VILLAGE OF MINERVA PARK
PAVEMENT CONDITION REPORT

PREPARED BY
RESOURCE INTERNATIONAL, INC.
June 20, 2016
June 20, 2016

Mayor Lynn Eisentrout
2829 Minerva Lake Road
Columbus, Ohio 43231

Re: Village of Minerva Park – Pavement Evaluation Report

Honorable Mayor Eisentrout,

Please find attached the Pavement Condition Report for the Village of Minerva Park detailing the existing pavement conditions and recommended maintenance techniques. Per your review, if you would like to meet to discuss the finding of this report, or have any questions, feel free to call or email me at any time.

Thank you for allowing Resource International to provide this service to the Village of Minerva Park.

Sincerely,

[Signature]

Julia A. Miller, P.E.
Project Manager

Cc: M. Flickinger
File
TABLE OF CONTENTS

1. Introduction .............................................................................................................................................. 1
2. Data Collection and Pavement Condition Rating.................................................................................. 1
3. Existing Site Conditions.......................................................................................................................... 2
4. Data Analysis............................................................................................................................................. 4
5. Recommended Maintenance and Rehabilitation......................................................................................... 6
6. Curb and Gutter ......................................................................................................................................... 10
7. Summary .................................................................................................................................................. 10

APPENDIX

Table 1 – Village of Minerva park - Street and Segments PCI Ratings 2016
Table 2 - Village of Minerva Park – Estimated Maintenance Costs based on PCI Rating - 2016
Table 3 - Village of Minerva Park – Build-up of Probable Unit Costs
Table 4 – Village of Minerva Park – Curb Ratings 2016

iiCollector Data

GPR Report
1. **INTRODUCTION**

Resource International Inc. (Rii) has performed a pavement assessment for the Village of Minerva Park (Village) that provides a current condition evaluation that can be used in programming future work priorities.

This report details the evaluation of the existing street network within the Village including current condition assessment; prioritization of maintenance and repairs needs based on the current condition; recommended maintenance and rehabilitation activities; and estimated capital costs.

2. **DATA COLLECTION AND PAVEMENT CONDITION RATING**

Data used for pavement analyses and recommendations were collected according to ASTM D-6433 *Standard Practice for Roads and Parking Lots Pavement Condition Index Surveys*. Data collection occurred in May 2016. The pavement evaluation data from Rii’s own iiCollector are included in the Appendix and provide all of the field data as well as photographs of each street segment. The study areas are shown on a Google base map that shows the street names in the network as well as the overall PCI rating for each street. The base map is shown below.

![Google base map of Minerva Park](image)

Additionally ground penetrating radar (GPR) data were collected for each street to provide a baseline of pavement thicknesses to be used for planning future work in the Village. The GPR report is included in the Appendix.
The Village street network was divided into branches based on street names and further divided into sections and sample units. Sections were delineated by intersections as these segments would have the same traffic loading. Sample units for each segment were based on a pavement area of 2000 to 2400 square feet. Within each sample unit, sample locations were selected and associated pavement distresses logged.

The condition survey data were analyzed using PAVER 6.5 software (Army Corps of Engineers) to calculate the Pavement Condition Index (PCI) for each section of pavement. This software uses the ASTM D-6433 procedure based on the observed pavement distresses. The calculated PCI data were used to prioritize and recommend maintenance and repairs to the network system.

The PCI is a numerical score based on the types of distresses, the severity, and extent of those measured distresses. The PCI rating uses a scale of 0 to 100; with 0 indicating a failed pavement and 100 for pavement in new condition. Distresses in asphalt pavement include cracking, rutting, corrugations, potholes, shoving, raveling, patching, etc. The PCI rating is a numerical indicator of a pavement’s surface condition and structural condition.

In addition to the evaluation of street conditions, curb and gutter conditions were surveyed using the Ohio Department of Transportation’s Pavement Condition Rating (PCR) method.

3. EXISTING SITE CONDITIONS

Each segment of the each street was rated using ASTM D-6433 and a PCI was calculated. The PCIs for each segment were averaged such that each street had an overall average PCI value. This average allows a global perspective on the overall street conditions in the Village.

Average street PCIs ranged from a low of 37 to a high of 92.

As shown below almost 2/3 of the streets had an average PCI in the Good to Satisfactory range. About 1/4 of the streets were rated as Fair with no streets rated Poor, but one street did rate as Very Poor to Failed. It is noted that this is the average for the street but the segments that contribute to the average street PCI can widely vary. For example Minerva Lake Road had ratings from 52 to 74 with an average PCI rating of 64. This summary provides a snapshot of the general network condition for the Village. Refer to Table 1 in Appendices for a complete listing of PCIs by street name and by segment.
### Village of Minerva Park Street Network – Average Street PCI Ratings

<table>
<thead>
<tr>
<th>Pavement Rating</th>
<th>PCI Range</th>
<th>Percent of Streets</th>
<th>General Rating Description</th>
</tr>
</thead>
<tbody>
<tr>
<td>Good to Satisfactory</td>
<td>100-71</td>
<td>71</td>
<td>The pavement is in good condition, some surface defects indicating the need for routine maintenance. The pavement is generally structurally sound and has only minor roughness.</td>
</tr>
<tr>
<td>Fair</td>
<td>56-70</td>
<td>25</td>
<td>The pavement has a number of defects such as cracking, material loss, depressions, etc. indicating need for maintenance or repair. The pavement is beginning to become structurally deficient and may have noticeable roughness.</td>
</tr>
<tr>
<td>Poor</td>
<td>41-55</td>
<td>0</td>
<td>The pavement has significant defects such as major cracking, significant surface distortions and material loss indicating a need for rehabilitation (i.e. structural improvement). The pavement is structurally deficient and has noticeable roughness.</td>
</tr>
<tr>
<td>Very Poor - Failed</td>
<td>0-40</td>
<td>4</td>
<td>The pavement has major defects indicating the need for major rehabilitation or reconstruction. The pavement is structurally inadequate.</td>
</tr>
</tbody>
</table>

The following photos are illustrative of the types of conditions encountered in the street network.
4. DATA ANALYSIS

The condition survey data was analyzed using PAVER 6.5 software (Army Corps of Engineers) to calculate the Pavement Condition Index (PCI) for each segment of pavement as well as the average PCI per street. Street segments were assigned from intersection to intersection and there may be one or more segment per street. This allows a detailed prioritization targeting specific sections/segments of a street rather than the entire street.

The following table (also Table 1 in the Appendices) includes all streets and the rated segments. The table can be used to determine the streets with lower overall PCIs as well as the individual street segments.

<table>
<thead>
<tr>
<th>Street Name</th>
<th>From</th>
<th>To</th>
<th>PCI</th>
<th>PCI Category</th>
</tr>
</thead>
<tbody>
<tr>
<td>Alder Vista</td>
<td>Lakewood Dr</td>
<td>Maplewood Dr</td>
<td>70</td>
<td>Fair</td>
</tr>
<tr>
<td>Berry Lane Ct</td>
<td>E Shore Dr</td>
<td>End of Road</td>
<td>92</td>
<td>Good</td>
</tr>
<tr>
<td>Briar Rose Ave</td>
<td></td>
<td></td>
<td>76</td>
<td>Satisfactory</td>
</tr>
<tr>
<td>Briar Rose Ave</td>
<td>Lakewood Dr</td>
<td>Lakewood Dr (south)</td>
<td>70</td>
<td>Fair</td>
</tr>
<tr>
<td>Briar Rose Ave</td>
<td>Lakewood Dr (south)</td>
<td>Maplewood Dr</td>
<td>82</td>
<td>Satisfactory</td>
</tr>
<tr>
<td>Cardinal Court</td>
<td>Wildwood Road</td>
<td>End of road</td>
<td>75</td>
<td>Satisfactory</td>
</tr>
<tr>
<td>Carlton Ct</td>
<td>Ponderosa Dr</td>
<td>End of Road</td>
<td>80</td>
<td>Satisfactory</td>
</tr>
<tr>
<td>East Shore Dr</td>
<td></td>
<td></td>
<td>71</td>
<td>Satisfactory</td>
</tr>
<tr>
<td>East Shore Dr</td>
<td>Minerva Lake Road</td>
<td>East Shore Dr (west leg)</td>
<td>69</td>
<td>Fair</td>
</tr>
<tr>
<td>East Shore Dr</td>
<td>Minerva Lake Road</td>
<td>East Shore Dr (East leg)</td>
<td>62</td>
<td>Fair</td>
</tr>
<tr>
<td>East Shore Dr</td>
<td>East Shore Dr (East leg)</td>
<td>Berry Lane Ct</td>
<td>77</td>
<td>Satisfactory</td>
</tr>
<tr>
<td>East Shore Dr</td>
<td>Berry Lane Ct</td>
<td>E Shore Ct</td>
<td>68</td>
<td>Fair</td>
</tr>
<tr>
<td>East Shore Dr</td>
<td>E Shore Ct</td>
<td>N. Lake Ct</td>
<td>81</td>
<td>Satisfactory</td>
</tr>
<tr>
<td>East Shore Ct</td>
<td>E Shore Dr</td>
<td>End of Road</td>
<td>83</td>
<td>Satisfactory</td>
</tr>
<tr>
<td>Elmhurst Ave</td>
<td>Wildwood Road</td>
<td>Woodley Road</td>
<td>80</td>
<td>Satisfactory</td>
</tr>
<tr>
<td>Jordan Road</td>
<td>Cleveland Ave</td>
<td>Park Lane Ct</td>
<td>89</td>
<td>Good</td>
</tr>
<tr>
<td>Kerrwood</td>
<td>N Lake Ct</td>
<td>Ponderosa Dr</td>
<td>85</td>
<td>Satisfactory</td>
</tr>
<tr>
<td>Lakeland Ct</td>
<td>Lakewood Dr</td>
<td>End of road</td>
<td>56</td>
<td>Fair</td>
</tr>
<tr>
<td>Lakewood Drive</td>
<td></td>
<td></td>
<td>81</td>
<td>Satisfactory</td>
</tr>
<tr>
<td>Lakewood Drive</td>
<td>Lakewood Drive (south Leg)</td>
<td>Briar Rose Ave</td>
<td>74</td>
<td>Satisfactory</td>
</tr>
<tr>
<td>Lakewood Drive</td>
<td>Maplewood Dr</td>
<td>Briar Rose Ave</td>
<td>79</td>
<td>Satisfactory</td>
</tr>
<tr>
<td>Street Name</td>
<td>From</td>
<td>To</td>
<td>PCI</td>
<td>PCI Category</td>
</tr>
<tr>
<td>-------------------</td>
<td>-----------------</td>
<td>---------------------</td>
<td>-----</td>
<td>--------------</td>
</tr>
<tr>
<td>Lakewood Drive</td>
<td>Briar Rose Ave</td>
<td>Alder Vista Dr</td>
<td>77</td>
<td>Satisfactory</td>
</tr>
<tr>
<td>Lakewood Drive</td>
<td>Alder Vista Dr</td>
<td>Lakeland Ct</td>
<td>80</td>
<td>Satisfactory</td>
</tr>
<tr>
<td>Lakewood Drive</td>
<td>Lakeland Ct</td>
<td>Maplewood Dr (bike trail)</td>
<td>93</td>
<td>Good</td>
</tr>
<tr>
<td>Maplewood Drive</td>
<td></td>
<td></td>
<td>59</td>
<td>Fair</td>
</tr>
<tr>
<td>Maplewood Drive</td>
<td>Cleveland Ave</td>
<td>W End of Lakewood Dr</td>
<td>40</td>
<td>Very Poor</td>
</tr>
<tr>
<td>Maplewood Drive</td>
<td>W End of Lakewood Dr</td>
<td>Briar Road Ave</td>
<td>69</td>
<td>Fair</td>
</tr>
<tr>
<td>Maplewood Drive</td>
<td>Briar Road Ave</td>
<td>Alder Vista Drive</td>
<td>63</td>
<td>Fair</td>
</tr>
<tr>
<td>Maplewood Drive</td>
<td>Alder Vista Drive</td>
<td>E End of Lakewood Dr (bike trail)</td>
<td>64</td>
<td>Fair</td>
</tr>
<tr>
<td>Minerva Lake Rd</td>
<td></td>
<td></td>
<td>64</td>
<td>Fair</td>
</tr>
<tr>
<td>Minerva Lake Rd</td>
<td>Cleveland Ave</td>
<td>N Bay Dr</td>
<td>74</td>
<td>Satisfactory</td>
</tr>
<tr>
<td>Minerva Lake Rd</td>
<td>N Bay Dr</td>
<td>East Shore Dr (west)</td>
<td>65</td>
<td>Fair</td>
</tr>
<tr>
<td>Minerva Lake Rd</td>
<td>East Shore Dr (west)</td>
<td>East Shore Dr (east)</td>
<td>63</td>
<td>Fair</td>
</tr>
<tr>
<td>Minerva Lake Rd</td>
<td>East Shore Dr (east)</td>
<td>Valley Road</td>
<td>52</td>
<td>Poor</td>
</tr>
<tr>
<td>Minerva Lake Rd</td>
<td>Valley Road</td>
<td>Fairview Drive</td>
<td>66</td>
<td>Fair</td>
</tr>
<tr>
<td>Minerva Lake Rd</td>
<td>Fairview Drive</td>
<td>Westerville Road</td>
<td>61</td>
<td>Fair</td>
</tr>
<tr>
<td>N Bay Drive</td>
<td>Wildwood Road</td>
<td>Minerva Lake Rd</td>
<td>58</td>
<td>Fair</td>
</tr>
<tr>
<td>N Lake Ct</td>
<td>E Shore Dr</td>
<td>End of Road</td>
<td>78</td>
<td>Satisfactory</td>
</tr>
<tr>
<td>Northland Plaza Dr</td>
<td></td>
<td></td>
<td>58</td>
<td>Fair</td>
</tr>
<tr>
<td>Northland Plaza Dr</td>
<td>City Limits (west)</td>
<td>Ponderosa Dr</td>
<td>60</td>
<td>Fair</td>
</tr>
<tr>
<td>Northland Plaza Dr</td>
<td>Ponderosa Dr</td>
<td>Fairview Drive</td>
<td>56</td>
<td>Fair</td>
</tr>
<tr>
<td>Park Lane Drive</td>
<td>Jordan Road</td>
<td>End of road</td>
<td>89</td>
<td>Good</td>
</tr>
<tr>
<td>Park Lane Ct</td>
<td>Jordan Road</td>
<td>End of road</td>
<td>85</td>
<td>Satisfactory</td>
</tr>
<tr>
<td>Ponderosa Dr</td>
<td></td>
<td></td>
<td>79</td>
<td>Satisfactory</td>
</tr>
<tr>
<td>Ponderosa Dr</td>
<td>SR161</td>
<td>Ponderosa Dr</td>
<td>65</td>
<td>Fair</td>
</tr>
<tr>
<td>Ponderosa Dr</td>
<td>Northland Plaza Dr</td>
<td>Carlton Ct</td>
<td>82</td>
<td>Satisfactory</td>
</tr>
<tr>
<td>Ponderosa Dr</td>
<td>Carlton Ct</td>
<td>Kerrwood</td>
<td>86</td>
<td>Good</td>
</tr>
<tr>
<td>Ponderosa Dr</td>
<td>Kerrwood</td>
<td>End of Road</td>
<td>83</td>
<td>Satisfactory</td>
</tr>
<tr>
<td>Valley Road</td>
<td>Minerva Lake Road</td>
<td>End of road</td>
<td>37</td>
<td>Very Poor</td>
</tr>
<tr>
<td>Westbridge Rd</td>
<td>Wildwood Road</td>
<td>Woodley Road</td>
<td>72</td>
<td>Satisfactory</td>
</tr>
<tr>
<td>Wildwood Road</td>
<td></td>
<td></td>
<td>77</td>
<td>Satisfactory</td>
</tr>
<tr>
<td>Wildwood Road</td>
<td>Cleveland Ave</td>
<td>Elmhurst Ave</td>
<td>77</td>
<td>Satisfactory</td>
</tr>
<tr>
<td>Wildwood Road</td>
<td>Elmhurst Ave</td>
<td>Westbridge Road</td>
<td>81</td>
<td>Satisfactory</td>
</tr>
<tr>
<td>Wildwood Road</td>
<td>Westbridge Road</td>
<td>Woodley Rd</td>
<td>70</td>
<td>Fair</td>
</tr>
</tbody>
</table>
5. RECOMMENDED MAINTENANCE AND REHABILITATION

A maintenance and rehabilitation (M&R) estimate was prepared based on the PCI ratings for each segment for each street in the surveyed network as follows:

<table>
<thead>
<tr>
<th>Street Name</th>
<th>From</th>
<th>To</th>
<th>PCI</th>
<th>PCI Category</th>
</tr>
</thead>
<tbody>
<tr>
<td>Wildwood Road</td>
<td>Woodley Rd</td>
<td>Cardinal Ct</td>
<td>69</td>
<td>Fair</td>
</tr>
<tr>
<td>Wildwood Road</td>
<td>Cardinal Ct</td>
<td>N Bay Drive</td>
<td>80</td>
<td>Satisfactory</td>
</tr>
<tr>
<td>Wildwood Road</td>
<td>N Bay Drive</td>
<td>End of road</td>
<td>83</td>
<td>Satisfactory</td>
</tr>
<tr>
<td>Woodley Road</td>
<td>Cleveland Ave</td>
<td>Elmhurst Ave</td>
<td>77</td>
<td>Satisfactory</td>
</tr>
<tr>
<td>Woodley Road</td>
<td>Elmhurst Ave</td>
<td>Westbridge Rd</td>
<td>81</td>
<td>Satisfactory</td>
</tr>
<tr>
<td>Woodley Road</td>
<td>Westbridge Rd</td>
<td>Wildwood Rd</td>
<td>78</td>
<td>Satisfactory</td>
</tr>
</tbody>
</table>

The network level M&R strategy was developed based on industry standards for crack sealing, pavement patching, pavement overlays, and full depth asphalt construction. For pavement sections in PCI categories “Satisfactory”, preventative maintenance will result in cost effective service life extension. Pavement sections in PCI categories “Fair”, “Poor”, and “Very Poor” to Failed” will benefit most from some type of maintenance and rehabilitation. This strategy prioritizes M&R based on PCI and uses the

<table>
<thead>
<tr>
<th>Action Item</th>
<th>PCI Range</th>
<th>Pavement Rating</th>
</tr>
</thead>
<tbody>
<tr>
<td>Routine Maintenance - Crack Seal (Assumes minimal routine maintenance)</td>
<td>100 - 85</td>
<td>Good to Satisfactory</td>
</tr>
<tr>
<td>Routine Maintenance - Crack Seal (Assumes 15% Crack Seal)</td>
<td>84 - 71</td>
<td>Fair</td>
</tr>
<tr>
<td>Crack Seal and Patching (Assumes 15% of area requires Crack Seal and Patching)</td>
<td>70 - 56</td>
<td>Fair</td>
</tr>
<tr>
<td>Thin Overlay with 15% Patching</td>
<td>55 - 45</td>
<td>Poor</td>
</tr>
<tr>
<td>Structural Overlay with 25% Full Depth Patching</td>
<td>44 - 41</td>
<td>Poor</td>
</tr>
<tr>
<td>Reconstruction</td>
<td>40 - 0</td>
<td>Very Poor to Failed</td>
</tr>
</tbody>
</table>
following categories: routine maintenance; crack sealing and patching; thin overlay with patching; structural overlay with patching, and full depth reconstruction/replacement.

The recommended action items are intended to provide the most cost effective treatment option that corresponds to the pavement’s PCI, however additional action items may be considered based on the Village’s pavement maintenance history. In general it is recommended that the most cost effective actions occur above the critical PCI. The critical PCI is defined as the PCI value at which the rate of PCI loss increases with time (PCI degradation speeds up) or the cost of preventive maintenance increases significantly. The typical range of critical PCI is 70 to 50.

For estimating purposes some percentage of pavement area was assumed to require crack sealing or patching. Pavement patching and crack sealing were estimated at 15% of the pavement area for the routine and preventive maintenance actions. Where a structural overlay was selected as the recommended action, 25% of the pavement area was assumed to require repair patching prior to placing the overlay.

The recommended M&R strategy is based on the individual segments for each street. For this evaluation a rated segment is intersection to intersection as discussed above. This allows an overall street rating and the targeting of specific problematic areas on that street; it may not be necessary, or may be cost prohibitive, to treat an entire street however individual segments may warrant immediate attention.

This methodology was applied to the streets and segments to determine a preliminary network level budgetary cost. This budgetary cost estimate is included as Table 2 in the Appendices. These estimated costs were based on using 2015 (most recent) Ohio Department of Transportation Average Unit Bid Costs. The build-up of the costs is included as Table 3 in the Appendices.

