Attachment E

Public Involvement

- In-Person & Virtual Open House Summary Report
  - Appendix A: Exhibits & Materials - Part 1 of 2

North Hamilton
CROSSING

WELCOME

WE'RE GLAD YOU'RE HERE!

THE PURPOSE OF THIS OPEN HOUSE IS TO:

- Provide you with an update on the North Hamilton Crossing (NHX) project
- Share the results of recently completed studies
- Discuss route alternatives that have been developed and evaluated
- Gather your feedback

YOUR INPUT IS IMPORTANT AND WILL BE USED BY THE PROJECT PARTNERS TO HELP INFORM DECISION-MAKING FOR THE PROJECT.

NHX PROJECT PARTNERS

BUTLER COUNTY TID
TRANSPORTATION IMPROVEMENT DISTRICT

City of Hamilton
BUTLER COUNTY OHIO

odot
transportation.ohio.gov

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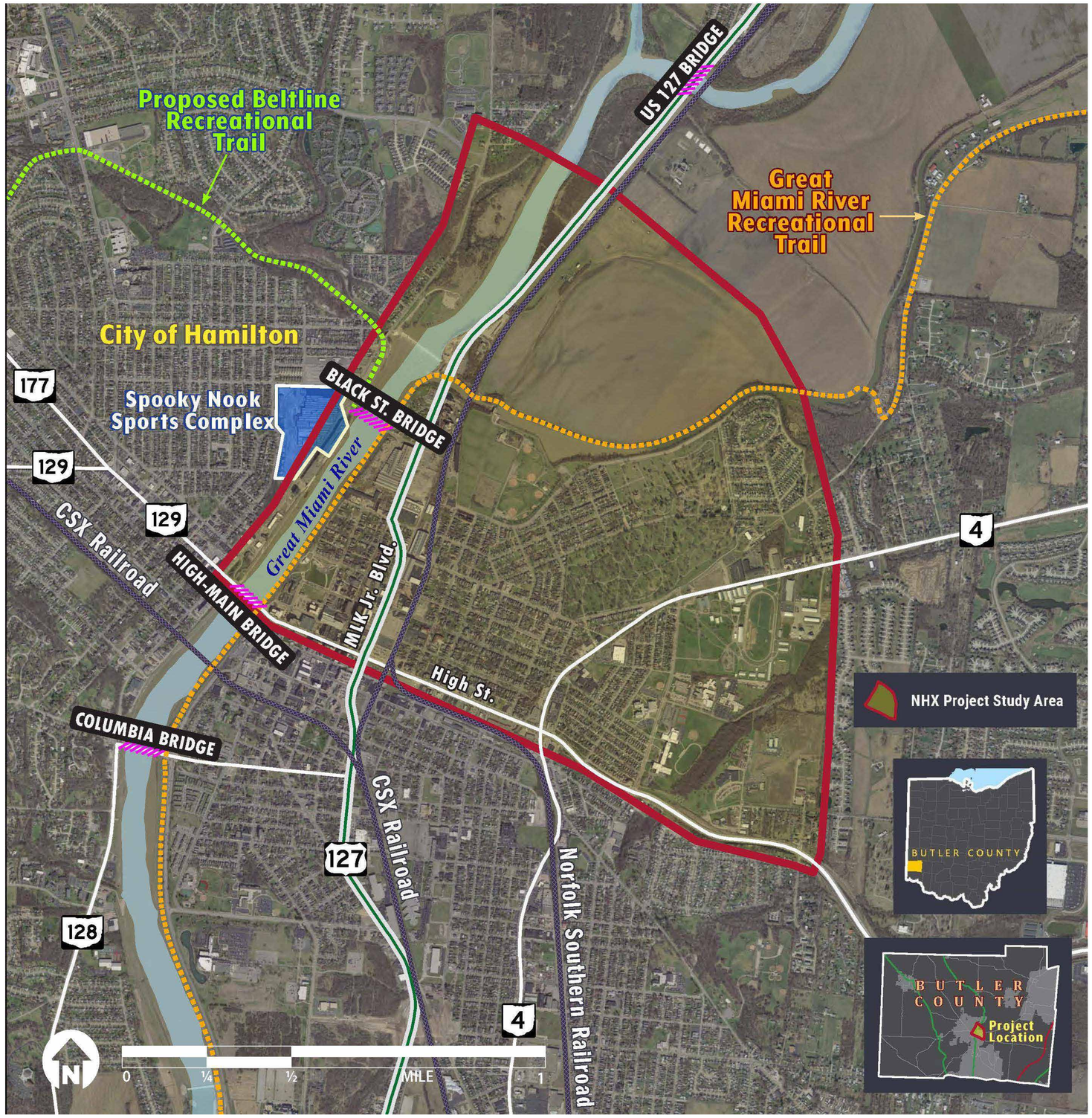
STUDY AREA



The City of Hamilton and Butler County Transportation Improvement District (BCTID) have completed multiple improvements to reduce congestion and make travel through the city easier and safer. Now, working in coordination with the Ohio Department of Transportation (ODOT), we are turning our focus toward the North Hamilton Crossing (NHX).

NHX has been a city, county, and regional transportation objective since the early 2000s and remains a priority in local and regional planning documents.

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, SR 4, and SR 129 at Hampshire Dr. on the east side, all north of SR 129/High St.

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PURPOSE AND NEED

PROJECT PURPOSE

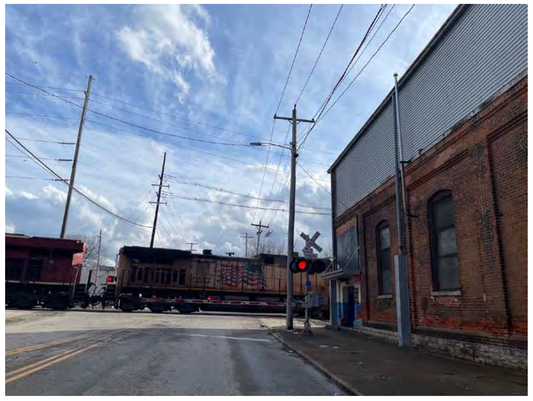
Improve east-west connectivity north of SR 129 in the City of Hamilton to reduce congestion and improve safety and mobility in support of current and planned economic growth in the City and in western Butler County, as identified in ***Plan Hamilton*** and the ***Butler County Thoroughfare Plan***.

PRIMARY NEEDS

- Improve east-west connectivity
- Address insufficient crossings of the Great Miami River
- Address lack of grade-separated railroad crossings
- Enhance mobility/reduce congestion on the local road network
- Improve safety on roads within the project area and at railroad crossings

SECONDARY NEEDS

- Support planned and proposed economic development
- Improve bike/pedestrian connectivity within the City and to the regional/state shared-use trail system
- Improve multi-modal linkage, including bus transportation options



Primary needs are transportation needs that must be addressed to the extent feasible, in order to satisfy the project's purpose. Secondary needs are issues to be addressed if enough funding is available.

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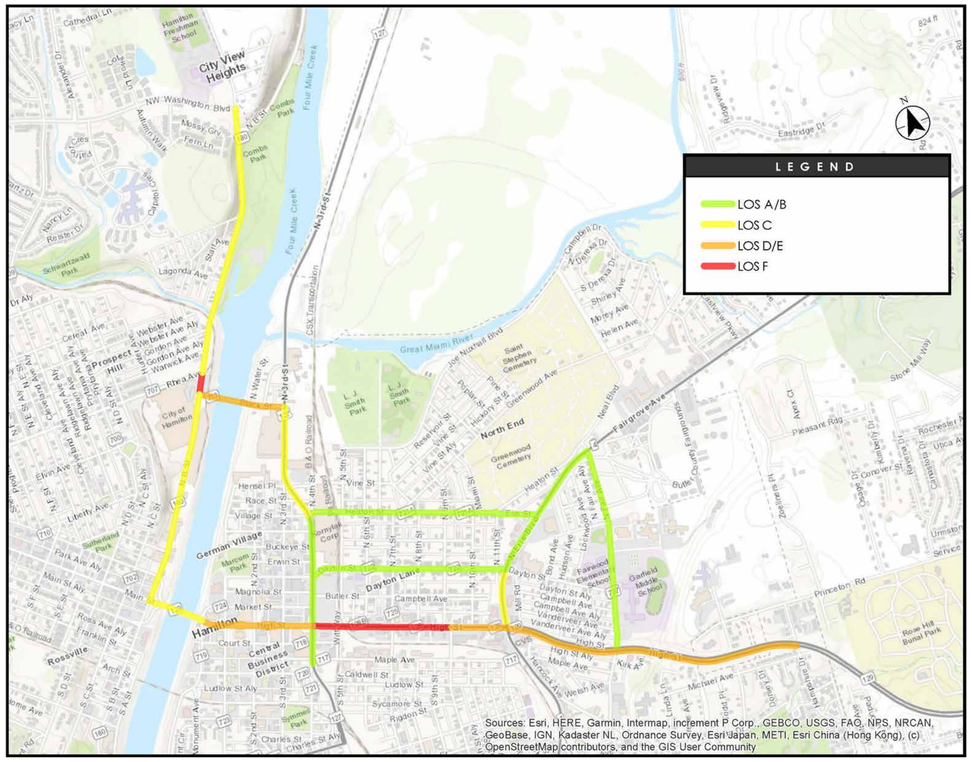
EXISTING CONDITIONS

Transportation challenges identified with travel in the NHX study area include:

- Insufficient roadway connections to major state routes and interstates
- Difficulty traveling between the east and west sides of Hamilton, both on streets and across bridges due to lack of continuous routes
- High crash rates at key intersections along High Street (SR 129)
- Travel delays caused by congestion and frequent train crossing interruptions
- Lack of adequate sidewalks and bike paths
- Delays to emergency service response times caused by trains blocking crossings
- Few public transit alternatives



Existing traffic conditions in the NHX study area. Level of Service (LOS) ranges from LOS A (free-flow operations) to LOS F (severe congestion).

Heat map showing areas of traffic crashes in the NHX study area between 2016 and 2020.

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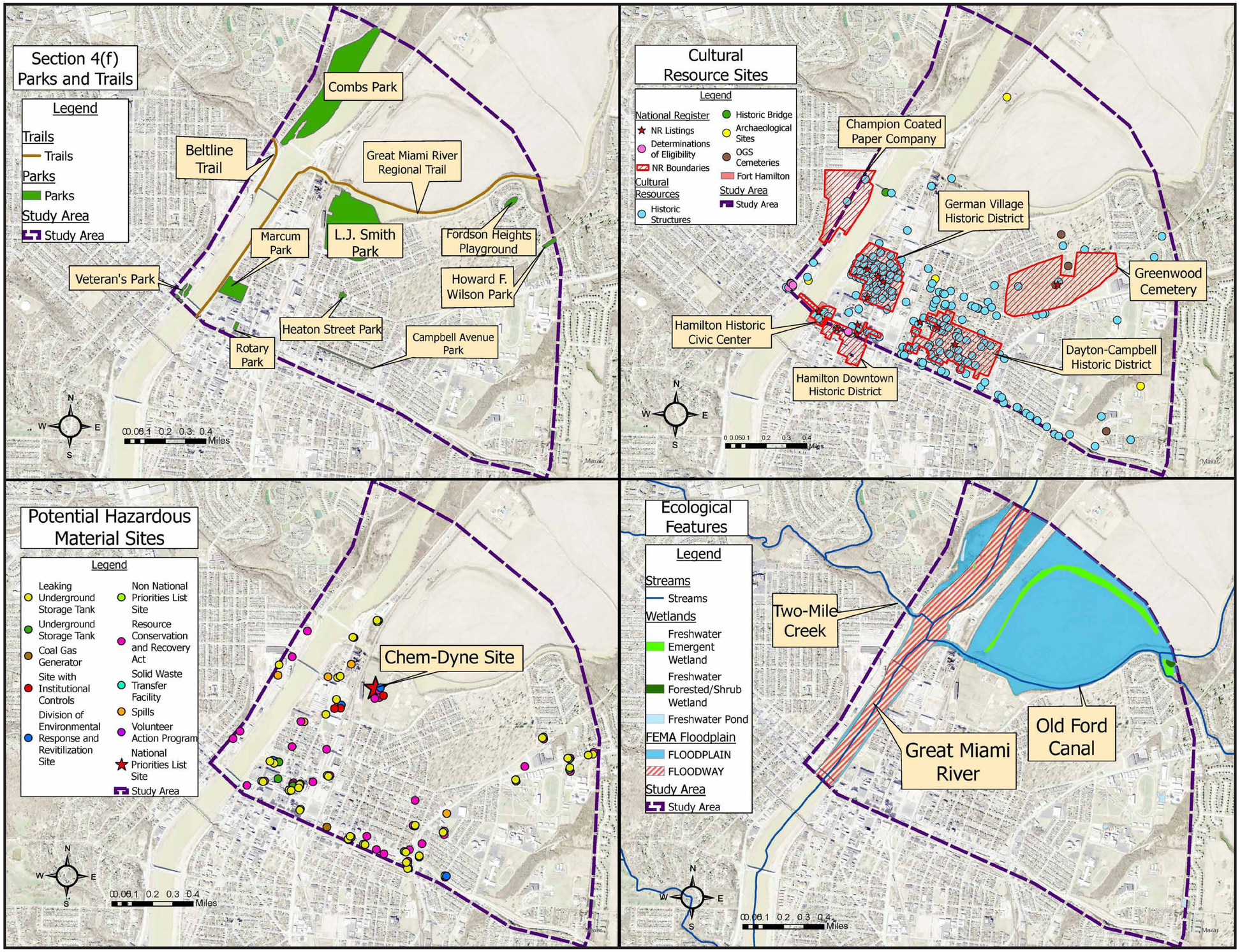
ENVIRONMENTAL FEATURES



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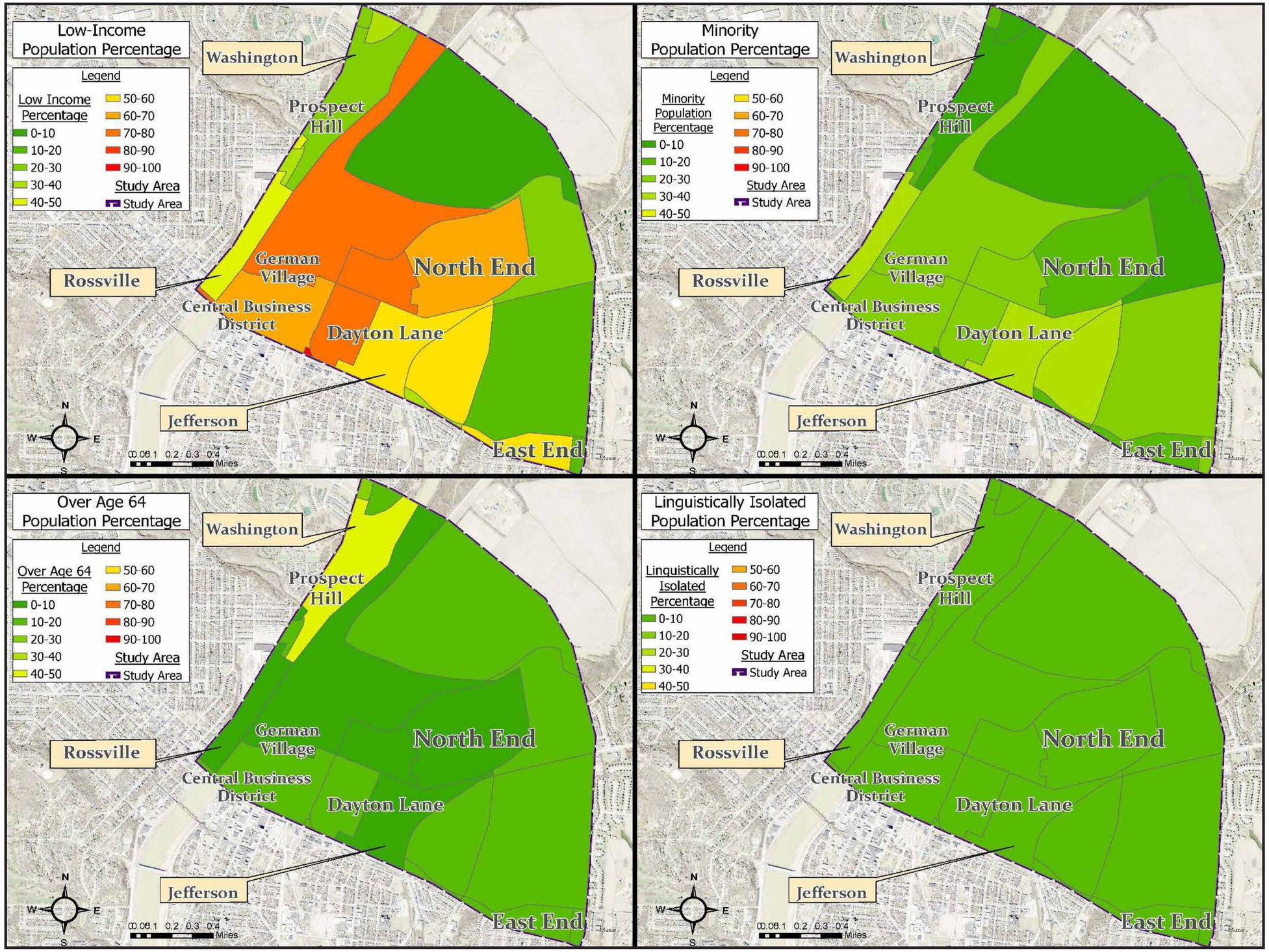
UNDERSERVED POPULATIONS



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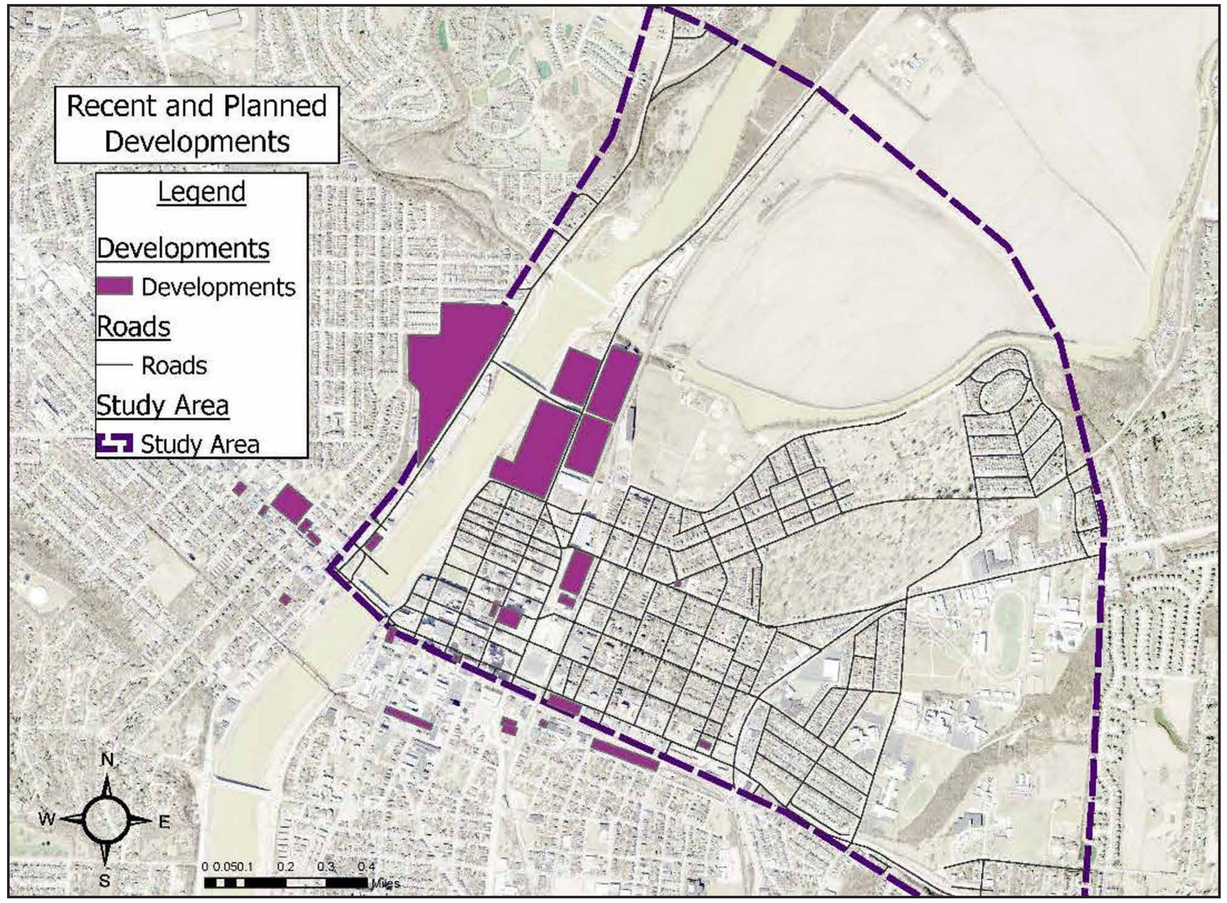
RECENT AND ONGOING ECONOMIC DEVELOPMENTS

Completed and Ongoing Projects	Investment Cost
Spooky Nook Sports Champion Mill – Entertainment, convention, hotel, restaurants	$144M
Rossville Flats – 75+ apt. units and 4 commercial spaces	$11M
Third & Dayton Building – 70 residential units	$5M
Agave & Rye – Restaurant	$2.5M
Saica – Manufacturing	$72M
80 Acres Farms – Indoor farming	$26+M
Artspace Lofts – 4,650 sq. ft. mixed-use housing, commercial	$11.8M
Marcum Apartments – 102 units with 11,000 sq. ft. retail	$13M
JWF Technologies – Manufacturing	$4.25M
Hamilton Health on Main – Health care	$6M
The Davis Building – Residential	$1.8M
27 new small businesses – restaurants, food establishments, retail, and entertainment	N/A
RiversEdge Amphitheater – 3,000 person entertainment venue	$1.9M
Salvagnini – Manufacturing	$7.0M
Darana Hybrid – Manufacturing	$6+M
Hamilton Caster – Manufacturing	$7.3M
TriHealth Bethesda Butler (Cancer Center)	$5+M
Ft. Hamilton Hospital – Equipment, infrastructure, capital	$14M



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DEVELOPMENT STATUS

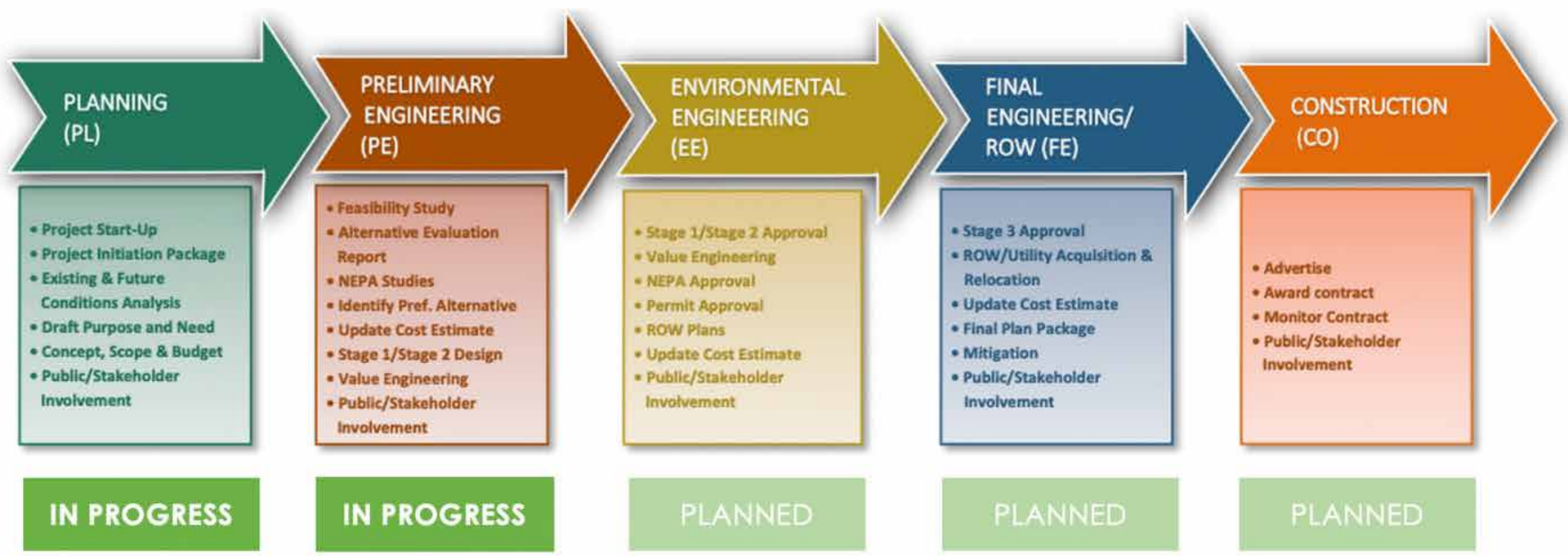
We are using ODOT's five-phase Project Development Process (PDP) to plan the NHX project. Right now, we're concluding the initial Planning phase of the PDP and working on tasks in the Preliminary Engineering phase.

