

To:	Ohio Department of Transportation	From:	Christine Rahtz Cincinnati
Project/File:	BUT-North Hamilton Crossing (PID 115755)	Date:	December 20, 2024

Reference: Feasibility Study Amendment

The City of Hamilton, in conjunction with the Butler County Transportation Improvement District (BCTID) and the Ohio Department of Transportation (ODOT), is undertaking the proposed North Hamilton Crossing (NHX) project to improve mobility and reduce congestion in the northeastern portion of Hamilton. The proposed NHX project extends between a western terminus at North B Street and an eastern terminus at the intersection of SR 129 and Hampshire Drive. This project has been underway since 2020 and has followed ODOT's Project Development Process (PDP) for compliance with the National Environmental Policy Act (NEPA). To date, a Purpose and Need was developed and approved by ODOT in February 2022 and a Feasibility Study was completed in July 2023.

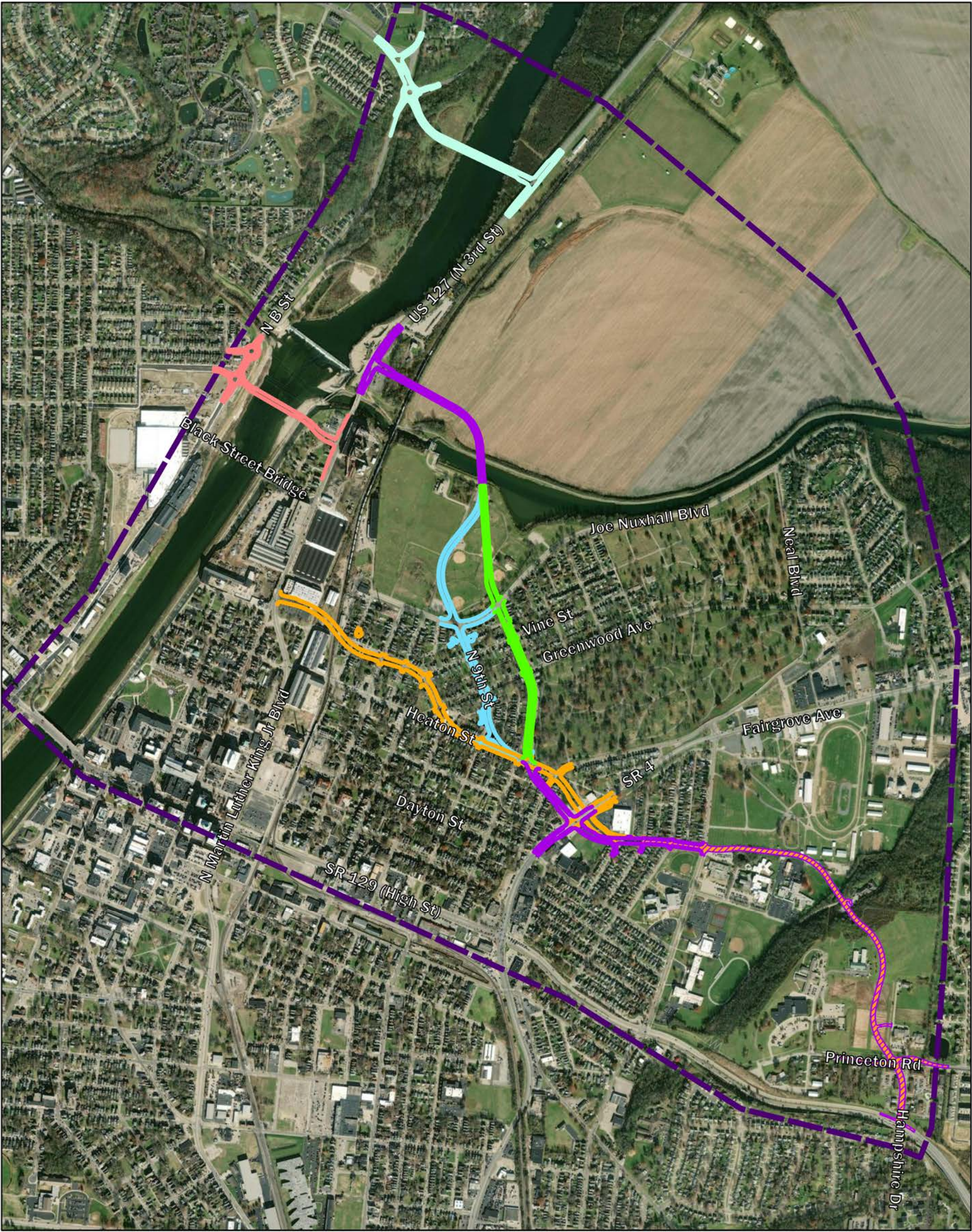
Based on public comments received on the alternatives evaluated in the Feasibility Study, additional engineering analysis was completed on several alternatives to evaluate modifications to alignments. This amendment provides a summary of the engineering work done after completion of the Feasibility Study to define the alternatives to advance for further study in a Draft Environmental Impact Statement (DEIS).

Feasibility Study Recommendations

The Feasibility Study completed in July 2023 recommended four alternatives: ABE, EBE, AF1 and EF1. These alternatives were split into three phases, and the Feasibility Study recommended alternatives to advance for further study in each phase. These phases and recommendations are further described below and shown on **Figure 1**:

Phase 1 – North B Street to US 127, including a new river crossing: Two alternative river crossings were recommended for further evaluation: a northern and southern crossing. The northern and southern river crossing alternatives could connect with any of the recommended alignments from Phases 2 & 3 (US 127 to SR 129).

- **Phase 1 – North Crossing (ABE and AF1):** The northern bridge alignment, which is included in Alternatives ABE and AF1, crosses the river north of the hydraulic dam and then connects to local streets on the west bank in the vicinity of NW Washington Boulevard.
- **Phase 1 – South Crossing (EBE and EF1):** A southern bridge crossing was included in Alternatives EBE and EF1 which crossed the river at a skew over the hydraulic dam and connected on the west bank in the vicinity of the Rhea Avenue/North B Street intersection. Based on comments received from ODOT, this alignment was modified to eliminate the skewed crossing and reduce the design complexity and costs of the bridge, as well as potential impacts to the hydraulic dam. The modified southern crossing crosses the river south of the hydraulic dam, still connecting on the west bank in the vicinity of the Rhea Avenue/North B Street intersection.



Notes
1. Coordinate System: NAD 1983 StatePlane Ohio South FIPS 3402 Feet
2. Base Features Produced from Project Map Designs
3. Background: Light Gray Base: Esri, TomTom, Garmin, FAO, NOAA, USGS, EPA, USFWS
World Imagery: Maxar

Legend

Roadway Alternatives

- Alternatives ABE/EBE Miami Street Variation
- Alternatives ABE/EBE
- Alternatives AF1/EF1
- Alternatives ABE/EBE 9th Street Variation
- Southern River Crossing
- Northern River Crossing

Study Area

- Study Area

Project Location	Prepared by RG on 2023-07-19
City of Hamilton	
Butler County, Ohio	
Client/Project	173620130
North Hamilton Crossing (NHX)	
PID 115755	
Feasibility Study	
Figure No.	
1	
Title	
Recommended Alignments	

Reference: Feasibility Study Amendment

Phase 2 – US 127 to SR 4, including an overpass of the CSX Railroad: In Phase 2, the alignments for ABE and EBE are the same, since the only difference between these alternatives is the bridge crossing included in Phase 1. Similarly, the alignments for Alternatives AF1 and EF1 are the same in Phase 2. Phase 2 alternatives are described as follows:

- **Phase 2 – Alternatives ABE and EBE:** Alternatives ABE and EBE (now one alignment ABE/EBE) will connect with US 127 using a traditional T-type intersection just north of the hydraulic dam, then continue east, bridging over the CSX railroad, traveling across the southwest corner of the floodplain on the Bonham Farm, and continuing across the hydraulic canal. From there, ABE/EBE travels south through LJ Smith Park and follows either North 9th Street or Miami Street to Heaton Street. ABE/EBE continues east to an intersection with SR 4 in the vicinity of the fire station.
- **Phase 2 – Alternatives AF1 and EF1:** Alternatives AF1 and EF1 (now one alignment AF1/EF1) also begin at a T-type intersection with US 127, then crosses US 127 to a new intersection just north of the existing US 127/Vine Street intersection. AF1/EF1 then cross the CSX railroad tracks and continues in a southeasterly direction, following Vine Street, N. 8th Street, and Heaton Street until reaching SR 4.

Phase 3 – All Alternatives: In Phase 3, which extends from SR 4 to SR 129, Alternatives ABE, EBE, AF1, and EF1 follow the same alignment. At SR 4 the alternatives continue along Gilmore Avenue and south of the Butler County Fairgrounds before turning south to the intersection of SR 129 and Hampshire Drive.

Alternatives ABE, EBE, AF1 and EF1 were recommended for advancement in the Feasibility Study because they best balance the transportation benefits and impacts of the eighteen conceptual alternatives evaluated.

Potential Impacts of Recommended Alternatives

Although the best of the 18 alternatives, Alternatives ABE, EBE, AF1 and EF1 have significant impacts. Based on the environmental and engineering studies conducted during the Feasibility Study, the impacts of greatest concern for these alternatives include impacts to Section 4(f) properties, substantial encroachment on regulated floodplain and farmland, large numbers of residential and business relocations, impacts to Environmental Justice populations, impacts to community resources and community cohesion, regulated materials issues, and impacts to historic properties. **Table 1** includes the evaluation matrix data provided in the final Feasibility Study for these four alternatives.

Public Comments on the Recommended Alternatives

In January and February 2023, the City of Hamilton, BCTID, and ODOT hosted in-person and virtual open houses to present the 18 conceptual alternatives discussed in the Feasibility Study. During the open houses, several concerns were raised regarding potential impacts to the North End neighborhood. These concerns included: the required housing relocations and whether affordable housing could be obtained in the current market; the physical separation of sections of the neighborhood by the roadway; the potential that the project would result in gentrification of the neighborhood; potential impacts to the historic section of Greenwood Cemetery, Joe Nuxhall ballfields, and the Butler County Fairgrounds; and that economic benefits from the project would not benefit the local community.

Agency Comments on the Recommended Alternatives

ODOT transmitted the Final Feasibility Study to U.S. Environmental Protection Agency (USEPA), Ohio Environmental Protection Agency (OEPA), U.S. Army Corps of Engineers (USACE), U.S. Fish and Wildlife Service (USFWS), and Ohio Department of Natural Resources (ODNR) for review and comment on July 24, 2023. On August 23, 2023, ODNR provided comments for consideration during project development. Recommendations included measures to avoid/minimize impacts to habitat for wildlife, threatened and endangered species, groundwater, and the Great Miami River, an important recreational resource. ODNR's recommendations are included as **Attachment A**. No other agency comments were received.

Table 1. Evaluation Matrix comparing the four alternatives recommended for further study in the 2023 Feasibility Study.

