



Ironton Truck Study

DRAFT

KYOVA Interstate Planning Commission

Ironton, Ohio

February 13, 2018



Contents

Executive Summary	i
1 Introduction.....	1
1.1 New Ohio River Bridge Crossing Truck Study	1
2 Truck Route Analysis	4
2.1 Review of Existing Conditions	4
2.1.1 Truck Turning Movement Design	4
2.1.2 Truck Route Access to/from US Highway 52	5
3 Alternatives and Recommendations	14
4 2 nd Street	17
5 Public Involvement	23
6 Implementation Plan and Schedule	26
Appendices	28

Tables

Table 1: Roadway Characteristics	4
Table 2: Peak Hour Capacity Analysis for Lane Alternatives	22
Table 3: Advisory (Stakeholder) Committee Member Organization	24
Table 4: Public Involvement comments	25
Table 5: Implementation Schedule Overview	27

Figures

Figure 0.1: Location Map	i
Figure 0.2: Proposed improvements on 2 nd Street between Jefferson and Adams Street	iii
Figure 1.1: Location Map	1
Figure 1.2: New Ohio River crossing location.....	2
Figure 1.3: Bridge approach at 2nd Street and Jefferson Street intersection looking southeast	3
Figure 2.1: WB-50 Design Vehicle	5
Figure 2.2. Truck Route to Marion Pike from Oakley C. Collins Memorial Bridge	6
Figure 2.3. Truck Route to Oakley C. Collins Memorial Bridge from Marion Pike	6
Figure 2.4. Truck Routes between Ironton-Russell Bridge and US 52 West.....	7
Figure 2.5: Truck wheel path turning from 2nd St. to Park Ave.	8
Figure 2.6: Photo of 2nd St. and Park Ave. intersection looking southeast onto 2nd St.	8
Figure 2.7: 4th St. looking northeast at Park Ave.	9
Figure 2.8: Park Ave. at 4th St. looking northeast	10
Figure 2.9: 4 th Street at Park Avenue Truck Path	10
Figure 2.10. 2 nd Street at Park Avenue Truck Path	11
Figure 2.11: Location of traffic counts.....	12

Figure 2.12: Turning movement peak hour traffic counts (March 2017)..... 13

Figure 3.1: Recommended improvement for Park Ave. and 2nd Street Intersection 15

Figure 3.2: Recommended improvement for Park Ave. and 4th St. intersection..... 16

Figure 4.1: 2nd Street Study Area between Jefferson Street and Adams Street 17

Figure 4.2: 2nd Street looking southeast towards Jefferson Street..... 18

Figure 4.3: 2nd Street looking southwest towards Adams Street..... 18

Figure 4.4: Rendering of proposed new development on south side of 2nd Street between Adams Street and Jefferson Street 19

Figure 4.5: Plan concept of development along 2nd Street..... 19

Figure 4.6: Photo looking southeast on 2nd Street to the Oakley C. Collins bridge at Jefferson Street..... 20

Figure 4.7: Existing geometry for 2nd St. and Jefferson St. intersection..... 20

Figure 4.8: Proposed modified geometry at 2nd St. and Jefferson St. intersection 21

Figure 4.9: Proposed 2nd Street improvements 22

Appendices

Appendix A. Truck turning analysis..... 29

Appendix B. Cost Estimates..... 30

Appendix C. Stakeholder and PI meeting documentation 31



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Executive Summary

An Ohio River bridge crossing between Ironton, Ohio and Russell, Kentucky allows traffic to access Ironton and parts of southern Ohio via US 52 and SR 93 and access Russell and Ashland, Kentucky and parts of northeastern Kentucky and western West Virginia via US 23. A new Ohio River bridge crossing, Oakley C. Collins Memorial bridge, opened on November 23, 2016 providing a new connection between Ohio and Kentucky. With the opening this new bridge, the existing Russell-Ironton Bridge closed and traffic using the bridge was rerouted in Ironton from Adams Street to 2nd and Jefferson Streets. Existing truck travel patterns through Ironton may have been diverted with this new bridge approach location. This truck study analyzes impacts and conflicts with the existing infrastructure in Ironton with any new traffic, specifically truck, travel patterns that the bridge relocation may have caused.



Figure 0.1: Location Map

The truck turning movements showed that the right turn from 2nd Street to Park Avenue cannot be completed without significant encroachment onto the approach traffic headed westbound on Park Avenue with the existing intersection geometry. Additionally, the truck turning movement onto Park Avenue from 4th Street was investigated and was found to present the same issues

as the intersection with 2nd Street and Park Avenue with encroachment onto the westbound approach traffic on Park Avenue and limitations to curb radii improvements.

Modifications to the intersection of 2nd street/Park Avenue and the intersection of 4th Street/Park Avenue are recommended for each of these routes for the turning movements to/from Park Avenue. For the intersection of 2nd street/Park Avenue, the left-turn movement can be made within the existing geometry with modification to the location of the stop bar, sidewalks on Park Avenue, and the westbound lane for the northbound approach on 2nd Street. The characteristics of the site located on the southeast corner would allow for improvements to the curb radii that would accommodate the truck turning movement from the second approach lane. An approximately 30-foot corner radius is recommended at this location. The westbound approach stop bar would also need to be relocated back 9 feet to prevent encroachment into the approaching traffic by turning trucks.

For the intersection of 4th Street/Park Avenue, curb radii modifications are also recommended for one corner at the intersection of 4th Street at Park Avenue. The characteristics of the site located on the southeast corner would allow for improvements to the curb radii that would accommodate the truck turning movement from the second approach lane. An approximately 30-foot corner radius is recommended at this location.

Additionally, as a result of proposed development on the south side of 2nd Street between Adams Street and Jefferson Street, the city has requested an analysis for the appropriate number and location of the driveways as well as a proposed concept to visually improve this block of 2nd Street. Also, since the opening of the Oakley C. Collins Crossing in November 2016, a back-up of traffic coming from Kentucky at the Jefferson Street intersection has been observed.

To reduce the length of the traffic back-up on the bridge, the intersection geometry was proposed to be modified by providing a dedicated right-turn lane for the approach from 2nd Street to the right turn to Jefferson Street. This revised striping decreases the concerning queue lengths and does not impact the overall vehicle delay. As a result of this proposed change from the bridge approach, the intersection's northwest approach would need to be modified as well. This would shift the northwest bound traffic on 2nd street to the center of the roadway since through traffic from the bridge would be a shared through-left lane in the center of the roadway. This would eliminate the left turn lane for traffic turning left from southeast bound 2nd street to Jefferson street. The traffic travelling southeast on 2nd street would have a shared left-through-right lane at the Jefferson street intersection. With this change in the approach lanes, the block of 2nd Street between Jefferson Street and Adams Street would be able to accommodate on-street parking on both sides of 2nd Street. These improvements are shown in Figure 0.2 with parking, driveway locations, sidewalk improvements, tree lawns, and curb bump outs.