THE PLANNING PHASE FOCUSED ON:

- Identifying the transportation problems
- Assessing existing and future conditions
- Identifying stakeholders
- Gathering public input
- Determining project scope, purpose, and goals
- Identifying project schedule and budget

THE PRELIMINARY ENGINEERING PHASE FOCUSES ON:

- Conducting initial technical studies, field investigations, and preliminary engineering
- Identifying and evaluating potential project alternatives
- Gathering public input
- Refining information and analyses
- Identifying a preferred alternative for construction



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PUBLIC INPUT TO DATE

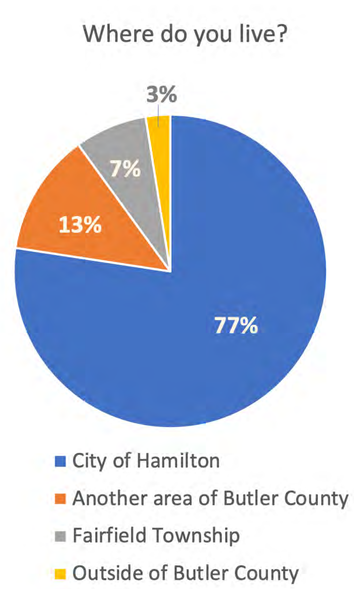
We've been gathering public input by the following means to assist with project development since project planning began in 2021. Feedback received has been used to help identify problems to be addressed and to develop and evaluate initial alternatives. More input will be needed to help refine and further evaluate the alternatives advanced for further study.

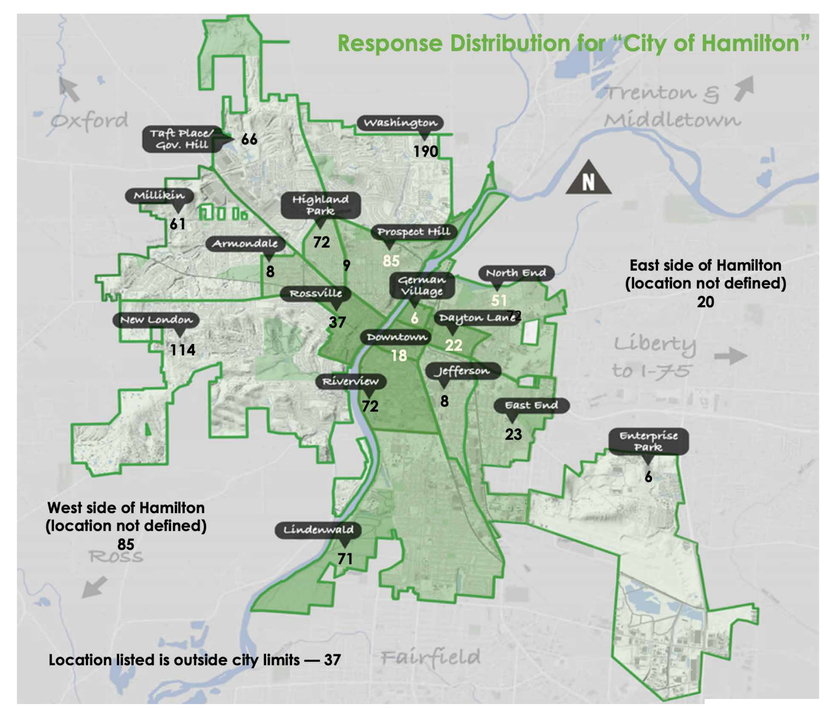
STAKEHOLDER COMMITTEE

- Consists of 65+ members comprised of neighborhood representatives, business owners, interested parties, officials from the City, County and nearby townships, and local residents
- Four meetings have been held to date
  - Nov. 9, 2021
  - Feb. 2, 2022
  - May 4, 2022
  - Oct. 4, 2022

SEPTEMBER 2021 ONLINE PUBLIC INPUT SURVEY

- 4,374 views
- 1,590 individuals answered questions
- 4,188 comments received



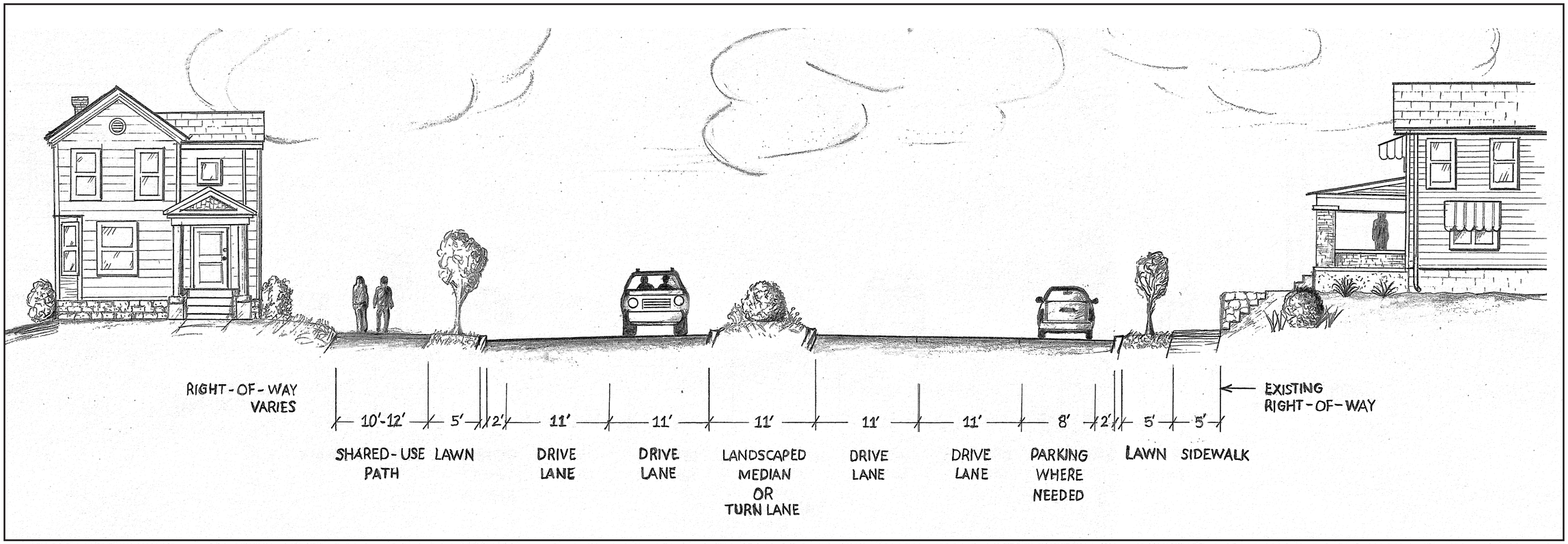


EMAIL

PHONE CALLS

North Hamilton CROSSING

ROADWAY CORRIDOR CONCEPT



- The North Hamilton Crossing is proposed as a 35-mph boulevard-style road that will provide improved east-west connectivity through the city.
- It will be a four-lane road (two travel lanes both ways) with a turn lane and/or landscaped median in the middle. On-street parking would be provided where needed.
- There will be a sidewalk on one side of the road and a shared-use path that can support bicycles, runners, walkers, strollers, wheelchairs, and more on the other.
- Curb bump-outs and crosswalks will be included at intersections to facilitate safe crossing of the street.

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ROADWAY CORRIDOR CONCEPT

BLACK STREET BRIDGE

- At 100 yrs old, it cannot support current traffic volumes for much longer
- The bridge will be preserved for bicycle, pedestrian, small public shuttle use
- Black Street Bridge will not be closed until a new bridge is in place

Black Street Bridge

RAILROAD OVERPASS

- There are 23 locations where trains cross/block streets in the city and only two have grade-separated crossings
- At-grade crossings in the study area are blocked 25% of the day
- A new railroad overpass will be built to provide relief for drivers

South Hamilton Crossing railroad overpass

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QUESTIONS WE'VE HEARD

What happens if the project needs to go through the Chem-Dyne site?
The Chem-Dyne site underwent clean-up in the 1980s. Since then, reviews completed every five years have confirmed that the clean-up effort has remained effective in protecting public health and the environment. Multiple environmental regulations remain in place, however, to regulate what can and cannot be done on the Chem-Dyne site. These restrict excavations on the site, but do allow non-invasive structures such as parking lots, ballfields, and roads to be built on top of the clean soils covering the site. Any use of the site for the NHX project will be managed in complete accordance with these regulations.

What happens if the project needs to go through part of LJ Smith Park?
It's understood that the ballfields and splashpad have significant community value. The project team will work with the community to explore ways to preserve and/or enhance these assets, including possibly shifting of some of the routes currently shown, if needed. Any impacted feature will be replaced with an option that is at least equal to, if not better than, what's offered now. In fact, the NHX project may be able to help accelerate and fund (in part) improvements to LJ Smith Park.

What happens if the project affects my property?
It won't be known which properties will be affected by the NHX project until the Preliminary Engineering phase of development is complete in early 2024 and a Preferred Alternative has been identified.

- Federal and state guidelines protect the interests of resident and owners; we will follow these guidelines
- Assistance will be provided to locate replacement housing
- Relocation agents will be assigned to help occupants understand the benefits they are entitled to and help guide them through the process. Agents will contact property owners/residents directly if they will be impacted by the project.

NHX ALTERNATIVE EVALUATION TABLE

Feature/Consideration	DRAFT NORTH HAMILTON CROSSING (NHX) CONCEPTUAL ALTERNATIVES EVALUATION MATRIX (PID 115755) Preliminary Alternatives								
	No Build Alternative	Alternative A	Alternative B	Alternative C	Alternative D	Alternative E	Alternative E1	Alternative F	Alternative G
Purpose and Need - Primary Needs									
Improves East-West Connectivity	No	Yes (Ties to NW Washington Blvd, providing connectivity further west)	Yes (Ties to Lagonda Ave with no direct connectivity further west)	Yes (Ties to relocated Rhea Ave, providing connectivity further west)	Yes (Ties to Gordon Ave, providing connectivity further west)	Yes (Ties to relocated Rhea Ave, providing connectivity further west)	Yes (Ties to relocated Rhea Ave, providing connectivity further west)	Yes (Ties to relocated entrance of Spooky Nook, with no direct connectivity further west)	Yes (Ties to Wayne Ave, providing connectivity further west)
Improves Lack of Sufficient River Crossings.	No	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Improves Lack of Grade-Separated Railroad Crossings.	No	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Improves Mobility/Congestion on Local Road Network	No	Minimal Improvement	Minimal Improvement	Yes	Yes	Yes	Yes	Yes	Yes
Improves Safety	No	Minimal Improvement	Minimal Improvement	Yes	Yes	Yes	Yes	Yes	Yes
Purpose and Need - Secondary Needs									
Supports Economic Development	No	Yes	Yes	No, impacts City-identified prime development parcels	No, impacts City-identified prime development parcels	No, impacts City-identified prime development parcels	No, impacts City-identified prime development parcels	Yes	Yes
Improves Bike/Pedestrian Connectivity	No	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Improves Multimodal Linkage	No	Potentially	Potentially	Potentially	Potentially	Potentially	Potentially	Potentially	Potentially
Cultural Resources									
NRHP-Listed Sites	None	Greenwood Cemetery	Greenwood Cemetery	Greenwood Cemetery	Greenwood Cemetery	Greenwood Cemetery	Greenwood Cemetery	Greenwood Cemetery	None
NRHP-Listed Historic Districts	None	None	None	None	None	None	None	German Village	German Village, Dayton-Campbell
Section 4(f)/6(f) Sites									
Section 4(f)/6(f) Sites	None	Combs Park (bisects), Butler County Fairgrounds (minor), GMR Recreational Trail (minor)	Combs Park (bisects), LJ Smith Park (bisects), Butler County Fairgrounds (minor), GMR Recreational Trail (minor)	LJ Smith Park (bisects), Butler County Fairgrounds (minor), Beltline Trail (minor), GMR Recreational Trail (minor)	LJ Smith Park (minor), Butler County Fairgrounds (minor), Beltline Trail (minor), GMR Recreational Trail (minor)	LJ Smith Park (minor), Butler County Fairgrounds (minor), Beltline Trail (minor), GMR Recreational Trail (minor)	LJ Smith Park (bisects), Butler County Fairgrounds (minor), Beltline Trail (minor), GMR Recreational Trail (minor)	Heaton Street Park (minor), Beltline Trail (minor), GMR Recreational Trail (minor)	Marcum Park (minor), Beltline Trail (minor), GMR Recreational Trail (minor)
Ecological Resources									
Great Miami River / Hydraulic Canal	None	2 crossings	2 crossings	1 crossing	1 crossing	1 crossing	1 crossing	1 crossing	1 crossing
Wetlands (not including Open Water features)	None	1	1	None	None	None	None	None	None
Floodplains and Floodway									
100-Year Floodplain Encroachment (not including Floodway)	None	20 - 30 ac	3 - 8 ac	< 1 ac	< 1 ac	< 1 ac	< 1 ac	< 1 ac	<1 ac
100-Year Floodway Encroachment	None	< 5 ac	< 5 ac	< 5 ac	< 5 ac	< 5 ac	< 5 ac	<1 ac	<5 ac
Hazardous Materials									
Regulated Materials Review	None	6 LUST, 12 UST, 2 RCRA	10 LUST, 13 UST, 5 RCRA, 1 DERR site, 1 site with Institutional Controls	8 LUST, 15 UST, 7 RCRA, 1 NPL site, 1 DERR site, 1 site with Institutional Controls, 1 spill	9 LUST, 20 UST, 5 RCRA, 1 DERR site, 2 sites with Institutional Controls, 1 spill, 3 VAP2	4 LUST, 3 UST, 4 RCRA, 2 spills	3 LUST, 4 RCRA, 1 NPL, 2 spills	3 LUST, 1 UST, 4 RCRA, 1 spill	7 LUST, 3 UST, 4 RCRA, 1 DERR site, 3 VAP2
Community and Land Use									
Farmland Impacts	None	35 - 45 acres	20 - 30 acres	None	None	None	None	None	None
Community Facilities	None	BCEO, Transitional Learning Center	BCEO, Transitional Learning Center	BCEO, Transitional Learning Center, Electric Power House, Pentecostal Apostolic Church	BCEO, Transitional Learning Center, Electric Power House, True Free Christian Church of God	BCESC Main Building, Transitional Learning Center, Hamilton Fire Station 25, Fairwood Elementary School, Butler County Children Services, Juvenile Justice Center, Butler County Board of Developmental Disabilities, Electric Power House	BCESC Main Building, Transitional Learning Center, Fairwood Elementary School, Butler County Children Services, Juvenile Justice Center, Butler County Board of Developmental Disabilities, Electric Power House, Pentecostal Apolistic Church (R/W)	Fairgrounds, BCESC Main Building, Transitional Learning Center, Cressmont Baptist Church, Hamilton Fire Station 25, Fairwood Elementary School, Butler County Children Services, Juvenile Justice Center, Butler County Board of Developmental Disabilities	Fairwood Elementary School, Garfield Middle School, Dayton Lane Community Christian Church, Hamilton City Board of Education Office, Hamilton Lane Library, Consortium for Ongoing Reinvestment Efforts (CORE) property
Cemeteries (Non-Historic)	None	Greenwood Cemetery (<0.5 ac)	Greenwood Cemetery (>0.5 ac)	Greenwood Cemetery (>0.5 ac)	Greenwood Cemetery (>0.5 ac)	None	None	None	None
Traditionally Underserved Populations per Census Blocks	None	Impacts to Minority, Low Income & Over 64	Impacts to Minority, Low Income & Over 64	Impacts & Displacements to Minority, Low Income & Over 64	Impacts & Displacements to Minority, Low Income & Over 64	Impacts & Displacements to Minority, Low Income & Over 64	Impacts & Displacements to Minority, Low Income & Over 64	Impacts & Displacements to Minority & Low Income	Impacts & Displacements to Minority & Low Income
Right-of-Way									
Relocations	None	5 - 15	5 - 15	10 - 20	15 - 25	45 - 55	55 - 65	65-75	45 - 55
Right-of-Way (acres)	None	85 - 95 acres	50 - 60 acres	25 - 35 acres	10 - 20 acres	25 -35 acres	20 -30 acres	25-35 acres	5 - 15 acres
Engineering Considerations									
Alternative Length (mi)	N/A	2.70	2.64	2.59	2.86	2.26	2.29	2.25	1.5
Design Speed (mph)	N/A	35	35	35	35	35	35	35	35
Roadway Design Issues	N/A	Proximity of Elkton Road / NW Washington Blvd intersection to roundabout and steep existing grades near roundabout. Not directly connected to US 127 requiring connecting road and additional traffic signal. Significant fill required in floodplain. Steep grade on alignment near BCEO and requires retaining wall. Intersection of Princeton Road is skewed.	Requires North B Street to be raised roughly 5 feet at west terminus. Requires US 127 to be raised roughly 10 feet. Bikepath along the canal was reduced to a 10 foot width. Steep grade on alignment near BCEO and requires retaining wall. Intersection of Princeton Road is skewed.	North B Street may require profile adjustments at west terminus. Requires US 127 to be raised roughly 13 feet. Intersection at US 127 is skewed. Proximity of US 127 intersection to power plant reduces sight distance. Bikepath along the canal was reduced to a 10 foot width. Steep grade on alignment near BCEO and requires retaining wall. Intersection of Princeton Road is skewed.	North B Street may require profile adjustments at west terminus. North B Street intersection is in a curve. Intersection at US 127 is skewed. Proximity of US 127 intersection to power plant reduces sight distance. Bikepath along the canal was reduced to a 10 foot width. Steep grade on alignment near BCEO and requires retaining wall. Intersection of Princeton Road is skewed.	North B Street may require profile adjustments at west terminus. Intersection at US 127 is skewed. Proximity of US 127 intersection to power plant reduces sight distance. Width of bikepath on Heaton Street reduced to 8 foot width at cemetery. Steep grade on alignment near Humane Society and requires retaining wall. Intersection of Princeton Road is skewed.	North B Street may require profile adjustments at west terminus. Intersection at US 127 is skewed and may requires US 127 to be raised 1 to 2 feet. Proximity of US 127 intersection to power plant reduces sight distance. Steep grade on alignment approaching 127 from crossing over railroad and near Humane Society and requires retaining wall. Intersection of Princeton Road is skewed.	North B Street may require profile adjustments at west terminus. Intersection at US 127 is located in curves. No turn lanes provided along Heaton Street. 7% grade on alignment near Humane Society.	No on-street parking or turn lanes provided along Dayton Street.
Existing Flood Levy Design Issues	N/A	No existing flood levy at this location	Proximity of North B Street to the existing levy system will require the profile to be elevated to avoid the levy. This will require raising the west terminus roughly 5 feet.	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.	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.	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.	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.	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.	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	N/A	5	3	2	2	2	2	2	2
Structural Design Issues	Black Street Bridge reaching end of serviceable life for vehicular traffic and cannot be widened. Replacement on same alignment would result in closure during construction.	No significant issues	River Bridge - tie into floodwall system required	No significant issues	River Bridge - Curve at NW end of bridge complicates design RR bridge - Severe skew complicates design	River Bridge - Curve at SE end of bridge & taper at NW end complicates design RR bridge - Severe skew complicates design	River Bridge - Curve at SE end of bridge & taper at NW end complicates design RR bridge - Severe skew complicates design	2 bridges required Temporary RR runaround required for construction of new RR bridge over roadway	2 bridges required. Temporary RR runaround required for construction of new RR bridge over roadway
Major Utility Relocations and/or Issues	None	Electric Transmission Line relocations required at NW Washington Blvd and near SR 4.	Electric Transmission Line relocations required near SR 4. Coordination with hydroelectric plant.	Power plant located on US 127 impacted.	Electric Transmission Line relocations required for Railroad overpass and near SR 4. Power plant located on US 127 impacted.	Electric Transminssion & Distribution Line relocations required near US 127. Power plant located on US 127 impacted.	Electric Transminssion & Distribution Line relocations required near US 127. Power plant located on US 127 impacted.	Electric Transmission & Distribution Line, Water Line and Sanitary Sewer Line relocations required for underpass. Electric Transmission & Distribution Line relocations required behind fairgrounds.	Electric Transmission & Distribution Line, Substation 9 Impacted, Water Line and Sanitary Sewer Line relocations required for underpass.
Traffic/Maintenance of Traffic Considerations									
Anticipated Alternative Travel Time (M:SS)	N/A	5:53	6:20	6:37	6:10	5:44	5:44	5:45	5:19
Anticipated High Street (SR 129) Travel Time Savings (MM:SS)	AM Peak-Hour - 00:00 PM Peak-Hour - 00:00	AM Peak-Hour - 00:09 PM Peak-Hour - 00:00	AM Peak-Hour - 00:09 PM Peak-Hour - 00:00	AM Peak-Hour - 00:21 PM Peak-Hour - 00:28	AM Peak-Hour - 00:18 PM Peak-Hour - 00:20	AM Peak-Hour - 00:33 PM Peak-Hour - 00:56	AM Peak-Hour - 00:33 PM Peak-Hour - 00:56	AM Peak-Hour - 00:41 PM Peak-Hour - 02:13	AM Peak-Hour - 00:50 PM Peak-Hour - 02:19
Anticipated % Reduction in High Street (SR 129) Traffic	AM Peak-Hour - 0% PM Peak-Hour - 0%	AM Peak-Hour - 2% PM Peak-Hour - 0%	AM Peak-Hour - 2% PM Peak-Hour - 0%	AM Peak-Hour - 8% PM Peak-Hour - 7%	AM Peak-Hour - 5% PM Peak-Hour - 5%	AM Peak-Hour - 14% PM Peak-Hour - 15%	AM Peak-Hour - 14% PM Peak-Hour - 15%	AM Peak-Hour - 17% PM Peak-Hour- 16%	AM Peak-Hour - 21% PM Peak-Hour - 17%
Maintenance of Traffic Concerns	None	Construction of roundabout at the intersection of W Elkton Rd and N B St will likely require a closure. Intersection of Neal Blvd and Joe Nuxhall Blvd will likely require short term closures.	Complicated construction staging at North B Street. North B Street & US 127 may require closures to raise the profiles. Complex detours would be required.	Complicated construction staging at North B Street. US 127 may require a closure to raise the profile. Complex detour would be required.	Complicated construction staging at North B Street.	Complicated construction staging at North B Street.	Complicated construction staging at North B Street. May require US 127 profile to be raised 1 to 2 feet requiring a complex MOT configuration.	Complicated construction staging at North B Street. Long term closure of Heaton St for the RR underpass.	Complicated construction staging at North B Street. Long term closure of Dayton St for the RR underpass.
Preliminary Cost Estimates									
Preliminary Construction Costs	N/A	$85 - $95 million	$75 - $85 million	$55 - $ 65 million	$70 - $80 million	$65 - $75 million	$65 - $75 million	$50 - $60 million	$50 - $60 million
Preliminary Right of Way Costs	N/A	$7 - $12 million	$7 - $12 million	$5 - $10 million	$8 - $13 million	$16 - $21 million	$12 - $17 million	$30 - $35 million	$9 - $14 million
Preliminary Design & Management	N/A	$15 - $20 million	$14 - $19 million	$9 - $14 million	$13 - $18 million	$12 - $17 million	$11 - $16 million	$10 - $15 million	$9 - $14 million
Preliminary Total Cost	N/A	$97 - $127 million	$96 - $116 million	$69 - $89 million	$88 - $108 million	$93 - $113 million	$88 - $108 million	$90 - $110 million	$68 - $88 million

