State Route 39 Improvement Study
ODOT Project: COL SR 39 20.480, Project ID 121462
Public Comments and Team Responses Summary Table

Topic/Theme	Comment/Question (Summarized)	Project Team Response
Comments Provided on Roll Plot at Open House	Mulberry Street is railroad crossing for neighborhood. (Virginia does not have a crossing, 1st Street has a RR crossing)	Your comment has been acknowledged.
	Cross walks at curb bump outs	All cross walks will be individually designed and detailed as the design advances.
	Storm at Pennsylvania Ave / Maryland St intersection	The existing storm inlet will be replaced with the new storm system.
	Delivery Truck access - requires 2 driveways, coming in from east along frontage, out on the west, and backing into the west side for deliveries.	Your comment has been acknowledged. The team will confirm that trucks have access to the property.
	Concern regarding recently constructed garage at corner of Elizabeth St & Harvey Ave.	The garage will likely be impacted with curve realignment. Property acquisition will be evaluated and coordinated with property owners as the project advances.
	Incorrect owner listed for 1844 Harvey Ave Lots 4006 & 4007	Ownership of parcels will be updated prior to the beginning of the acquisition process.
Business Impacts	I'm worried about traffic backing up and causing delays for my employees traveling in and out of my building causing loss of revenue.	Existing and future traffic volumes were evaluated as part of the project development process. The analysis determined that corridor-wide capacity improvements are not needed at this time. The planned curve realignments near Elizabeth Street are expected to improve traffic flow and operations in this section of the corridor.
Property Impacts	I'm concerned the project will impact my property.	Comments regarding potential property impacts have been addressed directly with the affected property owners due to the property-specific nature of the concerns.
Other Suggestions	If you don't take enough to make the speed limit your wasting time, money & resources.	An evaluation was conducted to determine whether additional right-of-way could be acquired to improve the curve and support a 35 mph design speed. Based on that analysis, the impacts to surrounding properties and project costs outweighed the potential benefits, so this option was not pursued.
Other Suggestions	Even if the "numbers" at Virginia / PA intersection do not support a light I feel with the truck traffic in & out (SH Bell, DW Dickey, Archwood) a light is essential.	Per federal regulations, traffic signals are required to meet established engineering criteria, known as warrants, to justify their installation and continued operation. As part of this project, the Virginia Street/Pennsylvania Avenue signal was evaluated and found not to meet those criteria. Therefore, the signal is proposed for removal.

Project Design	Can the sidewalk be extended along the retaining wall to Mulberry Street.	The proposed sidewalk on the north side of Pennsylvania Avenue terminates at Virginia Avenue, which is the last planned pedestrian crossing before the four-lane limited-access section of SR 39. Properties located west of Virginia Avenue on the north side will not have access to SR 39 due to the proposed retaining walls, which preclude pedestrian access. Pedestrian access will continue to be provided via the sidewalk on the south side of Pennsylvania Avenue, which extends to Maple Street and is accessible from the proposed crossing at Virginia Avenue. A Mulberry Street pedestrian crossing would have safety concerns due to it's close proximity to the 4-lane limited access highway and the high speeds of vehicles transitioning from US30 highway into the SR 39 project area.
Project Design	How tall will the retaining wall be? Will there be a hand-rail at the top or some other way to prevent people from falling off of the top?	The height of the retaining wall will vary. Safety features, including railings where warranted, will be evaluated during final design and incorporated as needed.
Project Design	Will the overhead electric line in front of the retaining wall be moved underground?	Utilities and impacts to their systems are being coordinated with the utility companies. Final utility locations will be established as design progresses.
Project Support	The road has been in desperate need of repair for over 20 years. I hope they go through with the much needed work. We have had flat tires, broken tie rod ends, ben rims etc… over the years.	Your comment has been acknowledged.
Project Support & Other Suggestions	We looked at the plans and they look beautiful. Should fix many issues. Our only problem is that Pennsylvania Ave is in such bad shape now that we wish it could be resurfaced now to carry us through to when the job actually begins. Grateful for the money being invested in East Liverpool.	Thank you for your comments and for your appreciation of the planned improvements. ODOT has evaluated and considered the short-term and long-term corridor needs and the life-cycle costs of any potential investments in the corridor prior to this project. Resurfacing was deferred because ODOT and the City were aware of the planned corridor improvements and determined that investing approximately $1.9 million in pavement resurfacing would not be a prudent use of public funds, as the pavement would have been removed as part of the planned project. This decision avoided redundant work and costs while preserving resources for the long-term corridor improvement.