Figure 0.2: Proposed improvements on 2nd Street between Jefferson and Adams Street

Based on the analysis, KYOVA, the City of Ironton, and Lawrence County should prioritize the recommended improvements if funding is not immediately available for all improvements. These recommendations address the travel patterns in regards to the new river crossing including improvements at 2nd/Jefferson, 2nd street, 2nd/Park, 4th /Park. The recommended implementation priority is:

- 1) 2nd Street/Jefferson Street intersection restriping and 2nd street improvements (\$75,000 to \$125,000)
- 2) 2nd Street/Park Avenue intersection improvements (\$75,000 to \$125,000)
- 3) 4th Street/Park Avenue intersection improvements (\$150,000 to \$200,000)

1 Introduction

1.1 New Ohio River Bridge Crossing Truck Study

An Ohio River bridge crossing between Ironton, Ohio and Russell, Kentucky allows traffic to access Ironton and parts of southern Ohio via US 52 and SR 93 and access Russell and Ashland, Kentucky and parts of northeastern Kentucky and western West Virginia via US 23. The Ironton-Russell Bridge connecting Ironton, Ohio and Russell, Kentucky opened in 1922. A new Ohio River bridge crossing, Oakley C. Collins Memorial bridge, opened on November 23, 2016 providing a new connection between Ohio and Kentucky. The bridge carries 950 vehicles during the afternoon peak hour. According to projections from the KYOVA travel demand model, the average daily traffic (ADT) is projected to be 25,556 vehicles per day in the year 2040 with approximately 10% trucks.

With the opening this new bridge, the existing Russell-Ironton Bridge closed and traffic using the bridge was rerouted in Ironton from Adams Street to 2nd and Jefferson Streets. Existing truck travel patterns through Ironton may have been diverted with this new bridge approach location. This truck study analyzes impacts and conflicts with the existing infrastructure in Ironton with any new traffic, specifically truck, travel patterns that the bridge relocation may have caused. Recommendations for mitigations of any potential impacts will be developed. These recommendations also include coordination with the pedestrian, bicycle, and Park Avenue Traffic Study tasks to ensure that consideration is given to truck traffic impacts. Figure 1.1 shows the location of Ironton along the Ohio River in southern Ohio and in Lawrence County.

Figure 1.1: Location Map



Figure 1.2 shows the location of the new Oakley C. Collins Memorial bridge within Ironton.



Figure 1.2: New Ohio River crossing location

The following methodology was used for this study:

- Review and document current and future conditions analysis

The current infrastructure conditions was observed and analyzed. Existing planning documents dealing with traffic circulation within the City of Ironton were researched

and reviewed including the Ironton Traffic Flow study, KYOVA 2040 Multi-Modal Transportation Plan, and the new bridge design plans. Previous and new truck movements were assessed. Engineers identified and undertook field studies, data collection and other research necessary to support the findings and recommendations. This included lane widths, on-street parking, and corner radii. Mobile LIDAR scanning was conducted that provided preliminary survey and design CAD files. Conflicts and deficiencies were documented according to truck design standards. Additionally the curbs, sidewalks, and streetscaping was examined in greater detail in the one block area between Adams Street and the new bridge approach on Second Street.

- Traffic analyses

Traffic analyses were conducted for the intersection of Jefferson Street and Second Street at the new bridge approach

- Recommended improvements

Recommendations were developed to address deficiencies in the systems for traffic flow.

- Stakeholder and Public Involvement

Stakeholder meetings and public participation was held to engage the residents of Ironton in this planning process. Notices were sent out and meetings were held to collect input on issues and potential solutions for better traffic flow.

- Recommended improvements and a strategic plan

A strategic plan for the implementation of improvements that included cost estimates and schedules was developed.



Figure 1.3: Bridge approach at 2nd Street and Jefferson Street intersection looking southeast

2 Truck Route Analysis

2.1 Review of Existing Conditions

A windshield-level survey was completed for the streets parallel to 2nd Street from 2nd Street to 9th Street and for perpendicular streets from Jefferson Street to Park Avenue. The following information was noted for each roadway segment.

- Lane widths
- Presence and intensity of on-street parking
- Roadway features (i.e. grade, traffic directions)
- Traffic control at each intersection

Mobile LIDAR was conducted for the City of Ironton that provided CAD files with roadway and sidewalk widths.

Ironton’s primary north-south roads are 2nd street and 3rd street. The primary east-west road is Park Avenue (SR 93). These are the current signed truck routes to US 52 on the west side of Ironton (Park Avenue) and the east side of Ironton (Marion Pike) from the new bridge location. Table 1 shows the current annual average daily traffic on those roadways.

Table 1: Roadway Characteristics

Roadway	Functional Class	Segments	AADT (2016)
2nd St	Minor Arterial	Vernon St to Union St	2,980
	Minor Arterial	Union St to Ellison St	3,528
3rd St	Minor Arterial	Marion Pike To Pleasant St	8,439
	Minor Arterial	Pleasant St to Spruce St	7,876
	Minor Arterial	Spruce St to Madison St	6,864
	Minor Arterial	Madison St to Adams St	9,271
	Minor Arterial	Adams St to Park Ave	5,281
SR-93/ Park Ave	Minor Arterial	East of US-52	6,616
	Minor Arterial	US-52 to 5th St	14,315
	Minor Arterial	5th St to 2nd St	6,069

2.1.1 Truck Turning Movement Design

The design standard for a WB-50 tractor-trailer truck was used to check whether truck turning movements could be completed at intersections. Locations evaluated include 3rd Street between the US 52 interchanges and the terminus of the Oakley C. Collins Bridge in Ironton at the intersection of 2nd Street and Jefferson Street. The CAD tool AutoTurn was used to determine feasibility of truck navigation at key intersections. Details of the WB-50 design vehicle are shown in Figure 2.1.

