Transverse/Longitudinal Cracking but overall the road was in fair condition. A Pavement Severity Condition of 2 and a Pavement Extent Rating of 6 were given for the road. The condition calculations for both Neff and North Briarcliff are shown below:

| Street | Patching Deduct | Debonding/Pothole Deduct | Map Cracking Deduct | Base Failure | Transverse/Longitudinal Cracking | Wheel Track/Edge Cracking |
|--|-----------------|--------------------------|---------------------------------|--------------|----------------------------------|---------------------------|
| Neff Drive | 15x1x1= 15 | 15*1*1=15 | 15*1*1=15 | 0 | 10*1*1=10 | 20*1*1=20 |
| Neff Drive Overall Condition Rating | | | 100-15-15-15-0-10-20= 25 | | | |
| N. Briarcliff | 0 | 0 | 15*0.7*0.8=8.4 | 0 | 10*.7*.8=5.6 | 0 |
| N. Briarcliff Drive Overall Condition Rating | | | 100-0-0-8.4-0-5.6-0= 86 | | | |

Once all of the data was inputted into the appropriate excel sheets, **ms** was able to come up with an overall condition rating for each street in the City. The data was then sorted and is available in Appendix A from the worst rated roads to the best. Generally speaking, the conditions of the road can be classified according to a rating conditions scale.

| Rating Conditions Scale | |
|-------------------------|--------------|
| 0-40 | Significant |
| 41-55 | Poor |
| 56-65 | Fair |
| 66-75 | Satisfactory |
| 76-90 | Good |
| 91-100 | Excellent |

1.3 ROAD CONDITIONS SUMMARY

The City of Canfield has always maintained their roads and been proactive in resurfacing. The results of the assessment, generally show that while there are a few roads that are in need of attention, the majority of the roads are in good condition. The average condition rating for the City's roads was 72. Based on the ratings conditions scale this would be a satisfactory rating. From a practical standpoint, many communities struggle to maintain their roads and would likely have a much lower average rating with more roads in need of immediate repair. The City plans on resurfacing Neff Drive and Shadydale in the summer of 2018 with Ohio Public Works Commission (OWPC) Funding which was secured in 2017. With an additional local share of funding available, the City plans on resurfacing additional roads in 2018. The purpose of this assessment is to allow the City a planning tool to make the most beneficial decisions for the future of its roadway transportation system. **ms** recommends performing a roadway assessment every three years to update and modify the road conditions.

2.0 PAVEMENT DISTRESS

2.1 PATCHING/DEBONDING AND POTHOLES

Patching is performed by the City Public Works Department when potholes open up in the road. Potholes are caused when moisture penetrates the asphalt and is able to get down into the base material. The winter freeze-thaw cycle is when most potholes will surface throughout the City. The moisture will freeze, causing it to expand. When the moisture melts during a warmer cycle the road will then contract. This causes weakening of the asphalt, this combined with the wear and tear of traffic will open up the asphalt causing potholes. Typically, potholes are filled with either hot or cold mix. Hot mix is asphalt material, usually from an asphalt plant, that is installed in the pothole area. Usually the damaged material is removed and the hot mix is placed at a sufficient depth and compacted. This is usually a better long-term option. Typically, communities use cold mix material to patch roads. This is usually a short-term fix but is cheaper than the alternative hot mix.



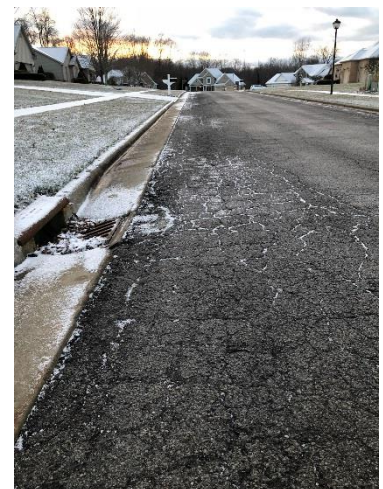
2.2 MAP CRACKING



Map cracking, also known as alligator cracking, is caused by fatigue of the asphalt surface due to the repeated loading of the traffic. Typically, the cracking begins at the base of the asphalt surface and works its way up to the surface. Map cracking starts as a series of parallel, longitudinal cracking on the surface and progresses into map cracking as the parallel cracks begin to connect. Map cracking can later turn into potholes due to the underlying base issues that initially cause the map cracking to occur.

2.3 BASE FAILURE

Base failure occurs due to lateral movement in the pavements subgrade. A variety of issues could cause this including insufficient pavement thickness, inefficient asphalt compaction, or the infiltration of moisture. Typically, the repair for this is a full depth repair. The edge areas of White Oak Court have prevalent rutting and base failure which will require a full depth repair prior to resurfacing. For the purposes of this study, rutting was identified as a form of base failure.



2.4 TRANSVERSE AND LONGITUDINAL CRACKING

2.4.1 TRANSVERSE CRACKING



Transverse cracking is side-to-side cracking that runs perpendicular to the direction of the roadway. Typically, this is caused by settling or shifting of the base material or shrinkage of the asphalt layer due to low temperatures or asphalt binder hardening. These types of cracks are usually not related to the traffic load. The typical repair for these types of cracks is using crack sealing for small cracks (1/2" width or less) or milling and resurfacing the cracked pavement layer with an asphalt overlay.

2.4.2 LONGITUDINAL CRACKING

Longitudinal cracks occur parallel to the direction of the roadway. This type of cracking is caused by a number of factors including poorly constructed joints, shrinkage of the asphalt layer, or cracks from an underlying layer reaching the surface. Much like transverse cracking, these cracks are typically not load related.



2.5 WHEEL TRACK AND EDGE CRACKING



Wheel track and edge cracking is cracking that occurs on the edge of the asphalt or within the typical wheel tracks. These types of cracks usually run parallel to the outer edge of the pavement and cracking is increased by continuous traffic loading. Edge cracking can be caused by weakened base or subgrade near the edge of the pavement. This type of cracking can lead to raveling, which means that the edge has broken off from the main asphalt road.

APPENDIX A

Overall Condition Assessment Ratings (0-100 Rating)

City of Canfield
2018 City-Wide Pavement Assessment Summary



Prepared by: ms consultants, inc.