The following table shows all PCI rankings PER STREET SEGMENT from lowest to highest with the recommended treatment and the associated estimated costs.
<table>
<thead>
<tr>
<th>Street Name</th>
<th>From</th>
<th>To</th>
<th>PCI</th>
<th>Recommended Maintenance</th>
<th>Total Cost, $</th>
</tr>
</thead>
<tbody>
<tr>
<td>Valley Road</td>
<td>Minerva Lake Road</td>
<td>End of road</td>
<td>37</td>
<td>Reconstruction</td>
<td>39,438.12</td>
</tr>
<tr>
<td>Maplewood Drive</td>
<td>Cleveland Ave</td>
<td>W End of Lakewood Dr</td>
<td>40</td>
<td>Reconstruction</td>
<td>39,932.99</td>
</tr>
<tr>
<td>Minerva Lake Rd</td>
<td>East Shore Dr (east)</td>
<td>Valley Road</td>
<td>52</td>
<td>Thin Overlay with 15% Patching</td>
<td>23,666.62</td>
</tr>
<tr>
<td>Lakeland Ct</td>
<td>Lakewood Dr</td>
<td>End of road</td>
<td>56</td>
<td>15% Crack Seal/15% Patching</td>
<td>4,385.33</td>
</tr>
<tr>
<td>Northland Plaza Dr</td>
<td>Ponderosa Dr</td>
<td>Fairview Drive</td>
<td>56</td>
<td>15% Crack Seal/15% Patching</td>
<td>23,816.00</td>
</tr>
<tr>
<td>N Bay Drive</td>
<td>Wildwood Road</td>
<td>Minerva Lake Rd</td>
<td>58</td>
<td>15% Crack Seal/15% Patching</td>
<td>11,561.33</td>
</tr>
<tr>
<td>Northland Plaza Dr</td>
<td>City Limits (west)</td>
<td>Ponderosa Dr</td>
<td>60</td>
<td>15% Crack Seal/15% Patching</td>
<td>2,600.00</td>
</tr>
<tr>
<td>Minerva Lake Rd</td>
<td>Fairview Drive</td>
<td>Westerville Road</td>
<td>61</td>
<td>15% Crack Seal/15% Patching</td>
<td>29,432.00</td>
</tr>
<tr>
<td>East Shore Dr</td>
<td>Minerva Lake Road</td>
<td>East Shore Dr (East leg)</td>
<td>62</td>
<td>15% Crack Seal/15% Patching</td>
<td>4,046.47</td>
</tr>
<tr>
<td>Maplewood Drive</td>
<td>Briar Road Ave</td>
<td>Alder Vista Drive</td>
<td>63</td>
<td>15% Crack Seal/15% Patching</td>
<td>43,645.33</td>
</tr>
<tr>
<td>Minerva Lake Rd</td>
<td>East Shore Dr (west)</td>
<td>East Shore Dr (east)</td>
<td>63</td>
<td>15% Crack Seal/15% Patching</td>
<td>5,532.80</td>
</tr>
<tr>
<td>Maplewood Drive</td>
<td>Alder Vista Drive</td>
<td>E End of Lakewood Dr (bike trail)</td>
<td>64</td>
<td>15% Crack Seal/15% Patching</td>
<td>5,789.33</td>
</tr>
<tr>
<td>Minerva Lake Rd</td>
<td>N Bay Dr</td>
<td>East Shore Dr (west)</td>
<td>65</td>
<td>15% Crack Seal/15% Patching</td>
<td>22,921.60</td>
</tr>
<tr>
<td>Ponderosa Dr</td>
<td>SR161</td>
<td>Ponderosa Dr</td>
<td>65</td>
<td>15% Crack Seal/15% Patching</td>
<td>4,506.67</td>
</tr>
<tr>
<td>Minerva Lake Rd</td>
<td>Valley Road</td>
<td>Fairview Drive</td>
<td>66</td>
<td>15% Crack Seal/15% Patching</td>
<td>18,258.93</td>
</tr>
<tr>
<td>East Shore Dr (East leg)</td>
<td>Berry Lane Ct</td>
<td>E Shore Ct</td>
<td>68</td>
<td>15% Crack Seal/15% Patching</td>
<td>3,726.67</td>
</tr>
<tr>
<td>East Shore Dr</td>
<td>Minerva Lake Road</td>
<td>East Shore Dr (west leg)</td>
<td>69</td>
<td>15% Crack Seal/15% Patching</td>
<td>3,787.33</td>
</tr>
<tr>
<td>Maplewood Drive</td>
<td>W End of Lakewood Dr</td>
<td>Briar Road Ave</td>
<td>69</td>
<td>15% Crack Seal/15% Patching</td>
<td>12,956.67</td>
</tr>
<tr>
<td>Wildwood Road</td>
<td>Woodley Rd</td>
<td>Cardinal Ct</td>
<td>69</td>
<td>15% Crack Seal/15% Patching</td>
<td>6,032.00</td>
</tr>
<tr>
<td>Alder Vista</td>
<td>Lakewood Dr</td>
<td>Maplewood Dr</td>
<td>70</td>
<td>15% Crack Seal/15% Patching</td>
<td>34,146.67</td>
</tr>
<tr>
<td>Briar Rose Ave</td>
<td>Lakewood Dr</td>
<td>Lakewood Dr (south)</td>
<td>70</td>
<td>15% Crack Seal/15% Patching</td>
<td>2,600.00</td>
</tr>
<tr>
<td>Wildwood Road</td>
<td>Westbridge Road</td>
<td>Woodley Rd</td>
<td>70</td>
<td>15% Crack Seal/15% Patching</td>
<td>16,889.60</td>
</tr>
<tr>
<td>Westbridge Rd</td>
<td>Wildwood Road</td>
<td>Woodley Road</td>
<td>72</td>
<td>Routine Maintenance (15% Crack Seal)</td>
<td>635.56</td>
</tr>
<tr>
<td>Lakewood Drive</td>
<td>Lakewood Drive (south Leg)</td>
<td>Briar Rose Ave</td>
<td>74</td>
<td>Routine Maintenance (15% Crack Seal)</td>
<td>206.67</td>
</tr>
<tr>
<td>Minerva Lake Rd</td>
<td>Cleveland Ave</td>
<td>N Bay Dr</td>
<td>74</td>
<td>Routine Maintenance (15% Crack Seal)</td>
<td>3,378.67</td>
</tr>
<tr>
<td>Cardinal Court</td>
<td>Wildwood Road</td>
<td>End of road</td>
<td>75</td>
<td>Routine Maintenance (15% Crack Seal)</td>
<td>293.33</td>
</tr>
<tr>
<td>East Shore Dr</td>
<td>East Shore Dr (East leg)</td>
<td>Berry Lane Ct</td>
<td>77</td>
<td>Routine Maintenance (15% Crack Seal)</td>
<td>466.67</td>
</tr>
<tr>
<td>Street Name</td>
<td>From</td>
<td>To</td>
<td>PCI</td>
<td>Recommended Maintenance</td>
<td>Total Cost, $</td>
</tr>
<tr>
<td>------------------</td>
<td>------------------</td>
<td>-------------------</td>
<td>-----</td>
<td>-----------------------------------------</td>
<td>----------------</td>
</tr>
<tr>
<td>Lakewood Drive</td>
<td>Briar Rose Ave</td>
<td>Alder Vista Dr</td>
<td>77</td>
<td>Routine Maintenance (15% Crack Seal)</td>
<td>153.33</td>
</tr>
<tr>
<td>Wildwood Road</td>
<td>Cleveland Ave</td>
<td>Elmhurst Ave</td>
<td>77</td>
<td>Routine Maintenance (15% Crack Seal)</td>
<td>466.67</td>
</tr>
<tr>
<td>Woodley Road</td>
<td>Cleveland Ave</td>
<td>Elmhurst Ave</td>
<td>77</td>
<td>Routine Maintenance (15% Crack Seal)</td>
<td>408.00</td>
</tr>
<tr>
<td>N Lake Ct</td>
<td>E Shore Dr</td>
<td>End of Road</td>
<td>78</td>
<td>Routine Maintenance (15% Crack Seal)</td>
<td>169.17</td>
</tr>
<tr>
<td>Woodley Road</td>
<td>Westbridge Road</td>
<td>Wildwood Road</td>
<td>78</td>
<td>Routine Maintenance (15% Crack Seal)</td>
<td>1,444.00</td>
</tr>
<tr>
<td>Lakewood Drive</td>
<td>Maplewood Dr</td>
<td>Briar Rose Ave</td>
<td>79</td>
<td>Routine Maintenance (15% Crack Seal)</td>
<td>1,182.67</td>
</tr>
<tr>
<td>Carlton Ct</td>
<td>Ponderosa Dr</td>
<td>End of Road</td>
<td>80</td>
<td>Routine Maintenance (15% Crack Seal)</td>
<td>158.67</td>
</tr>
<tr>
<td>Elmhurst Ave</td>
<td>Wildwood Road</td>
<td>Woodley Road</td>
<td>80</td>
<td>Routine Maintenance (15% Crack Seal)</td>
<td>787.50</td>
</tr>
<tr>
<td>Lakewood Drive</td>
<td>Alder Vista Dr</td>
<td>Lakeland Ct</td>
<td>80</td>
<td>Routine Maintenance (15% Crack Seal)</td>
<td>2,284.00</td>
</tr>
<tr>
<td>Wildwood Road</td>
<td>Cardinal Ct</td>
<td>N Bay Drive</td>
<td>80</td>
<td>Routine Maintenance (15% Crack Seal)</td>
<td>945.33</td>
</tr>
<tr>
<td>East Shore Dr</td>
<td>E Shore Ct</td>
<td>N. Lake Ct</td>
<td>81</td>
<td>Routine Maintenance (15% Crack Seal)</td>
<td>263.67</td>
</tr>
<tr>
<td>Wildwood Road</td>
<td>Elmhurst Ave</td>
<td>Westbridge Road</td>
<td>81</td>
<td>Routine Maintenance (15% Crack Seal)</td>
<td>333.33</td>
</tr>
<tr>
<td>Woodley Road</td>
<td>Elmhurst Ave</td>
<td>Westbridge Road</td>
<td>81</td>
<td>Routine Maintenance (15% Crack Seal)</td>
<td>500.00</td>
</tr>
<tr>
<td>Briar Rose Ave</td>
<td>Lakewood Dr (south)</td>
<td>Maplewood Dr</td>
<td>82</td>
<td>Routine Maintenance (15% Crack Seal)</td>
<td>377.33</td>
</tr>
<tr>
<td>Ponderosa Dr</td>
<td>Northland Plaza Dr</td>
<td>Carlton Ct</td>
<td>82</td>
<td>Routine Maintenance (15% Crack Seal)</td>
<td>569.56</td>
</tr>
<tr>
<td>East Shore Ct</td>
<td>E Shore Dr</td>
<td>End of Road</td>
<td>83</td>
<td>Routine Maintenance (15% Crack Seal)</td>
<td>169.17</td>
</tr>
<tr>
<td>Ponderosa Dr</td>
<td>Kerrwood</td>
<td>End of Road</td>
<td>83</td>
<td>Routine Maintenance (15% Crack Seal)</td>
<td>484.00</td>
</tr>
<tr>
<td>Wildwood Road</td>
<td>N Bay Drive</td>
<td>End of road</td>
<td>83</td>
<td>Routine Maintenance (15% Crack Seal)</td>
<td>160.00</td>
</tr>
<tr>
<td>Kerrwood</td>
<td>N Lake Ct</td>
<td>Ponderosa Dr</td>
<td>85</td>
<td>Minimal Routine Maintenance</td>
<td>-</td>
</tr>
<tr>
<td>Park Lane Ct</td>
<td>Jordan Road</td>
<td>End of road</td>
<td>85</td>
<td>Minimal Routine Maintenance</td>
<td>-</td>
</tr>
<tr>
<td>Ponderosa Dr</td>
<td>Carlton Ct</td>
<td>Kerrwood</td>
<td>86</td>
<td>Minimal Routine Maintenance</td>
<td>-</td>
</tr>
<tr>
<td>Jordan Road</td>
<td>Cleveland Ave</td>
<td>Park Lane Ct</td>
<td>89</td>
<td>Minimal Routine Maintenance</td>
<td>-</td>
</tr>
<tr>
<td>Park Lane Drive</td>
<td>Jordan Road</td>
<td>End of road</td>
<td>89</td>
<td>Minimal Routine Maintenance</td>
<td>-</td>
</tr>
<tr>
<td>Berry Lane Ct</td>
<td>E Shore Dr</td>
<td>End of Road</td>
<td>92</td>
<td>Minimal Routine Maintenance</td>
<td>-</td>
</tr>
<tr>
<td>Lakewood Drive</td>
<td>Lakeland Ct</td>
<td>Maplewood Dr (bike Trail)</td>
<td>93</td>
<td>Minimal Routine Maintenance</td>
<td>-</td>
</tr>
</tbody>
</table>
As a street is selected for resurfacing or reconstruction, a project level analysis should consider the additional treatments that may be required such as partial depth patching, drainage repairs, etc. In the project level analysis the pavement thicknesses from the GPR testing should be evaluated and used in the construction method selected.

6. CURB AND GUTTER

Curb and gutter was rated using the Ohio Department of Transportation’s Pavement Condition Rating (PCR) method. This method assigns a rating of Good, Fair, or Poor based on a visual assessment of condition. The evaluation requires rating the worst curb and gutter on either side of the roadway and recording the severity that occurs in more than 50% of the total curb and gutter present. The rating is visual and is based on the following ODOT descriptions.

Curb Rating Criteria
- **Good** - Curb is not cracked and in good shape.
- **Fair** - Curb has minimal cracking and minimal slumping, and is maintaining its function.
- **Poor** – Curb has multiple cracks with some loose or missing pieces and/or curb is even with the roadway. Functionality is impaired requiring immediate attention.

Table 4 in the appendices provides the rating of curbs for all streets. Where curb did not exist, the rating is coded as “N/A”.

Approximately 29% of the curb was rated Good; 50% rated Fair; and 21% rated Poor.

7. SUMMARY

The Village of Minerva Park street network was rated using ASTM D-6433 *Standard Practice for Roads and Parking Lots Pavement Condition Index Surveys* and the PCI calculated using Paver 6.5 software. On average approximately 71% of the streets rated Good or Satisfactory with 25% rated Fair. No streets were rated as Poor, and only one street was rated as Very Poor to Failed. *However one street segment was rated Poor and two segments were rated as Very Poor.*

While the PCI street averages give an overall picture of the street network conditions, the rating of each street segment used to calculate those averages provides an intersection by intersection evaluation that provides a street level analysis for planning purposes. This information can be used to target specific street sections with the most pavement-related distresses in accordance with the Village’s budgeting constraints. The cost estimates shown for each street section were based on using standard treatment types to provide a preliminary starting point for ongoing pavement management decisions.

All data analysis was performed using industry standards for pavement management techniques. While the Village’s standard procedures for programming street maintenance, overlays, and reconstruction
may vary, the PCI information as reported will provide an effective basis for planning pavement maintenance and reconstruction projects.
TABLE 1 – Village of Minerva Park – Street and Segment PCI Ratings - 2016

<table>
<thead>
<tr>
<th>Street Name/Segment</th>
<th>Section ID</th>
<th>From</th>
<th>To</th>
<th>PCI</th>
<th>PCI Category</th>
</tr>
</thead>
<tbody>
<tr>
<td>Alder Vista</td>
<td>1</td>
<td>Lakewood Dr</td>
<td>Maplewood Dr</td>
<td>70</td>
<td>Fair</td>
</tr>
<tr>
<td>Berry Lane Ct</td>
<td>2</td>
<td>E Shore Dr</td>
<td>End of Road</td>
<td>92</td>
<td>Good</td>
</tr>
<tr>
<td>Briar Rose Ave</td>
<td>3</td>
<td>Lakewood Dr</td>
<td>Lakewood Dr (south)</td>
<td>70</td>
<td>Fair</td>
</tr>
<tr>
<td>Briar Rose Ave</td>
<td>4</td>
<td>Lakewood Dr (south)</td>
<td>Maplewood Dr</td>
<td>82</td>
<td>Satisfactory</td>
</tr>
<tr>
<td>Cardinal Court</td>
<td>5</td>
<td>Wildwood Road</td>
<td>End of Road</td>
<td>75</td>
<td>Satisfactory</td>
</tr>
<tr>
<td>Carlton Ct</td>
<td>6</td>
<td>Ponderosa Dr</td>
<td>End of Road</td>
<td>80</td>
<td>Satisfactory</td>
</tr>
<tr>
<td>East Shore Dr</td>
<td>7</td>
<td>Minerva Lake Road</td>
<td>East Shore Dr (west leg)</td>
<td>69</td>
<td>Fair</td>
</tr>
<tr>
<td>East Shore Dr</td>
<td>8</td>
<td>Minerva Lake Road</td>
<td>East Shore Dr (East leg)</td>
<td>62</td>
<td>Fair</td>
</tr>
<tr>
<td>East Shore Dr</td>
<td>9</td>
<td>East Shore Dr (East leg)</td>
<td>Berry Lane Ct</td>
<td>77</td>
<td>Satisfactory</td>
</tr>
<tr>
<td>East Shore Dr (East leg)</td>
<td>10</td>
<td>Berry Lane Ct</td>
<td>E Shore Ct</td>
<td>68</td>
<td>Fair</td>
</tr>
<tr>
<td>East Shore Dr</td>
<td>11</td>
<td>E Shore Ct</td>
<td>N. Lake Ct</td>
<td>81</td>
<td>Satisfactory</td>
</tr>
<tr>
<td>East Shore Ct</td>
<td>12</td>
<td>E Shore Dr</td>
<td>End of Road</td>
<td>83</td>
<td>Satisfactory</td>
</tr>
<tr>
<td>Elmhurst Ave</td>
<td>13</td>
<td>Wildwood Road</td>
<td>Woodley Road</td>
<td>80</td>
<td>Satisfactory</td>
</tr>
<tr>
<td>Jordan Road</td>
<td>14</td>
<td>Cleveland Ave</td>
<td>Park Lane Ct</td>
<td>89</td>
<td>Good</td>
</tr>
<tr>
<td>Street Name/Segment</td>
<td>Section ID</td>
<td>From</td>
<td>To</td>
<td>PCI</td>
<td>PCI Category</td>
</tr>
<tr>
<td>---------------------</td>
<td>-----------</td>
<td>-----------------------</td>
<td>--------------------------</td>
<td>-----</td>
<td>-----------------</td>
</tr>
<tr>
<td>Kerrwood</td>
<td>15</td>
<td>N Lake Ct</td>
<td>Ponderosa Dr</td>
<td>85</td>
<td>Satisfactory</td>
</tr>
<tr>
<td>Lakeland Ct</td>
<td>16</td>
<td>Lakewood Dr</td>
<td>End of road</td>
<td>56</td>
<td>Fair</td>
</tr>
<tr>
<td>Lakewood Drive</td>
<td>17</td>
<td>Lakewood Drive (south Leg)</td>
<td>Briar Rose Ave</td>
<td>74</td>
<td>Satisfactory</td>
</tr>
<tr>
<td>Lakewood Drive</td>
<td>18</td>
<td>Maplewood Dr</td>
<td>Briar Rose Ave</td>
<td>79</td>
<td>Satisfactory</td>
</tr>
<tr>
<td>Lakewood Drive</td>
<td>19</td>
<td>Briar Rose Ave</td>
<td>Alder Vista Dr</td>
<td>77</td>
<td>Satisfactory</td>
</tr>
<tr>
<td>Lakewood Drive</td>
<td>20</td>
<td>Alder Vista Dr</td>
<td>Lakeland Ct</td>
<td>80</td>
<td>Satisfactory</td>
</tr>
<tr>
<td>Lakewood Drive</td>
<td>21</td>
<td>Lakeland Ct</td>
<td>Maplewood Dr (bike Trail)</td>
<td>93</td>
<td>Good</td>
</tr>
<tr>
<td>Maplewood Drive</td>
<td>22</td>
<td>Cleveland Ave</td>
<td>W End of Lakewood Dr</td>
<td>40</td>
<td>Very Poor</td>
</tr>
<tr>
<td>Maplewood Drive</td>
<td>23</td>
<td>W End of Lakewood Dr</td>
<td>Briar Road Ave</td>
<td>69</td>
<td>Fair</td>
</tr>
<tr>
<td>Maplewood Drive</td>
<td>24</td>
<td>Briar Road Ave</td>
<td>Alder Vista Drive</td>
<td>63</td>
<td>Fair</td>
</tr>
<tr>
<td>Maplewood Drive</td>
<td>25</td>
<td>Alder Vista Drive</td>
<td>E End of Lakewood Dr (bike trail)</td>
<td>64</td>
<td>Fair</td>
</tr>
<tr>
<td>Minerva Lake Rd</td>
<td>26</td>
<td>Cleveland Ave</td>
<td>N Bay Dr</td>
<td>74</td>
<td>Satisfactory</td>
</tr>
<tr>
<td>Minerva Lake Rd</td>
<td>27</td>
<td>N Bay Dr</td>
<td>East Shore Dr (west)</td>
<td>65</td>
<td>Fair</td>
</tr>
<tr>
<td>Minerva Lake Rd</td>
<td>28</td>
<td>East Shore Dr (west)</td>
<td>East Shore Dr (east)</td>
<td>63</td>
<td>Fair</td>
</tr>
<tr>
<td>Minerva Lake Rd</td>
<td>29</td>
<td>East Shore Dr (east)</td>
<td>Valley Road</td>
<td>52</td>
<td>Poor</td>
</tr>
<tr>
<td>Minerva Lake Rd</td>
<td>30</td>
<td>Valley Road</td>
<td>Fairview Drive</td>
<td>66</td>
<td>Fair</td>
</tr>
<tr>
<td>Minerva Lake Rd</td>
<td>31</td>
<td>Fairview Drive</td>
<td>Westerville Road</td>
<td>61</td>
<td>Fair</td>
</tr>
</tbody>
</table>
### TABLE 1 – Village of Minerva Park – Street and Segment PCI Ratings - 2016