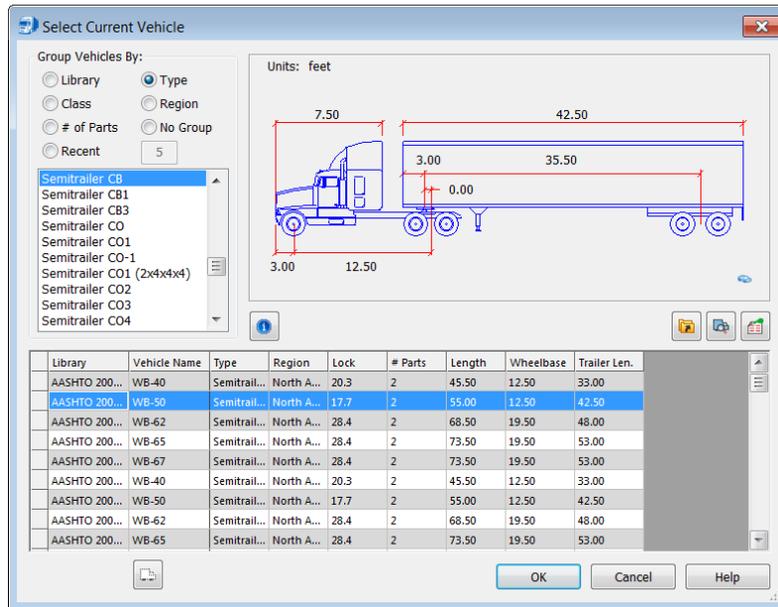


Figure 2.1: WB-50 Design Vehicle

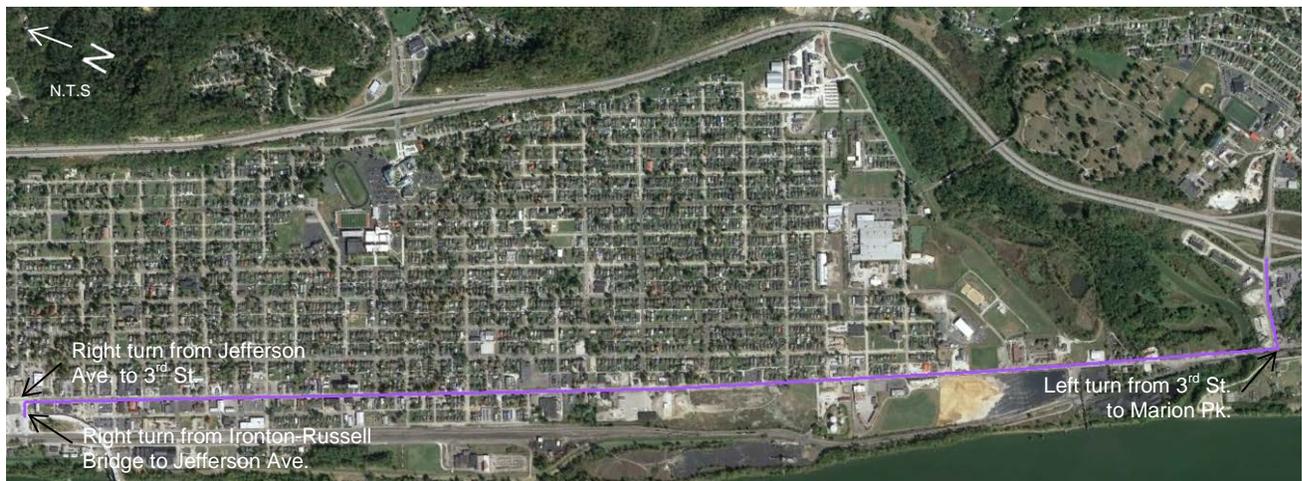
2.1.2 Truck Route Access to/from US Highway 52

The current signed truck routes to US 52 on the west side of Ironton (Park Avenue) and the east side of Ironton (Marion Pike) from the new bridge location was reviewed for conflicts using the WB-50 tractor-trailer truck design standard.

To Marion Pike from Bridge

The existing route to Marion Pike is along 3rd Street. Adjusting this route for the new Oakley C. Collins Bridge location, adds a connection to 3rd Street from Jefferson Avenue between 2nd Street and 3rd Street. Key intersections along this route are 2nd Street at Jefferson Street, 3rd Street at Jefferson Street, and 3rd Street/Pike Street at Marion Pike. The route and turning movements are illustrated in Figure 2.2. The intersections with Jefferson Street were found to be sufficient and accommodate a right-turning truck. The intersection of 3rd Street at Marion Pike was found to be sufficient for left-turning vehicles. Truck turning path exhibits for these intersections are included in appendix A.

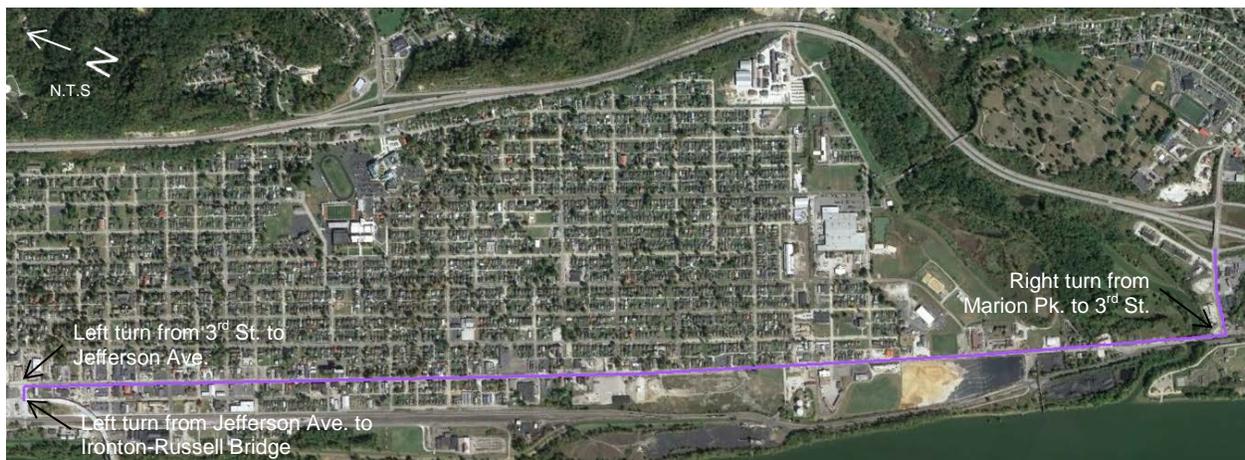
Figure 2.2. Truck Route to Marion Pike from Oakley C. Collins Memorial Bridge



To Bridge from US 52 East

For the path from US 52 to the Oakley C. Collins Memorial crossing, the same intersections were investigated for the opposite turning movements as shown on Figure 2.3. Each of the intersections was found to sufficiently accommodate a WB-50 with their existing geometry. These are a right-turn movement from Marion Pike to 3rd Street, a left-turn on 3rd Street to Jefferson Street, and a left-turn from Jefferson Street onto the bridge. Truck turning path exhibits for these intersections are included in the appendix A.

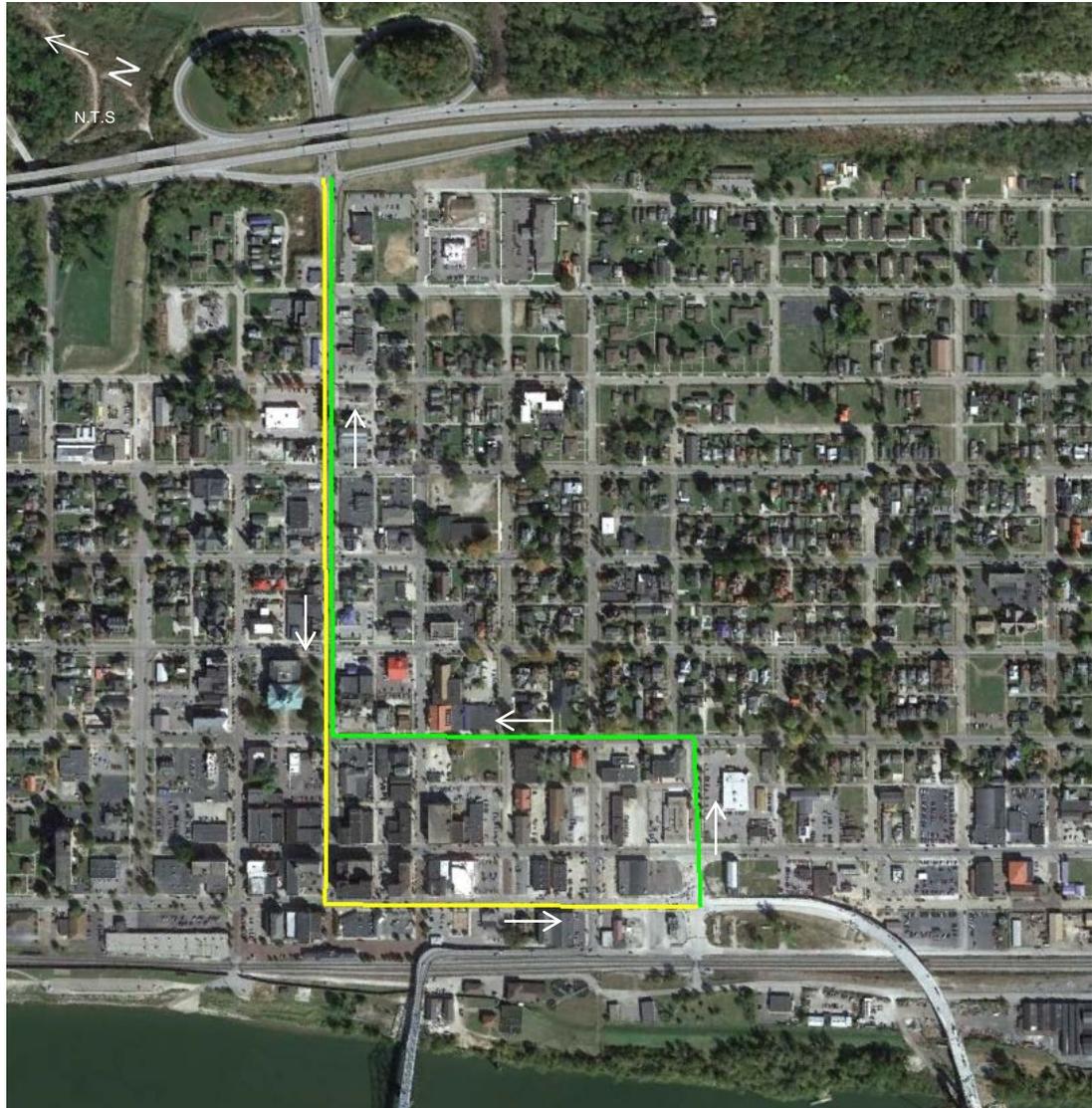
Figure 2.3. Truck Route to Oakley C. Collins Memorial Bridge from Marion Pike