Date: 5/4/2018

| STREET | Patching Deduct | Debonding/Potholes Deduct | Map Cracking Deduct | Base Failure Deduct | Transverse/Long. Cracking Deduct | Wheel Track/Edge Cracking | Overall Condition Rating |
|---------------------------------------|-----------------|---------------------------|---------------------|---------------------|----------------------------------|---------------------------|--------------------------|
| Chapel Lane (Old Section) | 15 | 15 | 15 | 25 | 10 | 20 | 0 |
| Fair Ave. | 15 | 15 | 15 | 25 | 10 | 20 | 0 |
| Wadsworth | 15 | 15 | 15 | 25 | 10 | 20 | 0 |
| White Oak Ct. | 15 | 15 | 15 | 25 | 10 | 20 | 0 |
| Deertrail Dr. | 13.5 | 13.5 | 13.5 | 22.5 | 9 | 18 | 10 |
| Sandstone (Timber Run to Timber Run) | 13.5 | 13.5 | 13.5 | 22.5 | 9 | 18 | 10 |
| Neff Dr. | 15 | 15 | 15 | 0 | 10 | 20 | 25 |
| Southview Road | 13.5 | 13.5 | 13.5 | 22.5 | 9 | 0 | 28 |
| Edwards Avenue | 13.5 | 13.5 | 13.5 | 0 | 9 | 18 | 32.5 |
| Overbrook Drive | 13.5 | 13.5 | 13.5 | 0 | 9 | 18 | 32.5 |
| Scott Street | 13.5 | 13.5 | 13.5 | 0 | 9 | 18 | 32.5 |
| Talsman Dr. | 13.5 | 13.5 | 13.5 | 0 | 9 | 18 | 32.5 |
| Moreland Dr. | 8.1 | 10.8 | 9.45 | 15.75 | 6.3 | 12.6 | 37 |
| Holly Street | 12 | 12 | 12 | 0 | 8 | 16 | 40 |
| Willow Way | 13.5 | 0 | 15 | 0 | 9 | 18 | 44.5 |
| Sawmill Run Drive | 13.5 | 0 | 13.5 | 0 | 9 | 18 | 46 |
| Stoneybrook Lane | 13.5 | 0 | 13.5 | 0 | 9 | 18 | 46 |
| Brookpark Drive (#203 to Cardinal) | 13.5 | 13.5 | 13.5 | 0 | 9 | 0 | 50.5 |
| Northview Road | 13.5 | 13.5 | 13.5 | 0 | 9 | 0 | 50.5 |
| Oak Tree Drive | 13.5 | 13.5 | 13.5 | 0 | 9 | 0 | 50.5 |
| Cardinal Dr. | 8.1 | 10.8 | 9.45 | 0 | 6.3 | 12.6 | 52.75 |
| North Hillside | 8.1 | 10.8 | 9.45 | 0 | 6.3 | 12.6 | 52.75 |
| Queens Court | 8.1 | 10.8 | 9.45 | 0 | 6.3 | 12.6 | 52.75 |
| Railroad Street | 7.2 | 9.6 | 8.4 | 0 | 5.6 | 11.2 | 58 |
| Hilltop Blvd. (N. Broad to Montridge) | 7.2 | 9.6 | 8.4 | 0 | 5.6 | 11.2 | 58 |
| Chatsworth Lane | 0 | 0 | 13.5 | 0 | 9 | 18 | 59.5 |
| Cross Street | 13.5 | 13.5 | 13.5 | 0 | 0 | 0 | 59.5 |
| Manor Hill Dr. | 0 | 0 | 13.5 | 0 | 9 | 18 | 59.5 |
| Preserve Blvd. | 13.5 | 13.5 | 13.5 | 0 | 0 | 0 | 59.5 |
| Sleepy Hollow Drive | 0 | 0 | 13.5 | 0 | 9 | 18 | 59.5 |
| West Regency | 0 | 0 | 13.5 | 0 | 9 | 18 | 59.5 |
| Millbrook St. | 0 | 13.5 | 13.5 | 0 | 9 | 0 | 64 |
| Verdant Lane | 13.5 | 0 | 13.5 | 0 | 9 | 0 | 64 |
| Dartmouth Dr. | 8.1 | 10.8 | 9.45 | 0 | 6.3 | 0 | 65.35 |
| Callahan Road | 7.2 | 9.6 | 8.4 | 0 | 5.6 | 0 | 69.2 |
| Montgomery Dr. | 7.2 | 9.6 | 8.4 | 0 | 5.6 | 0 | 69.2 |
| Morningview Circle | 7.2 | 9.6 | 8.4 | 0 | 5.6 | 0 | 69.2 |
| Neff Ct. | 7.2 | 9.6 | 8.4 | 0 | 5.6 | 0 | 69.2 |
| Winona Ave. | 7.2 | 9.6 | 8.4 | 0 | 5.6 | 0 | 69.2 |
| Colonial Dr. | 0 | 8.4 | 7.35 | 0 | 4.9 | 9.8 | 69.55 |

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| STREET | Patching Deduct | Debonding/Potholes Deduct | Map Cracking Deduct | Base Failure Deduct | Transverse/Long. Cracking Deduct | Wheel Track/Edge Cracking | Overall Condition Rating |
|-----------------------------|-----------------|---------------------------|---------------------|---------------------|----------------------------------|---------------------------|--------------------------|
| Greenmont Drive | 0 | 0 | 12 | 0 | 0 | 16 | 72 |
| Cherry Hill Ct. | 0 | 0 | 0 | 14 | 5.6 | 6.4 | 74 |
| Gennaro Place | 0 | 0 | 8.4 | 0 | 5.6 | 11.2 | 74.8 |
| Glenview Road | 0 | 0 | 8.4 | 0 | 5.6 | 11.2 | 74.8 |
| Oak Street | 7.2 | 9.6 | 8.4 | 0 | 0 | 0 | 74.8 |
| Russo Avenue | 0 | 0 | 8.4 | 0 | 5.6 | 11.2 | 74.8 |
| Shadydale Dr. | 0 | 0 | 8.4 | 0 | 5.6 | 11.2 | 74.8 |
| Skyline Ave. | 0 | 0 | 8.4 | 0 | 5.6 | 11.2 | 74.8 |
| South Hillside Dr. | 0 | 0 | 8.4 | 0 | 5.6 | 11.2 | 74.8 |
| Fairground Blvd. | 0 | 4.8 | 12 | 0 | 8 | 0 | 75.2 |
| South Briarcliff | 0 | 12 | 12 | 0 | 0 | 0 | 76 |
| Hickory Hollow Drive | 0 | 9.6 | 8.4 | 0 | 5.6 | 0 | 76.4 |
| Camelot Ct. | 0 | 0 | 13.5 | 0 | 9 | 0 | 77.5 |
| East Regency | 0 | 0 | 13.5 | 0 | 9 | 0 | 77.5 |
| Indian Lake Blvd. | 0 | 0 | 7.35 | 0 | 4.9 | 9.8 | 77.95 |
| Canterbury Ct. | 7.2 | 0 | 8.4 | 0 | 5.6 | 0 | 78.8 |
| Village Blvd. | 7.2 | 0 | 8.4 | 0 | 5.6 | 0 | 78.8 |
| Hood Drive | 0 | 8.4 | 7.35 | 0 | 4.9 | 0 | 79.35 |
| Bradford Drive | 0 | 0 | 8.4 | 0 | 0 | 11.2 | 80.4 |
| Barbcliff Lane | 0 | 0 | 10.5 | 0 | 7 | 0 | 82.5 |
| Carriage Hill Dr. | 0 | 0 | 0 | 0 | 5.6 | 11.2 | 83.2 |
| Chapel Lane (Newer Section) | 0 | 0 | 0 | 0 | 5.6 | 11.2 | 83.2 |
| Coral Way | 0 | 0 | 8.4 | 0 | 5.6 | 0 | 86 |
| Jade Circle | 0 | 0 | 8.4 | 0 | 5.6 | 0 | 86 |
| Kings Lane | 0 | 0 | 8.4 | 0 | 5.6 | 0 | 86 |
| Lakeview Circle | 0 | 0 | 8.4 | 0 | 5.6 | 0 | 86 |
| Laurel Hill Lane | 0 | 0 | 8.4 | 0 | 5.6 | 0 | 86 |
| Majestic Court | 0 | 0 | 8.4 | 0 | 5.6 | 0 | 86 |
| Mallard Crossing | 0 | 0 | 8.4 | 0 | 5.6 | 0 | 86 |
| Montridge Dr. | 0 | 0 | 8.4 | 0 | 5.6 | 0 | 86 |
| North Briarcliff | 0 | 0 | 8.4 | 0 | 5.6 | 0 | 86 |
| Oakmont Ct. | 0 | 0 | 8.4 | 0 | 5.6 | 0 | 86 |
| Pinecone Drive | 0 | 0 | 8.4 | 0 | 5.6 | 0 | 86 |
| Stratford Green | 0 | 0 | 8.4 | 0 | 5.6 | 0 | 86 |
| Timber Run Ct. | 0 | 0 | 8.4 | 0 | 5.6 | 0 | 86 |
| Topaz Circle | 0 | 0 | 8.4 | 0 | 5.6 | 0 | 86 |
| Willowbend Dr. | 0 | 0 | 8.4 | 0 | 5.6 | 0 | 86 |
| Woodbury Court | 0 | 0 | 8.4 | 0 | 5.6 | 0 | 86 |