<table>
<thead>
<tr>
<th>Street Name/Segment</th>
<th>Section ID</th>
<th>From</th>
<th>To</th>
<th>PCI</th>
<th>PCI Category</th>
</tr>
</thead>
<tbody>
<tr>
<td>N Bay Drive</td>
<td>32</td>
<td>Wildwood Road</td>
<td>Minerva Lake Rd</td>
<td>58</td>
<td>Fair</td>
</tr>
<tr>
<td>N Lake Ct</td>
<td>33</td>
<td>E Shore Dr</td>
<td>End of Road</td>
<td>78</td>
<td>Satisfactory</td>
</tr>
<tr>
<td>Northland Plaza Dr</td>
<td>34</td>
<td>City Limits (west)</td>
<td>Ponderosa Dr</td>
<td>60</td>
<td>Fair</td>
</tr>
<tr>
<td>Northland Plaza Dr</td>
<td>35</td>
<td>Ponderosa Dr</td>
<td>Fairview Drive</td>
<td>56</td>
<td>Fair</td>
</tr>
<tr>
<td>Park Lane Drive</td>
<td>36</td>
<td>Jordan Road</td>
<td>End of road</td>
<td>89</td>
<td>Good</td>
</tr>
<tr>
<td>Park Lane Ct</td>
<td>37</td>
<td>Jordan Road</td>
<td>End of road</td>
<td>85</td>
<td>Satisfactory</td>
</tr>
<tr>
<td>Ponderosa Dr</td>
<td>38</td>
<td>SR161</td>
<td>Ponderosa Dr</td>
<td>65</td>
<td>Fair</td>
</tr>
<tr>
<td>Ponderosa Dr</td>
<td>39</td>
<td>Northland Plaza Dr</td>
<td>Carlton Ct</td>
<td>82</td>
<td>Satisfactory</td>
</tr>
<tr>
<td>Ponderosa Dr</td>
<td>40</td>
<td>Carlton Ct</td>
<td>Kerrwood</td>
<td>86</td>
<td>Good</td>
</tr>
<tr>
<td>Ponderosa Dr</td>
<td>41</td>
<td>Kerrwood</td>
<td>End of Road</td>
<td>83</td>
<td>Satisfactory</td>
</tr>
<tr>
<td>Valley Road</td>
<td>42</td>
<td>Minerva Lake Road</td>
<td>End of road</td>
<td>37</td>
<td>Very Poor</td>
</tr>
<tr>
<td>Westbridge Rd</td>
<td>43</td>
<td>Wildwood Road</td>
<td>Woodley Rd</td>
<td>72</td>
<td>Satisfactory</td>
</tr>
<tr>
<td>Wildwood Road</td>
<td>44</td>
<td>Cleveland Ave</td>
<td>Elmhurst Ave</td>
<td>77</td>
<td>Satisfactory</td>
</tr>
<tr>
<td>Wildwood Road</td>
<td>45</td>
<td>Elmhurst Ave</td>
<td>Westbridge Road</td>
<td>81</td>
<td>Satisfactory</td>
</tr>
<tr>
<td>Wildwood Road</td>
<td>46</td>
<td>Westbridge Road</td>
<td>Woodley Rd</td>
<td>70</td>
<td>Fair</td>
</tr>
<tr>
<td>Wildwood Road</td>
<td>47</td>
<td>Woodley Rd</td>
<td>Cardinal Ct</td>
<td>69</td>
<td>Fair</td>
</tr>
<tr>
<td>Street Name/Segment</td>
<td>Section ID</td>
<td>From</td>
<td>To</td>
<td>PCI</td>
<td>PCI Category</td>
</tr>
<tr>
<td>---------------------</td>
<td>------------</td>
<td>-----------------</td>
<td>------------------</td>
<td>-----</td>
<td>--------------</td>
</tr>
<tr>
<td>Wildwood Road</td>
<td>48</td>
<td>Cardinal Ct</td>
<td>N Bay Drive</td>
<td>80</td>
<td>Satisfactory</td>
</tr>
<tr>
<td>Wildwood Road</td>
<td>49</td>
<td>N Bay Drive</td>
<td>End of road</td>
<td>83</td>
<td>Satisfactory</td>
</tr>
<tr>
<td>Woodley Road</td>
<td></td>
<td></td>
<td></td>
<td>79</td>
<td>Satisfactory</td>
</tr>
<tr>
<td>Woodley Road</td>
<td>50</td>
<td>Cleveland Ave</td>
<td>Elmhurst Ave</td>
<td>77</td>
<td>Satisfactory</td>
</tr>
<tr>
<td>Woodley Road</td>
<td>51</td>
<td>Elmhurst Ave</td>
<td>Westbridge Road</td>
<td>81</td>
<td>Satisfactory</td>
</tr>
<tr>
<td>Woodley Road</td>
<td>52</td>
<td>Westbridge Road</td>
<td>Wildwood Road</td>
<td>78</td>
<td>Satisfactory</td>
</tr>
</tbody>
</table>
## TABLE 2 – Village of Minerva Park – Estimated Maintenance Costs based on PCI Rating - 2016

<table>
<thead>
<tr>
<th>Street Name</th>
<th>Section ID</th>
<th>From</th>
<th>To</th>
<th>PCI</th>
<th>PCI Category</th>
<th>Length, ft.</th>
<th>Width, ft.</th>
<th>True Area, sq. ft.</th>
<th>SY</th>
<th>Recommended Maintenance</th>
<th>Estimated Cost, $/SY</th>
<th>Total Cost, $</th>
</tr>
</thead>
<tbody>
<tr>
<td>Alder Vista</td>
<td>1</td>
<td>Lakewood Dr</td>
<td>Maplewood Dr</td>
<td>70</td>
<td>Fair</td>
<td>1,970</td>
<td>20</td>
<td>39,400</td>
<td>4,378</td>
<td>15% Crack Seal/15% Patching</td>
<td>7.80</td>
<td>34,146.67</td>
</tr>
<tr>
<td>Berry Lane Ct</td>
<td>2</td>
<td>E Shore Dr</td>
<td>End of Road</td>
<td>92</td>
<td>Good</td>
<td>305</td>
<td>20</td>
<td>6,100</td>
<td>678</td>
<td>Minimal Routine Maintenance</td>
<td>0.00</td>
<td>-</td>
</tr>
<tr>
<td>Briar Rose Ave</td>
<td>76</td>
<td></td>
<td></td>
<td></td>
<td>Satisfactory</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td>TOTAL of Segments</td>
<td>2,977.33</td>
<td></td>
</tr>
<tr>
<td>Briar Rose Ave</td>
<td>3</td>
<td>Lakewood Dr</td>
<td>Lakewood Dr (south)</td>
<td>70</td>
<td>Fair</td>
<td>125</td>
<td>24</td>
<td>3,000</td>
<td>333</td>
<td>15% Crack Seal/15% Patching</td>
<td>7.80</td>
<td>2,600.00</td>
</tr>
<tr>
<td>Briar Rose Ave</td>
<td>4</td>
<td>Lakewood Dr (south)</td>
<td>Maplewood Dr</td>
<td>82</td>
<td>Satisfactory</td>
<td>283</td>
<td>24</td>
<td>6,792</td>
<td>755</td>
<td>Routine Maintenance (15% Crack Seal)</td>
<td>0.50</td>
<td>377.33</td>
</tr>
<tr>
<td>Cardinal Court</td>
<td>5</td>
<td>Wildwood Road</td>
<td>End of road</td>
<td>75</td>
<td>Satisfactory</td>
<td>220</td>
<td>24</td>
<td>5,280</td>
<td>587</td>
<td>Routine Maintenance (15% Crack Seal)</td>
<td>0.50</td>
<td>293.33</td>
</tr>
<tr>
<td>Carlton Ct</td>
<td>6</td>
<td>Ponderosa Dr</td>
<td>End of Road</td>
<td>80</td>
<td>Satisfactory</td>
<td>119</td>
<td>24</td>
<td>2,856</td>
<td>317</td>
<td>Routine Maintenance (15% Crack Seal)</td>
<td>0.50</td>
<td>158.67</td>
</tr>
<tr>
<td>East Shore Dr</td>
<td>71</td>
<td></td>
<td></td>
<td></td>
<td>Satisfactory</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td>TOTAL of Segments</td>
<td>12,290.80</td>
<td></td>
</tr>
<tr>
<td>East Shore Dr</td>
<td>7</td>
<td>Minerva Lake Road</td>
<td>East Shore Dr (west leg)</td>
<td>69</td>
<td>Fair</td>
<td>190</td>
<td>23</td>
<td>4,370</td>
<td>486</td>
<td>15% Crack Seal/15% Patching</td>
<td>7.80</td>
<td>3,787.33</td>
</tr>
<tr>
<td>East Shore Dr</td>
<td>8</td>
<td>Minerva Lake Road</td>
<td>East Shore Dr (East leg)</td>
<td>62</td>
<td>Fair</td>
<td>203</td>
<td>23</td>
<td>4,669</td>
<td>519</td>
<td>15% Crack Seal/15% Patching</td>
<td>7.80</td>
<td>4,046.47</td>
</tr>
<tr>
<td>East Shore Dr</td>
<td>9</td>
<td>East Shore Dr (East leg)</td>
<td>Berry Lane Ct</td>
<td>77</td>
<td>Satisfactory</td>
<td>420</td>
<td>20</td>
<td>8,400</td>
<td>933</td>
<td>Routine Maintenance (15% Crack Seal)</td>
<td>0.50</td>
<td>466.67</td>
</tr>
<tr>
<td>East Shore Dr</td>
<td>10</td>
<td>Berry Lane Ct</td>
<td>E Shore Ct</td>
<td>68</td>
<td>Fair</td>
<td>215</td>
<td>20</td>
<td>4,300</td>
<td>478</td>
<td>15% Crack Seal/15% Patching</td>
<td>7.80</td>
<td>3,726.67</td>
</tr>
<tr>
<td>East Shore Dr</td>
<td>11</td>
<td>E Shore Ct</td>
<td>N. Lake Ct</td>
<td>81</td>
<td>Satisfactory</td>
<td>226</td>
<td>21</td>
<td>4,746</td>
<td>527</td>
<td>Routine Maintenance (15% Crack Seal)</td>
<td>0.50</td>
<td>263.67</td>
</tr>
<tr>
<td>East Shore Ct</td>
<td>12</td>
<td>E Shore Dr</td>
<td>End of Road</td>
<td>83</td>
<td>Satisfactory</td>
<td>145</td>
<td>21</td>
<td>3,045</td>
<td>338</td>
<td>Routine Maintenance (15% Crack Seal)</td>
<td>0.50</td>
<td>169.17</td>
</tr>
<tr>
<td>Elmhurst Ave</td>
<td>13</td>
<td>Wildwood Road</td>
<td>Woodley Road</td>
<td>80</td>
<td>Satisfactory</td>
<td>675</td>
<td>21</td>
<td>14,175</td>
<td>1,575</td>
<td>Routine Maintenance (15% Crack Seal)</td>
<td>0.50</td>
<td>787.50</td>
</tr>
<tr>
<td>Jordan Road</td>
<td>14</td>
<td>Cleveland Ave</td>
<td>Park Lane Ct</td>
<td>89</td>
<td>Good</td>
<td>2,175</td>
<td>22</td>
<td>47,850</td>
<td>5,317</td>
<td>Minimal Routine Maintenance</td>
<td>0.00</td>
<td>-</td>
</tr>
<tr>
<td>Kerrwood</td>
<td>15</td>
<td>N Lake Ct</td>
<td>Ponderosa Dr</td>
<td>85</td>
<td>Satisfactory</td>
<td>769</td>
<td>21</td>
<td>16,149</td>
<td>1,794</td>
<td>Minimal Routine Maintenance</td>
<td>0.00</td>
<td>-</td>
</tr>
<tr>
<td>Lakeland Ct</td>
<td>16</td>
<td>Lakewood Dr</td>
<td>End of road</td>
<td>56</td>
<td>Fair</td>
<td>230</td>
<td>22</td>
<td>5,060</td>
<td>562</td>
<td>15% Crack Seal/15% Patching</td>
<td>7.80</td>
<td>4,385.33</td>
</tr>
<tr>
<td>Street Name</td>
<td>Section ID</td>
<td>From</td>
<td>To</td>
<td>PCI</td>
<td>PCI Category</td>
<td>Length, ft.</td>
<td>Width, ft.</td>
<td>True Area, sq. ft.</td>
<td>SY</td>
<td>Recommended Maintenance</td>
<td>Estimated Cost, $/SY</td>
<td>Total Cost, $</td>
</tr>
<tr>
<td>---------------------</td>
<td>------------</td>
<td>-----------------------</td>
<td>-------------------------</td>
<td>-----</td>
<td>--------------</td>
<td>-------------</td>
<td>------------</td>
<td>---------------------</td>
<td>----</td>
<td>-------------------------</td>
<td>---------------------</td>
<td>----------------</td>
</tr>
<tr>
<td>Lakewood Drive</td>
<td></td>
<td></td>
<td></td>
<td>81</td>
<td>Satisfactory</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Lakewood Drive</td>
<td>17</td>
<td>Lakewood Drive (south Leg)</td>
<td>Briar Rose Ave</td>
<td>74</td>
<td>Satisfactory</td>
<td>155</td>
<td>24</td>
<td>3,720</td>
<td>413</td>
<td>Routine Maintenance (15% Crack Seal)</td>
<td>0.50</td>
<td>206.67</td>
</tr>
<tr>
<td>Lakewood Drive</td>
<td>18</td>
<td>Maplewood Dr</td>
<td>Briar Rose Ave</td>
<td>79</td>
<td>Satisfactory</td>
<td>887</td>
<td>24</td>
<td>21,288</td>
<td>2,365</td>
<td>Routine Maintenance (15% Crack Seal)</td>
<td>0.50</td>
<td>1,182.67</td>
</tr>
<tr>
<td>Lakewood Drive</td>
<td>19</td>
<td>Briar Rose Ave</td>
<td>Alder Vista Dr</td>
<td>77</td>
<td>Satisfactory</td>
<td>115</td>
<td>24</td>
<td>2,760</td>
<td>307</td>
<td>Routine Maintenance (15% Crack Seal)</td>
<td>0.50</td>
<td>153.33</td>
</tr>
<tr>
<td>Lakewood Drive</td>
<td>20</td>
<td>Alder Vista Dr</td>
<td>Lakeland Ct</td>
<td>80</td>
<td>Satisfactory</td>
<td>1,713</td>
<td>24</td>
<td>41,112</td>
<td>4,568</td>
<td>Routine Maintenance (15% Crack Seal)</td>
<td>0.50</td>
<td>2,284.00</td>
</tr>
<tr>
<td>Lakewood Drive</td>
<td>21</td>
<td>Lakeland Ct</td>
<td>Maplewood Dr (bike trail)</td>
<td>93</td>
<td>Good</td>
<td>414</td>
<td>24</td>
<td>9,936</td>
<td>1,104</td>
<td>Minimal Routine Maintenance</td>
<td>0.00</td>
<td>3,248.00</td>
</tr>
<tr>
<td>Maplewood Drive</td>
<td></td>
<td></td>
<td></td>
<td>59</td>
<td>Fair</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Maplewood Drive</td>
<td>22</td>
<td>Cleveland Ave</td>
<td>W End of Lakewood Dr</td>
<td>40</td>
<td>Very Poor</td>
<td>166</td>
<td>35</td>
<td>5,810</td>
<td>646</td>
<td>Reconstruction</td>
<td>61.86</td>
<td>39,932.99</td>
</tr>
<tr>
<td>Maplewood Drive</td>
<td>23</td>
<td>W End of Lakewood Dr</td>
<td>Briar Road Ave</td>
<td>69</td>
<td>Fair</td>
<td>650</td>
<td>23</td>
<td>14,950</td>
<td>1,661</td>
<td>15% Crack Seal/15% Patching</td>
<td>7.80</td>
<td>12,956.67</td>
</tr>
<tr>
<td>Maplewood Drive</td>
<td>24</td>
<td>Briar Road Ave</td>
<td>Alder Vista Drive</td>
<td>63</td>
<td>Fair</td>
<td>2,518</td>
<td>20</td>
<td>50,360</td>
<td>5,956</td>
<td>15% Crack Seal/15% Patching</td>
<td>7.80</td>
<td>43,645.33</td>
</tr>
<tr>
<td>Maplewood Drive</td>
<td>25</td>
<td>Alder Vista Drive</td>
<td>E End of Lakewood Dr (bike trail)</td>
<td>64</td>
<td>Fair</td>
<td>334</td>
<td>20</td>
<td>6,680</td>
<td>742</td>
<td>15% Crack Seal/15% Patching</td>
<td>7.80</td>
<td>5,789.33</td>
</tr>
<tr>
<td>Minerva Lake Rd</td>
<td></td>
<td></td>
<td></td>
<td>64</td>
<td>Fair</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Minerva Lake Rd</td>
<td>26</td>
<td>Cleveland Ave</td>
<td>N Bay Dr</td>
<td>74</td>
<td>Satisfactory</td>
<td>2,534</td>
<td>24</td>
<td>60,816</td>
<td>6,757</td>
<td>Routine Maintenance (15% Crack Seal)</td>
<td>0.50</td>
<td>3,378.67</td>
</tr>
<tr>
<td>Minerva Lake Rd</td>
<td>27</td>
<td>N Bay Dr</td>
<td>East Shore Dr (west)</td>
<td>65</td>
<td>Fair</td>
<td>1,102</td>
<td>24</td>
<td>26,448</td>
<td>2,939</td>
<td>15% Crack Seal/15% Patching</td>
<td>7.80</td>
<td>22,921.60</td>
</tr>
<tr>
<td>Minerva Lake Rd</td>
<td>28</td>
<td>East Shore Dr (west)</td>
<td>East Shore Dr (east)</td>
<td>63</td>
<td>Fair</td>
<td>266</td>
<td>24</td>
<td>6,384</td>
<td>709</td>
<td>15% Crack Seal/15% Patching</td>
<td>7.80</td>
<td>5,532.80</td>
</tr>
<tr>
<td>Minerva Lake Rd</td>
<td>29</td>
<td>East Shore Dr (east)</td>
<td>Valley Road</td>
<td>52</td>
<td>Poor</td>
<td>577</td>
<td>23</td>
<td>13,271</td>
<td>1,475</td>
<td>Thin Overlay with 15% Patching</td>
<td>16.05</td>
<td>23,666.62</td>
</tr>
<tr>
<td>Minerva Lake Rd</td>
<td>30</td>
<td>Valley Road</td>
<td>Fairview Drive</td>
<td>66</td>
<td>Fair</td>
<td>916</td>
<td>23</td>
<td>21,068</td>
<td>2,341</td>
<td>15% Crack Seal/15% Patching</td>
<td>7.80</td>
<td>18,258.93</td>
</tr>
<tr>
<td>Minerva Lake Rd</td>
<td>31</td>
<td>Fairview Drive</td>
<td>Westerville Road</td>
<td>61</td>
<td>Fair</td>
<td>1,415</td>
<td>24</td>
<td>33,960</td>
<td>3,773</td>
<td>15% Crack Seal/15% Patching</td>
<td>7.80</td>
<td>29,432.00</td>
</tr>
<tr>
<td>N Bay Drive</td>
<td>32</td>
<td>Wildwood Road</td>
<td>Minerva Lake Rd</td>
<td>58</td>
<td>Fair</td>
<td>580</td>
<td>23</td>
<td>13,340</td>
<td>1,482</td>
<td>15% Crack Seal/15% Patching</td>
<td>7.80</td>
<td>11,561.33</td>
</tr>
<tr>
<td>N Lake Ct</td>
<td>33</td>
<td>E Shore Dr</td>
<td>End of Road</td>
<td>78</td>
<td>Satisfactory</td>
<td>145</td>
<td>21</td>
<td>3,045</td>
<td>338</td>
<td>Routine Maintenance (15% Crack Seal)</td>
<td>0.50</td>
<td>169.17</td>
</tr>
<tr>
<td>Northland Plaza Dr</td>
<td></td>
<td></td>
<td></td>
<td>58</td>
<td>Fair</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Northland Plaza Dr</td>
<td>34</td>
<td>City Limits (west)</td>
<td>Ponderosa Dr</td>
<td>60</td>
<td>Fair</td>
<td>125</td>
<td>24</td>
<td>3,000</td>
<td>333</td>
<td>15% Crack Seal/15% Patching</td>
<td>7.80</td>
<td>2,600.00</td>
</tr>
<tr>
<td>Northland Plaza Dr</td>
<td>35</td>
<td>Ponderosa Dr</td>
<td>Fairview Drive</td>
<td>56</td>
<td>Fair</td>
<td>1,145</td>
<td>24</td>
<td>27,480</td>
<td>3,053</td>
<td>15% Crack Seal/15% Patching</td>
<td>7.80</td>
<td>23,816.00</td>
</tr>
<tr>
<td>Park Lane Drive</td>
<td>36</td>
<td>Jordan Road</td>
<td>End of road</td>
<td>89</td>
<td>Good</td>
<td>950</td>
<td>22</td>
<td>20,900</td>
<td>2,322</td>
<td>Minimal Routine Maintenance</td>
<td>0.00</td>
<td>4,004.00</td>
</tr>
<tr>
<td>Street Name</td>
<td>Section ID</td>
<td>From</td>
<td>To</td>
<td>PCI</td>
<td>PCI Category</td>
<td>Length, ft.</td>
<td>Width, ft.</td>
<td>True Area, sq. ft.</td>
<td>SY</td>
<td>Recommended Maintenance</td>
<td>Estimated Cost, $/SY</td>
<td>Total Cost, $</td>
</tr>
<tr>
<td>-------------</td>
<td>------------</td>
<td>--------------</td>
<td>-----------------</td>
<td>-----</td>
<td>--------------</td>
<td>-------------</td>
<td>------------</td>
<td>-------------------</td>
<td>----</td>
<td>---------------------------------------------</td>
<td>-------------------</td>
<td>-------------</td>
</tr>
<tr>
<td>Park Lane Ct</td>
<td>37</td>
<td>Jordan Road</td>
<td>End of road</td>
<td>85</td>
<td>Satisfactory</td>
<td>230</td>
<td>24</td>
<td>5,520</td>
<td>613</td>
<td>Minimal Routine Maintenance</td>
<td>0.00</td>
<td></td>
</tr>
<tr>
<td>Ponderosa Dr</td>
<td>38</td>
<td>SR161</td>
<td>Ponderosa Dr</td>
<td>65</td>
<td>Fair</td>
<td>80</td>
<td>65</td>
<td>5,200</td>
<td>578</td>
<td>15% Crack Seal/15% Patching</td>
<td>7.80</td>
<td>4,506.67</td>
</tr>
<tr>
<td>Ponderosa Dr</td>
<td>39</td>
<td>Northland Plaza Dr</td>
<td>Carlton Ct</td>
<td>82</td>
<td>Satisfactory</td>
<td>466</td>
<td>22</td>
<td>10,252</td>
<td>1,139</td>
<td>Routine Maintenance (15% Crack Seal)</td>
<td>0.50</td>
<td>569.56</td>
</tr>
<tr>
<td>Ponderosa Dr</td>
<td>40</td>
<td>Carlton Ct</td>
<td>Kerrwood</td>
<td>86</td>
<td>Good</td>
<td>216</td>
<td>22</td>
<td>4,752</td>
<td>528</td>
<td>Minimal Routine Maintenance</td>
<td>0.00</td>
<td></td>
</tr>
<tr>
<td></td>
<td>41</td>
<td>Kerwood</td>
<td>End of Road</td>
<td>83</td>
<td>Satisfactory</td>
<td>396</td>
<td>22</td>
<td>8,712</td>
<td>968</td>
<td>Routine Maintenance (15% Crack Seal)</td>
<td>0.50</td>
<td>484.00</td>
</tr>
<tr>
<td>Valley Road</td>
<td>42</td>
<td>Minerva Lake Road</td>
<td>End of road</td>
<td>37</td>
<td>Very Poor</td>
<td>302</td>
<td>19</td>
<td>5,738</td>
<td>638</td>
<td>Reconstruction</td>
<td>61.86</td>
<td>39,438.12</td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Westbridge Rd</td>
<td>43</td>
<td>Wildwood Road</td>
<td>Woodley Road</td>
<td>72</td>
<td>Satisfactory</td>
<td>520</td>
<td>22</td>
<td>11,440</td>
<td>1,271</td>
<td>Routine Maintenance (15% Crack Seal)</td>
<td>0.50</td>
<td>635.56</td>
</tr>
<tr>
<td>Wildwood Road</td>
<td>44</td>
<td>Cleveland Ave</td>
<td>Elmhurst Ave</td>
<td>77</td>
<td>Satisfactory</td>
<td>350</td>
<td>24</td>
<td>8,400</td>
<td>933</td>
<td>Routine Maintenance (15% Crack Seal)</td>
<td>0.50</td>
<td>466.67</td>
</tr>
<tr>
<td>Wildwood Road</td>
<td>45</td>
<td>Elmhurst Ave</td>
<td>Westbridge Road</td>
<td>81</td>
<td>Satisfactory</td>
<td>250</td>
<td>24</td>
<td>6,000</td>
<td>667</td>
<td>Routine Maintenance (15% Crack Seal)</td>
<td>0.50</td>
<td>333.33</td>
</tr>
<tr>
<td>Wildwood Road</td>
<td>46</td>
<td>Westbridge Road</td>
<td>Woodley Rd</td>
<td>70</td>
<td>Fair</td>
<td>812</td>
<td>24</td>
<td>19,488</td>
<td>2,165</td>
<td>15% Crack Seal/15% Patching</td>
<td>7.80</td>
<td>16,889.60</td>
</tr>
<tr>
<td>Wildwood Road</td>
<td>47</td>
<td>Woodley Rd</td>
<td>Cardinal Ct</td>
<td>69</td>
<td>Fair</td>
<td>290</td>
<td>24</td>
<td>6,960</td>
<td>773</td>
<td>15% Crack Seal/15% Patching</td>
<td>7.80</td>
<td>6,032.00</td>
</tr>
<tr>
<td>Wildwood Road</td>
<td>48</td>
<td>Cardinal Ct</td>
<td>N Bay Drive</td>
<td>80</td>
<td>Satisfactory</td>
<td>709</td>
<td>24</td>
<td>17,016</td>
<td>1,891</td>
<td>Routine Maintenance (15% Crack Seal)</td>
<td>0.50</td>
<td>945.33</td>
</tr>
<tr>
<td>Wildwood Road</td>
<td>49</td>
<td>N Bay Drive</td>
<td>End of road</td>
<td>83</td>
<td>Satisfactory</td>
<td>120</td>
<td>24</td>
<td>2,880</td>
<td>320</td>
<td>Routine Maintenance (15% Crack Seal)</td>
<td>0.50</td>
<td>160.00</td>
</tr>
<tr>
<td>Woodley Road</td>
<td>50</td>
<td>Cleveland Ave</td>
<td>Elmhurst Ave</td>
<td>77</td>
<td>Satisfactory</td>
<td>306</td>
<td>24</td>
<td>7,344</td>
<td>816</td>
<td>Routine Maintenance (15% Crack Seal)</td>
<td>0.50</td>
<td>408.00</td>
</tr>
<tr>
<td>Woodley Road</td>
<td>51</td>
<td>Elmhurst Ave</td>
<td>Westbridge Road</td>
<td>81</td>
<td>Satisfactory</td>
<td>375</td>
<td>24</td>
<td>9,000</td>
<td>1,000</td>
<td>Routine Maintenance (15% Crack Seal)</td>
<td>0.50</td>
<td>500.00</td>
</tr>
<tr>
<td>Woodley Road</td>
<td>52</td>
<td>Westbridge Road</td>
<td>Wildwood Road</td>
<td>78</td>
<td>Satisfactory</td>
<td>1,083</td>
<td>24</td>
<td>25,992</td>
<td>2,888</td>
<td>Routine Maintenance (15% Crack Seal)</td>
<td>0.50</td>
<td>1,444.00</td>
</tr>
</tbody>
</table>

