

Truck Committee Findings and Recommendations

Objectives:

- For the health and safety of the City, its residents, visitors, and businesses, move the State Truck route out of Hudson to the lowest cost viable alternate route which has the fewest residential impacts
- Eliminate trucks ***without local deliveries*** within the City of Hudson from streets west of 7th Street and north of the Warehouse on 9G/3rd St

Findings:

- Following consultation with NYSDOT and neighboring municipalities, elimination of the Access Highway which connects US 9 (North and South Bound), State Rte 66 and State Rte 23b is not feasible at this time
- There is no NYSDOT requirement to allow through truck traffic on 9G north of the Warehouse
- Through truck traffic on Columbia west of 7th street is not a NYSDOT requirement

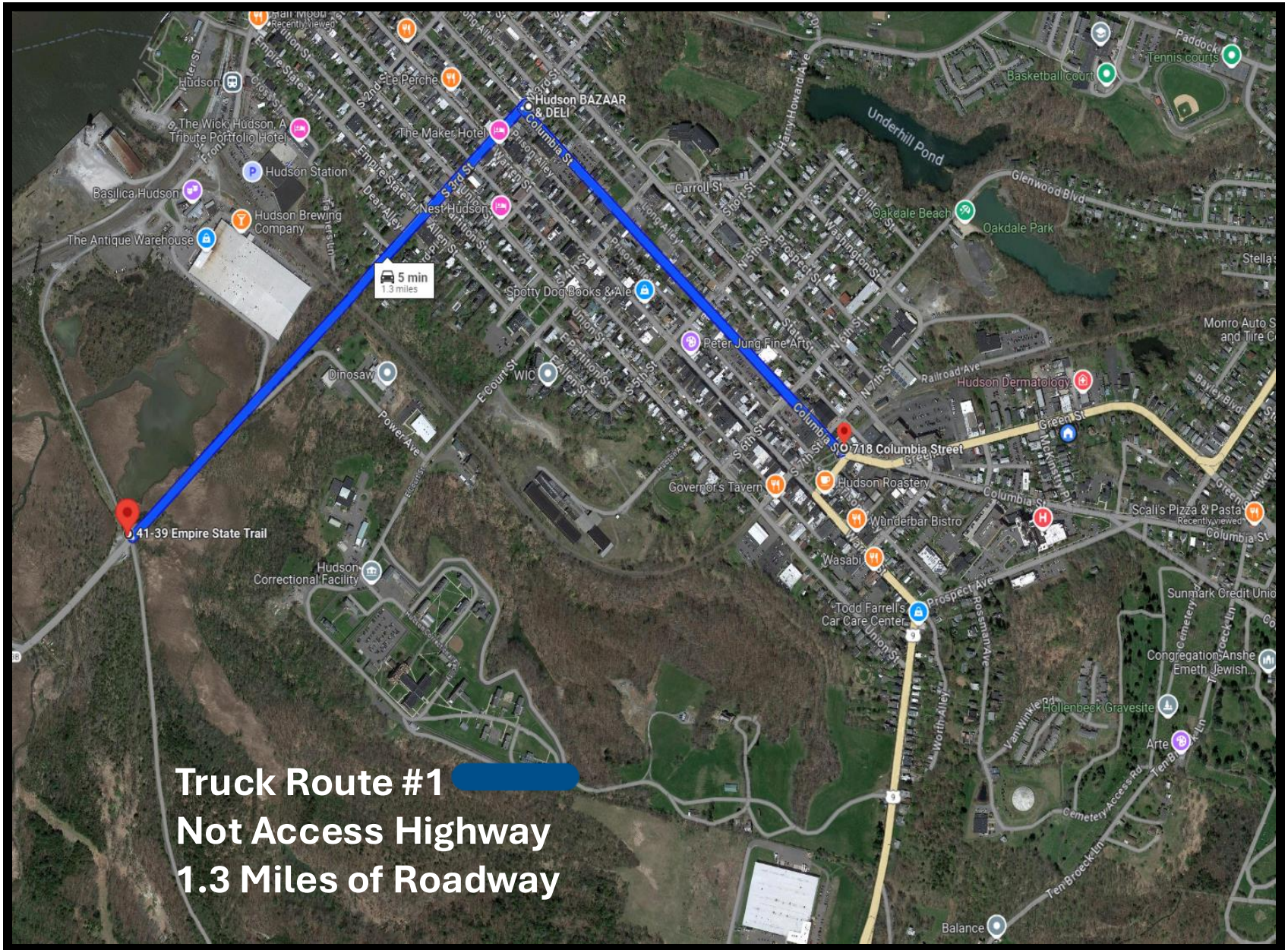
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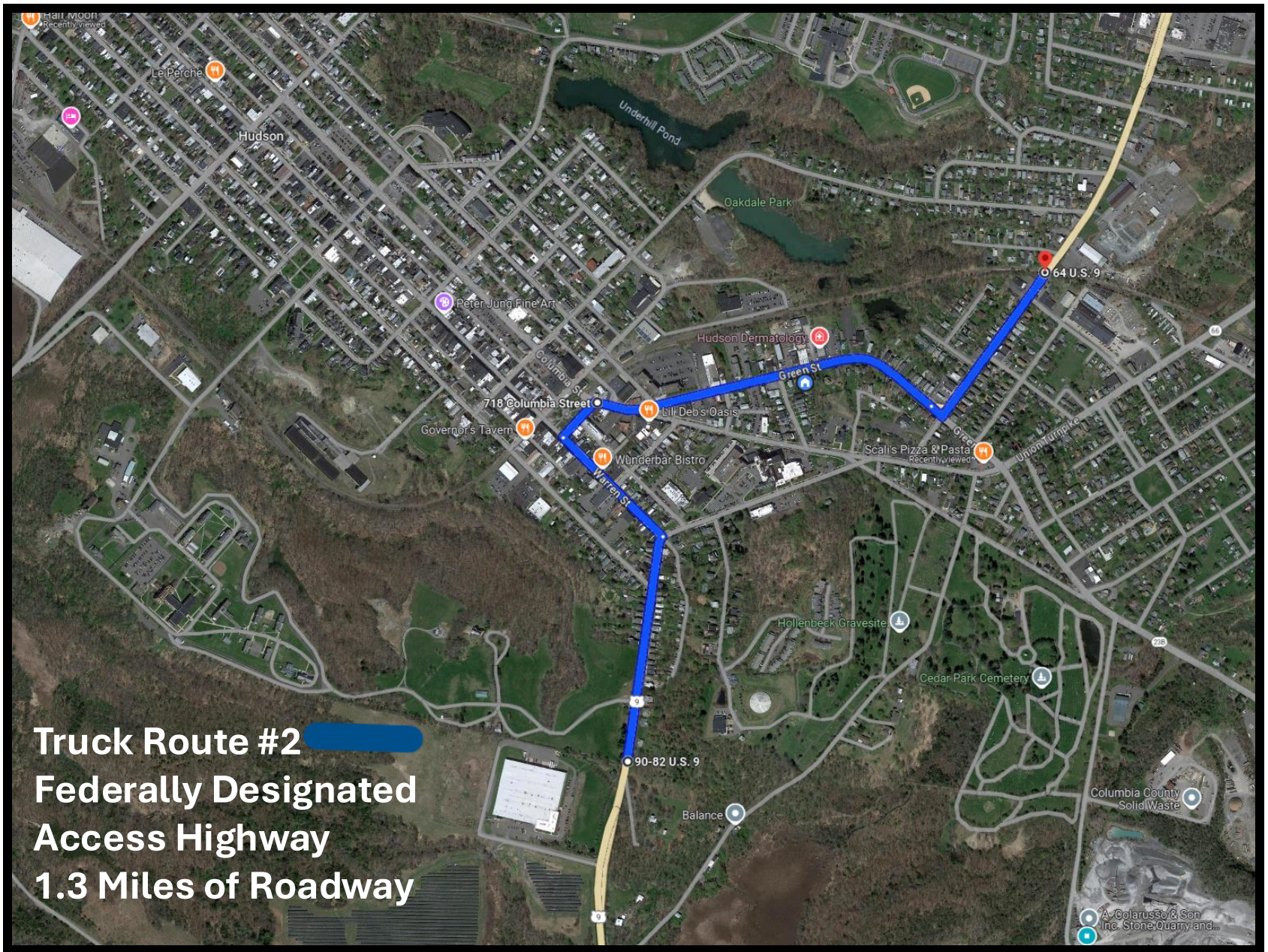
Pavement Study:

- In Spring 2024 the Truck Committee, with approval of the Common Council, commissioned a study by the Transtec Group

Scope:

- *Transtec evaluated the pavement sections for multiple roadways on truck routes in the City of Hudson, NY, per the City's request. This evaluation was conducted to determine if the pavements on the truck routes are structurally adequate to carry anticipated truck traffic and to provide recommendations for the pavement repair strategy.*
- Findings also include financial cost to the City of the current use of City streets by through truck traffic not required by NYSDOT
- As noted in the Objectives of the Truck Committee, addressing the health and safety impact of this traffic on City residents, particularly on Columbia street, is a key concern
- The following slides show key results from that study and recommendations regarding through truck traffic





Truck Route #2
Federally Designated
Access Highway
1.3 Miles of Roadway

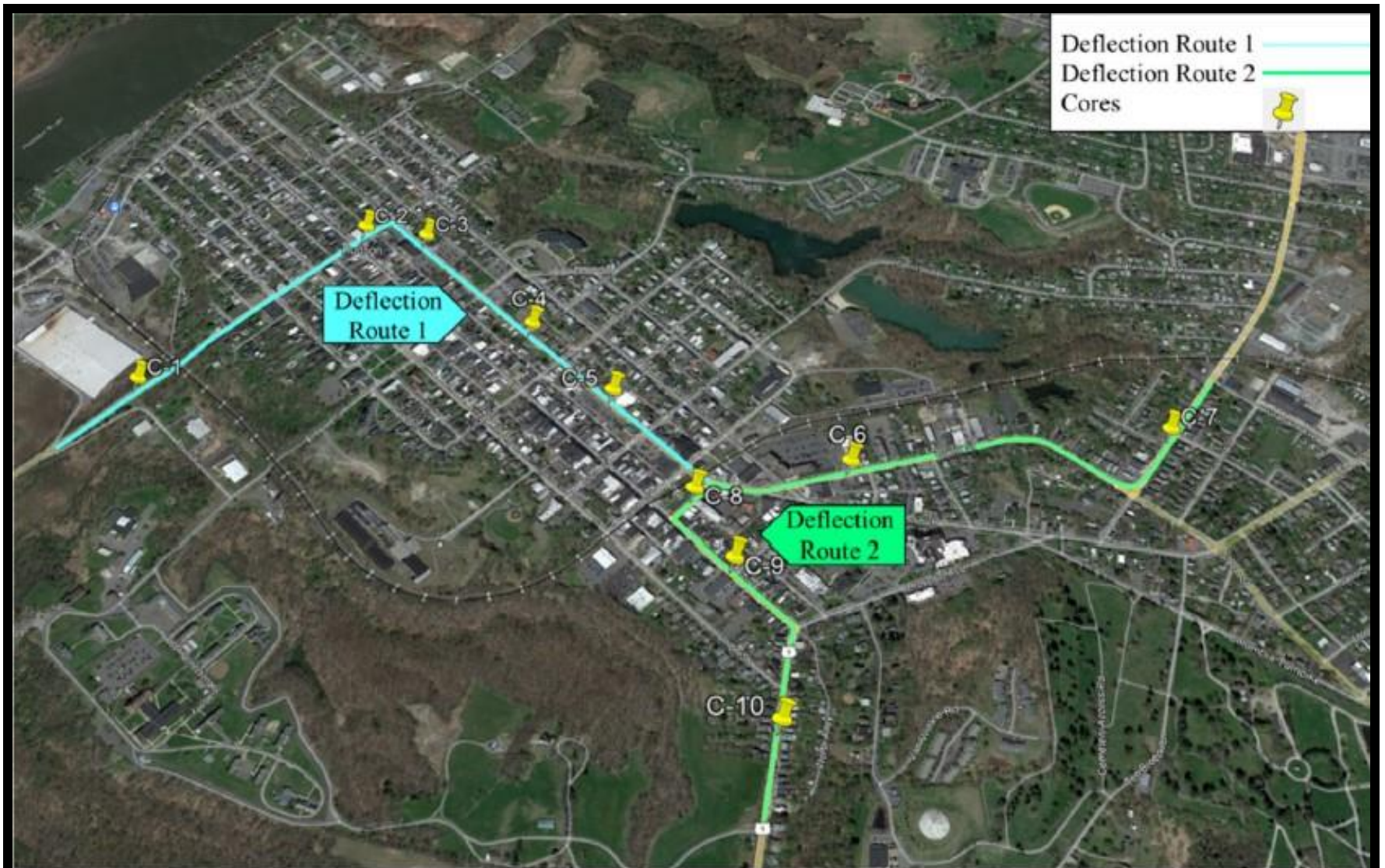


Figure 2. Deflection plot plan and coring locations.

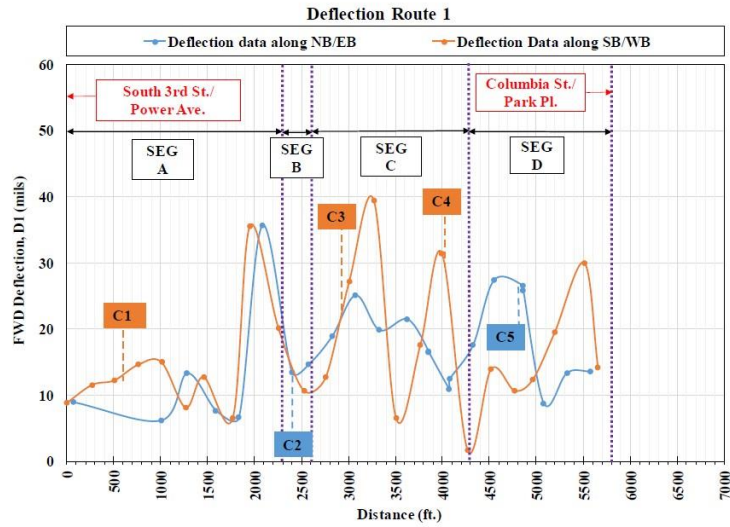


Figure 3. Deflection results of route 1 (From South 3rd St./Power Ave. to Columboa St./Park Pl).