To US 52 West (Ironton Hills Area) from Oakley C. Collins Memorial Bridge

The truck route through the City of Ironton from the Oakley C. Collins Memorial crossing is currently signed on 2nd Street, turning right onto Park Avenue and proceeding on Park Avenue to the interchange with US 52. Prior to the opening of the Oakley C. Collins Memorial crossing, traffic may come from the Ironton-Russell Bridge onto Adams Street and then turn left onto 4th Street to access Park Avenue. With the new Oakley C. Collins bridge, truck may also use 4th Street by turning right on Jefferson Street. Both the 2nd Street path and the 4th Street path are shown in Figure 2.4.

Figure 2.4. Truck Routes between Ironton-Russell Bridge and US 52 West



2nd Street/Park Avenue Intersection

The AutoTurn truck turning movements for a WB-50 showed that the right turn from 2nd Street to Park Avenue cannot be completed without significant encroachment onto the approach traffic headed westbound on Park Avenue with the existing intersection geometry. The close proximity of the building on the southeast corner does not allow for widening of the turning radii to accommodate the WB-50 truck path. This is shown in Figures 2.5 and 2.6.



Figure 2.5: Truck wheel path turning from 2nd St. to Park Ave.



Figure 2.6: Photo of 2nd St. and Park Ave. intersection looking southeast onto 2nd St.

4th Street/Park Avenue Intersection

The truck turning movement onto Park Avenue from 4th Street was investigated next and was found to present the same issues as the intersection with 2nd Street and Park Avenue with encroachment onto the westbound approach traffic on Park Avenue and limitations to curb radii improvements as shown in Figures 2.7-2.9.

The right-turn movement from northbound on 4th Street to Park Avenue was evaluated with the WB-50 design vehicle in AutoTurn. The 4th Street approach is one-way allowing for the turning movement to begin farther away from the corner.

Between the intersection of 2nd Street at Jefferson Avenue and 4th Street at Park Avenue, there would also be a truck turning movement from Jefferson Avenue to 4th Street. The right-turn movement from 2nd Street to Jefferson Street was found to be sufficient in the analysis. The left-turn movement from eastbound on Jefferson Avenue to northbound on 4th Street can be accomplished within the existing geometry. The truck turning paths are included in the Appendix A.



Figure 2.7: 4th St. looking northeast at Park Ave.



Figure 2.8: Park Ave. at 4th St. looking northeast

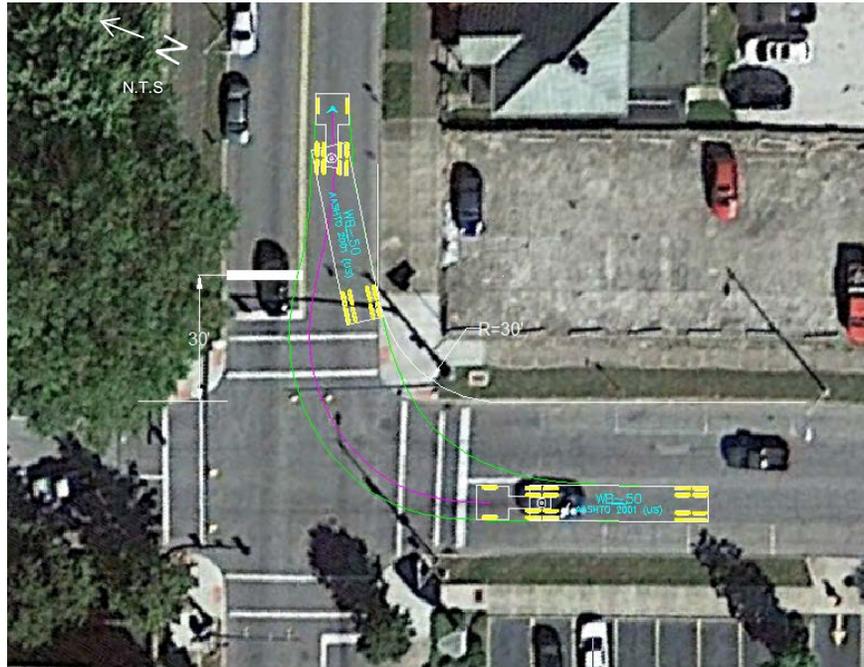


Figure 2.9: 4th Street at Park Avenue Truck Path

To Oakley C. Collins Memorial Bridge from US 52 West (Ironton Hills Area)

For traffic heading from US Highway 52 West to the Oakley C. Collins Memorial crossing, Park Avenue to 2nd Street was evaluated for suitability as a truck route. The left-turn movement can be made within the existing geometry. However, the truck's wheel path does impede traffic on Park Avenue in the northbound direction. Figure 2.10 shows the impeding truck wheel path for this intersection.

Figure 2.10. 2nd Street at Park Avenue Truck Path



Conflicts of Trucks turning from 2nd Street to Park Avenue



Figure 2.11: Location of traffic counts

Since conflicts of trucks turning from 2nd Street and 4th Street to Park Avenue were found as well as an observed back up on the bridge for traffic turning right onto Jefferson Street, traffic counts were collected in March, 2017 at the following intersections as shown in Figure 2:11:

- 2nd/Jefferson
- 4th/Jefferson
- 2nd/Park
- 4th/Park

Figure 2.12 shows the turning movement peak hour traffic counts at these intersections.