TOTAL OF Segments: 24,826.93

TOTAL OF Segments: 2,352.00
### TABLE 3 - Village of Minerva Park – Build-up of Probable Unit Costs

<table>
<thead>
<tr>
<th>ODOT ITEM</th>
<th>Description</th>
<th>Unit</th>
<th>Estimated Unit Cost</th>
<th>Source</th>
</tr>
</thead>
<tbody>
<tr>
<td>203</td>
<td>Pavement Removed</td>
<td>SY</td>
<td>$8.60</td>
<td>ODOT 2015 Avg Unit Price Bid</td>
</tr>
<tr>
<td>251</td>
<td>Patching -asphalt</td>
<td>SY</td>
<td>$50.00</td>
<td>ODOT 2015 Avg. Unit Price + 2012 Strawser (MP)</td>
</tr>
<tr>
<td>254</td>
<td>Planing</td>
<td>SY</td>
<td>$2.00</td>
<td>ODOT 2015 Avg. Unit Price + 2012 Strawser (MP)</td>
</tr>
<tr>
<td>301</td>
<td>Asphalt Base Course at 4&quot; thick</td>
<td>SY</td>
<td>$15.56</td>
<td>ODOT 2015 Avg Unit Price Bid</td>
</tr>
<tr>
<td>304</td>
<td>Aggregate Base at 6&quot; thick</td>
<td>SY</td>
<td>$24.83</td>
<td>ODOT 2015 Avg Unit Price Bid</td>
</tr>
<tr>
<td>407</td>
<td>Tack Coat (0.15 gal/sy)</td>
<td>SY</td>
<td>$0.30</td>
<td>ODOT 2015 Avg Unit Price + 2012 Strawser (MP)</td>
</tr>
<tr>
<td>423</td>
<td>Crack Seal</td>
<td>SY</td>
<td>$2.00</td>
<td>ODOT 2015 Avg Unit Price Bid</td>
</tr>
<tr>
<td>448</td>
<td>Asphalt Surface Course, PG 64-22 at 1.5&quot; thick</td>
<td>SY</td>
<td>$6.25</td>
<td>ODOT 2015 Avg Unit Price Bid</td>
</tr>
<tr>
<td>448</td>
<td>Asphalt Intermediate Course, PG 64-22 at 1.75&quot; thick</td>
<td>SY</td>
<td>$6.32</td>
<td>ODOT 2015 Avg Unit Price Bid</td>
</tr>
</tbody>
</table>
# TABLE 3 – Village of Minerva Park – Build-up of Probable Unit Costs

<table>
<thead>
<tr>
<th>ODOT Item(s)</th>
<th>Maintenance Item</th>
<th>Unit</th>
<th>Estimated Unit Cost</th>
<th>NOTES</th>
</tr>
</thead>
<tbody>
<tr>
<td>423</td>
<td>15% Crack Seal</td>
<td>SY</td>
<td>$ 0.50</td>
<td>Assumes 15% crack sealing per SY of pavement</td>
</tr>
<tr>
<td>251 and 423</td>
<td>15% Crack Sealing/15% Patching</td>
<td>SY</td>
<td>$ 7.80</td>
<td>Assumes 15% crack sealing and patching per SY of pavement</td>
</tr>
<tr>
<td>251, 254, 407, 448</td>
<td>Thin Overlay with 15% patching</td>
<td>SY</td>
<td>$ 16.05</td>
<td>Assume 15% patching prior to placing overlay</td>
</tr>
<tr>
<td>251, 254, 407, 448</td>
<td>Structural Overlay with 25% Full Depth Patching</td>
<td>SY</td>
<td>$ 27.37</td>
<td>Assume 25% patching prior to placing overlay</td>
</tr>
<tr>
<td>202, 304, 301, 407, 448</td>
<td>Reconstruction</td>
<td>SY</td>
<td>$ 61.86</td>
<td>7.25&quot; of asphalt on 6&quot; of aggregate base</td>
</tr>
<tr>
<td>Street Name</td>
<td>Section ID</td>
<td>From</td>
<td>To</td>
<td>Curb Rating (North Side of Road)</td>
</tr>
<tr>
<td>-------------</td>
<td>------------</td>
<td>-----------------------</td>
<td>------------------------</td>
<td>----------------------------------</td>
</tr>
<tr>
<td>Alder Vista</td>
<td>1</td>
<td>Lakewood Dr</td>
<td>Maplewood Dr</td>
<td>Fair</td>
</tr>
<tr>
<td>Berry Lane Ct</td>
<td>2</td>
<td>E Shore Dr</td>
<td>End of Road</td>
<td>Fair</td>
</tr>
<tr>
<td>Briar Rose Ave</td>
<td>3</td>
<td>Lakewood Dr</td>
<td>Lakewood Dr (south)</td>
<td>NA</td>
</tr>
<tr>
<td>Briar Rose Ave</td>
<td>4</td>
<td>Lakewood Dr (south)</td>
<td>Maplewood Dr</td>
<td>NA</td>
</tr>
<tr>
<td>Cardinal Court</td>
<td>5</td>
<td>Wildwood Road</td>
<td>End of road</td>
<td>NA</td>
</tr>
<tr>
<td>Carlton Ct</td>
<td>6</td>
<td>Ponderosa Dr</td>
<td>End of Road</td>
<td>Fair</td>
</tr>
<tr>
<td>East Shore Dr</td>
<td>7</td>
<td>Minerva Lake Road</td>
<td>East Shore Dr (west leg)</td>
<td>NA</td>
</tr>
<tr>
<td>East Shore Dr</td>
<td>8</td>
<td>Minerva Lake Road</td>
<td>East Shore Dr (East leg)</td>
<td>NA</td>
</tr>
<tr>
<td>East Shore Dr</td>
<td>9</td>
<td>East Shore Dr (East leg)</td>
<td>Berry Lane Ct</td>
<td>NA</td>
</tr>
<tr>
<td>East Shore Dr</td>
<td>11</td>
<td>E Shore Ct</td>
<td>N. Lake Ct</td>
<td>NA</td>
</tr>
<tr>
<td>East Shore Dr (East leg)</td>
<td>10</td>
<td>Berry Lane Ct</td>
<td>E Shore Ct</td>
<td>NA</td>
</tr>
<tr>
<td>East Shore Ct</td>
<td>12</td>
<td>E Shore Dr</td>
<td>End of Road</td>
<td>Good</td>
</tr>
<tr>
<td>Elmhurst Ave</td>
<td>13</td>
<td>Wildwood Road</td>
<td>Woodley Road</td>
<td>NA</td>
</tr>
<tr>
<td>Jordan Road</td>
<td>14</td>
<td>Cleveland Ave</td>
<td>Park Lane Ct</td>
<td>Good</td>
</tr>
<tr>
<td>Kerrwood</td>
<td>15</td>
<td>N Lake Ct</td>
<td>Ponderosa Dr</td>
<td>Fair</td>
</tr>
<tr>
<td>Lakewood Ct</td>
<td>16</td>
<td>Lakewood Dr</td>
<td>End of road</td>
<td>Fair</td>
</tr>
<tr>
<td>Lakewood Drive</td>
<td>18</td>
<td>Maplewood Dr</td>
<td>Briar Rose Ave</td>
<td>NA</td>
</tr>
<tr>
<td>Lakewood Drive</td>
<td>17</td>
<td>Lakewood Drive (south Leg)</td>
<td>Briar Rose Ave</td>
<td>Poor</td>
</tr>
<tr>
<td>Lakewood Drive</td>
<td>21</td>
<td>Lakeland Ct</td>
<td>Maplewood Dr (bike Trail)</td>
<td>Poor</td>
</tr>
<tr>
<td>Lakewood Drive</td>
<td>20</td>
<td>Alder Vista Dr</td>
<td>Lakeland Ct</td>
<td>Poor</td>
</tr>
<tr>
<td>Lakewood Drive</td>
<td>19</td>
<td>Briar Rose Ave</td>
<td>Alder Vista Dr</td>
<td>Good</td>
</tr>
<tr>
<td>Maplewood Drive</td>
<td>23</td>
<td>W End of Lakewood Dr</td>
<td>Briar Road Ave</td>
<td>NA</td>
</tr>
<tr>
<td>Maplewood Drive</td>
<td>24</td>
<td>Briar Road Ave</td>
<td>Alder Vista Drive</td>
<td>Fair</td>
</tr>
<tr>
<td>Maplewood Drive</td>
<td>25</td>
<td>Alder Vista Drive</td>
<td>E End of Lakewood Dr (bike trail)</td>
<td>NA</td>
</tr>
<tr>
<td>Maplewood Drive</td>
<td>22</td>
<td>Cleveland Ave</td>
<td>W End of Lakewood Dr</td>
<td>Good</td>
</tr>
<tr>
<td>Minerva Lake Rd</td>
<td>26</td>
<td>Cleveland Ave</td>
<td>N Bay Dr</td>
<td>NA</td>
</tr>
<tr>
<td>Minerva Lake Rd</td>
<td>27</td>
<td>N Bay Dr</td>
<td>East Shore Dr (west)</td>
<td>NA</td>
</tr>
<tr>
<td>Minerva Lake Rd</td>
<td>28</td>
<td>East Shore Dr (west)</td>
<td>East Shore Dr (east)</td>
<td>NA</td>
</tr>
<tr>
<td>Minerva Lake Rd</td>
<td>29</td>
<td>East Shore Dr (east)</td>
<td>Valley Road</td>
<td>NA</td>
</tr>
<tr>
<td>Minerva Lake Rd</td>
<td>31</td>
<td>Fairview Drive</td>
<td>Westerville Road</td>
<td>NA</td>
</tr>
<tr>
<td>Minerva Lake Rd</td>
<td>30</td>
<td>Valley Road</td>
<td>Fairview Drive</td>
<td>NA</td>
</tr>
<tr>
<td>N Bay Drive</td>
<td>32</td>
<td>Wildwood Road</td>
<td>Minerva Lake Rd</td>
<td>NA</td>
</tr>
<tr>
<td>N Lake Ct</td>
<td>33</td>
<td>E Shore Dr</td>
<td>End of Road</td>
<td>Fair</td>
</tr>
<tr>
<td>Northland Plaza Dr</td>
<td>35</td>
<td>Ponderosa Dr</td>
<td>Fairview Drive</td>
<td>NA</td>
</tr>
<tr>
<td>Northland Plaza Dr</td>
<td>34</td>
<td>City Limits (west)</td>
<td>Ponderosa Dr</td>
<td>NA</td>
</tr>
<tr>
<td>Park Lane Ct</td>
<td>37</td>
<td>Jordan Road</td>
<td>End of road</td>
<td>NA</td>
</tr>
<tr>
<td>Street Name</td>
<td>Section ID</td>
<td>From</td>
<td>To</td>
<td>Curb Rating (North Side of Road)</td>
</tr>
<tr>
<td>--------------------</td>
<td>------------</td>
<td>-------------------</td>
<td>----------------------</td>
<td>----------------------------------</td>
</tr>
<tr>
<td>Park Lane Drive</td>
<td>36</td>
<td>Jordan Road</td>
<td>End of road</td>
<td>NA</td>
</tr>
<tr>
<td>Ponderosa Dr</td>
<td>38</td>
<td>SR161</td>
<td>Ponderosa Dr</td>
<td>NA</td>
</tr>
<tr>
<td>Ponderosa Dr</td>
<td>39</td>
<td>Northland Plaza Dr</td>
<td>Carlton Ct</td>
<td>NA</td>
</tr>
<tr>
<td></td>
<td>40</td>
<td>Carlton Ct</td>
<td>Kerrwood</td>
<td>NA</td>
</tr>
<tr>
<td>Valley Road</td>
<td>41</td>
<td>Kerrwood</td>
<td>End of Road</td>
<td>NA</td>
</tr>
<tr>
<td></td>
<td>42</td>
<td>Minerva Lake Road</td>
<td>End of road</td>
<td>NA</td>
</tr>
<tr>
<td>Westbridge Rd</td>
<td>43</td>
<td>Wildwood Road</td>
<td>Woodley Road</td>
<td>NA</td>
</tr>
<tr>
<td>Wildwood Road</td>
<td>49</td>
<td>N Bay Drive</td>
<td>End of road</td>
<td>NA</td>
</tr>
<tr>
<td>Wildwood Road</td>
<td>44</td>
<td>Cleveland Ave</td>
<td>Elmhurst Ave</td>
<td>NA</td>
</tr>
<tr>
<td>Wildwood Road</td>
<td>45</td>
<td>Elmhurst Ave</td>
<td>Westbridge Road</td>
<td>NA</td>
</tr>
<tr>
<td>Wildwood Road</td>
<td>46</td>
<td>Westbridge Road</td>
<td>Woodley Rd</td>
<td>NA</td>
</tr>
<tr>
<td>Wildwood Road</td>
<td>47</td>
<td>Cardinal Ct</td>
<td>N Bay Drive</td>
<td>NA</td>
</tr>
<tr>
<td>Wildwood Road</td>
<td>48</td>
<td>Woodley Rd</td>
<td>Cardinal Ct</td>
<td>NA</td>
</tr>
<tr>
<td>Woodley Road</td>
<td>50</td>
<td>Cleveland Ave</td>
<td>Elmhurst Ave</td>
<td>NA</td>
</tr>
<tr>
<td>Woodley Road</td>
<td>51</td>
<td>Elmhurst Ave</td>
<td>Westbridge Road</td>
<td>NA</td>
</tr>
<tr>
<td>Woodley Road</td>
<td>52</td>
<td>Westbridge Road</td>
<td>Wildwood Road</td>
<td>NA</td>
</tr>
</tbody>
</table>
CLIENT INFORMATION:

Client: 

Project Name: Minerva Lake

Date Inspected: 5/19/2016 11:30

Field Inspector: Todd Rickenberg

LOCATION INFORMATION:

iiCollector Asset ID: 1737029

2645-2653 Alder Vista Dr

Columbus, OH 43231

GPS coordinates: 40.07435, -82.94753

FIELD DATA:

GPS

GPS

Micropaver section ID: 1

Area: 2000

Source of Information: Paverâs Distress Identification Manual

3) Block Cracking: ______ M: 600

7) Edge Cracking: L: 50

10) Long & Tran Cracking: L: 85 ______ M: 30

20) Weathering: L: 2000

Micro Paver Sample PCI: 65

Micro Paver Section PCI: 70

Sample PCI: 61 (Fair)
CLIENT INFORMATION:
Client: 
Project Name: Minerva Lake 
Date Inspected: 5/19/2016 11:30 
Field Inspector: Todd Rickenberg 

LOCATION INFORMATION:
iCollector Asset ID: 1737030 
2701-2717 Alder Vista Dr 
Columbus, OH 43231 
GPS coordinates: 40.07463 , -82.94584 

FIELD DATA:
GPS 

GPS 

Micropaver section ID: 1 
Area: 2000 
Source of Information: Paverâ€”Distress Identification Manual 

3) Block Cracking: L: 150 M: 400 
9) Lane/Shoulder Drop Off: L: 30 
10) Long & Tran Cracking: L: 75 M: 30 
20) Weathering: L: 2000 

Micro Paver Sample PCI: 67 
Micro Paver Section PCI: 70 
Sample PCI: 61 (Fair)
iiAssessment - ASPHALT PCI

CLIENT INFORMATION:

Client:

Project Name: Minerva Lake

Date Inspected: 5/19/2016 11:30

Field Inspector: Todd Rickenberg

LOCATION INFORMATION:

iiCollector Asset ID: 1737031

2775-2783 Alder Vista Dr

Columbus, OH 43231

GPS coordinates: 40.07457, -82.94404

FIELD DATA:

GPS

GPS

Micropaver section ID: 1

Area: 2000


3) Block Cracking: L: 100 M: 175

10) Long & Tran Cracking: L: 180 M: 45

20) Weathering: L: 2000

Micro Paver Sample PCI: 69

Micro Paver Section PCI: 70

Sample PCI: 64 (Fair)
CLIENT INFORMATION:

Client: 

Project Name: Minerva Lake

Date Inspected: 5/19/2016 11:31

Field Inspector: Todd Rickenberg

LOCATION INFORMATION:

iiCollector Asset ID: 1737032

2833-2843 Alder Vista Dr

Columbus, OH 43231

GPS coordinates: 40.07455, -82.94237

FIELD DATA:

GPS

GPS

Micropaver section ID: 1

Area: 2000

Source of Information: Paveâ€™s Distress Identification Manual

3) Block Cracking: L: 100

7) Edge Cracking: L: 30

10) Long & Tran Cracking: L: 75 M: 45

20) Weathering: L: 2000

Micro Paver Sample PCI: 77

Micro Paver Section PCI: 70

Sample PCI: 73 (Satisfactory)
CLIENT INFORMATION:

Client: 

Project Name: Minerva Lake 

Date Inspected: 5/19/2016 11:34 

Field Inspector: Todd Rickenberg 

LOCATION INFORMATION:

iiCollector Asset ID: 1737087

2911-2921 Berry Ln Ct

Columbus, OH 43231

GPS coordinates: 40.07902, -82.94028

FIELD DATA:

GPS

GPS

Micropaver section ID: 2

Area: 2000


10) Long & Tran Cracking: L: 43 M: 5

20) Weathering: L: 200

Micro Paver Sample PCI: 92

Micro Paver Section PCI: 92

Sample PCI: 93 (Good)
CLIENT INFORMATION:

Client: 

Project Name: Minerva Lake

Date Inspected: 5/19/2016 11:35

Field Inspector: Todd Rickenberg

LOCATION INFORMATION:

iiCollector Asset ID: 1737033

2588-2628 Briar Rose Ave

Columbus, OH 43231

GPS coordinates: 40.07442, -82.94843

FIELD DATA:

GPS

GPS

Micropaver section ID: 3

Area: 2400

Source of Information: Paverâ€™s Distress Identification Manual

7) Edge Cracking: M: 200

10) Long & Tran Cracking: L: 40 M: 15

11) Patching & Util Cut Patching: L: 50

20) Weathering: L: 2400

Micro Paver Sample PCI: 70

Micro Paver Section PCI: 70

Sample PCI: 71 (Satisfactory)
iiAssessment - ASPHALT PCI

CLIENT INFORMATION:
Client: 
Project Name: Minerva Lake
Date Inspected: 5/19/2016 11:36
Field Inspector: Todd Rickenberg

LOCATION INFORMATION:
iiCollector Asset ID: 1737035
2588 Briar Rose Ave
Columbus, OH 43231
GPS coordinates: 40.07409, -82.94894

FIELD DATA:
GPS

GPS
Micropaver section ID: 4
Area: 2400
Source of Information: Paverâ€¢s Distress Identification Manual

3) Block Cracking: L: 200
7) Edge Cracking: L: 75
10) Long & Tran Cracking: L: 65 M: 30
20) Weathering: L: 2400
Micro Paver Sample PCI: 82
Micro Paver Section PCI: 82
Sample PCI: 78 (Satisfactory)
## CLIENT INFORMATION:

<table>
<thead>
<tr>
<th>Details</th>
<th>Information</th>
</tr>
</thead>
<tbody>
<tr>
<td>Client</td>
<td></td>
</tr>
<tr>
<td>Project Name</td>
<td>Minerva Lake</td>
</tr>
<tr>
<td>Date Inspected</td>
<td>5/19/2016 11:38</td>
</tr>
<tr>
<td>Field Inspector</td>
<td>Todd Rickenberg</td>
</tr>
</tbody>
</table>

## LOCATION INFORMATION:

<table>
<thead>
<tr>
<th>Details</th>
<th>Information</th>
</tr>
</thead>
<tbody>
<tr>
<td>iiCollector Asset ID</td>
<td>1737061</td>
</tr>
<tr>
<td>5219 Cardinal Ct</td>
<td></td>
</tr>
<tr>
<td>Columbus, OH 43231</td>
<td></td>
</tr>
<tr>
<td>GPS coordinates</td>
<td>40.07839, -82.94505</td>
</tr>
</tbody>
</table>

## FIELD DATA:

**GPS**

**Micropaver section ID**: 5

**Area**: 2400

**Source of Information**: Pavéra, ™ Distress Identification Manual

3) **Block Cracking**: L: 200     M: 180

6) **Depression**: L: 30

7) **Edge Cracking**: L: 97

9) **Lane/Shoulder Drop Off**: L: 95     M: 60

20) **Weathering**: L: 2400

**Micro Paver Sample PCI**: 75

**Micro Paver Section PCI**: 75

**Sample PCI**: 66 (Fair)
## Field Data:

**GPS**

**Micropaver section ID:** 6  
**Area:** 2400

**Source of Information:** Paver & Distress Identification Manual

<table>
<thead>
<tr>
<th>Condition</th>
<th>Length</th>
<th>Width</th>
</tr>
</thead>
<tbody>
<tr>
<td>3) Block Cracking</td>
<td>L: 300</td>
<td></td>
</tr>
<tr>
<td>6) Depression</td>
<td>L: 100</td>
<td></td>
</tr>
<tr>
<td>7) Edge Cracking</td>
<td>L: 75</td>
<td></td>
</tr>
<tr>
<td>9) Lane/Shoulder Drop Off</td>
<td>L: 95</td>
<td>M: 65</td>
</tr>
<tr>
<td>20) Weathering</td>
<td>L: 2400</td>
<td></td>
</tr>
</tbody>
</table>

**Micro Paver Sample PCI:** 80  
**Micro Paver Section PCI:** 80  
**Sample PCI:** 76 (Satisfactory)
# iiAssessment - ASPHALT PCI

## CLIENT INFORMATION:
- **Client:**
- **Project Name:** Minerva Lake
- **Date Inspected:** 5/19/2016 11:40
- **Field Inspector:** Todd Rickenberg

## LOCATION INFORMATION:
- **iiCollector Asset ID:** 1737076
- **Address:** 2952 Minerva Lake Rd
- **City, State:** Columbus, OH 43231
- **GPS coordinates:** 40.07780, -82.93928

## FIELD DATA:
- **GPS**
- **GPS**
  - Micropaver section ID: 7
  - Area: 2300
- 3) Block Cracking: L: 500
- 6) Depression: M: 100
- 10) Long & Tran Cracking: L: 75 M: 45
- 20) Weathering: L: 2300
- **Micro Paver Sample PCI:** 69
- **Micro Paver Section PCI:** 69
- **Sample PCI:** 66 (Fair)
**CLIENT INFORMATION:**

<table>
<thead>
<tr>
<th>Client:</th>
<th></th>
</tr>
</thead>
<tbody>
<tr>
<td>Project Name: Minerva Lake</td>
<td></td>
</tr>
<tr>
<td>Date Inspected: 5/19/2016 11:41</td>
<td></td>
</tr>
<tr>
<td>Field Inspector: Todd Rickenberg</td>
<td></td>
</tr>
</tbody>
</table>

**LOCATION INFORMATION:**

<table>
<thead>
<tr>
<th>iiCollector Asset ID: 1737074</th>
<th></th>
</tr>
</thead>
<tbody>
<tr>
<td>5237 E Shore Dr</td>
<td></td>
</tr>
<tr>
<td>Columbus, OH 43231</td>
<td></td>
</tr>
<tr>
<td>GPS coordinates: 40.07745, -82.93982</td>
<td></td>
</tr>
</tbody>
</table>

**FIELD DATA:**

**GPS**

**GPS**

Micropaver section ID: 8

Area: 2300

Source of Information: Paverâ€™s Distress Identification Manual

3) Block Cracking: L: 2300

6) Depression: L: 50

7) Edge Cracking: M: 25

10) Long & Tran Cracking: L: 50 M: 20

20) Weathering: M: 2300

Micro Paver Sample PCI: 62

Micro Paver Section PCI: 62

Sample PCI: 62 (Fair)
CLIENT INFORMATION:

Client: 

Project Name: Minerva Lake 

Date Inspected: 5/19/2016 11:42 

Field Inspector: Todd Rickenberg 

LOCATION INFORMATION:

iiCollector Asset ID: 1737086 

5254-5266 E Shore Dr 

Columbus, OH 43231 

GPS coordinates: 40.07809, -82.93992 

FIELD DATA:

GPS 

GPS 

Micropaver section ID: 9 

Area: 2000 


3) Block Cracking: L: 300 

7) Edge Cracking: L: 60 M: 24 

10) Long & Tran Cracking: L: 67 M: 30 

20) Weathering: L: 2000 

Micro Paver Sample PCI: 77 

Micro Paver Section PCI: 77 

Sample PCI: 73 (Satisfactory)
**CLIENT INFORMATION:**

Client: 

Project Name: Minerva Lake 

Date Inspected: 5/19/2016 11:43  

Field Inspector: Todd Rickenberg  

**LOCATION INFORMATION:**  

iiCollector Asset ID: 1737088  

5321 E Shore Dr  

Columbus, OH 43231  

GPS coordinates: 40.07924, -82.94054  

---  

**FIELD DATA:**  

GPS  

GPS  

Micropaver section ID: 10  

Area: 2000  

Source of Information: Paverâs Distress Identification Manual  

3) Block Cracking: L: 200 M: 300  

7) Edge Cracking: L: 30  

10) Long & Tran Cracking: L: 95 M: 40  

20) Weathering: L: 2000  

Micro Paver Sample PCI: 68  

Micro Paver Section PCI: 68  

Sample PCI: 63 (Fair)
**CLIENT INFORMATION:**

- **Client:**
- **Project Name:** Minerva Lake
- **Date Inspected:** 5/19/2016 11:44
- **Field Inspector:** Todd Rickenberg

**LOCATION INFORMATION:**

- **iCollector Asset ID:** 1737090
- **Address:** 5346-5350 E Shore Dr
- **City, State-ZIP:** Columbus, OH 43231
- **GPS coordinates:** 40.07981, -82.94090

**FIELD DATA:**

- **GPS**
- **Micropaver section ID:** 11
- **Area:** 2100
- **Source of Information:** Paver, E Distress Identification Manual

<table>
<thead>
<tr>
<th>Damage Type</th>
<th>Count</th>
</tr>
</thead>
<tbody>
<tr>
<td>3) Block Cracking</td>
<td>L: 300</td>
</tr>
<tr>
<td>10) Long &amp; Tran Cracking</td>
<td>L: 95</td>
</tr>
<tr>
<td>20) Weathering</td>
<td>L: 2100</td>
</tr>
<tr>
<td>Micro Paver Sample PCI</td>
<td>81</td>
</tr>
<tr>
<td>Micro Paver Section PCI</td>
<td>81</td>
</tr>
<tr>
<td>Sample PCI</td>
<td>80 (Satisfactory)</td>
</tr>
</tbody>
</table>
CLIENT INFORMATION:

Client: 
Project Name: Minerva Lake 
Date Inspected: 5/19/2016 11:45 
Field Inspector: Todd Rickenberg 

LOCATION INFORMATION:

iiCollector Asset ID: 1737089 
2860 E Shore Ct 
Columbus, OH 43231 
GPS coordinates: 40.07950, -82.94088 

FIELD DATA:

GPS 

GPS 

Micropaver section ID: 12 
Area: 2100 

3) Block Cracking: L: 150

10) Long & Tran Cracking: L: 75 M: 30

20) Weathering: L: 2100

Micro Paver Sample PCI: 83 
Micro Paver Section PCI: 83 
Sample PCI: 79 (Satisfactory)
# iiAssessment - ASPHALT PCI

## CLIENT INFORMATION:

<table>
<thead>
<tr>
<th>Client:</th>
</tr>
</thead>
<tbody>
<tr>
<td>Project Name: Minerva Lake</td>
</tr>
<tr>
<td>Date Inspected: 5/19/2016 11:46</td>
</tr>
<tr>
<td>Field Inspector: Todd Rickenberg</td>
</tr>
</tbody>
</table>

## LOCATION INFORMATION:

<table>
<thead>
<tr>
<th>iiCollector Asset ID: 1737064</th>
</tr>
</thead>
<tbody>
<tr>
<td>5310-5318 Elmhurst Ave</td>
</tr>
<tr>
<td>Columbus, OH 43231</td>
</tr>
<tr>
<td>GPS coordinates: 40.07841, -82.95020</td>
</tr>
</tbody>
</table>

## FIELD DATA:

- **GPS**
- **GPS**
- Micropaver section ID: 13
- Area: 2100
- 9) Lane/Shoulder Drop Off: L: 45
- 10) Long & Tran Cracking: L: 85, M: 50
- 20) Weathering: L: 2100
- Micro Paver Sample PCI: 79
- Micro Paver Section PCI: 80
- Sample PCI: 75 (Satisfactory)
CLIENT INFORMATION:

Client: 

Project Name: Minerva Lake 

Date Inspected: 5/19/2016 11:46 

Field Inspector: Todd Rickenberg 

LOCATION INFORMATION:

iiCollector Asset ID: 1737065 

5275-5291 Elmhurst Ave 

Columbus, OH 43231 

GPS coordinates: 40.07758, -82.95027 

FIELD DATA:

GPS 

GPS 

Micropaver section ID: 13 

Area: 2100 


3) Block Cracking: L: 400 

10) Long & Tran Cracking: L: 75 M: 14 

20) Weathering: L: 2100 

Micro Paver Sample PCI: 82 

Micro Paver Section PCI: 80 

Sample PCI: 82 (Satisfactory)
CLIENT INFORMATION:

Client: 

Project Name: Minerva Lake 

Date Inspected: 5/19/2016 11:47 

Field Inspector: Todd Rickenberg 

LOCATION INFORMATION:

iiCollector Asset ID: 1737013

2535-2545 Jordan Rd

Columbus, OH 43231

GPS coordinates: 40.08013, -82.95037

FIELD DATA:

GPS

GPS

Micropaver section ID: 14

Area: 2400


10) Long & Tran Cracking: L: 65 M: 10

20) Weathering: L: 2400

Micro Paver Sample PCI: 90

Micro Paver Section PCI: 89

Sample PCI: 89 (Good)
### CLIENT INFORMATION:

Client: 

Project Name: Minerva Lake 

Date Inspected: 5/19/2016 11:47 

Field Inspector: Todd Rickenberg 

### LOCATION INFORMATION:

iiCollector Asset ID: 1737014 

2580 Jordan Rd 

Columbus, OH 43231 

GPS coordinates: 40.08012, -82.94866 

### FIELD DATA:

3) Block Cracking: L: 150 

10) Long & Tran Cracking; L: 45 

19) Raveling: M: 5 

20) Weathering: L: 2200 

Micro Paver Sample PCI: 88 

Micro Paver Section PCI: 89 

Sample PCI: 87 (Good)
**CLIENT INFORMATION:**

Client: 

Project Name: Minerva Lake 

Date Inspected: 5/19/2016 11:48 

Field Inspector: Todd Rickenberg 

**LOCATION INFORMATION:**

iiCollector Asset ID: 1737015 

2650-2680 Jordan Rd 

Columbus, OH 43231 

GPS coordinates: 40.08003, -82.94687 

---

**FIELD DATA:**

GPS

GPS

Micropaver section ID: 14 

Area: 2200 


3) Block Cracking: L: 200 

10) Long & Tran Cracking: L: 30 

20) Weathering: L: 2200 

Micro Paver Sample PCI: 89 

Micro Paver Section PCI: 89 

Sample PCI: 89 (Good)
# iiAssessment - ASPHALT PCI

## CLIENT INFORMATION:
- Client: 
- Project Name: Minerva Lake
- Date Inspected: 5/19/2016 11:49
- Field Inspector: Todd Rickenberg

## LOCATION INFORMATION:
- iiCollector Asset ID: 1737016
- 2734 Jordan Rd
- Columbus, OH 43231
- GPS coordinates: 40.07998, -82.94484

## FIELD DATA:
- **GPS**
- **GPS**
- Micropaver section ID: 14
- Area: 2200

**Notes:**
- 10) Long & Tran Cracking: L: 75
- 20) Weathering: L: 2200
- Micro Paver Sample PCI: 90
- Micro Paver Section PCI: 89
- Sample PCI: 92 (Good)
iiAssessment - ASPHALT PCI

CLIENT INFORMATION:

Client: 

Project Name: Minerva Lake 

Date Inspected: 5/19/2016 11:50 

Field Inspector: Todd Rickenberg 

LOCATION INFORMATION:

iiCollector Asset ID: 1737093 

2879-2901 Kernwood Dr 

Columbus, OH 43231 

GPS coordinates: 40.08027, -82.94061 

FIELD DATA:

GPS

GPS

Micropaver section ID: 15

Area: 2100


3) Block Cracking: L: 300

10) Long & Tran Cracking: L: 45 M: 15

20) Weathering: L: 2100

Micro Paver Sample PCI: 84

Micro Paver Section PCI: 85

Sample PCI: 83 (Satisfactory)
CLIENT INFORMATION:

Client: 
Project Name: Minerva Lake 
Date Inspected: 5/19/2016 11:50 
Field Inspector: Todd Rickenberg 

LOCATION INFORMATION:

iiCollector Asset ID: 1737094 
2933 Kernwood Dr 
Columbus, OH 43231 
GPS coordinates: 40.08024, -82.93923 

FIELD DATA:

GPS 
GPS 
Micropaver section ID: 15 
Area: 2100 


3) Block Cracking: L: 200 
10) Long & Tran Cracking: L: 50 M: 13 
20) Weathering: L: 2100 
Micro Paver Sample PCI: 86 
Micro Paver Section PCI: 85 
Sample PCI: 85 (Satisfactory)
CLIENT INFORMATION:

Client: 

Project Name: Minerva Lake

Date Inspected: 5/19/2016 11:51

Field Inspector: Todd Rickenberg

LOCATION INFORMATION:

iiCollector Asset ID: 1737044

5139-5167 Lakeland Ct

Columbus, OH 43231

GPS coordinates: 40.07567, -82.94234

FIELD DATA:

GPS

GPS

Micropaver section ID: 16

Area: 2200


3) Block Cracking: L: 500  M: 1100

10) Long & Tran Cracking: L: 65  M: 45

20) Weathering: L: 1100  M: 1100

Micro Paver Sample PCI: 56

Micro Paver Section PCI: 56

Sample PCI: 55 (Poor)
CLIENT INFORMATION:

Client: 
Project Name: Minerva Lake 
Date Inspected: 5/19/2016 11:52 
Field Inspector: Todd Rickenberg 

LOCATION INFORMATION:

iiCollector Asset ID: 1737034 
2585 Lakewood Dr 
Columbus, OH 43231 
GPS coordinates: 40.07442, -82.94907 

FIELD DATA:

GPS
GPS
Micropaver section ID: 17
Area: 2400
3) Block Cracking: L: 300
7) Edge Cracking: L: 30 M: 95
10) Long & Tran Cracking: L: 70 M: 25
20) Weathering: L: 2400
Micro Paver Sample PCI: 74
Micro Paver Section PCI: 74
Sample PCI: 73 (Satisfactory)
**CLIENT INFORMATION:**

Client: 