City of Canfield
2018 City-Wide Pavement Assessment Summary



Prepared by: ms consultants, inc.

Date: 5/4/2018

| STREET | Patching Deduct | Debonding/Potholes Deduct | Map Cracking Deduct | Base Failure Deduct | Transverse/Long. Cracking Deduct | Wheel Track/Edge Cracking | Overall Condition Rating |
|---|-----------------|---------------------------|---------------------|---------------------|----------------------------------|---------------------------|--------------------------|
| Pine Valley Ct. | 0 | 0 | 4.2 | 0 | 2.8 | 5.6 | 87.4 |
| Lake Wobegon Dr. | 2.7 | 0 | 3.6 | 0 | 2.4 | 0 | 91.3 |
| Fairview Avenue | 0 | 0 | 0 | 0 | 2.4 | 4.8 | 92.8 |
| Kirk Street | 0 | 3.6 | 3.6 | 0 | 0 | 0 | 92.8 |
| Alabaster Ave | 0 | 0 | 4.2 | 0 | 2.8 | 0 | 93 |
| Hilltop Blvd. (Talsman to Montridge) | 0 | 0 | 4.2 | 0 | 2.8 | 0 | 93 |
| Meadow Ct. | 0 | 0 | 4.2 | 0 | 2.8 | 0 | 93 |
| Blueberry Hill | 0 | 0 | 0 | 0 | 2 | 4 | 94 |
| East Main St. | 0 | 0 | 3.6 | 0 | 2.4 | 0 | 94 |
| Lakhani Lane | 0 | 0 | 3.6 | 0 | 2.4 | 0 | 94 |
| Montgomery Ct. | 0 | 0 | 3.6 | 0 | 2.4 | 0 | 94 |
| Tony Ann Place | 0 | 0 | 3.6 | 0 | 2.4 | 0 | 94 |
| Herbert Road | 0 | 0 | 3 | 0 | 2 | 0 | 95 |
| Janet Dr. | 0 | 0 | 0 | 0 | 4.9 | 0 | 95.1 |
| Woodland Run | 0 | 0 | 4.8 | 0 | 0 | 0 | 95.2 |
| Lake Wobegon Ct. | 0 | 0 | 4.2 | 0 | 0 | 0 | 95.8 |
| S. Broad St. | 0 | 0 | 0 | 0 | 0 | 4 | 96 |
| Lisbon Street | 0 | 0 | 3.6 | 0 | 0 | 0 | 96.4 |
| Savannah Court | 0 | 0 | 3.6 | 0 | 0 | 0 | 96.4 |
| Elizabeth Place | 0 | 0 | 0 | 0 | 3.2 | 0 | 96.8 |
| Charleston Court | 0 | 0 | 0 | 0 | 2.4 | 0 | 97.6 |
| Emerald Court | 0 | 0 | 0 | 0 | 2.4 | 0 | 97.6 |
| Newton Street | 0 | 0 | 0 | 0 | 2.4 | 0 | 97.6 |
| Sandstone (Jade to Timber Run) | 0 | 0 | 0 | 0 | 2.4 | 0 | 97.6 |
| Squires Court | 0 | 0 | 0 | 0 | 2.4 | 0 | 97.6 |
| N. Broad St. | 2.25 | 0 | 0 | 0 | 0 | 0 | 97.75 |
| Maple Street | 0 | 0 | 0 | 0 | 2 | 0 | 98 |
| Brookpark Drive (Park Royal to #203) | 0 | 0 | 0 | 0 | 0 | 0 | 100 |
| Court Street | 0 | 0 | 0 | 0 | 0 | 0 | 100 |
| Findlay Ave | 0 | 0 | 0 | 0 | 0 | 0 | 100 |
| Garwood Drive | 0 | 0 | 0 | 0 | 0 | 0 | 100 |
| High Street | 0 | 0 | 0 | 0 | 0 | 0 | 100 |
| Oakview Crossing | 0 | 0 | 0 | 0 | 0 | 0 | 100 |
| Timber Run Dr. | 0 | 0 | 0 | 0 | 0 | 0 | 100 |
| West Main St. | 0 | 0 | 0 | 0 | 0 | 0 | 100 |

APPENDIX B

Overall Condition Assessment Ratings (Alphabetical)

City of Canfield
2018 City-Wide Pavement Assessment Summary



Prepared by: ms consultants, inc.