Feature/Consideration	Alternative ABE	Alternative EBE	Alternative AF1	Alternative EF1
Purpose and Need - Primary Needs				
Improves East-West Connectivity	Yes (Ties to NW Washington Blvd, providing connectivity further west)	Yes (Ties to Gordon Ave, providing connectivity further west)	Yes (Ties to NW Washington Ave, providing connectivity further west)	Yes (Ties to Gordon Ave, providing connectivity further west)
Improves Lack of Sufficient River Crossings	Yes	Yes	Yes	Yes
Improves Lack of Grade-Separated Railroad Crossings	Yes	Yes	Yes	Yes
Improves Mobility/Congestion on Local Road Network	Yes	Yes	Yes	Yes
Improves Safety	Yes	Yes	Yes	Yes
Purpose and Need - Secondary Needs				
Supports Economic Development	Yes	Yes	Yes	Yes
Improves Bike/Pedestrian Connectivity	Yes	Yes	Yes	Yes
Improves Multimodal Linkage	Potentially	Potentially	Potentially	Potentially
Cultural Resources				
NRHP-Listed Sites	Greenwood Cemetery	Greenwood Cemetery	Greenwood Cemetery	Greenwood Cemetery
NRHP-Listed Historic Districts	None	None	German Village	German Village
NRHP-Eligible Sites	None	None	None	None
Ohio Historic Inventory (OHI) Sites	None	None	4	4
Section 4(f)(6)(f) Sites				
Section 4(f)(6)(f) Sites	LJ Smith Park (bisects), Combs Park (bisects), GMR Recreational Trail (minor), *Fairwood Elementary School (minor)	LJ Smith Park (bisects), GMR Recreational Trail (minor), Beltline Trail (bisects), *Fairwood Elementary School (minor)	Combs Park (bisects), GMR Recreational Trail (minor), *Fairwood Elementary School (minor)	GMR Recreational Trail (minor), Beltline Trail (minor), *Fairwood Elementary School (minor)
Ecological Resources				
Great Miami River / Hydraulic Canal	2 crossings	2 crossings	1 crossing	1 crossing
Other Large Streams	None	None	None	None
Wetlands (not including Open Water features)	1	1	None	None
Floodplains and Floodway				
100-Year Floodplain Encroachment (not including Floodway)	20 - 30 ac	20-30 ac	4 ac	< 1 ac
100-Year Floodway Encroachment	< 5 ac	< 5 ac	< 5 ac	< 5 ac
Hazardous Materials				
Regulated Materials Review	7 LUST, 2 UST, 3 RCRA, 1 spill	7 LUST, 2 UST, 4 RCRA, 1 spill	5 LUST, 1 UST, 3 RCRA, 3 VAP, 1 spill, 1 DERR site, 2 sites with Institutional Controls	5 LUST, 1 UST, 4 RCRA, 3 VAP, 1 spill, 1 DERR site, 2 sites with Institutional Controls
Community and Land Use				
Farmland Impacts	15-25 acres	15-25 acres	None	None
Community Facilities	BCESC Main Building, Transitional Living Center, Fairwood Elementary School, Butler County Children Services, Juvenile Justice Center, Butler County Board of Developmental Disabilities, Butler County Fairgrounds	BCESC Main Building, Transitional Living Center, Fairwood Elementary School, Butler County Children Services, Juvenile Justice Center, Butler County Board of Developmental Disabilities, Butler County Fairgrounds	Butler County Fairgrounds, Butler County Children's Service, Butler County Board of Developmental Disabilities, Fairwood Elementary School, BCESC Main Building, Hamilton Fire Station 25, Transitional Living Center, Juvenile Justice Center, Minnick's Drive Thru	Butler County Fairgrounds, Butler County Children's Service, Butler County Board of Developmental Disabilities, Fairwood Elementary School, BCESC Main Building, Hamilton Fire Station 25, Transitional Living Center, Juvenile Justice Center, Minnick's Drive Thru
Cemeteries (Non-Historic)	None	None	Greenwood Cemetery (<0.5 ac)	Greenwood Cemetery (<0.5 ac)
Environmental Justice Populations per Census Blocks	Displacements of EJ Populations	Displacements of EJ Populations	Displacements of EJ Populations	Displacements of EJ Populations
Aesthetic Concerns				
Aesthetic Impacts	There will be a steep grade where the new alignment crosses the railroad, even after raising the profile of US 127 by 10 feet. The height of the new alignment will block sight lines in the surrounding area. Tall retaining walls will be required on both sides of the new alignment in the steep section behind the Humane Society	There will be a steep grade where the new alignment crosses the railroad, even after raising the profile of US 127 by 10 feet. The height of the new alignment will block sight lines in the surrounding area. Tall retaining walls will be required on both sides of the new alignment in the steep section behind the Humane Society.	The road will be elevated 30-40 ft, with earth embankment where it bisects Combs Park. This will block sight lines in the park. There will be steep grades where the new alignment crosses the railroad and ties into US 127 and Vine Street. The height of the new alignment will block sight lines in the surrounding area and require retaining walls in close proximity to some properties. Tall retaining walls will be required on both sides of the new alignment in the steep section behind the Humane Society.	There will be steep grades where the new alignment crosses the railroad and ties into US 127 and Vine Street. The height of the new alignment will block sight lines in the surrounding area and require retaining walls in close proximity to some properties. Tall retaining walls will be required on both sides of the new alignment in the steep section behind the Humane Society.
Stakeholder/Public Involvement				
Public Concerns	TBD	TBD	TBD	TBD
Stakeholder Concerns	TBD	TBD	TBD	TBD
Right-of-Way				
Residential Relocations	90	91	76	76
Commercial Relocations	2	2	6	7
Right-of-Way (acres)	50 - 60 acres	45 - 55 acres	25 - 35 acres	20 - 30 acres
Engineering Considerations				
Alternative Length (mi)	3.2	2.49	3.3	2.65
Design Speed (mph)	35	35	35	35
Roadway Design Issues	Proximity of Elkon Road / NW Washington Blvd intersection to roundabout and steep existing grades near roundabout. Steep grade approaching US 127 intersection from the west, due to elevation of railroad crossing. Steep grade on alignment near Humane Society and requires retaining wall. Intersection of Princeton Road is skewed.	Steep grade approaching US 127 intersection from the west due to elevation of railroad crossing. Steep grade on alignment near Humane Society and requires retaining wall. Intersection of Princeton Road is skewed.	Proximity of Elkon Road / NW Washington Blvd intersection to roundabout and steep existing grades near roundabout. New intersection with US 127 located in a curve and will have to accommodate two additional streets in close proximity to intersection. Heaton Street profile may require raising 1 to 3 feet and the sidepath along Heaton Street reduced to 8 foot width to minimize total property takes. Steep grade on alignment near Humane Society and requires retaining wall. Intersection of Princeton Road is skewed.	Steep grade approaching US 127 intersection from the west due to the elevation of the railroad crossing. New intersection with US 127 located in a curve and will have to accommodate two additional streets in close proximity to intersection. Heaton Street profile may require raising 1 to 3 feet and the sidepath along Heaton Street reduced to 8 foot width to minimize total property takes. Steep grade on alignment near Humane Society and requires retaining wall. Intersection of Princeton Road is skewed.
Existing Flood Levy Design Issues	No existing flood levy at this location	The offset of North B Street to the existing levy system will allow a smooth transition of the proposed alignment over the levy to North B Street. This will limit raising at the west terminus to less than 2 feet.	No Existing flood levy at this location.	The offset of North B Street to the existing levy system will allow a smooth transition of the proposed alignment over the levy to North B Street. This will limit raising at the west terminus to less than 2 feet.
Number of New Structures Requiring Long-Term Maintenance	3	3	2	2
Structural Design Issues	No significant issues	River Bridge - Curve at the SE end of bridge, skewed alignment and location of dam complicates design. Potential scour concerns.	No significant issues	River Bridge - Curve at the SE end of bridge, skewed alignment and location of dam complicates design. Potential scour concerns.
Major Utility Relocations and/or Issues	Electric Transmission Line relocations required at NW Washington Blvd. Coordination with hydroelectric plant. Potential power substation impacts at US 127.	High voltage power-line tower relocation required along North B Street. Coordination with hydroelectric plant. Potential power substation impacts at US 127.	Electric Transmission Line relocations required at NW Washington Blvd.	High voltage power-line tower relocation required along North B Street
Traffic/Maintenance of Traffic Considerations				
Anticipated Alternative Travel Time (MM:SS)	5:53	5:50	05:51	05:48
Anticipated High Street (SR 129) Annual VHT Savings	AM Peak-Hour - 5,700 PM Peak-Hour - 13,600	AM Peak-Hour - 8,100 PM Peak-Hour - 17,900	AM Peak-Hour - 8,700 PM Peak-Hour - 18,400	AM Peak-Hour - 6,200 PM Peak-Hour - 14,800
Anticipated % Reduction in High Street (SR 129) Traffic	AM Peak-Hour - 6% PM Peak-Hour - 6%	AM Peak-Hour - 11% PM Peak-Hour - 12%	AM Peak-Hour - 7% PM Peak-Hour - 7%	AM Peak-Hour - 12% PM Peak-Hour - 13%
Maintenance of Traffic Concerns	Construction of roundabout at the intersection of W Elkon Rd and N B St will likely require a closure.	Construction of roundabouts on North B Street will likely require a closure.	Construction of roundabout at the intersection of W Elkon Rd and N B St will likely require a closure. Heaton Street may require a closure to raise the profile.	Construction of roundabouts on North B Street will likely require a closure. Heaton Street may require a closure to raise the profile.
Preliminary Cost Estimates				
Preliminary Construction Costs	\$90 - \$100 million	\$115 - \$125 million	\$65 - \$75 million	\$90 - \$100 million
Preliminary Right of Way Costs	\$10 - \$20 million	\$10 - \$20 million	\$15 - \$25 million	\$15 - \$25 million
Preliminary Design & Management	\$16 - \$21 million	\$21 - \$26 million	\$12 - \$17 million	\$16 - \$21 million
Preliminary Total Cost	\$116 - \$141 million	\$146 - \$171 million	\$92 - \$117 million	\$121 - \$146 million
Conclusion				
Recommended for Further Study?	Recommended for Further Study	Recommended for Further Study	Recommended for Further Study	Recommended for Further Study

*Fairwood Elementary school 4(f) determination pending coordination with Official with Jurisdiction

Reference: Feasibility Study Amendment

Modification of Recommended Alternatives (Post Feasibility Study)

Due to the potential environmental impacts and public concerns regarding Alternatives ABE, EBE, AF1 and EF1 recommended in the Feasibility Study, further engineering analysis was undertaken on the four alternatives to minimize and reduce potential community and environmental impacts. In addition, several changes were made to the naming of the alternatives. First, the four alternatives were renamed to reflect their geographic locations and the streets they followed to make the names more understandable to the public. Second, the alternatives are no longer identified by project phasing since the phasing of the project is unknown at this time and will be dependent on available funding. The updated naming and revisions to the alternatives are described below:

Phase 1 > West Section Alternatives (North B Street to US 127):

Phase 1, now referred to as the West Section, includes two alternative river crossings, a northern and southern crossing, as well as a separate dual roundabouts project. These alignments were renamed and modified as follows:

NW Washington Crossing (north river crossing)

- The NW Washington Crossing has not been changed since the publication of the Feasibility Study, with the exception that the connections proposed at NW Washington Boulevard and W Elkton Road, as well as North B Street and W Elkton Road, have been separated into a standalone project (NW Washington Roundabouts) as described below.

NW Washington Roundabouts

- The connections proposed at NW Washington Boulevard/W Elkton Road and North B Street/W Elkton Road are moving forward as a standalone project with a separate construction schedule and environmental clearance (ODOT Project: BUT-NW Washington/W. Elkton/N. B St; PID 120771). Separately, the city of Hamilton proposes to implement a road diet on NW Washington Boulevard, reducing the existing travel lanes from four to two. The new proposed connection includes dual single-lane roundabouts, which will provide sufficient capacity and better connect to future NW Washington Boulevard. If the NW Washington Crossing is identified as the recommended preferred alternative for NHX, the roundabouts will be modified to add a second lane.

Gordon/Rhea Crossing (south river crossing)

- Since publication of the FS, the locations and orientations of the dual roundabouts at North B Street and Gordon Avenue and Rhea Avenue were modified to avoid the relocation of Riverview Food Mart, as well as an adjacent residential home on Gordon Avenue. This eliminated all relocations associated with the Gordon/Rhea Crossing. A third roundabout is being considered on the east side of Great Miami River at the connection with US 127. Preliminary traffic and engineering studies are underway on all three roundabouts to determine the best configurations.
- The configuration of the proposed shared use path in the vicinity of the proposed Gordon/Rhea Crossing was modified to better connect with the planned Beltline Trail on the west side of the river. The path was shifted west of the proposed roundabouts and crosses the river on the south side of the bridge, rather than the north side. The sidewalk was removed from the bridge, leaving no pedestrian facility on the north side of the bridge.

Figures 2.1 and 2.2 show the modifications to the West Section since the publication of the 2023 Feasibility Study.

