

Appendix A: Exhibits & Materials

Exhibit Boards

Evaluation Matrices

- West
- Central
- East

North Hamilton Crossing Fact Sheet

- English
- Spanish

Right-of-Way and Relocation Information Sheet

- English
- Spanish

Consulting Party Materials

- Consulting Party Information Sheet
- Consulting Party Application

Comment Form

Virtual Open House Content

Appendix A: Exhibits & Materials

Exhibit Boards



PROJECT PURPOSE

**Improve east-west connectivity north of SR 129
in the City of Hamilton to reduce congestion and increase mobility
in support of current and planned economic growth in the City of Hamilton
and western Butler County, as identified in *Plan Hamilton*.**

PRIMARY NEEDS

- **Improve East-West Connectivity**
- **Address Insufficient Crossings of the Great Miami River**
- **Address Lack of Grade-Separated Railroad Crossings**
- **Address Mobility/Congestion on Local Road Network**
- **Improve Safety**

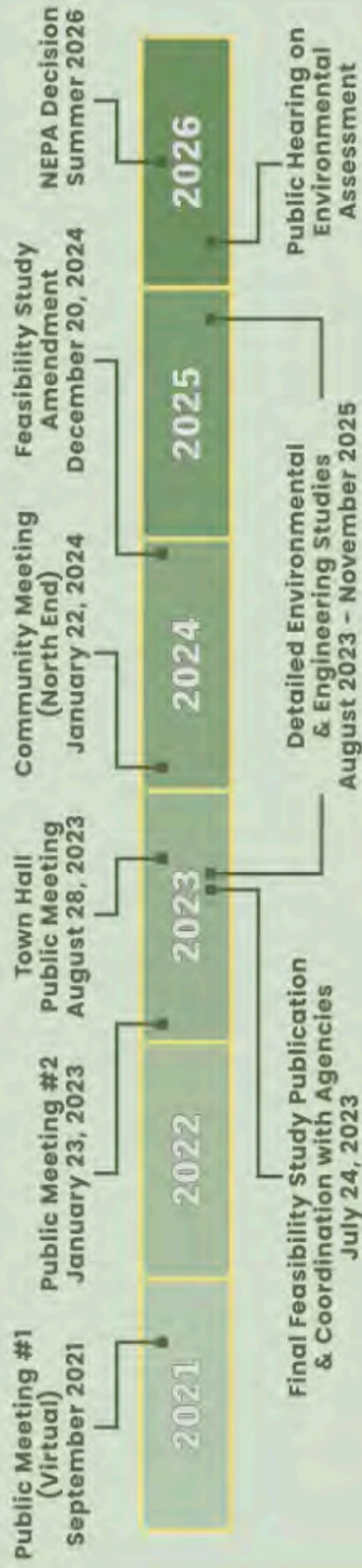
SECONDARY NEEDS

- **Support Economic Development**
- **Improve Bike/Pedestrian Connectivity**
- **Improve Multimodal Linkage**



Project Timeline

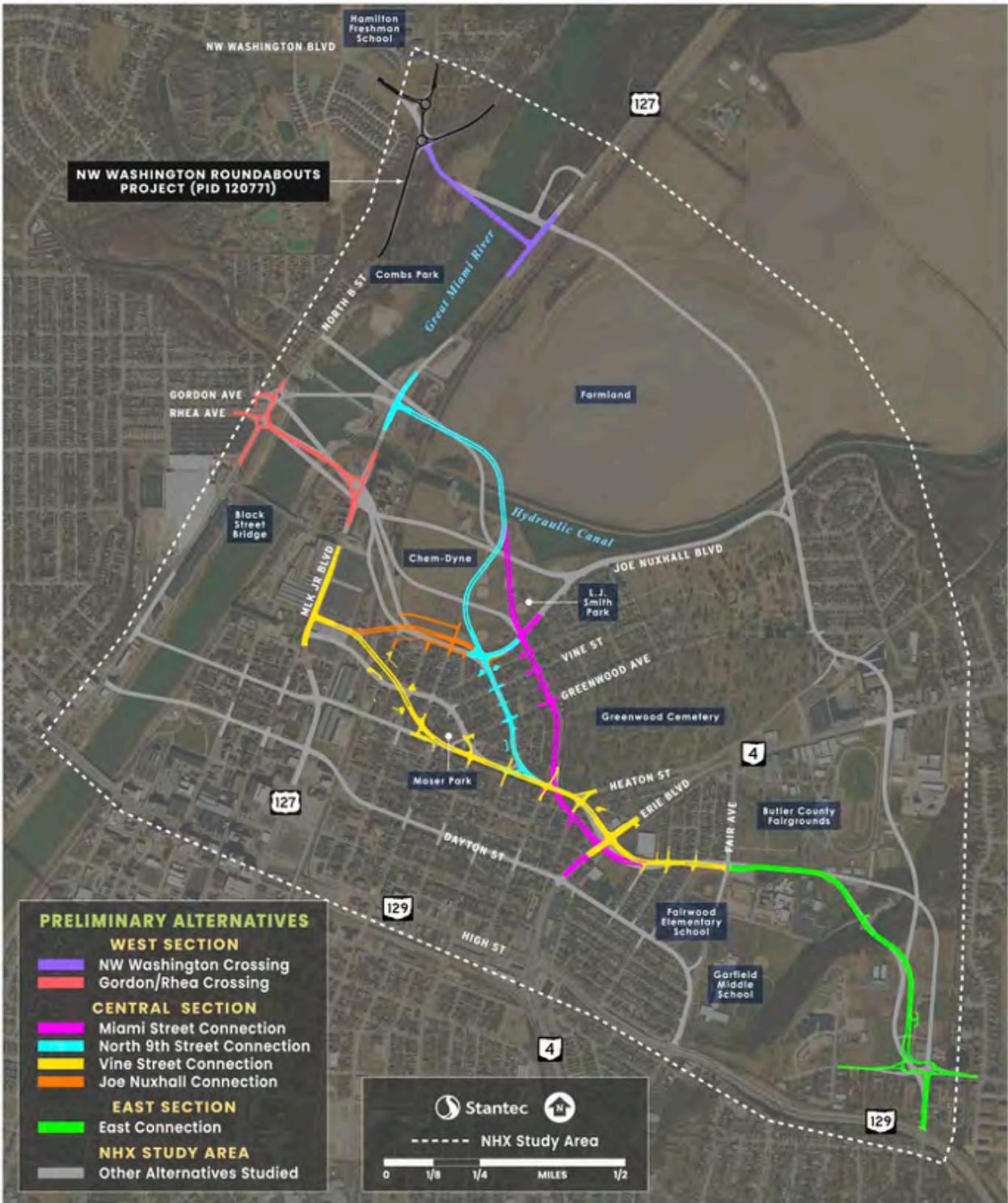
North Hamilton Crossing (NHX) • PID 115775

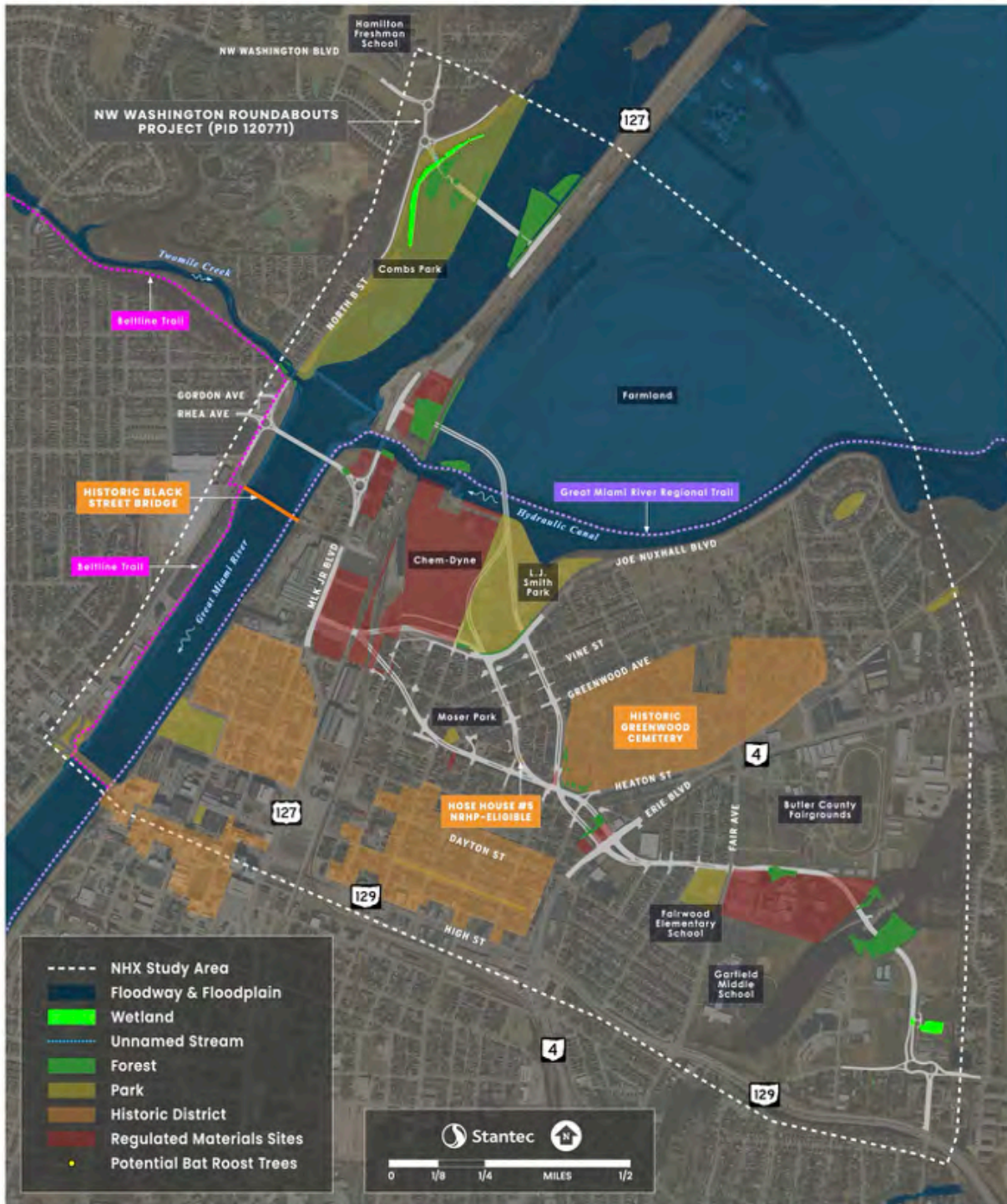




Alternatives Overview

North Hamilton Crossing (NHX) • PID 115775







River Crossing Alternatives

North Hamilton Crossing (NHX) • PID 115775 WEST SECTION





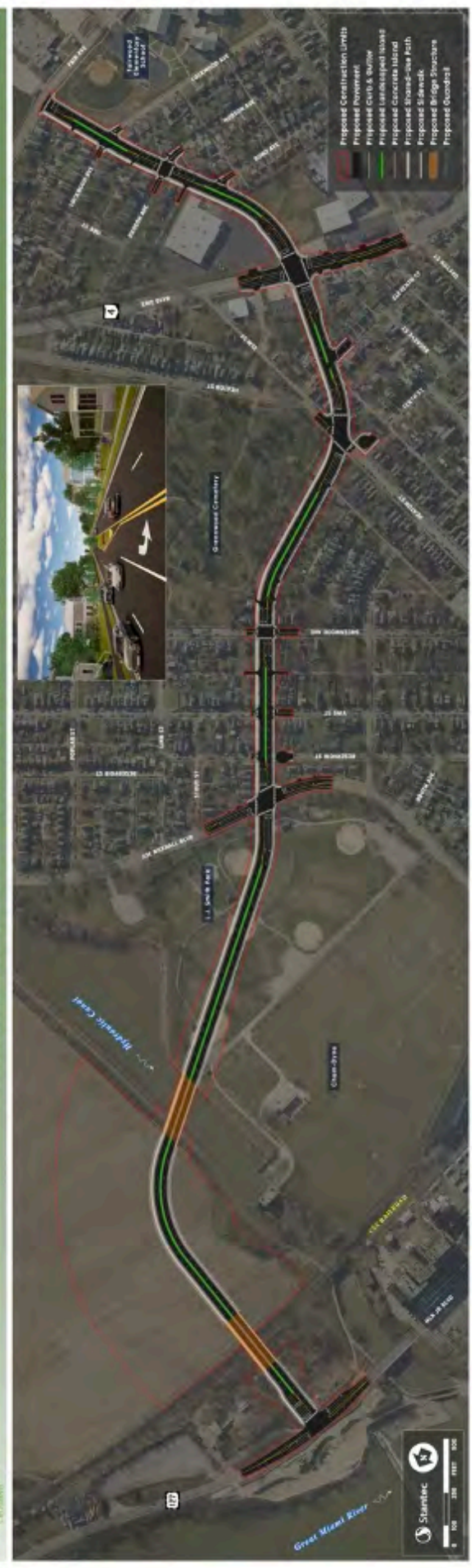
Alternatives Comparison: West Section North Hamilton Crossing (NHX) • PID 115775

ALTERNATIVE	POSITIVES	NEGATIVES	RECOMMENDATION
NORTHWEST WASHINGTON CROSSING	- Allows traffic bound for northwestern Hamilton and western Butler County to bypass Spooky Nook area - Avoids impacts to major utility infrastructure - Avoids impacts to regulated materials sites	- Less effective at redirecting traffic from SR 129 - Does not accommodate projected traffic demand resulting from anticipated economic development in the Spooky Nook area - Bisects Combs Park, impacting up to five acres - Greater ecological impacts (streams, wetlands, forested land) - Greater impact to floodplain and floodway areas - More costly to construct (\$45-\$50 million)	Not Recommended
GORDON/RHEA CROSSING	- More effective at redirecting traffic from SR 129 - Minimizes disruption to current travel patterns by constructing the new bridge near the existing Black Street Bridge - Addresses traffic demand due to economic development in the Spooky Nook area - Provides direct access between Spooky Nook development on the west bank of the river and prime development areas on the east bank - No impacts to Combs Park - Opportunities to connect with the Beltline Trail and Great Miami River Trail - Fewer ecological impacts (streams, wetlands, forested land) - Lesser impact to floodplain and floodway areas - Less costly to construct (\$35-\$40 million)	- Does not allow traffic bound for northwestern Hamilton and western Butler County to bypass Spooky Nook area as efficiently as other alternative - Requires access changes for adjacent properties along Gordon Avenue - Coordination required to maintain existing flood control levees - Requires coordination with major utilities - Construction required in the vicinity of properties with regulated materials concerns	Recommended Preferred Alternative