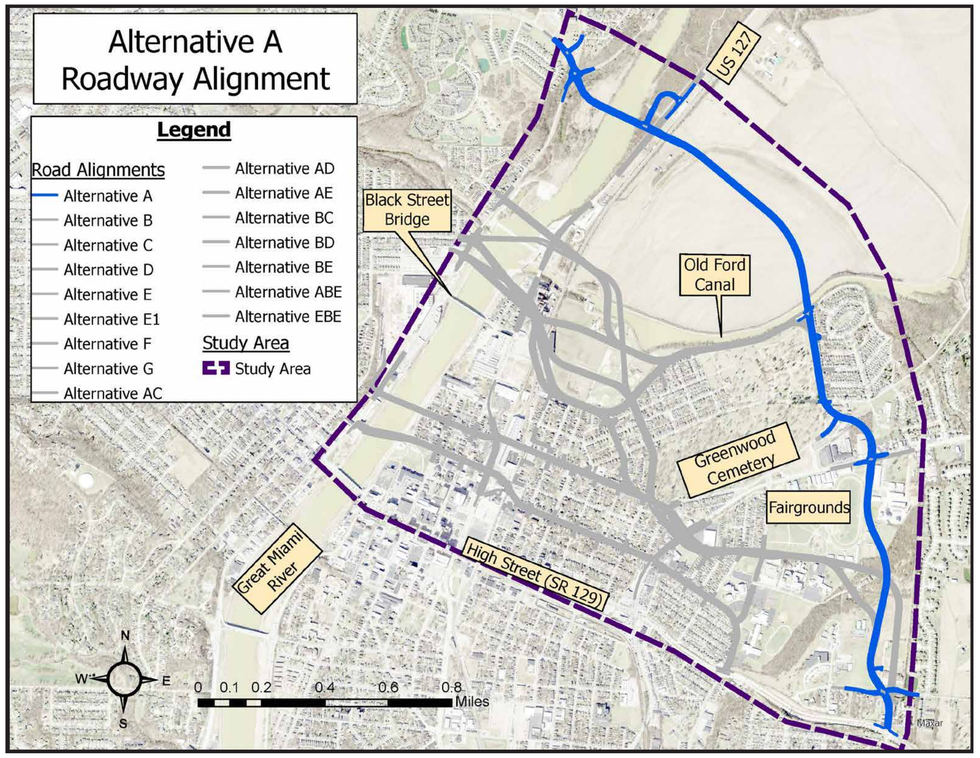
Feature/Consideration	DRAFT NHX CONCEPTUAL ALTERNATIVES EVALUATION MATRIX (PID 115755) Preliminary Alternatives								Feature/Consideration
	Alternative AC	Alternative AD	Alternative AE	Alternative BC	Alternative BD	Alternative BE	Alternative ABE	Alternative EBE	
Purpose and Need - Primary Needs									
Improves East-West Connectivity	Yes (Ties to NW Washington Blvd, providing connectivity further west)	Yes (Ties to NW Washington Blvd, providing connectivity further west)	Yes (Ties to NW Washington Blvd, providing connectivity further west)	Yes (Ties to Lagonda Ave with no direct connectivity further west)	Yes (Ties to Lagonda Ave with no direct connectivity further west)	Yes (Ties to Lagonda Ave with no direct connectivity further west)	Yes (Ties to NW Washington Blvd, providing connectivity further west)	Yes (Ties to Gordon Ave, providing connectivity further west)	Improves East-West Connectivity
Improves Lack of Sufficient River Crossings.	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Improves Lack of Sufficient River Crossings.
Improves Lack of Grade-Separated Railroad Crossings.	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Improves Lack of Grade-Separated Railroad Crossings.
Improves Mobility/Congestion on Local Road Network	Minimal Improvement	Minimal Improvement	Yes	Minimal Improvement	Minimal Improvement	Yes	Yes	Yes	Improves Mobility/Congestion on Local Road Network
Improves Safety	Minimal Improvement	Minimal Improvement	Yes	Minimal Improvement	Minimal Improvement	Yes	Yes	Yes	Improves Safety
Purpose and Need - Secondary Needs									
Supports Economic Development	No, impacts City-identified prime development parcels	No, impacts City-identified prime development parcels	No, impacts City-identified prime development parcels	No, impacts City-identified prime development parcels	No, impacts City-identified prime development parcels	No, impacts City-identified prime development parcels	Yes	Yes	Supports Economic Development
Improves Bike/Pedestrian Connectivity	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Improves Bike/Pedestrian Connectivity
Improves Multimodal Linkage	Potentially	Potentially	Potentially	Potentially	Potentially	Potentially	Potentially	Potentially	Improves Multimodal Linkage
Cultural Resources									
NRHP-Listed Sites	Greenwood Cemetery	Greenwood Cemetery	Greenwood Cemetery	Greenwood Cemetery	Greenwood Cemetery	Greenwood Cemetery	Greenwood Cemetery	Greenwood Cemetery	NRHP-Listed Sites
NRHP-Listed Historic Districts	None	None	None	None	None	None	None	None	NRHP-Listed Historic Districts
Section 4(f)/6(f) Sites									
Section 4(f)/6(f) Sites	Combs Park (bisects), LJ Smith Park (bisects), Butler County Fairgrounds (minor)	Combs Park (bisects), LJ Smith Park (minor), Butler County Fairgrounds (minor)	Combs Park (bisects), LJ Smith Park (minor), Butler County Fairgrounds (minor)	Combs Park (bisects), LJ Smith Park (bisects), Butler County Fairgrounds (minor)	Combs Park (bisects), LJ Smith Park (minor), Butler County Fairgrounds (minor)	Combs Park (bisects), LJ Smith Park (minor), Butler County Fairgrounds (minor)	LJ Smith Park (bisects), Combs Park (bisects), Butler County Fairgrounds (minor), GMR Recreational Trail (minor)	LJ Smith Park (bisects), Butler Co. Fairgrounds (minor), GMR Recreational Trail (minor), Beltline Trail (bisects)	Section 4(f)/6(f) Sites
Ecological Resources									
Great Miami River / Hydraulic Canal	1 crossing	1 crossing	1 crossing	1 crossing	1 crossing	1 crossing	2 crossings	2 crossings	Great Miami River / Hydraulic Canal
Wetlands (not including Open Water features)	None	None	None	None	None	None	1	1	Wetlands (not including Open Water features)
Floodplains and Floodway									
100-Year Floodplain Encroachment (not including Floodway)	< 1 ac	< 1 ac	< 1 ac	< 1 ac	< 1 ac	< 1 ac	5 - 10 ac	5 - 10 ac	100-Year Floodplain Encroachment (not including Floodway)
100-Year Floodway Encroachment	< 5 ac	< 5 ac	< 5 ac	< 5 ac	< 5 ac	< 5 ac	< 5 ac	< 5 ac	100-Year Floodway Encroachment
Hazardous Materials									
Regulated Materials Review	8 LUST, 15 UST, 7 RCRA, 1 NPL site, 1 DERR site, 1 site with Institutional Controls	9 LUST, 20 UST, 5 RCRA, 1 DERR site, 2 sites with Institutional Controls, 3 VAP2	4 LUST, 3 UST, 4 RCRA, 1 spill	8 LUST, 15 UST, 7 RCRA, 1 NPL site, 1 DERR site, 1 site with Institutional Controls	7 LUST, 17 UST, 5 RCRA, 1 DERR site, 2 sites with Institutional Controls, 3 VAP2	4 LUST, 3 UST, 4 RCRA, 1 spill	7 LUST, 2 UST, 3 RCRA, 1 spill	7 LUST, 2 UST, 4 RCRA, 1 spill	Regulated Materials Review
Community and Land Use									
Farmland Impacts	None	None	None	None	None	None	20 - 30 acres	20 - 30 acres	Farmland Impacts
Community Facilities	BCEO, Transitional Learning Center, Electric Power House, Pentecostal Apostolic Church	BCEO, Transitional Learning Center, Electric Power House, True Free Christian Church of God	BCESC Main Building, Transitional Learning Center, Hamilton Fire Station 25, Fairwood Elementary School, Butler County Children Services, Juvenile Justice Center, Butler County Board of Developmental Disabilities, Electric Power House	BCEO, Transitional Learning Center, Electric Power House, Pentecostal Apostolic Church	BCEO, Transitional Learning Center, Electric Power House, True Free Christian Church of God	BCESC Main Building, Transitional Learning Center, Hamilton Fire Station 25, Fairwood Elementary School, Butler County Children Services, Juvenile Justice Center, Butler County Board of Developmental Disabilities, Electric Power House	BCESC Main Building, Transitional Learning Center, Fairwood Elementary School, Butler County Children Services, Juvenile Justice Center, Butler County Board of Developmental Disabilities, Pentecostal Apolistic Church (R/W)	BCESC Main Building, Transitional Learning Center, Fairwood Elementary School, Butler County Children Services, Juvenile Justice Center, Butler County Board of Developmental Disabilities, Pentecostal Apolistic Church (R/W)	Community Facilities
Cemeteries (Non-Historic)	Greenwood Cemetery (>0.5 ac)	Greenwood Cemetery (>0.5 ac)	None	Greenwood Cemetery (>0.5 ac)	Greenwood Cemetery (>0.5 ac)	None	None	None	Cemeteries (Non-Historic)
Traditionally Underserved Populations per Census Blocks	Impacts & Displacements to Minority, Low Income & Over 64	Impacts & Displacements to Minority, Low Income & Over 64	Impacts & Displacements to Minority, Low Income & Over 64	Impacts & Displacements to Minority, Low Income & Over 64	Impacts & Displacements to Minority, Low Income & Over 64	Impacts & Displacements to Minority, Low Income & Over 64	Impacts & Displacements to Minority, Low Income & Over 64	Impacts & Displacements to Minority, Low Income & Over 64	Traditionally Underserved Populations per Census Blocks
Right-of-Way									
Relocations	5 - 15	10 - 20	45 - 55	10 - 20	15 - 25	45 - 55	55 - 65	55 - 65	Relocations
Right-of-Way (acres)	25 - 35 acres	5 - 15 acres	25 -35 acres	20 -30 acres	10 - 20 acres	20 -30 acres	50 - 60 acres	45 - 55 acres	Right-of-Way (acres)
Engineering Considerations									
Alternative Length (mi)	3.43	3.61	3.02	2.85	3.02	2.44	3.2	2.49	Alternative Length (mi)
Design Speed (mph)	35	35	35	35	35	35	35	35	Design Speed (mph)
Roadway Design Issues	Proximity of Elkton Road / NW Washington Blvd intersection to roundabout and steep existing grades near roundabout. Fill required in floodplain. Proximity of US 127 intersection to power plant reduces sight distance. Bikepath along the canal was reduced to a 10 foot width. Steep grade on alignment near Humane Society and requires retaining wall. Intersection of Princeton Road is skewed.	Proximity of Elkton Road / NW Washington Blvd intersection to roundabout and steep existing grades near roundabout. Fill required in floodplain. Proximity of US 127 intersection to power plant reduces sight distance. Bikepath along the canal was reduced to a 10 foot width. Steep grade on alignment near Humane Society and requires retaining wall. Intersection of Princeton Road is skewed.	Proximity of Elkton Road / NW Washington Blvd intersection to roundabout and steep existing grades near roundabout. Fill required in floodplain. Proximity of US 127 intersection to power plant reduces sight distance. Width of bikepath on Heaton Street reduced to 8 foot width at cemetery. Steep grade on alignment near Humane Society and requires retaining wall. Intersection of Princeton Road is skewed.	Requires North B Street to be raised roughly 5 feet at west terminus. Proximity of US 127 intersection to power plant reduces sight distance. Bikepath along the canal was reduced to a 10 foot width. Steep grade on alignment near Humane Society and requires retaining wall. Intersection of Princeton Road is skewed.	Requires North B Street to be raised roughly 5 feet at west terminus. Proximity of US 127 intersection to power plant reduces sight distance. Bikepath along the canal was reduced to a 10 foot width. Steep grade on alignment near Humane Society and requires retaining wall. Intersection of Princeton Road is skewed.	Requires North B Street to be raised roughly 5 feet at west terminus. Proximity of US 127 intersection to power plant reduces sight distance. Width of bikepath on Heaton Street reduced to 8 foot width at cemetery. Steep grade on alignment near Humane Society and requires retaining wall. Intersection of Princeton Road is skewed.	Proximity of Elkton 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.	Roadway Design Issues
Existing Flood Levy Design Issues	No existing flood levy at this location	No existing flood levy at this location	No existing flood levy at this location	Proximity of North B Street to the existing levy system will require the profile to be elevated to avoid the levy. This will require raising the west terminus roughly 5 feet.	Proximity of North B Street to the existing levy system will require the profile to be elevated to avoid the levy. This will require raising the west terminus roughly 5 feet.	Proximity of North B Street to the existing levy system will require the profile to be elevated to avoid the levy. This will require raising the west terminus roughly 5 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.	Existing Flood Levy Design Issues
Number of New Structures Requiring Long-Term Maintenance	2	2	2	2	2	2	3	3	Number of New Structures Requiring Long-Term Maintenance
Structural Design Issues	No significant issues	RR bridge - Severe skew complicates design	RR bridge - Severe skew complicates design	River Bridge - tie into floodwall system required	River Bridge - tie into floodwall system required RR bridge - Severe skew complicates design	River Bridge - tie into floodwall system required RR bridge - Severe skew complicates design	No significant issues	River Bridge - Curve at the SE end of bridge, skewed alingment and location of dam complicates design. Potential scour concerns.	Structural Design Issues
Major Utility Relocations and/or Issues	Electric Transmission Line relocations required at NW Washington Blvd. Power plant located on US 127 impacted.	Electric Transmission Line relocations required at NW Washington Blvd. Power plant located on US 127 impacted.	Electric Transmission Line relocations required at NW Washington Blvd. Power plant located on US 127 impacted.	Power plant located on US 127 impacted.	Power plant located on US 127 impacted.	Power plant located on US 127 impacted.	Coordination with hydroelectric plant. Potential power substaion impacts at US 127.	High voltage power-line tower relocation required. Coordination with hydroelectric plant. Potential power substaion impacts at US 127.	Major Utility Relocations and/or Issues
Traffic/Maintenance of Traffic Considerations									
Anticipated Alternative Travel Time (M:SS)	7:00	7:35	6:26	6:48	7:39	5:48	5:53	5:50	Anticipated Alternative Travel Time (M:SS)
Anticipated High Street (SR 129) Travel Time Savings (MM:SS)	AM Peak-Hour - 00:00 PM Peak-Hour - 00:00	AM Peak-Hour - 00:00 PM Peak-Hour - 00:00	AM Peak-Hour - 00:28 PM Peak-Hour - 00:31	AM Peak-Hour - 00:07 PM Peak-Hour - 00:13	AM Peak-Hour - 00:03 PM Peak-Hour - 00:00	AM Peak-Hour - 00:18 PM Peak-Hour - 00:20	AM Peak-Hour - 00:24 PM Peak-Hour - 00:22	AM Peak-Hour - 00:28 PM Peak-Hour - 00:31	Anticipated High Street (SR 129) Travel Time Savings (MM:SS)
Anticipated % Reduction in High Street (SR 129) Traffic	AM Peak-Hour - 0% PM Peak-Hour - 0%	AM Peak-Hour - 0% PM Peak-Hour - 0%	AM Peak-Hour - 11% PM Peak-Hour - 12%	AM Peak-Hour - 1% PM Peak-Hour - 2%	AM Peak-Hour - 0% PM Peak-Hour - 0%	AM Peak-Hour - 5% PM Peak-Hour - 5%	AM Peak-Hour - 8% PM Peak-Hour - 6%	AM Peak-Hour - 11% PM Peak-Hour - 12%	Anticipated % Reduction in High Street (SR 129) Traffic
Maintenance of Traffic Concerns	Construction of roundabout at the intersection of W Elkton Rd and N B St will likely require a closure. US 127 may require a closure to raise the profile. Complex detour would be required.	Construction of roundabout at the intersection of W Elkton Rd and N B St will likely require a closure.	Construction of roundabout at the intersection of W Elkton Rd and N B St will likely require a closure.	Complicated construction staging at North B Street. North B Street may require a closure to raise the profile. Complex detour would be required.	Complicated construction staging at North B Street. North B Street may require a closure to raise the profile. Complex detour would be required.	Complicated construction staging at North B Street. North B Street may require a closure to raise the profile. Complex detour would be required.	Construction of roundabout at the intersection of W Elkton Rd and N B St will likely require a closure.	Construction of roundabouts on North B Street will likely require a closure.	Maintenance of Traffic Concerns
Preliminary Cost Estimates									
Preliminary Construction Costs	$65 - $75 million	$75 - $85 million	$75 - $85 million	$60 - $70 million	$70 - $80 million	$90 - $100 million	$90 - $100 million	$115 - $125 million	Preliminary Construction Costs
Preliminary Right of Way Costs	$5 - $10 million	$5 - $10 million	$17 - $22 million	$5 - $10 million	$5 - $10 million	$17 - $22 million	$10 - $20 million	$10 - $20 million	Preliminary Right of Way Costs
Preliminary Design & Management	$12 - $17 million	$14 - $19 million	$13 - $18 million	$11 - $16 million	$13 - $18 million	$12 - $17 million	$16 - $21 million	$21 - $26 million	Preliminary Design & Management
Preliminary Total Cost	$82 - $104 million	$94 - $114 million	$105 - $125 million	$76 - $96 million	$88 - $108 million	$98 - $118 million	$116 - $141 million	$146 - $171 million	Preliminary Total Cost