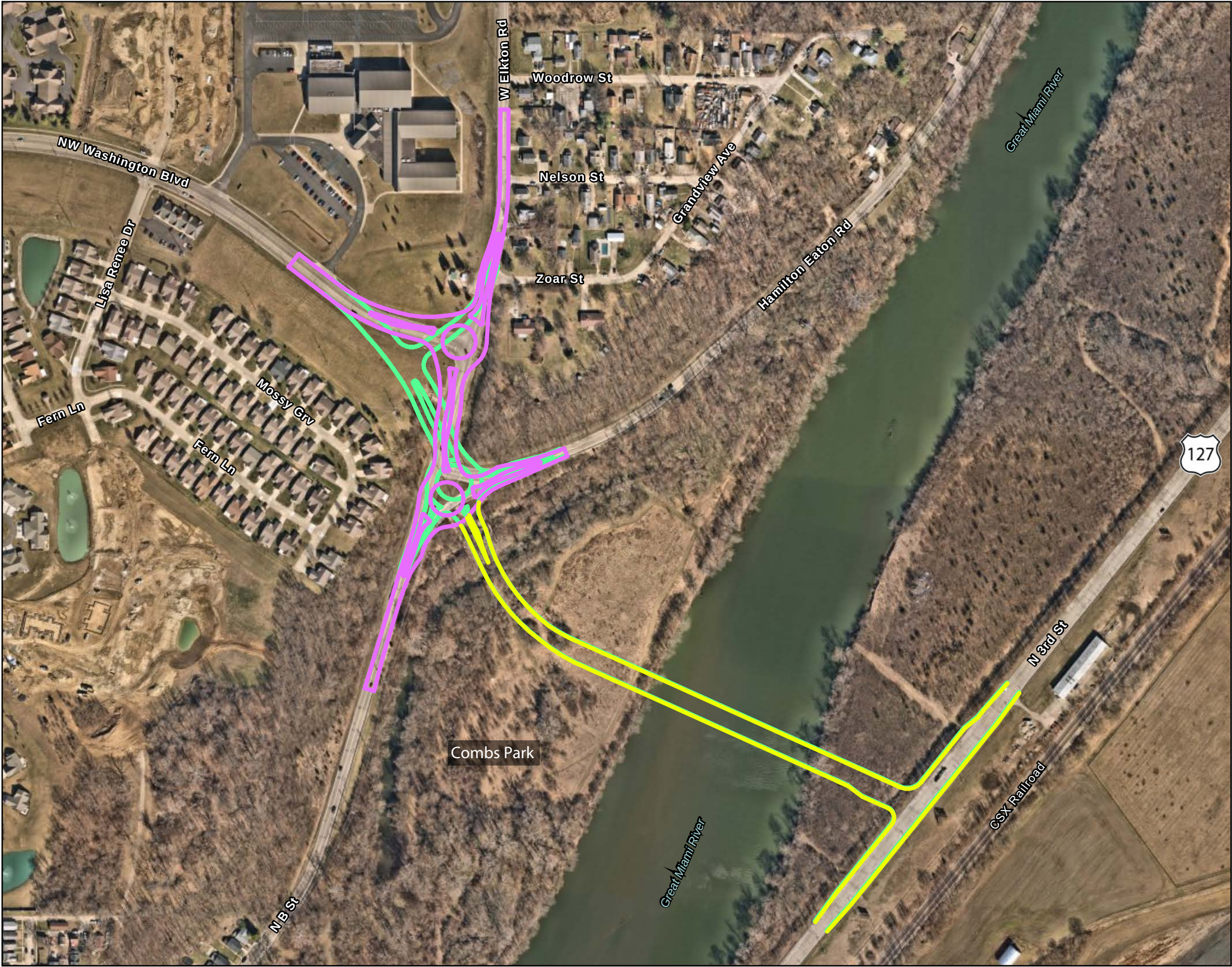


Figure No.
2.1

Title
Modifications to NW Washington Crossing

Client/Project

North Hamilton Crossing (NHX)
PID 115755

173620130

Project Location

City of Hamilton
Butler County, Ohio

Prepared by RG on 2024-10-16

N

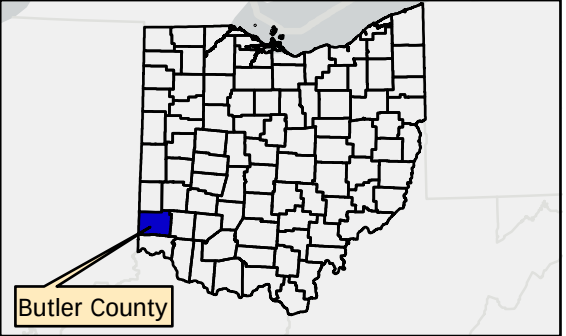
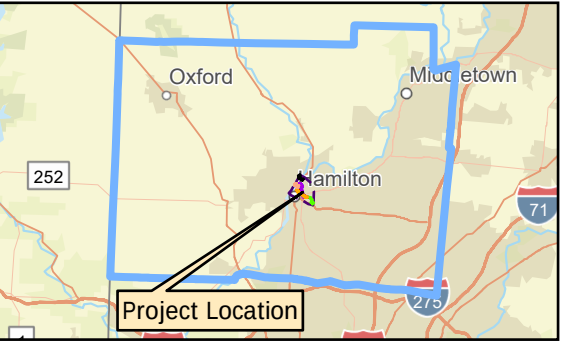
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Legend

2023 Feasibility Study NW Washington Crossing

2024 Amended NW Washington Crossing

2024 NW Washington Roundabouts (PID 120771)



Notes
1. Coordinate System: NAD 1983 StatePlane Ohio South FIPS 3402 Feet
2. Base Elements Produced from Design Features
3. Background: World Topographic Map: City of Hamilton, OH, Esri, TomTom, Garmin, SafeGraph, GeoTechnologies, Inc., MET/NASA, USGS, EPA, NPS, USDA, USFWS
Light Gray Base: Esri, TomTom, Garmin, FAO, NOAA, USGS, EPA, USFWS
World Street Map: City of Hamilton, OH, Esri, TomTom, Garmin, SafeGraph, FAO, MET/NASA, USGS, EPA, NPS, USFWS
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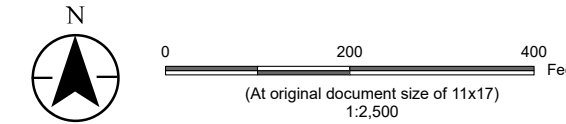




Figure No.
2.2
Title
Modifications to Gordon/Rhea Crossing

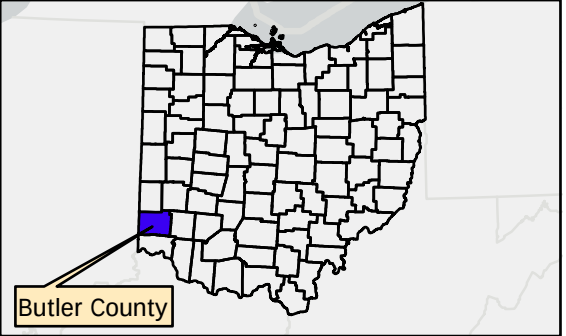
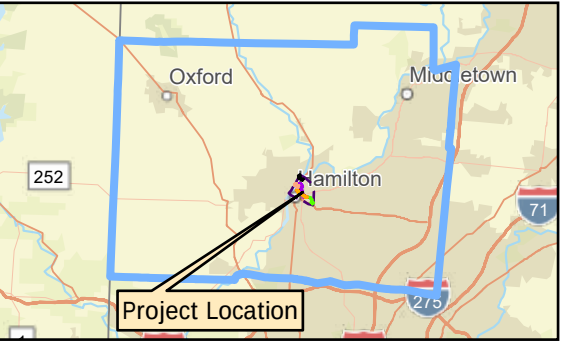
Client/Project
North Hamilton Crossing (NHX)
PID 115755

Project Location
City of Hamilton
Butler County, Ohio



Legend

- 2023 Feasibility Study Gordon/Rhea Crossing
- 2024 Amended Gordon/Rhea Crossing



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Reference: Feasibility Study Amendment

Phase 2 > Central Section Alternatives (US 127 to North Fair Ave):

Phase 2, now referred to as the Central Section, included three alignments, AF1/EF1 and two variations of ABE/EBE. ABE/EBE had two options through the North End, following either Miami or North 9th Street. The terminus of the alternatives in Phase 2/Central Section was shifted from SR 4 approximately 0.25-mile east to North Fair Avenue. This change was made to account for variations in the alternatives between SR 4 and North Fair, and to consolidate all potential relocations into the Central Section for ease of comparison and study. These alignments were renamed and modified as follows:

Miami Street Connection (ABE/EBE Miami Street Variation)

- The Miami Street Connection has not been changed since the publication of the Feasibility Study.

North 9th Street Connection (ABE/EBE North 9th Street Variation)

- The North 9th Street Connection has not been changed since the publication of the Feasibility Study.

Vine Street Connection (AF1/EF1)

- The alignment following Vine Street was shifted north; rather than turning northward at 8th Street, the new Vine Street alignment follows Heaton to approximately 7th Street before traveling north towards Vine Street. This change was made to avoid impacts to the German Village, a historic district listed on the National Register of Historic Places (NHRP); to avoid the relocation of businesses near the railroad crossing; and to reduce the number of residential relocations.
- The alignment at Heaton and Greenwood was modified to avoid a building relocation at the northeast corner of the intersection. The building, which is on the Ohio Historic Inventory (OHI), was identified as both a residential and commercial structure since the Stone Tavern is located on the ground floor and the second floor includes three apartments. The alignment shift has also resulted in the preservation of Minnick's Drive-Thru, a marketplace that has been identified as a community resource. With the modified alignment, this marketplace will no longer be displaced as a result of this alternative

Joe Nuxhall Connection (New Alternative since the Feasibility Study)

- A new alignment was developed in response to public comments received on the Feasibility Study. The alignment follows the North 9th Street alignment up to Joe Nuxhall Boulevard (just south of LJ Smith Park). The alignment then turns west, generally following Joe Nuxhall, crossing the railroad, and connecting to US 127 at the same location as the Vine Street Connection. This new alternative alignment was presented to the public during a North End Community Workshop meeting on January 22, 2024.

Figures 3.1 and 3.2 show the modifications to the Central Section since the publication of the 2023 Feasibility Study.

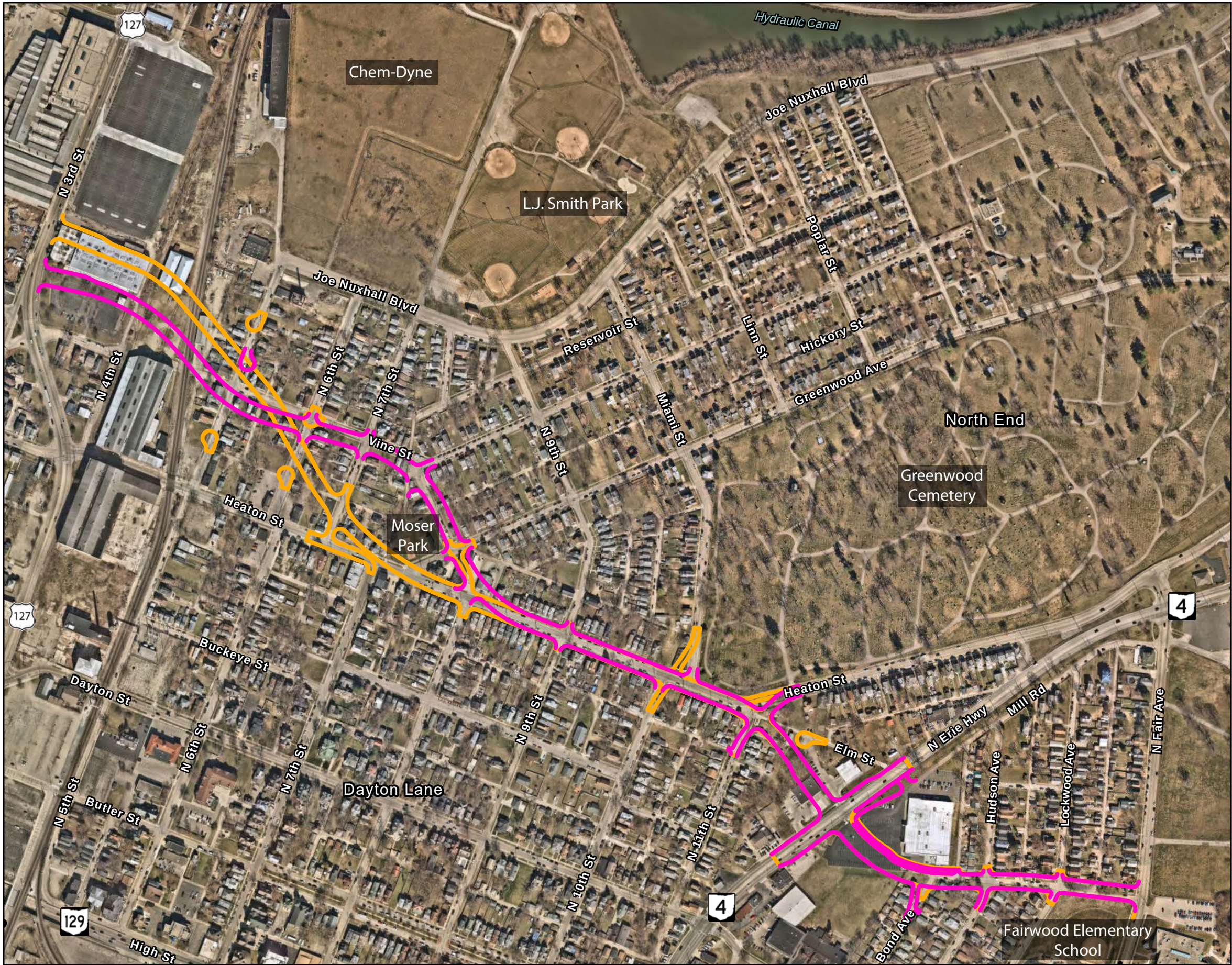


Figure No.
3.1

Title
Modifications to Vine Street Alternative

Client/Project
North Hamilton Crossing (NHX)
PID 115755

Project Location
City of Hamilton
Butler County, Ohio

173620130

Prepared by RG on 2024-10-16

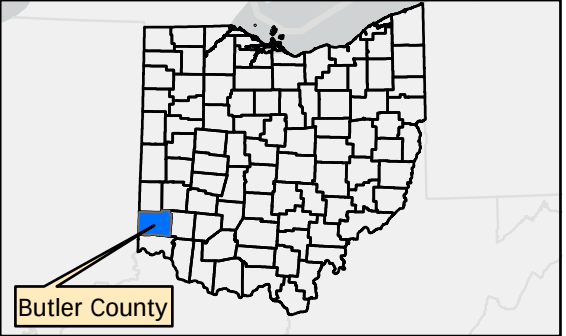
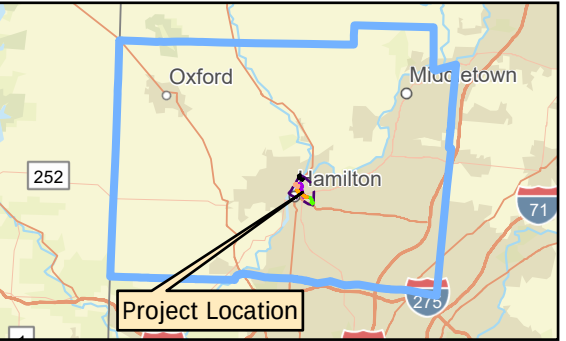
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Legend

