

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  
Columbia Road Reconstruction Project DOPWIC ID OLF 27-01  
Sprague Road to Bagley Road  
Olmsted Falls, Ohio

Dear Mrs. Price:

Pursuant to Phase 2 Project Selection – Section 2.2 ‘Applicant Appeals’ of the Fiscal Year 2027 DOPWIC Applicant Manual, the City of Olmsted Falls respectfully requests reconsideration of the preliminary scoring for the Columbia Road (SR 252) Reconstruction Project (DOPWIC ID OLF-27-01). The City is appealing the scores assigned in the Users, Infrastructure Condition, and Health & Safety categories and requests that DOPWIC staff review the justification below and adjust the scores accordingly.

**Users (Preliminary Score 4 points; Request 6 points)**

The certified Average Daily Traffic (ADT) for Columbia Road is 9,801 vehicles per day. Per the OPWC Applicant Manual (page 15), roadway projects must multiply the ADT by 1.2 to determine the number of Users. Applying this prescribed formula results in 11,761 Users ( $9,801 \times 1.2$ ). Under Table 5 of the District One Applicant Manual, Users between 10,000 and 15,000 receive six (6) points.

The original application included the traffic count, and the sealed certification submitted during the clarification period did not alter the ADT value; it only validated it, as required. This calculation is explicitly defined in OPWC’s scoring methodology. Accordingly, the City respectfully requests that the Users score be revised from four (4) points to six (6) to accurately reflect OPWC scoring definitions.

**Infrastructure Condition (Preliminary Score 30 points; Request 40 points)**

Columbia Road’s weighted Pavement Condition Rating (PCR) of 66.0 and Structural Deduct of 19.1 clearly indicate a pavement system with advanced and deep structural

distress. A Structural Deduct of this magnitude, under ODOT's PCR methodology, reflects high-severity, load-related failures such as base and subbase breakdown, structural cracking, deformation, and drainage-related weakening, conditions indicating loss of structural capacity, not deficiencies that can be corrected through routine rehabilitation.

More than half of the corridor requires full-depth reconstruction. This need far exceeds OPWC's definition of "Poor Condition," which applies to infrastructure that can be repaired to return to intended service. Instead, the roadway meets OPWC's definition of "Imminent Failure," where infrastructure is "causing or contributing to a serious non-compliance situation and threatening the intended design level of service." The structural system is no longer capable of providing its intended level of service, and continued deterioration will further compromise operational performance without complete structural replacement.

Under ODOT's Pavement Condition Rating (PCR) Manual, a Structural Deduct of 19.1 signifies widespread, high-severity structural distress affecting the pavement's load-bearing layers, including base and subbase support (ODOT PCR Manual, Structural Distress Categories). Such a deduct level indicates that normal traffic loading is already exceeding the pavement's remaining structural capacity. Even under existing traffic levels, the pavement cannot provide dependable performance, and continued or typical growth in traffic demand will only accelerate failure. These conditions confirm that Columbia Road is operating beyond its structural capability and that routine rehabilitation cannot restore adequate or durable service life. Full-depth reconstruction is the only engineering-appropriate method to reestablish a pavement section capable of meeting its intended design function.

Based on the severity of the documented structural deficiencies, the extent of full-depth reconstruction required, and the pavement's inability to provide its intended design function without full replacement, the City respectfully requests that the Infrastructure Condition score be revised from thirty (30) points to forty (40) points, consistent with the OPWC "Imminent Failure" definition.

**Health & Safety (Preliminary Score 35 points; Request 55 points)**

The City respectfully requests reconsideration of the preliminary Health & Safety score of thirty-five (35) points. Columbia Road (SR 252) clearly meets OPWC's definition of a "Continuous Problem with Severe Factors," warranting the maximum fifty-five (55) points. The corridor experiences ongoing, well-documented safety deficiencies that directly align with this category.

From 2022–2024, the corridor experienced fifty-eight (58) crashes, averaging 19.3 per year, with 82.8% involving rear-end, angle, turning, or sideswipe-passing movements. Several crash types occur at dramatically elevated levels above statewide averages, right-turn crashes at 16.6 times, angle crashes at 8 times, and sideswipe-passing crashes at 2.8 times statewide levels. These crash patterns correspond directly to the priority emphasis areas in the 2020 Ohio Strategic Highway Safety Plan (SHSP), published by the Ohio Department of Transportation (ODOT), which identifies lane departure, vulnerable road users, and turning-movement conflicts as statewide severe-crash focus areas. Their presence on Columbia Road confirms that Columbia Road exhibits the same severe crash patterns prioritized statewide in the SHSP for locations classified as high-risk and high-priority. The SHSP is updated every five years by ODOT in coordination with the Ohio State Highway Patrol, Metropolitan Planning Organizations, County Engineers, and the Federal Highway Administration (FHWA).

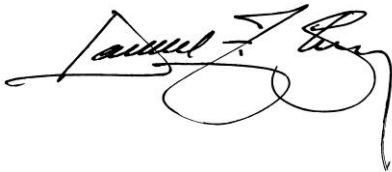
Independent verification of continuous and severe safety risks is provided by the 2024–2025 NOACA Community Safety Report, prepared by the region's Metropolitan Planning Organization using Highway Safety Manual (HSM) predictive modeling (Attachment 6e in application). NOACA identifies Columbia Road from the Ohio Turnpike (I-80) to Cook Road, including the Turnpike to Bagley Road segment that lies directly within the project limits, as the highest-crash arterial segment in Olmsted Falls, with 17.0 observed crashes annually and an HSM-predicted crash frequency of 11.68 per year. This MPO-led analysis confirms that the corridor's safety problems are systemic and persistent, not intermittent or isolated.

Pedestrian and school-area risks further intensify these conditions. Columbia Road, built without sidewalks or ADA accommodations, now carries 9,801 vehicles per day and is used daily by school children, elderly residents, transit riders, and neighborhood pedestrians. **With no sidewalks**, pedestrians must walk between the pavement edge and the open ditch. The undersized open-ditch drainage system routinely fails during moderate rainfall, causing ponding where pedestrians walk and forcing erratic vehicle movements within substandard 10-foot lanes. Pedestrians are left trapped between the pavement edge and the open ditch with no safe refuge, creating continuous severe conflicts. Emergency response is also compromised. The Olmsted Falls Fire Station, located within the project limits at 9274 Columbia Road, relies on this corridor as its primary emergency route, yet narrow lanes, pavement degradation, and drainage-related hazards restrict maneuverability and increase response times.

The proposed reconstruction directly eliminates these risks through uniform 12-foot lanes, enclosed storm sewer improvements, continuous sidewalks, ADA-compliant curb ramps, and dedicated turn lanes. Based on documented crash patterns, the presence of multiple SHSP-priority severe crash types, and independent HSM-based confirmation by NOACA, Columbia Road clearly warrants the maximum fifty-five (55) points under the OPWC Health & Safety criteria.

Thank you for your consideration of this appeal. The City 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 black ink, appearing to read 'Donald F. Sheehy', with a large, stylized flourish at the end.

Donald F. Sheehy, P.E., P.S.  
Olmsted Falls City Engineer

CC. Mayor Graven, Service Director Borczuch