

District One Public Works Integrating Committee  
c/o Cuyahoga County Planning Commission  
2079 East 9<sup>th</sup> Street, Suite 5-300  
Cleveland, Ohio 44115

December 11, 2025

Attention: Mrs. Elaine Price  
DOPWIC District Liaison

Re: Ohio Public Works Program Year 2026/Fiscal Year 2027/Round 40  
Broadway – Oak Leaf Intersection Improvements Project  
DOPWIC ID OAK 27-01  
South of Forbes Road to Oak Leaf Road  
Oakwood Village, Ohio

Dear Mrs. Price:

Pursuant to Phase 2 Project Selection – Section 2.2 ‘Applicant Appeals’ of the Fiscal Year 2027 DOPWIC Applicant Manual, the Village of Oakwood respectfully requests reconsideration of the preliminary scoring for the Broadway – Oak Leaf Intersection Improvements (SR 252) Project (DOPWIC ID OAK-27-01). The Village is appealing the scores assigned in the Infrastructure Condition and Health & Safety categories and requests that DOPWIC staff review the justification below and adjust the scores accordingly.

**Infrastructure Condition (Preliminary Score 35 points; Request 40 points)**

The Village of Oakwood respectfully requests reconsideration of the Infrastructure Condition score for the Broadway – Oak Leaf Intersection Improvements project. The deterioration documented in the submitted application and verified in the field demonstrates that the roadway meets OPWC’s definition of Imminent Failure, which warrants 40 points under Table 7 of the DOPWIC Application Manual. OPWC states that infrastructure classified as Imminent Failure requires replacement to eliminate the condition and restore compliance with current design standards. The existing pavement conditions within the project limits directly align with this classification.

The application documents severe, pervasive, and structural deterioration of the concrete pavement throughout the defined 310-foot project segment. Field-verified conditions include widespread joint faulting, extensive spalling and material loss, corner breaks, transverse cracking, slab instability, and repeated patch failures. These distresses affect the pavement’s primary load-bearing components and represent classic structural failure modes in jointed concrete pavement, and confirm that the concrete section has experienced substantial structural breakdown across the project limits. The application notes that “nearly every concrete joint shows severe deterioration,” demonstrating a high degree of

deterioration within the pavement structure itself. This level of distress indicates that the roadway is already functioning at a seriously diminished structural capacity, consistent with OPWC's Imminent Failure criteria.

It is also important to recognize the physical context of this project. The deteriorated pavement section is only 310 feet long and 60 feet wide, yet structural failures occur across nearly the entire segment. Within a pavement section of this limited length, the number of required structural repairs, including joint replacements, full-depth slab repairs, and corrective patching, would be so extensive that very little of the existing pavement would remain after attempting to restore the section through repair. From an engineering standpoint, the quantity and concentration of these structural failures make partial or piecemeal repair impractical and ineffective. The required repair volume is functionally equivalent to full reconstruction, and full-depth pavement replacement is the only appropriate remedy capable of restoring the roadway to current design standards, which is the exact definition of Imminent Failure.

Because the application clearly establishes corridor-wide structural failure, seriously diminished structural capacity, and the need for complete pavement replacement, the Village respectfully requests that the Infrastructure Condition score be revised from 35 points to 40 points, consistent with OPWC scoring definitions, the documented pavement condition, and the field-verified condition of the roadway.

**Health & Safety (Preliminary Score 45 points; Request 50 points)**

The Village of Oakwood respectfully requests reconsideration of the preliminary Health & Safety score for the Broadway – Oak Leaf Intersection Improvements project. The combination of ongoing crash history, deteriorated roadway operating conditions, and daily operational hazards documented in the application clearly meets OPWC's definition of a "Continuous Problem," warranting 50 points under Table 8 of the DOPWIC Application Manual. OPWC specifies that this category is appropriate when ongoing, documented health and safety problems exist and when the proposed project will greatly reduce or eliminate these risks. The observed conditions along Broadway Avenue fully meet this definition.

GCAT analysis for the defined 310-foot project segment identifies 55 crashes over the most recent three-year period, averaging 18.33 crashes per year. These incidents occur every year within the analysis period, demonstrating that the corridor experiences persistent, ongoing safety issues rather than isolated or sporadic events. Crash types strongly associated with roadway surface deficiencies, including rear-end, angle, and sideswipe-passing crashes, account for more than 70% of all documented incidents and occur at

elevated levels along this short corridor. This recurring pattern indicates ongoing operational conflicts linked to the pavement and roadway conditions documented in the application.

Field observations confirm that the existing roadway surface creates persistent operational hazards for all users. Drivers encounter uneven and inconsistent surface conditions that impair vehicle stability, increase stopping distance, and contribute to erratic braking and lane adjustments during normal travel. These effects are experienced every day by motorists along this corridor. Compounding these issues, faded or missing pavement markings reduce lane guidance and driver expectancy at turning movements and decision points. Together, these conditions create continuous daily exposure to safety risks for motorists, pedestrians, and emergency responders along this heavily traveled arterial, which carries an ADT of 9,597 vehicles per day.

The proposed project will directly address the documented safety problems by reconstructing the deteriorated pavement, restoring surface smoothness and friction, correcting drainage-related surface issues, and reestablishing clear, highly visible pavement markings. These improvements will greatly reduce or eliminate the recurring crash patterns and operational hazards currently observed along the corridor, fully satisfying OPWC's requirement for the 50-point category.

Because the application clearly documents ongoing health and safety problems within the project limits and the proposed improvements will meaningfully and directly reduce or eliminate these risks, the Village respectfully requests that the Health & Safety score be revised from 45 points to 50 points, consistent with OPWC scoring definitions and the documented corridor conditions.

Thank you for your consideration of this appeal. The Village of Oakwood appreciates the Committee's review and respectfully requests that the project score be adjusted to reflect the documented conditions and OPWC scoring definitions.

Respectfully submitted,

A handwritten signature in blue ink, appearing to read 'M. Jones', with a stylized flourish at the end.

Matthew M. Jones, P.E.  
Village Engineer  
Oakwood Village