Miami Street Connection

North Hamilton Crossing (NHX) • PID 115775 CENTRAL SECTION

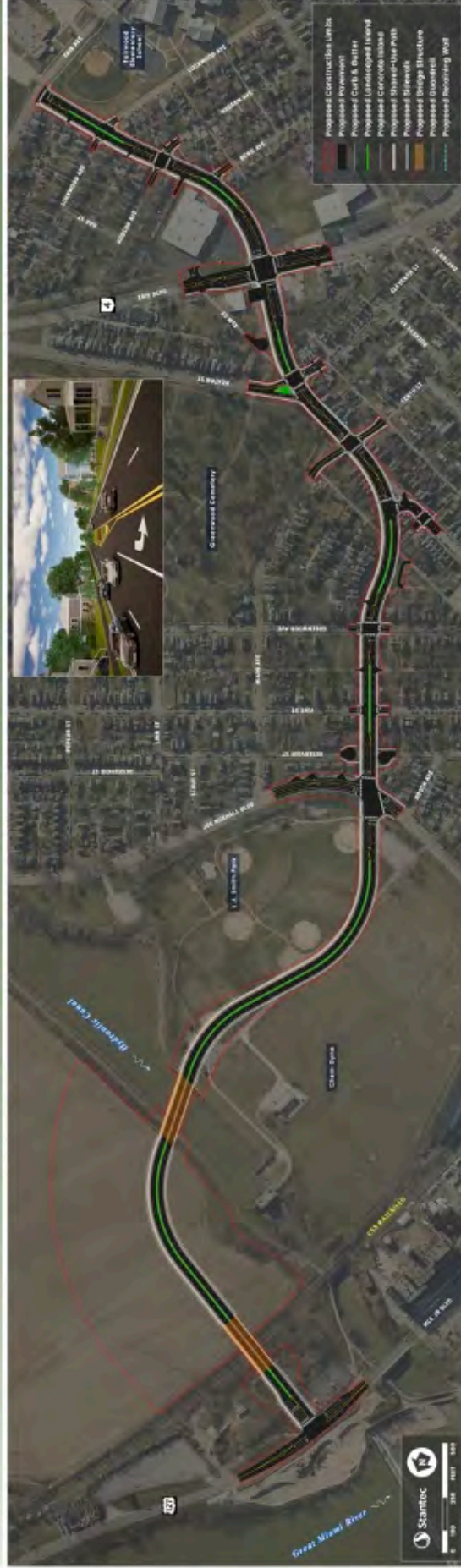


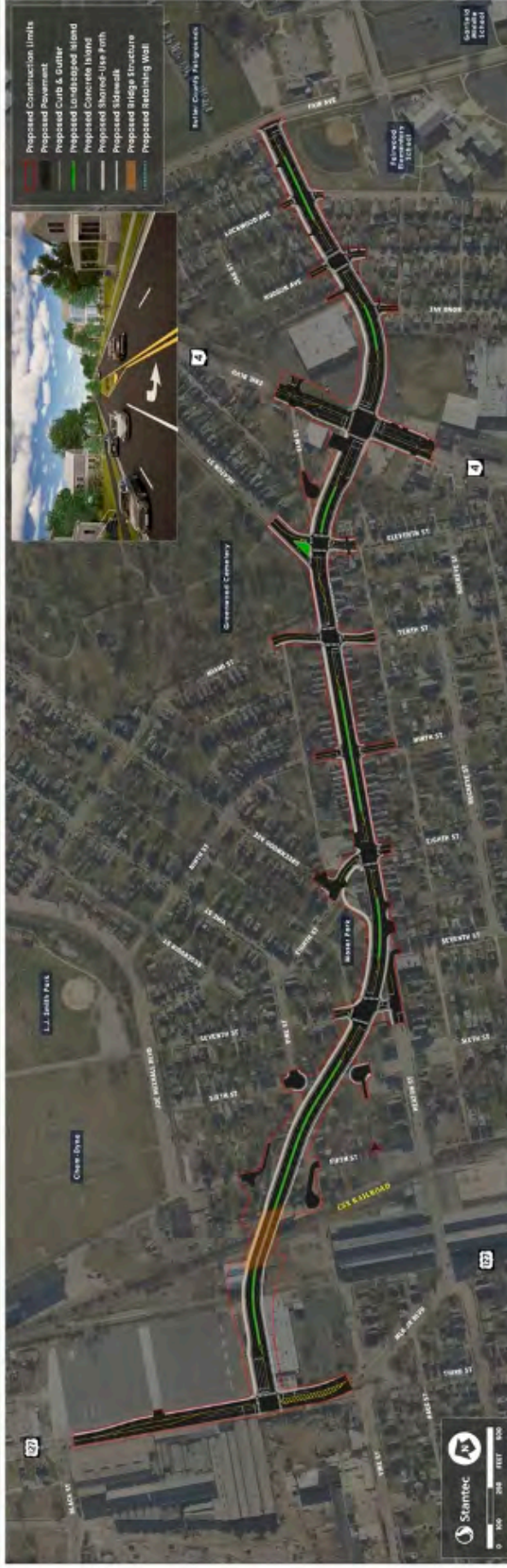


North 9th Street Connection

North Hamilton Crossing (NHX) • PID 115775

CENTRAL SECTION



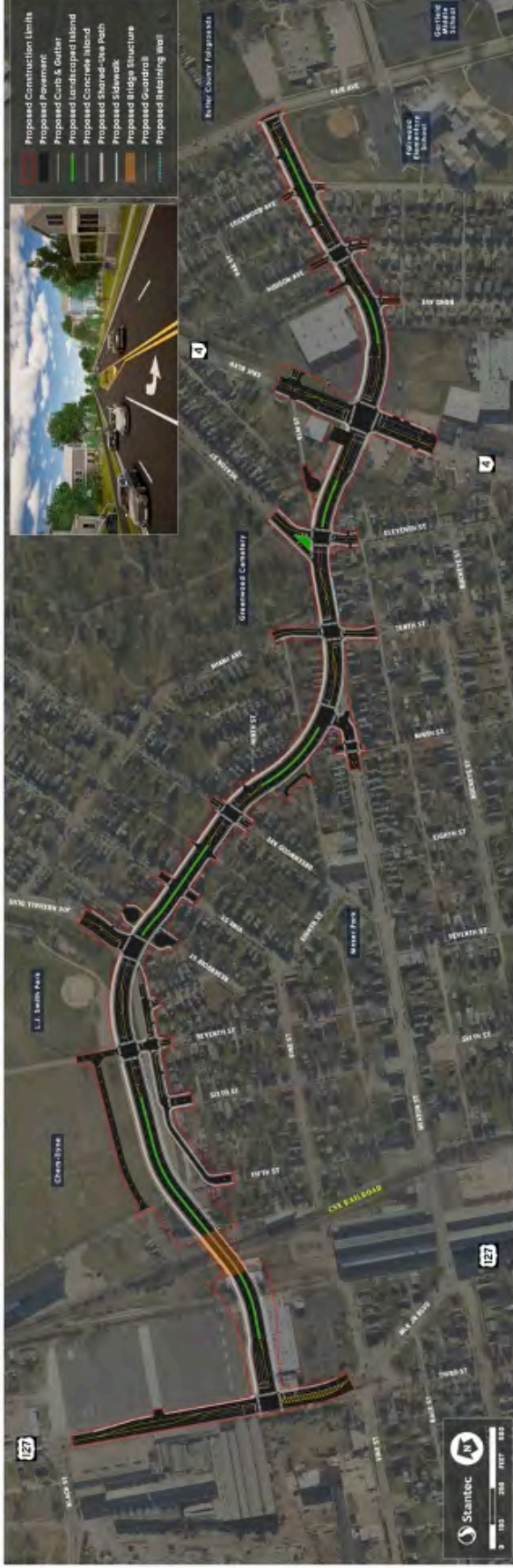




Joe Nuxhall Connection

North Hamilton Crossing (NHX) • PID 115775

CENTRAL SECTION





Alternatives Comparison: Central Section

North Hamilton Crossing (NHX) • PID 115775

ALTERNATIVE	POSITIVES	NEGATIVES	RECOMMENDATION
MIAMI STREET CONNECTION	- Avoids impacts to Chem-Dyne property - Requires fewer (<5) business relocations	- Requires more (55-65) residential relocations - Less effective at redirecting traffic from SR 129 - Bisects L.J. Smith Park, impacting up to five acres, separates splashpad and impacts baseball diamonds and structures - Impacts large areas of active farmland (>20 acres) - Impacts large areas within the 100-year floodplain (>20 acres) - Greater ecological impacts (streams, wetlands, forested land) - Requires a new bridge structure over hydraulic canal - Redirects traffic through the North End neighborhood - More costly to construct (\$55-\$60 million)	Not Recommended
NORTH 9TH STREET CONNECTION	- Requires fewest (45-55) residential relocations - Requires fewer (<5) business relocations	- Less effective at pulling traffic from SR 129 - Impacts Chem-Dyne property - Bisects L.J. Smith Park, impacting up to five acres, including baseball diamonds and structures - Impacts large areas of active farmland (>20 acres) - Impacts large areas within the 100-year floodplain (>20 acres) - Greater ecological impacts (streams, wetlands, forested land) - Requires a new bridge structure over hydraulic canal - Redirects traffic through the North End neighborhood - Impacts Hose House No. 5 (recommended eligible for the National Register of Historic Places) - Most costly to construct (\$50-\$65 million)	Not Recommended
VINE STREET CONNECTION	- More effective at redirecting traffic from SR 129 - Avoids impacts to Chem-Dyne property - Avoids impacts to L.J. Smith Park - Avoids impacts to farmland, floodplain - Fewer ecological impacts (streams, wetlands, forested land) - Avoids need for additional structure over hydraulic canal - Less costly to construct (\$30-\$35 million)	- Requires more (55-65) residential relocations - Requires most (10-15) business relocations - Impacts Moser Park - Grading for railroad overpass will require pedestrians and vehicles to use alternate routes to access the roadway and nearby properties	Recommended Preferred Alternative
JOE NUXHALL CONNECTION	- More effective at redirecting traffic from SR 129 - Avoids impacts to farmland, floodplain - Fewer ecological impacts (streams, wetlands, forested land) - Avoids need for additional structure over hydraulic canal - Least costly to construct (\$25-\$30)	- Requires more (5-10) business relocations - Requires more (50-60) residential relocations - Impacts required on Chem-Dyne property - Redirects traffic through the North End neighborhood - Impacts Hose House No. 5 (recommended eligible for the National Register of Historic Places)	Not Recommended



East Connection

North Hamilton Crossing (NHX) • PID 115775 **EAST SECTION**





Alternatives Comparison: East Section

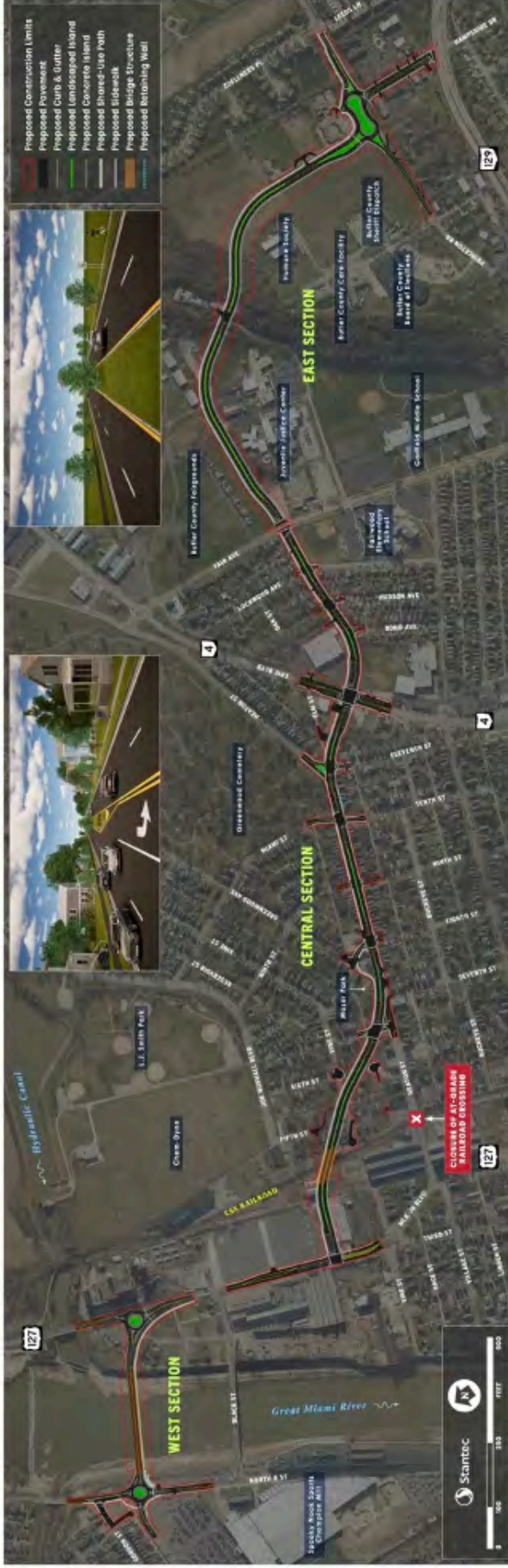
North Hamilton Crossing (NHX) • PID 115775

ALTERNATIVE	POSITIVES	NEGATIVES	RECOMMENDATION
EAST CONNECTION	• Improves traffic on SR 129 compared to the no build • Traffic benefits anticipated by removing through traffic from SR 129 to SR 4 on N Fair Ave in front of Garfield Middle School and Fairwood Elementary • Avoids impacts to farmland, floodplain, parks and trails • No business or residential relocations are necessary • Addresses congestion issues at intersection of Princeton Road and Hampshire Drive	• Will have ecological impacts (streams, wetlands, forested land) • Travels along the southern boundary of the Butler County Fairgrounds where some physical and proximity impacts are expected	Recommended Preferred Alternative



Recommended Preferred Alternative

North Hamilton Crossing (NHX) • PID 115775





Next Steps

North Hamilton Crossing (NHX) • PID 115775

JUNE 24 → AUGUST 8

Public Comment Period

FALL 2025

Issue Responses to Public Comments

SUMMER → FALL 2025

Prepare Environmental Assessment (EA)

EARLY 2026

Regulatory Agency and Public Review of EA

EARLY 2026

Public Hearing on EA

SPRING → SUMMER 2026

Issues Responses to Public Comments

SUMMER 2026

NEPA Decision

Appendix A: Exhibits & Materials

Evaluation Matrices

West

Central

East

West Section Evaluation Matrix

North Hamilton Crossing (NHX) • PID 115755

CATEGORY	NO BUILD ALTERNATIVE	NW WASHINGTON CROSSING	GORDON/RHEA CROSSING
PURPOSE & NEED			
Meets Primary and Secondary Needs	Does not meet Primary and Secondary Needs	Meets Primary and Secondary Needs	Meets Primary and Secondary Needs
CULTURAL RESOURCES			
NRHP-Listed Sites and Districts	N/A	None	None
NRHP-Recommended Eligible Sites	N/A	None	None
SECTION 4(F)/6(F) SITES			
Section 4(f)/6(f) Recreational Sites	N/A	Combs Park (bisects park, Great Miami River Water Trail (minimal impacts))	Beltline Trail (minimal impacts), Great Miami River Trail (minimal impacts), Great Miami River Water Trail (minimal impacts)
ECOLOGICAL RESOURCES			
Stream & Wetland Impacts	N/A	Great Miami River (~600 linear feet) unnamed stream (~60 linear feet) < 1 ac wetland impact	Great Miami River (~490 linear feet) no wetland impacts
Mussel Population Impacts	N/A	Freshwater mussels present (6 species) Further study and relocation required	Freshwater mussels present (8 species) Further study and relocation required
Suitable Wooded Habitat (SWH) for Listed Bat Species	N/A	8-10 acres of tree clearing 3 Potential Maternity Roost Trees impacted	<0.5 acre of tree clearing No Potential Maternity Roost Trees impacted
FLOODPLAINS AND FLOODWAY			
100-year Floodplain and Floodway Impacts	N/A	<5 acres impact to 100-year floodplain <5 acres impact to Great Miami River floodway	<0.5 acre impact to 100-year floodplain <5 acres impact to Great Miami River floodway
HAZARDOUS MATERIALS			
Regulated Materials Review	N/A	None	4 sites that require further RMR action
DRINKING WATER RESOURCES			
Sole-Source Aquifer	N/A	Crosses the Greater Miami Sole Source Aquifer	Crosses the Greater Miami Sole Source Aquifer
COMMUNITY RESOURCES AND LAND USE			
Farmland Impacts	N/A	None	None
Markets/Grocery Stores	N/A	None	Adjacent to Riverview Food Mart
Schools	N/A	None	None
Houses of Worship	N/A	None	None
Community Cohesion	N/A	No impacts to community cohesion	No impacts to community cohesion
Minority/Low-Income Populations Impacts	N/A	No displacements of Minority and/or Low-Income Populations	No displacements of Minority and/or Low-Income Populations
RIGHT-OF-WAY			
Residential Relocations	N/A	0	0
Commercial Relocations	N/A	0	0
ENGINEERING CONSIDERATIONS			
Alternative Length (mi)	N/A	0.32	0.32
Design Speed (mph)	N/A	35	35
Design Considerations	Black Street Bridge is >100 years old and will require replacement or closure to vehicular traffic	Bridge structure would be an additional 200' long	Requires 140' of 2-8' tall retaining wall
Number of New Structures	N/A	1 (Bridge over Great Miami River)	1 (Bridge over Great Miami River)
Major Utility Relocations and/or Issues	N/A	None	Requires relocation of overhead electric transmission lines West roundabout is near underground electric lines Proposed bridge pier crosses Great Miami River in vicinity of existing sanitary sewer East roundabout close to electric substation
TRAFFIC/MAINTENANCE OF TRAFFIC CONSIDERATIONS			
SR 129 Daily Traffic Diversion	None	8% to 13%	10% to 21%
Safety Improvements	None	New sidewalks and shared use paths will improve bicyclist and pedestrian safety	New sidewalks and shared use paths will improve bicyclist and pedestrian safety
Maintenance of Traffic Concerns	None	None	Construction of roundabouts may require temporary closures of North B St and SR 127
PRELIMINARY COST ESTIMATES			
Preliminary Construction Costs	N/A	\$45-\$50 million	\$35-\$40 million
CONCLUSION			
Recommendation	Not Recommended	Not Recommended	Recommended

Central Section Evaluation Matrix

North Hamilton Crossing (NHX) • PID 115755

CATEGORY	NO BUILD ALT	MIAMI ST	NORTH 9TH ST	VINE ST	JOE NUXHALL
PURPOSE AND NEED					
Meets Primary and Secondary Needs	Does not meet Primary or Secondary Needs	Meets Primary and Secondary Needs	Meets Primary and Secondary Needs	Meets Primary and Secondary Needs	Meets Primary and Secondary Needs
CULTURAL RESOURCES					
NRHP-Listed Sites and Districts	N/A	Adjacent to Greenwood Cemetery Potential for minor impact to property No graves, monuments or other features impacted	Adjacent to Greenwood Cemetery Potential for minor impact to property No graves, monuments or other features impacted	Adjacent to Greenwood Cemetery Potential for minor impact to property No graves, monuments or other features impacted	Adjacent to Greenwood Cemetery Potential for minor impact to property No graves, monuments or other features impacted
NRHP-Recommended Eligible Sites	N/A	None	Hose House #5 impacted	None	Hose House #5 impacted
SECTION 4(f)/6(f) SITES					
Section 4(f)/6(f) Recreational Sites	N/A	*Fairwood Elementary School (minimal impacts) Great Miami River Trail (minimal impacts) LJ Smith Park (bisects park)	*Fairwood Elementary School (minimal impacts) Great Miami River Trail (minimal impacts) LJ Smith Park (bisects park)	*Fairwood Elementary School (minimal impacts) Great Miami River Trail (minimal impacts) Moser Park (Impacts to structure)	*Fairwood Elementary School (minimal impacts) Great Miami River Trail (minimal impacts)
ECOLOGICAL RESOURCES					
Stream & Wetland Impacts	N/A	Hydraulic Canal (~450 linear feet) No wetland impacts	Hydraulic Canal (~450 linear feet) No wetland impacts	No stream or wetland impacts	No stream or wetland impacts
Mussel Population Impacts	N/A	Freshwater mussels present (7 species) Further study and relocation required	Freshwater mussels present (7 species) Further study and relocation required	No impacts to freshwater mussels	No impacts to freshwater mussels
Suitable Wooded Habitat (SWH) for Listed Bat Species	N/A	3-4 acres of tree clearing No Potential Maternity Roost Trees impacted	3-4 acres of tree clearing No Potential Maternity Roost Trees impacted	<1 acre of tree clearing No Potential Maternity Roost Trees impacted	<1 acre of tree clearing No Potential Maternity Roost Trees impacted
FLOODPLAINS AND FLOODWAY					
100-year Floodplain and Floodway Impacts	N/A	>20 acres impact to 100-year floodplain No impacts to floodway	>20 acres impact to 100-year floodplain No impacts to floodway	No impacts to floodplain/floodway	No impacts to floodplain/floodway
HAZARDOUS MATERIALS					
Regulated Materials Review (RMR)	N/A	7 sites require further RMR action Minimal property impacts at Chem-Dyne Site	6 sites require further RMR action Minimal property impacts at Chem-Dyne Site	9 sites require further RMR action	8 sites require further RMR action Minimal property impacts at Chem-Dyne Site
DRINKING WATER RESOURCES					
Sole-Source Aquifer	N/A	Crosses the Greater Miami Sole Source Aquifer	Crosses the Greater Miami Sole Source Aquifer	Crosses the Greater Miami Sole Source Aquifer	Crosses the Greater Miami Sole Source Aquifer
COMMUNITY RESOURCES AND LAND USE					
Farmland Impacts	N/A	>20 acres farmland impacts	>20 acres farmland impacts	No impacts to farmland	No impacts to farmland
Markets/Grocery Stores	N/A	One block east of North End Market Additional traffic between eastern portion of North End and Market	One block east of North End Market Additional traffic between eastern portion of North End and Market	Increases walking distance to Food Town for residents north of Vine Street Impacts to Minnicks Drive Thru	One block east of North End Market Additional traffic between eastern portion of North End and Market
Schools	N/A	Minimal right-of-way impacts to Fairwood Elementary School (no facilities impacted)	Minimal right-of-way impacts to Fairwood Elementary School (no facilities impacted)	Minimal right-of-way impacts to Fairwood Elementary School (no facilities impacted)	Minimal right-of-way impacts to Fairwood Elementary School (no facilities impacted)
Houses of Worship	N/A	None	None	Increases walking distance to Friendship United Baptist Church for residents south of new alignment Increases walking distance to the Hamilton Christian Family Center for residents north of new alignment	None
Community Cohesion	N/A	Bisects North End neighborhood, isolates residences south of Heaton and west of N 11th St	Bisects North End neighborhood	Isolates area north of Heaton and south of new Vine Connection from surrounding neighborhood Uses Heaton corridor (already a significant transportation route)	Bisects North End neighborhood
Minority/Low-Income Populations Impacts	N/A	Displacements of Minority and/or Low-Income Populations	Displacements of Minority and/or Low-Income Populations	Displacements of Minority and/or Low-Income Populations	Displacements of Minority and/or Low-Income Populations

*Fairwood Elementary School is potential Section 4(f). Coordination with the Official With Jurisdiction (OWJ) is required to determine if the school meets criteria for Section 4(f) protection.