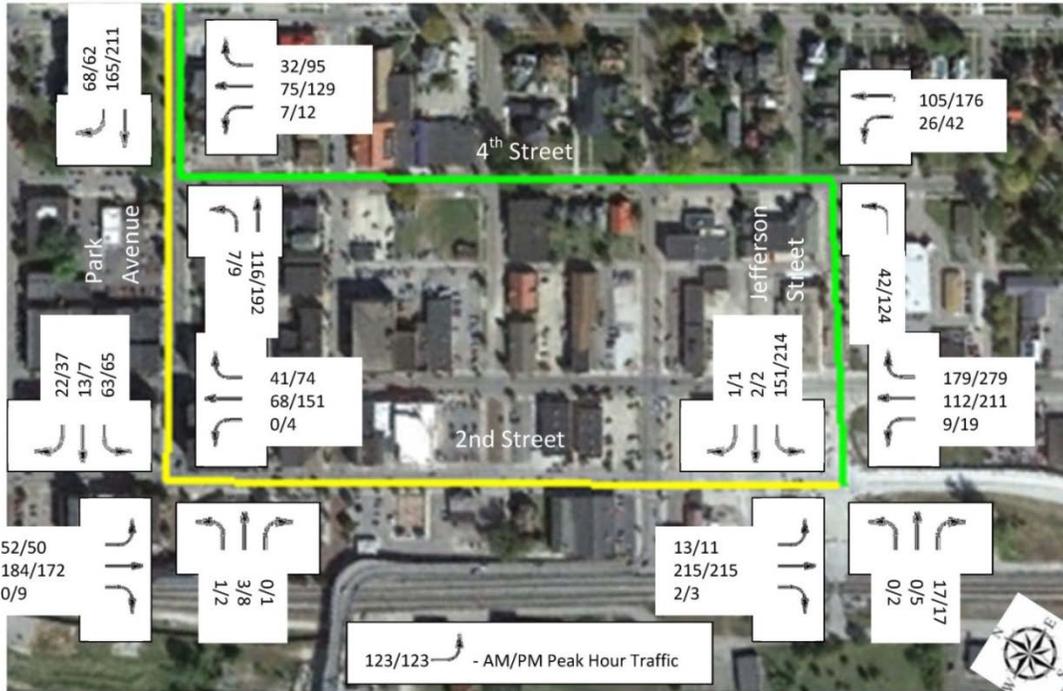


Figure 2.12: Turning movement peak hour traffic counts (March 2017)

3 Alternatives and Recommendations

Park Avenue Trucks

The signed truck route for access to US Highway 52 West (Ironton Hills Area) from the new Oakley C. Collins Memorial crossing location is north on 2nd Street and east on Park Avenue. The signed truck route from US Highway 52 West (Ironton Hills Area) to the bridge is recommended as west on Park Avenue and then south on 2nd Street. Modifications to the intersection of 2nd street/Park Avenue and the intersection of 4th Street/Park Avenue are recommended for each of these routes for the turning movements to/from Park Avenue.

2nd Street/Park Avenue Intersection

For traffic heading from US Highway 52 West (Ironton Hills Area) to the Oakley C. Collins Memorial crossing, Park Avenue to 2nd Street was evaluated to alleviate conflicts identified. Alternatives evaluated were to remove the left turn lane or to modify the stop bar location and width of sidewalk on Park Avenue.

The left-turn movement can be made within the existing geometry with modification to the location of the stop bar, sidewalks on Park Avenue, and the westbound lane for the northbound approach on 2nd Street. Figure 3.1 shows the truck wheel path for this intersection and the proposed stop bar location which is a maximum of 30 feet set back from the side street travel way and the proposed curb radius for the southeast corner. Removing the left turn lane would back up traffic through the Park Avenue and 3rd Street intersection.

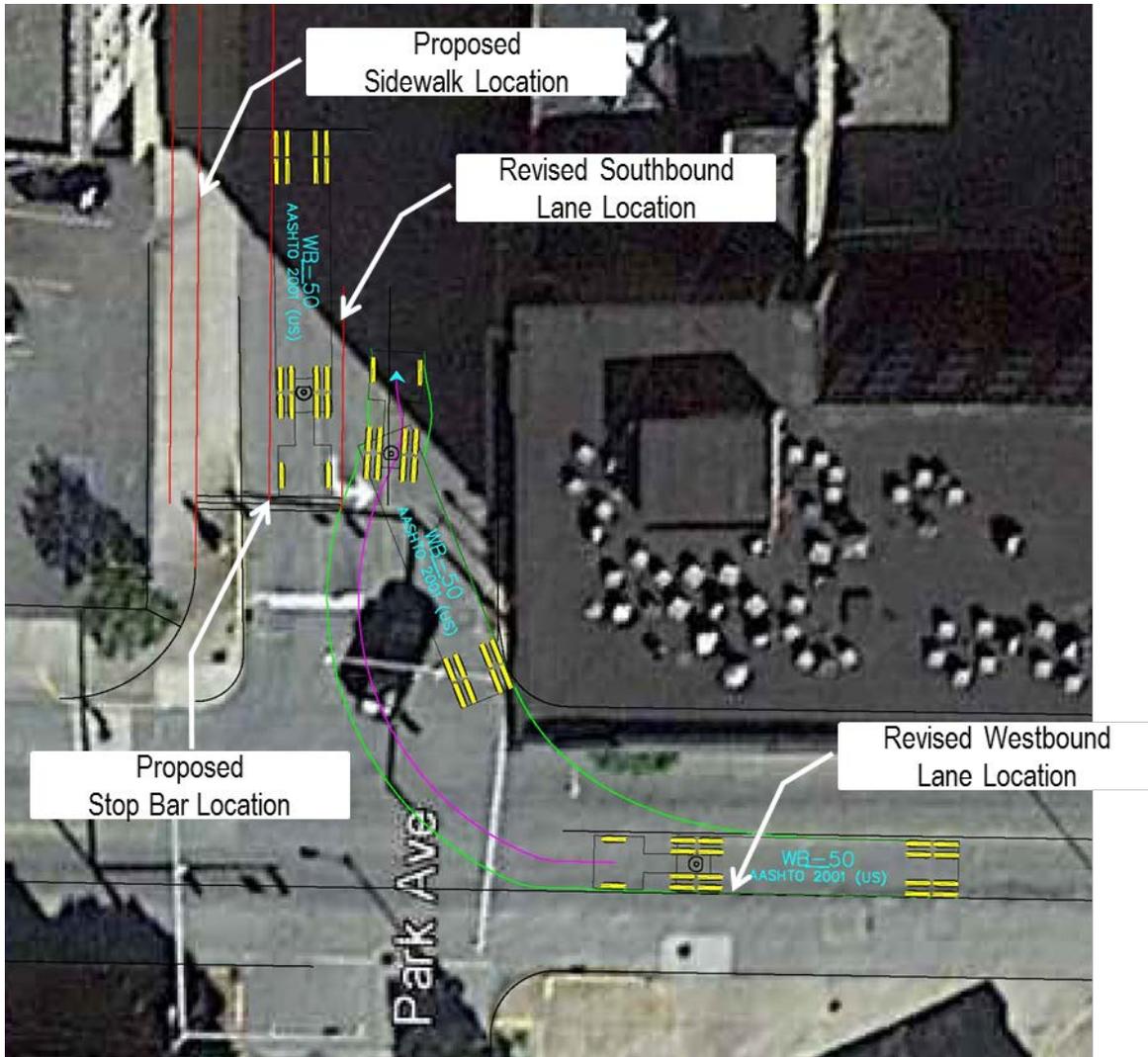


Figure 3.1: Recommended improvement for Park Ave. and 2nd Street Intersection

The characteristics of the site located on the southeast corner would allow for improvements to the curb radii that would accommodate the truck turning movement from the second approach lane. An approximately 30-foot corner radius is recommended at this location. The westbound approach stop bar would also need to be relocated back 9 feet to prevent encroachment into the approaching traffic by turning trucks.