Project Name: Minerva Lake 

Date Inspected: 5/19/2016 11:53 

Field Inspector: Todd Rickenberg

---

**LOCATION INFORMATION:**

iiCollector Asset ID: 1737036 

2521-2525 Lakewood Dr 

Columbus, OH 43231 

GPS coordinates: 40.07403, -82.95118

---

**FIELD DATA:**

GPS 

GPS 

Micropaver section ID: 18 

Area: 2400 

Source of Information: Paverå¬à Distress Identification Manual 

3) Block Cracking: L: 150 

7) Edge Cracking: L: 25 

10) Long & Tran Cracking: L: 100 M: 30 

20) Weathering: L: 2400 

Micro Paver Sample PCI: 82 

Micro Paver Section PCI: 79 

Sample PCI: 78 (Satisfactory)
**CLIENT INFORMATION:**

- Client: [Blank]
- Project Name: Minerva Lake
- Date Inspected: 5/19/2016 11:53
- Field Inspector: Todd Rickenberg

**LOCATION INFORMATION:**

- iiCollector Asset ID: 1737037
- 2584 Lakewood Dr
- Columbus, OH 43231
- GPS coordinates: 40.07453, -82.94938

**FIELD DATA:**

- GPS
- GPS
- Micropaver section ID: 18
- Area: 2400
- 3) Block Cracking: L: 500
- 7) Edge Cracking: L: 25
- 10) Long & Tran Cracking: L: 95, M: 45
- 20) Weathering: L: 2400
- Micro Paver Sample PCI: 76
- Micro Paver Section PCI: 79
- Sample PCI: 75 (Satisfactory)
CLIENT INFORMATION:

Client: 

Project Name: Minerva Lake

Date Inspected: 5/19/2016 11:55

Field Inspector: Todd Rickenberg

LOCATION INFORMATION:

iiCollector Asset ID: 1737038

2594 Lakewood Dr

Columbus, OH 43231

GPS coordinates: 40.07449, -82.94881

FIELD DATA:

GPS

GPS

Micropaver section ID: 18

Area: 2400


3) Block Cracking: L: 150

7) Edge Cracking: L: 50

10) Long & Tran Cracking: L: 95 M: 35

20) Weathering: L: 2400

Micro Paver Sample PCI: 81

Micro Paver Section PCI: 79

Sample PCI: 77 (Satisfactory)
CLIENT INFORMATION:

Client: 

Project Name: Minerva Lake

Date Inspected: 5/19/2016 11:57

Field Inspector: Todd Rickenberg

LOCATION INFORMATION:

iiCollector Asset ID: 1737039

2585-2599 Lakewood Dr

Columbus, OH 43231

GPS coordinates: 40.07447, -82.94832

FIELD DATA:

GPS

GPS

Micropaver section ID: 19

Area: 2400


3) Block Cracking: L: 175 M: 50

7) Edge Cracking: L: 20

10) Long & Tran Cracking: L: 75 M: 30

20) Weathering: L: 1200 M: 1200

Micro Paver Sample PCI: 77

Micro Paver Section PCI: 77

Sample PCI: 71 (Satisfactory)
CLIENT INFORMATION:
Client: 
Project Name: Minerva Lake
Date Inspected: 5/19/2016 11:58
Field Inspector: Todd Rickenberg

LOCATION INFORMATION:
iiCollector Asset ID: 1737040
2653 Lakewood Dr
Columbus, OH 43231
GPS coordinates: 40.07501, -82.94747

FIELD DATA:
GPS
GPS
Micropaver section ID: 20
Area: 2300
3) Block Cracking: L: 130
10) Long & Tran Cracking: L: 92 M: 65
20) Weathering: L: 2300
Micro Paver Sample PCI: 77
Micro Paver Section PCI: 80
Sample PCI: 73 (Satisfactory)
CLIENT INFORMATION:

Client: 
Project Name: Minerva Lake
Date Inspected: 5/19/2016 11:58
Field Inspector: Todd Rickenberg

LOCATION INFORMATION:

iiCollector Asset ID: 1737041
2681 Lakewood Dr
Columbus, OH 43231
GPS coordinates: 40.07555, -82.94635

FIELD DATA:

GPS

Micropaver section ID: 20
Area: 2300
Source of Information: Paverâs Distress Identification Manual

3) Block Cracking: L: 150
7) Edge Cracking: L: 40
9) Lane/Shoulder Drop Off: L: 40
10) Long & Tran Cracking: L: 135 M: 40
20) Weathering: L: 2300
Micro Paver Sample PCI: 76
Micro Paver Section PCI: 80
Sample PCI: 73 (Satisfactory)
**CLIENT INFORMATION:**

<table>
<thead>
<tr>
<th>Client:</th>
</tr>
</thead>
<tbody>
<tr>
<td>Project Name: Minerva Lake</td>
</tr>
<tr>
<td>Date Inspected: 5/19/2016 11:58</td>
</tr>
<tr>
<td>Field Inspector: Todd Rickenberg</td>
</tr>
</tbody>
</table>

**LOCATION INFORMATION:**

<table>
<thead>
<tr>
<th>iiCollector Asset ID: 1737042</th>
</tr>
</thead>
<tbody>
<tr>
<td>2737-2745 Lakewood Dr</td>
</tr>
<tr>
<td>Columbus, OH 43231</td>
</tr>
<tr>
<td>GPS coordinates: 40.07546, -82.94503</td>
</tr>
</tbody>
</table>

**FIELD DATA:**

**GPS**

**GPS**

Micropaver section ID: 20

Area: 2400

Source of Information: Paverâ€™s Distress Identification Manual

10) Long & Tran Cracking: L: 130 M: 75

20) Weathering: L: 2400

Micro Paver Sample PCI: 77

Micro Paver Section PCI: 80

Sample PCI: 74 (Satisfactory)
### CLIENT INFORMATION:
- **Client:**
- **Project Name:** Minerva Lake
- **Date Inspected:** 5/19/2016 11:59
- **Field Inspector:** Todd Rickenberg

### LOCATION INFORMATION:
- **iCollector Asset ID:** 1737043
- **Address:** 2785-2795 Lakewood Dr
- **City, State, Zip:** Columbus, OH 43231
- **GPS coordinates:** 40.07567, -82.94368

### FIELD DATA:
- **GPS**
- **GPS**
- **Micropaver section ID:** 20
- **Area:** 2400
- **Source of Information:** Paver & Distress Identification Manual
- **10) Long & Tran Cracking:** L: 75, M: 15
- **20) Weathering:** L: 2400
- **Micro Paver Sample PCI:** 89
- **Micro Paver Section PCI:** 80
- **Sample PCI:** 86 (Good)
CLIENT INFORMATION:

Client:

Project Name: Minerva Lake

Date Inspected: 5/19/2016 12:00

Field Inspector: Todd Rickenberg

LOCATION INFORMATION:

iiCollector Asset ID: 1737045

2866 Lakewood Dr

Columbus, OH 43231

GPS coordinates: 40.07537, -82.94178

FIELD DATA:

GPS

GPS

Micropaver section ID: 21

Area: 2400


10) Long & Tran Cracking: L: 35

20) Weathering: L: 2400

Micro Paver Sample PCI: 93

Micro Paver Section PCI: 93

Sample PCI: 93 (Good)
CLIENT INFORMATION:

Client: 

Project Name: Minerva Lake

Date Inspected: 5/19/2016 12:01

Field Inspector: Todd Rickenberg

LOCATION INFORMATION:

Collector Asset ID: 17377020

2500 Maplewood Dr

Columbus, OH 43231

GPS coordinates: 40.07422, -82.95160

FIELD DATA:

GPS

GPS

Micropaver section ID: 22

Area: 2850


1) Alligator Cracking: L: 75

3) Block Cracking: M: 300

6) Depression: L: 10

7) Edge Cracking: M: 50

8) Jt Reflection Cracking: L: 167 M: 20


15) Rutting: L: 90

19) Raveling: M: 80

20) Weathering: M: 2800

Micro Paver Sample PCI: 40

Micro Paver Section PCI: 40

Sample PCI: 32 (Very Poor)
CLIENT INFORMATION:

Client: 

Project Name: Minerva Lake

Date Inspected: 5/19/2016 12:01

Field Inspector: Todd Rickenberg

LOCATION INFORMATION:

iiCollector Asset ID: 1737021

2523-2525 Maplewood Dr

Columbus, OH 43231

GPS coordinates: 40.07391, -82.95126

FIELD DATA:

GPS

GPS

Micropaver section ID: 23

Area: 2300

Source of Information: Paverâ€™s Distress Identification Manual

3) Block Cracking: L: 500

7) Edge Cracking: M: 45

10) Long & Tran Cracking: L: 115 M: 55, H: 30

12) Polished Aggregate: M: 65

Micro Paver Sample PCI: 64

Micro Paver Section PCI: 69

Sample PCI: 63 (Fair)
CLIENT INFORMATION:

Client: 

Project Name: Minerva Lake 

Date Inspected: 5/19/2016 12:02 

Field Inspector: Todd Rickenberg 

LOCATION INFORMATION:

iiCollector Asset ID: 1737022 

2550 Maplewood Dr 

Columbus, OH 43231 

GPS coordinates: 40.07347, -82.95040 

FIELD DATA:

GPS 

GPS 

Micropaver section ID: 23 

Area: 2300 


3) Block Cracking: M: 100 

10) Long & Transverse Cracking: L: 130 M: 75 

20) Weathering: L: 2300 

Micro Paver Sample PCI: 74 

Micro Paver Section PCI: 69 

Sample PCI: 69 (Fair)
CLIENT INFORMATION:

Client: 
Project Name: Minerva Lake 
Date Inspected: 5/19/2016 12:02 
Field Inspector: Todd Rickenberg 

LOCATION INFORMATION:

iiCollector Asset ID: 1737023 
2580 Maplewood Dr 
Columbus, OH 43231 
GPS coordinates: 40.07356, -82.94928 

FIELD DATA:

GPS

Micropaver section ID: 24 
Area: 2000 
3) Block Cracking: L: 200 M: 1100 
9) Lane/Shoulder Drop Off: L: 30 
10) Long & Tran Cracking: L: 76 M: 43 
20) Weathering: L: 2000 
Micro Paver Sample PCI: 55 
Micro Paver Section PCI: 63 
Sample PCI: 54 (Poor)
### CLIENT INFORMATION:

- **Client:**
- **Project Name:** Minerva Lake
- **Date Inspected:** 5/19/2016 12:03
- **Field Inspector:** Todd Rickenberg

### LOCATION INFORMATION:

- **Collector Asset ID:** 1737024
- **Address:** 2655 Maplewood Dr
- **City:** Columbus, OH 43231
- **GPS coordinates:** 40.07327, -82.94752

### FIELD DATA:

- **GPS**
- **GPS**

  - **Micropaver section ID:** 24
  - **Area:** 2000

- **Source of Information:** Paver, & Distress Identification Manual

  - **3) Block Cracking:** L: 300
  - **M: 500**
  - **7) Edge Cracking:** L: 120
  - **9) Lane/Shoulder Drop Off:** L: 30
  - **10) Long & Tran Cracking:** L: 75
  - **M: 45**
  - **20) Weathering:** L: 200

- **Micro Paver Sample PCI:** 63
- **Micro Paver Section PCI:** 63
- **Sample PCI:** 57 (Fair)
CLIENT INFORMATION:

Client: 
Project Name: Minerva Lake 
Date Inspected: 5/19/2016 12:03 
Field Inspector: Todd Rickenberg 

LOCATION INFORMATION:

iiCollector Asset ID: 1737025 
2710-2720 Maplewood Dr 
Columbus, OH 43231 
GPS coordinates: 40.07344, -82.94576 

FIELD DATA:

GPS 

GPS 
Micropaver section ID: 24 
Area: 2000 

3) Block Cracking: L: 300 
10) Long & Tran Cracking: L: 75  M: 30 
20) Weathering: L: 200 
Micro Paver Sample PCI: 81 
Micro Paver Section PCI: 63 
Sample PCI: 78 (Satisfactory)
CLIENT INFORMATION:
Client:
Project Name: Minerva Lake
Date Inspected: 5/19/2016 12:09
Field Inspector: Todd Rickenberg

LOCATION INFORMATION:
iiCollector Asset ID: 1737026
2774-2782 Maplewood Dr
Columbus, OH 43231
GPS coordinates: 40.07336, -82.94398

FIELD DATA:
GPS
GPS
Micropaver section ID: 24
Area: 2000
1) Alligator Cracking: L: 150
3) Block Cracking: L: 250
10) Long & Tran Cracking: L: 95 M: 40
15) Rutting: L: 50
20) Weathering: L: 2000
Micro Paver Sample PCI: 59
Micro Paver Section PCI: 63
Sample PCI: 57 (Fair)
**CLIENT INFORMATION:**
- Client:
- Project Name: Minerva Lake
- Date Inspected: 5/19/2016 12:09
- Field Inspector: Todd Rickenberg

**LOCATION INFORMATION:**
- iiCollector Asset ID: 1737027
- 2839-2847 Maplewood Dr
- Columbus, OH 43231
- GPS coordinates: 40.07354, -82.94231

**FIELD DATA:**

GPS

GPS

Micropaver section ID: 24

Area: 2000


1) Alligator Cracking: L: 300

3) Block Cracking: L: 500

7) Edge Cracking: L: 65

10) Long & Tran Cracking: L: 85     M: 30

Micro Paver Sample PCI: 55

Micro Paver Section PCI: 63

Sample PCI: 54 (Poor)
CLIENT INFORMATION:

Client:

Project Name: Minerva Lake

Date Inspected: 5/19/2016 12:10

Field Inspector: Todd Rickenberg

LOCATION INFORMATION:

iiCollector Asset ID: 1737028

5099 Maplewood Dr

Columbus, OH 43231

GPS coordinates: 40.07462, -82.94113

FIELD DATA:

GPS

GPS

Micropaver section ID: 25

Area: 2000


3) Block Cracking: L: 200 M: 600

10) Long & Tran Cracking: L: 95 M: 45

20) Weathering: L: 2000

Micro Paver Sample PCI: 64

Micro Paver Section PCI: 64

Sample PCI: 61 (Fair)
CLIENT INFORMATION:

Client: 

Project Name: Minerva Lake 

Date Inspected: 5/19/2016 12:11 

Field Inspector: Todd Rickenberg 

LOCATION INFORMATION:

iiCollector Asset ID: 1737067  
2512 Minerva Lake Rd  
Columbus, OH 43231  
GPS coordinates: 40.07526, -82.95094 

FIELD DATA:

GPS

GPS

Micropaver section ID: 26

Area: 2400


2) Bleeding: L: 350

3) Block Cracking: L: 60

10) Long & Tran Cracking: L: 95  M: 75

20) Weathering: L: 2400

Micro Paver Sample PCI: 74

Micro Paver Section PCI: 74

Sample PCI: 70 (Fair)
CLIENT INFORMATION:

Client: 
Project Name: Minerva Lake
Date Inspected: 5/19/2016 12:11
Field Inspector: Todd Rickenberg

LOCATION INFORMATION:

iiCollector Asset ID: 1737068
2586 Minerva Lake Rd
Columbus, OH 43231
GPS coordinates: 40.07598, -82.94906

FIELD DATA:

GPS
GPS

Micropaver section ID: 26
Area: 2300
Source of Information: Paverâ€™s Distress Identification Manual

3) Block Cracking: L: 400
10) Long & Tran Cracking: L: 75 M: 35
13) Potholes: M: 1
20) Weathering: L: 2300

Micro Paver Sample PCI: 70
Micro Paver Section PCI: 70
Sample PCI: 70 (Fair)
CLIENT INFORMATION:
Client: 
Project Name: Minerva Lake 
Date Inspected: 5/19/2016 12:11
Field Inspector: Todd Rickenberg

LOCATION INFORMATION:
iiCollector Asset ID: 1737069
2660 Minerva Lake Rd
Columbus, OH 43231
GPS coordinates: 40.07656, -82.94707

FIELD DATA:
GPS
GPS
Micropaver section ID: 26
Area: 2400
10) Long & Tran Cracking: L: 65 M: 50
11) Patching & Util Cut Patching: L: 190
20) Weathering: L: 2400
Micro Paver Sample PCI: 76
Micro Paver Section PCI: 74
Sample PCI: 76 (Satisfactory)
CLIENT INFORMATION:

Client: ____________________________

Project Name: Minerva Lake __________

Date Inspected: 5/19/2016 12:12 __________

Field Inspector: Todd Rickenberg ______

LOCATION INFORMATION:

iiCollector Asset ID: 1737070 __________

2732 Minerva Lake Rd __________

Columbus, OH 43231 __________

GPS coordinates: 40.07694, -82.94501

FIELD DATA:

GPS

GPS

Micropaver section ID: 26 __________

Area: 2300 __________

Source of Information: Paver & Distress Identification Manual __________

3) Block Cracking: L: 400 __________

10) Long & Tran Cracking: L: 95 M: 67 __________

20) Weathering: L: 2300 __________

Micro Paver Sample PCI: 75 __________

Micro Paver Section PCI: 74 __________

Sample PCI: 73 (Satisfactory) __________
CLIENT INFORMATION:

Client: 

Project Name: Minerva Lake

Date Inspected: 5/19/2016 12:13

Field Inspector: Todd Rickenberg

LOCATION INFORMATION:

iiCollector Asset ID: 1737071

2787-2829 Minerva Lake Rd

Columbus, OH 43231

GPS coordinates: 40.07735, -82.94298

FIELD DATA:

GPS

GPS

Micropaver section ID: 27

Area: 2400


3) Block Cracking: L: 800

10) Long & Tran Cracking: L: 100  M: 65

19) Raveling: M: 10

20) Weathering: L: 2400

Micro Paver Sample PCI: 70

Micro Paver Section PCI: 65

Sample PCI: 71 (Satisfactory)
CLIENT INFORMATION:

Client: ___________

Project Name: Minerva Lake

Date Inspected: 5/19/2016 12:13

Field Inspector: Todd Rickenberg

LOCATION INFORMATION:

iiCollector Asset ID: 1737072

2829-2847 Minerva Lake Rd

Columbus, OH 43231

GPS coordinates: 40.07731, -82.94193

FIELD DATA:

GPS

GPS

Micropaver section ID: 27

Area: 2400


3) Block Cracking: L: 500    M: 200

10) Long & Tran Cracking: L: 95    M: 30

20) Weathering: L: 2400

Micro Paver Sample PCI: 74

Micro Paver Section PCI: 65

Sample PCI: 68 (Fair)
CLIENT INFORMATION:  
Client:  
Project Name: Minerva Lake  
Date Inspected: 5/19/2016 12:14  
Field Inspector: Todd Rickenberg

LOCATION INFORMATION:  
iiCollector Asset ID: 1737073  
2829-2847 Minerva Lake Rd  
Columbus, OH 43231  
GPS coordinates: 40.07728, -82.94085

FIELD DATA:  
GPS

Micropaver section ID: 27  
Area: 2400  

1) Alligator Cracking: L: 150  
3) Block Cracking: L: 300 M: 700

7) Edge Cracking: L: 15 H: 25  
10) Long & Tran Cracking: L: 91 M: 40  
20) Weathering: L: 2400

Micro Paver Sample PCI: 49  
Micro Paver Section PCI: 65  
Sample PCI: 43 (Poor)
CLIENT INFORMATION:
Client: 
Project Name: Minerva Lake 
Date Inspected: 5/19/2016 12:14 
Field Inspector: Todd Rickenberg 

LOCATION INFORMATION:
iiCollector Asset ID: 1737075 
2865-2895 Minerva Lake Rd 
Columbus, OH 43231 
GPS coordinates: 40.07753, -82.93944 

FIELD DATA:
GPS 

GPS 
Micropaver section ID: 28 
Area: 2400 

3) Block Cracking: L: 500 M: 700 
10) Long & Tran Cracking: L: 60 M: 35 
20) Weathering: L: 1200 M: 1200 
Micro Paver Sample PCI: 63 
Micro Paver Section PCI: 63 
Sample PCI: 59 (Fair)
CLIENT INFORMATION:

Client: 

Project Name: Minerva Lake 

Date Inspected: 5/19/2016 12:15 

Field Inspector: Todd Rickenberg 

LOCATION INFORMATION:

iiCollector Asset ID: 1737078 

2975 Minerva Lake Rd 

Columbus, OH 43231 

GPS coordinates: 40.07785, -82.93865 

FIELD DATA:

GPS 

GPS 

Micropaver section ID: 29 

Area: 2300 


3) Block Cracking: L: 1100 

6) Depression: H: 50 

7) Edge Cracking: L: 75 M: 50 

10) Long & Tran Cracking: L: 95 M: 45 

20) Weathering: M: 2300 

Micro Paver Sample PCI: 53 

Micro Paver Section PCI: 52 

Sample PCI: 46 (Poor)
CLIENT INFORMATION:

Project Name: Minerva Lake
Date Inspected: 5/19/2016 12:15
Field Inspector: Todd Rickenberg

LOCATION INFORMATION:

Collector Asset ID: 1737079
3012 Minerva Lake Rd
Columbus, OH 43231
GPS coordinates: 40.07786 , -82.93758

FIELD DATA:

GPS

Micropaver section ID: 29
Area: 2200

Source of Information: Paverâ€™s Distress Identification Manual

1) Alligator Cracking: L: 300
2) Bleeding: L: 800
7) Edge Cracking: L: 50     M: 115.
10) Long & Tran Cracking: L: 70     M: 50
20) Weathering: L: 2200
Micro Paver Sample PCI: 51
Micro Paver Section PCI: 52
Sample PCI: 52 (Poor)
**CLIENT INFORMATION:**