Central Section Evaluation Matrix

North Hamilton Crossing (NHX) • PID 115755

CATEGORY	NO BUILD ALT	MIAMI ST	NORTH 9TH ST	VINE ST	JOE NUXHALL
RIGHT OF WAY					
Residential Relocations	N/A	55-65	45-55	55-65	50-60
Commercial Relocations	N/A	<5	<5	10-15	5-10
ENGINEERING CONSIDERATIONS					
Alternative Length (mi)	N/A	1.36	1.42	1.05	1.12
Design Speed (mph)	N/A	35	35	35	35
Design Considerations	N/A	Requires steep grade between US 127 and railroad Fill required in areas near ChemDyne – excavation to be avoided where possible Requires construction in close to buildings Intersection design at N Fair Ave TBD by future study	Requires steep grade between US 127 and railroad Fill required in areas near ChemDyne – excavation to be avoided where possible Requires construction in close to buildings Requires 150' of 2-3' tall retaining wall Shared use path requires a reduced width to avoid impacts to cemetery Intersection design at N Fair Ave TBD by future study	Requires steep grade between US 127 and railroad Requires raising profile of Heaton Ave by 1-3' Requires construction in close to buildings Requires 150' of 2-3' tall retaining wall Shared use path requires a reduced width to avoid impacts to cemetery Intersection design at N Fair Ave TBD by future study	Requires steep grade between US 127 and railroad Fill required in areas near ChemDyne – excavation to be avoided where possible Requires construction in close to buildings Requires 150' of 2-3' tall retaining wall Shared use path requires a reduced width to avoid impacts to cemetery Intersection design at N Fair Ave TBD by future study
Number of New Structures	N/A	2 (railroad overpass & hydraulic canal crossing)	2 (railroad overpass & hydraulic canal crossing)	1 (railroad overpass)	1 (railroad overpass)
Major Utility Relocations and/or Issues	N/A	Potential electric substation impacts at US 127 Coordination and FERC Permit modification required for crossing of hydraulic canal due to hydroelectric plant	Potential electric substation impacts at US 127 Coordination and FERC Permit modification required for crossing of hydraulic canal due to hydroelectric plant	No significant issues	No significant issues
TRAFFIC/MAINTENANCE OF TRAFFIC CONSIDERATIONS					
SR 129 Daily Traffic Diversion	None	8% to 10%	8% to 10%	13% to 21%	13% to 21%
Safety Improvements	None	At-grade rail crossing at Heaton Street to be replaced by overpass Dedicated bicycle and pedestrian facilities to be constructed	At-grade rail crossing at Heaton Street to be replaced by overpass Dedicated bicycle and pedestrian facilities to be constructed	At-grade rail crossing at Heaton Street to be replaced by overpass Dedicated bicycle and pedestrian facilities to be constructed	At-grade rail crossing at Heaton Street to be replaced by overpass Dedicated bicycle and pedestrian facilities to be constructed
Maintenance of Traffic Concerns	N/A	No major maintenance of traffic concerns	No major maintenance of traffic concerns	Heaton Street to be temporarily closed during construction	No major maintenance of traffic concerns
PRELIMINARY COST ESTIMATES					
Preliminary Construction Costs	N/A	\$55-\$60 million	\$60-\$65 million	\$30-\$35 million	\$25-\$30 million
CONCLUSION					
Recommendation	Not Recommended	Not Recommended	Not Recommended	Not Recommended	Recommended

East Section Evaluation Matrix

North Hamilton Crossing (NHX) • PID 115755

CATEGORY	NO BUILD ALTERNATIVE	EAST CONNECTION
PURPOSE & NEED		
Meets Primary and Secondary Needs	Does not meet Primary and Secondary Needs	Meets Primary and Secondary Needs
CULTURAL RESOURCES		
NRHP-Listed Sites and Districts	N/A	None
NRHP-Recommended Eligible Sites	N/A	None
SECTION 4(F)/6(F) SITES		
Section 4(f)/6(f) Recreational Sites	N/A	None
ECOLOGICAL RESOURCES		
Stream & Wetland Impacts	N/A	No stream impacts, <0.5 ac wetland impact
Mussel Population Impacts	N/A	None
Suitable Wooded Habitat (SWH) for Listed Bat Species	N/A	4-6 acres of tree clearing No Potential Maternity Roost Trees Impacted
FLOODPLAINS AND FLOODWAY		
100-year Floodplain and Floodway Impacts	N/A	None
HAZARDOUS MATERIALS		
Regulated Materials Review	N/A	None
DRINKING WATER RESOURCES		
Sole-Source Aquifer	N/A	Crosses the Greater Miami Sole Source Aquifer
COMMUNITY RESOURCES AND LAND USE		
Farmland Impacts	N/A	None
Markets/Grocery Stores	N/A	None
Schools	N/A	Traffic benefits anticipated by removing through traffic from SR 129 to SR 4 on N Fair Ave at Garfield Middle School and Fairwood Elementary
Houses of Worship	N/A	None
Community Cohesion	N/A	No impacts to community cohesion
Minority/Low-Income Populations Impacts	N/A	No displacements of minority and/or low-income populations
RIGHT-OF-WAY		
Residential Relocations	N/A	0
Commercial Relocations	N/A	0
ENGINEERING CONSIDERATIONS		
Alternative Length (mi)	N/A	0.89
Design Speed (mph)	N/A	35
Design Considerations	N/A	Intersection design at N Fair Ave to be determined in future study New roadway would have steep grades near Sojourner Recovery Services Impacts to driveways and parking lot at Sojourner Recovery Services
Number of New Structures	N/A	None
Major Utility Relocations and/or Issues	N/A	No significant issues
TRAFFIC/MAINTENANCE OF TRAFFIC CONSIDERATIONS		
SR 129 Daily Traffic Diversion	None	8% to 21%
Safety Improvements	None	New sidewalks and shared use paths will improve bicyclist and pedestrian safety
Maintenance of Traffic Concerns	N/A	Construction of peanut roundabout requires temporary closure of Princeton Rd
PRELIMINARY COST ESTIMATES		
Preliminary Construction Costs	N/A	\$15-\$20 million
CONCLUSION		
Recommendation	Not recommended	Recommended

Appendix A: Exhibits & Materials

North Hamilton Crossing Fact Sheet

English

Spanish

Project Development Milestones Summer 2025 - Summer 2026

2025

Public Review Of Recommendations (45 days)

Summer 2025

Response to Public Comments

Fall 2025

Prepare Environmental Assessment (EA)

Summer/Fall 2025

2026

Regulatory Agency & Public Review of EA

Early 2026

Public Hearing on EA

Early 2026

Response to Public Comments

Spring 2026

National Environmental Policy Act (NEPA) Decision

Summer 2026

PHASING & TIMING

The NHX project will be built in phases, the timing of which depends on funding availability.

We anticipate that the project will be developed from west to east, with the West Section – including the new bridge – being constructed first due to the condition of the 100-year-old Black Street Bridge. Before the new bridge can be constructed, however, we need to secure funding, then develop detailed project design, relocate utilities, and obtain the necessary right-of-way. This work will take between three and five years to complete. It will take another several years to construct the new bridge.

Timing for the Central and East sections is unknown at this time. Like the West Section, a considerable amount of engineering, design and right-of-way acquisition has to be completed before we can get to construction. This work cannot begin, though, until we've identified and secured the necessary funding.

PUBLIC INPUT

Public input is important and will continue to be sought throughout the development of the NHX project. Feedback received will be used to help guide planning and decision-making. Questions and comments can be shared tonight with project representatives, submitted on the project website, or shared by email, mail or phone. Contact:

Allen Messer, Director of Engineering
City of Hamilton | 345 High Street | Hamilton, OH 45011
Allen.Messer@hamilton-oh.gov | 513-785-7286



NorthHamiltonCrossing.org



FACT SHEET

PUBLIC MEETING | JUNE 2025

801 North Hamilton Crossing | PO 11575

The City of Hamilton and Butler County Transportation Improvement District (BCTID), in coordination with the Ohio Department of Transportation (ODOT), are developing the North Hamilton Crossing (NHX) project to reduce congestion and make travel easier and safer in the northeastern portion of the city.

NHX GOALS

- Improve mobility and reduce congestion
- Improve motorist and pedestrian safety
- Improve connections between the east and west sides of Hamilton
- Make travel across the Great Miami River easier
- Explore opportunities to expand sidewalks and bike paths, and improve public transportation options
- Support growth and redevelopment

PROJECT COMPONENTS

- Components of the NHX project include:**
- An improved road connection between North B Street, US 127, SR 4 and SR 129
 - A new bridge across the Great Miami River
 - A new railroad overpass

DEVELOPING ROUTE ALTERNATIVES

Northeast Hamilton is a heavily developed area, and finding a good route for the new road is challenging. Unfortunately, impacts and relocations will be unavoidable. That's why we've taken the time to thoroughly understand local transportation needs and what solutions might work best. We've looked at more than 18 different possible routes and studied how each one could affect the area and the people in it. Along the way, we've also gathered input from the people who live, work and travel through this part of town.

Transportation Studies

We've completed many studies to better understand traffic challenges in the area and how things would change if certain improvements are – or are not – made. We've looked at:

- How traffic flows through the area — the routes people are taking, when, and where there are traffic jams
- How well intersections in the area are working
- Where crashes tend to happen most and why
- How proposed changes would affect traffic flow
- Which changes would best improve the safety of drivers, pedestrians and bicyclists

Environmental Studies

The alternative that moves traffic most effectively isn't always the "best" route. We must also consider how each route will impact people and the surrounding area. To do this, we looked at which resources are in the study area and how they might be affected:

- Cultural resources — historic neighborhoods, structures and sites, landmarks, archaeological resources, etc.
- Ecological resources — wetlands, streams, floodplains, forests, etc.

- Regulated materials — sites with records of hazardous materials, such as Chem-Byne, industrial facilities, above/underground ground storage tanks, etc.
- Recreational resources — parks, shared-use trails, nature preserves, etc.
- Community features — businesses, schools, neighborhoods, churches, markets, farmlands, etc.

Public Review and Input

The NHX project is being built for the benefit of our community but will also impact some residents and businesses. As such, making sure the community has a voice is and will continue to be important. Past opportunities to keep the community informed and engaged have included:

- 5 Stakeholder Committee meetings
- 2 In-person public meetings
- 2 Virtual Open Houses
- 11 meetings with/updates to local communities and neighborhoods
- Posting updates on the project website: NorthHamiltonCrossing.org

The NHX project has been a city, county and regional transportation objective since the early 2000s. It's been included in local and regional transportation planning documents since 2002 and has remained a top priority in both the City of Hamilton's comprehensive plan, *Plan Hamilton*, and the Butler County *Thoroughfare Plan*.

PROJECT RECOMMENDATIONS

In 2023, findings of the NHX Feasibility Study and feedback received from the public helped us reduce proposed alignment options down to a small group of feasible alternatives. Since then, we've studied the remaining alternatives in more depth and examined some new options suggested by community members. During this process, the NHX study area was divided into three geographic sections – West, Central and East – and the alternatives were studied by section.

Based on engineering and environmental studies, as well as public input received to date, the City and BCTID have identified a recommended route for each section of the NHX project.

These are described below, from west to east. **It's important to keep in mind that these are recommendations, and a final decision hasn't been made yet. These routes may be adjusted based on further input received from ODOT and the public.**

West: Gordon/Rhea Crossing (South River Crossing)

Located south of the two-mile dam and north of the Black Street Bridge, this crossing includes a new bridge across the Great Miami River. It starts where Gordon Avenue and Rhea Avenue intersect with North B Street on the west side of the river and connects with US 127 near the intersection with North 2nd Street on the east side of the river.

East: East Connection

Starting at North Fair Avenue, this section of the NHX runs east between the Butler County Fairgrounds and Butler County Children Services/Juvenile Detention Center properties, then turns southeast and travels past the Humane Society before turning south and crossing Princeton Road to connect with SR 129 via Hampshire Drive.

[A portion of the West Section – two roundabouts that will replace the NW Washington/North B Street and North B Street/W. Elton Road intersections plus improvements for pedestrians and bicyclists – is being advanced as a separate project, NW Washington Roundabouts Project (PID 120771). Construction for this separate project is expected to begin in 2027.]

Central: Vine Street Connection

This section begins on US 127 across from the Cohen Recycling Center, then turns southeast to cross over the CSX railroad tracks and Vine Street and connects with Heaton Street in the vicinity of North 7th Street. At Heaton and North 11th Street, the road follows a new, short connection to SR 4 just south of the fire station, then crosses through the Butler County Educational Service Center's parking lot and follows Gilmore Avenue to North Fair Avenue.

NEXT STEPS

Right now, we're gathering your thoughts on the routes recommended for each NHX section. Once the current public comment period is over on August 8, 2025, the City and BCTID, working in coordination with ODOT, will determine if any further route modifications are needed. Remember, we're still looking at this project from a preliminary level. Many details and specifics have yet to be ironed out. That will happen during the next stages of project development.

Environmental Assessment

This summer and fall, the project team will prepare an Environmental Assessment (EA) to formally document the findings of the environmental studies completed to date and recommend a Preferred Alternative.

Early next year, the EA will be reviewed by ODOT, as well as federal and state agencies. A formal Public Hearing will be held for community members to submit comments on the EA. ODOT will consider public input received before determining whether or not to approve the EA. This determination is expected in Summer 2026. If the EA is approved and a "finding of no significant impact" (FONSI) is issued, we will be able to move forward with design development, pending funding availability. If not, additional environmental studies would be required.

ABOUT THE MAP

The map below shows the three sections of the Recommended Preferred Alternative for NHX.

1. Keep in mind that this map is still high-level.
2. Many specific details are not yet known.
3. The routes shown may be adjusted as the project continues to be developed in more detail.



Recommended Preferred Alternative

North Hamilton Crossing (NHX) · PID 115775





CRUCE DEL NORTE DE HAMILTON

HOJA DE DATOS | JUNIO DE 2025

BUT North Hamilton Crossing | PID 115755

La ciudad de Hamilton y el Distrito de Mejoras del Transporte del Condado de Butler (BCTID), en coordinación con el Departamento de Transporte de Ohio (ODOT), están desarrollando el proyecto "Cruce del Norte de Hamilton" (NHX) para reducir la congestión y hacer más fáciles y seguros los desplazamientos en el noreste de la ciudad.

METAS DEL NHX

- Mejorar la movilidad y reducir la congestión
- Mejorar la seguridad de automovilistas y peatones
- Mejorar las conexiones entre los lados este y oeste de Hamilton
- Facilitar los desplazamientos a través del río Great Miami
- Explorar oportunidades para ampliar las aceras y las ciclovías, y mejorar las opciones de transporte público
- Fomentar el crecimiento y la reurbanización

COMPONENTES DEL PROYECTO

Entre los componentes del proyecto NHX, se encuentran los siguientes:

- Una conexión vial mejorada entre North B Street, la US 127, la SR 4 y la SR 129
- Un nuevo puente sobre el río Great Miami
- Un nuevo paso elevado sobre el ferrocarril

DESARROLLO DE ALTERNATIVAS DE RUTA

El noreste de Hamilton es una zona muy urbanizada, y encontrar una buena ruta para la nueva vía es todo un reto. Lamentablemente, las repercusiones y las reubicaciones serán inevitables. Por eso, nos hemos tomado el tiempo necesario para conocer a fondo las necesidades de transporte locales y las soluciones que podrían ser más adecuadas. Hemos examinado más de 18 posibles rutas y hemos analizado cómo podría afectar cada una de ellas a la zona y a sus habitantes. También hemos recabado la opinión de las personas que viven, trabajan y se desplazan en esta parte de la ciudad.

Estudios de transporte

Hemos realizado muchos estudios para comprender mejor los problemas de tráfico de la zona y cómo cambiarían las cosas si se hicieran o no se hicieran determinadas mejoras.

Hemos analizado:

- Cómo fluye el tráfico por la zona, es decir, las rutas que toman las personas, cuándo y dónde hay atascos.
- Qué tan bien funcionan las intersecciones de la zona.
- Dónde tienden a producirse más choques y por qué.
- Cómo afectarían los cambios propuestos a la fluidez del tráfico.
- Qué cambios serían los más adecuados para mejorar la seguridad de conductores, peatones y ciclistas.

Estudios medioambientales

La alternativa que mueve el tráfico con mayor eficacia no siempre es la "mejor" ruta. También hay que considerar cómo afectará cada ruta a las personas y a la zona circundante. Para eso, analizamos qué recursos se encuentran en la zona de estudio y cómo podrían verse afectados:

- Recursos culturales: barrios, estructuras y lugares históricos; monumentos emblemáticos, recursos arqueológicos, etc.
- Recursos ecológicos: humedales, arroyos, llanuras aluviales, bosques, etc.

- Materiales regulados: lugares con registros de materiales peligrosos, como Chem-dyne, instalaciones industriales, tanques de almacenamiento subterráneos o en superficie, etc.
- Recursos recreativos: parques, senderos de uso compartido, reservas naturales, etc.
- Elementos de la comunidad: negocios, escuelas, barrios, iglesias, mercados, tierras de cultivo, etc.

Revisión y aportaciones del público

El proyecto NHX se está construyendo en beneficio de nuestra comunidad, pero también afectará a algunos residentes y negocios. Por eso, es y seguirá siendo importante asegurarse de que la comunidad tenga voz. Las anteriores oportunidades para mantener a la comunidad informada e involucrada incluyeron lo siguiente:

- 5 reuniones del Comité de Partes Interesadas
- 2 reuniones públicas en persona
- 2 jornadas de puertas abiertas virtuales
- 11 reuniones con las comunidades y los vecindarios locales, y actualizaciones para ellos
- Actualizaciones publicadas en el sitio web del proyecto: www.NorthHamiltonCrossing.org



RECOMENDACIONES DEL PROYECTO

En 2023 las conclusiones del estudio de viabilidad del NHX y los comentarios recibidos del público nos ayudaron a reducir las opciones de alineación propuestas a un pequeño grupo de alternativas viables. Desde entonces hemos estudiado más a fondo las alternativas restantes y hemos examinado algunas opciones nuevas sugeridas por miembros de la comunidad. Durante este proceso, el área de estudio del NHX se dividió en tres tramos geográficos —oeste, centro y este—, y las alternativas se estudiaron por tramos.

A partir de los estudios de ingeniería y medioambientales, así como de las aportaciones del público recibidas hasta la fecha, la ciudad y el BCTID han identificado una ruta recomendada para cada tramo del proyecto NHX. Estas se detallan a continuación, de oeste a este, y se muestran en el mapa de la página 3. **Es importante tener en cuenta que son recomendaciones y que aún no se ha tomado una decisión definitiva. Estas rutas pueden modificarse en función de las aportaciones que se reciban del ODOT y del público.**

Oeste: Cruce Gordon/Rhea (cruce sur del río)

Situado al sur de la represa de dos millas y al norte del puente Black Street, este cruce incluye un nuevo puente sobre el río Great Miami, que comienza donde se cruzan Gordon Avenue y Rhea Avenue con North B Street en el lado oeste del río, y conecta con la carretera US 127 cerca de la intersección con North 2nd Street en el lado este del río.

Una parte del tramo oeste: dos rotondas que sustituirán a las de NW Washington/North B Street y North B Street/W. Las intersecciones de Elkton Road y las mejoras para peatones y ciclistas se están llevando a cabo como un proyecto aparte. Se espera que la construcción de las rotondas comience en 2027.

Central: Conexión en Vine Street

Este tramo comienza en la US 127 frente al Centro de Reciclaje Cohen, gira hacia el sureste para cruzar las vías del ferrocarril CSX y Vine Street, y conecta con Heaton Street en las cercanías de North 7th Street. En Heaton y North 11th Street, la vía sigue una nueva y corta conexión con la SR 4 al sur de la estación de bomberos; luego cruza por el estacionamiento del Centro de Servicios Educativos del condado de Butler y sigue por Gilmore Avenue hasta North Fair Avenue.

Este: Conexión este

A partir de North Fair Avenue, este tramo del NHX se extiende hacia el este entre el recinto ferial del condado de Butler y las instalaciones del Centro de Detención de Menores y Servicios Infantiles del condado de Butler; luego gira hacia el sureste y pasa la Humane Society antes de girar hacia el sur y cruzar Princeton Road para conectar con la SR 129 a través de Hampshire Drive.