Cost Estimates for these improvements is in the range of \$75,000 to \$125,000. This would include the cost of restriping to shift lanes on 2nd Street, restriping and moving the stop bar on Park Avenue, reducing the size of the sidewalk on Park Avenue, surveying, design, and construction engineering and inspection. Details of the cost estimates are shown in appendix B.

4th Street/Park Avenue Intersection for Alternative Route

Curb radii modifications are also recommended for one corner at the intersection of 4th Street at Park Avenue. Since the truck route will remain to be signed on 2nd street to Park Avenue, this improvement should be a secondary prioritization for the City, behind the improvements at the intersection of 2nd Street/Park Avenue. Alternatives were evaluated to adjust the turn radii or add a right turn lane and adjust the turn radii.

The characteristics of the site located on the southeast corner would allow for improvements to the curb radii that would accommodate the truck turning movement from the second approach lane. An approximately 30-foot corner radius is recommended at this location. Figure 3.2 shows the truck wheel path for this intersection, the proposed stop bar location, and proposed curb radius for the southeast corner. Adding a right turn lane would add additional cost and is not necessary for capacity.

Cost Estimates for these improvements is in the range of \$150,000 to \$200,000. This would include the cost of improving the radius on the corner, restriping for the stop bar on 4th Street, new sidewalk, relocating traffic signal pole, grading, right of way acquisition, surveying, design, and construction engineering and inspection. Details of the cost estimates are shown in Appendix B.

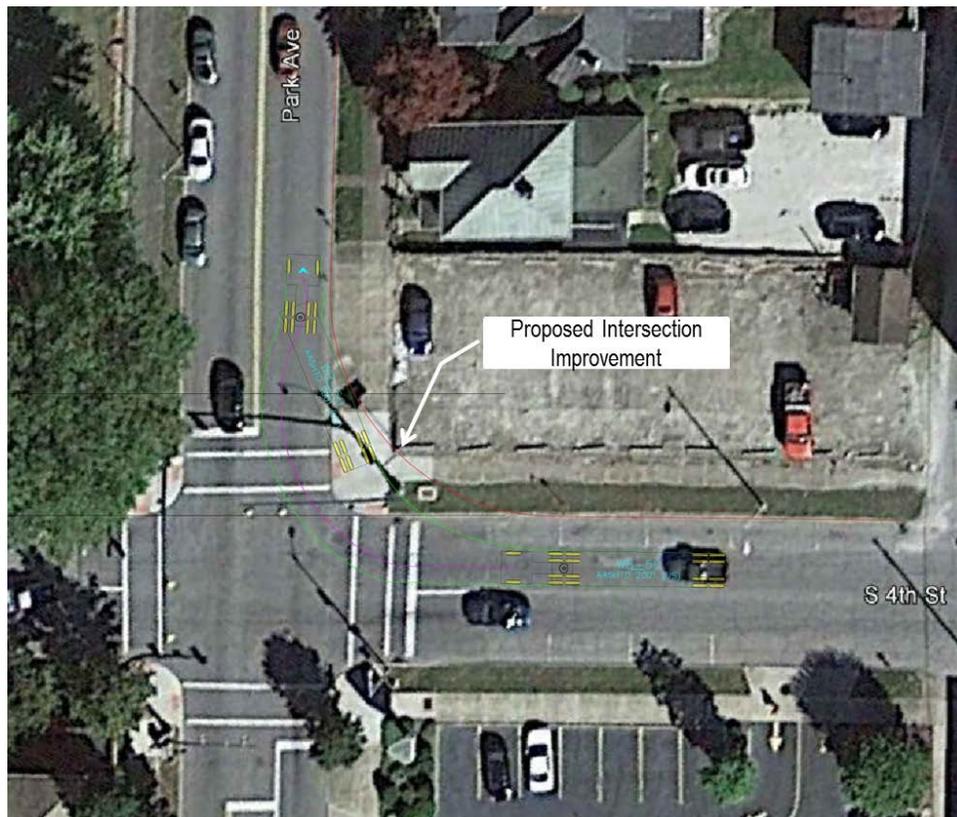


Figure 3.2: Recommended improvement for Park Ave. and 4th St. intersection

4 2nd Street

New development is anticipated on the south side of 2nd Street between Adams Street and Jefferson Street. This block of 2nd Street is highlighted in Figure 4.1.

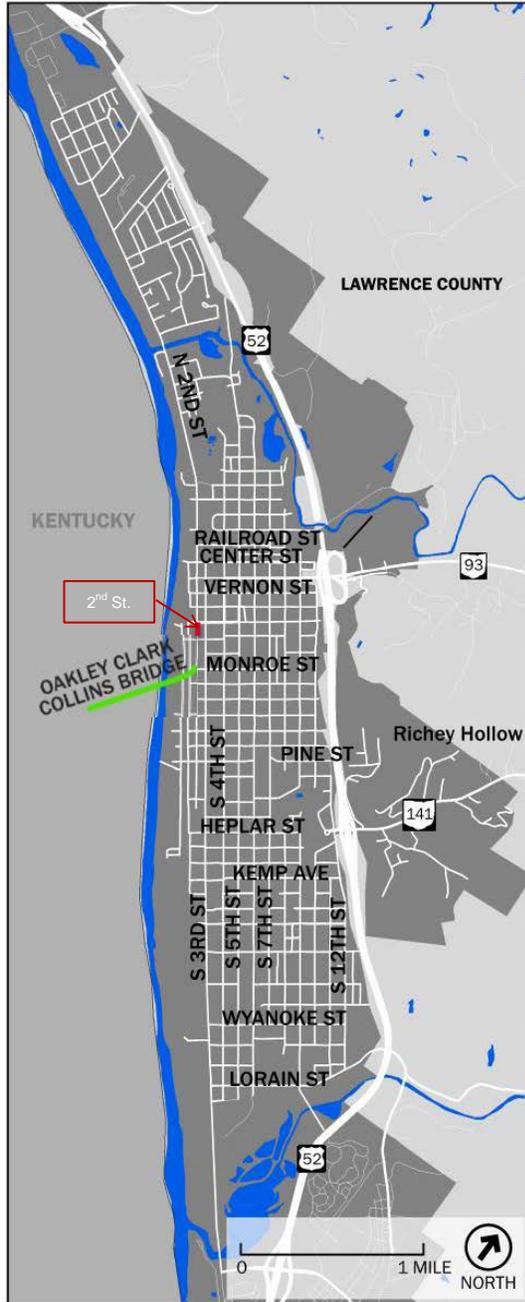


Figure 4.1: 2nd Street Study Area between Jefferson Street and Adams Street

The existing land is used by a drive through convenience store, jewelry store, and fast food restaurant with seven drive curb cuts to 2nd Street, as shown in Figures 4.2 and 4.3. New development proposed on the properties is a commercial strip mall. A proposed drawing of the proposed development is shown in Figures 4.4 and 4.5.



