Purpose of This Outreach

The SR 32/Brooks-Malott intersection was listed on ODOT’s 2013 Highway Safety Improvement Program (HSIP), ranked 12th among rural intersections for crash frequency or severity. The crash history between 2011-2013 (when the intersection had no traffic signal) identified 7 angle crashes (3 with injuries - 43%) and 3 left-turn crashes (no injuries). The most severe crashes were angle crashes caused by vehicles pulling out from the stop signs on Brooks-Malott Road and being struck by through vehicles on SR 32. To address this concern, turn lanes were added and a temporary traffic signal was installed in August 2014, which was intended to be a 5-year solution. In 2019, this intersection was included on the Governor’s Top 150 priority safety locations and ODOT initiated a study to evaluate recent crash trends and develop a long-term solution.

The purpose of this outreach is to present the results of the recent crash analysis and obtain comments on the alternatives under consideration.

Your Input is Important

ODOT is asking for your comments. You may be wondering: How will they use my input? Your comments are an important part of the decision-making process.

Study and Recommend

ODOT technical staff and the project team collect and analyze data to understand the problems, develop alternatives and evaluate them to determine impacts and benefits.

Engage and Advise

The public (you!) review this information and provide feedback. Did we miss something important? Is there anything that would make the comparison of alternatives more complete?

Review and Decide

ODOT, with assistance from the Village of Mt. Orab, considers your comments along with the technical analysis and decides how to proceed.

Please review the materials and provide your input. If you have any questions while reviewing this information, feel free to contact the project team by phone or e-mail. To submit comments on the project, please fill out and return the comment form, send a letter, or an e-mail to the contact information below.

Tom Barnitz, Project Manager
(740) 774-8877
Tom.Barnitz@dot.ohio.gov

Ohio Department of Transportation District 9
Attention: Tom Barnitz, Project Manager
650 Eastern Avenue
Chillicothe, OH 45601
Project Purpose

The purpose of the project is to: reduce crashes; improve east-west connectivity; improve access; and support local transportation and land use plans.

Reduce Crashes at SR 32/Brooks-Malott Intersection

A recent crash analysis was conducted for 2016-2018 (with the traffic signal) that found 5 angle (3 with injuries), 1 left-turn (1 injury) and 16 rear-end crashes (5 with injuries). Eight of the rear-end crashes occurred in the outside lane in the eastbound direction, likely a result of vehicles slowing to turn south onto Brooks-Malott Road. Compared to the unsignalized condition in 2011-2013, there are fewer angle and left-turn crashes and more rear-end crashes. In total, there are more crashes with injuries during 2016-2018 than reported for 2011-2013.

Reduce Crashes at SR 32/Bodman Intersection

A 2016-2018 crash analysis found 6 angle crashes (4 with injuries). Three of the angle crashes resulted from a southbound vehicle hitting an eastbound vehicle in the intersection. Drivers may be incorrectly judging safe gaps to enter the roadway.

Improve East-West Connectivity

SR 32 is a four-lane roadway connecting Mt. Orab in Brown County to the rapidly growing area of SR 32/IR 275 (20 miles to the west) and beyond. Residential areas are located along Bardwell West Road (north of SR 32) and in subdivisions located off West Main Street (south of SR 32). According to the 2017 American Community Survey, a majority of Brown County residents (58%) commute outside the county for work, with an average commute time of 36.5 minutes. For the Mt. Orab area, 66.1% of the residents work outside the county with an average commute time of 31.5 minutes, making the SR 32 corridor a vital link to the Greater Cincinnati economy.

Improve Access between SR 32 and Medical Facilities

The existing SR 32/Brooks-Malott intersection provides direct access to Mercy Health-Mount Orab Medical Center. Mercy Health-Mount Orab Medical Center provides routine healthcare, as well as emergency medical services (EMS). Ambulance services, estimated at 2,200 arrivals per year, use the existing SR 32/Brooks-Malott intersection to access the medical center from the north, east and west.

Support Local Transportation and Land Use Plans

The property north and south of SR 32 (east and west of the existing SR 32/Brooks-Malott intersection) is zoned for industrial development. On the south side of SR 32, the industrial zoning encompasses the entire area between SR 32 and the Norfolk Southern railroad. The Village of Mt. Orab has developed a long-term plan of local roadways to support the zoned land uses. Future local roadways are planned on the south side of SR 32, connecting US 68 along a proposed extension of Apple Street West to Brooks-Malott Road, continuing west along a proposed extension of Homan Way to Bodman Road.

The existing SR 32/Brooks-Malott intersection provides access to Southern State Community College-Mt. Orab, Luxus Products (lumber), X-Mil Inc (manufacturing), and a commercial business (Country Inn restaurant). Southern State Community College serves students from the surrounding region. Western Brown High School is located at the intersection of Brooks-Malott Road and W Main Street, 1 mile south of the SR 32 intersection. High school students that are also enrolled in courses at Southern State Community College use Brooks-Malott Road and cross SR 32 to access the college. Appropriate access between the local roadway network and SR 32, and crossing SR 32, is critical for supporting existing students and businesses. Any proposed improvements need to be consistent with and support local transportation and land use plans.
Alternatives

No Build - This option would involve no improvements other than routine maintenance of the existing intersection and traffic signal, or removal of the traffic signal. This alternative would not address the project purpose and needs.

Folded Diamond Interchange - This option would involve construction of a new interchange (west of the existing Brooks Malott intersection). The interchange would be located at a new connector roadway from Bardwell West Road to an extension of Homan Way. The four interchange ramps would be “folded” to be only on the west side of the connector roadway. A combination of right-in/right-out access would be provided along SR 32 at Brooks-Malott Road and Bodman Road.

Diamond Interchange - This option would involve construction of a new interchange (west of the existing Brooks-Malott intersection) in a traditional “diamond” style with ramps in all four quadrants. The interchange would be located at a new connector roadway from Bardwell West Road to an extension of Homan Way. A combination of right-in/right-out access would be provided along SR 32 at Brooks-Malott Road and Bodman Road.

Comparison Matrix

In order to evaluate the alternatives, a preliminary comparison matrix was prepared. Please feel free to ask questions and provide input on this comparison.

<table>
<thead>
<tr>
<th>Evaluation Criteria</th>
<th>No-Build</th>
<th>Folded Diamond</th>
<th>Diamond</th>
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Environmental Studies

ODOT includes consideration of social, economic and environmental impacts in project decisions, in addition to property impacts and costs. Environmental considerations may include ecological resources such as wetlands, streams and wooded areas; cultural and historical sites; regulated wastes; farmlands; drinking water sources; and impacts to underserved populations. Please provide any information you may have about environmental resources that may be located within the project area.

Funding

This project was included on the Governor’s Top 150 Safety Projects in 2019. ODOT is funding the study and design with 100% state funds. Once a decision is made on the alternative, ODOT anticipates funding the construction with a mixture of 90% federal and 10% state funds. At this time, a budget of approximately $7.0 million has been set aside.

Schedule

Since the study is still on-going, the following schedule is preliminary:

- Collect data and develop alternatives: July - November 2019
- Public input on alternatives: Jan - April 2020
- Review comments and choose preferred alternative: May 2020
- Prepare plans and environmental documents and purchase right-of-way: May 2020-May 2021
- Construct the project: October 2021-November 2022