PRÓXIMOS PASOS

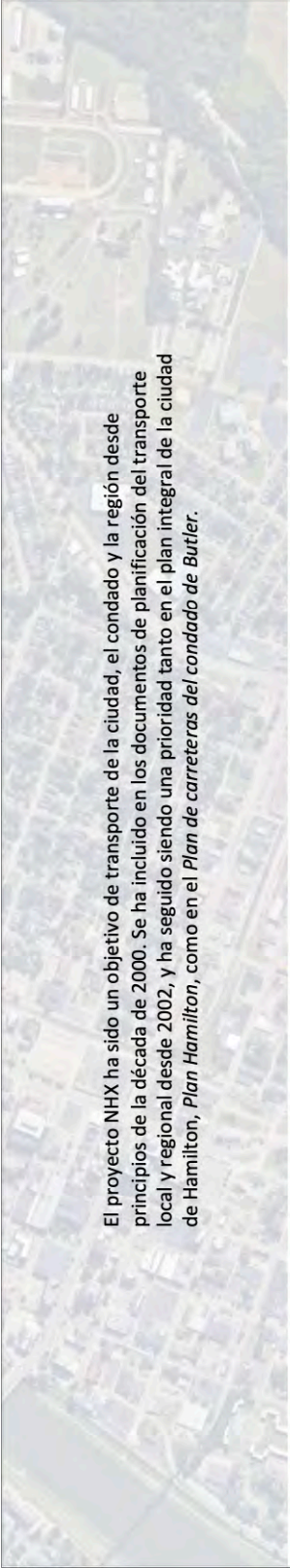
En este momento, estamos recabando sus opiniones sobre las rutas recomendadas para cada tramo del NHX. En cuanto termine el período actual de comentarios del público el 8 de agosto de 2025, la ciudad y el BCTID, en coordinación con el ODOT, determinarán si es necesario hacer más modificaciones en las rutas. Cabe recordar que aún estamos examinando este proyecto desde un nivel preliminar. Todavía deben concretarse muchos detalles y aspectos específicos. Todo eso se llevará a cabo en las próximas fases de desarrollo del proyecto.

Evaluación medioambiental

Este verano y otoño, el equipo del proyecto preparará una evaluación medioambiental (EA) para documentar formalmente los resultados de los estudios medioambientales realizados hasta la fecha y recomendar una alternativa preferida.

A principios del próximo año, el ODOT y organismos federales y estatales revisarán la EA. Se celebrará una audiencia pública formal para que los miembros de la comunidad presenten sus comentarios sobre la EA. El ODOT tendrá en cuenta las aportaciones del público recibidas antes de decidir si aprueba o no la EA. Se espera que se tome esta decisión en el verano de 2026. Si se aprueba la EA y se emite un "resultado de impacto no significativo" (FONSI), podremos seguir adelante con el desarrollo del diseño, supeditado a la disponibilidad de fondos. De no ser así, se requerirían estudios medioambientales adicionales.

En el cuadro de la página 4, se resumen los principales hitos previstos para el próximo año.

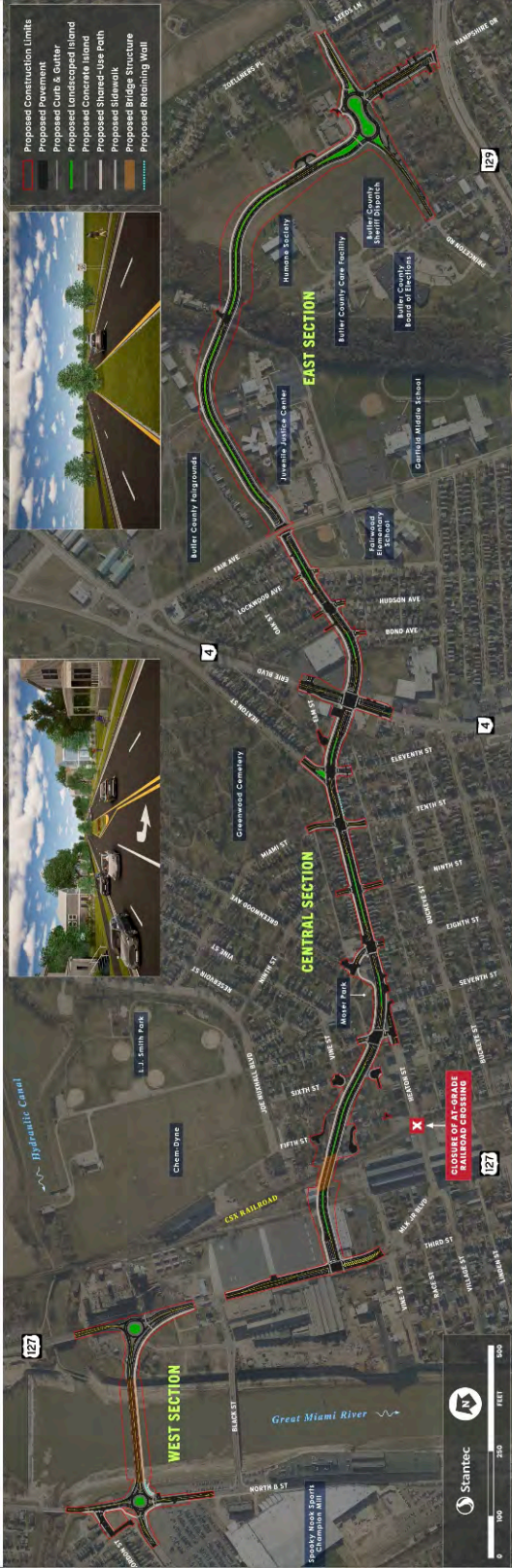


El proyecto NHX ha sido un objetivo de transporte de la ciudad, el condado y la región desde principios de la década de 2000. Se ha incluido en los documentos de planificación del transporte local y regional desde 2002, y ha seguido siendo una prioridad tanto en el plan integral de la ciudad de Hamilton, *Plan Hamilton*, como en el *Plan de carreteras del condado de Butler*.



Recommended Preferred Alternative

North Hamilton Crossing (NHX) • PID 115775



ACERCA DEL MAPA

- En este mapa, se muestran los tres tramos de la alternativa preferida recomendada para el NHX.
- Tenga en cuenta que este mapa es todavía muy general y que aún se desconocen muchos detalles concretos.
- Las rutas indicadas podrán modificarse a medida que el proyecto se desarrolle con más detalle.

Hitos de desarrollo del proyecto verano de 2025-verano de 2026

2025

Public Review Of Recommendations (45 days)

Summer 2025

Response to Public Comments

Fall 2025

Prepare Environmental Assessment (EA)

Summer/Fall 2025

2026

Regulatory Agency & Public Review of EA

Early 2026

Public Hearing on EA

Early 2026

Response to Public Comments

Spring 2026

National Environmental Policy Act (NEPA) Decision

Summer 2026

FASES Y CALENDARIO

El proyecto NHX se construirá por fases, y su calendario dependerá de la disponibilidad de fondos.

Anticipamos que el proyecto se desarrollará de oeste a este y que el tramo oeste –incluido el nuevo puente– se construirá primero debido al estado del puente de Black Street de 100 años de antigüedad. Sin embargo, antes de que pueda construirse el nuevo puente, debemos garantizar los fondos, desarrollar diseños detallados del proyecto, reubicar los servicios públicos y obtener el derecho de paso necesario. Las obras durarán entre tres y cinco años. La construcción del nuevo puente llevará varios años más.

Por el momento, se desconoce el calendario de los tramos central y este. Al igual que en el tramo oeste, aún queda mucho por hacer en materia de diseño de ingeniería y de adquisición de derechos de paso antes de que podamos iniciar la construcción. Sin embargo, estas obras no pueden comenzar hasta que hayamos identificado y asegurado los fondos necesarios.

FINANCIAMIENTO

Se prevé que la planificación y la construcción del NHX será un proceso a largo plazo. Dado su tamaño y la magnitud de los costos, el proyecto no se financiará en su totalidad de una sola vez. Más bien, los fondos procederán de una combinación de recursos federales y locales a lo largo de varios años. Aunque esperamos que las obras avancen principalmente de oeste a este, buscaremos oportunidades de financiamiento para todas las partes del proyecto a medida que estén disponibles. En ocasiones esto podría alterar el orden de construcción de algunos tramos del proyecto.

Los fondos con los que contamos actualmente nos permitirán llevar a cabo el proceso de evaluación medioambiental del proyecto NHX, así como los diseños del cruce del río y la construcción del proyecto de rotondas de NW Washington (PID 120771). También estamos buscando activamente una serie de subvenciones que nos permitan avanzar con los componentes restantes del tramo oeste. Esperamos buscar financiamiento para los tramos central y este del proyecto en una etapa posterior del proceso.

APORTACIONES DEL PÚBLICO

Las aportaciones del público son importantes y se seguirán recabando a lo largo del desarrollo del proyecto NHX. Los comentarios recibidos se utilizarán para orientar la planificación y la toma de decisiones. Si tiene preguntas o comentarios, podrá realizarlos esta misma noche ante los representantes del proyecto, enviarlos a través de la página web del proyecto o compartirlos por correo electrónico, correo postal o teléfono. Contacto:

Allen Messer, director de Ingeniería
Ciudad de Hamilton | 345 High Street | Hamilton, OH 45011
Allen.Messer@hamilton-oh.gov | 513-785-7286



NorthHamiltonCrossing.org

Appendix A: Exhibits & Materials

Right-of-Way and Relocation Information Sheet

English

Spanish



RIGHT-OF-WAY & RELOCATION

INFORMATION SHEET | JUNE 2025

BUT North Hamilton Crossing | RID: 115755

The City of Hamilton and Butler County Improvement District (BCTID), in coordination with the Ohio Department of Transportation (ODOT), are developing the North Hamilton Crossing (NHX) project to reduce congestion and make travel in northeastern Hamilton and surrounding township areas easier and safer.

TIMING

The NHX will be built in phases due to the magnitude of cost. Due to the condition of the 100-year-old Black Street Bridge, we're currently planning to start with the West Section first. The West Section focuses on improving the connection between North B Street and US 127 and includes a new bridge across the Great Miami River. Once the recommended route has been approved and we have the necessary funding in hand, we'll be able to proceed with preparing detailed project designs, relocating utilities and securing the right-of-way needed. We expect these tasks will take between three and five years to complete, and it will take another several years to build the bridge.

Currently, the timing for the Central and East sections, which extend from US 127 to SR 129, is unknown. Like the West Section, a considerable amount of planning and preparation must be completed and funding must be secured before construction can begin.

Planning and building the NHX is expected to be a long-term process. Due to limitations of funding sources, funding will come from a combination of federal and local resources over multiple years. Although we expect work to progress primarily from west to east, we will pursue funding opportunities for all parts of the project as they become available. This could shift the order in which some elements of the project are built.

Right-of-Way and Relocation

The NHX is planned to be a boulevard-type roadway with two lanes of traffic in each direction, a landscaped median and sidewalks. As such, it will be wider than current roads in the area and will require more space. Most of the properties along the corridor are privately owned, and the amount of land required will vary property by property.

The BCTID could purchase a right-of-way easement on your property, buy a portion of your property, or a combination of the two. A right-of-way easement is an agreement to use a portion of your property to support the road (or sidewalk, shared use path, etc.), but ownership remains with you, the property owner. If a property purchase is made, the impacted area of your property would change ownership to the BCTID. The exact needs of the NHX project are not known at this time.

If the property needed includes buildings or if the entire property is needed, residents or businesses on the property may need to move to another location. The BCTID will engage an independent team of property acquisition experts to help guide property owners and occupants through the process of selling their property, finding a new place and settling in.

RELOCATION FAQs

Although the timing for any needed relocations is not yet determined, we know there are a lot of questions. Following are answers to some we hear most often.

When will I know if my property will be affected?

We will be able to provide an update with more clarity about which properties will be impacted next summer. While we have now completed most of our environmental and engineering studies and have identified a recommended route, this route has not yet been approved. Therefore, property impacts are still subject to change based on the remaining studies and input received from the public and regulatory agencies. ODOT won't issue a decision on the recommended route until after the Environmental Assessment (EA)* document is completed and a public hearing has been held. We expect to receive that decision next summer. If the recommended route is approved, the City and the BCTID will move the project forward in phases as funding sources are identified and funds are awarded. Affected property owners will be notified when funding has been awarded for the portion of the project in their area.

* An Environmental Assessment formally documents studies completed to date and their findings. It also identifies efforts that would be taken to minimize impacts, summarizes public comments, and formally submits a Recommended Preferred Alternative for approval.



Department of
Transportation

When will I need to move?

The timeframe before you will need to move has not yet been determined. The NHX will be built in phases based on available funding. We currently plan to build the West Section first. Although the West Section will require some right-of-way acquisition, relocations won't be necessary for this section of the project.

Construction of the Central and East sections of the project is dependent on funding availability. Once funding has been awarded for one of the sections (or for part of a section), the BCTID will notify affected property owners that work has been funded, and the design process will soon begin. It typically takes two to four years to complete this process before right-of-way is purchased and relocations would occur.

Where am I going to go?

You may choose to move away, or you may prefer to stay in the area. **If you do stay, we'll help you find a new home or location for your business that's equal to or better than what you have at the time of acquisition.** A property acquisition team will work closely with you every step of the way – from property negotiations to moving in – to help smooth the process for you as much as possible. This will be the same process we used when relocating residents for the South Hamilton Crossing project.

Right now, we're looking into ways we can help keep more residents in the neighborhood. Options include moving into existing houses and renovating outdated homes. Another idea we're exploring is building new housing – single and/or multi-family – on vacant lots throughout the area. We're looking into the possibility of subsidizing the costs of these new homes to make them affordable for relocated families and individuals. We still have a lot of questions that need to be answered, but first, we want to know if people are interested in this concept. **You can tell us your thoughts when filling in your comment form.**

How will the value of my home be determined?

If we need to purchase your property, we will bring in an independent, licensed real estate appraiser to determine a fair market value of your property and any structures on it, including your home (the appraiser will be unaffiliated with the City or Butler County). Fair market value is the price your property would likely sell for on the open market under normal circumstances. The appraiser must consider recent sales of similar properties in the area, the condition of the property/home, its location, size, any improvements made and/or unique features. The BCTID will make you an offer for your property largely based on the appraisal amount. It's important to know that the BCTID is required by federal law to make you an offer that is fair.

What if I can't afford to move?

We will follow a federal process that makes sure you're offered a replacement home that's similar in size, quality and features to the one you have at the time of acquisition. While we can't match older construction materials or styles exactly, your new home will meet current standards and offer similar space. If the new home costs more than your current one, financial assistance will be available to cover the difference. This includes helping with higher mortgage rates or adjusting rental rates. **The housing costs for your new home won't be more than what you pay at the time of acquisition.** If you want it, you can also get assistance with moving your belongings to your new home.

Should I scrap the home improvements I was planning?

The timing for BCTID to acquire any properties has not been determined. The acquisition process typically takes two to four years to complete. Any improvements made now will be factored into the property valuation process later (but not on a dollar-for-dollar basis). With this information in hand, it's up to you to decide if your planned improvements will help keep you safe and comfortable in the meantime.

What if I rent my home or own a business?

Renters and property owners will receive assistance similar to the help homeowners will receive. If you have to relocate, the property acquisition team will help guide you through the relocation process and can help find a replacement property that meets your specific needs. You can also get help with coordinating your move and reestablishing your business. For businesses, this will be the same process we used when relocating 12 businesses for the South Hamilton Crossing project.

Where can I get more information?

We have a website dedicated to the NHX project: www.NorthHamiltonCrossing.org. New information is posted on this website as it becomes available, particularly on the Participate and Project Documents pages. We are also working to expand our Frequently Asked Questions page – be sure to check back often. Questions and comments can be submitted on the website under "Contact Us." In addition, you are welcome to reach out to the City and BCTID any time by email, mail or phone. Contact:

Allen Messer, Director of Engineering
City of Hamilton | 345 High Street | Hamilton, OH 45011
Allen.Messer@hamilton-oh.gov | 513-785-7286

Dan Corey, Director
Butler County Transportation Improvement District
1921 Fairgrove Avenue | Hamilton, OH 45011
(513) 431-1229 | DanC@BCTID.org

NorthHamiltonCrossing.org



DERECHO DE PASO Y REUBICACIÓN

HOJA DE DATOS | JUNIO DE 2025

BUT North Hamilton Crossing | PID 115755

La ciudad de Hamilton y el Distrito de Mejoras del Condado de Butler (BCTID), en coordinación con el Departamento de Transporte de Ohio (ODOT), están desarrollando el proyecto "Cruce del Norte de Hamilton" (NHX) para reducir la congestión y hacer más fáciles y seguros los desplazamientos en el noreste de Hamilton y en las áreas municipales circundantes.

CALENDARIO

El NHX se construirá por fases debido a la magnitud de su costo. Considerando el estado en que se encuentra el puente Black Street, de 100 años de antigüedad, tenemos previsto empezar primero por el tramo oeste. El tramo oeste se centra en mejorar la conexión entre North B Street y la carretera US 127, e incluye un nuevo puente sobre el río Great Miami. Una vez que se haya aprobado la ruta recomendada y que dispongamos de los fondos necesarios, podremos proceder a la preparación de los diseños detallados del proyecto, la reubicación de los servicios públicos y la obtención del derecho de paso necesario. Prevemos que estas tareas nos llevarán entre tres y cinco años, y que la construcción del puente requerirá varios años más.

Actualmente se desconoce el calendario de los tramos central y este, que se extienden desde la US 127 hasta la SR 129. Al igual que en el tramo oeste, antes de iniciar la construcción, debe llevarse a cabo una considerable labor de planificación y preparación, y deben garantizarse los fondos necesarios.

Se prevé que la planificación y la construcción del NHX será un proceso a largo plazo. Dadas las limitaciones de las fuentes de financiamiento, los fondos procederán de una combinación de recursos federales y locales a lo largo de varios años. Aunque esperamos que las obras avancen principalmente de oeste a este, buscaremos oportunidades de financiamiento para todas las partes del proyecto a medida que estén disponibles. Esto podría cambiar el orden en que se construyan algunos elementos del proyecto.

Adquisición del derecho de paso frente a reubicación

Se prevé que el NHX sea una calzada tipo bulevar con dos carriles de circulación en cada sentido, una mediana ajardinada y aceras. Como tal, será más ancha que las vías actuales de la zona y requerirá más espacio. La mayoría de las propiedades a lo largo del corredor son privadas, por lo que la cantidad de terreno necesaria variará de una propiedad a otra.

El BCTID podría adquirir una servidumbre de paso en su propiedad, comprar una parte de su propiedad o una combinación de estas dos opciones. Una servidumbre de paso es un acuerdo que permite utilizar una parte de su propiedad para construir la vía (o acera, sendero de uso compartido, etc.), pero la propiedad sigue siendo suya. Si se realiza una compra de propiedad, se cambiaría la titularidad del área afectada de su propiedad a favor del BCTID. Por el momento, se desconocen las necesidades exactas del proyecto NHX.

Si la propiedad necesaria incluye edificios o si se necesita toda la propiedad, es posible que los residentes o los negocios de la propiedad tengan que trasladarse a otro lugar. El BCTID contratará a un equipo independiente de expertos en adquisición de propiedades para orientar a los propietarios y los ocupantes en el proceso de venta de su propiedad, la búsqueda de un nuevo lugar y el establecimiento en él.

PREGUNTAS FRECUENTES SOBRE LA REUBICACIÓN

Aunque aún no se ha determinado el calendario de las reubicaciones necesarias, sabemos que hay muchas preguntas. A continuación respondemos a algunas de las más frecuentes.

¿Cuándo sabré si mi propiedad se verá afectada?

El próximo verano, podremos informar con más claridad sobre qué propiedades se verán afectadas. Aunque ya hemos completado la mayor parte de nuestros estudios medioambientales y de ingeniería, y hemos identificado una ruta recomendada, esta aún no ha sido aprobada. Por lo tanto, el impacto sobre las propiedades está sujeto a cambios en función de los estudios restantes y de los comentarios recibidos del público y de los organismos reguladores. El ODOT no tomará una decisión sobre la ruta recomendada hasta que se haya completado el documento de evaluación medioambiental (EA)* y se haya celebrado una audiencia pública. Esperamos recibir esa decisión el próximo verano. Si se aprueba la ruta recomendada, la ciudad y el BCTID llevarán adelante el proyecto por fases a medida que se identifiquen las fuentes de financiamiento y se concedan los fondos. Los propietarios afectados recibirán una notificación cuando se hayan concedido los fondos para la parte del proyecto correspondiente a su área.