North Hamilton CROSSING

Feature/Consideration	DRAFT NORTH HAMILTON CROSSING (NHX) CONCEPTUAL ALTERNATIVES EVALUATION MATRIX (PID 115755) Preliminary Alternatives									DRAFT NHX CONCEPTUAL ALTERNATIVES EVALUATION MATRIX (PID 115755) Preliminary Alternatives								Feature/Consideration
	No Build Alternative	Alternative A	Alternative B	Alternative C	Alternative D	Alternative E	Alternative E1	Alternative F	Alternative G	Alternative AC	Alternative AD	Alternative AE	Alternative BC	Alternative BD	Alternative BE	Alternative ABE	Alternative EBE	
Purpose and Need - Primary Needs																		
Improves East-West Connectivity	No	Yes (Ties to NW Washington Blvd, providing connectivity further west)	Yes (Ties to Lagonda Ave with no direct connectivity further west)	Yes (Ties to relocated Rhea Ave, providing connectivity further west)	Yes (Ties to Gordon Ave, providing connectivity further west)	Yes (Ties to relocated Rhea Ave, providing connectivity further west)	Yes (Ties to relocated Rhea Ave, providing connectivity further west)	Yes (Ties to relocated entrance of Spooky Nook, with no direct connectivity further west)	Yes (Ties to Wayne Ave, providing connectivity further west)	Yes (Ties to NW Washington Blvd, providing connectivity further west)	Yes (Ties to NW Washington Blvd, providing connectivity further west)	Yes (Ties to NW Washington Blvd, providing connectivity further west)	Yes (Ties to Lagonda Ave with no direct connectivity further west)	Yes (Ties to Lagonda Ave with no direct connectivity further west)	Yes (Ties to Lagonda Ave with no direct connectivity further west)	Yes (Ties to NW Washington Blvd, providing connectivity further west)	Yes (Ties to Gordon Ave, providing connectivity further west)	Improves East-West Connectivity
Improves Lack of Sufficient River Crossings	No	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Improves Lack of Sufficient River Crossings
Improves Lack of Grade-Separated Railroad Crossings	No	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Improves Lack of Grade-Separated Railroad Crossings
Improves Mobility/Congestion on Local Road Network	No	Minimal Improvement	Minimal Improvement	Yes	Yes	Yes	Yes	Yes	Yes	Minimal Improvement	Minimal Improvement	Yes	Minimal Improvement	Minimal Improvement	Yes	Yes	Yes	Improves Mobility/Congestion on Local Road Network
Improves Safety	No	Minimal Improvement	Minimal Improvement	Yes	Yes	Yes	Yes	Yes	Yes	Minimal Improvement	Minimal Improvement	Yes	Minimal Improvement	Minimal Improvement	Yes	Yes	Yes	Improves Safety
Purpose and Need - Secondary Needs																		
Supports Economic Development	No	Yes	Yes	No, impacts City-identified prime development parcels	No, impacts City-identified prime development parcels	No, impacts City-identified prime development parcels	No, impacts City-identified prime development parcels	Yes	Yes	No, impacts City-identified prime development parcels	No, impacts City-identified prime development parcels	No, impacts City-identified prime development parcels	No, impacts City-identified prime development parcels	No, impacts City-identified prime development parcels	No, impacts City-identified prime development parcels	Yes	Yes	Supports Economic Development
Improves Bike/Pedestrian Connectivity	No	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Improves Bike/Pedestrian Connectivity
Improves Multimodal Linkage	No	Potentially	Potentially	Potentially	Potentially	Potentially	Potentially	Potentially	Potentially	Potentially	Potentially	Potentially	Potentially	Potentially	Potentially	Potentially	Potentially	Improves Multimodal Linkage
Cultural Resources																		
NRHP-Listed Sites	None	Greenwood Cemetery	Greenwood Cemetery	Greenwood Cemetery	Greenwood Cemetery	Greenwood Cemetery	Greenwood Cemetery	Greenwood Cemetery	None	Greenwood Cemetery	Greenwood Cemetery	Greenwood Cemetery	Greenwood Cemetery	Greenwood Cemetery	Greenwood Cemetery	Greenwood Cemetery	Greenwood Cemetery	NRHP-Listed Sites
NRHP-Listed Historic Districts	None	None	None	None	None	None	None	German Village	German Village, Dayton-Campbell	None	None	None	None	None	None	None	None	NRHP-Listed Historic Districts
Section 4(f)/6(f) Sites																		
Section 4(f)/6(f) Sites	None	Combs Park (bisects), Butler County Fairgrounds (minor), GMR Recreational Trail (minor)	Combs Park (bisects), LJ Smith Park (bisects), Butler County Fairgrounds (minor), GMR Recreational Trail (minor)	LJ Smith Park (bisects), Butler County Fairgrounds (minor), Beltline Trail (minor), GMR Recreational Trail (minor)	LJ Smith Park (minor), Butler County Fairgrounds (minor), Beltline Trail (minor), GMR Recreational Trail (minor)	LJ Smith Park (minor), Butler County Fairgrounds (minor), Beltline Trail (minor), GMR Recreational Trail (minor)	LJ Smith Park (bisects), Butler County Fairgrounds (minor), Beltline Trail (minor), GMR Recreational Trail (minor)	Heaton Street Park (minor), Beltline Trail (minor), GMR Recreational Trail (minor)	Marcum Park (minor), Beltline Trail (minor), GMR Recreational Trail (minor)	Combs Park (bisects), LJ Smith Park (bisects), Butler County Fairgrounds (minor)	Combs Park (bisects), LJ Smith Park (bisects), Butler County Fairgrounds (minor)	Combs Park (bisects), LJ Smith Park (bisects), Butler County Fairgrounds (minor)	Combs Park (bisects), LJ Smith Park (bisects), Butler County Fairgrounds (minor)	Combs Park (bisects), LJ Smith Park (bisects), Butler County Fairgrounds (minor)	Combs Park (bisects), LJ Smith Park (bisects), Butler County Fairgrounds (minor)	LJ Smith Park (bisects), Butler Co. Fairgrounds (minor), GMR Recreational Trail (minor), Beltline Trail (bisects)	Section 4(f)/6(f) Sites
Ecological Resources																		
Great Miami River / Hydraulic Canal	None	2 crossings	2 crossings	1 crossing	1 crossing	1 crossing	1 crossing	1 crossing	1 crossing	1 crossing	1 crossing	1 crossing	1 crossing	1 crossing	1 crossing	2 crossings	2 crossings	Great Miami River / Hydraulic Canal
Wetlands (not including Open Water features)	None	1	1	None	None	None	None	None	None	None	None	None	None	None	None	1	1	Wetlands (not including Open Water features)
Floodplains and Floodway																		
100-Year Floodplain Encroachment (not including Floodway)	None	20 - 30 ac	3 - 8 ac	< 1 ac	< 1 ac	< 1 ac	< 1 ac	< 1 ac	<1 ac	< 1 ac	< 1 ac	< 1 ac	< 1 ac	< 1 ac	< 1 ac	5 - 10 ac	5 - 10 ac	100-Year Floodplain Encroachment (not including Floodway)
100-Year Floodway Encroachment	None	< 5 ac	< 5 ac	< 5 ac	< 5 ac	< 5 ac	< 5 ac	<1 ac	<5 ac	< 5 ac	< 5 ac	< 5 ac	< 5 ac	< 5 ac	< 5 ac	< 5 ac	< 5 ac	100-Year Floodway Encroachment
Hazardous Materials																		
Regulated Materials Review	None	6 LUST, 12 UST, 2 RCRA	10 LUST, 13 UST, 5 RCRA, 1 DERR site, 1 site with Institutional Controls	8 LUST, 15 UST, 7 RCRA, 1 NPL site, 1 DERR site, 1 site with Institutional Controls, 1 spill	9 LUST, 20 UST, 5 RCRA, 1 DERR site, 2 sites with Institutional Controls, 1 spill, 3 VAP2	4 LUST, 3 UST, 4 RCRA, 2 spills	3 LUST, 4 RCRA, 1 NPL, 2 spills	3 LUST, 1 UST, 4 RCRA, 1 spill	7 LUST, 3 UST, 4 RCRA, 1 DERR site, 3 VAP2	8 LUST, 15 UST, 7 RCRA, 1 NPL site, 1 DERR site, 1 site with Institutional Controls	9 LUST, 20 UST, 5 RCRA, 1 DERR site, 2 sites with Institutional Controls, 3 VAP2	4 LUST, 3 UST, 4 RCRA, 1 spill	8 LUST, 15 UST, 7 RCRA, 1 NPL site, 1 DERR site, 1 site with Institutional Controls	7 LUST, 17 UST, 5 RCRA, 1 DERR site, 2 sites with Institutional Controls, 3 VAP2	4 LUST, 3 UST, 4 RCRA, 1 spill	7 LUST, 2 UST, 3 RCRA, 1 spill	7 LUST, 2 UST, 4 RCRA, 1 spill	Regulated Materials Review
Community and Land Use																		
Farmland Impacts	None	35 - 45 acres	20 - 30 acres	None	None	None	None	None	None	None	None	None	None	None	None	20 - 30 acres	20 - 30 acres	Farmland Impacts
Community Facilities	None	BCEO, Transitional Learning Center	BCEO, Transitional Learning Center	BCEO, Transitional Learning Center, Electric Power House, Pentecostal Apostolic Church	BCEO, Transitional Learning Center, Electric Power House, True Free Christian Church of God	BCESC Main Building, Transitional Learning Center, Hamilton Fire Station 25, Fairwood Elementary School, Butler County Children Services, Juvenile Justice Center, Butler County Board of Developmental Disabilities, Electric Power House	BCESC Main Building, Transitional Learning Center, Fairwood Elementary School, Butler County Children Services, Juvenile Justice Center, Butler County Board of Developmental Disabilities, Electric Power House, Pentecostal Apolistic Church (R/W)	Fairgrounds, BCESC Main Building, Transitional Learning Center, Cressmont Baptist Church, Hamilton Fire Station 25, Fairwood Elementary School, Butler County Children Services, Juvenile Justice Center, Butler County Board of Developmental Disabilities	Fairwood Elementary School, Garfield Middle School, Dayton Lane Community Christian Church, Hamilton City Board of Education Office, Hamilton Lane Library, Consortium for Ongoing Reinvestment Efforts (CORE) property	BCEO, Transitional Learning Center, Electric Power House, Pentecostal Apostolic Church	BCEO, Transitional Learning Center, Electric Power House, True Free Christian Church of God	BCESC Main Building, Transitional Learning Center, Hamilton Fire Station 25, Fairwood Elementary School, Butler County Children Services, Juvenile Justice Center, Butler County Board of Developmental Disabilities, Electric Power House	BCEO, Transitional Learning Center, Electric Power House, Pentecostal Apostolic Church	BCEO, Transitional Learning Center, Electric Power House, True Free Christian Church of God	BCESC Main Building, Transitional Learning Center, Hamilton Fire Station 25, Fairwood Elementary School, Butler County Children Services, Juvenile Justice Center, Butler County Board of Developmental Disabilities, Electric Power House	BCESC Main Building, Transitional Learning Center, Fairwood Elementary School, Butler County Children Services, Juvenile Justice Center, Butler County Board of Developmental Disabilities, Pentecostal Apolistic Church (R/W)	BCESC Main Building, Transitional Learning Center, Fairwood Elementary School, Butler County Children Services, Juvenile Justice Center, Butler County Board of Developmental Disabilities, Pentecostal Apolistic Church (R/W)	Community Facilities
Cemeteries (Non-Historic)	None	Greenwood Cemetery (<0.5 ac)	Greenwood Cemetery (>0.5 ac)	Greenwood Cemetery (>0.5 ac)	Greenwood Cemetery (>0.5 ac)	None	None	None	None	Greenwood Cemetery (>0.5 ac)	Greenwood Cemetery (>0.5 ac)	Greenwood Cemetery (>0.5 ac)	Greenwood Cemetery (>0.5 ac)	Greenwood Cemetery (>0.5 ac)	Greenwood Cemetery (>0.5 ac)	None	None	Cemeteries (Non-Historic)
Traditionally Underserved Populations per Census Blocks	None	Impacts to Minority, Low Income & Over 64	Impacts to Minority, Low Income & Over 64	Impacts & Displacements to Minority, Low Income & Over 64	Impacts & Displacements to Minority, Low Income & Over 64	Impacts & Displacements to Minority, Low Income & Over 64	Impacts & Displacements to Minority, Low Income & Over 64	Impacts & Displacements to Minority & Low Income	Impacts & Displacements to Minority & Low Income	Impacts & Displacements to Minority, Low Income & Over 64	Impacts & Displacements to Minority, Low Income & Over 64	Impacts & Displacements to Minority, Low Income & Over 64	Impacts & Displacements to Minority, Low Income & Over 64	Impacts & Displacements to Minority, Low Income & Over 64	Impacts & Displacements to Minority, Low Income & Over 64	Impacts & Displacements to Minority, Low Income & Over 64	Impacts & Displacements to Minority, Low Income & Over 64	Traditionally Underserved Populations per Census Blocks
Right-of-Way																		
Relocations	None	5 - 15	5 - 15	10 - 20	15 - 25	45 - 55	55 - 65	65-75	45 - 55	5 - 15	10 - 20	45 - 55	10 - 20	15 - 25	45 - 55	55 - 65	55 - 65	Relocations
Right-of-Way (acres)	None	85 - 95 acres	50 - 60 acres	25 - 35 acres	10 - 20 acres	25 -35 acres	20 -30 acres	25-35 acres	5 - 15 acres	25 - 35 acres	5 - 15 acres	25 -35 acres	20 -30 acres	10 - 20 acres	20 -30 acres	50 - 60 acres	45 - 55 acres	Right-of-Way (acres)
Engineering Considerations																		
Alternative Length (mi)	N/A	2.70	2.64	2.59	2.86	2.26	2.29	2.25	1.5	3.43	3.61	3.02	2.85	3.02	2.44	3.2	2.49	Alternative Length (mi)
Design Speed (mph)	N/A	35	35	35	35	35	35	35	35	35	35	35	35	35	35	35	35	Design Speed (mph)
Roadway Design Issues	N/A	Proximity of Elkton Road / NW Washington Blvd intersection to roundabout and steep existing grades near roundabout. Not directly connected to US 127 requiring connecting road and additional traffic signal. Significant fill required in floodplain. Steep grade on alignment near BCEO and requires retaining wall. Intersection of Princeton Road is skewed.	Requires North B Street to be raised roughly 5 feet at west terminus. Requires US 127 to be raised roughly 13 feet. Bikepath along the canal was reduced to a 10 foot width. Steep grade on alignment near BCEO and requires retaining wall. Intersection of Princeton Road is skewed.	North B Street may require profile adjustments at west terminus. Requires US 127 to be raised roughly 13 feet. Intersection at US 127 is skewed. Proximity of US 127 intersection to power plant reduces sight distance. Bikepath along the canal was reduced to a 10 foot width. Steep grade on alignment near BCEO and requires retaining wall. Intersection of Princeton Road is skewed.	North B Street may require profile adjustments at west terminus. North B Street intersection is in a curve. Intersection at US 127 is skewed. Proximity of US 127 intersection to power plant reduces sight distance. Bikepath along the canal was reduced to a 10 foot width. Steep grade on alignment near BCEO and requires retaining wall. Intersection of Princeton Road is skewed.	North B Street may require profile adjustments at west terminus. Intersection at US 127 is skewed. Proximity of US 127 intersection to power plant reduces sight distance. Width of bikepath on Heaton Street reduced to 8 foot width at cemetery. Steep grade on alignment near Humane Society and requires retaining wall. Intersection of Princeton Road is skewed.	North B Street may require profile adjustments at west terminus. Intersection at US 127 is skewed and may requires US 127 to be raised 1 to 2 feet. Proximity of US 127 intersection to power plant reduces sight distance. Steep grade on alignment approaching 127 from crossing over railroad and near Humane Society and requires retaining wall. Intersection of Princeton Road is skewed.	North B Street may require profile adjustments at west terminus. Intersection at US 127 is located in curves. No turn lanes provided along Heaton Street. 7% grade on alignment near Humane Society.	No on-street parking or turn lanes provided along Dayton Street.	Proximity of Elkton Road / NW Washington Blvd intersection to roundabout and steep existing grades near roundabout. Fill required in floodplain. Proximity of US 127 intersection to power plant reduces sight distance. Bikepath along the canal was reduced to a 10 foot width. Steep grade on alignment near Humane Society and requires retaining wall. Intersection of Princeton Road is skewed.	Proximity of Elkton Road / NW Washington Blvd intersection to roundabout and steep existing grades near roundabout. Fill required in floodplain. Proximity of US 127 intersection to power plant reduces sight distance. Bikepath along the canal was reduced to a 10 foot width. Steep grade on alignment near Humane Society and requires retaining wall. Intersection of Princeton Road is skewed.	Proximity of Elkton Road / NW Washington Blvd intersection to roundabout and steep existing grades near roundabout. Fill required in floodplain. Proximity of US 127 intersection to power plant reduces sight distance. Width of bikepath on Heaton Street reduced to 8 foot width at cemetery. Steep grade on alignment near Humane Society and requires retaining wall. Intersection of Princeton Road is skewed.	Requires North B Street to be raised roughly 5 feet at west terminus. Proximity of US 127 intersection to power plant reduces sight distance. Bikepath along the canal was reduced to a 10 foot width. Steep grade on alignment near Humane Society and requires retaining wall. Intersection of Princeton Road is skewed.	Requires North B Street to be raised roughly 5 feet at west terminus. Proximity of US 127 intersection to power plant reduces sight distance. Bikepath along the canal was reduced to a 10 foot width. Steep grade on alignment near Humane Society and requires retaining wall. Intersection of Princeton Road is skewed.	Requires North B Street to be raised roughly 5 feet at west terminus. Proximity of US 127 intersection to power plant reduces sight distance. Width of bikepath on Heaton Street reduced to 8 foot width at cemetery. Steep grade on alignment near Humane Society and requires retaining wall. Intersection of Princeton Road is skewed.	Proximity of Elkton 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.	Roadway Design Issues
Existing Flood Levy Design Issues	N/A	No existing flood levy at this location	Proximity of North B Street to the existing levy system will require the profile to be elevated to avoid the levy. This will require raising the west terminus roughly 5 feet.	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.	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.	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.	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.	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.	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	No existing flood levy at this location	No existing flood levy at this location	Proximity of North B Street to the existing levy system will require the profile to be elevated to avoid the levy. This will require raising the west terminus roughly 5 feet.	Proximity of North B Street to the existing levy system will require the profile to be elevated to avoid the levy. This will require raising the west terminus roughly 5 feet.	Proximity of North B Street to the existing levy system will require the profile to be elevated to avoid the levy. This will require raising the west terminus roughly 5 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.	Existing Flood Levy Design Issues
Number of New Structures Requiring Long-Term Maintenance	N/A	5	3	2	2	2	2	2	2	2	2	2	2	2	2	3	3	Number of New Structures Requiring Long-Term Maintenance
Structural Design Issues	Black Street Bridge reaching end of serviceable life for vehicular traffic and cannot be widened. Replacement on same alignment would result in closure during construction.	No significant issues	River Bridge - tie into floodwall system required	No significant issues	River Bridge - Curve at NW end of bridge complicates design RR bridge - Severe skew complicates design	River Bridge - Curve at SE end of bridge & taper at NW end complicates design RR bridge - Severe skew complicates design	River Bridge - Curve at SE end of bridge & taper at NW end complicates design RR bridge - Severe skew complicates design	2 bridges required Temporary RR runaround required for construction of new RR bridge over roadway	2 bridges required. Temporary RR runaround required for construction of new RR bridge over roadway	No significant issues	RR bridge - Severe skew complicates design	RR bridge - Severe skew complicates design	River Bridge - tie into floodwall system required	River Bridge - tie into floodwall system required RR bridge - Severe skew complicates design	River Bridge - tie into floodwall system required RR bridge - Severe skew complicates design	No significant issues	River Bridge - Curve at the SE end of bridge, skewed alignment and location of dam complicates design. Potential scour concerns.	Structural Design Issues
Major Utility Relocations and/or Issues	None	Electric Transmission Line relocations required at NW Washington Blvd and near SR 4.	Electric Transmission Line relocations required near SR 4. Coordination with hydroelectric plant.	Power plant located on US 127 impacted.	Electric Transmission Line relocations required for Railroad overpass and near SR 4. Power plant located on US 127 impacted.	Electric Transmission & Distribution Line relocations required near US 127. Power plant located on US 127 impacted.	Electric Transmission & Distribution Line relocations required near US 127. Power plant located on US 127 impacted.	Electric Transmission & Distribution Line, Water Line and Sanitary Sewer Line relocations required for underpass. Electric Transmission & Distribution Line relocations required behind fairgrounds.	Electric Transmission & Distribution Line, Substation 9 Impacted, Water Line and Sanitary Sewer Line relocations required for underpass.	Electric Transmission Line relocations required at NW Washington Blvd. Power plant located on US 127 impacted.	Electric Transmission Line relocations required at NW Washington Blvd. Power plant located on US 127 impacted.	Electric Transmission Line relocations required at NW Washington Blvd. Power plant located on US 127 impacted.	Power plant located on US 127 impacted.	Power plant located on US 127 impacted.	Power plant located on US 127 impacted.	Coordination with hydroelectric plant. Potential power substaion impacts at US 127.	High voltage power-line tower relocation required. Coordination with hydroelectric plant. Potential power substaion impacts at US 127.	Major Utility Relocations and/or Issues
Traffic/Maintenance of Traffic Considerations																		
Anticipated Alternative Travel Time (M:SS)	N/A	5:53	6:20	6:37	6:10	5:44	5:44	5:45	5:19	7:00	7:35	6:26	6:48	7:39	5:48	5:53	5:50	Anticipated Alternative Travel Time (M:SS)
Anticipated High Street (SR 129) Travel Time Savings (MM:SS)	AM Peak-Hour - 00:00 PM Peak-Hour - 00:00	AM Peak-Hour - 00:09 PM Peak-Hour - 00:00	AM Peak-Hour - 00:09 PM Peak-Hour - 00:00	AM Peak-Hour - 00:21 PM Peak-Hour - 00:28	AM Peak-Hour - 00:18 PM Peak-Hour - 00:20	AM Peak-Hour - 00:33 PM Peak-Hour - 00:56	AM Peak-Hour - 00:33 PM Peak-Hour - 00:56	AM Peak-Hour - 00:41 PM Peak-Hour - 02:13	AM Peak-Hour - 00:50 PM Peak-Hour - 02:19	AM Peak-Hour - 00:00 PM Peak-Hour - 00:00	AM Peak-Hour - 00:00 PM Peak-Hour - 00:00	AM Peak-Hour - 00:28 PM Peak-Hour - 00:31	AM Peak-Hour - 00:07 PM Peak-Hour - 00:13	AM Peak-Hour - 00:03 PM Peak-Hour - 00:00	AM Peak-Hour - 00:18 PM Peak-Hour - 00:20	AM Peak-Hour - 00:24 PM Peak-Hour - 00:22	AM Peak-Hour - 00:28 PM Peak-Hour - 00:31	Anticipated High Street (SR 129) Travel Time Savings (MM:SS)
Anticipated % Reduction in High Street (SR 129) Traffic	AM Peak-Hour - 0% PM Peak-Hour - 0%	AM Peak-Hour - 2% PM Peak-Hour - 0%	AM Peak-Hour - 2% PM Peak-Hour - 0%	AM Peak-Hour - 8% PM Peak-Hour - 7%	AM Peak-Hour - 5% PM Peak-Hour - 5%	AM Peak-Hour - 14% PM Peak-Hour - 15%	AM Peak-Hour - 14% PM Peak-Hour - 15%	AM Peak-Hour - 17% PM Peak-Hour - 16%	AM Peak-Hour - 21% PM Peak-Hour - 17%	AM Peak-Hour - 0% PM Peak-Hour - 0%	AM Peak-Hour - 0% PM Peak-Hour - 0%	AM Peak-Hour - 11% PM Peak-Hour - 12%	AM Peak-Hour - 1% PM Peak-Hour - 2%	AM Peak-Hour - 0% PM Peak-Hour - 0%	AM Peak-Hour - 5% PM Peak-Hour - 5%	AM Peak-Hour - 8% PM Peak-Hour - 6%	AM Peak-Hour - 11% PM Peak-Hour - 12%	Anticipated % Reduction in High Street (SR 129) Traffic
Maintenance of Traffic Concerns	None	Construction of roundabout at the intersection of W Elkton Rd and N B St will likely require a closure. Intersection of Neal Blvd and Joe Nuxhall Blvd will likely require short term closures.	Complicated construction staging at North B Street. North B Street & US 127 may require closures to raise the profiles. Complex detours would be required.	Complicated construction staging at North B Street. US 127 may require a closure to raise the profile. Complex detour would be required.	Complicated construction staging at North B Street.	Complicated construction staging at North B Street.	Complicated construction staging at North B Street. May require US 127 profile to be raised 1 to 2 feet requiring a complex MOT configuration.	Complicated construction staging at North B Street. Long term closure of Heaton St for the RR underpass.	Complicated construction staging at North B Street. Long term closure of Dayton St for the RR underpass.	Construction of roundabout at the intersection of W Elkton Rd and N B St will likely require a closure. US 127 may require a closure to raise the profile. Complex detour would be required.	Construction of roundabout at the intersection of W Elkton Rd and N B St will likely require a closure.	Construction of roundabout at the intersection of W Elkton Rd and N B St will likely require a closure.	Complicated construction staging at North B Street. North B Street may require a closure to raise the profile. Complex detour would be required.	Complicated construction staging at North B Street. North B Street may require a closure to raise the profile. Complex detour would be required.	Complicated construction staging at North B Street. North B Street may require a closure to raise the profile. Complex detour would be required.	Construction of roundabouts on North B Street will likely require a closure.	Construction of roundabouts on North B Street will likely require a closure.	Maintenance of Traffic Concerns
Preliminary Cost Estimates																		
Preliminary Construction Costs	N/A	$85 - $95 million	$75 - $85 million	$55 - $ 65 million	$70 - $80 million	$65 - $75 million	$65 - $75 million	$50 - $60 million	$50 - $60 million	$65 - $75 million	$75 - $85 million	$75 - $85 million	$60 - $70 million	$70 - $80 million	$90 - $100 million	$90 - $100 million	$115 - $125 million	Preliminary Construction Costs
Preliminary Right of Way Costs	N/A	$7 - $12 million	$7 - $12 million	$5 - $10 million	$8 - $13 million	$16 - $21 million	$12 - $17 million	$30 - $35 million	$9 - $14 million	$5 - $10 million	$5 - $10 million	$5 - $10 million	$17 - $22 million	$5 - $10 million	$17 - $22 million	$10 - $20 million	$10 - $20 million	Preliminary Right of Way Costs
Preliminary Design & Management	N/A	$15 - $20 million	$14 - $19 million	$9 - $14 million	$13 - $18 million	$12 - $17 million	$11 - $16 million	$10 - $15 million	$9 - $14 million	$12 - $17 million	$14 - $19 million	$13 - $18 million	$11 - $16 million	$13 - $18 million	$12 - $17 million	$16 - $21 million	$21 - $26 million	Preliminary Design & Management
Preliminary Total Cost	N/A	$97 - $127 million	$96 - $116 million	$69 - $89 million	$88 - $108 million	$93 - $113 million	$88 - $108 million	$90 - $110 million	$68 - $88 million	$82 - $104 million	$94 - $114 million	$106 - $125 million	$76 - $96 million	$88 - $108 million	$98 - $118 million	$118 - $141 million	$146 - $171 million	Preliminary Total Cost

