

## MEMORANDUM

**Date:** October 23, 2018

**To:** Ms. Jane Howington, City Manager

**From:** Mr. Thomas Sheridan, Asst. City Manager – Professional Services

**Re:** **S. Main Street Widening Project (ODOT PID 106445)**  
**Changes to scope, limits and funding memo**

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### City Council Workshop – S. Main Street Widening PID 106445 Project Update

#### **Summary history of this project to date:**

- The City of Hudson received State and Federal funding over the past 3-years from two separate funding sources for S. Main St. project, including ODOT Safety Funding and AMATS CMAQ Funding.
- Earlier this summer, the City Council approved the City Staff to proceed with the Preliminary Design from Barlow Road to Veterans Way.
- Following the preliminary design, exhibits, options and estimates the public comment meeting would have been later this year with ODOT and the City of Hudson that would have included several design exhibits and cost estimates of the design options and diagrams.
- Shortly after the news article approving of the preliminary design with Council, a petition was generated by several of the property owners along S. Main St. from Stoney Hill Drive to Veterans Way, which is mainly a residential area of the project (See attached). The summary of the main comments of the petition were as follows: The residents did not want a new center turn-lane added to the project north of John Clark Lane to Nantucket, and they were concerned with the increased traffic, safety and speed along this residential area of this center turn-lane, along with the loss of the potential residential historic character of this gateway into our historic Hudson downtown.
- After reviewing the petition by the staff, the City met with several of the property owners at their homes and at our office to listen and answer their questions and concerns.
- The City staff reviewed the project data that we had generated, including the crash data, and we determined if we extracted out the number of the crashes in the northern portion of the project,



where the existing left-turn lanes currently exists, the safety levels were below the industry standards of acceptable levels. 13 per year is the threshold. This area is approximately 7 per year.

- In Sept. and Oct., the City staff met with AMATS and the ODOT officials to discuss the existing public petition and potential concerns, and to determine if we would be able to change the typical procedures for these types of project, which would include possible changes to the project scope, limits and the funding of the project. *Note: These are three areas that are not easily changed on these types of projects by ODOT.*
  - Summary of questions the Hudson staff had for the two agencies in our meetings:
    - If we did NOT install the center turn lane within this residential segment, would we lose all the funding or only a portion of the funding from the two funding sources if we made any of these changes to the project?
    - Could we change the limits of the project and if so what would that take?
    - Since this area is historic, what might the ODOT historical division of the agency determine following the typical preliminary design if these petition concerns came out after the proposed public comment meeting?
    - How would the funding be affected with any of the above changes?
- If the City did not perform the center turn lane between John Clark Land and Nantucket, then ODOT and AMATS could not fund the portions of the project north of Stoney Hill Drive to Veterans Way, except for a new pedestrian connector along the east side of the roadway that could be partially funded with AMATS funding.
- ODOT and AMATS did agree that they would be willing to reduce the project limits from Barlow Road to Stoney Hill Road and the funding could be reduced based on the cost estimates of the project as we move forward. This center turn lane in this commercial area is needed and is a safety issue that will need to be corrected (Crashes per year are at or above the 13 per year limit). (See crash diagrams)
- Project estimates will be determined in the coming months and no estimates have been generated at this time.
- The City staff recommends the following for this project:
  - We will perform a speed study for S. Main St. to determine is a speed limit change is warranted.
  - We will perform preliminary design options and study the area south of Stoney Hill Drive including exhibits, cost estimates, and design options of the proposed roadway cross-sections.
  - In the near future, the City will implement smaller safety corrections to this area in order to minimize crashes prior to the project construction in 2021-22.
  - After the design, we will hold a public meeting and comment period of this reduced design scope. (Dec. 2018)
  - Return to City Council with the recommendations and approval of the final design stage of the project. (Jan. 2019)
  - Complete the design of the project in 2019-2020.
  - Bid the project in late 2020-2021.
  - Construction 2021.
- The proposed waterline replacement improvements on S. Main Street from Bard to John Clark Lane that would have been a portion of this project will need to be designed separately and



possible funding sources may be able to assist this project. Note: This portion of the project would not have been funded by the ODOT/AMATS project, it would have been 100% local funds.

- The storm improvements on S. Main Street from Veterans Way to John Clark Lane will need to be a local project designed at a future date. This will be determined in 2019. Note: This portion of the ODOT/AMATS project would have been partially funded by the original project scope 80% federal funding.

**Staff Recommendation:**

Based on the above work to date and the petition of our residents, we recommend performing the new preliminary design in the next few months and reduce the project scope and the limits to the roadway segment of S. Main St. between Barlow Road to Stoney Hill Drive. No pedestrian sidewalk along the east side of S. Main St. between Stoney Hill Drive and Veterans Way due to mature trees and hill along the east side of the roadway that will require grading and/or retaining walls.

The Federal and State funding portions of the project will be determined following the preliminary design in early 2019, and the estimates for the revised work.

**Schedule:**

**Next update to City Council will be early 2019 following the preliminary design and estimates.**