Date: 5/4/2018

| STREET | Patching Deduct | Debonding/Potholes Deduct | Map Cracking Deduct | Base Failure Deduct | Transverse/Long. Cracking Deduct | Wheel Track/Edge Cracking | Overall Condition Rating |
|---------------------------------------|-----------------|---------------------------|---------------------|---------------------|----------------------------------|---------------------------|--------------------------|
| Alabaster Ave | 0 | 0 | 4.2 | 0 | 2.8 | 0 | 93 |
| Barbcliff Lane | 0 | 0 | 10.5 | 0 | 7 | 0 | 82.5 |
| Blueberry Hill | 0 | 0 | 0 | 0 | 2 | 4 | 94 |
| Bradford Drive | 0 | 0 | 8.4 | 0 | 0 | 11.2 | 80.4 |
| Brookpark Drive (#203 to Cardinal) | 13.5 | 13.5 | 13.5 | 0 | 9 | 0 | 50.5 |
| Brookpark Drive (Park Royal to #203) | 0 | 0 | 0 | 0 | 0 | 0 | 100 |
| Callahan Road | 7.2 | 9.6 | 8.4 | 0 | 5.6 | 0 | 69.2 |
| Camelot Ct. | 0 | 0 | 13.5 | 0 | 9 | 0 | 77.5 |
| Canterbury Ct. | 7.2 | 0 | 8.4 | 0 | 5.6 | 0 | 78.8 |
| Cardinal Dr. | 8.1 | 10.8 | 9.45 | 0 | 6.3 | 12.6 | 52.75 |
| Carriage Hill Dr. | 0 | 0 | 0 | 0 | 5.6 | 11.2 | 83.2 |
| Chapel Lane (Newer Section) | 0 | 0 | 0 | 0 | 5.6 | 11.2 | 83.2 |
| Chapel Lane (Old Section) | 15 | 15 | 15 | 25 | 10 | 20 | 0 |
| Charleston Court | 0 | 0 | 0 | 0 | 2.4 | 0 | 97.6 |
| Chatsworth Lane | 0 | 0 | 13.5 | 0 | 9 | 18 | 59.5 |
| Cherry Hill Ct. | 0 | 0 | 0 | 14 | 5.6 | 6.4 | 74 |
| Colonial Dr. | 0 | 8.4 | 7.35 | 0 | 4.9 | 9.8 | 69.55 |
| Coral Way | 0 | 0 | 8.4 | 0 | 5.6 | 0 | 86 |
| Court Street | 0 | 0 | 0 | 0 | 0 | 0 | 100 |
| Cross Street | 13.5 | 13.5 | 13.5 | 0 | 0 | 0 | 59.5 |
| Dartmouth Dr. | 8.1 | 10.8 | 9.45 | 0 | 6.3 | 0 | 65.35 |
| Deertrail Dr. | 13.5 | 13.5 | 13.5 | 22.5 | 9 | 18 | 10 |
| East Main St. | 0 | 0 | 3.6 | 0 | 2.4 | 0 | 94 |
| East Regency | 0 | 0 | 13.5 | 0 | 9 | 0 | 77.5 |
| Edwards Avenue | 13.5 | 13.5 | 13.5 | 0 | 9 | 18 | 32.5 |
| Elizabeth Place | 0 | 0 | 0 | 0 | 3.2 | 0 | 96.8 |
| Emerald Court | 0 | 0 | 0 | 0 | 2.4 | 0 | 97.6 |
| Fair Ave. | 15 | 15 | 15 | 25 | 10 | 20 | 0 |
| Fairground Blvd. | 0 | 4.8 | 12 | 0 | 8 | 0 | 75.2 |
| Fairview Avenue | 0 | 0 | 0 | 0 | 2.4 | 4.8 | 92.8 |
| Findlay Ave | 0 | 0 | 0 | 0 | 0 | 0 | 100 |
| Garwood Drive | 0 | 0 | 0 | 0 | 0 | 0 | 100 |
| Gennaro Place | 0 | 0 | 8.4 | 0 | 5.6 | 11.2 | 74.8 |
| Glenview Road | 0 | 0 | 8.4 | 0 | 5.6 | 11.2 | 74.8 |
| Greenmont Drive | 0 | 0 | 12 | 0 | 0 | 16 | 72 |
| Herbert Road | 0 | 0 | 3 | 0 | 2 | 0 | 95 |
| Hickory Hollow Drive | 0 | 9.6 | 8.4 | 0 | 5.6 | 0 | 76.4 |
| High Street | 0 | 0 | 0 | 0 | 0 | 0 | 100 |
| Hilltop Blvd. (N. Broad to Montridge) | 7.2 | 9.6 | 8.4 | 0 | 5.6 | 11.2 | 58 |
| Hilltop Blvd. (Talsman to Montridge) | 0 | 0 | 4.2 | 0 | 2.8 | 0 | 93 |

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2018 City-Wide Pavement Assessment Summary



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Date: 5/4/2018

| STREET | Patching Deduct | Debonding/Potholes Deduct | Map Cracking Deduct | Base Failure Deduct | Transverse/Long. Cracking Deduct | Wheel Track/Edge Cracking | Overall Condition Rating |
|--------------------|-----------------|---------------------------|---------------------|---------------------|----------------------------------|---------------------------|--------------------------|
| Holly Street | 12 | 12 | 12 | 0 | 8 | 16 | 40 |
| Hood Drive | 0 | 8.4 | 7.35 | 0 | 4.9 | 0 | 79.35 |
| Indian Lake Blvd. | 0 | 0 | 7.35 | 0 | 4.9 | 9.8 | 77.95 |
| Jade Circle | 0 | 0 | 8.4 | 0 | 5.6 | 0 | 86 |
| Janet Dr. | 0 | 0 | 0 | 0 | 4.9 | 0 | 95.1 |
| Kings Lane | 0 | 0 | 8.4 | 0 | 5.6 | 0 | 86 |
| Kirk Street | 0 | 3.6 | 3.6 | 0 | 0 | 0 | 92.8 |
| Lake Wobegon Ct. | 0 | 0 | 4.2 | 0 | 0 | 0 | 95.8 |
| Lake Wobegon Dr. | 2.7 | 0 | 3.6 | 0 | 2.4 | 0 | 91.3 |
| Lakeview Circle | 0 | 0 | 8.4 | 0 | 5.6 | 0 | 86 |
| Lakhani Lane | 0 | 0 | 3.6 | 0 | 2.4 | 0 | 94 |
| Laurel Hill Lane | 0 | 0 | 8.4 | 0 | 5.6 | 0 | 86 |
| Lisbon Street | 0 | 0 | 3.6 | 0 | 0 | 0 | 96.4 |
| Majestic Court | 0 | 0 | 8.4 | 0 | 5.6 | 0 | 86 |
| Mallard Crossing | 0 | 0 | 8.4 | 0 | 5.6 | 0 | 86 |
| Manor Hill Dr. | 0 | 0 | 13.5 | 0 | 9 | 18 | 59.5 |
| Maple Street | 0 | 0 | 0 | 0 | 2 | 0 | 98 |
| Meadow Ct. | 0 | 0 | 4.2 | 0 | 2.8 | 0 | 93 |
| Millbrook St. | 0 | 13.5 | 13.5 | 0 | 9 | 0 | 64 |
| Montgomery Ct. | 0 | 0 | 3.6 | 0 | 2.4 | 0 | 94 |
| Montgomery Dr. | 7.2 | 9.6 | 8.4 | 0 | 5.6 | 0 | 69.2 |
| Montridge Dr. | 0 | 0 | 8.4 | 0 | 5.6 | 0 | 86 |
| Moreland Dr. | 8.1 | 10.8 | 9.45 | 15.75 | 6.3 | 12.6 | 37 |
| Morningview Circle | 7.2 | 9.6 | 8.4 | 0 | 5.6 | 0 | 69.2 |
| N. Broad St. | 2.25 | 0 | 0 | 0 | 0 | 0 | 97.75 |
| Neff Ct. | 7.2 | 9.6 | 8.4 | 0 | 5.6 | 0 | 69.2 |
| Neff Dr. | 15 | 15 | 15 | 0 | 10 | 20 | 25 |
| Newton Street | 0 | 0 | 0 | 0 | 2.4 | 0 | 97.6 |
| North Briarcliff | 0 | 0 | 8.4 | 0 | 5.6 | 0 | 86 |
| North Hillside | 8.1 | 10.8 | 9.45 | 0 | 6.3 | 12.6 | 52.75 |
| Northview Road | 13.5 | 13.5 | 13.5 | 0 | 9 | 0 | 50.5 |
| Oak Street | 7.2 | 9.6 | 8.4 | 0 | 0 | 0 | 74.8 |
| Oak Tree Drive | 13.5 | 13.5 | 13.5 | 0 | 9 | 0 | 50.5 |
| Oakmont Ct. | 0 | 0 | 8.4 | 0 | 5.6 | 0 | 86 |
| Oakview Crossing | 0 | 0 | 0 | 0 | 0 | 0 | 100 |
| Overbrook Drive | 13.5 | 13.5 | 13.5 | 0 | 9 | 18 | 32.5 |
| Pine Valley Ct. | 0 | 0 | 4.2 | 0 | 2.8 | 5.6 | 87.4 |
| Pinecone Drive | 0 | 0 | 8.4 | 0 | 5.6 | 0 | 86 |