* En una evaluación medioambiental, se documentan formalmente los estudios realizados hasta la fecha y sus conclusiones. También se identifican las medidas que se tomarían para minimizar las repercusiones, se resumen los comentarios del público y se presenta formalmente una alternativa preferida recomendada para su aprobación.

¿Cuándo tendré que mudarme?

Aún no se ha determinado el plazo en el que tendrá que mudarse. El NHX se construirá por fases en función de los fondos disponibles. Actualmente tenemos previsto construir primero el tramo oeste. Aunque el tramo oeste requerirá la adquisición de algunos derechos de paso, no será necesario realizar reubicaciones en este tramo del proyecto.

La construcción de los tramos central y este del proyecto depende de la disponibilidad de fondos. Una vez que se haya concedido el financiamiento para uno de los tramos (o para parte de un tramo), el BCTID notificará a los propietarios afectados que las obras han sido financiadas, y se iniciará en breve el proceso de diseño. Por lo general, se necesitan entre dos y cuatro años para completar este proceso antes de que se adquiera el derecho de paso y de que se realicen las reubicaciones.

¿Adónde me trasladaré?

Puede elegir mudarse o decidir quedarse en la zona. **Si se queda, lo ayudaremos a encontrar una nueva vivienda o un nuevo local para su negocio que sean iguales o mejores que los que tenía en el momento de la adquisición.** Un equipo de adquisición de propiedades trabajará estrechamente con usted en cada paso que deba dar—desde las negociaciones de la propiedad hasta la mudanza— para facilitarle el proceso en la medida de lo posible. Será el mismo proceso que seguimos para reubicar a los residentes en el proyecto "Cruce del Sur de Hamilton".

En estos momentos, estamos examinando cómo podemos mantener a más residentes en el vecindario. Entre las opciones, figuran el traslado a viviendas ya existentes y la renovación de casas antiguas. Otra idea que estamos estudiando es construir nuevas viviendas—unifamiliares o plurifamiliares— en terrenos vacíos de toda la zona. Estamos considerando la posibilidad de subvencionar los costos de estas nuevas viviendas para que las familias y las personas reubicadas puedan adquirirlas. Aún nos quedan muchas preguntas por responder, pero antes queremos saber si hay interés en este concepto. **Puede darnos su opinión rellenando la tarjeta de comentarios.**

¿Cómo se determinará el importe que obtendré por mi propiedad/vivienda?

Si tenemos que adquirir su propiedad, contrataremos a un tasador inmobiliario independiente con licencia para que determine el valor justo de mercado de su propiedad y de cualquier estructura que haya en ella, incluida su vivienda (el tasador no estará afiliado a la ciudad ni al condado de Butler). El valor justo de mercado es el precio al que su propiedad probablemente se vendería en el mercado abierto en circunstancias normales. El tasador debe tener en cuenta las ventas recientes de propiedades similares en la zona, el estado de la propiedad/vivienda, su ubicación, su tamaño, las mejoras realizadas o las características únicas. El BCTID le hará una oferta por su propiedad basada en gran medida en el importe de la tasación. Es importante saber que el BCTID está obligado por ley federal a hacerle una oferta que sea justa.

¿Y si no está dentro de mis posibilidades mudarme?

Seguiremos un proceso federal que garantiza que se le ofrecerá una vivienda de reemplazo similar en tamaño, calidad y características a la que tenga en el momento de la adquisición. Aunque no podemos igualar exactamente los materiales o los estilos de construcción antiguos, su nueva vivienda cumplirá las normas actuales y ofrecerá un espacio similar. Si la nueva vivienda cuesta más que la actual, dispondrá de ayuda financiera para cubrir la diferencia. Esto incluye ayuda para pagar tasas hipotecarias más altas o ajustar las tarifas de alquiler. **Los costos de vivienda de su nuevo hogar no serán superiores a lo que paga en el momento de la adquisición.** Si lo desea, también puede obtener ayuda para trasladar sus pertenencias a su nueva vivienda.

¿Debo descartar las reformas en mi vivienda que tenía previstas?

Aún no se ha determinado el momento en que el BCTID adquirirá las propiedades. El proceso de adquisición suele tardar de dos a cuatro años en completarse. Cualquier mejora que se haga ahora se tendrá en cuenta en el proceso de valoración de la propiedad más adelante (pero no dólar por dólar). Con esta información sobre la mesa, le corresponde a usted decidir si las mejoras previstas lo ayudarán a mantenerse seguro y cómodo mientras tanto.

¿Qué pasa si alquilo mi casa o si tengo un negocio?

Los inquilinos y los propietarios recibirán una ayuda similar a la que reciben los propietarios de viviendas. Si tiene que reubicarse, el equipo de adquisición de propiedades lo guiará a lo largo del proceso de reubicación y lo ayudará a encontrar una propiedad de reemplazo que satisfaga sus necesidades específicas. También puede recibir ayuda para coordinar su traslado y restablecer su negocio. Para los negocios, este será el mismo proceso que seguimos cuando reubicamos 12 negocios en el proyecto "Cruce del Sur de Hamilton".

¿Dónde pueda obtener más información?

Tenemos un sitio web dedicado al proyecto NHX: www.NorthHamiltonCrossing.org. En este sitio web, se publica nueva información a medida que se va disponiendo de ella, sobre todo en las páginas "Participar" y "Documentos del proyecto". También estamos trabajando para ampliar nuestra página de preguntas frecuentes, así que no deje de visitarla a menudo. Se pueden enviar preguntas y comentarios a través de la sección "Contacto" de la página web.

Además puede ponerse en contacto con la ciudad y con el BCTID en cualquier momento por correo electrónico, correo postal o teléfono. Contacto:

Allen Messer, director de Ingeniería
Ciudad de Hamilton | 345 High Street | Hamilton, OH 45011
Allen.Messer@hamilton-oh.gov | 513-785-7286

Dan Corey, director
Distrito de Mejoras del Transporte del Condado de Butler
1921 Fairgrove Avenue | Hamilton, OH 45011
(513) 431-1229 | DanC@BCTID.org

NorthHamiltonCrossing.org

Appendix A: Exhibits & Materials

Consulting Party Materials

Consulting Party Information Sheet

Consulting Party Application

SECTION 106 CONSULTING PARTY CONSULTATION & REVIEW

As part of the studies being completed for the NHX project, the project team is conducting an assessment to consider the project's effects on historic properties located in the area (historic properties are defined as resources listed in or eligible for listing in the National Register of Historic Places).

This assessment is required by Section 106 of the National Historic Preservation Act and includes consultation with specific entities that are entitled to be Section 106 Consulting Parties. These include:

- Ohio State Historic Preservation Office (SHPO)
- Native American Tribes that attach religious and cultural significance to historic properties which may be affected by the project
- Local government officials
- Applicants for federal assistance, permits, licenses and approvals
- Additional Consulting Parties

Additional Section 106 Consulting Parties are individuals or organizations with a demonstrated interest in the effect of a project on historic properties. They may also have an interest due to the nature of their legal or economic relationship to the project and affected properties. Additional Section 106 Consulting Parties may include:

- Local historical groups or museums
- Certified local governments
- Neighborhood organizations
- Property owners
- People who live in the area

CONSULTING PARTY ROLES

Section 106 Consulting Parties have specific roles in the Section 106 process:

- Assist in the identification of other Consulting Party candidates
- Help identify historic resources (bring in local expertise)
- Provide data (additional records/information)
- Review documents and reports (within deadlines)
- Voice input and propose mitigation options

Consulting Parties may participate at any time during the Section 106 process. However, they are provided opportunities to participate at specific steps in the Section 106 process

- Identification of historic properties
- Determination of effect
- Identification of measures to mitigate adverse effects to historic properties

INTERESTED IN BECOMING A CONSULTING PARTY?

Individuals or organizations with a vested interest in any archaeological or historic resources located within the study area, or who are concerned with the effects of the project on historic properties, may apply to be a Consulting Party.

To apply, visit:

NorthHamiltonCrossing.org/ConsultingParty

Submitting an application does not guarantee approval. ODOT and the State Historic Preservation Office will review all applications received to determine if applicants will be accepted as Consulting Parties. Approved applicants will be notified by ODOT in writing.



Department of
Transportation

APPLICATION: SECTION 106 CONSULTING PARTY

FOR THE UNDERTAKING BUT-North Hamilton Crossing PID 115755

Section 106 of the National Historic Preservation Act of 1966 requires agency officials to consider the effects of their actions on historic properties. The Section 106 process seeks to incorporate historic values into project planning through consultation among agencies, and other parties, with an interest in the effects of the undertaking on historic properties. Individuals or organizations with a demonstrated interest in the effects of the undertaking on historic properties can become a Section 106 consulting party. The various consulting parties work together to discuss options, provide multiple viewpoints, and strive to seek common agreement on the incorporation of historic preservation values into the project. If you are interested in becoming a Section 106 consulting party for the undertaking, please provide your information to this form and forward to:

Ohio Department of Transportation – District 8
Attn: Keith Smith, District Environmental Coordinator
Email: keith.smith@dot.ohio.gov Phone: 513-933-6590

Name:

Address:

Email:

Concerns regarding the effect of the project on historic properties:

Appendix A: Exhibits & Materials

Comment Form



North Hamilton Crossing
PUBLIC COMMENT FORM
BUT North Hamilton Crossing | PID 115755

Name: _____

Mailing address: _____

Email/Phone: _____

Contact information is not required.

1. Where do you live? (List your zip code)

2. Where do you work? (List your zip code)

3. Have you participated in any past North Hamilton Crossing Open Houses (in-person or virtual)?

☐ Yes ☐ No ☐ I don't remember

4. Have you participated in any past NHX neighborhood meetings?

☐ Yes ☐ No ☐ I don't remember

5. How much do you agree with selecting the Gordon/Rhea Crossing as the preferred route for the West Section of the NHX project?

☐ Strongly Agree ☐ Agree ☐ Not Sure ☐ Disagree ☐ Strongly Disagree

OPTIONAL: Please use this space to share any comments you may have regarding the West Section alternatives.

6. How much do you agree with selecting the Vine Street Connection as the preferred route for the Central Section of the NHX project?

☐ Strongly Agree ☐ Agree ☐ Not Sure ☐ Disagree ☐ Strongly Disagree

OPTIONAL: Please use this space to share any comments you may have regarding the Central Section alternatives.

(more questions on other side)

7. How much do you agree with selecting the East Connection as the preferred route for the East Section of the NHX project?

☐ Strongly Agree ☐ Agree ☐ Not Sure ☐ Disagree ☐ Strongly Disagree

OPTIONAL: Please use this space to share any comments you may have regarding the East Section alternative.

8. If you need to move because of the project, how interested are you in staying in the same neighborhood?

☐ Very Interested ☐ Somewhat Interested ☐ Not Sure ☐ Not Really Interested ☐ Not Interested at All
☐ This will not affect me

9. If you want to stay in your current neighborhood, tell us what type of property you are most interested in.

☐ Existing housing that's ready to move in ☐ Renovated housing ☐ New housing built on vacant property

10. Please use this space to share any additional comments you may have about the NHX project and the Recommended Preferred Alternative.

11. How did you hear about this open house?

☐ Newspaper article ☐ Email from NHX ☐ Mailer ☐ Social Media ☐ Other (please describe)
☐ Newspaper ad ☐ Email from another source ☐ Flyer ☐ City Newsletter
☐ TV/Radio ☐ Website announcements ☐ Yard signs ☐ Word of Mouth

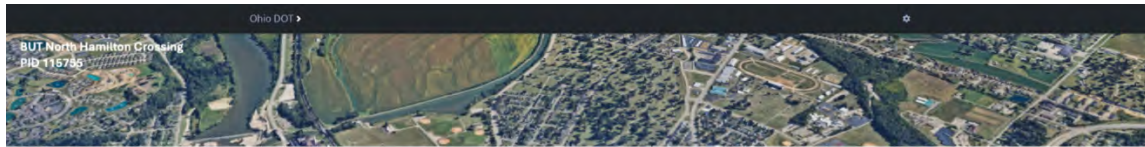
COMMENTS ARE DUE BY AUGUST 8, 2025

Comments may be submitted by turning in this completed form before you leave tonight or sending it to Allen Messer, Director of Engineering, City of Hamilton, via email or mail. Comments can also be left by phone.

Allen Messer, P.E.
Director of Engineering | City of Hamilton
345 High Street | Hamilton, OH 45011
Allen.Messer@hamilton-oh.gov | (513) 785-7286

Appendix A: Exhibits & Materials

Virtual Open House Content



North Hamilton Crossing VIRTUAL OPEN HOUSE



Thank you for visiting!

The City of Hamilton and Butler County Transportation Improvement District (BCTID), in coordination with the Ohio Department of Transportation (ODOT), are hosting this Virtual Open House to:

- Provide an update on the North Hamilton Crossing (NHC) project
- Share the findings of recently completed studies
- Discuss recommendations for next steps
- Gather input from the community

Community input is important and will be considered by the City, BCTID and ODOT before any final route decisions are made.



Welcome

Overview

Concept

Alternatives

West Section

Central Section

WELCOME!

This site presents the same information that was shared with the community during the in-person Public Meeting held on June 24, 2025, and provides you with an opportunity to explore the material in more detail.

This site is organized as a self-guided tour through a series of tabs that summarize information about the project and provide you with an opportunity to share your thoughts. Related documents are provided in the **MEETING MATERIALS** section of this site (on desktop devices, this is located in the sidebar; on mobile devices, this can be found near the bottom of this page).

GETTING STARTED

Begin by reviewing the **OVERVIEW** discussion on the next tab.

- To advance between tabs, click the green **CONTINUE** button located at the bottom of each page.
- To move between pages, click on the tabs at the top of the discussion section.
- To see larger versions of any of the graphics, click on the image.
- Share your thoughts by answering the questions on each tab.

If you need any language translations, click on the **TRANSLATE** button located in the header of this page. If you need other interpretation assistance to review these materials and/or to provide comments, please contact Allen Messer, Director of Engineering for the City of Hamilton, at (513) 785-7286 or Allen.Messer@hamilton-oh.gov.

This Virtual Open House will be open 24/7 for 45 days, closing on August 8, 2025. At that time, feedback received will be reviewed and considered by the project team. Answers to questions asked will be posted in the **MEETING MATERIALS** section within 30 days after the Virtual Open House is closed. You can revisit this Virtual Open House as often as you like.

QUESTIONS

SHARE YOUR INPUT

Questions for you can be found in each tab of this Virtual Open House. If you would prefer to print out and respond to the questions in writing, click the link below.

[Printable Comment Form](#)

Completed comment forms received by August 8 will be included in the public input summary report. Forms can be sent to:

Allen Messer, P.E.
Director of Engineering
City of Hamilton
345 High Street | Hamilton, OH 45011
Allen.Messer@hamilton-oh.gov

MEETING MATERIALS

Below are materials from the June 24 Public Meeting.

- [Presentation Video](#)
- [NHX Fact Sheet](#)
- [NHX Fact Sheet \(Spanish\)](#)
- [Right of Way and Relocation Info Sheet](#)
- [Right of Way and Relocation Info Sheet \(Spanish\)](#)
- [Consulting Parties Information Sheet](#)
- [Consulting Party Application](#)
- [Printable Comment Form](#)

VISIT OUR WEBSITE

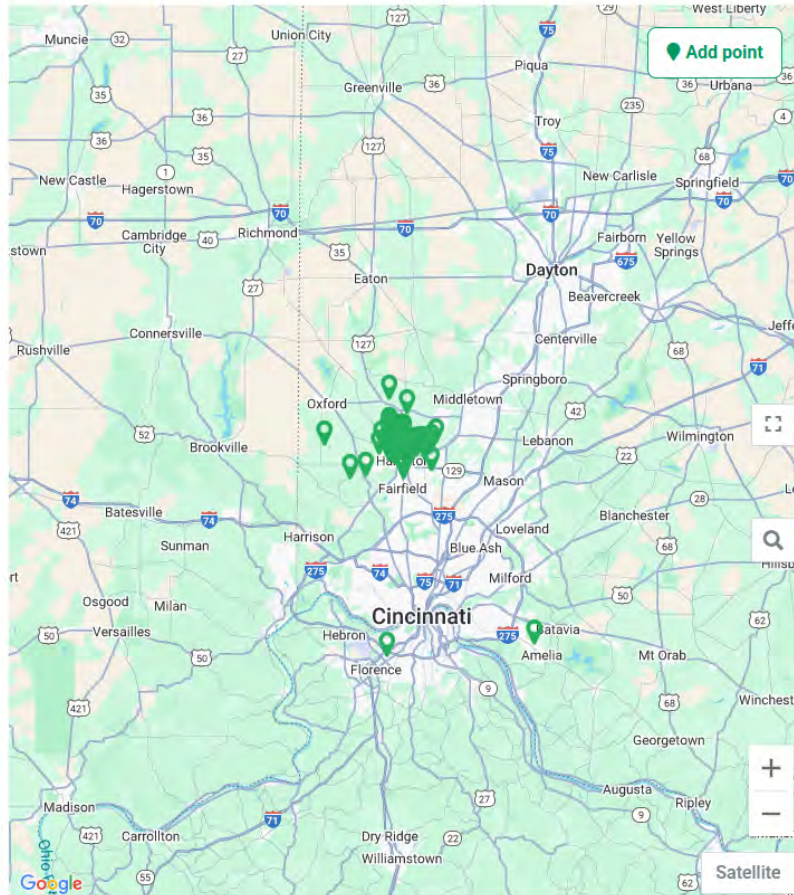
[NorthHamiltonCrossing.org](#)

PROJECT CONTACTS

Allen Messer, P.E.
Director of Engineering, City of Hamilton
345 High Street | Hamilton, OH 45011
Allen.Messer@hamilton-oh.gov
(513) 785-7286

Where do you live? We'd like to get an idea of where our Virtual Open House participants are from. You can tell us by dropping a point on the map to identify the general area where you live. Add your zip code in the comment box.

Use the +/- buttons on the left side of the map to zoom in to your desired location(s). Click on the blue Add Point button in the upper right-hand corner to drop a point on the map (a + sign will appear when you click on Add Point; move the + to your desired location and click to place your point). Add your zip code in the comment box.



Where do you live?

Where do you work? We'd like to get an idea of where our Virtual Open House participants work. You can tell us by dropping a point on the map to identify the general area where you work. If you are retired, or not currently working, you can skip this question.

Use the +/- buttons on the left side of the map to zoom in to your desired location(s). Click on the blue Add Point button in the upper right-hand corner to drop a point on the map (a + sign will appear when you click on Add Point; move the + to your desired location and click to place your point). Add your zip code in the comment box.

