

LONDON GROVE TOWNSHIP

PUBLIC WORKS

2026 PAVEMENT CONDITION REPORT & THREE-YEAR PLAN



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INTRODUCTION

London Grove Township Public Works recognized the need to implement means and methods to evaluate the current road conditions, in order to make informed decisions on the maintenance, repair and replacement of the existing road network. Research was conducted to find a system which would provide the needed information in a fiscally responsible manner.

It was decided to utilize a system known as “Pavement Surface Evaluation and Rating” (PASER), which was produced by the University of Wisconsin-Madison, Transportation Information Center, in conjunction with the Federal Highway Administration and the National Local Technical Assistance Program (LTAP). The PASER system is based off of ASTM D6433 “Standard Practice for Roads and Parking Lots Pavement Condition Index Survey”. The PASER system does not provide specific quantitative values for inspection, so it was decided to use the “Pavement Condition Rating System” (PCR) methodology, as published by the Ohio Department of Transportation (ODOT).

It should be noted that this report is not intended to be a project-specific design tool. Its intent is to help identify the location and extent of pavement problems and to plan overall solution strategies.

METHODOLOGY

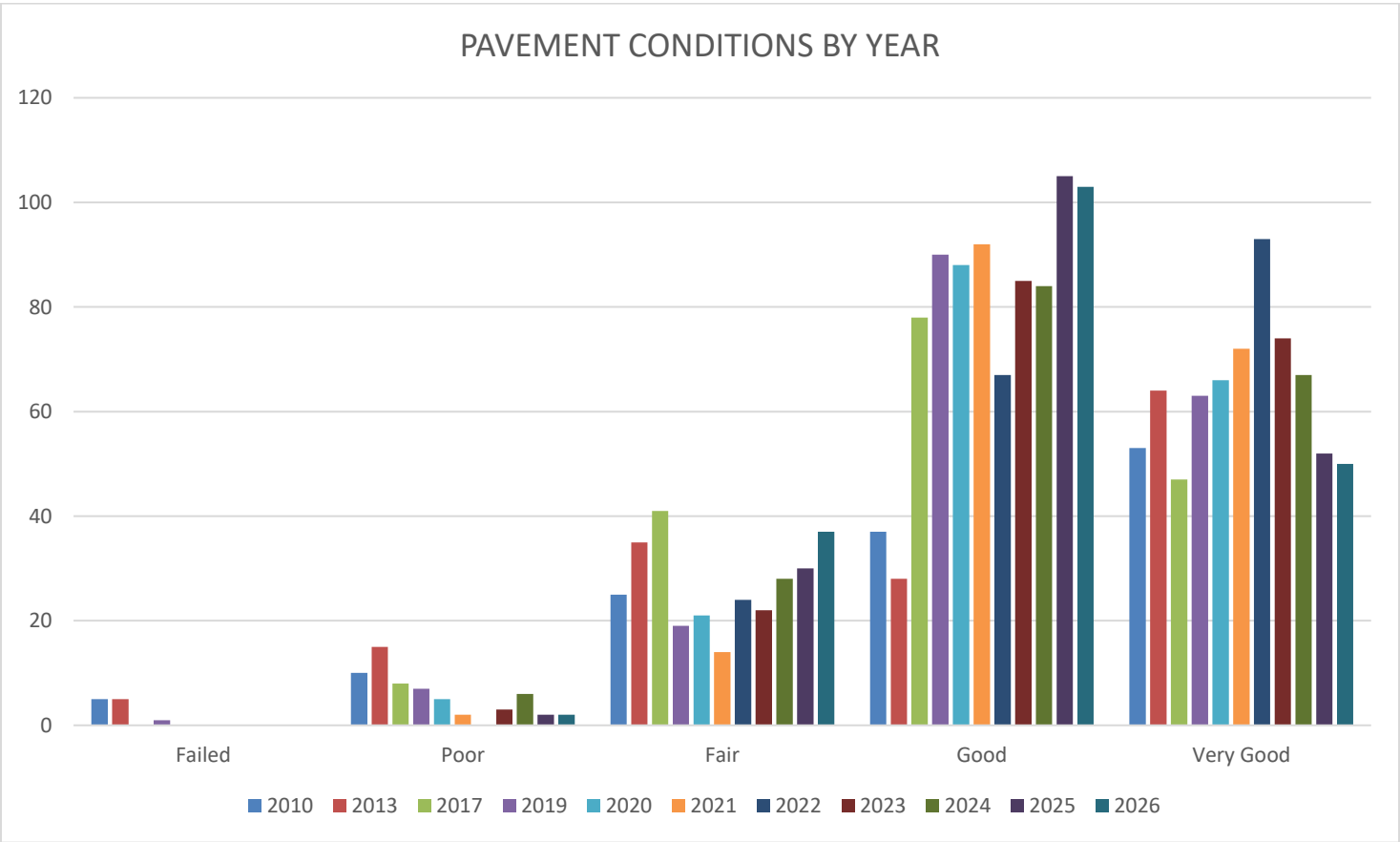
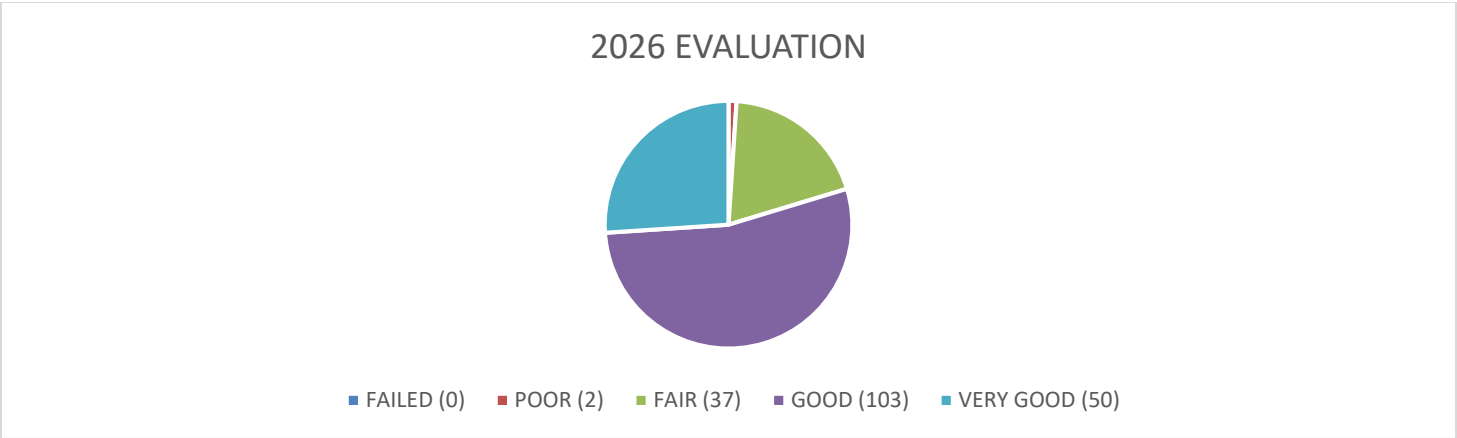
