



# THE BEAVER EXCAVATING COMPANY

September 15<sup>th</sup>, 2023

Hudson City Hall  
1140 Terex Road  
Hudson, OH 44236

Attn: Thomas Sheridan  
Hudson City Manager

Re: Stow Road Laydown Yard

Dear Mr. Sheridan,

It has been brought to our attention that there have been some concerns regarding our use of the property on Stow Road alongside of I-80. We are sending this letter to hopefully address some of these concerns.

Beaver Excavating was awarded the construction project for the Ohio Turnpike and Infrastructure Commission in late June of 2023. The construction project entails the full replacement of the I-80 bridge over Tinkers Creek within Hudson city limits. The project began in July and is scheduled to be completed by December of 2026. Most of the project work will be during daytime hours but will have some short periods of night work to switch traffic on the Turnpike. Beaver's primary work area will be onsite at the bridge once the traffic is switched into the phase configuration. However, the project's work area is not large enough to store all materials for the project and employees cannot park on Turnpike roadways. Beaver needed a supplementary laydown yard for employee parking, office trailers, and miscellaneous materials that will be stored for long periods of time.

Before submitting a bid for the project, Beaver evaluated many different properties for laydown use. Hudson is very populated with residential housing and provides limited areas for potential use. Streetsboro has many commercial properties that are in use, and we were unable to find one that had the space needed. The Turnpike has properties at Route 8 and SR-14 exit ramps, however, Beaver would be limited to the area the Turnpike has available at the time and would likely have other contractors sharing the space. Therefore, the Stow Road property was the ideal lot to be used for laydown for the project.

The Stow Road property was the largest unoccupied property that Beaver found that also provides seclusion from neighboring properties. There is a tree line along all borders of the property that limits visual and audible nuisance to neighbors. The two photos below show the northern and eastern borders of the property and the seclusion that the trees provide. The property also has immediate access to the Turnpike via the maintenance access drives located on the north and south side of I-80. Utilizing these access roads allowed workers to enter the Turnpike behind a closed lane work zone, without requiring vehicles to enter or exit into live Turnpike traffic. This increases worker safety immensely and is why Beaver tried to locate our laydown yard close to these drives.



*Northern Tree Line*



*Eastern Tree Line*

Beaver reached out to the property owners ahead of the project bid submittal to check availability. The property owners were greatly interested in a potential deal as the property had remained vacant for a long period of time. The property owner also noted that Shelly Company installed mass amounts of fill on the property a few years back and noted no issues/concerns from the public during that project. Beaver's proposal was to lease the eastern portion of the property for the 3-year project duration, to which the property owner accepted. The eastern portion of the lot was selected because of the tree line seclusion to neighboring properties, but also because of the seclusion from Stow Road and Hudson High School. There is a significant mound of dirt at the western portion of the lot that completely secludes the eastern portion from Stow Road. Beaver felt that Hudson would've received complaints if the laydown area would've been placed closer to Stow Road with full visibility of all passing Hudson residents. With the seclusion from Stow Road and tree line separation from neighboring properties, Beaver expected there to be little, if any, complaints for our use of this property.

Once the lease was signed between Beaver and the property owner, Beaver then met City representatives on-site to discuss our intent for the property and general layout for the laydown yard. The City representatives provided their recommendations for site layout to limit any nuisance to surrounding neighbors. Beaver accepted all comments and were willing to accommodate those recommendations. From there, Beaver applied for a Temporary Use permit with a submitted site layout plan. Beaver included a 100' set back from the tree line, which well exceeds the required 25'. Beaver placed conex trailers along the northern side of the laydown yard to block vision and car lights to the northern neighbors. Beaver's office trailer and parking area were placed at the western portion of the lot as this area would have the most activity with employee vehicle parking. The eastern portion was designated for longer term material laydown which would receive much less vehicle/equipment activity near neighbors. Silt fence and orange construction barrier was placed along all borders to somewhat hide materials from visibility and provide sufficient erosion control outside of the laydown yard limits. Ultimately, Beaver's application was accepted, and City of Hudson issued Beaver a Temporary Zone Certificate that is valid for 1 year with potential for (3) 6-month extensions. As was initially explained to Beaver, these permit extensions are likely to be granted if Beaver follows all permit requirements. The terms of the permit extension are below, which explains that these extensions are provided if construction continues, which will continue for the full extent of the permit term.

(2) Term of permit. The term of a temporary use permit for construction uses shall automatically expire thirty days after completion of construction, or upon cessation of construction for more than sixty days, or one year after issuance, whichever occurs first. The City Manager may grant up to three, six-month extensions if the builder maintains active and continuous construction on the site or within the subdivision.