Dan Corey

Director, Butler County Transportation Improvement District
1921 Fargrove Avenue | Hamilton OH 45011

DanC@BCTID.org

(513) 431-1229

PROJECT PARTNERS

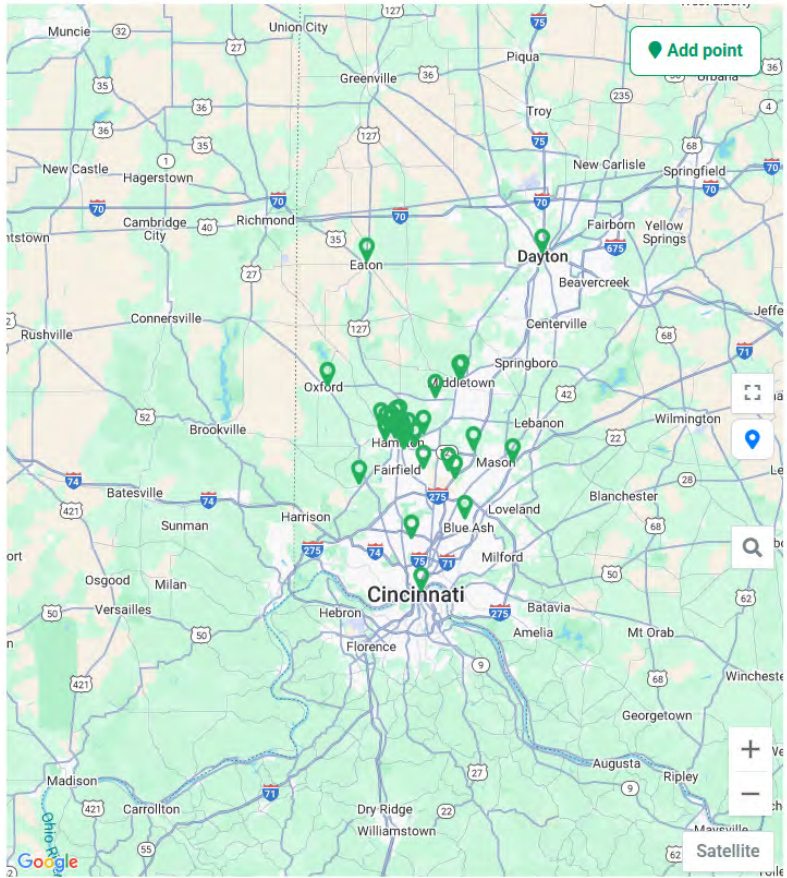


SECTION 106 CONSULTING PARTIES

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Click [here](#) for more information.

The environmental review, consultation, and other actions required by applicable Federal environmental laws for this project are being, or have been, carried out by ODOT pursuant to 23 U.S.C. 327 and a Memorandum of Understanding dated December 14, 2020 and executed by FHWA and ODOT. For more information, please visit ODOT's NEPA Assignment Portal by clicking [here](#).



Where do you work?

Zip Code:

Save

How did you hear about this Virtual Open House? (select all that apply)

Social media	45%	Email from NHX or a project partner	17%
Newsletter from the City	12%	Newspaper article	10%
Mailer	7%	Email from another source	6%
Word of mouth	6%	Yard signs	6%
Other	6%	Website announcements	5%
Newspaper ad	1%	TV/Radio	1%
Exhibit at the Butler County Fair	1%	Flyer	0%

Closed to responses | 162 Responses

Continue

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ABOUT NORTH HAMILTON CROSSING (NHX)

The North Hamilton Crossing (NHX) project is being developed by the City of Hamilton and the Butler County Improvement District (BCTID), in coordination with the Ohio Department of Transportation (ODOT), to reduce congestion and make travel in the northeastern portion of the City of Hamilton and surrounding townships easier and safer.

The NHX project has been a city, county and regional transportation objective since the early 2000s. It has been included in local and regional transportation planning documents since 2002 and has remained a top priority in both the City of Hamilton's comprehensive plan, [Plan Hamilton](#), and the [Butler County Thoroughfare Plan](#).

The NHX study area extends between NW Washington Blvd. and North B St. on the west side of the Great Miami River, and US 127 (North 3rd St.), SR 4 (Erie Blvd.) and SR 129 at Hampshire Dr. on the east side, all north of SR 129/High St. All route alternatives are located within this area.

Project Development Process

The City and BCTID are following ODOT's Project Development Process to plan the NHX project. Currently, we are in Step 2 of the five-step process: Preliminary Engineering.



NHX Purpose & Need

During Step 1, Planning, we focused on studying the challenges people experience when traveling through the area and the reasons why they exist. These include:

- Continually increasing numbers of vehicles on local streets
- A higher-than-average frequency of crashes
- Delays caused by train crossings
- Congestion on bridges that cross the Great Miami River

Based on the traffic studies completed and projections of future population and employment growth, these conditions are expected to worsen in the future.

In response to these findings, we developed a Purpose and Need statement for the NHX project (shown in the image below). This statement identifies the transportation problems (i.e. needs) that the project seeks to address. These needs were identified through detailed traffic studies, as well as public comments received during the virtual public input opportunity held in late Summer 2021.

As project alternatives are developed, they are initially evaluated on the basis of how well they address the transportation needs and achieve the purpose in the Purpose and Need statement before they are advanced for further analysis.

SHARE YOUR INPUT

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 Director of Engineering
 City of Hamilton
 345 High Street | Hamilton, OH 45011
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PROJECT CONTACTS

Allen Messer, P.E.
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 345 High Street | Hamilton, OH 45011
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 (513) 785-7286

Dan Corey
 Director, Butler County Transportation Improvement District
 1921 Fargrove Avenue | Hamilton OH 45011
DanC@BCTID.org
 (513) 431-1229

PROJECT PARTNERS





Purpose and Need

North Hamilton Crossing (NHX) • PID 115775

PROJECT PURPOSE

Improve east-west connectivity north of SR 129 in the City of Hamilton to reduce congestion and increase mobility in support of current and planned economic growth in the City of Hamilton and western Butler County, as identified in *Plan Hamilton*.

PRIMARY NEEDS

- Improve East-West Connectivity
- Address Insufficient Crossings of the Great Miami River
- Address Lack of Grade-Separated Railroad Crossings
- Address Mobility/Congestion on Local Road Network
- Improve Safety

SECONDARY NEEDS

- Support Economic Development
- Improve Bike/Pedestrian Connectivity
- Improve Multimodal Linkage

SECTION 106 CONSULTING PARTIES

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QUESTIONS

Have you attended any past NHX open houses (in-person or virtual)?



Closed to responses | 148 Responses

Have you participated in any neighborhood meetings?



Closed to responses | 147 Responses

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THE NHX CONCEPT

To address the transportation challenges and the Purpose and Need for NHX, the project will include three key parts:

- **A new bridge across the Great Miami River.** This bridge will connect North B Street to US 127 and replace the aging Black Street Bridge, which is 100 years old and cannot be expanded to accommodate additional traffic. Although the Black Street Bridge is structurally sound, traffic congestion will continue to worsen on the bridge. Instead, vehicle traffic will be diverted to the new bridge, and the Black Street Bridge will be open to pedestrians and bicycles only.
- **A new railroad overpass.** This new overpass option will cross from the new bridge over the Great Miami River and travel over the CSX railroad, eliminating the need to stop for passing trains. This will help improve traffic flow and reduce travel times through the area.
- **An improved roadway connection between US 127, SR 4 and SR 129.** The concept for the roadway portion of the project is a four-lane, boulevard-style road (two travel lanes in each direction) with a turn lane or landscaped median in the middle. It will have a speed limit of 35 mph and a sidewalk or a shared-use path on each side. Bump-outs and crosswalks will be included at street corners to make crossing the street easier and safer.

The NHX is planned to be a boulevard-type roadway with two lanes of traffic in each direction, a landscaped median and sidewalks, and a 35 mph speed limit.



(Click image to enlarge)

QUESTIONS

How often do you travel through the study area?

Every day	43%	Multiple times a week	34%
Every few weeks	12%	Weekly	8%
Every few months	3%	Rarely	0%

Closed to responses | 130 Responses

SHARE YOUR INPUT

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PROJECT PARTNERS



SECTION 106 CONSULTING PARTIES

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How often are you impacted by congestion when traveling through the study area?

Multiple times a week	31%	Every day	25%
Weekly	17%	Every few weeks	17%
Rarely	7%	Every few months	2%

Closed to responses| 127 Responses

How often are you stopped by trains when traveling through the study area?

Multiple times a week	29%	Every few weeks	21%
Weekly	17%	Rarely	15%
Every few months	9%	Every day	8%

Closed to responses| 127 Responses

How do you typically travel through the study area?

By personal car/truck/motorcycle	98%
On a bicycle	1%
Walking	1%
On a bus	0%
Other	0%

Closed to responses| 126 Responses

visit

Click [here](#) for more information.

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DEVELOPING ROUTE ALTERNATIVES

Northeast Hamilton is a heavily developed area, and finding a route for the new road is challenging. Unfortunately, impacts and property relocations will be unavoidable. That's why we've taken the time to thoroughly understand local transportation needs and what solutions might work best. We've looked at many possible routes and studied how each one could affect the area and the people in it. Along the way, we've also gathered input from the people who live, work and travel through this part of town.

Transportation Studies

We've completed many studies to better understand traffic challenges in the area and how travel would change if certain improvements are – or are not – made. We've looked at:

- How traffic flows through the area – the routes people are taking, when and where there are traffic jams
- How well intersections in the area are working
- Where crashes tend to happen most and why
- How proposed changes would affect traffic flow
- Which changes would best improve the safety of drivers, pedestrians and bicyclists

Environmental Studies

The alternative that moves traffic most effectively isn't always the “best” route. We must also consider how each route will impact people and the surrounding area. To do this, we looked at sensitive resources in the study area and how they might be affected. These included:

- Cultural resources – historic neighborhoods, structures and sites; landmarks, archaeological resources, etc.
- Ecological resources – wetlands, streams, floodplains, forests, etc.
- Regulated materials – sites with records of hazardous materials, such as Chem-Dyne, industrial facilities, above/underground ground storage tanks, etc.
- Recreational resources – parks, shared-use trails, nature preserves, etc.
- Community features – businesses, schools, neighborhoods, churches, markets, farmlands, etc.

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Director of Engineering

City of Hamilton

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- [NHX Fact Sheet \(Spanish\)](#)
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NorthHamiltonCrossing.org

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The map below shows the locations of key environmental features found within the study area.



(Click [here](#) to view a high-resolution version of the map)

Public Review and Input

The NHX project is being built for the benefit of our community but will also impact some residents and businesses. As such, making sure the community has a voice is, and will continue to be, important. Past opportunities to keep the community informed and engaged have included:

- Two In-Person Open Houses
- Two Virtual Open Houses
- Five Stakeholder Committee meetings
- Multiple meetings with local communities, neighborhoods and interest groups

We also developed a project website, NorthHamiltonCrossing.org, to share up-to-date project information as well as to make past meeting summaries and materials available for public review. Summaries and meeting materials from previous public meetings are provided on the [Participate](#) page.

More than 300 people attended the in-person NHX Open House in January 2023. Another 880 participated in the virtual version of the same meeting.

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(513) 785-7286

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PROJECT PARTNERS



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Feasibility Study Results

In 2023, results of the NHX Feasibility Study and feedback received from the public helped us narrow 18 different route options down to a small group of feasible alternatives. Since then, we've been exploring the remaining alternatives in more depth, as well as a couple of new options suggested by community members.

To help with the evaluation process, these alternatives were divided by geographic region – West, Central and East:

- **West Section - North B Street to US 127**
 - North River Crossing
 - South River Crossing
- **Central Section – US 127 to North Fair Avenue**
 - Miami Street Connection
 - North 9th Street Connection
 - Joe Nuxhall Boulevard Connection (added based on public input after the Feasibility Study was completed)
 - Vine Street Connection
- **East Section – North Fair Avenue to SR 129/High Street**
 - East Connection

Overview map of the alternatives advanced from the Feasibility Study for further study.

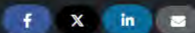


(Click [here](#) to view a high-resolution version of the map)

Each of these alternatives is discussed by section on the next several tabs.

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WEST SECTION

The West Section of the NHX project focuses on improving mobility in northeastern Hamilton by providing a better connection between North B Street and US 127. Work in this area includes constructing a new wider bridge across the Great Miami River.

The Feasibility Study advanced two potential locations for the new bridge crossing for further study, each of which are discussed below.

Any modifications made to an alternative since the Feasibility Study was completed are noted in the discussion about the alternative.

Roundabouts Project: A portion of the improvements identified for the West Section – two roundabouts that will replace the NW Washington/North B Street and North B Street/W. Elkton Road intersections – has been advanced as an independent project. This project also includes improvements for pedestrians and bicyclists. Construction of the NW Washington Roundabouts project is scheduled to begin in 2027. For more information about this project, click [here](#).

NW WASHINGTON CROSSING (NORTH CROSSING)

The proposed NW Washington Crossing is located north of the two-mile dam and would connect with North B Street near NW Washington Boulevard. Across the river, the bridge would connect with US 127 approximately half a mile north of the dam.



(Click [here](#) to view a high-resolution image of this map)

NW Washington Crossing Pros and Cons

Considerations for the NW Washington Crossing include the following Pros and Cons:

PROS

- Allows traffic bound for northwestern Hamilton and western Butler County to bypass Spooky Nook area
- Avoids impacts to major utility infrastructure
- Avoids impacts to regulated materials sites

CONS

- Less effective at pulling traffic from SR 129
- Does not address traffic demand due to economic development in the Spooky Nook area
- Bisects Combs Park, impacting up to five acres
- Greater ecological impacts (streams, wetlands, forested land)
- Greater impact to floodplain and floodway areas
- More costly to construct (\$45-\$50M)

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GORDON/RHEA CROSSING (SOUTH CROSSING)

Located south of the two-mile dam, the Gordon/Rhea crossing would extend across the river in the area where Gordon Avenue and Rhea Avenue intersect with North B Street on the west side of the river (approximately 700 ft north of Black Street Bridge) and connect with US 127 near the intersection with North 2nd Street on the east side of the river.



(Click [here](#) to view a high-resolution image of this map)

Gordon/Rhea Crossing Pros and Cons

Considerations for the Gordon/Rhea Crossing include the following Pros and Cons:

PROS

- More effective at pulling traffic from SR 129
- Minimizes disruption to current travel patterns by replacing Black Street Bridge in the same vicinity
- Addresses traffic demand due to economic development in the Spooky Nook area
- Provides direct access between Spooky Nook development on the west bank of the river and prime development areas on the east bank of the river
- No impacts to Combs Park
- Opportunities to connect with the Beltline Trail and Great Miami River Trail
- Fewer ecological impacts (streams, wetlands, forested land)
- Lesser impact to floodplain and floodway areas
- Less costly to construct (\$35-\$40M)

CONS

- Does not allow traffic bound for northwestern Hamilton and western Butler County to bypass Spooky Nook area as efficiently as other alternative
- Requires access changes for adjacent properties along Gordon Ave
- Coordination required to maintain existing flood control levees
- Impacts and coordination required with major utility infrastructure
- Work required in the vicinity of properties with regulated materials concerns

Modifications to the Gordon/Rhea Crossing from Feasibility Study

After completion of the Feasibility Study, the alignment of the Gordon/Rhea Crossing was modified to straighten the bridge across the river. This resulted in the following changes:

- Reduced design complexity and construction costs
- Eliminated all relocations associated with the Gordon/Rhea Crossing
- Moved the proposed shared-use path from north side of the bridge to the south side to better connect with the Beltline Trail on west side of the river.

EVALUATION MATRIX

The chart below shows more detail about how the alternatives in the West Section compare with one another. Green indicates issues of low concern; yellow is of moderate concern; red identifies issues of higher concern.

West Section Evaluation Matrix North Hamilton Crossing (NHX) • PID 115755			
CATEGORY	NO BUILD ALTERNATIVE	NW WASHINGTON CROSSING	GORDON/RHEA CROSSING
PURPOSE & NEED			
Meets Primary and Secondary Needs	Does not meet Primary and Secondary Needs	Meets Primary and Secondary Needs	Meets Primary and Secondary Needs
CULTURAL RESOURCES			
NRHP-Listed Sites and Districts	N/A	None	None
NRHP-Recommended Eligible Sites	N/A	None	None
SECTION 4(F)/6(F) SITES			
Section 4(f)/6(f) Recreational Sites	N/A	Combs Park (dissects park, Great Miami River Water Trail (minimal impacts)	Beltline Trail (minimal impacts), Great Miami River Trail (minimal impacts), Great Miami River Water Trail (minimal impacts)
ECOLOGICAL RESOURCES			
Stream & Wetland Impacts	N/A	Great Miami River (~600 linear feet) unnamed stream (~60 linear feet) < 1 ac wetland impact	Great Miami River (~490 linear feet) no wetland impacts
Mussel Population Impacts	N/A	Freshwater mussels present (6 species) Further study and relocation required	Freshwater mussels present (8 species) Further study and relocation required
Suitable Wooded Habitat (SWH) for Listed Bat Species	N/A	8-10 acres of tree clearing & Potential Maternity Roost Trees impacted	<0.5 acre of tree clearing No Potential Maternity Roost Trees impacted
FLOODPLAINS AND FLOODWAY			
100-year Floodplain and Floodway Impacts	N/A	<5 acres impact to 100-year floodplain <5 acres impact to Great Miami River floodway	<0.5 acre impact to 100-year floodplain <5 acres impact to Great Miami River floodway
HAZARDOUS MATERIALS			
Regulated Materials Review	N/A	None	4 sites that require further RMR action
DRINKING WATER RESOURCES			
Sole-Source Aquifer	N/A	Crosses the Greater Miami Sole Source Aquifer	Crosses the Greater Miami Sole Source Aquifer
COMMUNITY RESOURCES AND LAND USE			
Farmland Impacts	N/A	None	None
Markets/Grocery Stores	N/A	None	Adjacent to Riverview Food Mart
Schools	N/A	None	None
Houses of Worship	N/A	None	None
Community Cohesion	N/A	No impacts to community cohesion	No impacts to community cohesion
Minority/Low-Income Populations Impacts	N/A	No displacements of Minority and/or Low-Income Populations	No displacements of Minority and/or Low-Income Populations
RIGHT-OF-WAY			
Residential Relocations	N/A	0	0
Commercial Relocations	N/A	0	0
ENGINEERING CONSIDERATIONS			
Alternative Length (mi)	N/A	0.32	0.32
Design Speed (mph)	N/A	35	35
Design Considerations	Black Street Bridge is >100 years old and will require replacement or closure to vehicular traffic	Bridge structure would be an additional 200' long	Requires 140' of 2'-8" tall retaining wall
Number of New Structures	N/A	1 (Bridge over Great Miami River)	1 (Bridge over Great Miami River)
Major Utility Relocations and/or Issues	N/A	None	Requires relocation of overhead electric transmission lines West roundabout is near underground electric lines Proposed bridge pier crosses Great Miami River in vicinity of existing sanitary sewer East roundabout close to electric substation
TRAFFIC/MAINTENANCE OF TRAFFIC CONSIDERATIONS			
SR 129 Daily Traffic Diversion	None	8% to 13%	10% to 21%
Safety Improvements	None	New sidewalks and shared use paths will improve bicyclist and pedestrian safety	New sidewalks and shared use paths will improve bicyclist and pedestrian safety
Maintenance of Traffic Concerns	None	None	Construction of roundabouts may require temporary closures of North B St and SR 127
PRELIMINARY COST ESTIMATES			
Preliminary Construction Costs	N/A	\$45-\$50 million	\$35-\$40 million
CONCLUSION			
Recommendation	Not Recommended	Not Recommended	Recommended

(Click [here](#) to view a high-resolution image of this chart)

RECOMMENDATION: GORDON/RHEA CROSSING

Based on the findings of studies conducted, public input received to date, and the considerations outlined above, the City of Hamilton and BCTID recommend advancing the Gordon/Rhea Crossing as the preferred route for the West Section of the NHX project area. **This recommendation is subject to ODOT and public review and may be modified based on input received. No final decisions have been made at this time.**

Primary reasons that the Gordon/Rhea Crossing is preferred for the West Section include:

- It minimizes environmental impacts
- It better meets traffic demands
- It is less costly

QUESTIONS

Considering the discussion above, which connection would you prefer for the West Section of the NHX project?



Closed to responses| 65 Responses

How much do you agree with selecting the Gordon/Rhea Crossing as the preferred route for the West Section of the NHX project?