Client:  
Project Name: Minerva Lake  
Date Inspected: 5/19/2016 12:17  
Field Inspector: Todd Rickenberg

**LOCATION INFORMATION:**

iiCollector Asset ID: 1737080  
3054 Minerva Lake Rd  
Columbus, OH 43231  
GPS coordinates: 40.07781, -82.93642

---

**FIELD DATA:**

GPS

GPS

Micropaver section ID: 30  
Area: 2300  
3) Block Cracking: L: 1100  
10) Long & Tran Cracking: L: 65  
M: 35  
20) Weathering: L: 2300  
Micro Paver Sample PCI: 74  
Micro Paver Section PCI: 66  
Sample PCI: 73 (Satisfactory)

**COMMENTS:** Full area is in a patch
## CLIENT INFORMATION:

<table>
<thead>
<tr>
<th>Client:</th>
<th></th>
</tr>
</thead>
<tbody>
<tr>
<td>Project Name: Minerva Lake</td>
<td></td>
</tr>
<tr>
<td>Date Inspected: 5/19/2016 12:17</td>
<td></td>
</tr>
<tr>
<td>Field Inspector: Todd Rickenberg</td>
<td></td>
</tr>
</tbody>
</table>

## LOCATION INFORMATION:

<table>
<thead>
<tr>
<th>iiCollector Asset ID: 1737081</th>
<th></th>
</tr>
</thead>
<tbody>
<tr>
<td>3109 Minerva Lake Rd</td>
<td></td>
</tr>
<tr>
<td>Columbus, OH 43231</td>
<td></td>
</tr>
<tr>
<td>GPS coordinates: 40.07773, -82.93505</td>
<td></td>
</tr>
</tbody>
</table>

## FIELD DATA:

<table>
<thead>
<tr>
<th>GPS</th>
<th></th>
</tr>
</thead>
<tbody>
<tr>
<td>Micropaver section ID: 30</td>
<td></td>
</tr>
<tr>
<td>Area: 2300</td>
<td></td>
</tr>
<tr>
<td>3) Block Cracking: M: 1200</td>
<td></td>
</tr>
<tr>
<td>10) Long &amp; Tran Cracking: L: 76 M: 43</td>
<td></td>
</tr>
<tr>
<td>11) Patching &amp; Util Cut Patching: H: 2</td>
<td></td>
</tr>
<tr>
<td>20) Weathering: L: 2300</td>
<td></td>
</tr>
<tr>
<td>Micro Paver Sample PCI: 58</td>
<td></td>
</tr>
<tr>
<td>Micro Paver Section PCI: 66</td>
<td></td>
</tr>
<tr>
<td>Sample PCI: 57 (Fair)</td>
<td></td>
</tr>
</tbody>
</table>
CLIENT INFORMATION:

Client: 

Project Name: Minerva Lake

Date Inspected: 5/19/2016 13:01

Field Inspector: Todd Rickenberg

LOCATION INFORMATION:

iiCollector Asset ID: 1737082

3157-3163 Minerva Lake Rd

Columbus, OH 43231

GPS coordinates: 40.07766, -82.93355

FIELD DATA:

GPS

GPS

Micropaver section ID: 31

Area: 2400


3) Block Cracking: L: 400 M: 1000

9) Lane/Shoulder Drop Off: L: 16

10) Long & Tran Cracking: L: 85 M: 60

20) Weathering: L: 2400

Micro Paver Sample PCI: 59

Micro Paver Section PCI: 61

Sample PCI: 63 (Fair)
CLIENT INFORMATION:

Client: 

Project Name: Minerva Lake 

Date Inspected: 5/19/2016 13:01

Field Inspector: Todd Rickenberg

LOCATION INFORMATION:

iiCollector Asset ID: 1737083

3227 Minerva Lake Rd

Columbus, OH 43231

GPS coordinates: 40.07757, -82.93176

FIELD DATA:

GPS

GPS

GPS

Micropaver section ID: 31

Area: 2300


1) Alligator Cracking: L: 100

3) Block Cracking: L: 800

9) Lane/Shoulder Drop Off: M: 30

10) Long & Tran Cracking: L: 95   M: 70

20) Weathering: L: 2300

Micro Paver Sample PCI: 59

Micro Paver Section PCI: 61

Sample PCI: 62 (Fair)
CLIENT INFORMATION:
Client: 
Project Name: Minerva Lake 
Date Inspected: 5/19/2016 13:01 
Field Inspector: Todd Rickenberg 

LOCATION INFORMATION:
iiCollector Asset ID: 1737084 
3271 Minerva Lake Rd 
Columbus, OH 43231 
GPS coordinates: 40.07754, -82.93070 

FIELD DATA:
GPS 
GPS 
Micropaver section ID: 31 
Area: 2400 
10) Long & Tran Cracking: L: 96 M: 40 
20) Weathering: L: 2400 
Micro Paver Sample PCI: 66 
Micro Paver Section PCI: 61 
Sample PCI: 68 (Fair) 
COMMENTS: Patch is from wideing of road
## CLIENT INFORMATION:

- **Client:**
- **Project Name:** Minerva Lake
- **Date Inspected:** 5/19/2016 13:03
- **Field Inspector:** Todd Rickenberg

## LOCATION INFORMATION:

- **iiCollector Asset ID:** 1737054
- **2824 N Bay Dr**
- **Columbus, OH 43231**
- **GPS coordinates:** 40.07832 , -82.94248

## FIELD DATA:

**GPS**

**GPS**

- **Micropaver section ID:** 32
- **Area:** 2400
- **Source of Information:** Paver\&\%e Distress Identification Manual

<table>
<thead>
<tr>
<th>Description</th>
<th>Value</th>
</tr>
</thead>
<tbody>
<tr>
<td>3) Block Cracking</td>
<td>M: 2000</td>
</tr>
<tr>
<td>10) Long &amp; Tran Cracking</td>
<td>L: 50</td>
</tr>
<tr>
<td>20) Weathering</td>
<td>L: 2400</td>
</tr>
<tr>
<td>Micro Paver Sample PCI</td>
<td>53</td>
</tr>
<tr>
<td>Micro Paver Section PCI</td>
<td>58</td>
</tr>
<tr>
<td>Sample PCI</td>
<td>55 (Poor)</td>
</tr>
</tbody>
</table>
iiAssessment - ASPHALT PCI

CLIENT INFORMATION:

Client: 

Project Name: Minerva Lake

Date Inspected: 5/19/2016 13:03

Field Inspector: Todd Rickenberg

LOCATION INFORMATION:

iiCollector Asset ID: 1737055

2812 N Bay Dr

Columbus, OH 43231

GPS coordinates: 40.07777, -82.94295

FIELD DATA:

GPS

GPS

Micropaver section ID: 32

Area: 2300

Source of Information: Paver\'s Distress Identification Manual

3) Block Cracking: L: 300 M: 800

10) Long & Tran Cracking: L: 65 M: 40

20) Weathering: L: 2300

Micro Paver Sample PCI: 63

Micro Paver Section PCI: 58

Sample PCI: 59 (Fair)
**CLIENT INFORMATION:**

<table>
<thead>
<tr>
<th>Client:</th>
<th>LOCATION INFORMATION:</th>
</tr>
</thead>
<tbody>
<tr>
<td>Project Name: Minerva Lake</td>
<td>iiCollector Asset ID: 1737092</td>
</tr>
<tr>
<td>Date Inspected: 5/19/2016 13:04</td>
<td>2877 N Lake Ct</td>
</tr>
<tr>
<td>Field Inspector: Todd Rickenberg</td>
<td>Columbus, OH 43231</td>
</tr>
<tr>
<td></td>
<td>GPS coordinates: 40.08018, -82.94094</td>
</tr>
</tbody>
</table>

**FIELD DATA:**

- GPS
- GPS
  - Micropaver section ID: 33
  - Area: 2100
- 3) Block Cracking: L: 185
- 7) Edge Cracking: L: 40
- 10) Long & Tran Cracking: L: 95, M: 45
- 20) Weathering: L: 2100
- Micro Paver Sample PCI: 78
- Micro Paver Section PCI: 78
- Sample PCI: 73 (Satisfactory)
CLIENT INFORMATION:

Client: ____________________________

Project Name: Minerva Lake

Date Inspected: 5/19/2016 13:05

Field Inspector: Todd Rickenberg

LOCATION INFORMATION:

iiCollector Asset ID: 1737096

2965 Northland Plaza Dr

Columbus, OH 43231

GPS coordinates: 40.08184, -82.93788

FIELD DATA:

GPS

GPS

Micropaver section ID: 34

Area: 2400


3) Block Cracking: L: 200

8) Jt Reflection Cracking: L: 95 M: 150 H: 30

9) Lane/Shoulder Drop Off: L: 75

10) Long & Tran Cracking: L: 40

11) Patching & Util Cut Patching: M: 5

20) Weathering: L: 2400

Micro Paver Sample PCI: 60

Micro Paver Section PCI: 60

Sample PCI: 57 (Fair)
### CLIENT INFORMATION:

- **Client:**
- **Project Name:** Minerva Lake
- **Date Inspected:** 5/19/2016 13:07
- **Field Inspector:** Todd Rickenberg

### LOCATION INFORMATION:

- **iiCollector Asset ID:** 1737097
- **Address:** 3021 Northland Plaza Dr
- **City, State, Zip:** Columbus, OH 43231
- **GPS coordinates:** 40.08160, -82.93696

### FIELD DATA:

#### GPS

- **GPS**
- **Micropaver section ID:** 35
- **Area:** 2400


1. **Block Cracking:** L: 300
2. **Joint Reflection Cracking:** L: 140, M: 100, H: 20
3. **Lane/Shoulder Drop Off:** L: 50
4. **Long & Tran Cracking:** L: 75, M: 30
5. **Patching & Util Cut Patching:** M: 216
6. **Weathering:** L: 2400
7. **Micro Paver Sample PCI:** 50
8. **Micro Paver Section PCI:** 56
9. **Sample PCI:** 46 (Poor)
### CLIENT INFORMATION:

- **Client:**
- **Project Name:** Minerva Lake
- **Date Inspected:** 5/19/2016 13:07
- **Field Inspector:** Todd Rickenberg

### LOCATION INFORMATION:

- **iiCollector Asset ID:** 1737098
- **3021 Northland Plaza Dr**
- **Columbus, OH 43231**
- **GPS coordinates:** 40.08147, -82.93593

### FIELD DATA:

- **GPS**
- **GPS**
- **Micropaver section ID:** 35
- **Area:** 2400
- **Source of Information:** Paver&Distress Identification Manual

- **3) Block Cracking:** L: 1400  M: 700
- **10) Long & Tran Cracking:** L: 85  M: 65
- **20) Weathering:** L: 2400
- **Micro Paver Sample PCI:** 56
- **Micro Paver Section PCI:** 56
- **Sample PCI:** 55 (Poor)
CLIENT INFORMATION:

Client: 

Project Name: Minerva Lake 

Date Inspected: 5/19/2016 13:07 

Field Inspector: Todd Rickenberg 

LOCATION INFORMATION:

iiCollector Asset ID: 1737100 

3021 Northland Plaza Dr 

Columbus, OH 43231 

GPS coordinates: 40.08123, -82.93491 

FIELD DATA:

GPS 

GPS 

Micropaver section ID: 35 

Area: 2400 


3) Block Cracking: L: 2000 M: 400 

10) Long & Tran Cracking: M: 100 

20) Weathering: L: 2400 

Micro Paver Sample PCI: 56 

Micro Paver Section PCI: 56 

Sample PCI: 53 (Poor)
**CLIENT INFORMATION:**

Client: 

Project Name: Minerva Lake 

Date Inspected: 5/19/2016 13:08 

Field Inspector: Todd Rickenberg 

---

**LOCATION INFORMATION:**

iiCollector Asset ID: 1737101 

3197 Northland Plaza Dr 

Columbus, OH 43231 

GPS coordinates: 40.08092, -82.93393 

---

**FIELD DATA:**

GPS 

GPS 

Micropaver section ID: 35 

Area: 2400 


3) Block Cracking: L: 500 

8) Jt Reflection Cracking: L: 120  M: 100 

11) Patching & Util Cut Patching:  M: 35 

13) Potholes:  M: 1 

20) Weathering: L: 2400 

Micro Paver Sample PCI: 62 

Micro Paver Section PCI: 56 

Sample PCI: 60 (Fair)
**CLIENT INFORMATION:**

<table>
<thead>
<tr>
<th>Client:</th>
<th>LOCATION INFORMATION:</th>
</tr>
</thead>
<tbody>
<tr>
<td>Project Name: Minerva Lake</td>
<td>iiCollector Asset ID: 1737018</td>
</tr>
<tr>
<td>Date Inspected: 5/19/2016 13:15</td>
<td>2800 Park Ln Dr</td>
</tr>
<tr>
<td>Field Inspector: Todd Rickenberg</td>
<td>Columbus, OH 43231</td>
</tr>
<tr>
<td></td>
<td>GPS coordinates: 40.07959, -82.94343</td>
</tr>
</tbody>
</table>

**FIELD DATA:**

GPS

GPS

Micropaver section ID: 36

Area: 2200


7) Edge Cracking: L: 30

10) Long & Tran Cracking: L: 32

20) Weathering: L: 2200

Micro Paver Sample PCI: 91

Micro Paver Section PCI: 89

Sample PCI: 90 (Good)
### CLIENT INFORMATION:
- **Client:**
- **Project Name:** Minerva Lake
- **Date Inspected:** 5/19/2016 13:15
- **Field Inspector:** Todd Rickenberg

### LOCATION INFORMATION:
- **iiCollector Asset ID:** 1737019
- **5349 Park Ln Dr**
- **Columbus, OH 43231**
- **GPS coordinates:** 40.07980, -82.94241

### FIELD DATA:
- **GPS**
- **Area:** 2200
- **Source of Information:** Paver & Distress Identification Manual

#### 10) Long & Tran Cracking:
- **L:** 100
- **M:** 10

#### 20) Weathering:
- **L:** 2200

- **Micro Paver Sample PCI:** 86
- **Micro Paver Section PCI:** 89
- **Sample PCI:** 87 (Good)
CLIENT INFORMATION:

Client:

Project Name: Minerva Lake

Date Inspected: 5/19/2016 13:17

Field Inspector: Todd Rickenberg

LOCATION INFORMATION:

iiCollector Asset ID: 1737017

2772-5372 Park Ln Ct

Columbus, OH 43231

GPS coordinates: 40.07993, -82.94358

FIELD DATA:

GPS

GPS

Micropaver section ID: 37

Area: 2000


3) Block Cracking: L: 300

10) Long & Tran Cracking: L: 20

20) Weathering: L: 2000

Micro Paver Sample PCI: 85

Micro Paver Section PCI: 85

Sample PCI: 88 (Good)
CLIENT INFORMATION:

Client: 

Project Name: Minerva Lake 

Date Inspected: 5/19/2016 13:18 

Field Inspector: Todd Rickenberg 

LOCATION INFORMATION:

iiCollector Asset ID: 1737104 

5393-5399 Ponderosa Dr 

Columbus, OH 43231 

GPS coordinates: 40.08182, -82.93719 

FIELD DATA:

GPS 

GPS 

Micropaver section ID: 38 

Area: 3250 

Source of Information: Paver,â€™ Distress Identification Manual 

3) Block Cracking: M: 400 

7) Edge Cracking: M: 75 

10) Long & Tran Cracking: L: 120 M: 95 

20) Weathering: M: 3250 

Micro Paver Sample PCI: 65 

Micro Paver Section PCI: 65 

Sample PCI: 61 (Fair)
**CLIENT INFORMATION:**

- **Client:**
- **Project Name:** Minerva Lake
- **Date Inspected:** 5/19/2016 13:19
- **Field Inspector:** Todd Rickenberg

**LOCATION INFORMATION:**

- **iiCollector Asset ID:** 1737107
- **Address:** 5360-5380 Ponderosa Dr
- **City:** Columbus, OH 43231
- **GPS coordinates:** 40.08066, -82.93740

**FIELD DATA:**

- **GPS**
- **GPS**
  - **Micropaver section ID:** 39
  - **Area:** 2100
- **Source of Information:** Paver distress Identification Manual
- **3) Block Cracking:** L: 350
- **10) Long & Tran Cracking:** L: 45, M: 25
- **20) Weathering:** L: 2100
- **Micro Paver Sample PCI:** 82
- **Micro Paver Section PCI:** 82
- **Sample PCI:** 80 (Satisfactory)
CLIENT INFORMATION:

Client: 

Project Name: Minerva Lake 

Date Inspected: 5/19/2016 13:20 

Field Inspector: Todd Rickenberg 

LOCATION INFORMATION:

iiCollector Asset ID: 1737108 

5350-5354 Ponderosa Dr 

Columbus, OH 43231 

GPS coordinates: 40.08020, -82.93766 

FIELD DATA:

GPS 

GPS 

Micropaver section ID: 40 

Area: 2300 


3) Block Cracking: L: 150 

7) Edge Cracking: L: 50 

9) Lane/Shoulder Drop Off: L: 65 M: 10 

20) Weathering: L: 2300 

Micro Paver Sample PCI: 86 

Micro Paver Section PCI: 86 

Sample PCI: 85 (Satisfactory)
iiAssessment - ASPHALT PCI

CLIENT INFORMATION:

Client: ________________________________
Project Name: Minerva Lake
Date Inspected: 5/19/2016 13:22
Field Inspector: Todd Rickenberg

LOCATION INFORMATION:

iiCollector Asset ID: 1737095
5325-5351 Ponderosa Dr
Columbus, OH 43231
GPS coordinates: 40.07983, -82.93836

FIELD DATA:

GPS

GPS

GPS

Micropaver section ID: 41
Area: 2100

3) Block Cracking: L: 159

10) Long & Tran Cracking: L: 50 M: 30

20) Weathering: L: 2100

Micro Paver Sample PCI: 83
Micro Paver Section PCI: 83

Sample PCI: 79 (Satisfactory)
# iiAssessment - ASPHALT PCI

## CLIENT INFORMATION:
- **Client:**
- **Project Name:** Minerva Lake
- **Date Inspected:** 5/19/2016 13:24
- **Field Inspector:** Todd Rickenberg

## LOCATION INFORMATION:
- **iiCollector Asset ID:** 1737085
- **5261 Valley Rd**
- **Columbus, OH 43231**
- **GPS coordinates:** 40.07830, -82.93702

## FIELD DATA:

<table>
<thead>
<tr>
<th>GPS</th>
<th>GPS</th>
</tr>
</thead>
</table>

| Micropaver section ID: 42 |
| Area: 1900 |

| 3) Block Cracking: | H: 500 |
| 6) Depression: | L: 10 |
| 7) Edge Cracking: | M: 75 |
| 10) Long & Tran Cracking: | L: 95 M: 45 |
| 11) Patching & Util Cut Patching: | H: 10 |
| 13) Potholes: | M: 1 |
| 20) Weathering: | M: 1900 |
| Micro Paver Sample PCI: | 37 |
| Micro Paver Section PCI: | 37 |
| Sample PCI: | 44 (Poor) |
CLIENT INFORMATION:
Client:  
Project Name: Minerva Lake  
Date Inspected: 5/19/2016 13:26  
Field Inspector: Todd Rickenberg

LOCATION INFORMATION:
iiCollector Asset ID: 1737063  
5305 Westbridge Rd  
Columbus, OH 43231  
GPS coordinates: 40.07846, -82.94895

FIELD DATA:
GPS

Micropaver section ID: 43  
Area: 2200

Source of Information: Pavèr,â© Distress Identification Manual

3) Block Cracking: L: 100  M: 300

10) Long & Tran Cracking: L: 75  M: 45

20) Weathering: L: 2200

Micro Paver Sample PCI: 72

Micro Paver Section PCI: 72

Sample PCI: 66 (Fair)
CLIENT INFORMATION:

Client: 
Project Name: Minerva Lake
Date Inspected: 5/19/2016 13:29
Field Inspector: Todd Rickenberg

LOCATION INFORMATION:

iiCollector Asset ID: 1737046
2505 Wildwood Rd
Columbus, OH 43231
GPS coordinates: 40.07858, -82.95091

FIELD DATA:

GPS

GPS

Micropaver section ID: 44
Area: 2400
Source of Information: Paverâ€™s Distress Identification Manual

3) Block Cracking: L: 500
10) Long & Tran Cracking: L: 95 M: 45
20) Weathering: L: 2400
Micro Paver Sample PCI: 77
Micro Paver Section PCI: 77
Sample PCI: 76 (Satisfactory)
CLIENT INFORMATION:

Client: 

Project Name: Minerva Lake

Date Inspected: 5/19/2016 13:30

Field Inspector: Todd Rickenberg

LOCATION INFORMATION:

iiCollector Asset ID: 1737047

2552-2554 Wildwood Rd

Columbus, OH 43231

GPS coordinates: 40.07853, -82.94958

FIELD DATA:

GPS

GPS

Micropaver section ID: 45

Area: 2400


3) Block Cracking: L: 175

7) Edge Cracking: L: 50

10) Long & Tran Cracking: L: 85 M: 35

20) Weathering: L: 2400

Micro Paver Sample PCI: 81

Micro Paver Section PCI: 81

Sample PCI: 77 (Satisfactory)
## CLIENT INFORMATION:

- **Client:**
- **Project Name:** Minerva Lake
- **Date Inspected:** 5/19/2016 13:31
- **Field Inspector:** Todd Rickenberg

## LOCATION INFORMATION:

- **iiCollector Asset ID:** 1737048
- **2620 Wildwood Rd**
- **Columbus, OH 43231**
- **GPS coordinates:** 40.07847, -82.94801

## FIELD DATA:

- **GPS**

### Micropaver section ID: 46

- **Area:** 2400

### Source of Information: Paver & Distress Identification Manual

- **3) Block Cracking:** L: 300
- **10) Long & Tran Cracking:** L: 75, M: 45
- **20) Weathering:** L: 2400

- **Micro Paver Sample PCI:** 81
- **Micro Paver Section PCI:** 70

- **Sample PCI:** 77 (Satisfactory)
CLIENT INFORMATION:

Client: 
Project Name: Minerva Lake
Date Inspected: 5/19/2016 13:31
Field Inspector: Todd Rickenberg

LOCATION INFORMATION:

iiCollector Asset ID: 1737049
2670-2678 Wildwood Rd
Columbus, OH 43231
GPS coordinates: 40.07841, -82.94659

FIELD DATA:

GPS

GPS

Micropaver section ID: 46
Area: 2400

Source of Information: Paverâ€™s Distress Identification Manual

3) Block Cracking: L: 250 M: 1200
10) Long & Tran Cracking: L: 75 M: 40
20) Weathering; L: 2400
Micro Paver Sample PCI: 58
Micro Paver Section PCI: 70
Sample PCI: 57 (Fair)
**CLIENT INFORMATION:**

- **Client:**
- **Project Name:** Minerva Lake
- **Date Inspected:** 5/19/2016 13:39
- **Field Inspector:** Todd Rickenberg

**LOCATION INFORMATION:**

- **iiCollector Asset ID:** 1737050
- **2698 Wildwood Rd**
- **Columbus, OH 43231**
- **GPS coordinates:** 40.07849, -82.94580

**FIELD DATA:**

- **GPS**
- **GPS**
- **Micropaver section ID:** 47
- **Area:** 2400
- **Source of Information:** Paver & Distress Identification Manual

<table>
<thead>
<tr>
<th>Issue</th>
<th>Value</th>
</tr>
</thead>
<tbody>
<tr>
<td>3) Block Cracking</td>
<td>L: 200</td>
</tr>
<tr>
<td>10) Long &amp; Tran Cracking</td>
<td>L: 75</td>
</tr>
<tr>
<td>20) Weathering</td>
<td>L: 2400</td>
</tr>
<tr>
<td>Micro Paver Sample PCI</td>
<td>69</td>
</tr>
<tr>
<td>Micro Paver Section PCI</td>
<td>69</td>
</tr>
<tr>
<td>Sample PCI</td>
<td>63 (Fair)</td>
</tr>
</tbody>
</table>
CLIENT INFORMATION:

Client: 
Project Name: Minerva Lake
Date Inspected: 5/19/2016 1:32
Field Inspector: Todd Rickenberg

LOCATION INFORMATION:

Collector Asset ID: 1737051
2801-2807 Wildwood Rd
Columbus, OH 43231
GPS coordinates: 40.077845, -82.94464

FIELD DATA:

GPS
GPS
Micropaver section ID: 48
Area: 2400
3) Block Cracking: L: 500
10) Long & Tran Cracking: L: 75  M: 45
20) Weathering: L: 2400
Micro Paver Sample PCI: 78
Micro Paver Section PCI: 80
Sample PCI: 77 (Satisfactory)
CLIENT INFORMATION:

Client:

Project Name: Minerva Lake

Date Inspected: 5/19/2016 13:33

Field Inspector: Todd Rickenberg

LOCATION INFORMATION:

iiCollector Asset ID: 1737052

2786 Wildwood Rd

Columbus, OH 43231

GPS coordinates: 40.07845, -82.94358

FIELD DATA:

GPS

GPS

Micropaver section ID: 48

Area: 2400

Source of Information: Paverâ€™s Distress Identification Manual

3) Block Cracking: L: 500

10) Long Tran Cracking: L: 45 M: 15

20) Weathering: L: 240

Micro Paver Sample PCI: 82

Micro Paver Section PCI: 80

Sample PCI: 82 (Satisfactory)
CLIENT INFORMATION:

Client: 

Project Name: Minerva Lake

Date Inspected: 5/19/2016 13:33

Field Inspector: Todd Rickenberg

LOCATION INFORMATION:

iiCollector Asset ID: 1737053

2832 Wildwood Rd

Columbus, OH 43231

GPS coordinates: 40.07840, -82.94246

FIELD DATA:

GPS

GPS

Micropaver section ID: 49

Area: 2400


3) Block Cracking: L: 400

10) Long & Tran Cracking: L: 75   M: 20

20) Weathering: L: 2400

Micro Paver Sample PCI: 83

Micro Paver Section PCI: 83

Sample PCI: 81 (Satisfactory)
CLIENT INFORMATION:

Client: 

Project Name: Minerva Lake 

Date Inspected: 5/19/2016 13:34

Field Inspector: Todd Rickenberg

LOCATION INFORMATION:

iiCollector Asset ID: 1737056

2518 Woodley Rd

Columbus, OH 43231

GPS coordinates: 40.07644 , -82.95111

FIELD DATA:

GPS

GPS

Micropaver section ID: 50

Area: 2400


3) Block Cracking: L; 500

7) Edge Cracking: L; 50

10) Long & Tran Cracking: L; 95 M: 35

20) Weathering: L; 2400

Micro Paver Sample PCI: 77

Micro Paver Section PCI: 77

Sample PCI: 76 (Satisfactory)
**CLIENT INFORMATION:**

Client:

Project Name: Minerva Lake

Date Inspected: 5/19/2016 13:35

Field Inspector: Todd Rickenberg

**LOCATION INFORMATION:**

Collector Asset ID: 1737057

2550 Woodley Rd

Columbus, OH 43231

GPS coordinates: 40.07684, -82.94972

**FIELD DATA:**

GPS

GPS

Micropaver section ID: 51

Area: 2400


3) Block Cracking: L: 350 M: 1

10) Long & Tran Cracking: L: 75 M: 35

20) Weathering: L: 2400

Micro Paver Sample PCI: 81

Micro Paver Section PCI: 81

Sample PCI: 79 (Satisfactory)
## CLIENT INFORMATION:
- **Client:**
- **Project Name:** Minerva Lake
- **Date Inspected:** 5/19/2016 13:35
- **Field Inspector:** Todd Rickenberg

## LOCATION INFORMATION:
- **iiCollector Asset ID:** 1737058
- **2609-2621 Woodley Rd
- **Columbus, OH 43231**
- **GPS coordinates:** 40.07713, -82.94854

## FIELD DATA:

**GPS**

**GPS**

- **Micropaver section ID:** 52
- **Area:** 2400
- **Source of Information:** Pavêrââ & Distress Identification Manual

10) Long & Tran Cracking: L: 96 M: 55

20) Weathering: L: 2400

- **Micro Paver Sample PCI:** 81
- **Micro Paver Section PCI:** 78
- **Sample PCI:** 77 (Satisfactory)
iiAssessment - ASPHALT PCI

CLIENT INFORMATION:

Client: 
Project Name: Minerva Lake
Date Inspected: 5/19/2016 13:36
Field Inspector: Todd Rickenberg

LOCATION INFORMATION:

iiCollector Asset ID: 1737059
2641-2647 Woodley Rd
Columbus, OH 43231
GPS coordinates: 40.07746, -82.94758

FIELD DATA:

GPS

GPS

Micropaver section ID: 52
Area: 2400

7) Edge Cracking: L: 75
10) Long & Tran Cracking: L: 125 M: 70
20) Weathering: L: 2400
Micro Paver Sample PCI: 77
Micro Paver Section PCI: 78
Sample PCI: 73 (Satisfactory)
CLIENT INFORMATION:

Client: 

Project Name: Minerva Lake 

Date Inspected: 5/19/2016 13:36 

Field Inspector: Todd Rickenberg 

LOCATION INFORMATION:

iiCollector Asset ID: 1737060 

2678 Woodley Rd 

Columbus, OH 43231 

GPS coordinates: 40.07767, -82.94657 

FIELD DATA:

GPS 

GPS 

Micropaver section ID: 52 

Area: 2400 


3) Block Cracking: L: 300 

6) Depression: L: 15 

10) Long & Tran Cracking: L: 75 M: 55 

20) Weathering: L: 2400 

Micro Paver Sample PCI: 77 

Micro Paver Section PCI: 78 

Sample PCI: 73 (Satisfactory)
VILLAGE OF MINERVA PARK - GROUND PENETRATING RADAR

Ground Penetrating Radar (GPR) is a nondestructive testing tool that uses radio wave to acquire subsurface information. GPR has been used for over three decades as a tool for transportation system investigation, particularly to study pavement layer thicknesses, find voids under pavement, evaluate moisture or density variations, detect asphalt stripping zones, and assess the condition of bridge decks.

Rii used an automated survey vehicle to collect continuous GPR data on pavement layer thicknesses. The type of GPR system used during this project utilizes the non-contact horn antenna with a center frequency of 1 GHz, which is suspended 19 in. over the surface of the pavement and which can perform surveys at highway speed. This system has the advantage of providing near-surface information, and under typical conditions, the depth of signal penetration reaches 24 in.

The GPR system used during data collection is shown in Photograph 1. The twenty seven (27) roads were surveyed on May 12, 2016.

When the GPR electromagnetic signal is directed into the ground, a part of it is reflected from interfaces between materials of different dielectric values, and returns to the system receiver where it is displayed. This reflected energy brings a lot of information, including signal amplitude and velocity, but also a visual display of the pavement substructure using a color transform system.

The Village of Minerva Park pavement is mainly a flexible pavement, except Northland Plaza Dr. which is a rigid pavement. The objectives of the GPR survey were to measure the asphalt and base thickness layers, locate any subsurface anomalies, and estimate the level of moisture in the aggregate base layer. Thickness and moisture applications are briefly discussed in the following sections.
Pavement Thickness Evaluation

Pavement thickness survey is one of the most useful applications of GPR to transportation systems for pavement management purposes at the network or project level. The method has been described in ASTM D4748-10 Standard Test Method for Determining the Thickness of Bound Pavement Layers Using Short Pulse Radar. The advantage of using GPR for pavement thickness surveys is that it provides continuous coverage along a linear path, is nondestructive, and can be performed at highway speed.

Over the past decade, GPR thickness has been used for rehabilitation design, FWD back-calculation, pavement management, and density QA (Quality Assurance) determination of new pavement construction. Studies have shown that a few calibration cores taken at locations where GPR tests were conducted help improve the GPR thickness accuracy. Past core data are also important in clarifying pavement layer type. This distinction can have a large impact on the interpretation of the GPR thickness data.

GPR was used in this project to obtain the thickness of the asphalt pavement layer and the thickness of the aggregate base layer. The asphalt and base layer thicknesses are reported in Excel spreadsheets at one (1) foot interval, and included in this submission. Figure 1 is a typical GPR scan showing the asphalt and base layers for Alder Vista Drive. Table 1 lists the average thicknesses of asphalt and base layer for each tested road.

Figure 1. GPR scan showing asphalt and base layers (Alder Vista Drive)
Table 1. Asphalt and Base Layer thickness/dielectric constant averages for each road

<table>
<thead>
<tr>
<th>Rd Name</th>
<th>Start</th>
<th>End</th>
<th>Distance Scanned (ft)</th>
<th>Avg Asp Thickness (in)</th>
<th>Avg Asp Dielectric</th>
<th>Avg Base Thickness (in)</th>
<th>Avg Base Dielectric</th>
</tr>
</thead>
<tbody>
<tr>
<td>Jordan Rd</td>
<td>Cleveland Ave</td>
<td>Park Lane Dr</td>
<td>2,156</td>
<td>5.20</td>
<td>5.38</td>
<td>8.40</td>
<td>7.23</td>
</tr>
<tr>
<td>Park Lane Dr</td>
<td>Jordan Rd</td>
<td>End of Rd</td>
<td>945</td>
<td>3.73</td>
<td>5.06</td>
<td>9.84</td>
<td>7.12</td>
</tr>
<tr>
<td>Park Lane CT.</td>
<td>Jordan Rd</td>
<td>End of Rd</td>
<td>273</td>
<td>4.32</td>
<td>4.98</td>
<td>8.93</td>
<td>6.78</td>
</tr>
<tr>
<td>Wildwood Rd</td>
<td>Cleveland Ave</td>
<td>End of Rd</td>
<td>2,636</td>
<td>5.02</td>
<td>5.47</td>
<td>8.21</td>
<td>8.07</td>
</tr>
<tr>
<td>Cardinal Court</td>
<td>Wildwood Rd</td>
<td>End of Rd</td>
<td>198</td>
<td>4.00</td>
<td>4.97</td>
<td>9.90</td>
<td>7.21</td>
</tr>
<tr>
<td>Westbridge Rd</td>
<td>Woodley Rd</td>
<td>Wildwood Rd</td>
<td>531</td>
<td>3.20</td>
<td>5.11</td>
<td>8.70</td>
<td>7.35</td>
</tr>
<tr>
<td>Elmhurst Ave</td>
<td>Woodley Rd</td>
<td>Wildwood Rd</td>
<td>682</td>
<td>2.76</td>
<td>5.13</td>
<td>9.01</td>
<td>7.66</td>
</tr>
<tr>
<td>Woodley Rd</td>
<td>Cleveland Ave</td>
<td>Wildwood Rd</td>
<td>1,849</td>
<td>5.31</td>
<td>5.29</td>
<td>8.09</td>
<td>8.13</td>
</tr>
<tr>
<td>N. Bay Dr</td>
<td>Minerva Lake Rd</td>
<td>Wildwood Rd</td>
<td>580</td>
<td>4.73</td>
<td>5.33</td>
<td>8.16</td>
<td>7.78</td>
</tr>
<tr>
<td>Maplewood Dr</td>
<td>Cleveland Ave</td>
<td>Lakewood Dr</td>
<td>3,606</td>
<td>2.72</td>
<td>5.13</td>
<td>9.24</td>
<td>7.21</td>
</tr>
<tr>
<td>Lakewood Dr</td>
<td>Maplewood Dr</td>
<td>Maplewood Dr</td>
<td>3,147</td>
<td>5.52</td>
<td>5.33</td>
<td>8.02</td>
<td>8.57</td>
</tr>
<tr>
<td>Briar Rose Ave</td>
<td>Maplewood Dr</td>
<td>Lakewood Dr</td>
<td>449</td>
<td>5.56</td>
<td>5.24</td>
<td>8.40</td>
<td>8.90</td>
</tr>
<tr>
<td>Alder Vista Dr</td>
<td>Lakewood Dr</td>
<td>Maplewood Dr</td>
<td>2,086</td>
<td>2.63</td>
<td>5.01</td>
<td>9.16</td>
<td>7.61</td>
</tr>
<tr>
<td>Lakeland Court</td>
<td>Lakewood Dr</td>
<td>End of Rd</td>
<td>199</td>
<td>2.38</td>
<td>4.72</td>
<td>10.02</td>
<td>6.77</td>
</tr>
<tr>
<td>Lakewood Dr</td>
<td>Lakewood Dr</td>
<td>Briar Rose Ave</td>
<td>127</td>
<td>5.13</td>
<td>5.33</td>
<td>9.18</td>
<td>8.94</td>
</tr>
<tr>
<td>Minerva Lake Rd</td>
<td>Cleveland Ave</td>
<td>Westerville Rd</td>
<td>6,772</td>
<td>6.71</td>
<td>4.97</td>
<td>8.95</td>
<td>6.86</td>
</tr>
<tr>
<td>Northland Plaza Dr</td>
<td>Farview Dr</td>
<td>City limits</td>
<td>539</td>
<td>4.48</td>
<td>6.75</td>
<td>5.89</td>
<td>7.59</td>
</tr>
<tr>
<td>Ponderosa Dr</td>
<td>SR 161</td>
<td>End of Rd</td>
<td>1,212</td>
<td>3.11</td>
<td>5.31</td>
<td>10.48</td>
<td>6.43</td>
</tr>
<tr>
<td>Carlton Ct</td>
<td>Ponderosa Dr</td>
<td>End of Rd</td>
<td>160</td>
<td>2.23</td>
<td>5.03</td>
<td>13.26</td>
<td>6.24</td>
</tr>
<tr>
<td>Kerrwood Dr</td>
<td>N Lake Ct</td>
<td>Ponderosa Dr</td>
<td>780</td>
<td>3.56</td>
<td>5.21</td>
<td>10.03</td>
<td>6.13</td>
</tr>
<tr>
<td>East Shore Dr</td>
<td>N Lake Ct</td>
<td>Minerva Lake Rd</td>
<td>1,044</td>
<td>4.12</td>
<td>5.29</td>
<td>9.26</td>
<td>6.65</td>
</tr>
<tr>
<td>Valley Rd</td>
<td>Minerva Lake Rd</td>
<td>End of Rd</td>
<td>218</td>
<td>2.29</td>
<td>5.05</td>
<td>7.57</td>
<td>7.20</td>
</tr>
<tr>
<td>East Shore Dr</td>
<td>Minerva Lake Rd</td>
<td>East Shore Dr</td>
<td>159</td>
<td>4.56</td>
<td>5.37</td>
<td>8.87</td>
<td>7.08</td>
</tr>
<tr>
<td>Berry Lane Ct</td>
<td>East Shore Dr</td>
<td>End of Rd</td>
<td>343</td>
<td>5.00</td>
<td>5.20</td>
<td>9.93</td>
<td>7.00</td>
</tr>
<tr>
<td>East Shore Ct</td>
<td>East Shore Dr</td>
<td>End of Rd</td>
<td>241</td>
<td>4.29</td>
<td>5.26</td>
<td>10.96</td>
<td>6.28</td>
</tr>
<tr>
<td>N Lake Ct</td>
<td>East Shore Dr</td>
<td>End of Rd</td>
<td>222</td>
<td>4.06</td>
<td>4.89</td>
<td>11.12</td>
<td>5.61</td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>Rd Name</th>
<th>Start</th>
<th>End</th>
<th>Distance Scanned (ft)</th>
<th>Avg Asp Thickness (in)</th>
<th>Avg Asp Dielectric</th>
<th>Avg Concrete Thickness (in)</th>
<th>Avg Concrete Dielectric</th>
</tr>
</thead>
<tbody>
<tr>
<td>Northland Plaza Dr</td>
<td>Farview Dr</td>
<td>City limits</td>
<td>878</td>
<td>2.93</td>
<td>5.72</td>
<td>8.75</td>
<td>7.55</td>
</tr>
</tbody>
</table>
Base Layer Moisture Content Evaluation

GPR uses radio waves as an energy source which are transmitted into the pavement and reflected at layer interfaces. The radio wavelength spectrum ranges from $10^{-3}$ meters to 10 meters. GPR operates in the low range of the radio wavelength spectrum ($10^{-1}$ m to 10 m).

As with all electromagnetic waves, radio waves travel through a vacuum at the speed of light. When the radar waves pass through a medium other than a vacuum, the velocity of propagation becomes a function of the dielectric constant of the medium. Some representative dielectric constant values of interest are given in Table 2.

<table>
<thead>
<tr>
<th>Material</th>
<th>Relative Dielectric Constant ($\varepsilon_r$)</th>
</tr>
</thead>
<tbody>
<tr>
<td>Air</td>
<td>1</td>
</tr>
<tr>
<td>Water</td>
<td>81</td>
</tr>
<tr>
<td>Asphalt</td>
<td>3 - 6</td>
</tr>
<tr>
<td>Cured Concrete</td>
<td>6 - 10</td>
</tr>
<tr>
<td>Aggregate Base</td>
<td>$&lt; 10$</td>
</tr>
</tbody>
</table>

The velocity, $v$, of a radar wave through a given medium varies in inverse proportion to the square root of the material’s relative dielectric constant, $\varepsilon_r$. The time required for a radar pulse to travel from the source to an interface and back is the two-way travel time, $t$, and is dependent on the depth, $d$, of the interface between two materials, and the dielectric constant of the material overlying the interface. The depth is determined by the following equation.

$$d = \frac{v \times t}{2}$$

The velocity of the radar wave is dependent on the dielectric constant of the medium, and can be calculated by the following formula.

$$v = \frac{c}{\sqrt{\varepsilon_r}}$$

Where, $c$ is the speed of light.

As can be seen from the data in Table 2, the moisture content has a large influence on the dielectric constant, and therefore affects the two-way travel time, so that the greater the amount of water saturation, the lower the radar wave velocity, and hence the higher the dielectric constant of the material.

Radar waveforms from the top of the base layer have signal amplitudes that are a function of the dielectric constants of the base layer. The wetter the base, the higher the calculated dielectric values, and the higher the moisture content. Dielectric values of 10 to 16 signify a
moist base, while values above 16 indicate wet areas. The dielectric constant averages of the base layer for this project are found to range from 7 to 9, overall dry aggregate base. Excel spreadsheets reporting base moisture content data is included in this submission. Table 1 lists the average aggregate base moisture for each road.