City of Canfield
2018 City-Wide Pavement Assessment Summary



Prepared by: ms consultants, inc.

Date: 5/4/2018

| STREET | Patching Deduct | Debonding/Potholes Deduct | Map Cracking Deduct | Base Failure Deduct | Transverse/Long. Cracking Deduct | Wheel Track/Edge Cracking | Overall Condition Rating |
|---|-----------------|---------------------------|---------------------|---------------------|----------------------------------|---------------------------|--------------------------|
| Preserve Blvd. | 13.5 | 13.5 | 13.5 | 0 | 0 | 0 | 59.5 |
| Queens Court | 8.1 | 10.8 | 9.45 | 0 | 6.3 | 12.6 | 52.75 |
| Railroad Street | 7.2 | 9.6 | 8.4 | 0 | 5.6 | 11.2 | 58 |
| Russo Avenue | 0 | 0 | 8.4 | 0 | 5.6 | 11.2 | 74.8 |
| S. Broad St. | 0 | 0 | 0 | 0 | 0 | 4 | 96 |
| Sandstone (Jade to Timber Run) | 0 | 0 | 0 | 0 | 2.4 | 0 | 97.6 |
| Sandstone (Timber Run to Timber Run) | 13.5 | 13.5 | 13.5 | 22.5 | 9 | 18 | 10 |
| Savannah Court | 0 | 0 | 3.6 | 0 | 0 | 0 | 96.4 |
| Sawmill Run Drive | 13.5 | 0 | 13.5 | 0 | 9 | 18 | 46 |
| Scott Street | 13.5 | 13.5 | 13.5 | 0 | 9 | 18 | 32.5 |
| Shadydale Dr. | 0 | 0 | 8.4 | 0 | 5.6 | 11.2 | 74.8 |
| Skyline Ave. | 0 | 0 | 8.4 | 0 | 5.6 | 11.2 | 74.8 |
| Sleepy Hollow Drive | 0 | 0 | 13.5 | 0 | 9 | 18 | 59.5 |
| South Briarcliff | 0 | 12 | 12 | 0 | 0 | 0 | 76 |
| South Hillside Dr. | 0 | 0 | 8.4 | 0 | 5.6 | 11.2 | 74.8 |
| Southview Road | 13.5 | 13.5 | 13.5 | 22.5 | 9 | 0 | 28 |
| Squires Court | 0 | 0 | 0 | 0 | 2.4 | 0 | 97.6 |
| Stoneybrook Lane | 13.5 | 0 | 13.5 | 0 | 9 | 18 | 46 |
| Stratford Green | 0 | 0 | 8.4 | 0 | 5.6 | 0 | 86 |
| Talsman Dr. | 13.5 | 13.5 | 13.5 | 0 | 9 | 18 | 32.5 |
| Timber Run Ct. | 0 | 0 | 8.4 | 0 | 5.6 | 0 | 86 |
| Timber Run Dr. | 0 | 0 | 0 | 0 | 0 | 0 | 100 |
| Tony Ann Place | 0 | 0 | 3.6 | 0 | 2.4 | 0 | 94 |
| Topaz Circle | 0 | 0 | 8.4 | 0 | 5.6 | 0 | 86 |
| Verdant Lane | 13.5 | 0 | 13.5 | 0 | 9 | 0 | 64 |
| Village Blvd. | 7.2 | 0 | 8.4 | 0 | 5.6 | 0 | 78.8 |
| Wadsworth | 15 | 15 | 15 | 25 | 10 | 20 | 0 |
| West Main St. | 0 | 0 | 0 | 0 | 0 | 0 | 100 |
| West Regency | 0 | 0 | 13.5 | 0 | 9 | 18 | 59.5 |
| White Oak Ct. | 15 | 15 | 15 | 25 | 10 | 20 | 0 |
| Willow Way | 13.5 | 0 | 15 | 0 | 9 | 18 | 44.5 |
| Willowbend Dr. | 0 | 0 | 8.4 | 0 | 5.6 | 0 | 86 |
| Winona Ave. | 7.2 | 9.6 | 8.4 | 0 | 5.6 | 0 | 69.2 |
| Woodbury Court | 0 | 0 | 8.4 | 0 | 5.6 | 0 | 86 |
| Woodland Run | 0 | 0 | 4.8 | 0 | 0 | 0 | 95.2 |