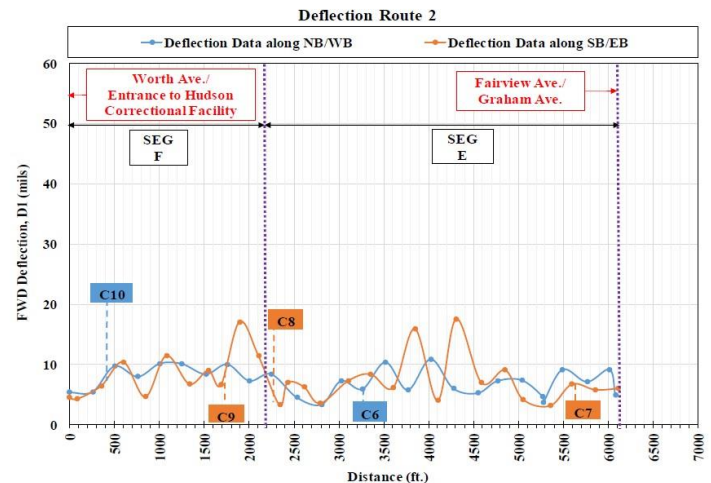


Figure 4. Deflection results of route 2 (From Worth Ave./Entrance to Hudson Correctional Facility to Fairview Ave./Graham Ave).

6.3 Deflection Findings

The deflection data collected using an FWD device indicates that Segments A, E, and F exhibit relatively low deflection, ranging from 3 to 18 mils in both directions. These lower deflections indicate a stiffer, more sound pavement structure. In contrast, Segments B, C, and D, located on South 3rd St. and Columbia St., show significant variations in deflection response, ranging from 2 to 40 mils, over an estimated 3,600-foot stretch, indicating a pavement structure which may be distressed at the surface or sub-layers. This directional discrepancy in higher deflection data, is likely attributable to varying densities of cracking and patching work. Field images in Appendix C reveal numerous patching areas and high cracking density, corroborating the causes of high deflection. By combining this data with core structures and surface distress observations, the boundary and length for each segment were determined.

Summary of Findings and Estimated Costs

Study Findings and Estimated Costs:

- Each Route is 1.3 miles long
- **Route 1 (Columbia streets and 3rd streets)** shows significant areas of distress at the surface and sub-layers and should receive full replacement including sublayer to last 20 years; otherwise, will need maintenance repaving every 5 years. Estimated cost:
 - **Full replacement** including sublayer (20 years): \$1.8m
(*Would require extensive closure of the route*); **alternatively**
 - **Maintenance** repaving: \$800+k every 5 years; \$3.2+m over 20 years
- **Route 2 (US-9/Worth Ave)** shows a stiffer and more sound pavement structure; would require maintenance every 10 years (approx.). Estimated cost:
 - **Maintenance** repaving: \$800+k every 10 years; \$1.6+m over 20 years

Funding for maintenance repaving 1.3 miles (2" mill and repave):

- CHIPS and State Touring Routes funding is typically up to \$800k annually. Funding applies to all City streets, which compete annually for funding
- Burden to City is the additional amounts required for full replacement or maintenance repaving every 5 to 10 years

Considerations:

- City of Hudson has power to designate or remove Route #1 (Columbia and 3rd streets) as a City-designated truck route. Removal of the route would result in significant cost savings to the City, and improve the health and safety for its residents, visitors and businesses.
- State of NY and US government require that Route #2 (US-9/Worth Ave) remains as an Access Highway route, accessible to trucks including 53' long trailers.

Recommendation: Truck Committee recommends to Common Council closure of 3rd and Columbia streets up to Park Place as a City-designated truck route (still open to local delivery traffic).

Estimated Cost Over Next 20 Years:

- **CHIPS and State Touring Routes funding:** Approximately up to \$800k annually (all City streets, which compete for funding)
- **Burden to City:** Additional amounts required for full replacement or maintenance repaving every 5 to 10 years.

Route	No Change	Recommended Change
Rte.1 (3 rd Street and Columbia Street)	\$1.8+ million to \$3.2+ million	\$0 for repaving as a truck route
Rte. 2 (e.g., US-9/Worth Ave)	\$1.6+ million	\$1.6+ million
Other City streets	Unknown	Unknown