The roads were evaluated for the presence of multiple distresses, including raveling, bleeding, patching, potholes/debonding, crack sealing deficiency, rutting, settlements, corrugations, wheel track cracking, block and transverse cracking, longitudinal joint cracking, edge cracking, and random cracking. Based on this evaluation a “Pavement Condition Rating” (PCR) was assigned.

The Pavement Condition Rating indicates the overall condition of the segment. The higher the number, the better the condition. The PCR number generally indicates the condition as follows;

9-10	Very Good Condition	Little or no maintenance required
7-8	Good Condition	Routine maintenance, crack sealing and Minor patching recommended.
5-6	Fair Condition	Crack sealing, major patching, and Preventative treatments recommended.
3-4	Poor Condition	Structural improvements, leveling and Overlay, or recycling recommended.
1-2	Failed Roadway	Reconstruction recommended.

EVALUATION

The township’s 63.34 miles of road were evaluated in July of 2026, using a combination of “windshield evaluation” and surface investigation. A total of 192 segments were evaluated, with 1 new segment being added for this evaluation due to the dedication of Autumn Blaze Lane in the Coventry Reserve Development. Each segment may be a whole road, or a section of a road separated due to length or significant differences in road condition.



EVALUATION OUTCOME

The 2026 evaluation shows that ongoing maintenance efforts and near adequate budgeting continue to provide an overall acceptable Pavement Condition Rating for the townships road network, resulting in good road surfaces for motorists.

