



FACT SHEET

SEPTEMBER 2026

BUT North Hamilton Crossing | PID 115755

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

The NHX project will include:

- A much-needed, new four-lane bridge over the Great Miami River
- A new, grade-separated railroad overpass
- A new, four-lane boulevard-style road that will better connect North B Street, US 127, SR 4 and SR 129

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, and 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-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.

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 input opportunities have included:

- 5 Stakeholder Committee meetings
- 3 in-person public meetings
- 3 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*.



ROAD CONCEPT

The NHX road will be a four-lane, boulevard-style road (two lanes 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 shared-use path on each side. Crosswalks and bump-outs (where feasible) will be included at street corners to make pedestrian crossings safer and easier.

PROJECT RECOMMENDATIONS

Between 2021 and 2025, 18 alternative routes for the NHX were developed, analyzed and shared with stakeholders, project area neighbors and the broader community for review and input. Through this process, these options were narrowed down and refined, and in 2025, a Recommended Preferred Alternative was identified and shared with the community. After reviewing the comments received, this recommended alternative was confirmed as the Preferred Alternative – or the preferred route – for the project.

The Preferred Alternative was divided into three sections for study purposes – West, Central and East. The construction of each section will likely be divided into smaller, individual projects and completed as funding becomes available. Current efforts are focused primarily on the West Section.

West Section (North B Street to US 127)

This section begins at North B Street and Rhea Avenue and extends east over a new bridge across the Great Miami to US 127, near North 2nd Street. It includes improvements at North B Street and Gordon Avenue, a new roundabout at the intersection of North B Street and Rhea Avenue, and a new roundabout on the east side of the river where it intersects with US 127.

Central Section (US 127 to North Fair Avenue)

This section follows US 127 south for approximately a quarter mile, then turns southeast and crosses over the CSX railroad tracks and Vine Street before connecting with Heaton Street near North 7th Street. At Heaton and North 11th Street, the route follows a new connection with 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 a new roundabout at North Fair Avenue.

East Section (North Fair Avenue to SR 129)

From North Fair Avenue, the NHX route 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.

ENVIRONMENTAL ASSESSMENT

An Environmental Assessment (EA) was completed in 2026 to:

- Document studies completed to date and their findings
- Identify environmental impacts of the Preferred Alternative
- Identify measures that will be taken to minimize project impacts

NEXT STEPS

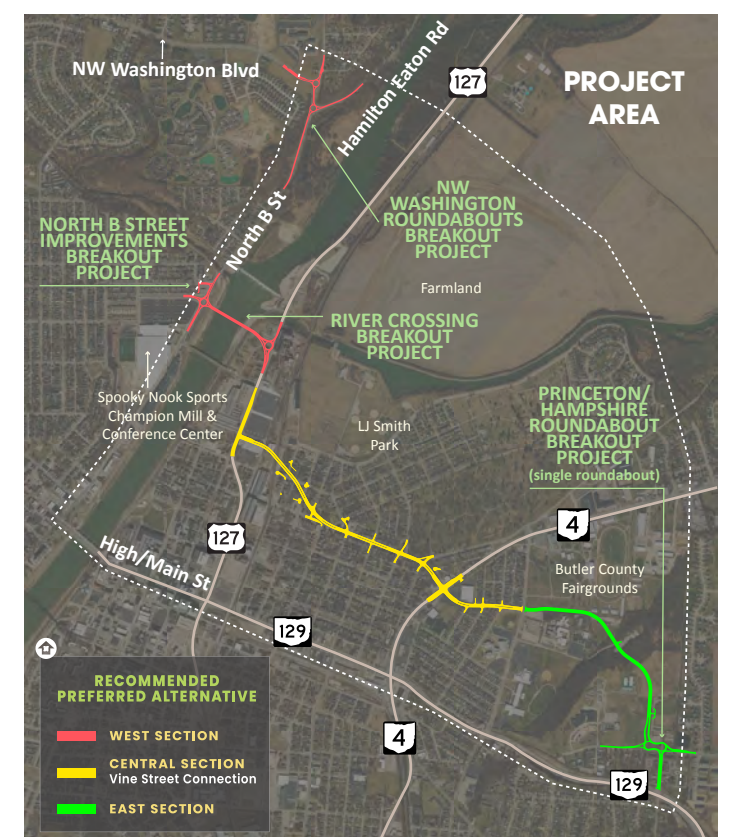
The EA has been provided to state and federal regulatory agencies and the public for review. Public comments can be shared at the Public Hearing on Sept. 10, 2026, at NorthHamiltonCrossing.org/contact or by email, mail or phone:

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Once the public comment period concludes on Oct. 10, 2026, ODOT – acting on behalf of the Federal Highway Administration – will review the EA in detail and consider all comments received before making a decision on whether or not to accept the EA and its recommendations. 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 will be required. This determination is expected in early 2027.



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 a focus on the West Section first, due to the condition of the more than 100-year-old Black Street Bridge**. Once funding is in hand for the bridge, we'll be able to proceed with detailed design, utility relocation, and right-of-way acquisition. This work will take between three and five years to complete. It will take another several years to build the new bridge. Timing for the Central and East sections is currently unknown.

ACTIVE NHX BREAKOUT PROJECTS

Some smaller projects have been identified within the NHX corridor which will improve local mobility and congestion issues in the near term. These projects are being advanced to take advantage of current funding opportunities and to provide immediate transportation benefits.

PROJECT	EST. COST	STATUS
West Section: NW Washington Roundabouts This project will reconfigure the NW Washington/W. Elkton and W. Elkton/North B Street intersections into roundabouts to reduce congestion and improve traffic flow. New sidewalks and a shared-use path will also be constructed to provide better connected and safer travel routes for pedestrians and bicyclists.	\$7M	FUNDED Construction scheduled to begin in 2027
West Section: North B Street Improvements at Rhea and Gordon Avenues This project includes constructing a new roundabout at the North B Street/Rhea Avenue intersection and other improvements to reduce congestion and improve local access. A sidewalk and/or shared-use path will also be constructed for pedestrians and bicyclists.	\$7M	FUNDED Construction scheduled to begin in 2030
West Section: NHX River Crossing The new bridge over the Great Miami River will have four travel lanes (two in each direction) that tie directly into a new roundabout on US 127 near North 2nd Street on its east side and to the North B Street Improvements project on its west side. A sidewalk and/or shared-use path will be included to provide pedestrians and bicyclists with a safer and easier option for crossing the river.	\$33M	FUNDING HAS BEEN REQUESTED FOR DESIGN
Princeton Road and Hampshire Drive Roundabout This project will change the intersection of Princeton Road and Hampshire Drive to a single roundabout to improve local traffic flow and travel safety. New sidewalks will be constructed to provide safe travel routes for pedestrians. (When the East Section of the NHX is constructed, this roundabout will be modified to connect with the new NHX road.)	\$7.1M	FUNDING HAS BEEN REQUESTED

Breakout projects will continue to be identified as needed to pursue applicable funding opportunities.

FUNDING

Planning and building the NHX is expected to be a long-term process. Due to its size and cost, the project will be funded over multiple years through a combination of federal, state, and local resources as grant funding is secured. We anticipate construction moving generally from west to east but will pursue funding for all project sections as opportunities arise, which may occasionally alter the building sequence (see Active NHX Breakout Projects below).