The Northeast Ohio Areawide Coordinating Agency (NOACA) is a public organization serving the counties of Cuyahoga, Geauga, Lake, Lorain and Medina and the municipalities and townships within (covering an area with 2.1 million people). NOACA is the agency designated or recognized to perform the following functions:

- **Serve as the Metropolitan Planning Organization (MPO), with responsibility for comprehensive, cooperative and continuous planning for all modes of transportation including highways, public transit, and bikeways, as defined in the current transportation law.**

- **Perform comprehensive, cooperative and continuous water quality, transportation-related air quality and other environmental planning functions.**

- **Administer the area clearinghouse function, which includes providing local government with the opportunity to review a wide variety of local or state applications for federal funds.**

- **Conduct transportation and environmental planning and related demographic, economic and land use research.**

- **Serve as an information center for transportation, environmental and related planning.**

- **NOACA’s Board of Directors provides transportation and environmental planning assistance to the 172 units of local government.**

The NOACA Board of Directors is composed of 45 local public officials. The Board convenes quarterly to provide a forum for members to present, discuss and develop solutions for local and areawide issues and make recommendations regarding implementation strategies. As the area clearinghouse for the region, the Board makes comments and recommendations on applications for state and federal grants, with the purpose of enhancing the region’s social, physical, environmental and land use/transportation fabric. NOACA invites you to take part in its planning process. Feel free to participate, to ask questions and to learn more about areawide planning.
The NOACA region, in 2014, had 5,708 lane miles of locally maintained federal-aid roadways, of which about 42 percent are not in a state of good repair. To bring the condition of the highway infrastructure to a state of good repair and maintain it over the long term, NOACA is currently developing a comprehensive Transportation Asset Management Program.

Transportation asset management is a strategic and systematic process of operating, maintaining, upgrading and expanding physical assets such as roads and bridges. It involves using engineering and economic analyses to identify a sequence of actions that will achieve and sustain a state of good repair over the lifecycle of the assets at minimum cost. The sequence is maintenance, preservation, repair, rehabilitation, and replacement.

Ultimately, when NOACA’s Transportation Asset Management Program is fully functioning, it will link the agency’s goals, objectives and performance measures to the available resources for all modes of transportation.
NOACA previously provided the 2012 Pavement Conditions and Scenarios Report to all jurisdictions that maintain federal aid highways in the region. This report is an update to the 2012 report with the most current data available collected by the Ohio Department of Transportation (ODOT). The report focuses on federal aid roadways that are not maintained by ODOT; specifically the roadways where NOACA programs its Surface Transportation Program (STP Funding) for repair. This report includes the following information;

- Using NOACA’s current Regional Pavement Management System (RPMS), a backlog scenario has been created for your community. The backlog scenario estimates the cost to bring all the locally maintained federal aid roadways, within your community, into a state of good repair. The backlog scenario material is presented in a table which estimates the cost of repairs, a map which graphically displays the location and type of repair needed and a bar graph which shows the total cost by type of repair.

- Also included are a table containing 2014 pavement condition ratings for the locally maintained federal aid roads within your community, and a map graphically displaying this information.

The NOACA Board of Directors has adopted the following vision statement;

“NOACA will STRENGTHEN regional cohesion, PRESERVE existing infrastructure, and BUILD a sustainable multimodal transportation system to SUPPORT economic development and ENHANCE quality of life in Northeast Ohio”.

This guidance from our vision statement along with the development of a Transportation Asset Management Program will assist the NOACA Board of Directors in making well informed decisions on how to best spend scarce federal funding.

As NOACA moves forward in the development of the Transportation Asset Management Program, we encourage you to become involved in this process. Please contact me or my staff to discuss the development of this important program.
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NOACA makes no representations or warranties with respect to the accuracy and/or completeness of the map.

DATA SOURCES:
NOACA

Repair Needed
- Major Rehabilitation
- Minor Rehabilitation
- No Repair Needed
- Preventative Maintenance
- Routine Maintenance
- Municipal Boundary
Village of Westfield Center
Backlog Scenario Results
All Federal-Aid Roads on the Urban and Local Systems

$195,100
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<th>Street Name</th>
<th>Route Name</th>
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<th>To Log Point</th>
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<th>Width (Feet)</th>
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NOACA makes no representations or warranties with respect to the accuracy and/or completeness of the map.

DATA SOURCES:
NOACA

Pavement Condition Rating
- Very Poor, 0 - 39
- Poor, 40 - 54
- Fair to Poor, 55 - 64
- Fair, 65 - 74
- Good, 75 - 89
- Very Good, 90 - 100
- Municipal Boundary
2014 Village of Westfield Center Pavement Conditions

1.58 miles, 98%

0.03 miles, 2%

1.61 Miles of Roadway
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The preparation of this publication was financed through grants received from the Federal Highway Administration and the Ohio Department of Transportation, and appropriations from the counties of and municipalities within Cuyahoga, Geauga, Lake, Lorain and Medina. The contents do not necessarily reflect official views or policies of the U.S. Department of Transportation or the Ohio Department of Transportation. This document does not constitute a standard or regulation.