North Hamilton CROSSING

ALTERNATIVES A & B

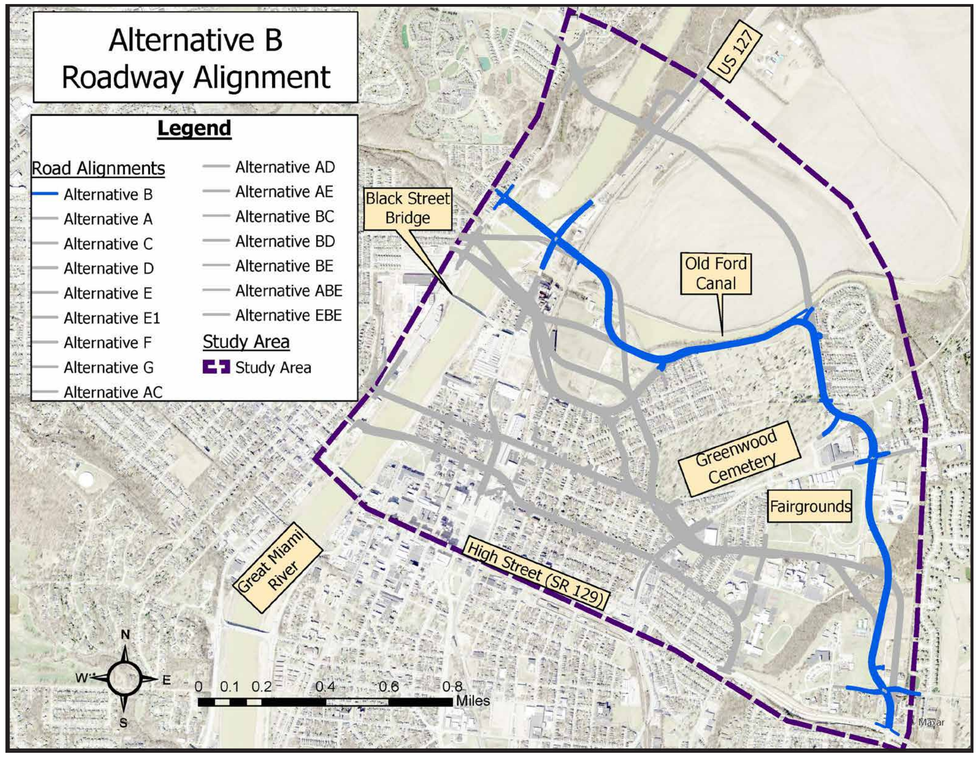


PROS

- Addresses project's Primary and Secondary Needs
- Western end point at NW Washington Blvd. provides connectivity further west

CONS

- No direct connection to US 127; will require an access road and a signal at US 127
- Alternative with high right of way impact (85-95 acres)
- Bisects Combs Park
- Alternative with greatest impact to 100-Year floodplain (20-30 acres)
- Alternative with the greatest impact to farmlands (35-45 acres)
- No reduction in AM/PM SR 129 traffic volumes & travel time
- 3rd most costly alternative



PROS

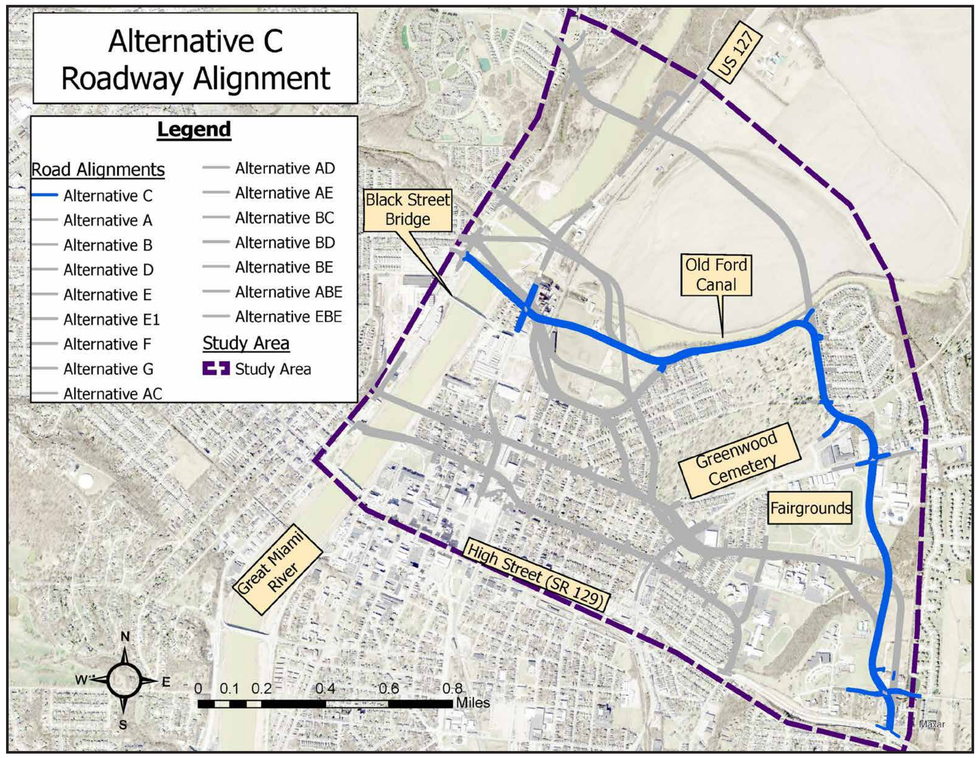
- Addresses project's Primary and Secondary Needs

CONS

- End point at North B Street ties to Lagonda Avenue with no direct connectivity further west
- High right-of-way requirements (50-60 acres)
- Bisects Combs Park and LJ Smith Park
- Impacts farmlands (20-30 acres)
- Impacts Greenwood Cemetery (more than 0.5 acres)
- Regulated Materials concerns
- Minimal reduction in AM/PM SR 129 traffic volumes & travel time

North Hamilton CROSSING

ALTERNATIVES C & D

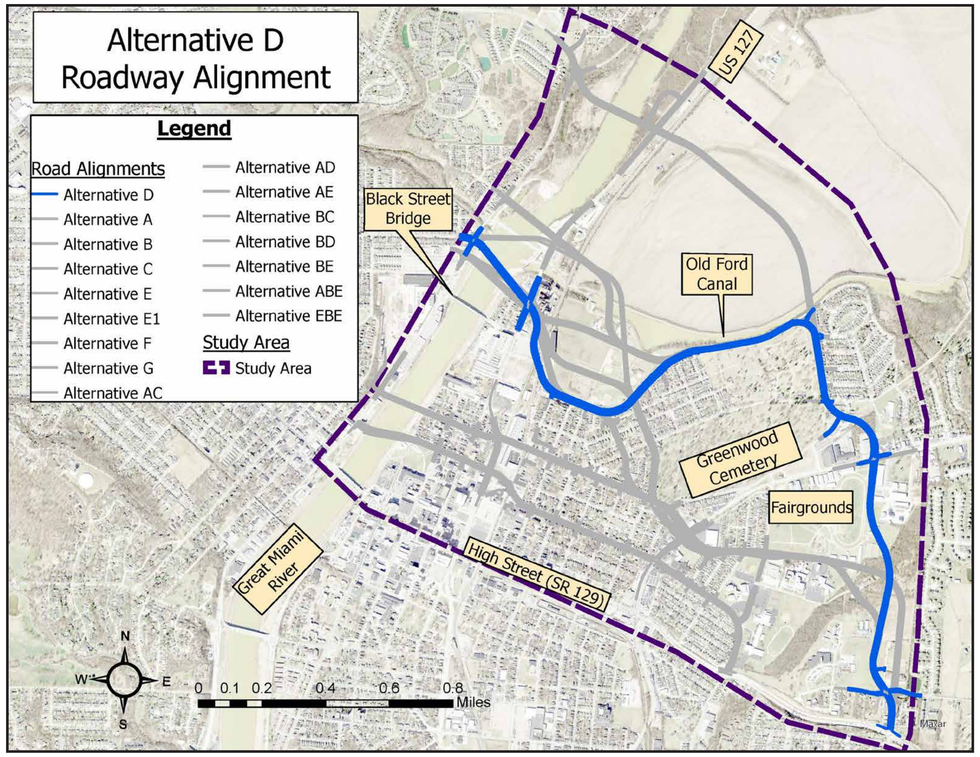


PROS

- Addresses project's Primary Needs
- End point at North B Street ties into Rhea Avenue providing connectivity further west
- 2nd least costly alternative
- Reduces SR 129 AM/PM traffic volumes & travel time

CONS

- Does not support economic development
- Bisects LJ Smith Park
- Impacts Greenwood Cemetery (more than 0.5 acres)
- Potential impacts to traditionally underserved populations
- Regulated Materials concerns



PROS

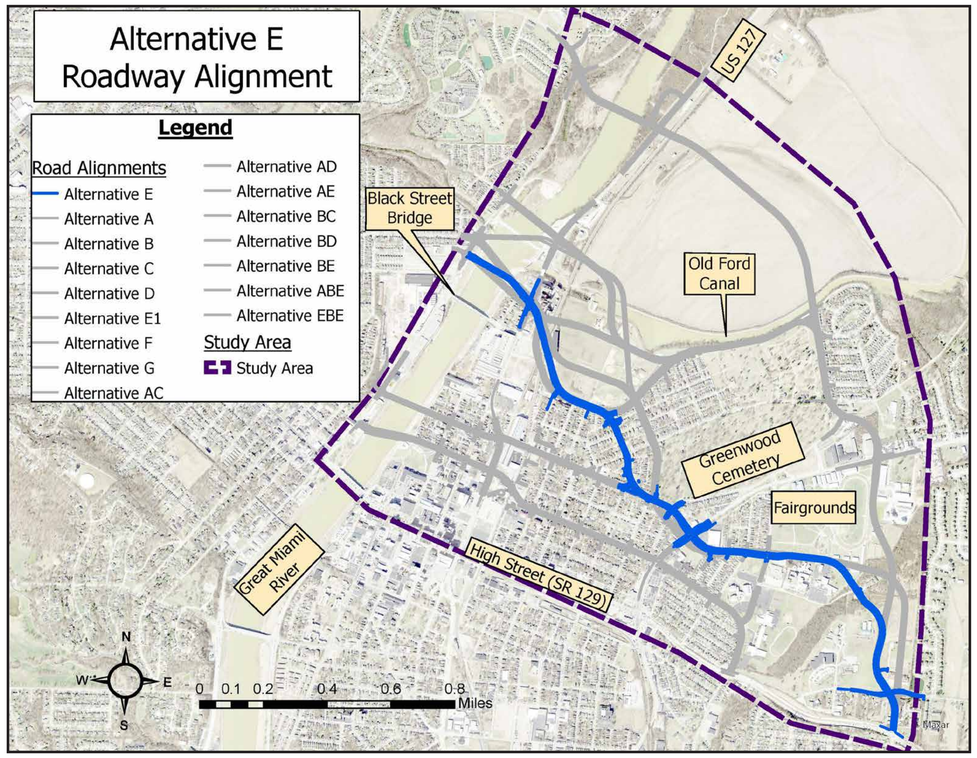
- Addresses project's Primary Needs
- End point at North B Street ties into Gordon Avenue, providing connectivity further west
- Reduces SR 129 AM/PM traffic volumes & travel time

CONS

- Does not support economic development
- Impacts Greenwood Cemetery (more than 0.5 acres)
- Potential impacts to traditionally underserved populations

North Hamilton CROSSING

ALTERNATES E & E1

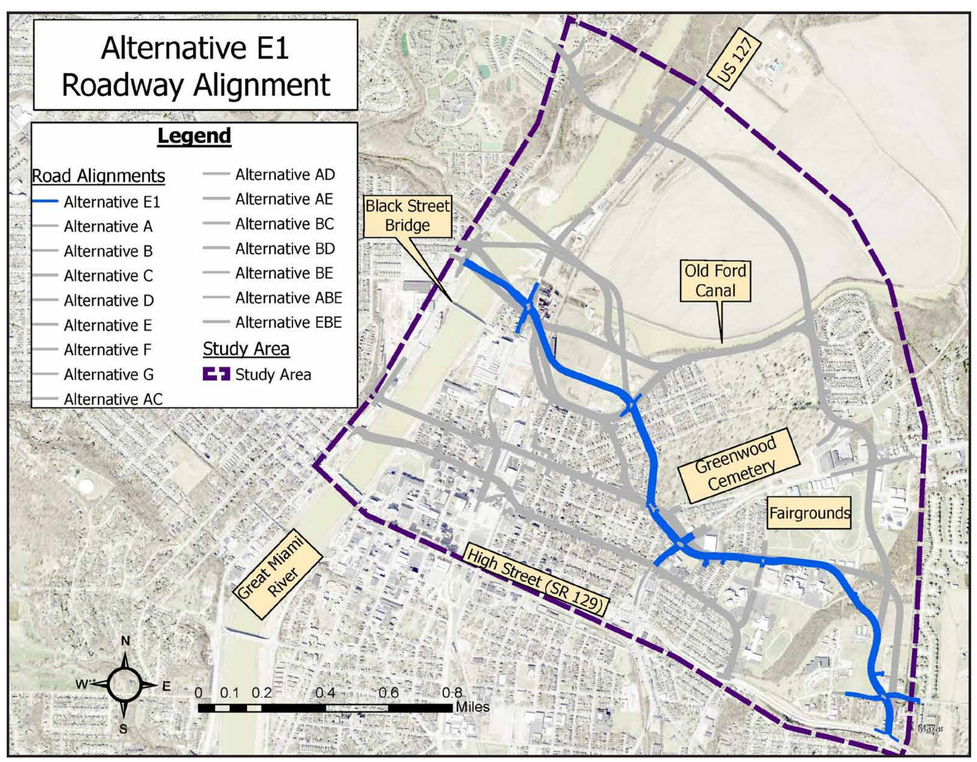


PROS

- Addresses project's Primary Needs
- End point at North B Street ties into relocated Rhea Avenue providing connectivity further west
- Significantly reduces SR 129 AM/PM traffic volumes & travel time
- Is tied with Alternative E1 for the 2nd shortest travel time (5 min. 44 sec)

CONS

- Does not support economic development
- Potential impacts to traditionally underserved populations
- High right-of-way impacts (45-55 relocations; 25-35 acres)



PROS

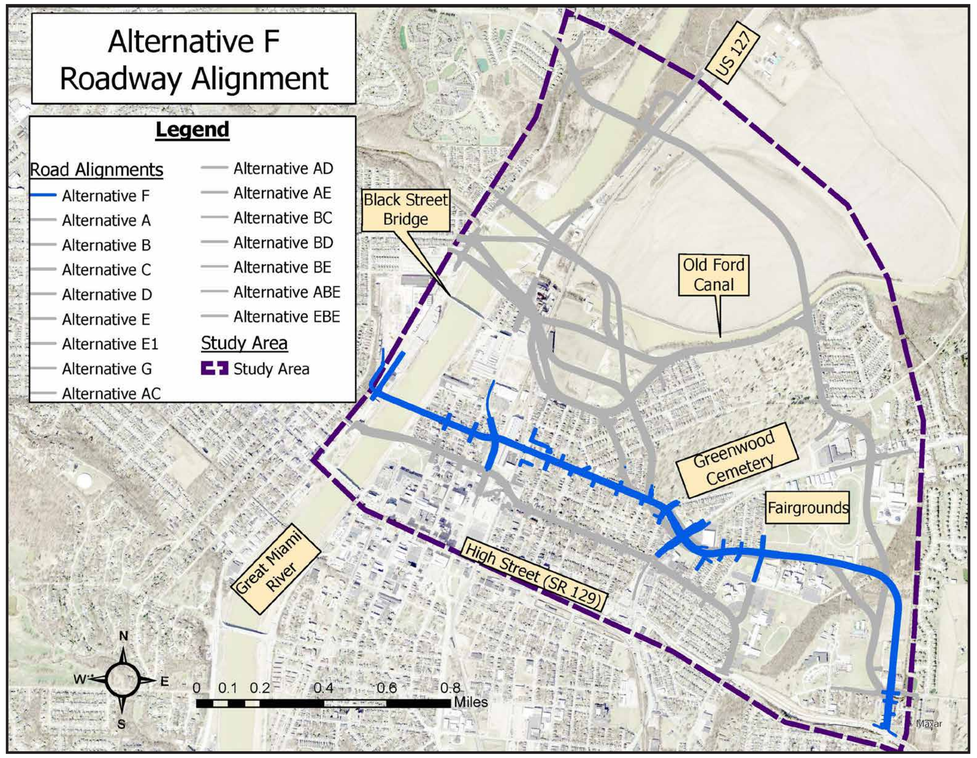
- Addresses project's Primary Needs
- End point at North B Street ties into Rhea Avenue providing connectivity further west
- Significantly reduces of SR 129 AM/PM traffic volumes & travel time
- Is tied with Alternative E for the 2nd shortest travel time (5 min. 44 sec)

CONS

- Does not support economic development
- Potential impacts to traditionally underserved populations populations
- Bisects LJ Smith Park
- High right-of-way impacts (55-65) relocations; 20-30 acres)
- Regulated Materials concerns

North Hamilton CROSSING

ALTERNATIVES F & G

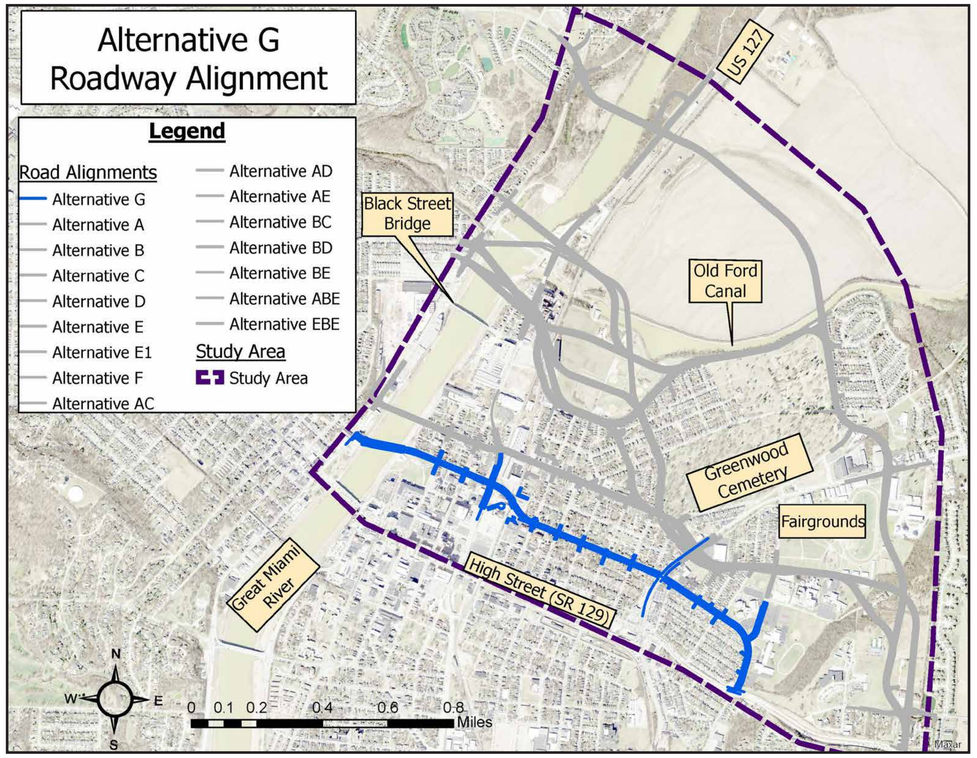


PROS

- Addresses project's Primary Needs
- 2nd greatest reduction of SR 129 AM/PM traffic volumes and travel time
- Alternative with 3rd shortest travel time (5 min 45 sec)

CONS

- End point at relocated entrance of Spooky Nook; no connectivity further west
- Impacts German Village Historic District
- Potential impacts to traditionally underserved populations
- Requires long-term closure of Heaton Street for construction of a railroad underpass)
- Highest right-of-way impacts (65-75 relocations; 25-35 acres)



PROS

- Addresses project's Primary Needs
- Ties to Wayne Avenue, providing connectivity further west
- Greatest reduction of SR 129 AM/PM traffic volumes and travel time
- Alternative with the shortest travel time (5 min 19 sec)
- Least costly alternative ($68 million to $88 million)

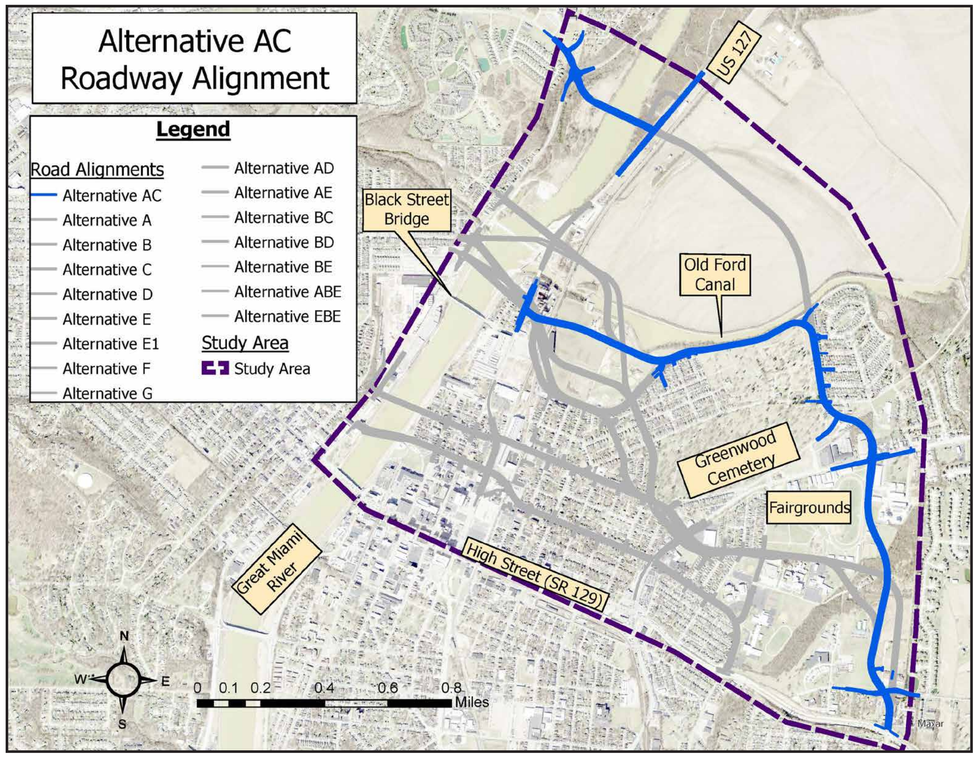
CONS

- Impacts German Village Historic District and Dayton-Campbell Historic District
- Potential impacts to traditionally underserved populations
- High right-of-way impacts (45-55 relocations, 5-15 acres)
- Requires long-term closure of Dayton Street for construction of a railroad underpass

North Hamilton CROSSING

ALTERNATIVES AC & AD

These alternatives would use existing US 127 to connect the two segments shown.