After issuance of the permit, Beaver mobilized and built the laydown yard to the site plan submitted in the permit application. The parking lot was installed with crushed concrete and limestone #304 aggregate. The aggregate will eliminate dirt/mud tracking out of the laydown yard and limits dust. Office trailers and material storage areas were placed in the plan locations. After the laydown yard was initially established, Beaver does not intend for there to be significant activity in the yard except for employee parking and occasional loading of stocked materials onto trucks. Beaver believes the complaints Hudson received were because of the initial work in installing the laydown yard. We had 30-40 loads of imported stone and equipment running to place the material. After the lot was established, equipment usage onsite has been very minimal, and we expect the same for the remainder of the project. Typical work hours for the project will be 7 am to 3:30 pm but will be flexed to 7:30 am to ~5:00 pm during winter hours due to sunlight. Beaver will have employees arriving at the property before start time, load-up, then be transported to the site. There will be light traffic

commuting to and from the office trailer throughout the day. Equipment and materials will intermittently be delivered to the yard for storage. The only “work” that will occur at the property moving forward is the loading and unloading of stocked materials for delivery to the project site. The property is not being used for any material waste, excavation, or fill from the project. The only additional material that may be brought to site would be stone to touch-up the parking lot to limit dirt and dust from leaving the area. If the lot becomes dry, the parking area may be watered to limit dust, in accordance with our SWPPP environmental plan.

Our laydown yard was installed per the submitted plan. However, after Hudson had received a complaint, Beaver has been very willing to make accommodations to limit any public concerns. We added a “TURN OFF STROBE LIGHTS” sign at the entrance of the gate to limit flashing lights in the laydown yard. We were asked if we could eliminate the beeping of backing trucks. As this is an OSHA regulation, we cannot turn off the backing alarms. To accommodate, we installed a large stone drive loop around the site to allow any trucks in the site to make one big loop around and limit backing. We also widened the parking area such that work trucks can limit backing as well. We researched moving the laydown yard further to the south on the property, but there are overhead transmission lines and an active oil well that will cause risk to utility damage or employee safety. The City of Hudson mentioned the possibility of ground water testing or noise monitoring, which Beaver is fully supportive of having done. Regarding the noise monitoring, Beaver advised that there needs to be a baseline monitoring done to account for Turnpike traffic. The Turnpike traffic at the property is continuous and presumably louder than most of Beaver’s activity will be on the lot. The City noted a visual nuisance to the owners, but we believe the existing tree line provides adequate visual shielding. We evaluated the proposed option for dirt mounding to block vision, but this will require a significant and costly fill into the wetlands, which most likely would not be environmentally approved. The only other option Beaver has considered would be a fabric netting hung from poles to visually block the site from the concerned neighbor. If this would be something the City would like Beaver to evaluate, we are more than happy to see if it is feasible and desired by all parties. In Beaver’s opinion, the property appears to be visually shielded by the existing tree line and doesn’t see many more options.

The only other recommendation made by the City was to evaluate other properties for use. For all the reasons above and the fact that Beaver has already established the laydown yard, Beaver does not intend to move properties. Beaver appreciates the offer from the City for the maintenance yard across I-80. Beaver would consider the lot for use as a supplementary lot to limit materials in the Stow Road property. However, Beaver has spent a significant amount of money to establish this laydown yard, trailers, and electric. In rough numbers, Beaver has spent the following to secure and establish the yard:

- \$30,000 in property lease.
- \$5,000 in electric drop and hookup.
- \$30,000 in laydown yard stone installation.
- \$5,000 in trucking conex and office trailers.

The approximate \$70,000 cost incurred above does not include the savings Beaver built into the bid by utilizing the property close to the Turnpike for transporting the crew. Beaver will be transporting 10-15 employees from the laydown yard to the project site for the project duration. If Beaver were to move the yard further from the site, Beaver may incur significant additional cost transporting the crew not accounted for in our bid. Beaver also spent \$9,000 in re-engineering the maintenance of traffic plan to extend the zone to the property (access drives), and approximately \$25,000 in extra cost to physically do the extension work. Ultimately, if Beaver is unable to retain the lease and permit on the property for the 2.5 year expected term, Beaver would be out approximately \$104,000

already spent, plus any additional crew transport costs and incidental costs that may not have been considered while writing this.

Beaver has been very willing to accommodate any needs or requests by the City of Hudson that were viable and feasible solutions. Beaver will continue to accommodate throughout the permit term to satisfy all parties. Beaver is willing to meet with any person who has concerns and try to accommodate them as well. We would gladly host any neighbors and any City Council members on-site to show them actual field conditions, our intention for the lot, accommodations we've made, and see if they have any further recommendations. Beaver intends to be at the property for the full 1-year term and will perform any accommodations for the neighbors and City to receive the additional 1.5-year extension.

Please share this letter with whomever you see fit. I am including my contact information below for anyone who would like to discuss or is willing to meet Beaver on the property and see the actual field conditions.

Sincerely,

A handwritten signature in black ink, appearing to read "Ryan Pepper".

Ryan Pepper, P.E.  
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