Figure 4.2: 2nd Street looking southeast towards Jefferson Street



Figure 4.3: 2nd Street looking southwest towards Adams Street



Figure 4.4: Rendering of proposed new development on south side of 2nd Street between Adams Street and Jefferson Street

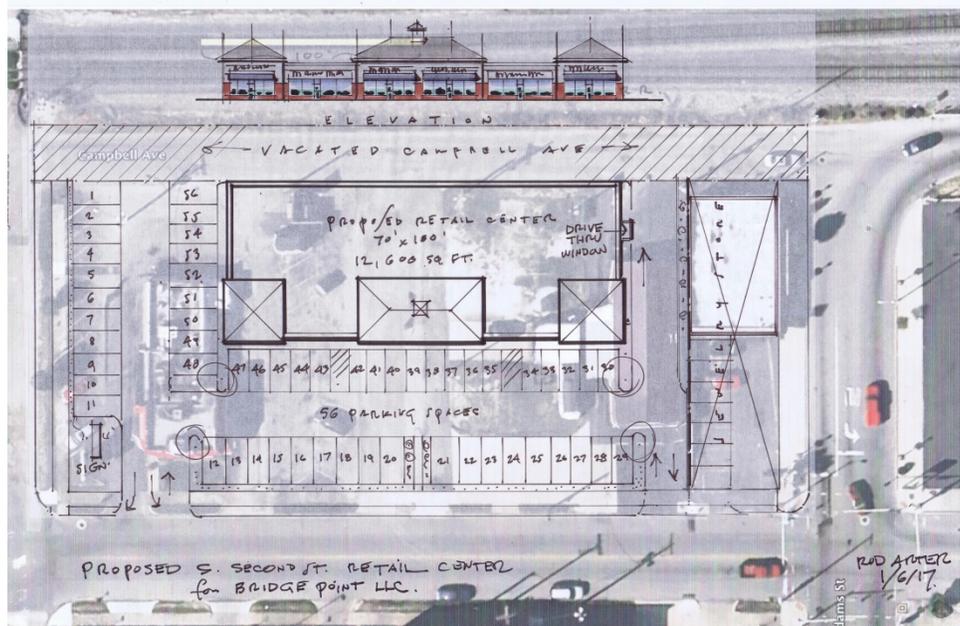


Figure 4.5: Plan concept of development along 2nd Street

The city has requested an analysis for the appropriate number and location of the driveways as well as a proposed concept to visually improve this block of 2nd Street. Also, since the opening of the Oakley C. Collins Crossing in November 2016, a back-up of traffic coming from Kentucky at the Jefferson Street intersection has been observed. This can be seen in Figure 4.6. An analysis was performed to determine the appropriate location of the driveways, beautification of the block as well as an

analysis to improve the 2nd Street/Jefferson Street intersection as part of these improvements. The traffic analysis for the intersection was conducted first. Peak period traffic counts were collected for the intersection of 2nd at Jefferson on March 15, 2017. The peak hour count data was used in a capacity analysis for this intersection during the average weekday morning and afternoon peak hours. The results are reported for the existing intersection laneage (Figure 4.7) and then for a proposed modified geometry (Figure 4.8) aiming to reduce the length of the queue on the bridge.



Figure 4.6: Photo looking southeast on 2nd Street to the Oakley C. Collins bridge at Jefferson Street



Figure 4.7: Existing geometry for 2nd St. and Jefferson St. intersection



Figure 4.8: Proposed modified geometry at 2nd St. and Jefferson St. intersection

To reduce the length of the traffic back-up on the bridge, the intersection geometry was proposed to be modified (Figure 4.8) by providing a dedicated right-turn lane for the approach from 2nd Street to the right turn to Jefferson Street. Table 2 below shows that the modified lanes at the intersection decreases the concerning queue lengths and does not impact the overall vehicle delay. As a result of this proposed change from the bridge approach, the intersection’s northwest approach would need to be modified as well. This would shift the northwest bound traffic on 2nd street to the center of the roadway since through traffic from the bridge would be a shared through-left lane in the center of the roadway. This would eliminate the left turn lane for traffic turning left from southeast bound 2nd street to Jefferson street. The traffic travelling southeast on 2nd street would have a shared left-through-right lane at the Jefferson street intersection. With this change in the approach lanes, the block of 2nd Street between Jefferson Street and Adams Street would be able to accommodate on-street parking on both sides of 2nd Street. This improvements is shown in Figure 4.9 with parking, driveway locations, sidewalk improvements, tree lawns, and curb bump outs.

Table 2: Peak Hour Capacity Analysis for Lane Alternatives

Peak Hour	Alternative	Parameter	2nd						Jefferson					
			Southeast			Northwest			Northeast			Southwest		
			L	T	R	L	T	R	L	T	R	L	T	R
AM	Existing	Delay (LOS)	6.2 (A)	5.2 (A)	5.4 (A)	6.2 (A)		-	-	28.1 (C)	12.6 (B)	9.4 (A)		
		Queue (ft.)	8	63	6	53		-	-	0	53	4		
	Modified	Delay (LOS)	5.2 (A)		4.6 (A)	5.3 (A)	-	-	28.1 (C)	12.6 (B)	9.4 (A)			
		Queue (ft.)	67		38	23	-	-	0	53	4			
PM	Existing	Delay (LOS)	7.9 (A)	4.6 (A)	4.9 (A)	7.4 (A)		18.9 (B)	19.9 (B)	25.5 (C)	18.5 (B)	15.4 (B)		
		Queue (ft.)	7	60	10	119		4	8	0	112	6		
	Modified	Delay (LOS)	5.9 (A)		5.9 (A)	7.2 (A)	16.5 (B)	17.4 (B)	22.7 (C)	12.8 (B)	12.1 (B)			
		Queue (ft.)	69		70	29	3	7	0	74	5			



Figure 4.9: Proposed 2nd Street improvements

Cost estimates for these improvements are in the range of \$75,000 to \$125,000. This would include the cost of restriping 2nd Street to add a northwest bound right turn lane, create a northwest bound through-left turn lane, remove southeast bound left turn lane, shift northwest bound through traffic, add parking, replace sidewalk, close driveways, and add tree lawn and trees. Details of the cost estimates are shown in Appendix B.

5 Public Involvement

Purpose and Goals of the Public Involvement Plan

The public involvement effort was created to promote two-way communication between the public and private sector stakeholders and the project team. The effort provided overall public awareness and promoted valuable stakeholder input, ultimately advancing the project and preferred improvements.

The public involvement effort included:

- Identifying key stakeholders and documenting their concerns.
- Involving these stakeholders at strategic points during the planning process.
- Providing easy to understand information regarding the project.
- Providing convenient ways for participants to supply input.
- Providing public involvement meeting and community meetings.

Work with Stakeholders and the Public

A description of the Committees, Public Meetings, and outreach efforts are summarized below.