APPENDIX C

Detailed Roadway Assessment



| STREET | Patching | Debonding/ Potholes | Map Cracking | Base Failure | Transverse/ Longitudinal Cracking | Wheel Track or Edge Cracking | Curb Only | Curb and Gutter | Low Curb Reveal | Curb- Condition Rating | Pavement Severity- Condition Rating 1 | Pavement Extent- Condition Rating 2 | Remarks |
|---|----------|------------------------|--------------|--------------|--------------------------------------|---------------------------------|-----------|--------------------|--------------------|---------------------------|--|--|---|
| Alabaster Ave | | | X | | X | | | X | | 1 | 1 | 7 | Asphalt around catch basin is cracking in cul-de-sac and needs patched. |
| Barbcliff Lane | | | X | | X | | | X | | 1 | 1 | 7 | Spotty areas of map cracking and longitudinal cracking. Curb needs repaired at house #546. |
| Blueberry Hill | | | | | X | X | | | | | 1 | 9 | Minor cracking observed, road looks recently paved. Waterline repair patch has dip. |
| Bradford Drive | | | X | | | X | X | | X | 3 | 2 | 6 | Wheel track and map cracking observed. Base failure at house #330, 296, 266, 100, 130 |
| Brookpark Drive (#203 to Cardinal) | X | X | X | | X | | X | | X | 3 | 3 | 5 | There is significant map cracking, low curb reveal, and patching. |
| Brookpark Drive (Park Royal to #203) | | | | | | | | | | | 1 | 9 | Park Royal Apartments to #203- Paved in 2017 |
| Callahan Road | X | X | X | | X | | | | | | 2 | 6 | Significant map cracking in older section of road. First 100 feet or so from Rt. 46 was recently paved. |
| Camelot Ct. | | | X | | X | | | X | | 2 | 3 | 5 | Curb and gutter damage observed in front of house #59 and is holding water. Gutter issues were observed throughout with significant map cracking along the pavement edge. |
| Canterbury Ct. | X | | X | | X | | | X | | 1 | 2 | 6 | A few potholes and patching was observed. The road had some longitudinal cracking. |
| Cardinal Dr. | X | X | X | | X | X | X | X | X | 2 | 2 | 5 | Worst part of road is between W. Main and the school parking lot. Curb only from W. Main to school. Curb and gutter to S. Briarcliff. Curb shows low reveal in sporadic areas and concrete is beginning to wear. |
| Carriage Hill Dr. | | | | | X | X | X | | X | 3 | 2 | 6 | The curb is in poor condition with low curb reveal. Moderate longitudinal cracking was observed with potholes and patching. |
| Chapel Lane (Old Section) | X | X | X | X | X | X | X | | X | 2 | 3 | 4 | Significant cracking and patching observed in older sections of road. A newer section was paved in recent years and is in better shape with minor cracking starting to take place. Moderate transverse/longitudinal cracking observed in older sections. Base failure located on upper section near 301 Chapel Lane. Curb shows low reveal in sporadic areas with concrete wearing and grass coming up through curb joints. |
| Chapel Lane (New Section) | | | | | X | X | X | | | | 2 | 6 | Widespread longitudinal cracking |
| Charleston Court | | | | | X | | | X | | 1 | 1 | 8 | Road is in good condition. |
| Chatsworth Lane | | | X | | X | X | | X | | 1 | 3 | 5 | Significant map cracking and pavement edge cracking. |
| Cherry Hill Ct. | | | | X | X | X | | X | | 1 | 2 | 6 | Thirty feet before the stop sign severe cracking was observed. |
| Colonial Dr. | | X | X | | X | X | | X | | 1 | 2 | 7 | Moderate cracking throughout road, small potholes located on edge. Curb is in good shape. |
| Coral Way | | | X | | X | | | X | | 1 | 2 | 6 | Some cracking was observed throughout the road. |
| Court Street | | | | | | | | | | | 1 | 9 | The road was recently repaved in 2017. |
| Cross Street | X | X | X | | | | | | | | 3 | 5 | Significant map cracking was observed and potholes and patching were noted throughout. |
| Dartmouth Ave. | X | X | X | | X | | X | | X | 2 | 2 | 5 | Significant longitudinal cracking at the center joint. Patches and potholes near N. Broad Street. Low curb reveal throughout. The R/W area between two houses was resurfaced in 2014. |
| Deertrail Dr. | X | X | X | X | X | X | | | | | 3 | 5 | Significant edge base failure on south side of road. Moderate cracking observed throughout. |
| East Main St. | | | X | | X | | | X | | 1 | 1 | 8 | Minor transverse cracking was observed on the Eastbound Lane. Catch basin inlet and manhole near Fairview needs patching. Low curb reveal was observed near Evergreen. |
| East Regency | | | X | | X | | | X | | 2 | 3 | 5 | Significant map cracking along pavement edges. |



| STREET | Patching | Debonding/ Potholes | Map Cracking | Base Failure | Transverse/ Longitudinal Cracking | Wheel Track or Edge Cracking | Curb Only | Curb and Gutter | Low Curb Reveal | Curb- Condition Rating | Pavement Severity- Condition Rating 1 | Pavement Extent- Condition Rating 2 | Remarks |
|--|----------|------------------------|--------------|--------------|--------------------------------------|---------------------------------|-----------|--------------------|--------------------|---------------------------|--|--|---|
| Edwards Avenue | X | X | X | | X | X | | | | | 3 | 5 | Map cracking was observed throughout. Potholes and patching were noted near Broad Street. |
| Elizabeth Place | | | | | X | | | X | | 1 | 1 | 6 | Moderate transverse cracking was observed. |
| Emerald Court | | | | | X | | | X | | 1 | 1 | 8 | The pavement appears to be older but is still in good shape. Minor cracking was spotted. |
| Fair Ave. | X | X | X | X | X | X | | | | | 3 | 4 | Significant cracking throughout the road and edge failure located near S. Broad Street intersection. Road is in worst shape near S. Broad Street. |
| Fairground Blvd. | | X | X | | X | | | | | | 1 | 6 | Potholes were spotted by Janet Street with moderate cracking throughout. |
| Fairview Avenue | | | | | X | X | | | | | 1 | 8 | Very minor cracking, particularly along the center joint. |
| Findlay Ave | | | | | | | | X | | 1 | 1 | 9 | Recently paved in 2017 with new curbing installed in designated areas. |
| Garwood Drive | | | | | | | X | | X | 2 | 1 | 9 | Paved in 2017, most of the road does not have curb. |
| Gennaro Place | | | X | | X | X | | X | | 1 | 2 | 6 | Map cracking was seen throughout and specifically in front of the catch basin inlets. |
| Glenview Road | | | X | | X | X | | | X | | 2 | 6 | Moderate map cracking along the west side of the road. Low curb reveal near Brookpark. |
| Greenmont Drive | | | X | | | X | | X | | 1 | 3 | 6 | Pavement edge and map cracking at house #504 |
| Herbert Road | | | X | | X | | | X | | 1 | 1 | 9 | The road was observed to be in good shape with minor cracking. |
| Hickory Hollow Drive | | X | X | | X | | | | X | 3 | 2 | 6 | Low curb reveal along northside of road and curb needs repair. Map cracking observed throughout. |
| High Street | | | | | | | | | | | 1 | 9 | The road was repaved in 2017. |
| Hilltop Blvd. (N. Broad to Montridge) | X | X | X | | X | X | X | | | 1 | 2 | 6 | Significant map cracking along the pavement edge. Numerous potholes and a patch located at House #95. |
| Hilltop Blvd. (Montridge to Talsman) | | | X | | X | | X | | | 1 | 1 | 7 | Minor longitudinal cracking |
| Holly Street | X | X | X | | X | X | | | | | 3 | 6 | Moderate cracking throughout with potholes and patching visible. |
| Hood Drive | | X | X | | X | | | | | | 2 | 7 | Moderate widespread cracking and a small pothole is forming near Indian Lake. |
| Indian Lake Blvd. | | | X | | X | X | | | | | 2 | 7 | Minor cracking in small areas. The north edge is rutting between the sidewalk and the road. |
| Jade Circle | | | X | | X | | | X | | 1 | 2 | 6 | Map and longitudinal cracking was observed throughout the roadway. Curb inlets and concrete gutter could use repair. |
| Janet Dr. | | | | | X | | | X | | 1 | 2 | 7 | Curb and gutter is not located on the entire road, it starts at house #483. |
| Kings Lane | | | X | | X | | | X | | 1 | 2 | 6 | Map cracking was observed near Kings and Queen. Small pot holes forming near Squires Ct. |
| Kirk Street | | X | X | | | | | | | | 1 | 8 | Patching towards Oak Street. |
| Lake Wobegon Ct. | | | | | X | | | X | | 1 | 1 | 7 | Center joint cracking was observed along with spots of map cracking. |