- 2023 Feasibility Study Vine Street Connection
- 2024 Amended Vine Street Connection



Notes

1. Coordinate System: NAD 1983 StatePlane Ohio South FIPS 3402 Feet

2. Base Elements Produced from Design Features

3. Background: World Topographic Map: City of Hamilton, OH, Esri, TomTom, Garmin, SafeGraph, GeoTechnologies, Inc, MET/NASA, USGS, EPA, NPS, USDA, USFWS

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World Street Map: City of Hamilton, OH, Esri, TomTom, Garmin, SafeGraph, FAO, MET/NASA, USGS, EPA, NPS, USFWS

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Figure No.
3.2

Title
Joe Nuxhall Connection Alternative Map

Client/Project
North Hamilton Crossing (NHX)
PID 115755

Project Location
City of Hamilton
Butler County, Ohio

173620130

Prepared by RG on 2024-10-16

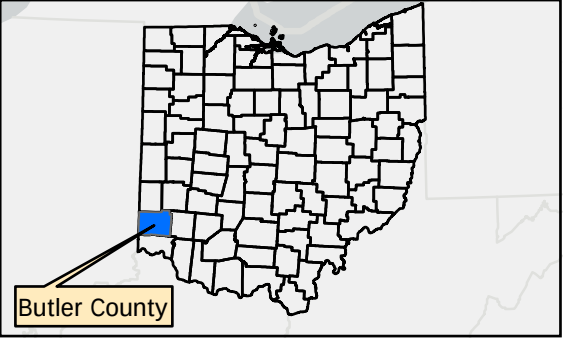
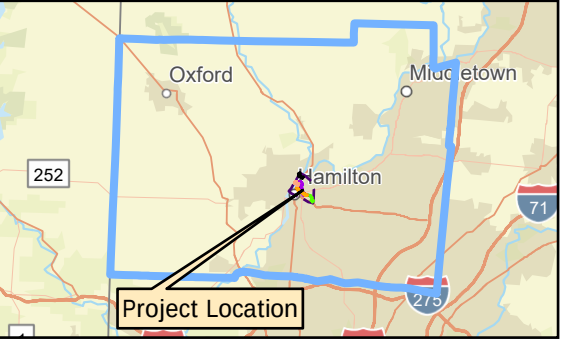
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Legend

— Joe Nuxhall Connection



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Light Gray Base: Esri, TomTom, Garmin, FAO, NOAA, USGS, EPA, USFWS

World Street Map: City of Hamilton, OH, Esri, TomTom, Garmin, SafeGraph, FAO, MET/NASA, USGS, EPA, NPS, USFWS

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Hybrid Reference Layer: Esri Community Maps Contributors, City of Hamilton, OH, Butler County, © OpenStreetMap, Microsoft, Esri, TomTom, Garmin, SafeGraph, GeoTechnologies, Inc., MET/NASA, USGS, EPA, NPS, US Census Bureau, USDA, USFWS



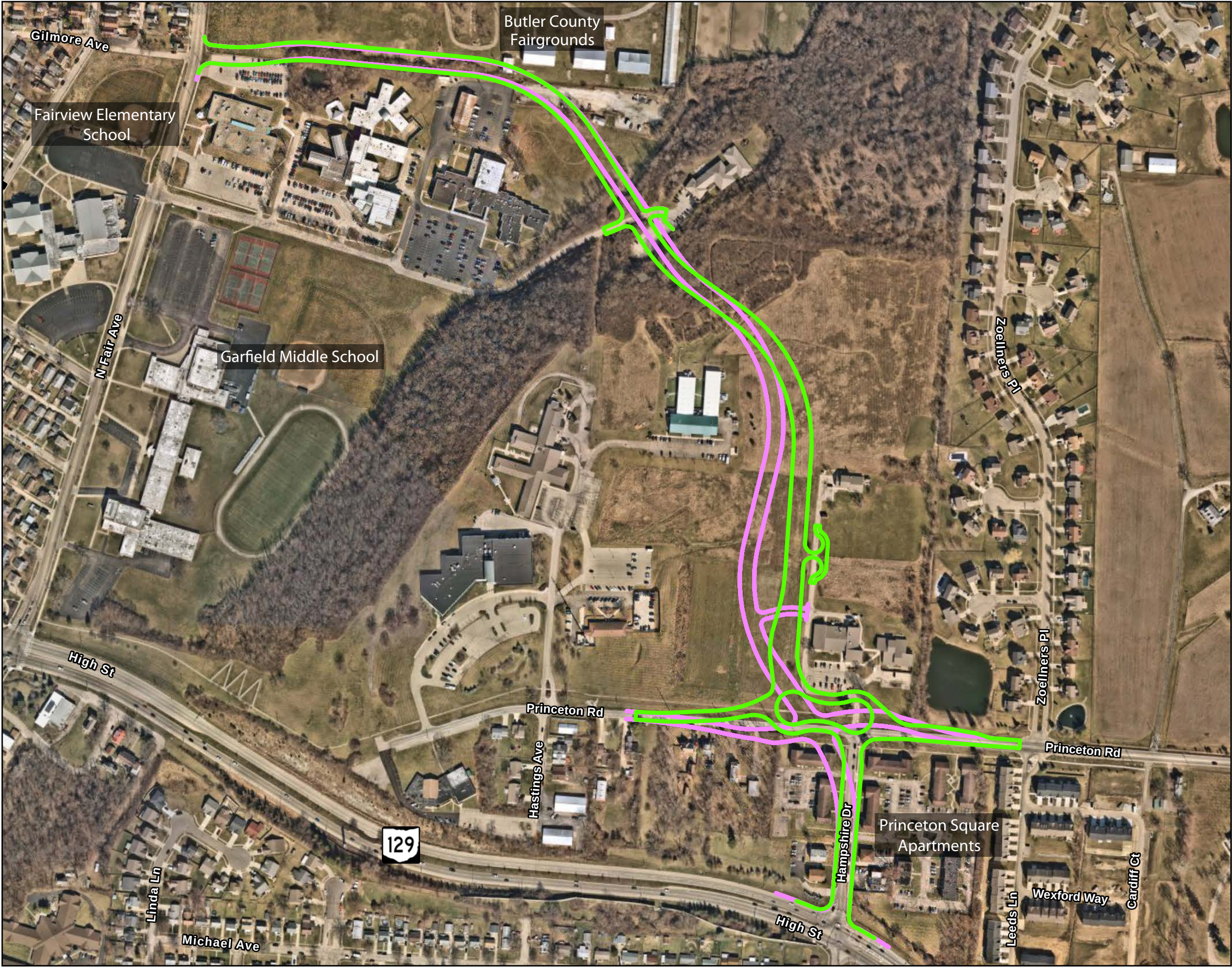


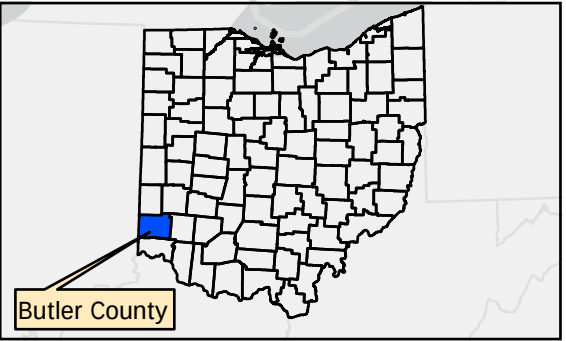
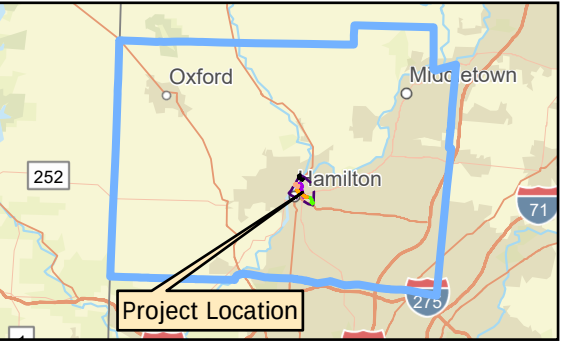
Figure No. **4**
Title
Modifications to Eastern Connection

Client/Project 173620130
North Hamilton Crossing (NHX)
PID 115755
Project Location City of Hamilton, Butler County, Ohio
Prepared by RG on 2024-10-16



Legend

- 2024 Amended Eastern Connection
- 2023 Feasibility Study Eastern Connection



Notes
1. Coordinate System: NAD 1983 StatePlane Ohio South FIPS 3402 Feet
2. Base Elements Produced from Design Features
3. Background: World Topographic Map: City of Hamilton, OH, Esri, TomTom, Garmin, SafeGraph, GeoTechnologies, Inc., MET/NASA, USGS, EPA, NPS, USDA, USFWS
Light Gray Base: Esri, TomTom, Garmin, FAO, NOAA, USGS, EPA, USFWS
World Street Map: City of Hamilton, OH, Esri, TomTom, Garmin, SafeGraph, FAO, MET/NASA, USGS, EPA, NPS, USFWS
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Reference: Feasibility Study Amendment

Phase 3 > East Section Alternative (North Fair Ave to SR 129):

Within Phase 3, now referred to as the East Section, Alternatives ABE, EBE, AF1, and EF1 follow the same alignment. This alignment was renamed and modified as follows:

East Connection (ABE/EBE/AF1/EF1)

- The skewed intersection proposed at Princeton Road and Hampshire Drive was modified to a peanut roundabout. This new configuration avoids impacts to the Princeton Square Apartments, eliminating 32 residential relocations. The East Connection no longer has any proposed relocations.
- There are two intersection types under consideration at North Fair Avenue, a roundabout and a traditional intersection.

Figure 4 shows the modifications to the East Section since the publication of the 2023 Feasibility Study.

Recommended Alternatives to Advance to the Next Phase of Study

In summary, the following alternatives will be advanced for further study:

- West Section Alternatives - NW Washington Crossing, NW Washington Roundabouts, and Gordon/Rhea Crossing
- Central Section Alternatives - Miami Street Connection, North 9th Street Connection, Vine Street Connection, and Joe Nuxhall Connection
- East Section Alternative - East Connection

Table 2 shows the impacts for the recommended alternatives as presented in the 2023 Feasibility Study compared to the impacts associated with the revised and new alternatives.

Table 2. Comparison of impacts for the 2023 Feasibility Study alternatives and the 2024 revisions.**

Environmental Impact Category	2023 Feasibility Study	2024 Revisions	Change
West Section – NW Washington Crossing			
Cultural Resources*	No impacts to NRHP-listed or NRHP-eligible historic sites; No impacts to OHI sites	No impacts to NRHP-listed or NRHP-eligible historic sites; No impacts to OHI sites	No change
Recreational Section 4(f)/6(f)	Combs Park (bisects), Great Miami River National Water Trail	Combs Park (bisects), Great Miami River National Water Trail	No change
Ecological Resources	Great Miami River; 1 NWI Wetland	Great Miami River; 1 NWI Wetland	No change
Floodplains / Floodway	~7 acres impact	~7 acres impact	No change
Regulated Materials	No impacts to regulated materials sites	No impacts to regulated materials sites	No change
Farmland Impacts	No impacts to farmland	No impacts to farmland	No change
Community Resources	Adjacent to Hamilton High School Freshman Campus	Adjacent to Hamilton High School Freshman Campus	No change
Environmental Justice (EJ)	No displacements of EJ Populations anticipated	No displacements of EJ Populations anticipated	No change

Reference: Feasibility Study Amendment

Environmental Impact Category	2023 Feasibility Study	2024 Revisions	Change
Residential Relocations	0 residential relocations	0 residential relocations	No change
Commercial Relocations	0 commercial relocations	0 commercial relocations	No change
West Section – Gordon/Rhea Crossing			
Cultural Resources*	No impacts to NRHP-listed or NRHP-eligible historic sites; adjacent to 1 OHI site (BUT0095509/Hamilton Municipal Power Plant)	No impacts to NRHP-listed or NRHP-eligible historic sites; adjacent to 1 OHI site (BUT0095509/Hamilton Municipal Power Plant)	No change
Recreational Section 4(f)/6(f)	Beltline Trail, Great Miami River Trail, Great Miami River National Water Trail	Beltline Trail, Great Miami River Trail, Great Miami River National Water Trail	No change
Ecological Resources	Great Miami River	Great Miami River	No change
Floodplains / Floodway	~1.5 acres impact	~1.75 acres impact	+0.25 acres
Regulated Materials	1 RCRA site, within Chem-Dyne half mile buffer zone, within Solid Waste Transfer Facility quarter mile buffer zone	1 RCRA site, within Chem-Dyne half mile buffer zone, within Solid Waste Transfer Facility quarter mile buffer zone	No change
Farmland Impacts	No impacts to farmland	No impacts to farmland	No change
Community Resources	Displacement of Riverview Food Mart	No impacts to Riverview Food Mart	Elimination of business relocation
Environmental Justice (EJ)	Displacements of EJ Populations	No displacement of EJ Populations	Elimination of residential relocation
Residential Relocations	1 residential relocation	0 residential relocations	-1 relocation
Commercial Relocations	1 commercial relocation: Riverview Food Mart	0 commercial relocations	-1 relocation
Central Section – Miami Street Connection			
The Miami Street Connection has not changed since the publication of the Feasibility Study			
Central Section – North 9th Street Connection			
The North 9 th Street Connection has not changed since the publication of the Feasibility Study			
Central Section – Vine Street Connection			
Cultural Resources*	Impacts to NRHP-listed German Village Historic District; adjacent to Greenwood Cemetery (NRHP-listed site), 7 OHI (adjacent, potential R/W or visual)	No impacts to NRHP-listed German Village; adjacent to Greenwood Cemetery (NRHP-listed site), 1 OHI (complete take), 10 OHI (adjacent, potential R/W or visual)	Elimination of impacts to German Village, +4 OHI sites
Recreational Section 4(f)/6(f)	Fairwood Elementary (<0.25-acre right-of-way acquisition, no impacts to baseball field)	Fairwood Elementary (<0.25-acre right-of-way acquisition, no impacts to baseball field); Moser Park (0.1-acre right-of-way acquisition, impact to shelter house)	Impact to one additional 4(f) resource (Moser Park)
Ecological Resources	No NWI mapped wetlands or streams	No NWI mapped wetlands or streams	No change
Floodplains / Floodway	0 acres	0 acres	No change
Regulated Materials	4 LUST, 1 UST, 2 RCRA, 1 Spill, 1 DERR Site, 2 Sites with Institutional Controls, 3 VAP2 Sites. Within Chem-Dyne half mile buffer zone	4 LUST, 1 UST, 2 RCRA, 1 Spill, 1 DERR Site, 2 Sites with Institutional Controls, 3 VAP2 Sites. Within Chem-Dyne half mile buffer zone	No change
Farmland Impacts	No impact	No impact	No change