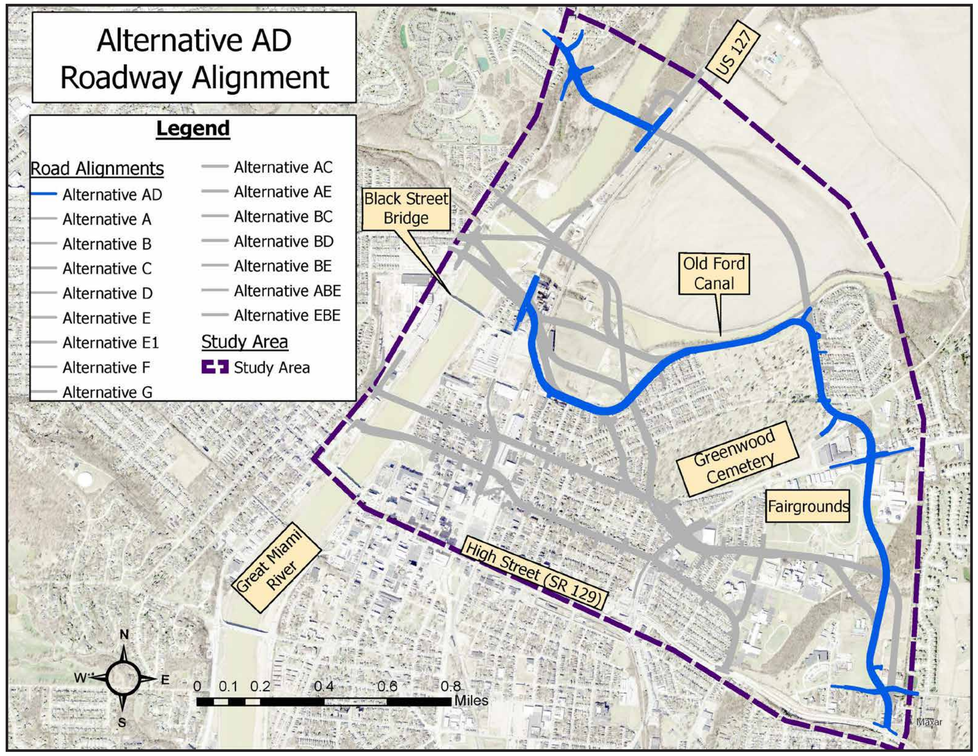


PROS

- Addresses project's Primary Needs
- Western end point at NW Washington Blvd. provides connectivity further west
- 3rd least costly alternative

CONS

- Does not support economic development
- Impacts Greenwood Cemetery (more than 0.5 acres)
- Potential impacts to traditionally underserved populations
- Bisects Combs Park and LJ Smith Park
- Impacts to Greenwood Cemetery (more than 0.5 acres)
- Regulated Materials concerns
- No reduction in AM/PM SR 129 traffic volumes & travel time



PROS

- Addresses project's Primary Needs
- Western end point at NW Washington Blvd. provides connectivity further west

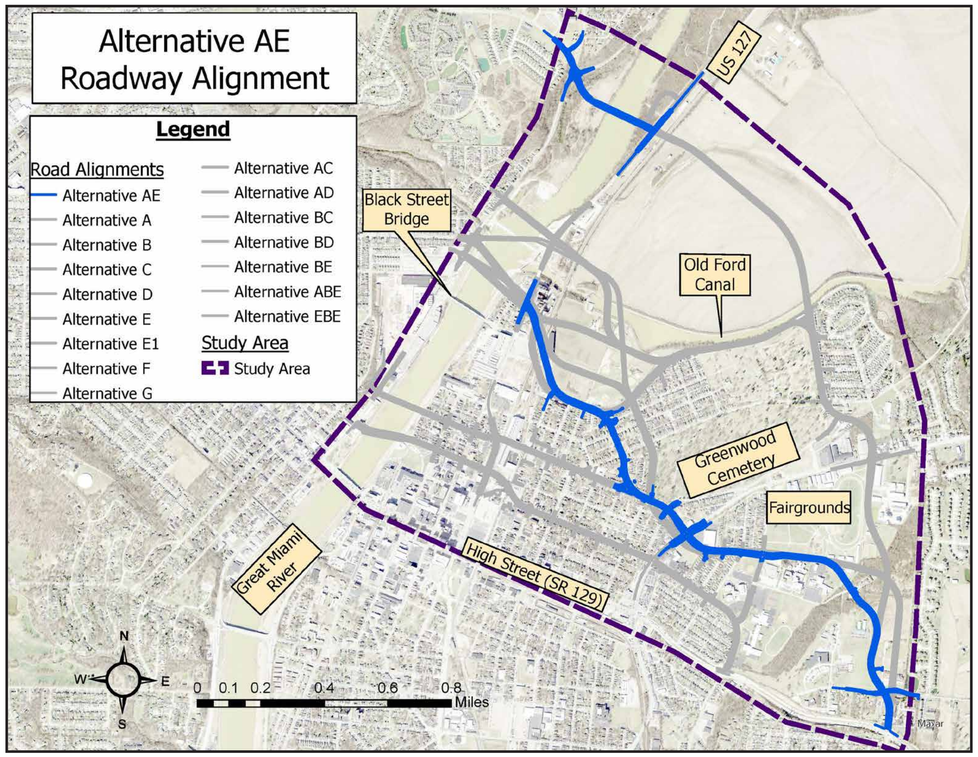
CONS

- Does not support economic development
- Impacts Greenwood Cemetery (more than 0.5 acres)
- Potential impacts to traditionally underserved populations
- Bisects Combs Park
- Impacts Greenwood Cemetery (more than 0.5 acres)
- No reduction in AM/PM SR 129 traffic volumes & travel time

North Hamilton CROSSING

ALTERNATIVES AE & BC

These alternatives would use existing US 127 to connect the two segments shown.

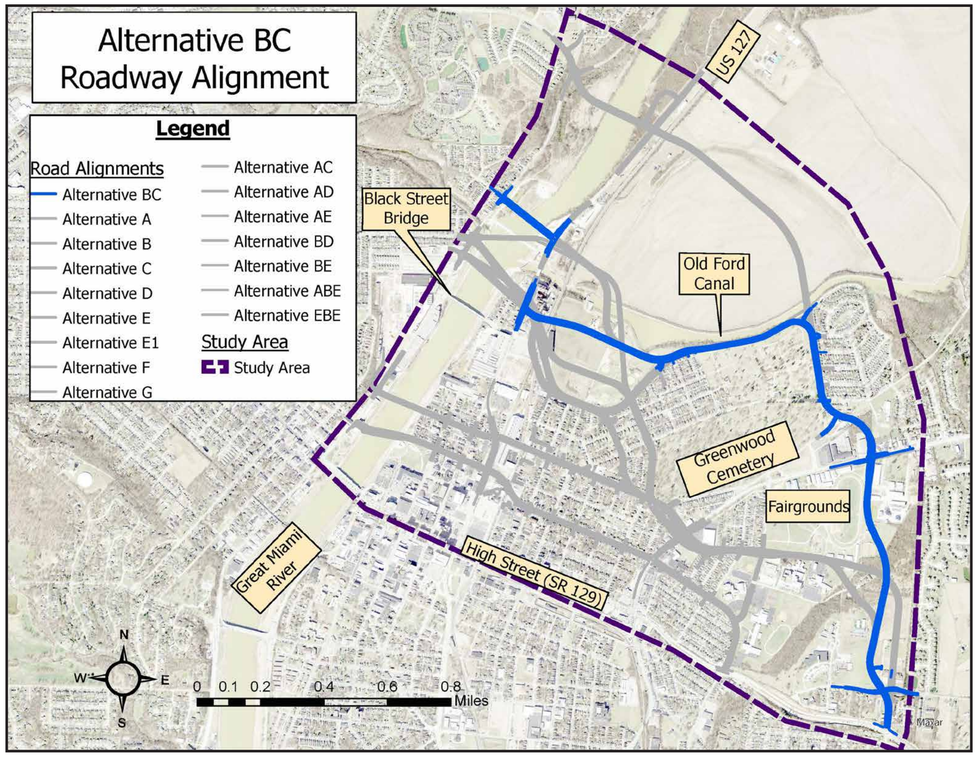


PROS

- Addresses project's Primary Needs
- Western end point at NW Washington Blvd. provides connectivity further west
- Significantly reduces SR 129 AM/PM traffic volumes & travel time

CONS

- Does not support economic development
- Potential impacts to traditionally underserved populations
- Bisects Combs Park
- High right-of-way Impacts (45-55 relocations; 25-35 acres)



PROS

- Addresses project's Primary Needs
- 3rd least costly alternative

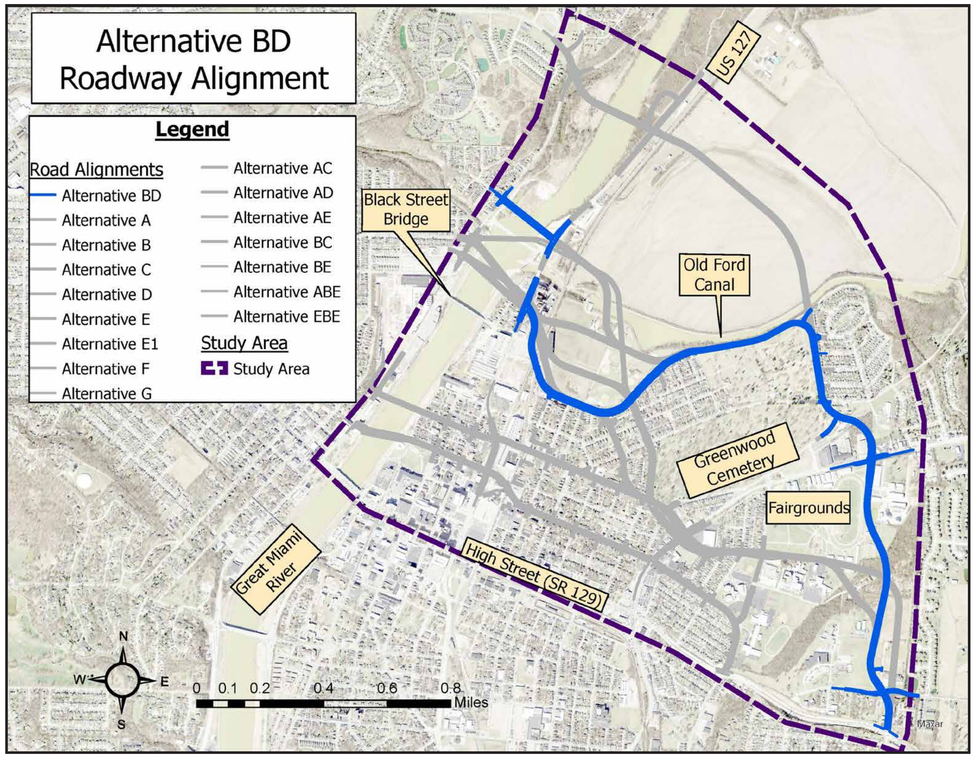
CONS

- End point at North B Street ties to Lagonda Avenue which has no direct connectivity to the west
- Does not support economic development
- Impacts Greenwood Cemetery (more than 0.5 acres)
- Potential impacts to traditionally underserved populations
- Bisects Combs Park and LJ Smith Park
- Impacts to Greenwood Cemetery (more than 0.5 acres)
- Regulated Materials concerns
- Minimal reduction in AM/PM SR 129 traffic volumes & travel time

North Hamilton CROSSING

ALTERNATIVES BD & BE

These alternatives would use existing US 127 to connect the two segments shown.

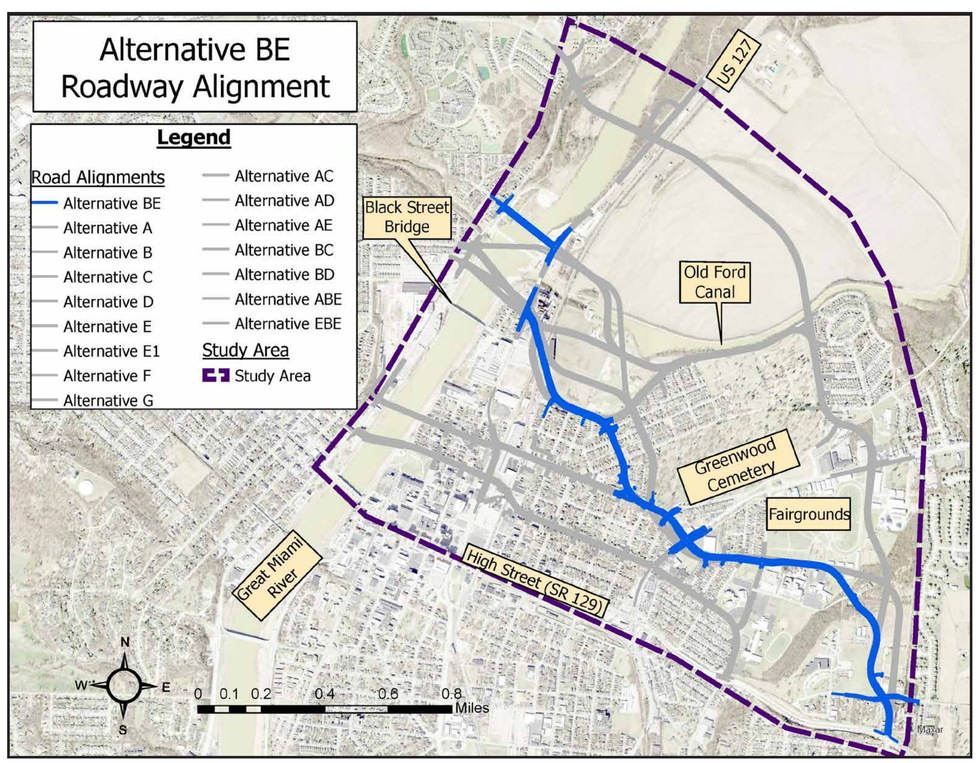


PROS

- Addresses project's Primary Needs

CONS

- End point at North B Street ties to Lagonda Avenue which has no direct connectivity to the west
- Does not support economic development
- Impacts Greenwood Cemetery (more than 0.5 acres)
- Potential impacts to traditionally underserved populations
- Bisects Combs Park
- Impacts Greenwood Cemetery (more than 0.5 acres)
- No reduction in AM/PM SR 129 traffic volumes & travel time



PROS

- Addresses project's Primary Needs
- Reduces SR 129 AM/PM traffic volumes & travel time

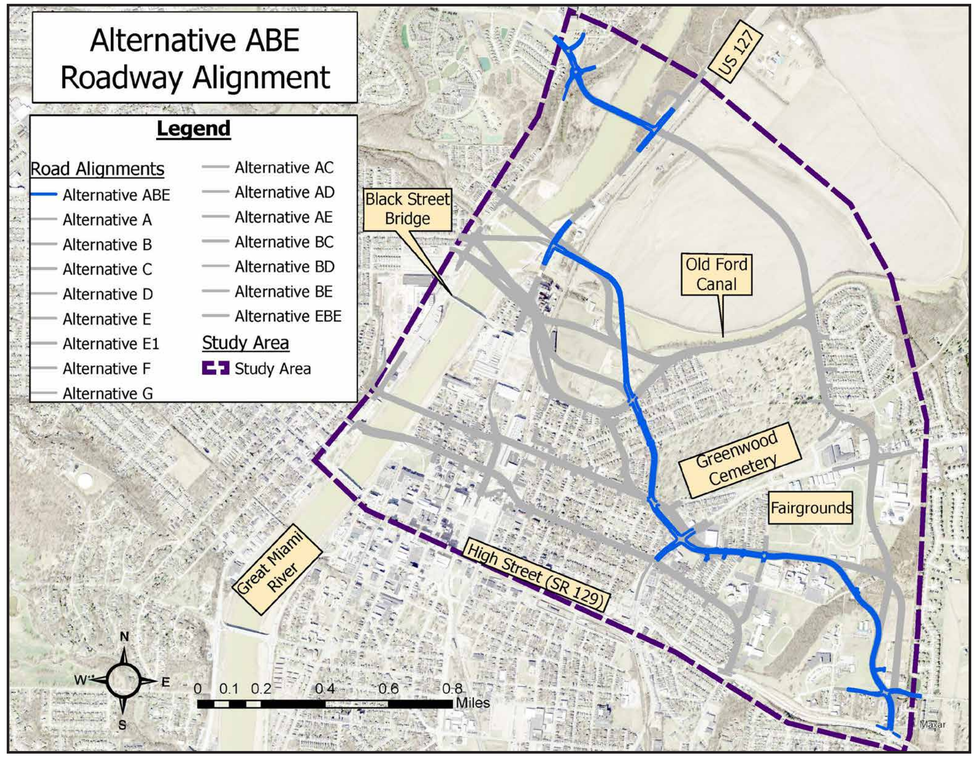
CONS

- End point at North B Street ties to Lagonda Avenue which has no direct connectivity to the west
- Does not support economic development
- Potential impacts to traditionally underserved populations
- Bisects Combs Park and LJ Smith Park
- High right-of-way Impacts (45-55 relocations; 20-30 acres)

North Hamilton CROSSING

ALTERNATIVES ABE & EBE

Alternative ABE would use existing US 127 to connect the two segments shown.

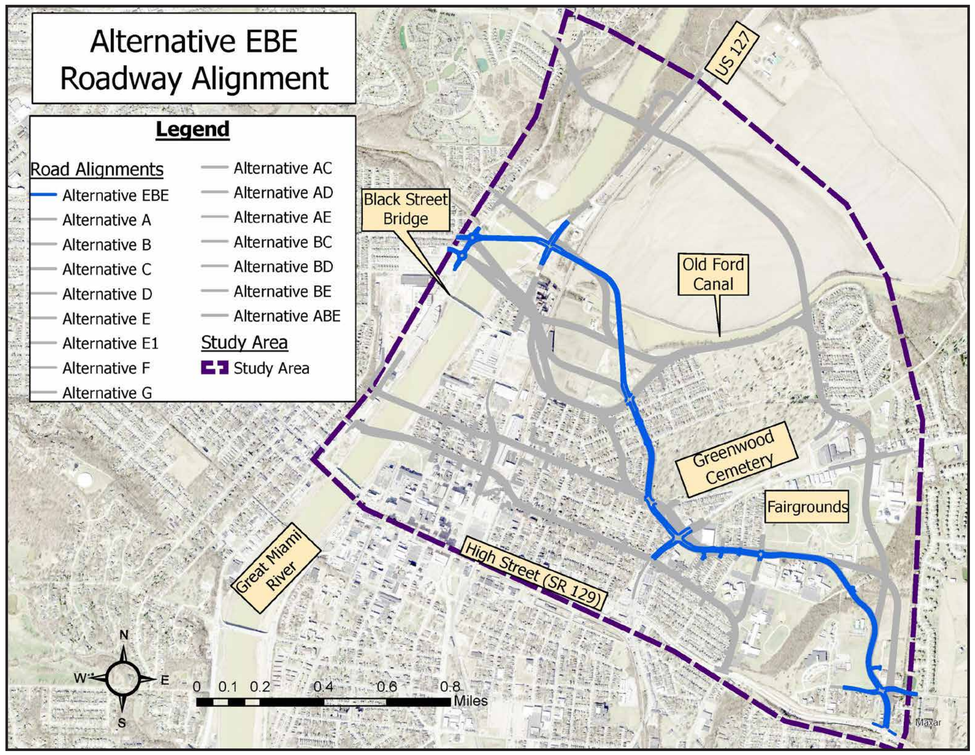


PROS

- Addresses project's Primary and Secondary Needs
- Western end point at NW Washington Blvd. provides connectivity further west
- Reduces SR 129 AM/PM traffic volumes & travel time

CONS

- Potential impacts to traditionally underserved populations
- Bisects Combs Park and LJ Smith Park
- Farmland impacts (20-30 acres)
- High right-of-way impacts (45-65 relocations; 50-60 acres)
- 2nd most costly alternative



PROS

- Addresses project's Primary and Secondary Needs
- Western end point at Gordon Avenue provides connectivity further west
- Significantly reduces SR 129 AM/PM traffic volumes & travel time

CONS

- Potential impacts to traditionally underserved populations
- Bisects LJ Smith Park
- Farmland impacts (20-30 acres)
- High right-of-way impacts (45-65 relocations; 45-55 acres)
- Most costly alternative

North Hamilton CROSSING

NEXT STEPS

COMPLETE PUBLIC COMMENT PERIOD FOR THIS PHASE OF DEVELOPMENT – now through Mar. 12

- Compile and review all input received
- Identify alternatives to advance for further study

PREPARE ALTERNATIVES EVALUATION REPORT

- Work with potentially affected communities to further assess and refine alternatives advanced for further study
- Conduct additional technical and field studies
- Conduct environmental impact studies
- **Hold a public meeting to review and get input on refined alternatives**
- Identify a Preferred Alternative

BEGIN DEVELOPING DETAILED PROJECT DESIGNS

UPDATE COST ESTIMATES

PURSUE FUNDING

CONTINUE PUBLIC OUTREACH & INVOLVEMENT

North Hamilton
CROSSING

CONSTRUCTION & FUNDING

CONSTRUCTION TIMING

The timing of construction is not yet known.

- Timing depends on the alternative selected and the availability of funding.
- Construction won't likely begin until five years after a preferred alternative has been identified.
- Work will be completed in phases. Some phases may be able to start earlier than others.

FUNDING

- Approximately $2M has been secured for Environmental Engineering and detailed design development.
- The NHX project partners are actively pursuing additional funding for further planning, development, and eventual construction.
- Funding will likely be obtained through a combination of federal, state and local resources, both public and private.

North Hamilton
CROSSING

PUBLIC INPUT IS IMPORTANT

We will work closely with stakeholders and local communities to explore and develop the alternatives advanced for further study in much greater detail. Our goal is to identify a preferred alternative that best balances the needs of the project and the needs and concerns of affected communities.

Public engagement activities will likely include:

- Meetings with the Stakeholder Committee, which represents local communities, organizations, residents, and businesses
- Meetings/workshops with local neighborhoods
- Public surveys
- Progress updates sent via email
- A virtual and in-person public meeting, once a preferred alternative has been identified

How does public involvement make a difference?
Community members have deep insight and knowledge of their neighborhoods. Partnerships between the community and project team can help fine-tune project alternatives and even uncover opportunities that haven't been considered yet. By working through the process together, projects like North Hamilton Crossing are made stronger and better.

North Hamilton
CROSSING

PUBLIC INPUT IS IMPORTANT

HOW CAN YOU MAKE A DIFFERENCE?

Simple – participate in the process. Be informed. Attend a neighborhood meeting. Complete a survey. Your thoughts are welcome any time.

STAY INFORMED

Visit our website, www.NorthHamiltonCrossing.org, to stay informed about the project; sign up to receive updates and notices of upcoming meetings.

CONTACT US

You can contact the project team by email, mail, or phone:

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Director
Butler County Transportation Improvement District
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danc@bctid.org

www.NorthHamiltonCrossing.org

Appendix A: Exhibits & Materials

Public Input Virtual Open House Site Content

North Hamilton Crossing Virtual Open House

THANK YOU FOR VISITING!

SCROLL DOWN TO THE SECTION BELOW TO ENTER THE OPEN HOUSE. SURVEY QUESTIONS ARE INCLUDED ON EACH PAGE.

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 a planning update for the North Hamilton Crossing (NHX) project
- Share the results of recently completed studies
- Discuss route alternatives developed and evaluated
- Gather community input

The site is organized as a self-guided tour through a series of pages that highlight the issues we are working to address. Begin by reviewing the **OVERVIEW** discussion in the section below. To advance between pages, click on the **CONTINUE** button located at the bottom of each page. You can also move back and forth between pages by clicking on the tabs at the top of the discussion section. To see larger versions of an image, simply click on it. Additional project-related information is posted under the **REFERENCE MATERIALS** section of this page.