Project Team

The project team was established with the primary purpose of managing the project and providing regularly scheduled review and input as the study progresses. The project team has communicated through e-mail and calls monthly. This committee provided technical expertise and administrative guidance to the project manager. The project team had the direct responsibility of managing the process and approving intermediate and final deliverables. The project team includes the following representatives:

- Max Francis, Planning Engineer, ODOT District 9
- Matt Selhorst, Project Manager, HDR Engineering
- Jody Sigmon, Transportation Planner, KYOVA
- Saleem Salameh, Deputy Executive Director/Technical Study Director, KYOVA
- Patrick Leighty, Lawrence County Engineer
- Dr. Bill Dingus, Executive Director, Lawrence County Economic Development Corporation
- Ralph Kline, Assistant Executive Director of Planning and Development, Ironton-Lawrence County Community Action Organization
- Pat Etchie, Mannik & Smith Group
- Michael Blau, Burton Planning Services

Advisory (Stakeholder) Committee

A cross-section of community representatives, were invited to serve on a committee which advised KYOVA throughout the study process to ensure the needs and concerns of the stakeholders are being addressed. Stakeholders are considered to be the business, civic, political and other groups to who outreach efforts for this project will be targeted. Table 3 provides a general listing of the key stakeholders

identified for the project(s). These stakeholders share the common interest of finding a resolution to the problems within the area.

Table 3: Advisory (Stakeholder) Committee Member Organization

Stakeholder Members	
City of Ironton Mayor Keith	Ohio DOT District 9
City of Ironton Street Department	KYTC
City of Ironton City Council Members	City of Chesapeake
Lawrence County Engineer	Village of South Point
Lawrence County Commissioners	Village of Proctorville
Lawrence County Economic Development Corporation	Village of Coal Grove
Greater Lawrence County Chamber of Commerce	Ironton-Lawrence County Community Action Organization
KYOVA Interstate Planning Commission	Ohio University-Southern Branch

July 18, 2017 Stakeholder Meeting

A stakeholder meeting was held July 18, 2017 at 12:00 pm at the Ironton Transit Center offices, 225 S. 2nd St. , Ironton, OH. There were approximately twelve (12) people in attendance and included members of the project team. The purpose of the meeting was to share the status of the project, and review the schedule. The meeting objectives included sharing the draft concepts and recommendations. A short presentation with an overview and status of the study findings were given first, then the stakeholders were asked to review the maps around the room and comment on the concepts. After the presentation, the Stakeholder group spent time reviewing concepts. They were able to ask questions of the project team as they provided comments.

Stakeholder comments summary -

Most comments were related to the bike plan update for Lawrence County and the City of Ironton such as evaluate the path under US 52 from Railroad Street to the Ironton Hill Shopping Center, evaluated paths in Proctorville near the fairgrounds, and talk to the State of Ohio about bikeway designations. The study team was requested to evaluate the new 2nd Street and Jefferson intersection. This intersection backs traffic onto the new bridge and also removed parking.

Upcoming March, 2018 Stakeholder Meeting

Public Meeting

July 18, 2017 Public Meeting

A stakeholder meeting was held July 18, 2017 at 3:00 pm at the Ironton City Center, 301 South 3rd St., Ironton, OH. There were approximately five people in attendance from the public. The purpose of the meeting was for KYOVA to share the status of the project, review the draft concepts, and allow for comments. The meeting objectives included sharing the updated concepts, impacts, and costs. The public attendees were asked to take a look at the maps of the concepts around the room

and comment on the concepts. They were able to ask questions of the KYOVA staff and project team.

Public Involvement comments summary –

Table 4 shows the comments that were received at the public meeting. Some comments applied to the bike plan studies and Park Avenue study.

Table 4: Public Involvement comments

No.	Comment	Study	Response
1	No 18 wheelers in DTWN causes issues with parking and traffic. Send to Vernon or Washington Street	Truck	Vernon and Washington Street not built to handle truck, too many residential properties
2	New commercial development not DTWN, route them to Coal Grove	Truck	Trip is too long for trucks to avoid
3	Trails - excellent idea. Use of existing trail @ Railroad St will increase current usage.	Bike	Addressed in other studies
4	3rd street traffic is an issue. Need additional parking.	Truck	Evaluating adding parking on 2 nd street.
5	Stop Light needed 9th/Park Ave.	Park Ave.	Addressed in other studies
6	Bridge traffic is horrible. Crosswalk sign is not long enough to cross street. Traffic off bridge doesn't stop when turning right.	Truck	Evaluating modifying lanes at the 2 nd St. and Jefferson St. intersection
7	Not many trucks make a left hand turn off the bridge	Truck	Evaluating modifying lanes at the 2 nd St. and Jefferson St. intersection
8	Crosswalk sign on 3rd street is not long enough to cross street. Traffic is an issue	N/A	
9	Why a wide 3 lane turn to Madison instead of Park Ave?	Park	Addressed in other studies
10	Why is there not a bike lane on the new bridge?	Truck	Width of bridge set by the state for construction
11	Damaged Sidewalks	Sidewalks	Addressed in other studies
12	No parking signs needed on 3 rd St.	N/A	
13	Parking issues on 3rd st. Traffic congestion going west on 3rd st	N/A	
14	When will project be completed	Park	Addressed in other studies

Sign-in sheets, presentation from the meeting, and comment sheets are included in appendix C.

6 Implementation Plan and Schedule

Based on the previous analysis, KYOVA, the City of Ironton, and Lawrence County should prioritize the recommended improvements if funding is not immediately available for all improvements. These recommendations address the travel patterns in regards to the new river crossing including improvements at 2nd/Jefferson, 2nd street, 2nd/Park, 4th /Park. The recommended implementation priority is:

- 1) 2nd Street/Jefferson Street intersection restriping and 2nd street improvements (\$75,000 to \$125,000)
- 2) 2nd Street/Park Avenue intersection improvements (\$75,000 to \$125,000)
- 3) 4th Street/Park Avenue intersection improvements (\$150,000 to \$200,000)

Funding sources available for these improvement include the KYOVA MPOSTBG: Surface Transportation Block Grant Program, Appalachian Regional Council (ARC) funding grants, Community Development Block Grants (CDBG), and ODOT roadway paving program funds.

The following overview schedule (Table 5) for the implementation provides a guide for the development of the recommended improvements. Survey, geotechnical investigation, subsurface utility locations (SUL), plans (design/r/w), environmental clearance, utility coordination and clearance, and right of way acquisition may have to be conducted prior to construction and should be included in the cost estimate. Construction management, engineering, and inspection should also be included in the project cost estimate.



Table 5: Implementation Schedule Overview

Tasks	Weeks	2 nd Street/Jefferson Street intersection restriping and 2 nd street improvements	2 nd Street/Park Avenue intersection	4 th Street/Park Avenue intersection
Survey	3	X	X	X
Geotechnical Investigations	3	X	X	X
SUL	3	X	X	X
Utility coordination	Ongoing	X	X	X
Design Stage 1 (Includes Survey, Geotech, and SUL time)	12	X	X	X
Preliminary right of way (ROW) plans	6			X
Environmental Clearance (time from start of project)	16-22	Depends on funding and footprint	Depends on funding and footprint	Depends on funding and footprint
Design Stage 2* (Includes review time of Stage 1 plans and Preliminary ROW if applicable)	12	X	X	X
Final ROW plans	4			X
Design Stage 3 (Includes review time of Stage 2 plans and Final ROW plans)	12	X	X	X
Utility Clearance	12	X	X	X
Final Plan Package	4	X	X	X
ROW Acquisition	26			X

*Design Stage 2 and 3 maybe combined to reduce time

Appendices



Appendix A. Truck turning analysis

Appendix B. Cost Estimates



Appendix C. Stakeholder and PI meeting documentation