Reference: Feasibility Study Amendment

Environmental Impact Category	2023 Feasibility Study	2024 Revisions	Change
Community Resources	Displacement of Minnick's Drive-Thru	No community resources impacted	Elimination of business relocation
Environmental Justice (EJ)	Relocations in census block groups with high concentrations of EJ Populations	Relocations in census block groups with high concentrations of EJ Populations	No change
Residential Relocations	52 residential relocations	43 residential relocations	-9 relocations
Commercial Relocations	7 commercial relocations: Professional Motor Services Vacant (1) Minnick's Drive Thru Brown Bar Wine Cellar Services Advanced Auto Parts Connaughton Welding	6 commercial relocations: Professional Motor Services Benton Metal & Stone Care Brown Bar Wine Cellar Services Advanced Auto Parts Connaughton Welding	-1 relocation
Central Section – Joe Nuxhall Connection (see Table 3)			
The Joe Nuxhall Connection was developed after the publication of the Feasibility Study.			
East Section – East Connection			
Cultural Resources*	No impacts to Greenwood Cemetery (NRHP-listed site)	No impacts to Greenwood Cemetery (NRHP-listed site)	No change
Recreational Section 4(f)/6(f)	No Section 4(f)/6(f) resources impacted	No Section 4(f)/6(f) resources impacted	No change
Ecological Resources	No impacts to ecological resources	No impacts to ecological resources	No change
Floodplains / Floodway	0 acres	0 acres	No change
Regulated Materials	No impacts to hazardous materials sites	No impacts to hazardous materials sites	No change
Farmland Impacts	0 acres	0 acres	No change
Community Resources	Impacts to Sojourner Recovery Service	Impacts to Sojourner Recovery Service	No change
Environmental Justice (EJ)	Displacements of EJ Populations	No Displacements of EJ Populations	Elimination of residential relocations
Residential Relocations	32 residential relocations	0 residential relocations	-32 relocations
Commercial Relocations	0 commercial relocations	0 commercial relocations	No change

* A Phase I History/Architecture survey is currently being conducted. The results of this study could result in revisions to cultural resource impacts.

** Impacts listed in tables are based on preliminary findings and may change based on the completion of detailed environmental studies.

Abbreviations: R/W = right-of-way; OHI= Ohio Historic Inventory; NRHP= National Register of Historic Places; UST= Underground Storage Tank; LUST= Leaking Underground Storage Tank; DERR= Division of Environmental Response and Revitalization; VAP= Volunteer Action Program; RCRA= Resource Conservation and Recovery Act; NPL=National Priorities List.

As the Joe Nuxhall Connection is a new alternative since the Feasibility Study was finalized, impacts associated with this alternative are presented in **Table 3** below. **Figures 5 through 9** on the following pages show the changes of impacts to environmental resources in the project area as a result of the modifications of the alignments since the publication of the Feasibility Study.

Reference: Feasibility Study Amendment

Table 3. Summary of impacts for the Joe Nuxhall Connection.

Central Section – Joe Nuxhall Connection	
Cultural Resources*	Adjacent to Greenwood Cemetery (NRHP-listed site); 1 OHI site (complete take); 3 OHI (adjacent, potential R/W or visual)
Recreational Section 4(f)/6(f)	Fairwood Elementary (<0.25-acre right-of-way acquisition, no impacts to baseball field); strip take from L.J. Smith Park (<1.0-acre right-of-way acquisition, no impacts to baseball field)
Ecological Resources	No impacts
Floodplains / Floodway	No impacts
Regulated Materials	1 Spill, 4 LUST, 7 RCRA, 3 DERR, 1 NPL, 3 Sites with Institutional Controls, 3 VAP2, 1 UST; Will involve work within Chem-Dyne site trust area
Farmland Impacts	No impacts
Community Resources	Bisects North End
Environmental Justice (EJ)	Relocations in census block groups with high concentrations of EJ Populations
Residential Relocations	42 residential relocations
Commercial Relocations	6 business relocations: Advanced Auto Parts, Edmond's Carpet, Professional Motor Services, Tri-State Concrete, Vacant (2)

* A Phase I History/Architecture survey is currently being conducted. The results of this study could result in revisions to cultural resource impacts.

** Impacts listed in tables are based on preliminary findings and may change based on the completion of detailed environmental studies.

Abbreviations: R/W = right-of-way; OHI= Ohio Historic Inventory; NRHP= National Register of Historic Places; UST= Underground Storage Tank; LUST= Leaking Underground Storage Tank; DERR= Division of Environmental Response and Revitalization; VAP= Volunteer Action Program; RCRA= Resource Conservation and Recovery Act; NPL=National Priorities List.

Conclusion

Due to unavoidable and potentially significant impacts associated with all alternatives, as well as guidance received from ODOT during a project planning meeting on July 24, 2024, the Alternative Evaluation Report (AER) that was initially planned for the NHX project will not be prepared. Instead, a DEIS will be completed to document the impacts by alternative in more detail. The DEIS will also outline strategies for minimizing and mitigating anticipated impacts. Refinements to the alternatives are anticipated to continue as environmental and engineering studies are completed, and as public involvement and agency coordination continues throughout project development.

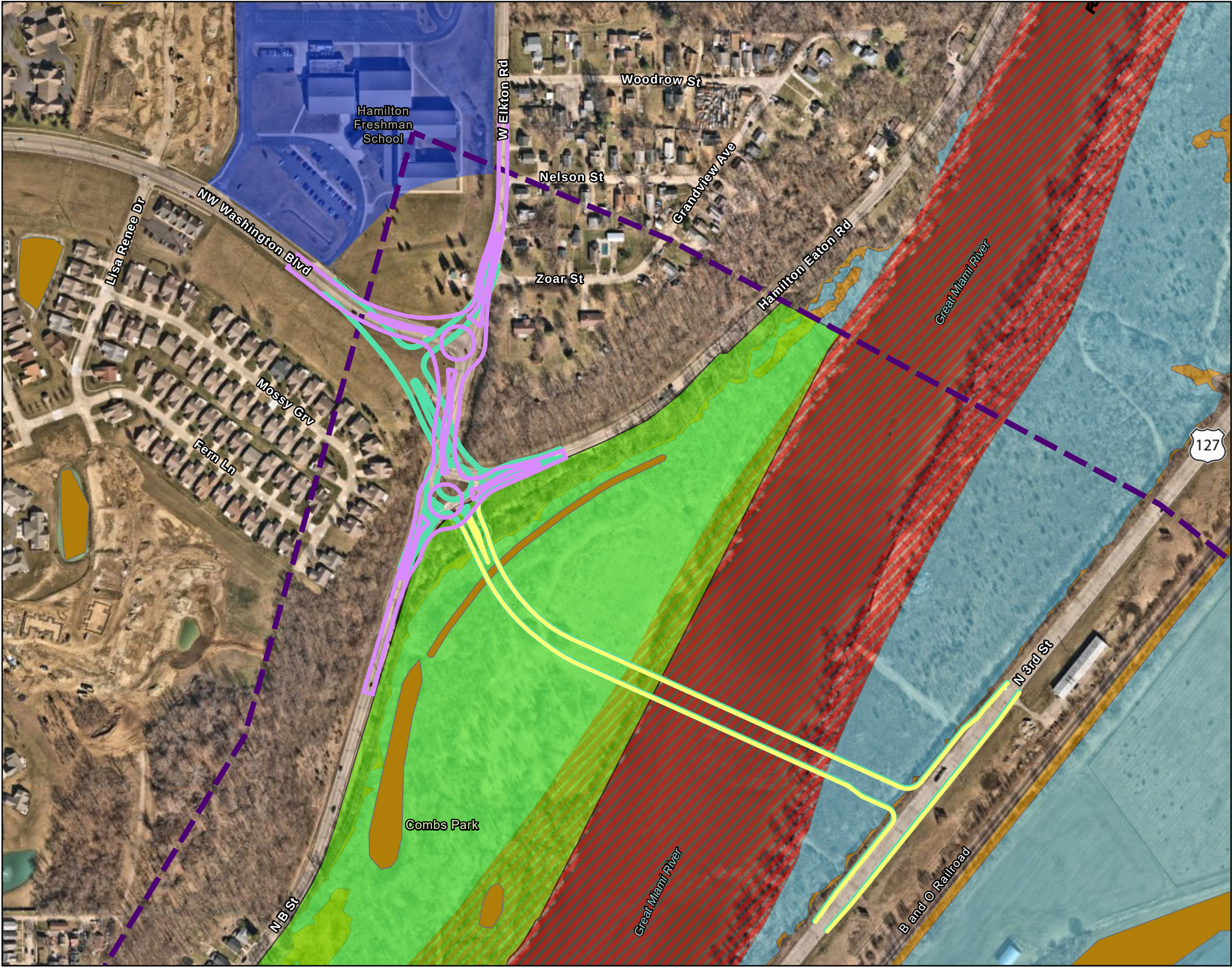


Figure No.
5

Title
**NW Washington Crossing-
Impacts and Updates**

Client/Project
North Hamilton Crossing (NHX)
PID 115755

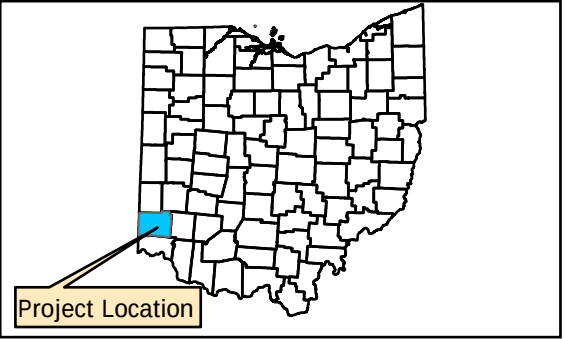
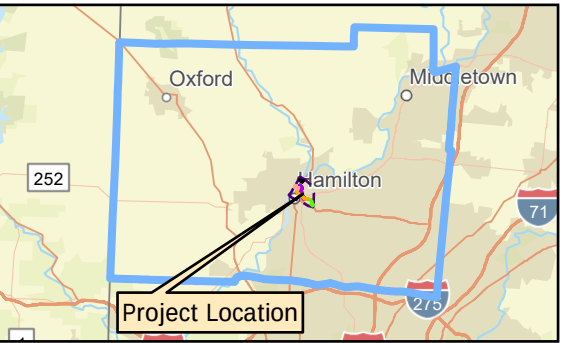
Project Location
City of Hamilton
Butler County, Ohio

Prepared by RG on 2024-07-25



Legend

- NWI Features
- 100 Year Floodplain
- 500 Year Floodplain
- Floodway
- Parks
- Schools
- 2024 Amended NW Washington Crossing
- 2023 Feasibility Study NW Washington Crossing
- 2024 NW Washington Roundabouts Project (PID 120771)
- Study Area



Notes:
1. Coordinate System: NAD 1983 StatePlane Ohio South FIPS 3402 Feet
2. Base Elements Produced from Design Features, NW (2023), FEMA (2023)
3. Background: World Topographic Map: City of Hamilton, OH, Esri, TomTom, Garmin, SafeGraph, GeoTechnologies, Inc, MET/NASA, USGS, EPA, NPS, USDA, USFWS
World Street Map: City of Hamilton, OH, Esri, TomTom, Garmin, SafeGraph, FAO, MET/NASA, USGS, EPA, NPS, USFWS
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World Imagery: Maxar