If you need any language translations, click on the **TRANSLATE** button located near the upper right-hand corner of this page. If you need other interpretation assistance to review these materials and/or provide comment, including printed copies of these materials, please contact Allen Messer at (513) 785-7286 or Allen.Messer@hamilton-oh.gov (mailto:Allen.Messer@hamilton-oh.gov?subject=North%20Hamilton%20Crossing%20Project).

This virtual Open House will be open 24 hours a day for approximately 45 days. **Please submit any questions or comments you may have by March 12, 2023.**

As you begin, we invite you to first watch this short video to learn more about North Hamilton Crossing.

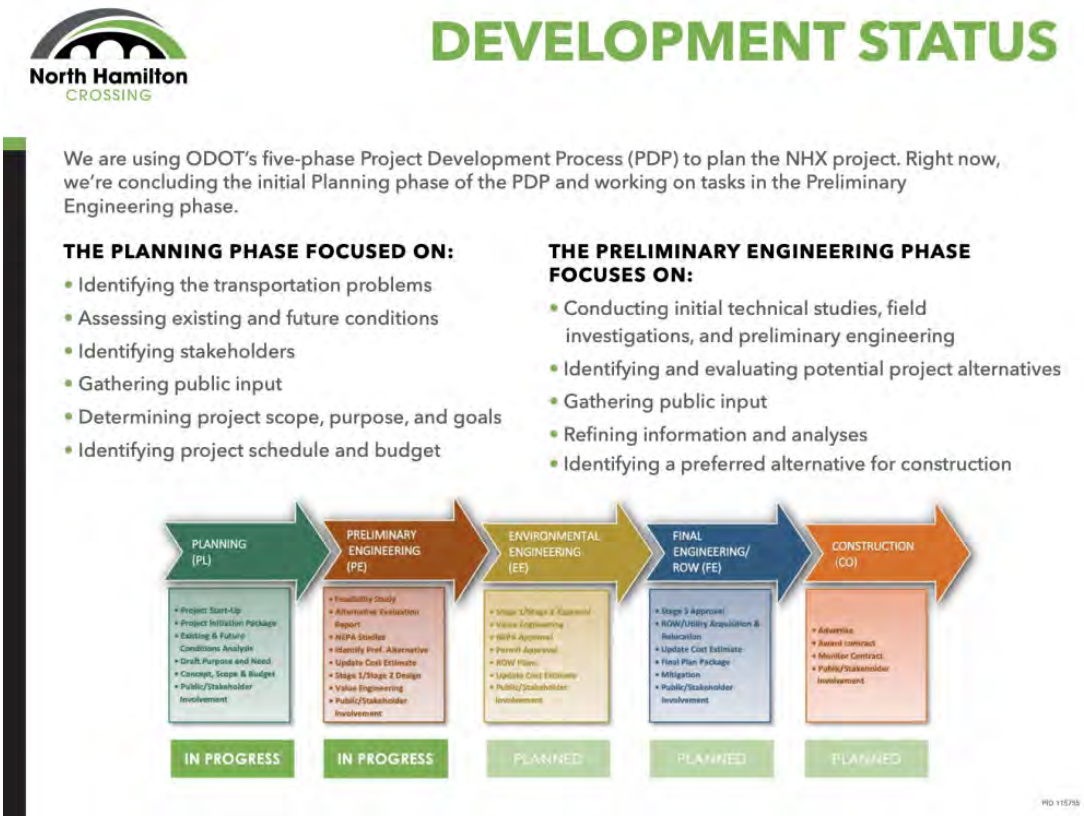
The City of Hamilton and surrounding areas are experiencing a resurgence of economic growth and redevelopment. While these changes have had a positive impact on jobs and progress in our community, they’ve also strained the local transportation infrastructure.

Over the past decade, the City and Butler County Transportation Improvement District (BCTID) have completed multiple improvements – such as the South Hamilton Crossing and projects along Main and High streets – to reduce congestion and make travel through the city easier and safer. As these projects were completed, we began turning our focus toward planning for the North Hamilton Crossing (NHX).

PLANNING PROCESS

North Hamilton Crossing 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. Recognizing the importance of the project and the safety and travel benefits it will bring to the region, the Ohio Department of Transportation (ODOT) came on board last year as a project partner.

To develop the NHX project, we're using ODOT's five-phase Project Planning Process. Right now, we're concluding the initial Planning phase of the PDP and working on tasks in the Preliminary Engineering phase.



Planning for NHX began in earnest in 2021. At that time, we determined that the project must include three components:

- A new bridge across the Great Miami River connecting North B Street to US 127
- A railroad overpass and connection from US 127 to SR 4
- An improved connection between SR 4 and SR 129

- An improved connection between SR 4 and SR 129

Since then, we've completed multiple studies assessing current and future conditions and solidifying the project's purpose and need.

North Hamilton CROSSING

PURPOSE AND NEED

PROJECT PURPOSE

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

PRIMARY NEEDS

- Improve east-west connectivity
- Address insufficient crossings of the Great Miami River
- Address lack of grade-separated railroad crossings
- Enhance mobility/reduce congestion on the local road network
- Improve safety on roads within the project area and at railroad crossings

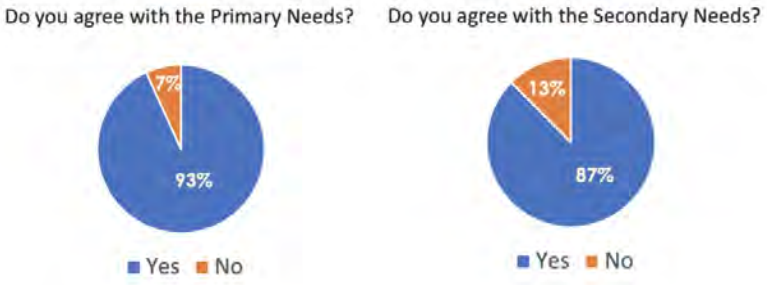
SECONDARY NEEDS

- Support planned and proposed economic development
- Improve bike/pedestrian connectivity within the City and to the regional/state shared-use trail system
- Improve multi-modal linkage, including bus transportation options

Primary needs are transportation needs that must be addressed to the extent feasible, in order to satisfy the project's purpose. Secondary needs are issues to be addressed if enough funding is available.

PID 115755

The project's purpose and needs were confirmed with the public through the first public input opportunity held from August 29 to September 30 in 2021.



The graphs shown above show the responses received from the public when we asked if they agree with the Primary and Secondary needs identified for the NHX project.
This data is from the *September 2021 Public Input Opportunity Summary Report*.

Did you participate in the 2021 NHX public input opportunity? (This was a virtual meeting similar to this Virtual Open House and included an online survey.)

- Yes
- No
- Don't remember

Where do you live?

- City of Hamilton
- Fairfield Township
- Ross Township
- St. Clair Township
- Another area of Butler County
- Outside of Butler County

Below is a map of neighborhoods in the City of Hamilton. If you live in the city, which neighborhood do you live in?

- Armondale
- Dayton Lane
- Downtown/Central Business District
- East End
- Enterprise Park
- German Village
- Highland Park
- Jefferson
- Lindenwald
- Millikin
- New London
- North End
- Prospect Hill
- Riverview
- Rossville
- Taft Place/Governor's Hill
- Washington
- I don't live in the City of Hamilton

Where do you work?

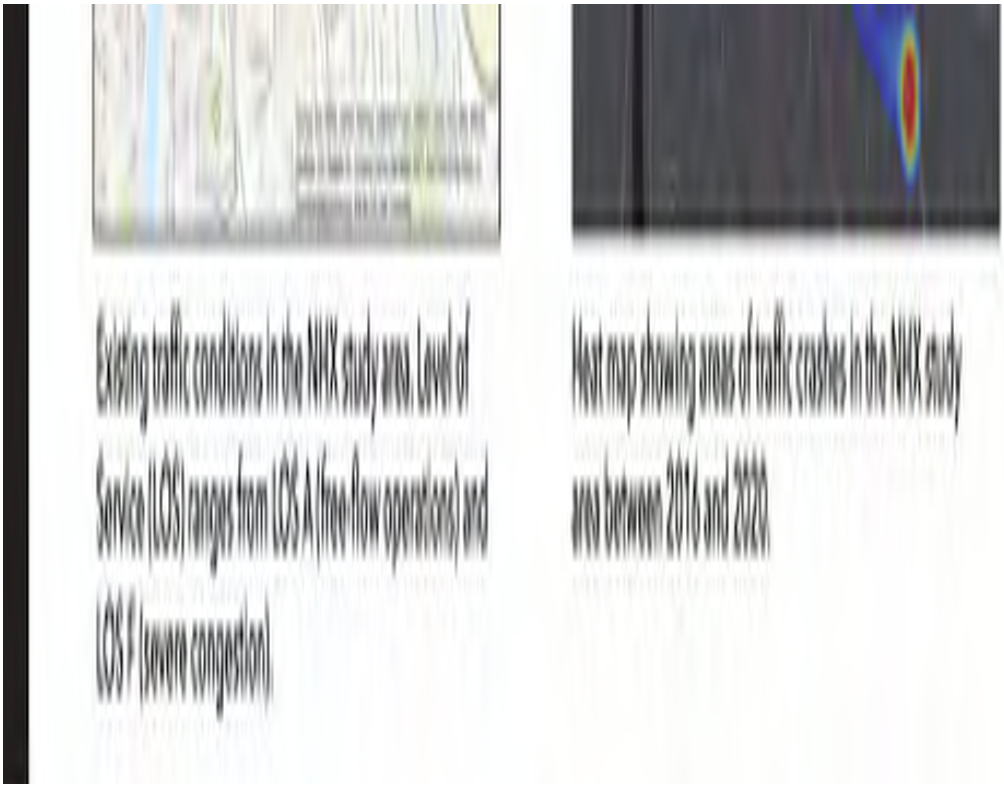
- City of Hamilton
- Fairfield Township
- Ross Township
- St. Clair Township
- Another area of Butler County
- Outside of Butler County

If you work in the City of Hamilton, which neighborhood do you work in?

- ○ Armondale
- ○ Dayton Lane
- ○ Downtown/Central Business District
- ○ East End
- ○ Enterprise Park
- ○ German Village
- ○ Highland Park
- ○ Jefferson
- ○ Lindenwald
- ○ Millikin
- ○ New London
- ○ North End
- ○ Prospect Hill
- ○ Riverview
- ○ Rossville
- ○ Taft Place/Governor's Hill
- ○ Washington

EXISTING CONDITIONS

Our initial studies for NHX focused primarily on compiling and reviewing technical data that we used to pinpoint the problems and challenges with moving through the area. We looked at what's happening now, and what's likely to happen in the future if no improvements are made. We also asked the public about the issues they experience when traveling through the area and what improvements they'd like made.



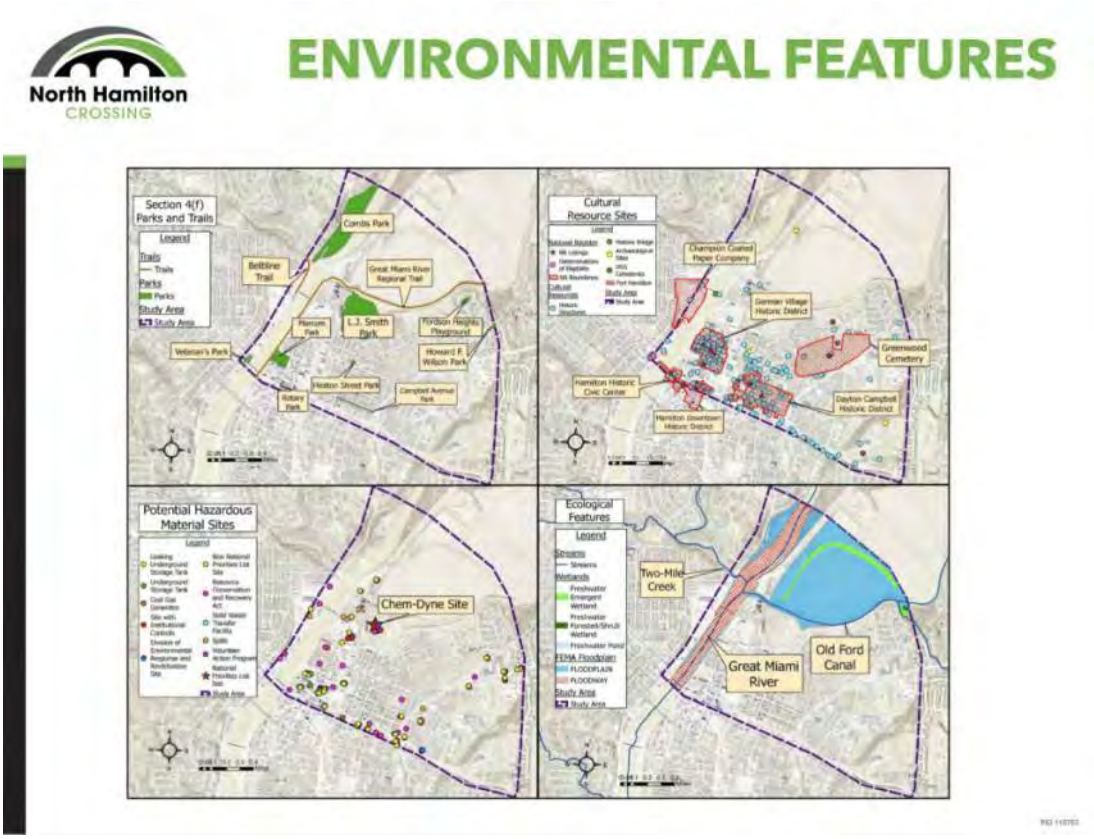
Service (LOS) ranges from LOS A (free-flow operations) and LOS F (severe congestion).

area between 2016 and 2020.

The data we gathered through this process confirmed in detail what we already knew generally from the daily experience of moving through the area. The value gained is that the information compiled provided us with a solid baseline against which we can evaluate the effectiveness of possible solutions.

Environmental Features

In addition to homes and businesses located in the study area, we identified the locations of important historic, environmental, and community features. These include state-listed, historic neighborhoods; parks; farms; cemeteries; important community buildings and landmarks; known and potential hazardous materials sites (these can be as big a superfund site or as small as a pump at a gas station); water resources; and other environmentally-sensitive areas. Having this information in hand is very helpful when planning possible routes for the new road.



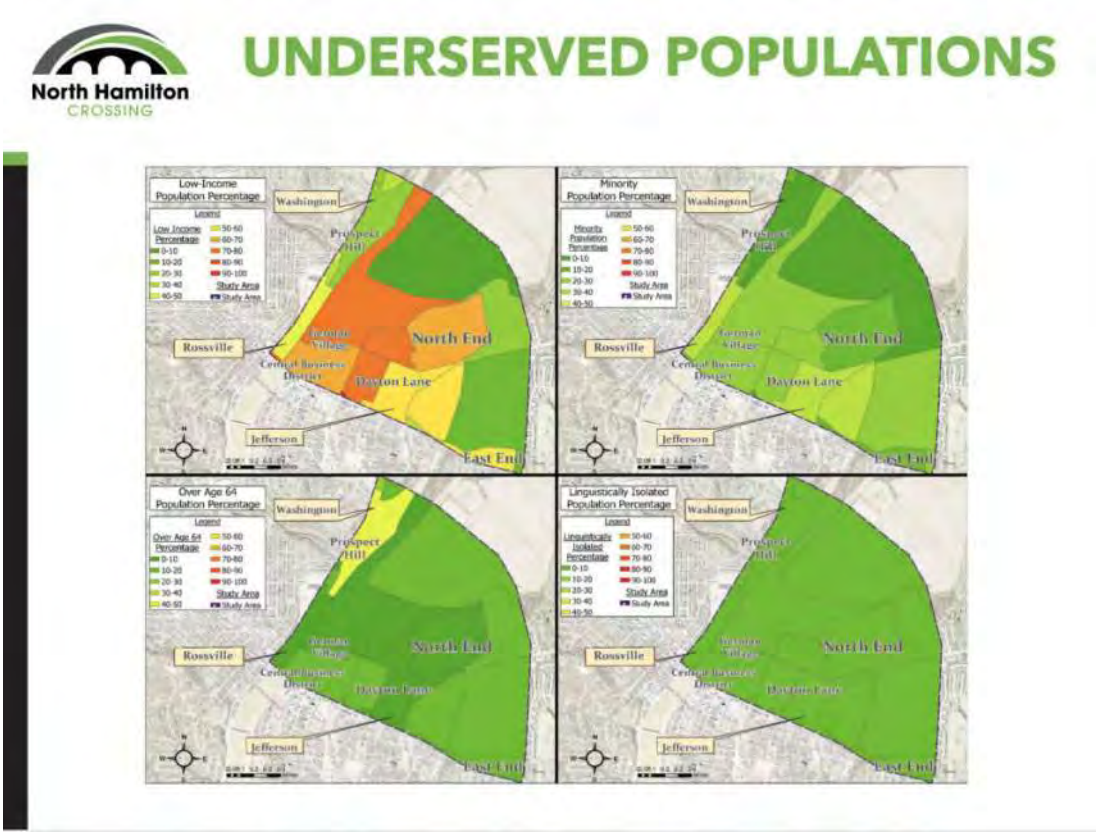
Are there any other environmental features that you are aware of that are not included on the maps above?

- ○ Yes
- ○ No
- ○ Not sure

If you said yes, what are they?

Underserved Populations

We also looked at the distribution of traditionally underserved populations in the study area so we could better understand who lives there. Factors we looked at include the percentage of low-income households in the area, the percentage of minorities in the area, the percentage of the population that is over 64 years of age, and the percentage of non-English speakers in the area. The maps below show the results of these studies.



If you have any comments regarding the demographics of the study area shown on the maps above, please share them below.

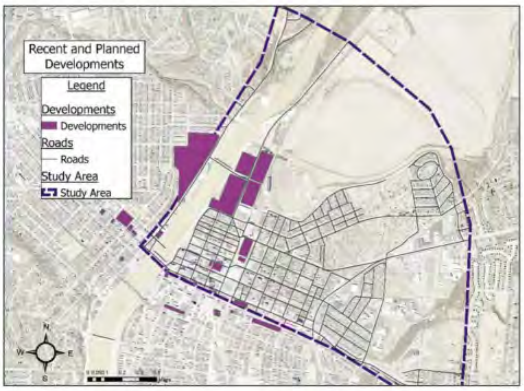
Recent and Ongoing Economic Development

Another factor that we considered was the locations of recent, planned, and on-going economic development in and near the study area, and how the proposed NHX might impact or be impacted by those developments and opportunities.

North Hamilton CROSSING

RECENT AND ONGOING ECONOMIC DEVELOPMENTS

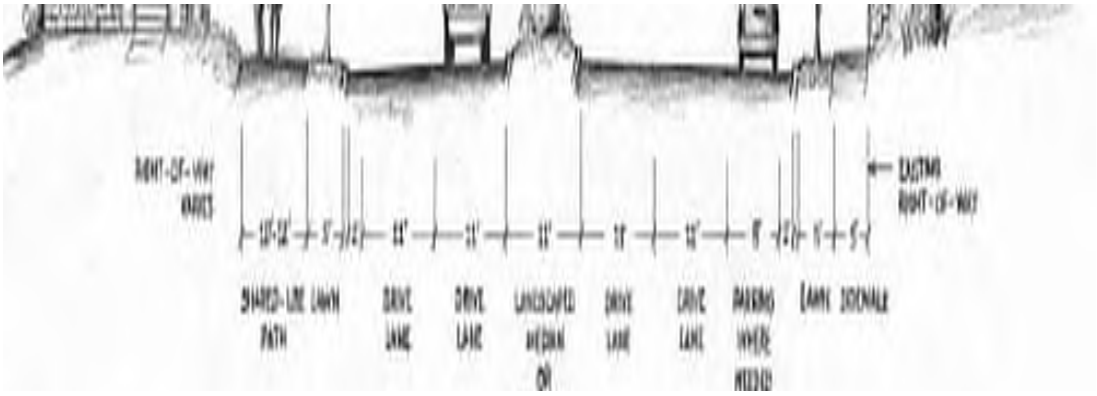
Completed and Ongoing Projects	Investment Cost
Spooky Nook Sports Champion Mill - Entertainment, convention, hotel, restaurants	$144M
Rossville Flats - 75+ apt. units and 4 commercial spaces	$11M
Third & Dayton Building - 70 residential units	$5M
Agave & Rye - Restaurant	$2.5M
Saica - Manufacturing	$72M
80 Acres Farms - Indoor farming	$26+M
Artspace Lofts - 4,650 sq. ft. mixed-use housing, commercial	$11.8M
Marcum Apartments - 102 units with 11,000 sq. ft. retail	$13M
JWF Technologies - Manufacturing	$4.25M
Hamilton Health on Main - Health care	$6M
The Davis Building - Residential	$1.8M
27 new small businesses - restaurants, food establishments, retail, and entertainment	N/A
RiversEdge Amphitheater - 3,000 person entertainment venue	$1.9M
Salvagnini - Manufacturing	$7.0M
Darana Hybrid - Manufacturing	$6+M
Hamilton Caster - Manufacturing	$7.3M
TriHealth Bethesda Butler (Cancer Center)	$5+M
Ft. Hamilton Hospital - Equipment, infrastructure, capital	$14M

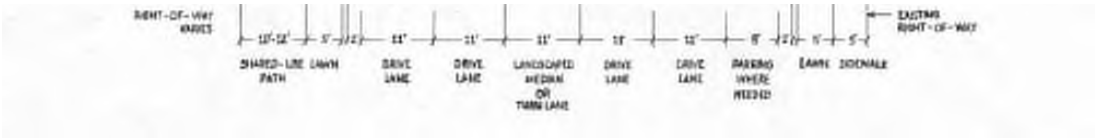


PID 115755

CONCEPT FOR THE NORTH HAMILTON CROSSING

The proposed North Hamilton Crossing will be a four-lane road (two travel lanes in each direction) with a turn lane or landscaped median in the middle. This boulevard-style street will have a speed limit of 35 mph and will ideally have a sidewalk on one side of the street and a shared-use path that can accommodate bicyclists, pedestrians, strollers, wheelchairs and more on the other side. Bump-outs and crosswalks would be included at street corners to make crossing the street easier and safer.





Layout of a typical section for the proposed North Hamilton Crossing.
The center section would vary between a landscaped median or center turnlane, depending on need. On-street parking would also be provided, as needed.

Below are images of roads in nearby communities that are similar to the concept proposed for North Hamilton Crossing.

Left: Tylersville Road, Mason, Ohio (courtesy Google Maps). Right: Wilmington Pike, Kettering, Ohio (courtesy Google Maps).

What do you think about the concept proposed for the North Hamilton Crossing roadway (35-mph, boulevard-style road, two lanes in each direction with a median/turn lane in the middle, sidewalk on one side, shared-use path on the other, and parking provided as needed)?

- ○ I like it a lot
- ○ It's OK
- ○ I'm not sure yet
- ○ I don't particularly like it
- ○ I don't like it at all
- ○ I don't have a preference

(Optional) Please use this space to share any additional comments you may have regarding the proposed concept for the roadway.

