



CITY OF HUDSON

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Date: March 31, 2014

To: Scott N. Schroyer, Interim City Manager

From: Thomas J. Sheridan, City Engineer

Re: Terex Road Extension History

Dear Mr. Schroyer:

As requested, the following is a brief summary on the history of the Terex Road Extension and the reason it was removed from the City budget requests after 2008:

This project is located in Hudson Zoning District 6 along the Village of Boston Heights Corporation Line within the City of Hudson and is comprised of three proposed phases of the development: (See attached map from 2008)

- The first phase was a 2,100 foot segment of the existing Hudson Crossing roadway extending from SR 303 north to the existing cul-de-sac, built by the Duke Realty Company in early 2000's. This phase has been completed.
- The second phase is a segment of a proposed roadway that extends 1,800 feet south from Boston Mills Road and is currently owned by the Prestige Companies. This phase has not been developed and it is currently being reviewed by City Council for a change in the zoning of this development.
- The third phase, which was to connect the two above phases, is a 4,400 foot segment of roadway and culvert project. This phase was agreed upon by the developers and the City to connect the two developments and provide an access route from State Route 303 to Boston Mills Road for improved emergency response times and to be installed at the City of Hudson's discretion. (Per the GPD consultants 2003 Study-Executive Summary).

In early 2008, the City retained GPD consultants to design a 1000-foot portion of the proposed roadway connection that would cross the existing Category 3 wetlands located approximately at the midpoint of the 4,400 segment of the proposed roadway. This 1000-foot portion of the City's segment of the roadway was required in order to have it installed prior to the US Army Corp. wetland permit deadline which was May, 2009 for any disturbance of the existing wetland. This

The mission of the Hudson City Government is to serve, promote and support, in a fiscally responsible manner, an outstanding community that values quality of life, a well-balanced tax base, historic preservation with a vision to the future and professionalism in volunteer and public service.

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1000-foot portion of the design produced a construction cost estimate of \$425,000 for the proposed roadway within the wetland crossing area. In order to cross the existing wetlands, two (2) 12' x 8' box culverts were needed and bedrock piles were needed, since footers could not be used. The entire cost of the 4,400 foot portion to be constructed by the City was estimated at \$3.5 million, which included the 1000 foot segment at the wetland crossing.

The City administration met with City Council on September 9, 2008 at a Council Workshop to discuss the connection of these two roadways and inform City Council of a pending ODOT project that we felt may have a bearing on the future of this proposed roadway extension. The ODOT project was the SR 8 limited access highway design and within this final design ODOT proposed extending Chittenden Road to Boston Mills Road. This road had no previous connection to Boston Mills Road and was a no outlet road from SR 303. Since Chittenden Road was located ¼ mile west of the proposed Terex Road Extension, it was our opinion this achieved the same purpose for a safety forces as our connection at no additional cost to the City of Hudson. At the Council Workshop, it was decided to not pursue the construction of the Terex Road Extension and any further discussion would be determined at a later date if it was needed. The City Administration also reviewed the option of completing a separate roadway to Chittenden from the cul-de-sac of Hudson Crossing that would provide a backup entrance or emergency entrance to the Hudson Crossing Development, but it was never discussed further. (See the attached minutes of the 9-8-2008 Council Workshop).

If the City of Hudson would like to pursue the Terex Road Extension connection between the two proposed developments and cross the existing Category 3 wetlands, a new US Army Corp. and EPA permit would need to be submitted for their review and there is no guarantee that it would be approved. The cost of this permit to these agencies would be approximately \$15,000, the environmental consultant and survey of the wetlands in this area would be approximately \$40,000 and the time frame would be approximately 1 year for review by these respective agencies.

well as possible future land development. Other Council members seemed to favor the site at the Morse Road / Village Way intersection for its proximity to the railroad tracks, as well as the downtown area and cultural center of the City. Mayor Currin envisioned substantial synergy between the library, downtown, and the train depot. He said that Hudson Library and Historical Society officials are enthused regarding this location. Mrs. Kinney noted that the library could rotate quarterly exhibits at the train depot. Mrs. Roegner expressed concerns regarding relocation, preservation, and liability costs. Other Council members agreed that "All Aboard Hudson" would need to assume such responsibilities. Mr. Hasbrouck did not support the relocation effort, as he did not consider Hudson a railroad town. He considered the relocation and preservation of the train depot too costly, but he said he would not stop the effort. Mr. Jeffers noted that a local artist, Mr. Hilary Sheeter, had painted a picture of the train depot, depicting a charming, wonderful building. Mr. Jeffers strongly favored relocating and preserving the train depot and felt it was an important historical building worthy of preserving for future generations.

The Park Board will discuss the proposed relocation site along Veterans Way during their September 15, 2008, meeting, and staff will perform due diligence on the proposed sites.