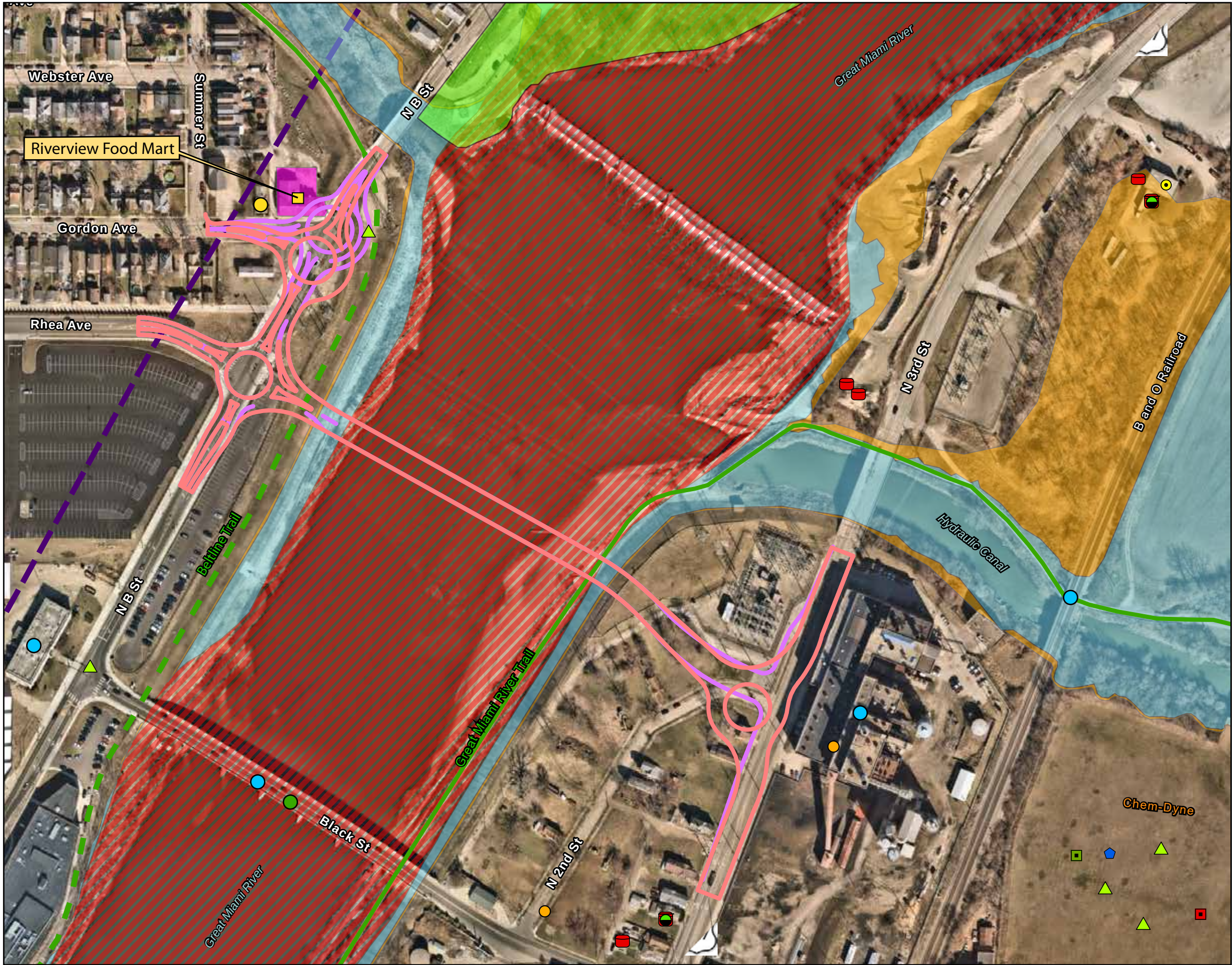


Figure No.
6

Title
**Gordon/Rhea Crossing-
Impacts and Updates**

Client/Project
North Hamilton Crossing (NHX)
PID 115755

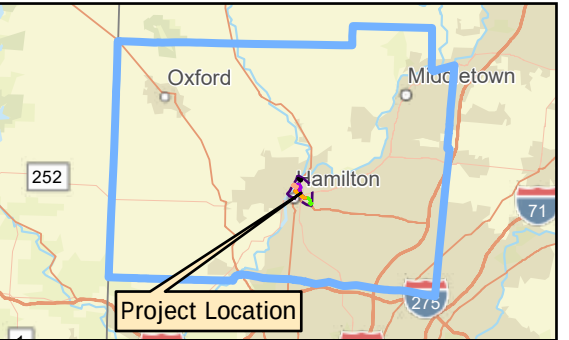
Project Location
City of Hamilton
Butler County, Ohio

Prepared by RG on 2024-12-04

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Legend

Markets	BUSTR UST Site
Parks	BUSTR LUST Site
Planned Trail	DERR Site
Trail	RCRA Site
100 Year Floodplain	Spill Site
500 Year Floodplain	National Priorities List Site
Floodway	Solid Waste Transfer Facility
Historic Structures	Site with Institutional Controls
Historic Bridge	
2023 Feasibility Study Residential Relocation	
2023 Feasibility Study Commercial Relocation	
2024 Amended Gordon/Rhea Crossing	
2023 Feasibility Study Gordon/Rhea Crossing	
Study Area	



Stantec

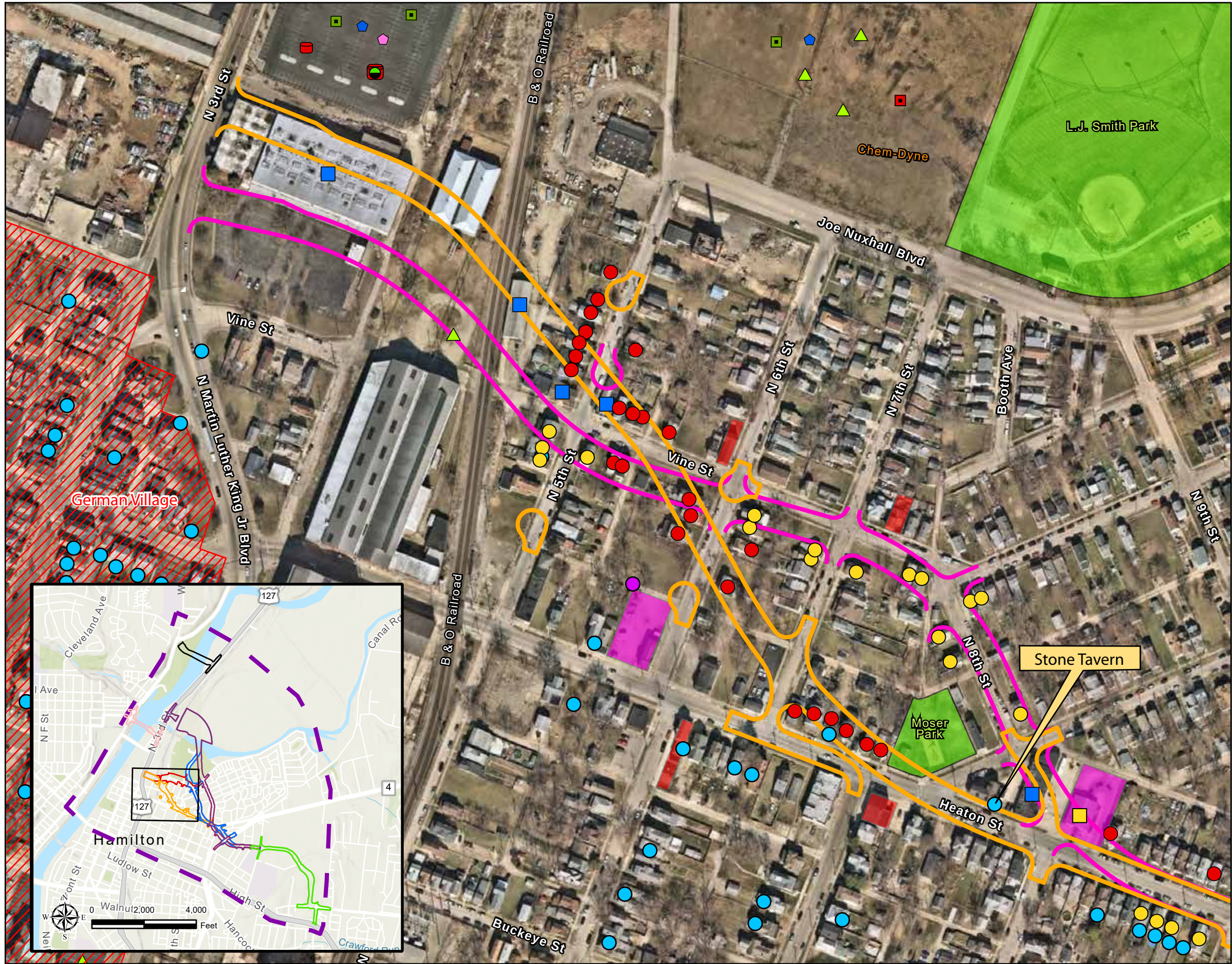


Figure No.
7.1

Title
Vine Street Alternatives- Impacts and Updates

Client/Project
North Hamilton Crossing (NHX)
PID 115755

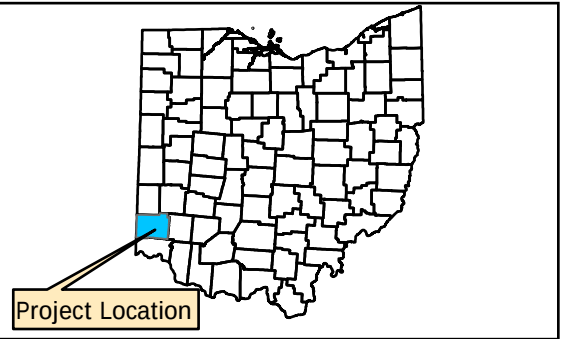
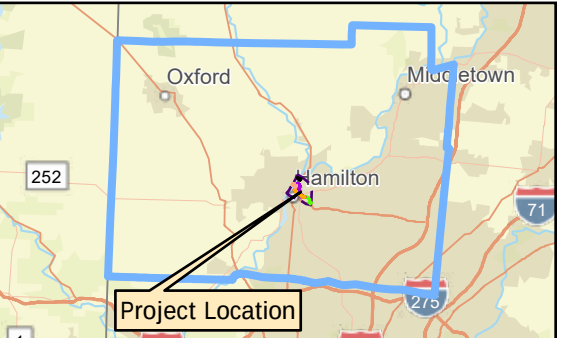
Project Location
City of Hamilton
Butler County, Ohio

Prepared by RG on 2024-12-04

0 200 400 Feet
(At original document size of 11x17)
1:2,500

Legend

★ National Register Listings	● BUSTR UST Site
▭ Historic District Boundaries	■ BUSTR LUST Site
● Historic Structures	● DERR Site
● Archaeological Sites	● RCRA Site
■ Parks	● VAP2 Site
■ Religious Institutions	● Spill Site
■ Markets	■ National Priorities List Site
● Solid Waste Transfer Facility	■ Site with Institutional Controls
● Residential Relocation	
● 2023 Feasibility Study Residential Relocation	
■ Commercial Relocation	
■ 2023 Feasibility Study Commercial Relocation	
■ 2024 Amended Vine Street Connection	
■ 2023 Feasibility Study Vine Street Connection	
■ Study Area	



Notes
1. Coordinate System: NAD 1983 StatePlane Ohio South FIPS 3402 Feet
2. Base Elements Produced from Design Features
3. Background: World Topographic Map: City of Hamilton, OH, Esri, TomTom, Garmin, SafeGraph, GeoTechnologies, Inc, METINASA, USGS, EPA, NPS, USFWS
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World Hillshade: Esri, NASA, NGA, USGS, FEMA
Hybrid Reference Layer: Esri Community Maps Contributors, City of Hamilton, OH, Butler County, OH, OpenStreetMap, Microsoft, Esri, TomTom, Garmin, SafeGraph, GeoTechnologies, Inc, METINASA, USGS, EPA, NPS, US Census Bureau, USDA, USFWS