| STREET | Patching | Debonding/ Potholes | Map Cracking | Base Failure | Transverse/ Longitudinal Cracking | Wheel Track or Edge Cracking | Curb Only | Curb and Gutter | Low Curb Reveal | Curb- Condition Rating | Pavement Severity- Condition Rating 1 | Pavement Extent- Condition Rating 2 | Remarks |
|--------------------|----------|------------------------|--------------|--------------|--------------------------------------|---------------------------------|-----------|--------------------|--------------------|---------------------------|--|--|---|
| Lake Wobegon Dr. | X | | X | | X | | | X | X | 1 | 1 | 8 | 2' wide trench from manhole to catch basin needs patched at the cul-de-sac and map cracking was observed near the center joint. |
| Lakeview Circle | | | X | | X | | | X | | 1 | 2 | 6 | Some pavement edge and map cracking observed throughout. Longitudinal cracking observed at the cul-de-sac. |
| Lakhani Lane | | | X | | X | | | X | | 1 | 1 | 8 | Moderate map and longitudinal cracking observed. |
| Laurel Hill Lane | | | X | | X | | | X | | 1 | 2 | 6 | Significant cracking was observed along the center joint. |
| Lisbon Street | | | X | | | | | | | | 1 | 8 | The road is in overall good condition. Cracking was observed around the traffic light activator near Rt 446. |
| Majestic Court | | | X | | X | | | X | | 1 | 2 | 6 | Moderate pavement cracking was observed. |
| Mallard Crossing | | | X | | X | | | X | | 1 | 2 | 6 | Moderate longitudinal cracking was observed. |
| Manor Hill Dr. | | | X | | X | X | | X | | 1 | 3 | 5 | Significant transverse cracking with small potholes and patching. |
| Maple Street | | | | | X | | | | | | 1 | 9 | Recently paved in 2017. |
| Meadow Ct. | | | X | | X | | | X | | 1 | 1 | 7 | The road is in good condition with areas of longitudinal and map cracking. |
| Millbrook St. | | X | X | | X | | | X | | 1 | 3 | 5 | Significant map cracking throughout along with longitudinal cracking. |
| Montgomery Ct. | | | X | | X | | | X | | 1 | 1 | 8 | The road is in good condition with some areas of longitudinal cracking and map cracking. |
| Montgomery Dr. | X | X | X | | X | | | X | | 1 | 2 | 6 | Designated areas near Talsman have potholes and patching. |
| Montridge Dr. | | | X | | X | | | | | | 2 | 6 | The road is in fair condition. |
| Moreland Dr. | X | X | X | X | X | X | | | | | 2 | 5 | Moderate base failure observed in designated areas |
| Morningview Circle | X | X | X | | X | | | X | | 1 | 2 | 6 | Small potholes and patching were observed near Preserve Blvd. |
| N. Broad St. | X | | | | | | | X | | 1 | 1 | 9 | Dartmouth to Sawmill was recently paved. Utility patching observed from Dartmouth south to the square. Moderate cracking northbound between Neff and Dartmouth. The curb and gutter is in good condition. |
| Neff Ct. | X | X | X | | X | | | X | | 1 | 2 | 6 | A few potholes and patching was observed. The road had some longitudinal cracking. |
| Neff Dr. | X | X | X | | X | X | | | | | 3 | 4 | Significant cracking in large areas, numerous areas of edge patching |
| Newton Street | | | | | X | | | | | | 1 | 8 | The road was recently paved in 2017. Minor longitudinal cracking was observed. |
| North Briarcliff | | | X | | X | | | X | | 1 | 2 | 6 | Pavement edge and map cracking throughout. |
| North Hillside | X | X | X | | X | X | | | | | 2 | 5 | Moderate cracking observed with worn edges that are causing potholes and patching. |
| Northview Road | X | X | X | | X | | | | | | 3 | 5 | Significant map cracking along the pavement edges. |



| STREET | Patching | Debonding/ Potholes | Map Cracking | Base Failure | Transverse/ Longitudinal Cracking | Wheel Track or Edge Cracking | Curb Only | Curb and Gutter | Low Curb Reveal | Curb- Condition Rating | Pavement Severity- Condition Rating 1 | Pavement Extent- Condition Rating 2 | Remarks |
|---|----------|------------------------|--------------|--------------|--------------------------------------|---------------------------------|-----------|--------------------|--------------------|---------------------------|--|--|---|
| Oak Street | X | X | X | | | | | | | | 2 | 6 | Significant map cracking observed throughout with potholes and patching near Kirk Street. |
| Oak Tree Drive | X | X | X | | X | | | X | | 2 | 3 | 5 | Significant map cracking throughout and curb damage found at house #129. |
| Oakmont Ct. | | | X | | X | | | X | | 1 | 2 | 6 | Significant map cracking was observed along the pavement edge. Longitudinal cracking was seen along the center joint. |
| Oakview Crossing | | | | | | | | X | | 1 | 1 | 9 | The road is in good condition. |
| Overbrook Drive | X | X | X | | X | X | X | | | 2 | 3 | 5 | Significant map cracking, patches and potholes were observed. |
| Pine Valley Ct. | | | X | | X | X | | X | | 1 | 1 | 7 | The gutter at 101 Pine Valley is in bad condition. Wheel track cracking was observed by the cul-de-sac. |
| Pinecone Drive | | | X | | X | | | X | | 1 | 2 | 6 | Extensive map cracking observed along the center joint. |
| Preserve Blvd. | X | X | X | | | | | X | | 1 | 3 | 5 | Significant map cracking was observed with potholes and patching. The front entrance is in poor condition. |
| Queens Court | X | X | X | | X | X | | X | | 1 | 2 | 5 | Small potholes and patching with moderate longitudinal cracking was observed. |
| Railroad Street | X | X | X | | X | X | X | | | 2 | 2 | 6 | The first half of the street is concrete with curb. The 2nd half has significant map cracking. |
| Russo Avenue | | | X | | X | X | | X | | 1 | 2 | 6 | Significant map cracking along the pavement edge and large longitudinal cracking in the south cul-de-sac. The road is poor at the cul-de-sac but the majority of the street is in fair condition. Curb at #60, #80, and #10 needs repair. |
| S. Broad St. | | | | | | X | | X | X | 1 | 1 | 9 | The road is in good condition and recently paved. Minor cracking was observed along the curb. Low curb reveal found on south side of square and near the Farmers Wealth Building. |
| Sandstone (Jade to Timber Run) | | | | | | X | | X | | 1 | 1 | 8 | Minor longitudinal cracking |
| Sandstone (Timber Run to Timber Run) | X | X | X | X | X | X | | X | | | 3 | 5 | Moderate base failure observed in designated areas throughout road. Ex. Curb is higher than ex. Pavement. Moderate cracking observed throughout road. |
| Savannah Court | | | X | | X | X | | X | | 1 | 2 | 6 | Map cracking was observed along the pavement edge. |
| Sawmill Run Drive | X | | X | | X | X | | X | | 2 | 3 | 5 | Some curb repair is needed at the catch basin inlet near house #225. The end of the street near Route 46 is poor and there is significant map cracking. |
| Scott Street | X | X | X | | X | X | | | | | 3 | 5 | Moderate cracking throughout, patching and potholes along south edge. |
| Shadydale Dr. | | | X | | X | X | | X | | 2 | 2 | 6 | A section of curb is missing near 300 Shadydale. Curb is at it's worst near Briarcliff and improves towards Herbert Road. |
| Skyline Ave. | | | X | | X | X | | | | | 2 | 6 | Significant map cracking on both sides of the road and along the pavement edge. |
| Sleepy Hollow Drive | | | X | | X | X | | | | | 3 | 5 | Map cracking throughout and wheel track cracking near house #355,345,285,20,80,82 |
| South Briarcliff | | X | X | | | | X | | X | 2 | 3 | 6 | Potholes located around #383, 483, and the Tennis club. Map cracking was observed throughout. |
| South Hillside Dr. | | | X | | X | X | X | | X | 3 | 2 | 6 | The curb is in poor condition with low curb reveal. Moderate map cracking was observed. |
| Southview Road | X | X | X | X | X | | | | | | 3 | 5 | Significant map cracking was observed on the westside of the road. In addition, potholes and base failure was seen. |