You will however notice a downward trend in the overall condition ratings, most notably the very good roads. This is a result of the aging of the large number of development roads constructed during the building boom of the late nineties and early two thousands. Consideration should be given in future budgets to increase the paving and surface treatment figures to address these aging roadways.

It is imperative that maintenance programs such as yearly crack sealing and selective patching continue in order to maintain the road surfaces. Additionally, budgeting to allow for resurfacing of the road network in a timely manner needs to be continued.

Considering a surface lifespan of 20 years, inflation and, 63.34 miles of roadway, we recommend a minimum of \$760,000 be budgeted, on a yearly basis, for contract resurfacing and reconstruction. This figure has increased due to increased costs, in addition to decreased pavement lifespans due to the increased use of recycled materials and poorer oil quality in available asphalt mixes.

3 YEAR PAVING PLAN

Utilizing the information gained from this report, Average Daily Traffic (ADT) for segments, as well as other information and knowledge, we formulate a 3-year paving plan annually. This plan is utilized to allow preparation for future years. However, it should be noted that this planning could change due to a variety of variables, which can significantly affect the condition of a road over a short period. Planning is based on a General Fund Transfer to the Road Improvement Fund of \$505,000.00 in 2027, with a 3% yearly increase, along with the \$25,000 static SECCRA Road Improvement Fund transfer and a \$180,000.00 static offset from the restricted Liquid Fuels Fund.

Completed 2026 Projects

- E. Avondale Rd Rose Hill Rd to Clay Creek Rd Selective Base Repair, mill, level, overlay
- Clay Creek Rd Avondale Boro to Garden Station Rd Selective Base repair, mill, level & overlay

Scheduled 2026 Projects

- Clay Creek Rd Garden Station Rd to Franklin Twp. Selective Base repair, mill, level & overlay

Perspective 2027 Projects

(\$590,000.00)

- W. Avondale Rd (\$220,000.00) S. Guernsey Rd to New London Twp. Selective Base Repair, Mill, Level, Overlay
 - E. Avondale Rd (\$150,000.00) Rose Hill Rd to Garden Station Rd Mill, Level, Overlay
 - E. Avondale Rd (\$220,000.00) SR841 to S. Guernsey Rd Selective Base Repair, Mill, Level, Overlay
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Perspective 2028 Projects

(\$710,000.00)

- Glen Willow Rd (\$390,000.00) Woodview Rd to SR41 Selective Base Repair, Level, Overlay
 - Kent Farm (\$200,000.00) Entire Subdivision Mill, Level, Fabric, Overlay
 - Kent Farm Lane, Eaton Way, Flintlock Circle, Marcus Way, Bandon Circle, and Airdale Circle
 - Roseann Lane (\$120,000.00) SR841 to Cul-De-Sac Mill, Level, Fabric, Overlay
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Perspective 2029 Projects

(\$865,000.00)

- Heather Grove (\$625,000.00) Entire Subdivision Mill, Level, Fabric, Overlay
 - Welcome Ave, Chartwell Rd, Arber Ct, Deer Path Ct, Heather Grove Ln, Newfield Ct, Blossom Ct, and Sunrise Ct.
- Garden Station Rd (\$240,000.00) E. Avondale Rd to Roosevelt Ln Selective Base Repair, Mill, Level, Overlay

Special Consideration Roads

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| • Hepburn Rd | County Bridge to LG Village | To be reconstructed under developer agreement for London Grove West project, timing unknown. |
| • Baker Station Rd | Hepburn to dead end | To be reconstructed under developer agreement for London Grove West project, timing unknown. |
| • Village of Chatham | Church Alley, Pennock Lane
Strode Rd | PennDOT SR41 & SR841 project will effect roadways the full extent of such is unknown. |
| • Misty Hollow DR | SR841 to dead end | PennDOT SR1 & SR841 interchange project will effect Roadway, full extent is unknown. |
| • Mosquito Lane | SR41 to SR926 | “SECCRA” Project will disturb a large portion of the Roadway, requiring restoration. |
| • Glen Willow Rd | Sharp Bent to SR41 | “Yeatman” Project sewer extension will disturb a large portion of the roadway, requiring restoration. |