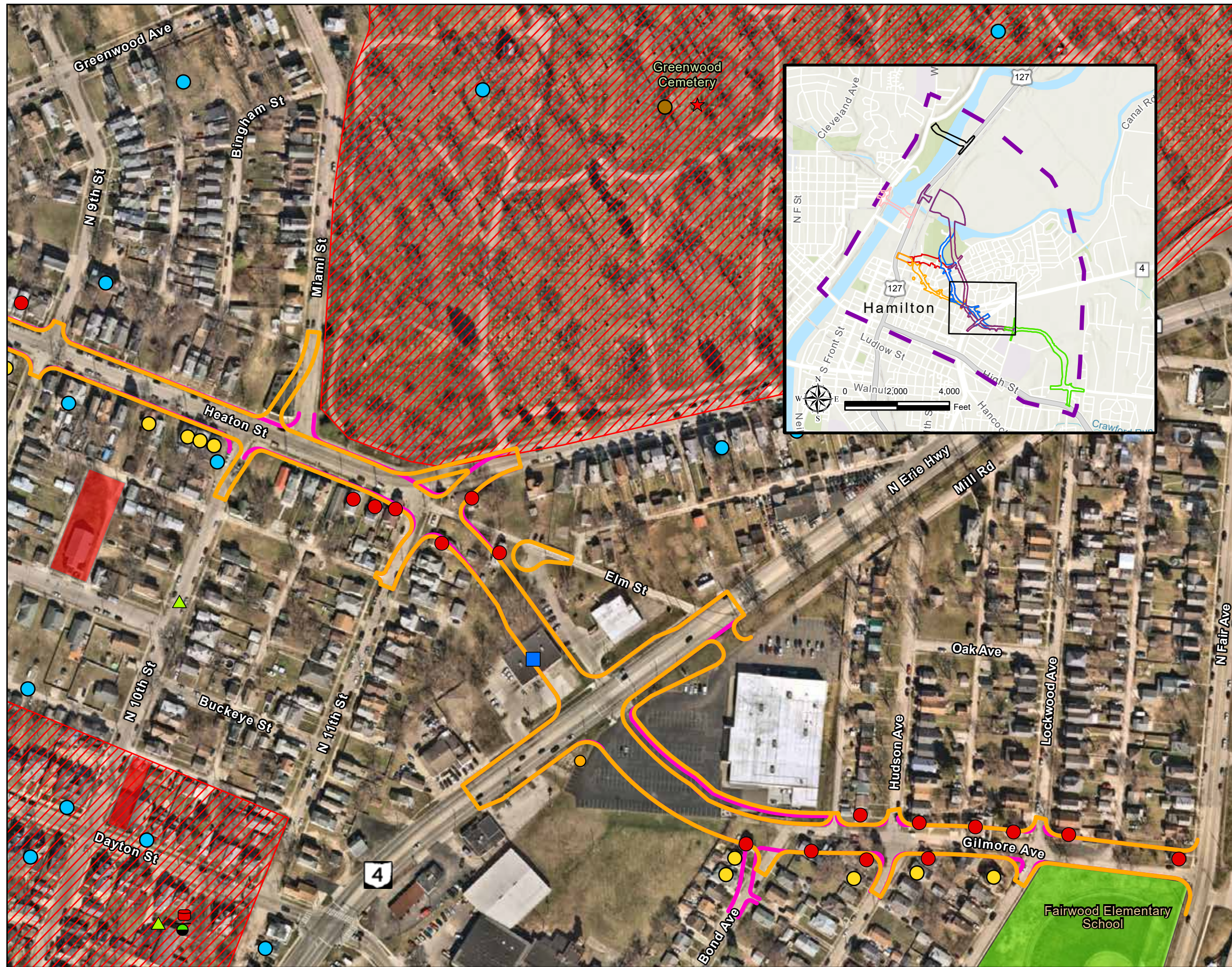


Figure No.

7.2

Title

Vine Street Alternatives - Impacts and Updates

Client/Project

North Hamilton Crossing (NHX)
PID 115755

173620130

Project Location
City of Hamilton
Butler County, Ohio

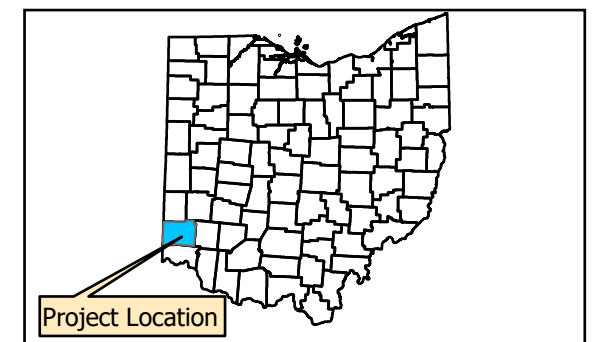
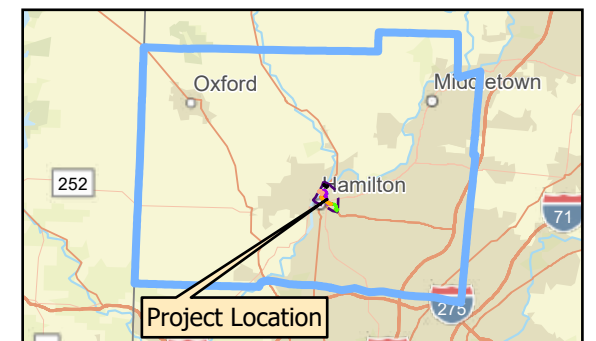
Prepared by RG on 2024-12-04



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Legend

- Religious Institutions
- Parks
- National Register Listings
- Historic District Boundaries
- Historic Structures
- OGS Cemeteries
- Residential Relocation
- 2023 Feasibility Study Residential Relocation
- Commercial Relocation
- 2023 Feasibility Study Commercial Relocation
- 2024 Amended Vine Street Connection
- 2023 Feasibility Study Vine Street Connection
- Study Area
- BUSTR UST Site
- BUSTR LUST Site
- RCRA Site
- Spill Site



Notes
1. Coordinate System: NAD 1983 StatePlane Ohio South FIPS 3403 Feet
2. Base Elements Produced from Design Features, ORPS (2023), SHPO (2022)
3. Background: World Topographic Map: City of Hamilton, OH, Esri, TomTom, Garmin, SafeGraph, GeoTechnologies, Inc, METINASA, USGS, EPA, NPS, USFWS, USDA, USFWS
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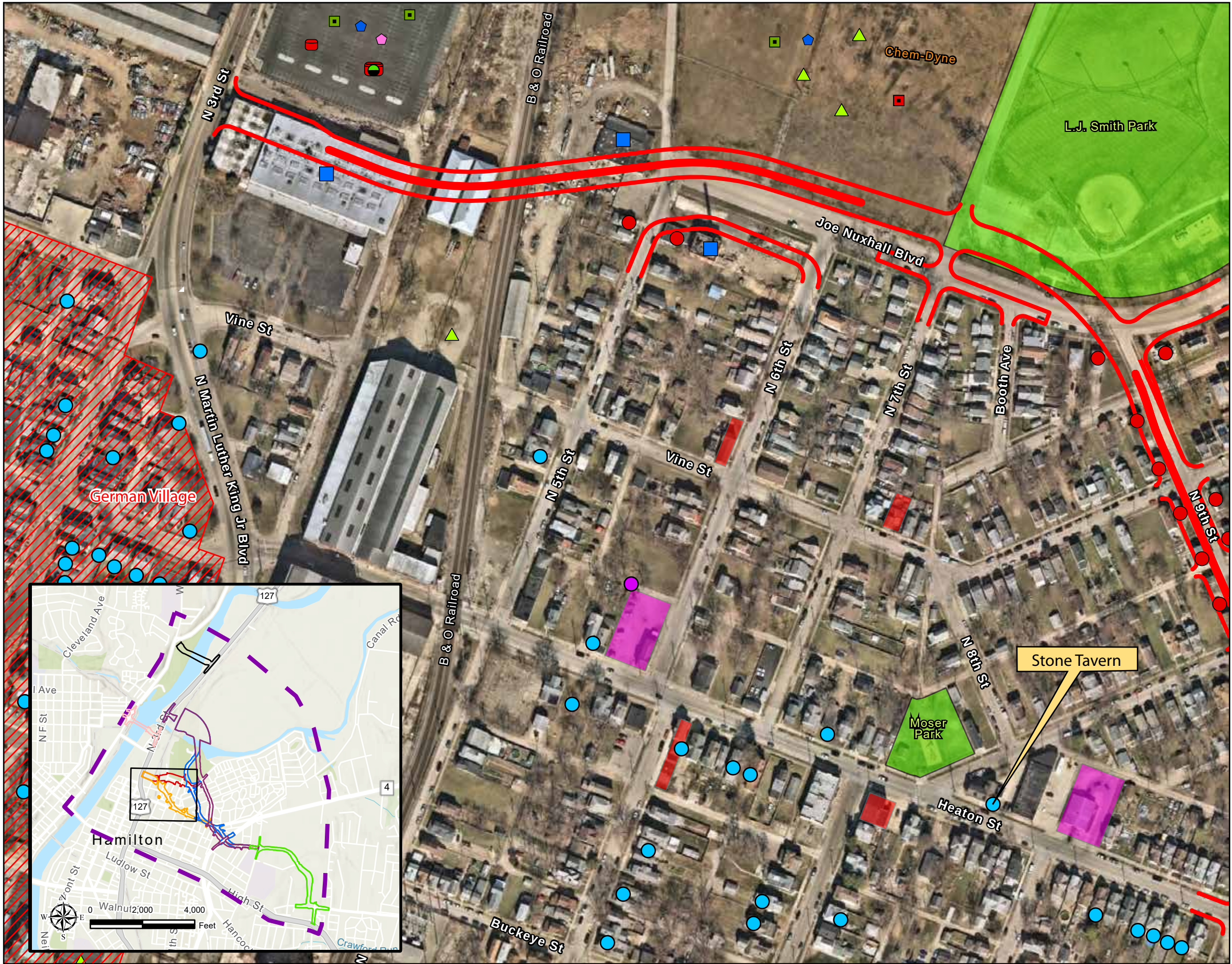


Figure No.
8.1

Title
Joe Nuxhall Connection- Impacts

Client/Project
North Hamilton Crossing (NHX)
PID 115755

Client/Project
173620130

Project Location
City of Hamilton
Butler County, Ohio

Prepared by RG on 2024-12-04

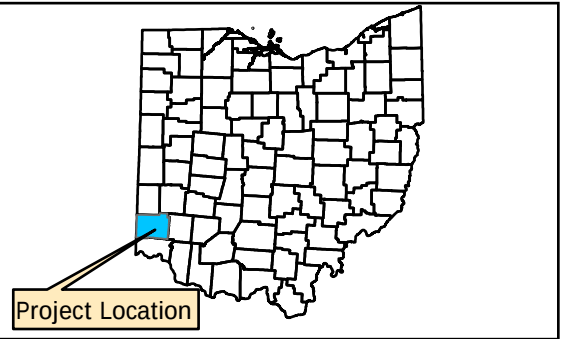
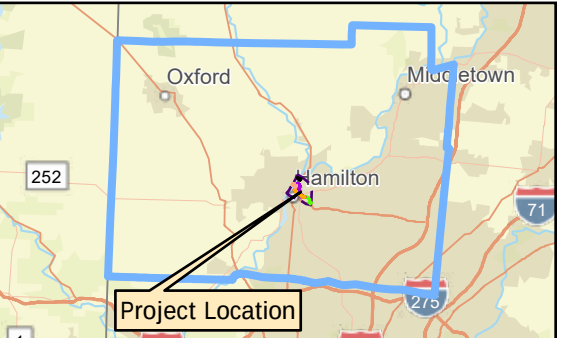
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Legend

★ National Register Listings	● BUSTR UST Site
▭ Historic District Boundaries	▭ BUSTR LUST Site
● Historic Structures	▭ DERR Site
● Archaeological Sites	▭ RCRA Site
▭ Religious Institutions	▭ VAP2 Site
▭ Markets	▭ National Priorities List Site
▭ Parks	● Residential Relocations
▭ Trail	▭ Commercial Relocations
● Solid Waste Transfer Facility	▭ Joe Nuxhall Connection
▭ Site with Institutional Controls	▭ Study Area
● Spill Site	



Notes

1. Coordinate System: NAD 1983 StatePlane Ohio South FIPS 3402 Feet
2. Base Elements Produced from Design Features
3. Background: World Topographic Map: City of Hamilton, OH, Esri, TomTom, Garmin, SafeGraph, GeoTechnologies, Inc, METINASA, USGS, EPA, NPS, USFWS, USDA, USFWS
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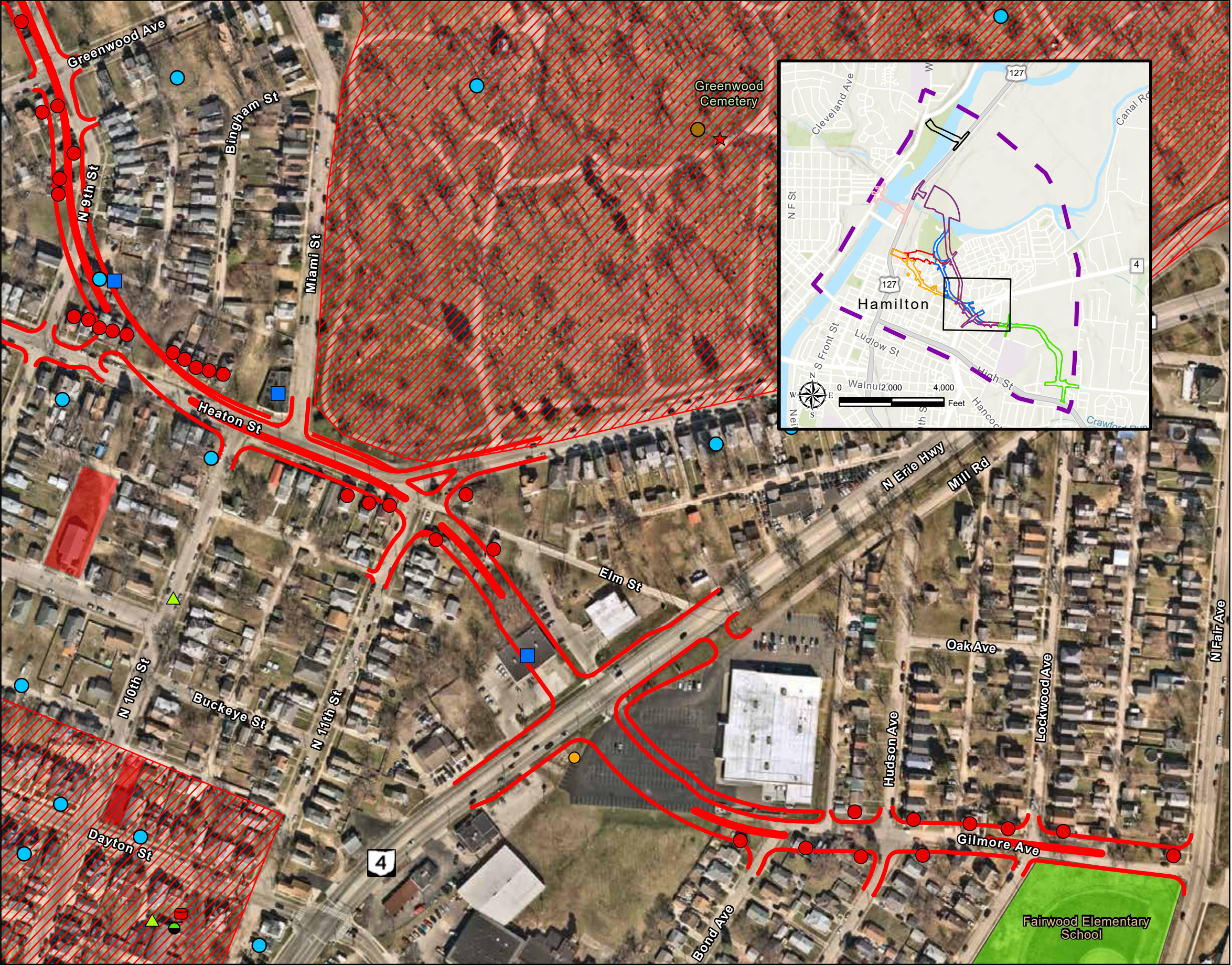
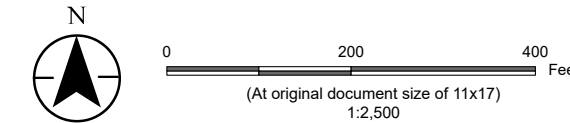