| STREET | Patching | Debonding/ Potholes | Map Cracking | Base Failure | Transverse/ Longitudinal Cracking | Wheel Track or Edge Cracking | Curb Only | Curb and Gutter | Low Curb Reveal | Curb- Condition Rating | Pavement Severity- Condition Rating 1 | Pavement Extent- Condition Rating 2 | Remarks |
|------------------|----------|------------------------|--------------|--------------|--------------------------------------|---------------------------------|-----------|--------------------|--------------------|---------------------------|--|--|--|
| Squires Court | | | | | X | | | X | | 1 | 1 | 8 | A curb inlet gutter needs repair but overall the road is in good condition. |
| Stoneybrook Lane | X | | X | | X | X | | X | | 1 | 3 | 5 | Map and wheel cracking by Russo stop sign. Both pavement edges show significant map cracking. Gutter in front of #511 and #501 is deteriorated and needs repair. Curb inlet at Sawmill and Stoneybrook is sunk below the curb grade. |
| Stratford Green | | | X | | X | X | | X | | 1 | 2 | 6 | Moderate map cracking throughout. |
| Talsman Dr. | X | X | X | | X | X | | X | | 1 | 3 | 5 | Significant map cracking was observed along the pavement edges. Patching and potholes were noted. |
| Timber Run Ct. | | | X | | X | | | X | | 1 | 2 | 6 | Deep, longitudinal cracking was observed across the road. The cracking creates a "speed-bump" effect when driven over. |
| Timber Run Dr. | | | | | | | | X | | 1 | 1 | 9 | The road is in good condition. |
| Tony Ann Place | | | X | | X | | | X | | 1 | 1 | 8 | Moderate map and longitudinal cracking observed. |
| Topaz Circle | | | X | | X | | | X | | 1 | 2 | 6 | Significant map cracking was observed along the center joint of the road. |
| Verdant Lane | X | | X | | X | | X | | X | 2 | 3 | 5 | Low curb reveal around the cul-de-sac. |
| Village Blvd. | X | | X | | X | | X | | X | 2 | 2 | 6 | Significant map cracking and areas of low curb reveal. |
| Wadsworth | X | X | X | X | X | X | | | | | 3 | 4 | Significant cracking observed with patching and small potholes present. The base material is worn away in locations along the edge of road. |
| West Main St. | | | | | | | X | | | 1 | 1 | 9 | The road was recently paved and is currently in very good shape. |
| West Regency | | | X | | X | X | | X | | 2 | 3 | 5 | Significant map cracking along pavement edge and portions of the gutter were found to be settling. |
| White Oak Ct. | X | X | X | X | X | X | | X | | | 3 | 4 | Significant edge failure along edges of road; widescale cracking throughout |
| Willow Way | X | | X | | X | X | | X | | 2 | 3 | 5 | Patching was observed by the end of Sawmill. Significant map cracking observed throughout. |
| Willowbend Dr. | | | X | | X | | | X | | 1 | 2 | 6 | Moderate map and longitudinal cracking observed. |
| Winona Ave. | X | X | X | | X | | | | | | 2 | 6 | A few potholes and patching was observed near Main Street. |
| Woodbury Court | | | X | | X | | | X | | 1 | 2 | 6 | Gutter needs repair at house #521. |
| Woodland Run | | | X | | | | | X | | 1 | 1 | 6 | Moderate map cracking and patching observed. |

Condition Rating Scale

| | | |
|----------|----------|----------------------------|
| 1 - Good | 1 - Good | 9 = Excellent, 8 = Good |
| 2 - Fair | 2 - Fair | 7 = Satisfactory, 6 = Fair |
| 3 - Poor | 3 - Poor | 5 = Poor, 4 = Significant |

| | | |
|------|----------|--------|
| CURB | SEVERITY | EXTENT |
|------|----------|--------|

APPENDIX D

City of Canfield Recent Resurfacing Projects (2014-2018)

| City of Canfield: Recently Resurfaced Streets |
|--|
| 2018 |
| Neff Drive (OPWC) |
| Shadydale (OPWC) |
| Additional Streets- T.B.D. |
| 2017 |
| Court Street |
| Maple Street |
| High Street |
| Newton Street |
| Brookpark (Park Royal Apartments to 203 Brookpark) |
| 2016 |
| Timber Run Drive |
| Fairview Avenue (Indian Lake to Fairground) |
| Police Department Parking Lot |
| 2015 |
| Blueberry Hill |
| Fairview Avenue (Maple to Indian Lake) |
| Glenview |
| 2014 |
| Woodland Run |
| Oakview Crossing |
| Russo Drive |
| Tony Ann Place |
| Hilltop (Montridge to Talsman) |
| Sandstone (Jade to Timber Run) |
| Railroad Street |
| Dartmouth Drive (Right-of-Way Drive: House #170 and House #180) |