

Preliminary Summary Table for:  
**2019 AMATS Applications for Roadway & Traffic Improvement Projects**

Map No.	Project Name/Location	Description	(A)	(B)	(C)	(D)	Estimated City Cost (C - D)	Recommended for Funding Application?	Support
			Est. Total Construction Cost See Note 1	Est. Design, Management & R/W Costs See Note 2	Total Project Cost (A + B)	Estimated Grant Amount See Note 3			
1	Adaptive Signals outside of Downtown System	Providing smart signal technology via City's fiber system to remaining City signal system outside of downtown.	\$2,300,000	\$690,000	\$2,990,000	\$1,840,000	\$1,150,000	<b>YES</b>	Priority project provides benefit at multiple locations.
2	Terex Road Resurfacing (from Londonairy to Barlow Road)	3rd lowest pavement rating of AMATS eligible streets in Hudson. ODOT pavement rating = 58.	\$632,500	\$20,000	\$652,500	\$506,000	\$146,500	<b>YES</b>	City pavement condition rating indicates street would be paved within next 4-5 years, in schedule with AMATS funding.
3	Veteran's Trail Phase 2 (1.75 miles of 10' trail along Prospect St. and Morse Rd.)	New 8'-10' trail from Morse Road through Downtown to Veteran's Way Park	\$2,600,000	\$475,000	\$3,075,000	\$700,000	\$2,375,000	<b>YES</b>	Alignment of trail studied via AMAT's Connectinig Communities grant and is identified within Hudson Connectivity Plan. City will also be seaking alternate funding via future ODNR grant.
4	Hines Hill Road / Valley View Road Intersection Improvement	Round-about at intersection of Hines Hill Road/Valley View Road	\$2,100,000	\$640,000	\$2,740,000	\$1,680,000	\$1,060,000	<b>YES</b>	Recent intersection study identified that installation of four way stop signs (cost = \$7,500) is recomdned in 2019 as short-term solution. Long term recommended solution is round-about.
5	Veteran's Trail Phase 5 - 8'-10' trail along from Morse Road through Downtown to Veteran's Way Park (0.70 miles)	New 10' trail along Prospect St. and Morse Rd.	\$1,950,000	\$750,000	\$2,700,000	\$700,000	\$2,000,000	<b>YES</b>	Feasability study completed in 2017. Alignment is No. 3 ranked Hudson Connectivity Project. City will also be seaking alternate funding via future ODNR grant.
6	Norton Road Reconstruction (from Hudson Drive to Bike Trail)	Joint application with City of Stow to reconstruct Norton Road from Hudson Drive to	\$6,000,000	\$900,000	\$6,900,000	\$4,800,000	\$1,050,000	<b>YES</b>	City cost of \$1,050,000 is Hudson share. Stow will also pay \$1,050,000 share. Project will widen road, improve site distance issues, add drainage, resurface and other improvements.
7	Stow Road / Middleton Road Intersection Improvement	Intersection studied to evaluate congestion and accidents. Long term solution is round-about.	\$1,150,000	\$615,000	\$1,765,000	\$920,000	\$845,000	No	Currently, minimal accidents ( approximately 3.4/year) and congestion do not support \$1.2 million round-about improvement and private property impacts. Intersection will continue to be monitored/evaluated.
8	Stow Road Resurfacing (Middleton Road south to SR 303)	Lowest pavement rating of AMATS eligible streets in Hudson. ODOT rating = 53-58.	\$655,000	\$20,000	\$675,000	\$524,000	\$151,000	No	City pavement condition rating indicates street needs paved within next 2-3 years and cannot wait for federal funding.
9	Ravenna Street Resurfacing (S. Main Street to S. Hayden Parkway)	2nd lowest pavement rating of AMATS eligible streets in Hudson. ODOT pavement rating = 58.	\$300,000	\$20,000	\$320,000	\$240,000	\$80,000	No	City pavement condition rating indicates street needs paved within next 2-3 years and cannot wait for federal funding.
10	Terex Road Corridor Improvement (Hudson Drive to SR 91)	Intersection studied to evaluate congestion and accidents. Long term solution is reconstruction of intersection of Hudson Dr. and Terex Rd. with new signal.	\$400,000	\$100,000	\$500,000	\$320,000	\$180,000	No	Short term solution includes updating signage/striping and signal phasing (cost = \$20,000) should be further evaluated and/or implemented prior to application for funding of intersection reconstruction.
11	Young Road / Barlow Road Intersection improvement	Improvement to alleviate awkward angle intersection and improve site distance issue.	\$850,000	\$320,000	\$1,170,000	\$680,000	\$490,000	No	Currently, minimal accidents (2 in last 5 years) and no congestion do not support \$850k improvement. Intersection will continue to be monitored and could be design/constructed in-house.
12	SR 303 Corridor Improvement (Boston Mills Road to SR 91)	Corridor ranked 29th on AMATS 2018 High Crash Roadway Sections study. Recent study analyzed corridor to identify solutions to alleviate crashes. Long term solution is the installation of adaptive signals.	\$60,000	\$22,500	\$82,500	\$48,000	\$34,500	No	This corridor is part of City-wide signal retiming project and future Adaptive Signals Project. Other, short term improvements to improve safety in corridor should be further evaluated and/or implemented like driveway, striping and signage improvements.

Notes:

1. Construction Cost includes 3% Inflation assumed at 5 years
2. Design, Professional Services and Right-of-Way Costs include all design (survey, geotech, environmental, utility coordination, etc.), and Construction Inspection/Management, and right-of-way consulting and acquisition costs.
3. Grant amount shown at 80% OR maximum eligible funding per AMATS grant type (STBG, TASA, CMAQ, Resurfacing)
4. Resurfacing projects will be designed/managed in-house where applicable.