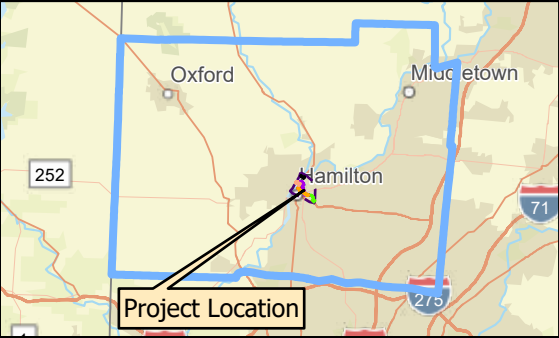
Figure No.
8.2
Title
Joe Nuxhall Connection Impacts

Client/Project
North Hamilton Crossing (NHX)
PID 115755
173620130
Project Location
City of Hamilton
Butler County, Ohio
Prepared by RG on 2024-12-04



Legend

- Parks
- Religious Institutions
- National Register Listings
- Historic District Boundaries
- Historic Structures
- OGS Cemeteries
- BUSTR UST Site
- BUSTR LUST Site
- Spill Site
- Residential Relocation
- Commercial Relocation
- Joe Nuxhall Connection
- Study Area



Notes
1. Coordinate System: NAD 1983 StatePlane Ohio South FIPS 3403 Feet
2. Base Elements Produced from Design Features, ORPS (2023), SHPO (2022)
3. Background: World Topographic Map: City of Hamilton, OH, Esri, TomTom, Garmin, SafeGraph, GeoTechnologies, Inc, METINASA, USGS, EPA, NPS, USFWS, USDA, USFWS
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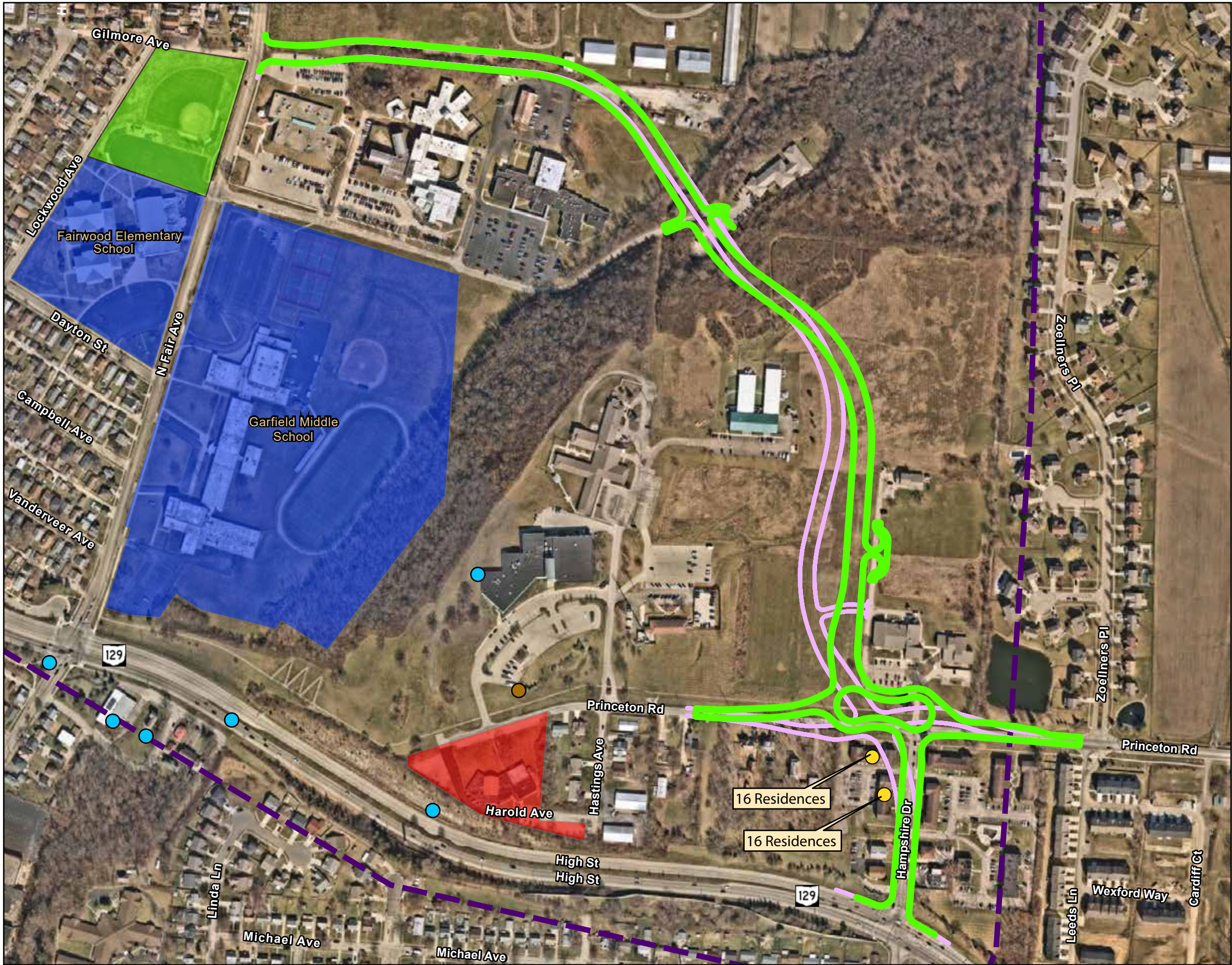


Figure No.
9
Title
Eastern Connection-Impacts and Updates

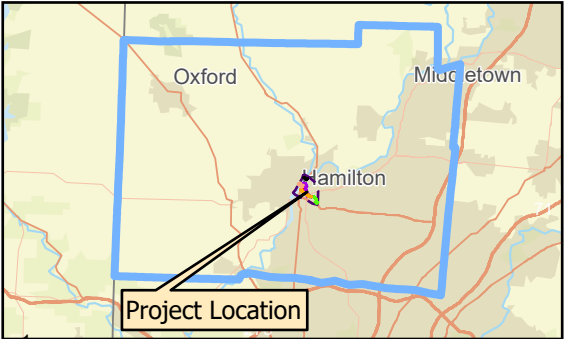
Client/Project
North Hamilton Crossing (NHX)
PID 115755

Project Location
City of Hamilton
Butler County, Ohio



Legend

- Historic Structures
- OGS Cemeteries
- Religious Institutions
- Schools
- Parks
- 2023 Feasibility Study Residential Relocations
- 2024 Amended Eastern Connection
- 2023 Feasibility Study Eastern Connection
- Study Area



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World Imagery: Maxar



Reference: Feasibility Study Amendment

Attachment A:

ODNR Comments on 2023 Feasibility Study

From: Kyla.Maunz@dnr.ohio.gov
To: Larry.Hoffman@dot.ohio.gov
Cc: Keith.Smith@dot.ohio.gov; Erica.Schneider@dot.ohio.gov
Subject: RE: BUT-North Hamilton Crossing, PID 115755
Date: Wednesday, August 23, 2023 4:21:51 PM
Attachments: [image001.png](#)
[image002.png](#)

Good afternoon,

ODNR appreciates the opportunity to review the project in an early stage. Below are some items we request ODOT consider during project development:

1. All of the proposed alternatives would potentially impact the Great Miami River, a heavily used recreational resource and state designated water trail in Ohio. ODNR requests that ODOT consider projects and construction sequencing that will minimize the short and long-term recreational impact to the river.
2. We believe ODOT to already be aware, but as a reminder, Ohio Revised Code Section 1521.16(A) states that any person who owns a facility that has the capacity to withdraw waters of the state in an amount greater than one hundred thousand gallons per day from all sources must register the facility with the ODNR Division of Water Resources within three months after the facility is completed. Water used for any phase of the construction process (i.e., dust control) that meets the above threshold will need to be registered with us. O.R.C 1521.16(C) requires the owner of the facility to file an annual report listing the amount of water withdrawn per day by the facility, the return flow per day, and any other information the Chief may require.
3. Page 62 states, *"Under each of the build alternatives, plan notes to protect groundwater resources would be included in the project plans. There would be no impact to Drinking Water Resources under the No Build Alternative."* A suitable water replacement plan should be developed if/when a well owner is impacted by the construction project.
4. After reviewing the Natural Heritage Database, ODNR finds we have no records of rare or endangered species in the proposed project area for all alternatives, including a one-mile radius (records searched date from 1980). There is, however, one historical record for a state endangered minnow, last seen in 1974. Its recorded location was below the dam, potentially in the vicinity of all alternatives with river crossings south of the dam. Our inventory program has not completely surveyed Ohio and relies on information supplied by many individuals and organizations. Therefore, a lack of records for any particular area is not a statement that rare species or unique features are absent from that area.
5. ODNR recommends avoiding and/or minimizing impacts to wildlife as much as feasibly possible and has a preference for the alternative that causes less habitat fragmentation. Therefore, from a biological standpoint, ODNR's Division of Wildlife would not recommend Alternative.

Please let us know if you have any questions.

Thank you!

Kyla Maunz, PWS

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From: Hoffman, Larry <Larry.Hoffman@dot.ohio.gov>

Sent: Monday, July 24, 2023 3:18 PM

To: Kamnyev, Anna <Anna.Kamnyev@epa.ohio.gov>; Maunz, Kyla <Kyla.Maunz@dnr.ohio.gov>;
Clingan, Peter M CIV USARMY CELRH (US) <Peter.M.Clingan@usace.army.mil>;
Ogulei.David@epa.gov; patrice_ashfield@fws.gov; dwelling@ohiohistory.org

Cc: Smith, Larry <Keith.Smith@dot.ohio.gov>; Schneider, Erica <Erica.Schneider@dot.ohio.gov>; Hill,
Timothy <Tim.Hill@dot.ohio.gov>

Subject: BUT-North Hamilton Crossing, PID 115755

Hello,

The Ohio Department of Transportation is requesting your review and comment on the Feasibility Study (FS) for the above subject project. The link to the FS is attached and is also available in Environet. We are requesting your review since this project will likely be processed as an Environmental Assessment (EA) or an Environmental Impact Statement (EIS).

The City of Hamilton, in conjunction with the Butler County Transportation Improvement District (BCTID), has undertaken the proposed North Hamilton Crossing (NHX) project to improve mobility and reduce congestion in the northeastern portion of Hamilton. The proposed NHX project is in northeast Hamilton and extends between an eastern terminus at the intersection of SR 129 and Hampshire Drive and a western terminus at North B Street. The study includes 18 concepts to address transportation needs identified through a public needs survey, as well as several meetings with project stakeholders. This feasibility study was prepared as part of ODOT's Project Development Process (PDP) to document the process used to evaluate preliminary alternatives and select those that should be further studied for the North Hamilton Crossing (NHX) project. This report provides a summary of the engineering and environmental studies that were undertaken throughout the feasibility study, as well as the public involvement activities that were conducted.

We would appreciate your comments by August 24, 2023. If you have questions, please email Keith Smith, PE, District 8 Environmental Coordinator, Keith.Smith@dot.ohio.gov or myself.

Thanks!

Larry Hoffman

Major Project Coordinator

ODOT Office of Environmental Services

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