Closed to responses| 79 Responses

If you Disagree or Strongly Disagree, why? (choose up to three)



Closed to responses| 45 Responses

OPTIONAL: Use this space to share any additional comments you may have regarding the West Section alternatives.

Closed for Comments

It seems to me that the Gordon/Rhea bridge will create a traffic bottleneck when Spooky Nook has events due to its immediate connection with Spooky Nook. I can envision traffic backed up in the roundabout and blocking northbound B St traffic. If the bridge is at Washington Blv... [See More](#)

one month ago

[Reply](#) [5 Agree](#)

A STRAIGHT SHOT FROM N.W. WASHINGTON PAST FAIRGROUNDS TO 4 LANE 129 PAST ELECTIONS OFFICE WOULD BE A MORE COSMOPOLITAN OPTION" THEY ARE GOING TO GET TO SPOOKY NOOK ANY WAY". AS AFAR AS THE COMBS PARK, IT WILL GET MORE USE LIKE THE PARK THAT WAS SPLIT ON WEST SIDE WASHINGTON BLVD... [See More](#)

one month ago

[Reply](#) [4 Agree](#)

Spooky Nook traffic along with normal peak times (8am and 5pm) should be a major consideration in the decision matrix. If Spooky Nook continues to grow, the problem will only continue to be exacerbated.

one month ago

[Reply](#) [2 Agree](#)

Gordon/Rhea option: I like all the roundabouts, but do share some concern about traffic backing up through the one nearest to Spooky Nook during large events. But perhaps proper traffic control during those events and the inclusion of the westbound to northbound slip lane will he... [See More](#)

one month ago

[Reply](#) [2 Agree](#)

I agree with the possible bottleneck. Traffic diversion to another traffic problem wouldn't solve the issue. It wouldn't help in giving optional route choices.

one month ago

[Reply](#) [1 Agree](#)

The Northwest Washington Crossing will be better for moving thru traffic from the east side to the west side of the city. High Street seems to be serving this purpose at the moment, but the street fails at being an efficient west-to-east corridor while also failing to provide dec... [See More](#)

11 days ago

[Reply](#) [1 Agree](#)

Non

17 days ago [Reply](#) [1 Agree](#)

Quick connection to NW Washington seems like a very obvious choice for schools, businesses and creating a main thoroughfare on the northern & western sides of our city.

22 days ago

[Reply](#) [1 Agree](#)

Na

26 days ago [Reply](#) [1 Agree](#)

Too close to Spook Nook which is already congested and doesn't address the mess on Mail street every day

26 days ago

[Reply](#) [1 Agree](#)

NW Washington Crossing: I agree with some of the other comments about diverting traffic away from Hamilton's core, but this option would not benefit cyclists or pedestrians and would ruin Combs park. Adding pedestrian/cyclist improvements to Black Street bridge would make this op... [See More](#)

28 days ago

[Reply](#) [1 Agree](#)

Na

29 days ago [Reply](#) [1 Agree](#)

The Washington Blvd route would spread out traffic more

29 days ago

[Reply](#) [1 Agree](#)

Going directly through the DORA areas in Hamilton with a new road may not be advisable this could also cause bottlenecking.

one month ago

[Reply](#) [1 Agree](#)

Public safety to walkers and bikers with the roundabout so close to Spooky Nook would be a concern to me. Pedestrians should have the thru traffic diverted away from them.

one month ago

[Reply](#) [1 Agree](#)

none

one month ago [Reply](#) [1 Agree](#)

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CENTRAL SECTION

The Central Section of the NHX project focuses on reducing congestion and improving mobility in northeastern Hamilton by a new travel route between US 127 and SR 4. The Central Section of the project also includes a new overpass at the CSX railroad.

Based on the recommendations of the Feasibility Study, several route options through the Central Section of the study area were advanced for further analysis. These include the Miami Street Connection, North 9th Street Connection and Vine Street Connection. A connection that follows a portion of Joe Nuxhall Boulevard was added after the Feasibility Study was completed, based on comments received during the public input process.

Descriptions of the alternatives are detailed in the following section and any modifications made to the alternatives since the Feasibility Study are discussed below.

MIAMI STREET CONNECTION

Initially part of Alternative ABE/EBE in the Feasibility Study, the Miami Street Connection begins at US 127 just north of the hydraulic dam, then continues southeast, bridges over the CSX railroad and travels across the southwest corner of the Bonham Farm and across the canal. From there, it travels through LJ Smith Park to connect with Miami Street at Joe Nuxhall Boulevard and then follows Miami to Heaton Street. The route continues southeast to a new intersection with SR 4 located just south of the fire station where it connects with Gilmore Avenue and follows it to North Fair Avenue.



(Click [here](#) to view a larger, high-resolution image of this map)

Miami Street Connection Pros and Cons

Considerations for the Miami Street Connection include the following Pros and Cons:

PROS	CONS
- Avoids impacts to Chem-Dyne property - Requires fewer (<5) business relocations	- Requires more (\$5-65) residential relocations - Less effective at pulling traffic from SR 129 - Bisects L.J. Smith Park, impacting up to five acres, separates splashpad and impacts baseball diamonds and structures - Impacts large areas of active farmland (>20 acres) - Impacts large areas within the 100-year floodplain (>20 acres) - Greater ecological impacts (streams, wetlands, forested land) - Requires a new bridge structure over hydraulic canal - Redirects traffic through the North End neighborhood - More costly to construct (\$55 - \$60M)

NORTH 9TH STREET CONNECTION

The North 9th Street Connection is similar to the Miami Street Connection, but instead of following Miami, it travels along the west side of LJ Smith Park to connect with North 9th Street at Joe Nuxhall Boulevard. The route continues along Heaton Street through a new connection located between North 9th Street and North 10th Street and continues east to a new intersection with SR 4 located just south of the fire station. It then crosses SR 4 to connect with Gilmore Avenue and follows it to North Fair Avenue.

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North 9th Street Connection Pros and Cons

Considerations for the North 9th Street Connection include the following Pros and Cons:

PROS	CONS
- Requires fewest (45-55) residential relocations - Requires fewer (<5) business relocations	- Less effective at pulling traffic from SR 129 - Impacts required on Chem-Dyne property - Bisects L.J. Smith Park, impacting up to five acres, including baseball diamonds and structures - Impacts large areas of active farmland (>20 acres) - Impacts large areas within the 100-year floodplain (>20 acres) - Greater ecological impacts (streams, wetlands, forested land) - Requires a new bridge structure over hydraulic canal - Redirects traffic through the North End neighborhood - Impacts Hose House No. 5 (recommended eligible for the National Register of Historic Places) - Most costly to construct (\$60 - \$65M)

VINE STREET CONNECTION

The Vine Street Connection begins at US 127 across from the Cohen Recycling Center, crosses over the CSX railroad tracks and turns southeast across Vine Street to connect with Heaton Street in the North 7th Street area. At Heaton and North 11th Street, the route follows a new, short connection to SR 4, just south of the fire station. It then crosses the street to connect with Gilmore Avenue and follows Gilmore to North Fair Avenue.



(Click [here](#) to view a larger, high-resolution image of this map)

Vine Street Connection Pros and Cons

Considerations for the Vine Street Connection include the following Pros and Cons:

PROS	CONS
- More effective at pulling traffic from SR 129 - Avoids impacts to Chem-Dyne property - Avoids impacts to L.J. Smith Park - Avoids impacts to farmland, floodplain - Fewer ecological impacts (streams, wetlands, forested land) - Avoids need for additional structure over hydraulic canal - Less costly to construct (\$30-\$35M)	- Requires more (55-65) residential relocations - Requires most (10-15) business relocations - Impacts Moser Park - Grading work for railroad overpass will result in the need for pedestrians and vehicles to use alternate routes to access the roadway and nearby properties.

Vine Street Connection Modifications from Feasibility Study

Since the publication of the Feasibility Study, the following modifications were made to the Vine Street Connection:

- Shifted the alignment slightly north to follow Heaton to approximately 7th Street instead of 8th Street. This change avoids impacts to German Village, avoids the relocation of businesses near the railroad crossing and reduces the number of residential relocations.
- The initial proposed alignment that extended the road from North 8th across Greenwood Avenue to Heaton Street was shifted southwest to avoid the Stone Tavern and Minnick's Drive-Thru.

JOE NUXHALL CONNECTION (New alternative since the Feasibility Study)

This connection was developed after the Feasibility Study was completed in response to comments received. It starts on US 127 across from the Cohen Recycling Center, bridges over the CSX railroad and roughly follows Joe Nuxhall Boulevard before turning southeast on North 9th Street. From there, it briefly follows Heaton Street between North 9th Street and North 10th Street. At North 11th Street, it turns southeast to cross SR 4 just south of the fire station, travels through the Butler County Educational Service Center's parking lot to connect with Gilmore Avenue and follows Gilmore to North Fair Avenue.



(Click [here](#) to view a larger, high-resolution image of this map)

Joe Nuxhall Connection Pros and Cons

Considerations for the Joe Nuxhall Connection include the following Pros and Cons:

PROS	CONS
• More effective at pulling traffic from SR 129 • Avoids impacts to farmland, floodplain • Fewer ecological impacts (streams, wetlands, forested land) • Avoids need for additional structure over hydraulic canal • Least costly to construct (\$25-\$30M)	• Requires more (5-10) business relocations • Impacts required on Chem-Dyne property • Redirects traffic through the North End neighborhood • Impacts Hose House No. 5 (recommended eligible for the National Register of Historic Places)

EVALUATION MATRIX

The chart below shows more detail about how the alternatives in the Central Section compare with one another. Green indicates issues of low concern; yellow is of moderate concern; red identifies issues of higher concern.

Central Section Evaluation Matrix

North Hamilton Crossing (NHX) • PID 115755

CATEGORY	NO BUILD ALT	MIAMI ST	NORTH 9TH ST	VINE ST	JOE NUXHALL
PURPOSE AND NEED					
Meets Primary and Secondary Needs	Does not meet Primary or Secondary Needs	Meets Primary and Secondary Needs	Meets Primary and Secondary Needs	Meets Primary and Secondary Needs	Meets Primary and Secondary Needs
CULTURAL RESOURCES					
NRHP-Listed Sites and Districts	N/A	Adjacent to Greenwood Cemetery Potential for minor impact to property No graves, monuments or other features impacted	Adjacent to Greenwood Cemetery Potential for minor impact to property No graves, monuments or other features impacted	Adjacent to Greenwood Cemetery Potential for minor impact to property No graves, monuments or other features impacted	Adjacent to Greenwood Cemetery Potential for minor impact to property No graves, monuments or other features impacted
NRHP-Recommended Eligible Sites	N/A	None	Hose House #5 impacted	None	Hose House #5 impacted
SECTION 4(f)/6(f) SITES					
Section 4(f)/6(f) Recreational Sites	N/A	*Fairwood Elementary School (minimal impacts) Great Miami River Trail (minimal impacts) LJ Smith Park (bisection park)	*Fairwood Elementary School (minimal impacts) Great Miami River Trail (minimal impacts) LJ Smith Park (bisection park)	*Fairwood Elementary School (minimal impacts) Great Miami River Trail (minimal impacts) Moser Park (Impacts to structure)	*Fairwood Elementary School (minimal impacts) Great Miami River Trail (minimal impacts)
ECOLOGICAL RESOURCES					
Stream & Wetland Impacts	N/A	Hydraulic Canal (~450 linear feet) No wetland impacts	Hydraulic Canal (~450 linear feet) No wetland impacts	No stream or wetland impacts	No stream or wetland impacts
Mussel Population Impacts	N/A	Freshwater mussels present (7 species) Further study and relocation required	Freshwater mussels present (7 species) Further study and relocation required	No impacts to freshwater mussels	No impacts to freshwater mussels
Suitable Wooded Habitat (SWH) for Listed Bat Species	N/A	3-4 acres of tree clearing No Potential Maternity Roost Trees impacted	3-4 acres of tree clearing No Potential Maternity Roost Trees impacted	<1 acre of tree clearing No Potential Maternity Roost Trees impacted	<1 acre of tree clearing No Potential Maternity Roost Trees impacted
FLOODPLAINS AND FLOODWAY					
100-year Floodplain and Floodway Impacts	N/A	>20 acres impact to 100-year floodplain No impacts to floodway	>20 acres impact to 100-year floodplain No impacts to floodway	No impacts to floodplain/floodway	No impacts to floodplain/floodway
HAZARDOUS MATERIALS					
Regulated Materials Review (RMR)	N/A	7 sites require further RMR action Minimal property impacts at Chem-Dyne Site	6 sites require further RMR action Minimal property impacts at Chem-Dyne Site	9 sites require further RMR action	8 sites require further RMR action Minimal property impacts at Chem-Dyne Site
DRINKING WATER RESOURCES					
Sole-Source Aquifer	N/A	Crosses the Greater Miami Sole Source Aquifer	Crosses the Greater Miami Sole Source Aquifer	Crosses the Greater Miami Sole Source Aquifer	Crosses the Greater Miami Sole Source Aquifer
COMMUNITY RESOURCES AND LAND USE					
Farmland Impacts	N/A	>20 acres farmland impacts	>20 acres farmland impacts	No impacts to farmland	No impacts to farmland
Markets/Grocery Stores	N/A	One block east of North End Market Additional traffic between eastern portion of North End and Market	One block east of North End Market Additional traffic between eastern portion of North End and Market	Increases walking distance to Food Town for residents north of Vine Street Impacts to Minnick's Drive Thru	One block east of North End Market Additional traffic between eastern portion of North End and Market
Schools	N/A	Minimal right-of-way impacts to Fairwood Elementary School (no facilities impacted)	Minimal right-of-way impacts to Fairwood Elementary School (no facilities impacted)	Minimal right-of-way impacts to Fairwood Elementary School (no facilities impacted)	Minimal right-of-way impacts to Fairwood Elementary School (no facilities impacted)
Houses of Worship	N/A	None	None	Increases walking distance to Friendship United Baptist Church for residents south of new alignment Increases walking distance to the Hamilton Christian Family Center for residents north of new alignment	None
Community Cohesion	N/A	Bisection North End neighborhood isolates residences south of Heaton and west of N 11th St	Bisection North End neighborhood	Isolates area north of Heaton and south of new Vine Connection from surrounding neighborhood Uses Heaton corridor (already a significant transportation route)	Bisection North End neighborhood
Minority/Low-Income Populations Impacts	N/A	Displacements of Minority and/or Low-Income Populations	Displacements of Minority and/or Low-Income Populations	Displacements of Minority and/or Low-Income Populations	Displacements of Minority and/or Low-Income Populations

*Fairwood Elementary School is potential Section 4(f). Coordination with the Official With Jurisdiction (OWJ) is required to determine if the school meets criteria for Section 4(f) protection.

Central Section Evaluation Matrix North Hamilton Crossing (NHX) • PID 115755					
CATEGORY	NO BUILD ALT	MIAMI ST	NORTH 9TH ST	VINE ST	JOE NUXHALL
RIGHT OF WAY					
Residential Relocations	N/A	50-65	45-65	55-65	50-65
Commercial Relocations	N/A	45	45	40-45	5-10
ENGINEERING CONSIDERATIONS					
Alternative Length (mi)	N/A	1.35	1.42	1.05	1.12
Design Speed (mph)	N/A	35	35	35	35
Design Considerations	N/A	Requires steep grade between US 127 and railroad Fill required in areas near Chem-Dyne - excavation to be avoided where possible Requires construction in close to buildings Requires 150' of 2'-3' tall retaining wall Shared use path requires a reduced width to avoid impacts to cemetery intersection design at N Fair Ave T&D by future study	Requires steep grade between US 127 and railroad Fill required in areas near Chem-Dyne - excavation to be avoided where possible Requires construction in close to buildings Requires 150' of 2'-3' tall retaining wall Shared use path requires a reduced width to avoid impacts to cemetery intersection design at N Fair Ave T&D by future study	Requires steep grade between US 127 and railroad Requires raising profile of Heaton Ave by 1'-3' Requires construction in close to buildings Requires 150' of 2'-3' tall retaining wall Shared use path requires a reduced width to avoid impacts to cemetery intersection design at N Fair Ave T&D by future study	Requires steep grade between US 127 and railroad Fill required in areas near Chem-Dyne - excavation to be avoided where possible Requires construction in close to buildings Requires 150' of 2'-3' tall retaining wall Shared use path requires a reduced width to avoid impacts to cemetery intersection design at N Fair Ave T&D by future study
Number of New Structures	N/A	2 (railroad overpass & hydraulic canal crossing)	2 (railroad overpass & hydraulic canal crossing)	1 (railroad overpass)	1 (railroad overpass)
Major Utility Relocations and/or Issues	N/A	Potential electric substation impacts at US 127 Coordination and FERC Permit modification required for crossing of hydraulic canal due to hydroelectric plant	Potential electric substation impacts at US 127 Coordination and FERC Permit modification required for crossing of hydraulic canal due to hydroelectric plant	No significant issues	No significant issues
TRAFFIC/MAINTENANCE OF TRAFFIC CONSIDERATIONS					
SR 129 Daily Traffic Diversion	None	8% to 10%	8% to 10%	13% to 21%	13% to 21%
Safety Improvements	None	At-grade rail crossing at Heaton Street to be replaced by overpass Dedicated bicycle and pedestrian facilities to be constructed	At-grade rail crossing at Heaton Street to be replaced by overpass Dedicated bicycle and pedestrian facilities to be constructed	At-grade rail crossing at Heaton Street to be replaced by overpass Dedicated bicycle and pedestrian facilities to be constructed	At-grade rail crossing at Heaton Street to be replaced by overpass Dedicated bicycle and pedestrian facilities to be constructed
Maintenance of Traffic Concerns	N/A	No major maintenance of traffic concerns	No major maintenance of traffic concerns	Heaton Street to be temporarily closed during construction	No major maintenance of traffic concerns
PRELIMINARY COST ESTIMATES					
Preliminary Construction Costs	N/A	\$55-\$60 million	\$60-\$65 million	\$30-\$35 million	\$25-\$30 million
CONCLUSION					
Recommendation	Not Recommended	Not Recommended	Not Recommended	Recommended	Not Recommended

(Click [here](#) to view a high-resolution image of this chart)

RECOMMENDATION: VINE STREET CONNECTION

Based on the findings of studies conducted, input gathered thus far and the considerations outlined above, the City of Hamilton and BCTID recommend advancing the Vine Street Connection as the preferred route through the Central Section of the NHX project area. **This recommendation is subject to ODOT and public review and may be modified based on input received. No final decisions have been made at this time.**

Primary reasons leading to this recommendation are that the Vine Street Connection:

- Avoids impacts to L.J. Smith Park, Chem-Dyne, historic properties, and the hydraulic canal
- Better meets traffic demands
- Maintains traffic within an existing higher traffic corridor (Heaton Street)

QUESTIONS

Considering the discussion above, which connection would you prefer for the Central Section of the NHX project?

Vine Street Connection	57%
Joe Nuxhall Connection	19%
Miami Street Connection	17%
North 9th Street Connection	6%

Closed to responses| 47 Responses

How much do you agree with selecting the Vine Street Connection as the preferred route through the Central Section of the NHX project?

Not Sure	38%
Agree	28%
Strongly Agree	18%
Disagree	11%
Strongly Disagree	5%

Closed to responses| 61 Responses

If you Disagree or Strongly Disagree, why? (choose up to three)

Not applicable	41%	I'm not convinced that the Vine Street Connection will make travel in the area easier and/or safer	19%
One of the other routes is a better option	19%	I'm concerned my home might be affected	15%
I dislike all of the proposed options	11%	I'm concerned that places I go to in the area might be affected	7%
Other	7%	I'm concerned that my business/place of employment might be affected	4%
The Vine Street Connection isn't convenient for me	4%		

Closed to responses| 27 Responses

OPTIONAL: Use this space to share any additional comments you may have regarding the Central Section alternatives.