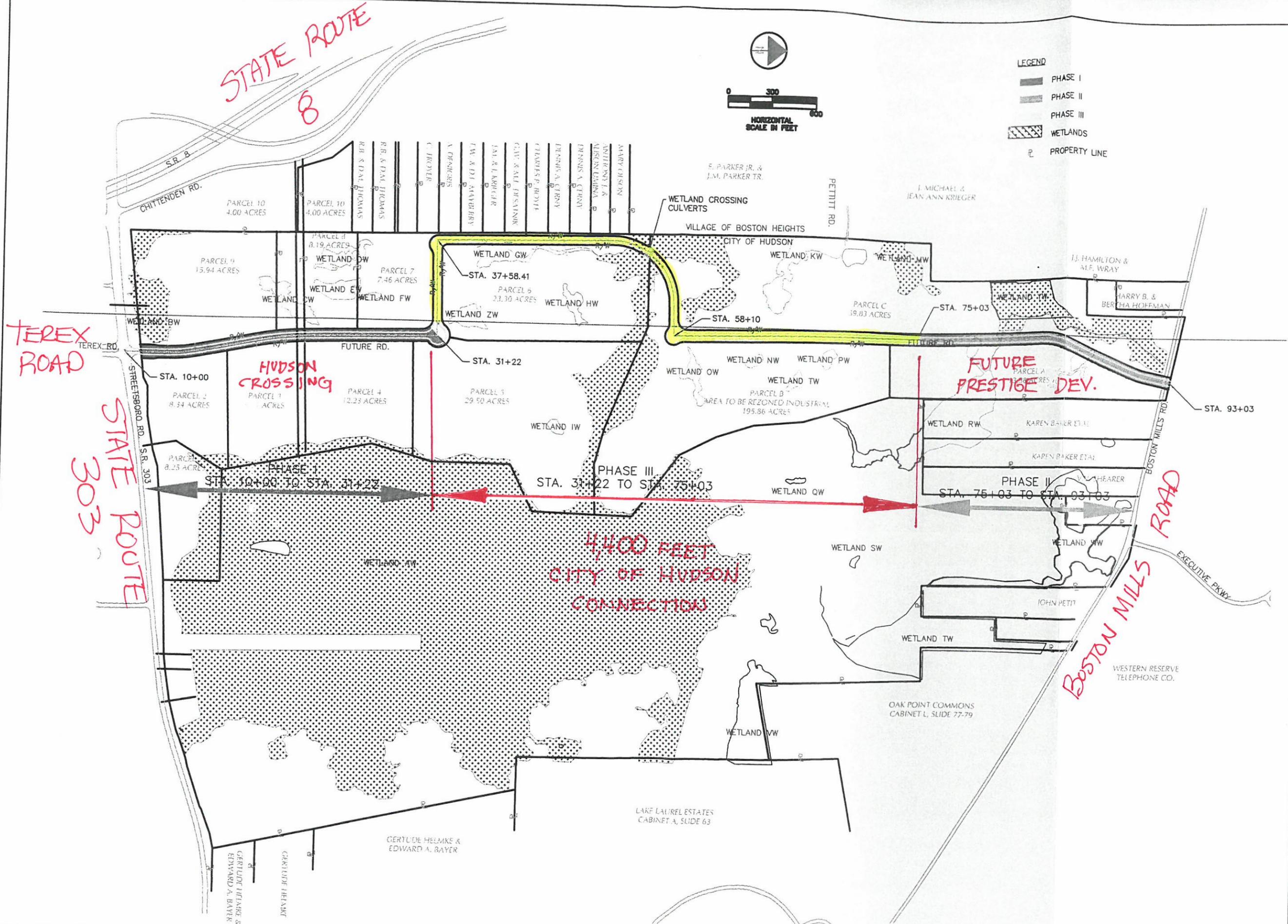
Mr. Moran opened discussion of Engineering Department matters. Mr. Sheridan discussed the **Terex Road Extension-Phase II Culvert Project**. In order to connect a roadway from State Route 303 to Boston Mills Road, he said that the City has considered construction of a 1000-foot long section of the roadway at a wetland crossing, which would be constructed after Prestige Homes completes their portion of the roadway. (See memo attached to file copy of these minutes). He said that this is a minimal amount of construction and would allow for safety access. He said that the City has a U.S. Army Corps permit to install culverts and fill the embankment for the roadway, which would be completed at a later date. Although currently budgeted at \$340,000 for the design and construction, Mr. Sheridan said that supplemental appropriation of approximately \$421,231 is needed. Should Council wish to proceed, Mr. Sheridan recommended legislation to advertise and receive bids to complete the culvert project. On the other hand, Mr. Sheridan said that he recently learned that the Village of Boston Heights and Ohio Department of Transportation (ODOT) will be connecting Chittenden Road to Boston Mills Road, which will also allow for safety access. He asked for Council's direction, explaining that the Army Corps permit will expire in May 2009. Although he felt that an extension would be granted since plans are complete, it is not guaranteed. In the mean time, Mr. Sheridan said the City is not committed to the project, and staff could reassess the need for the Terex Road Extension-Phase II, in light of the Chittenden Road connection.

Discussion followed. Mr. Roth was in favor of proceeding with the project as planned, which he believed would make Hudson Business Crossing Park more accessible and more marketable. Mrs. Roegner disagreed, saying that public funds should not be spent to benefit a developer. A majority of Council members favored delaying the project. Staff will discuss the Chittenden Road extension with Boston Heights and ODOT.

Mr. Sheridan offered an update regarding **Walters Road Repair Work**. He said that ODOT is expected to lift their detour in early November 2009 and has committed \$100,000 for repairs to Walters Road, which are scheduled to begin in October 2009.



- LEGEND**
- PHASE I
 - PHASE II
 - PHASE III
 - WETLANDS
 - PROPERTY LINE



NO.	DESCRIPTION

TEREX ROAD EXTENSION
DUKE REALTY
HUDSON, OH
SITE PLAN

DESIGNED	DATE
DRAWN	
CHECKED	

JOB NO.
2003083

Date Plotted: 08/01/2003 10:00 AM
 Plot Scale: 1" = 300'
 Plot Date: 08/01/2003
 Plot Time: 10:00 AM
 Plot User: J. B. B.