Closed for Comments

All of the proposals share a 35 mph design speed limit which is not a realistic speed limit for the way drivers will behave on a road of that design. This creates safety risks for pedestrians, cyclists, and the homeowners on the new roadway. Part of the reason I prefer the Joe Nu... See More

28 days ago

↩ Reply ① 1 Agree

I couldn't agree more, people will fly down this road if it's 4 lanes wide, and I guarantee it kills somebody within a year of completion.

11 days ago

① Agree

Avoid touching Bonham's farm

26 days ago

↩ Reply ① Agree

none

one month ago

↩ Reply ① Agree

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EAST SECTION

The East Section of the NHX project will provide a new connection between SR 4 and SR 129. One route alternative was advanced from the Feasibility Study and is described below.

EAST CONNECTION

The East Connection would start at North Fair Avenue across from Gilmore Avenue, then run east between the Butler County Fairgrounds and Butler County Children Services/Juvenile Detention Center properties before turning southeast. Once past the Humane Society, the road would turn south and cross Princeton Road to connect with SR 129 via Hampshire Drive.



(Click [here](#) to view a high-resolution image of this map)

East Connection Pros and Cons

Considerations for the East Connection includes the following Pros and Cons:

PROS

- Improves traffic on SR 129 compared to the no build
- Traffic benefits anticipated by removing through traffic from SR 129 to SR 4 on N Fair Ave in front of Garfield Middle School and Fairwood Elementary
- Avoids impacts to farmland, floodplain, parks and trails
- No business or residential relocations are necessary
- Addresses congestion issues at the intersection of Princeton Road and Hampshire Drive

CONS

- Will have ecological impacts (streams, wetlands, forested land)
- Travels along the southern boundary of the Butler County Fairgrounds where some physical and proximity impacts are expected

Modifications from Feasibility Study

Since the publication of the Feasibility Study, the following modifications were made to the East Connection:

- There are two intersection types under consideration at North Fair Avenue: a roundabout and a traditional intersection.
- The intersection design proposed at Princeton Road and Hampshire Drive was changed to a peanut roundabout. This new configuration avoids impacts to the Princeton Square Apartments which would have required 32 residential relocations. The East Connection no longer has any proposed relocations.

EVALUATION MATRIX

The chart below shows more detail about how the alternatives for the East Section compare with one another. Green indicates issues of low concern; yellow is of moderate concern; red identifies issues of higher concern.

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East Section Evaluation Matrix North Hamilton Crossing (NHX) • PID 115755

CATEGORY	NO BUILD ALTERNATIVE	EAST CONNECTION
PURPOSE & NEED		
Meets Primary and Secondary Needs	Does not meet Primary and Secondary Needs	Meets Primary and Secondary Needs
CULTURAL RESOURCES		
NRHP-Listed Sites and Districts	N/A	None
NRHP-Recommended Eligible Sites	N/A	None
SECTION 4(F)/6(F) SITES		
Section 4(F)/6(F) Recreational Sites	N/A	None
ECOLOGICAL RESOURCES		
Stream & Wetland Impacts	N/A	No stream impacts, <0.5 ac wetland impact
Muskrat Population Impacts	N/A	None
Suitable Wooded Habitat (SWH) for Listed Bat Species	N/A	4-6 acres of tree clearing No Potential Maternity Roost Trees Impacted
FLOODPLAINS AND FLOODWAY		
100-year Floodplain and Floodway Impacts	N/A	None
HAZARDOUS MATERIALS		
Regulated Materials Review	N/A	None
DRINKING WATER RESOURCES		
Sole-Source Aquifer	N/A	Crosses the Greater Miami Sole Source Aquifer
COMMUNITY RESOURCES AND LAND USE		
Farmland Impacts	N/A	None
Markets/Grocery Stores	N/A	None
Schools	N/A	Traffic benefits anticipated by removing through traffic from SR 129 to SR 4 on N Fair Ave at Garfield Middle School and Fairwood Elementary
Houses of Worship	N/A	None
Community Cohesion	N/A	No impacts to community cohesion
Minority/Low-Income Populations Impacts	N/A	No displacements of minority and/or low-income populations
RIGHT-OF-WAY		
Residential Relocations	N/A	0
Commercial Relocations	N/A	0
ENGINEERING CONSIDERATIONS		
Alternative Length (mi)	N/A	0.89
Design Speed (mph)	N/A	35
Design Considerations	N/A	Intersection design at N Fair Ave to be determined in future study New roadway would have steep grades near Soprumer Recovery Services Impacts to driveways and parking lot at Soprumer Recovery Services
Number of New Structures	N/A	None
Major Utility Relocations and/or Issues	N/A	No significant issues
TRAFFIC/MAINTENANCE OF TRAFFIC CONSIDERATIONS		
SR 129 Daily Traffic Diversion	None	8% to 21%
Safety Improvements	None	New sidewalks and shared use paths will improve bicyclist and pedestrian safety
Maintenance of Traffic Concerns	N/A	Construction of peanut roundabout requires temporary closure of Princeton Rd
PRELIMINARY COST ESTIMATES		
Preliminary Construction Costs	N/A	\$15-\$20 million
CONCLUSION		
Recommendation	Not recommended	Recommended

please visit ODOT's NEPA Assignment Portal by clicking [here](#).

(Click [here](#) to view a high-resolution image of this chart)

RECOMMENDATION: EAST CONNECTION

Based on the findings of studies conducted, input gathered thus far and the considerations outlined above, the City of Hamilton and BCTID recommend advancing the route described above as the preferred route through the East Section of the NHX project area. **This recommendation is subject to ODOT and public review and may be modified based on input received. No final decisions have been made at this time.**

Primary reasons leading to this recommendation include:

- The East Connection improves traffic on SR 129 compared to the no build
- The East Connection addresses congestion issues at the intersection of Princeton Road and Hampshire Drive
- Traffic benefits anticipated by removing through traffic from SR 129 to SR 4 on North Fair Avenue in front of Garfield Middle School and Fairwood Elementary

QUESTIONS

How much do you agree with selecting the East Connection as the preferred route through the East Section of the NHX project?

Strongly Agree	35%
Agree	32%
Not Sure	20%
Disagree	8%
Strongly Disagree	5%

Closed to responses! 60 Responses

If you Disagree or Strongly Disagree, why? (choose up to three)

Not applicable	63%	I'm not convinced that the East Connection will make travel in the area easier and/or safer	26%
I'm concerned my home might be affected	11%	The East Connection isn't convenient for me	11%
I'm concerned that places I go to in the area might be affected	5%	I dislike the proposed alternative	5%
Other	5%	I'm concerned that my business/place of employment might be affected	0%

Closed to responses | 19 Responses

OPTIONAL: Use this space to share any additional comments you may have regarding the East Connection.

Closed for Comments

I absolutely love the roundabout at Hampshire Dr, a constant bottleneck in either direction.

one month ago

↩ Reply 2 Agree

Love the use of the peanut roundabout here! And this connection makes all the sense, but agree that Princeton Rd. needs to be improved - that thing is so dangerous east of Hampshire for all modes and this connection will only make it worse. Improvements at the intersection with 1... See More

one month ago

↩ Reply 1 Agree

Princeton rd and Hampshire drive is a nightmare with traffic to begin with. There is no way that area could handle more traffic without widening Hampshire and Princeton. And 129 at Hampshire is already terrible for accidents with out the additional traffic.

one month ago

↩ Reply 1 Agree

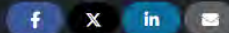
THIS IS MORE OF A CONNECTORE BRINGS EAST TOWET AND VISAVERSA

one month ago

↩ Reply Agree

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RECOMMENDED PREFERRED ALTERNATIVE

As discussed on the previous tabs, we're currently recommending that the following connections be advanced as preferred routes within NHX's three sections:

- West Section** – Gordon/Rhea Crossing (south river crossing)
- Central Section** – Vine Street Connection
- East Section** – East Connection

The map below shows how these three pieces would connect to form the Recommended Preferred Alternative for the North Hamilton Crossing.



(Click [here](#) to view a high-resolution version of the map)

At this time, these preliminary recommendations are being shared with the public for review. Once the public comment period is over on August 8, 2025, the City and BCTID, working in coordination with ODOT, will determine if any further modifications of the alignments are needed.

Environmental Assessment

Over the next several months, we will be preparing an Environmental Assessment (EA) in compliance with the National Environmental Policy Act (NEPA) and other federal environmental statutes and regulations. The EA will:

- Document the studies completed and their findings
- Identify measures to be taken to minimize impacts
- Summarize comments received from the public
- Formally submit the Recommended Preferred Alternative for approval

The Draft EA will be reviewed by ODOT, then sent to state and federal regulatory agencies (such as the US Army Corps of Engineers, US Fish and Wildlife Service, Ohio State Historic Preservation Office, Ohio Department of Natural Resources, etc.) for review in early 2026. The Draft EA will also be made available to the public for review. A formal Public Hearing will be held several weeks later to gather additional community input. All input received will be considered before a determination is made on whether or not to accept the EA's recommendations for a Preferred Alternative. This determination is expected next summer.

If the EA is approved, no further environmental review is required and the project will advance to the next stages of development, pending the availability of funding. If the EA is not approved, additional environmental studies would be required.

Project Development Milestones Summer 2025 – Summer 2026

2025

Public Review Of Recommendations (45 days)
Summer 2025

Response to Public Comments
Fall 2025

Prepare Environmental Assessment (EA)
Summer/Fall 2025

2026

Regulatory Agency & Public Review of EA
Early 2026

Public Hearing on EA
Early 2026

Response to Public Comments
Spring 2026

National Environmental Policy Act (NEPA) Decision
Summer 2026

PHASING & TIMING

The NHX project will be built in phases, section by section. Timing depends on the availability of funding.

It is anticipated that the project will be constructed from west to east, with the West Section, including the new bridge over the Great Miami River, being constructed first. The West Section is anticipated to be built first due to the condition of the 100-year-old Black Street Bridge. Before the new bridge can be constructed, however, funding needs to be secured for completing detailed engineering, relocating utilities and obtaining the necessary right-of-way. These activities will take

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between three and five years to complete. It will take another several years to construct the new bridge. While right-of-way acquisitions will be needed for the West Section of the project, no relocations will be necessary.

A concept of the proposed new NHX bridge across the Great Miami River.



(Click image to enlarge)

Timing for the Central and East Sections is undetermined and depends on the availability of funding. Once funding is obtained for these sections, additional detailed engineering design, property acquisition, utility relocation and construction activities can begin. These activities could take between three and five years for each section.

FUNDING

Planning and building the NHX in its entirety is expected to be a long-term process. Due to its size and magnitude of cost, the project will likely not be completely funded at once. Instead, funding will come from a combination of federal and local resources over multiple years. Although we expect work to progress primarily from west to east, we will pursue funding opportunities for all parts of the project as different funding opportunities become available. At times, this could shift the order in which some elements of the project are built.

The funding we currently have will allow us to complete the Environmental Assessment process for the NHX project, as well as designs for the river crossing and construction of NW Washington Roundabouts Project (PID 120771). We are also actively pursuing a series of grants that will allow us to move forward with work on the West Section of the project. We expect to pursue funding for the Central and East Sections of the project later on in the process.

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RIGHT OF WAY & RELOCATION

The NHX is planned to be a boulevard-type roadway with two lanes of traffic in each direction, a landscaped median and sidewalks, and as such, it will be wider than current roads in the area and require more space. Most of the properties along the corridor are privately owned and the amount of land required will vary property by property.

Right of Way Acquisition vs. Relocation

To gain the space needed, the BCTID could purchase an easement on your property, buy a portion of your property, or a combination of the two. An easement is an agreement to use a portion of your property to support the road (or sidewalk, shared use path, etc.), but ownership remains with you, the property owner. If a purchase is made, the impacted area of your property would change ownership to the BCTID. The exact needs of the NHX project are not known at this time.

If the property needed includes buildings or if the entire property is needed, residents or businesses on the property may need to move to another location. The BCTID will engage an independent team of property acquisition experts to help guide property owners and occupants through the process of selling their property, finding a new place and settling in.

Relocation Frequently Asked Questions (FAQs)

Although the timing for any needed relocations is not yet determined, we know there are a lot of questions. Following are answers to some of the questions we hear most often.

When will I know if my property will be affected?

We will be able to provide an update with more clarity about which properties will be affected next summer.

While we have now completed most of our environmental and engineering studies and have identified a recommended route, this route has not yet been approved. Therefore, property impacts are still subject to change based on the remaining studies and input received from the public and regulatory agencies. ODOT won't issue a decision on the recommended route until after the Environmental Assessment (EA)* document is completed and a public hearing has been held. We expect to receive that decision next summer. If the recommended route is approved, the City and the BCTID will move the project forward in phases as funding sources are identified and funds are awarded. Affected property owners will be notified when funding has been awarded for the portion of the project in their area.

* The Environmental Assessment formally documents studies completed to date and their findings. It also identifies efforts that would be taken to minimize impacts, summarizes public comments, and formally submits the Recommended Preferred Alternative for approval.

When will I need to move?

The timeframe before anyone needs to move has not yet been determined. The NHX will be built in phases based on available funding. We currently plan to build the West Section first. Although the West Section will require some right-of-way acquisition, relocations won't be necessary for this section of the project.

Construction of the Central and East sections of the project is dependent on funding availability. Once funding has been awarded for one of the sections (or for part of a section), the BCTID will notify affected property owners that work has been funded, and the design process will soon begin. It typically takes two to four years to complete this process before right-of-way is purchased and relocations would occur.

Where am I going to go?

You may choose to move away, or you may prefer to stay in the area. **If you do stay, we'll help you find a new home or location for your business that's equal to or better than what you have at the time of acquisition.** A property acquisition team will work closely with you every step of the way - from property negotiations to moving in - to help smooth the process for you as much as possible. This will be the same process we used when relocating residents for the South Hamilton Crossing project.

Right now, we're looking into ways we can help keep more residents in the neighborhood. Options include moving into existing houses and renovating outdated homes. Another idea we're exploring is building new housing - single and/or multi-family - on vacant lots throughout the area. We're looking into the possibility of subsidizing the costs of these new homes to make them affordable for relocated families and individuals. We still have a lot of questions that need to be answered, but first, we want to know if people are interested in this concept. You can tell us your thoughts by answering the questions below.

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If you need to move because of the project, how interested are you in staying in the same neighborhood?

This will not affect me	72%	Not Sure	12%
Very interested	7%	Not interested at all	5%
Somewhat interested	2%	Not really interested	2%

Closed to responses| 43 Responses

If you want to stay in your current neighborhood, tell us what type of property you are most interested in: (choose all that apply)

New housing built on vacant property	64%
Existing housing that's ready to move in	43%
Renovated housing	43%

Closed to responses| 14 Responses

How will the amount I get for my property/home be determined?

If we need to purchase your property, we will bring in an independent, licensed real estate appraiser to determine a fair market value of your property and any structures on it, including your home (the appraiser will be unaffiliated with the City or Butler County). Fair market value is the price your property would likely sell for on the open market under normal circumstances. The appraiser must consider recent sales of similar properties in the area, the condition of the property/home, its location, size, any improvements made and/or unique features. The BCTID will make you an offer for your property largely based on the appraisal amount. It's important to know that the BCTID is required by federal law to make you an offer that is fair.

What if I can't afford to move?

We will follow a federal process that makes sure you're offered a replacement home that's similar in size, quality and features to the one you have at the time of acquisition. While we can't match older construction materials or styles exactly, your new home will meet current standards and offer similar space. If the new home costs more than your current one, financial assistance will be available to cover the difference. This includes helping with higher mortgage rates or adjusting rental rates. **The housing costs for your new home won't be more than what you pay at the time of acquisition.** If you want it, you can also get assistance with moving your belongings to your new home.

What if I rent my home?

Just like property owners, renters have rights in the property acquisition process. If you have to relocate, the property acquisition team will work directly with you to explain the process and answer your questions. The team can also assist you with finding replacement housing that is equal to or better than where you are at the time of acquisition. Financial assistance will be provided if the only available rental is higher in cost than what you're paying when it's time to relocate.

Will I get help with moving my business?

Business owners will receive assistance similar to the help homeowners will receive. The property acquisition team will help guide you through the process and help find a replacement property that meets the specific needs of your business. You can also get help with coordinating your move and reestablishing your business. This will be the same process we used when relocating 12 businesses for the South Hamilton Crossing project.

Should I scrap the home improvements I was planning?

The timing for BCTID to acquire any properties has not been determined. The acquisition process typically takes two to four years to complete. Any improvements made now will be factored into the property valuation process later (but not on a dollar-for-dollar basis). With this information in hand, it's up to you to decide if your planned improvements will help keep you safe and comfortable in the meantime.

We are working to expand the [FAQ page](#) of the project website – be sure to check back often as new FAQs will be added as they arise.

Continue

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YOUR QUESTIONS AND COMMENTS ARE ALWAYS WELCOME

Public input plays a key role in developing the NHX project. Input received from the public will be used to inform decision-making.

You can share your thoughts and comments by answering the questions located on the pages of this Virtual Open House. You can also submit comments and questions through the [Contact Us](#) section of the project website. Or, you're welcome to reach out to the City and BCTID any time by email, mail or phone. Contact:

Allen Messer, Director of Engineering
City of Hamilton
345 High Street | Hamilton, OH 45011
513-785-7286 | Allen.Messer@hamilton-oh.gov

Dan Corey, Director
Butler County Transportation Improvement District
1921 Fairgrove Avenue | Hamilton, OH 45011
(513) 431-1229 | DanC@BCTID.org

OPTIONAL: Use this space to share any additional comments or questions you may have about the NHX project or the Recommended Preferred Alternative.

Closed for Comments

Thank you for this well laid out online open house!

one month ago

Reply 2 Agree

AN EAST WEST CONNETOT IS MORE THAN APPROPRIATE FOR A CITY THE SIZE OF HAMILTON. HAMILTON NEEDS TO EXPAND WEST AND EAST.

one month ago

Reply Agree

EMAIL UPDATES If you would like to receive updates about the North Hamilton Crossing project, please enter your email address below.

Closed to responses

THANK YOU FOR YOUR INPUT!



SHARE YOUR INPUT

Questions for you can be found in each tab of this Virtual Open House. If you would prefer to print out and respond to the questions in writing, click the link below.

[Printable Comment Form](#)

Completed comment forms received by August 8 will be included in the public input summary report. Forms can be sent to:

Allen Messer, P.E.
Director of Engineering
City of Hamilton
345 High Street | Hamilton, OH 45011
Allen.Messer@hamilton-oh.gov

MEETING MATERIALS

Below are materials from the June 24 Public Meeting.

- [Presentation Video](#)
- [NHX Fact Sheet](#)
- [NHX Fact Sheet \(Spanish\)](#)
- [Right of Way and Relocation Info Sheet](#)
- [Right of Way and Relocation Info Sheet \(Spanish\)](#)
- [Consulting Parties Information Sheet](#)
- [Consulting Party Application](#)
- [Printable Comment Form](#)

VISIT OUR WEBSITE

NorthHamiltonCrossing.org

PROJECT CONTACTS

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PROJECT PARTNERS



SECTION 106 CONSULTING PARTIES

Section 106 Consulting Parties are individuals or organizations with a demonstrated interest in the effect of a project on historic properties. If you would like to apply to be a Consulting Party, visit

Click [here](#) for more information.

The environmental review, consultation, and other actions required by applicable Federal environmental laws for this project are being, or have been, carried out by ODOT pursuant to 23 U.S.C. 327 and a Memorandum of Understanding dated December 14, 2020 and executed by FHWA and ODOT. For more information, please visit ODOT's NEPA Assignment Portal by clicking [here](#).

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