_____

_____

_____

The Black Street Bridge

The Black Street Bridge is 100 years old and can't support the volume of traffic that uses it for much longer. Space is also very limited on the bridge and due to the way it was built, it cannot be expanded.

Instead, the North Hamilton Crossing will include a new bridge across the Great Miami River and the Black Street Bridge will be preserved for bicycle and pedestrian use, and perhaps small public shuttles that may be used in the future to transport people back and forth across the river. We are not planning to close the Black Street Bridge to vehicular traffic until the new bridge crossing is in place.

Black Street Bridge (photo courtesy City of Hamilton)

Railroad Overpass

There are 23 locations where trains cross streets in the city with only two grade-separated crossings (one overpass and one underpass). Our studies found that street-level (or at-grade) crossings within the study area are blocked by trains 25% of the day. To provide relief for drivers and help improve traffic flow, NHX will include a new railroad overpass.

Left: Traffic stopped at the train crossing on Heaton Street in the study area. Right: View of the South Hamilton Crossing railroad overpass.
(photos courtesy of the City of Hamilton)

Over the past year, we have been focused on determining where the new railroad overpass, bridge across the river, and route for the road can feasibly and effectively be located. Information about that effort and the alternatives we've explored is

provided on the next few tabs.

ALTERNATIVE DEVELOPMENT

The public input opportunity we hosted in 2021 gave us great insight into the transportation concerns and priorities of those who live and work in the city and surrounding areas. It was held virtually (in the same format as this Open House), and the site was visited just shy of 4,400 times. Nearly 1,600 individuals answered questions and approximately 4,200 comments were received. We used this input to confirm project priorities and help inform the development of possible route alternatives for NHX.

Soon after the 2021 public input opportunity, we convened a Stakeholder Committee comprised of neighborhood representatives, business owners, interested parties, government officials from the city, county and nearby townships, as well as some local residents, plus members of the project team. This committee has grown to more than 65 members and has met four times to discuss and evaluate possible routing options.

North Hamilton CROSSING

PUBLIC INPUT TO DATE

We've been gathering public input by the following means to assist with project development since project planning began in 2021. Feedback received has been used to help identify problems to be addressed and to develop and evaluate initial alternatives. More input will be needed to help refine and further evaluate the alternatives advanced for further study.

STAKEHOLDER COMMITTEE

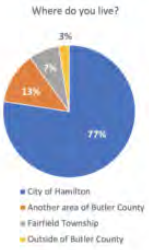
- Consists of 65+ members comprised of neighborhood representatives, business owners, interested parties, officials from the City, County and nearby townships, and local residents
- Four meetings have been held to date
  - Nov. 9, 2021
  - Feb. 2, 2022
  - May 4, 2022
  - Oct. 4, 2022

SEPTEMBER 2021 ONLINE PUBLIC INPUT SURVEY

- 4,374 views
- 1,590 individuals answered questions
- 4,188 comments received

EMAIL

PHONE CALLS



Sixteen route alternatives were developed and evaluated as part of this process. Factors considered as part of the evaluation process included:

- Ability to improve east-west connectivity
- Ability to support economic development
- Degree to which mobility/congestion would be improved on the local road network
- Degree of safety improvements
- Potential impacts on social, economic, and environmental resources
- Potential impact on hazardous materials sites
- Amount of right of way needed
- Number of relocations needed
- Constructability
- Estimated cost

Each of these alternatives is presented on the following pages, along with key positives and negatives identified for each. Each includes a new bridge over the Great Miami River, a new railroad overpass and new connections between North B Street, US 127, SR 4, and SR 129.

At this point in project development, we want to know which of the alternatives are of most interest to you. You can share your thoughts by answering the question that follows each of the alternatives.

The input we receive from the public will be combined with feedback that we have received from the Stakeholder Committee as well as the results of the studies we've completed, and used to determine which alternatives, if any, we will advance for more detailed study. The next phase of project development, which will be conducted in coordination with affected neighborhoods, will look at those alternatives with a much closer lens and the alternatives will be refined or may even be reshaped, if needed. You will have an opportunity to review the results of those efforts before a preferred alternative is selected.

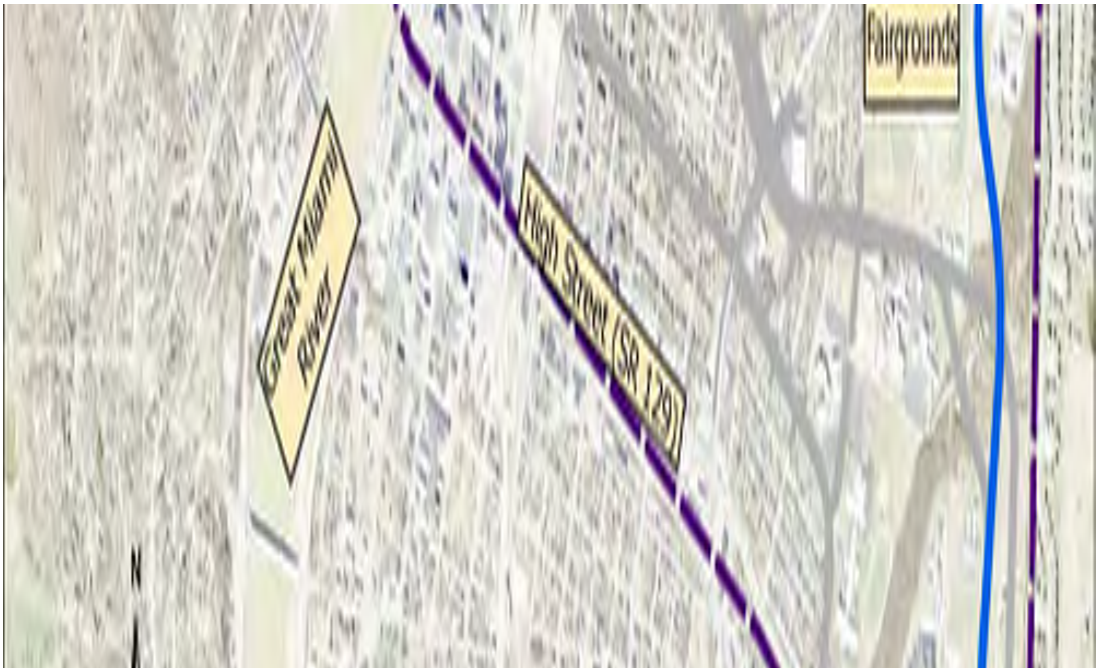
INITIAL ROUTE ALTERNATIVES

Eight initial route alternatives were developed and evaluated for NHX. Routes were given letter names based on the order in which they cross the river. Below are maps showing the general route alignment of each and an associated list of key positives and negatives identified for alternative. **Please keep in mind that the lines shown on the maps are for illustrative purposes only and are not to scale.**

Evaluation Matrix

To view a table providing a more detailed evaluation of each of the routes alternatives shown below, click here (https://publicinput.com/Customer/File/Full/7e324712-5e35-4903-9126-350ab6aed9da).

ALTERNATIVE A

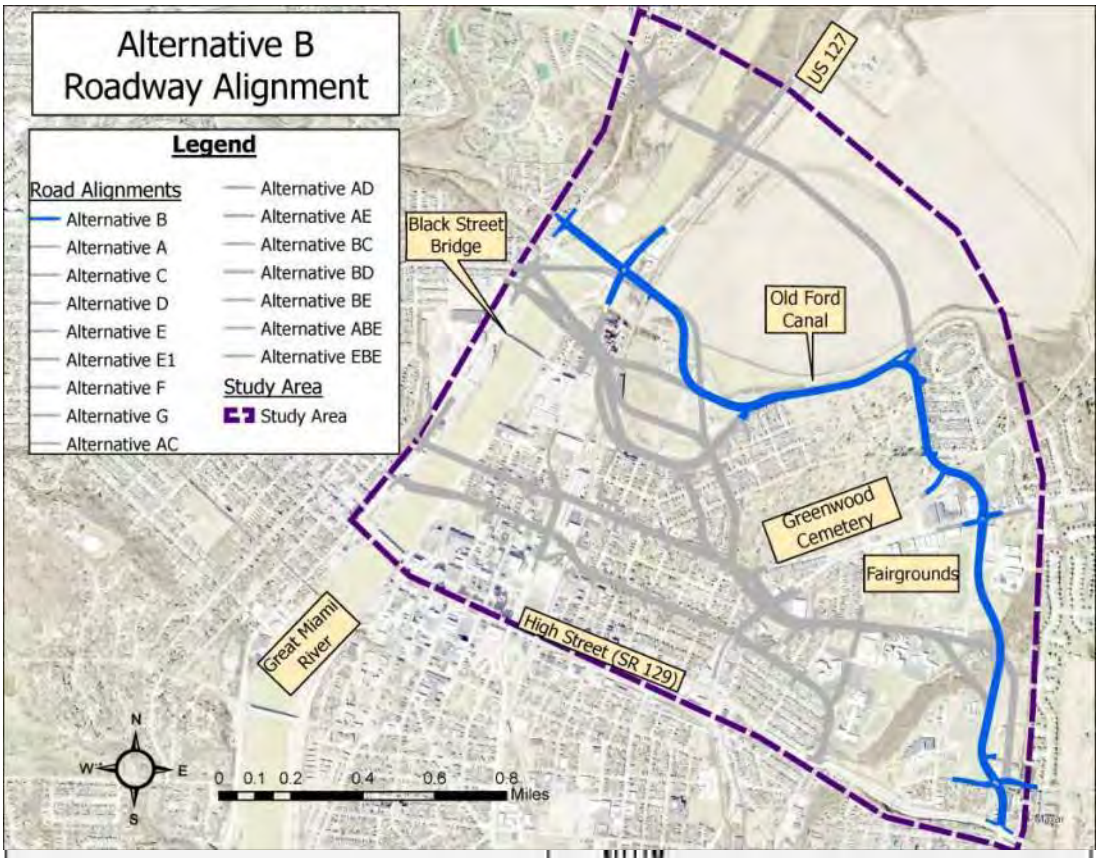


PROS	CONS
• Addresses project's Primary and Secondary Needs • Western end point at NW Washington Blvd. provides connectivity further west	• No direct connection to US 127; will require an access road and a signal at US 127 • Alternative with high right-of-way impact (85-95 acres) • Bisects Combs Park • Alternative with greatest impact to 100-Year floodplain (20-30 acres) • Alternative with the greatest impact to farmlands (35-45 acres) • No reduction in AM/PM SR 129 traffic volumes & travel time • 3rd most costly alternative

How interested are you in Alternative A?

- ○ I like it a lot
- ○ It's ok
- ○ I'm not sure yet
- ○ I don't particularly like it
- ○ I don't like it at all
- ○ I don't have a preference

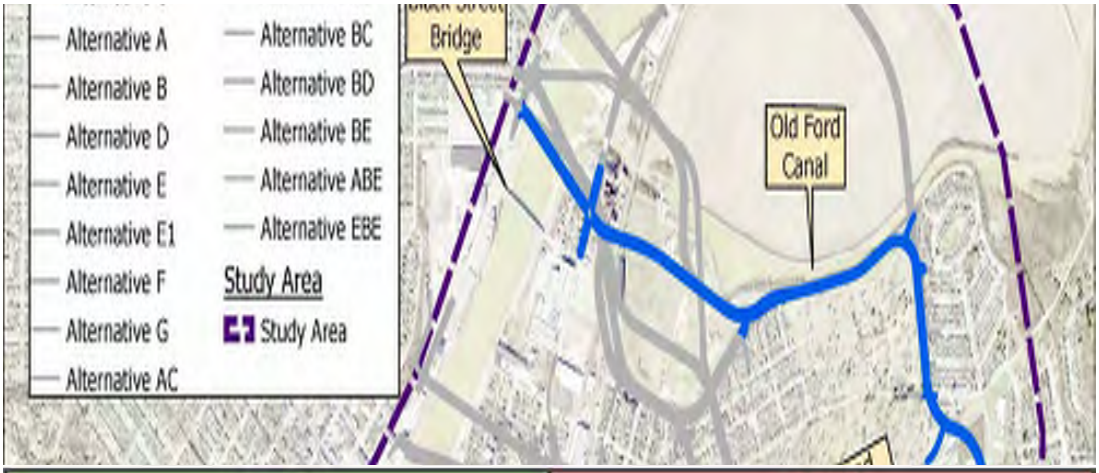
ALTERNATIVE B



How interested are you in Alternative B?

- I like it a lot
- It's ok
- I'm not sure yet
- I don't particularly like it
- I don't like it at all
- I don't have a preference

ALTERNATIVE C

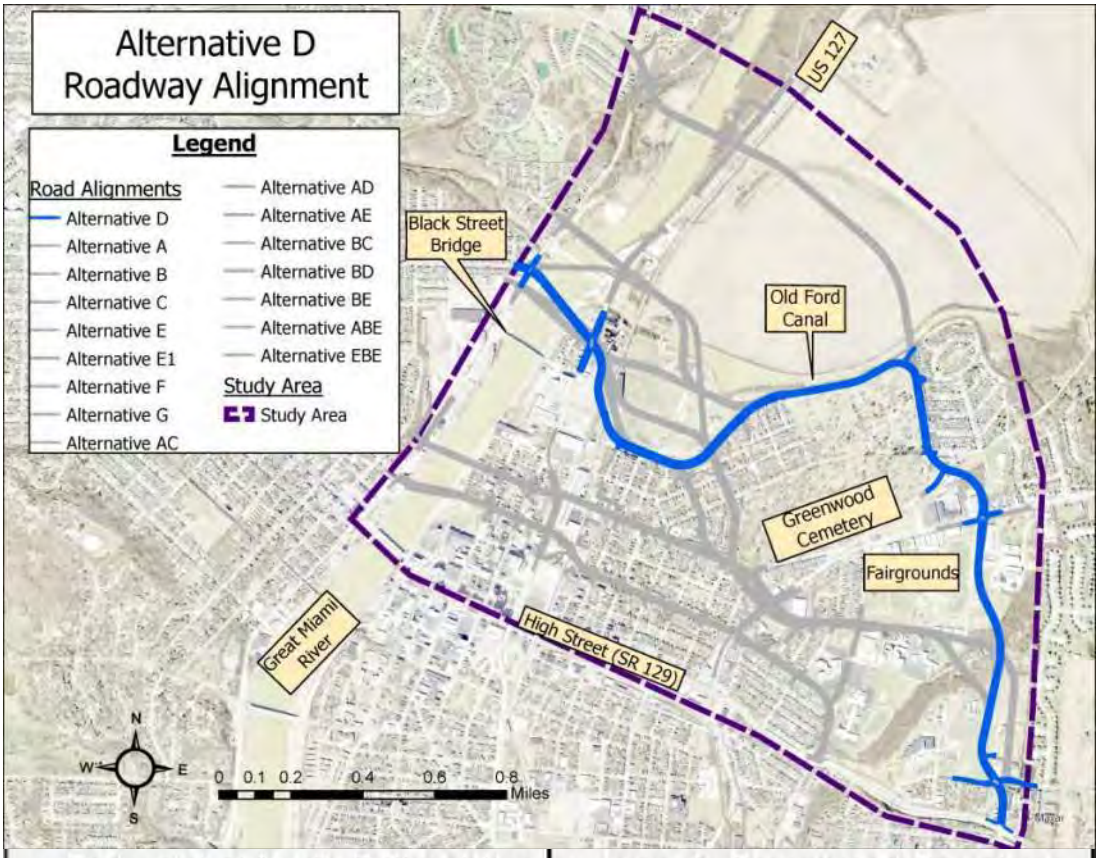


PROS	CONS
• Addresses project's Primary Needs • End point at North B Street ties into Rhea Avenue providing connectivity further west • 2nd least costly alternative • Reduces SR 129 AM/PM traffic volumes & travel time	• Does not support economic development • Bisects LJ Smith Park • Impacts Greenwood Cemetery (more than 0.5 acres) • Potential impacts to traditionally underserved populations • Regulated Materials concerns

How interested are you in Alternative C?

- ○ I like it a lot
- ○ It's ok
- ○ I'm not sure yet
- ○ I don't particularly like it
- ○ I don't like it at all
- ○ I don't have a preference

ALTERNATIVE D



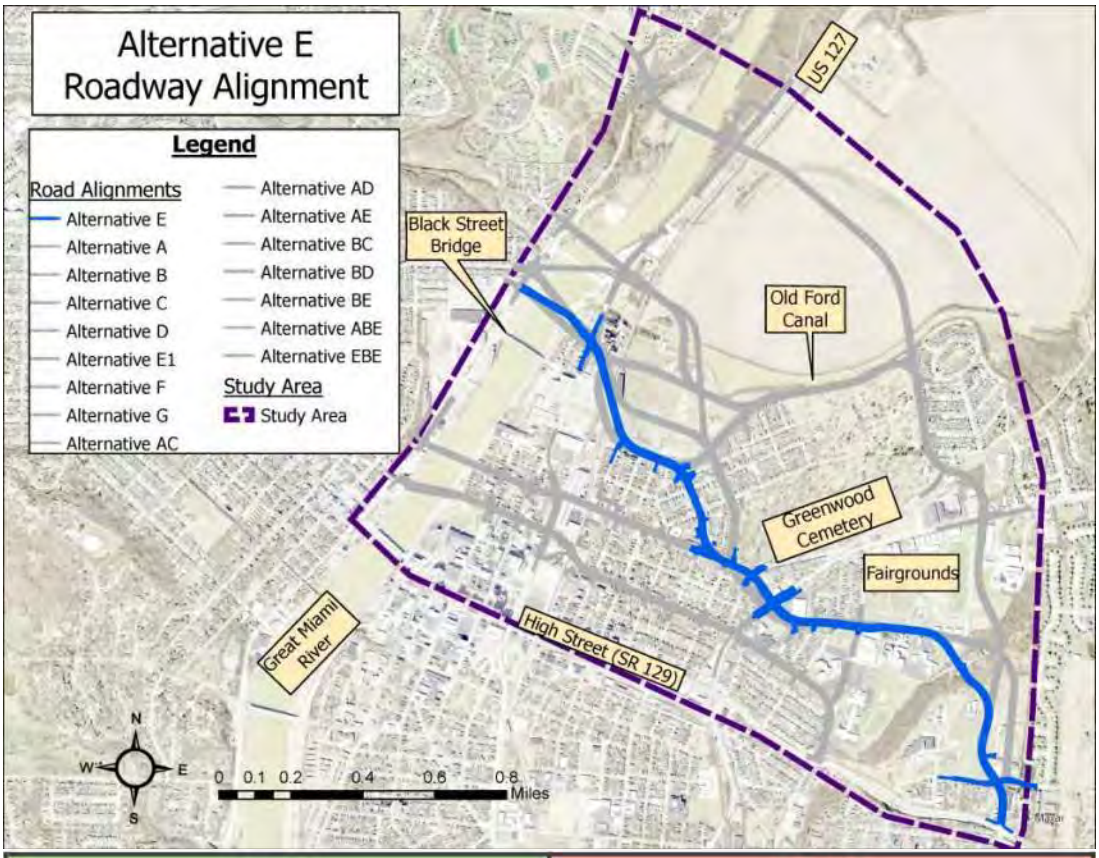
- End point at North B Street ties into Gordon Avenue, providing connectivity further west
- Reduces SR 129 AM/PM traffic volumes & travel time
- Impacts Greenwood Cemetery (more than 0.5 acres)
- Potential impacts to traditionally underserved populations

End point at North B Street ties into Gordon Avenue, providing connectivity further west • Reduces SR 129 AM/PM traffic volumes & travel time	Impacts Greenwood Cemetery (more than 0.5 acres) • Potential impacts to traditionally underserved populations

How interested are you in Alternative D?

- ○ I like it a lot
- ○ It's ok
- ○ I'm not sure yet
- ○ I don't particularly like it
- ○ I don't like it at all
- ○ I don't have a preference

ALTERNATIVE E



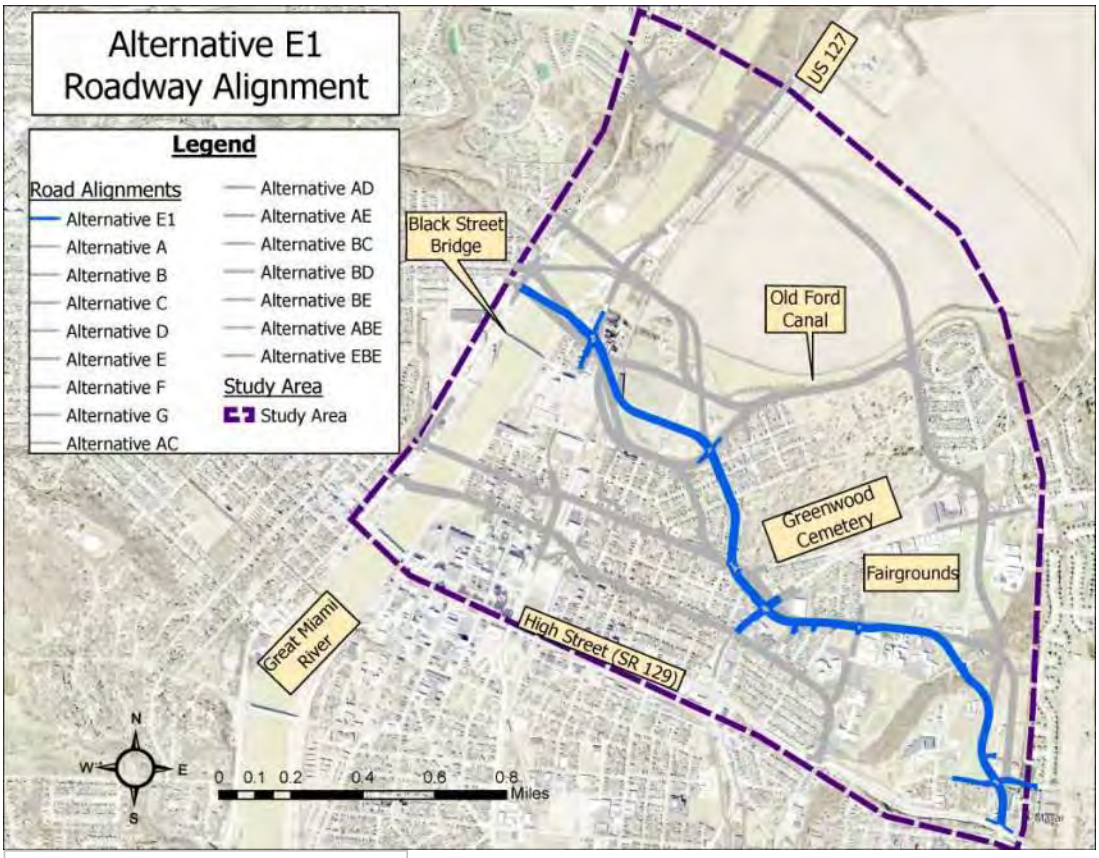
PROS	CONS
• Addresses project's Primary Needs • End point at North B Street ties into relocated Rhea Avenue providing connectivity further west • Significantly reduces SR 129 AM/PM traffic volumes & travel time • Ties with Alternative E1 for the 2nd shortest travel time (5 min. 44 sec)	• Does not support economic development • Potential impacts to traditionally underserved populations • High right-of-way impacts (45-55 relocations; 25-35 acres

How interested are you in Alternative E?

- ○ I like it a lot
- ○ It's ok
- ○ I'm not sure yet
- ○ I don't particularly like it
- ○ I don't like it at all
- ○ I don't have a preference

○ I don't have a preference

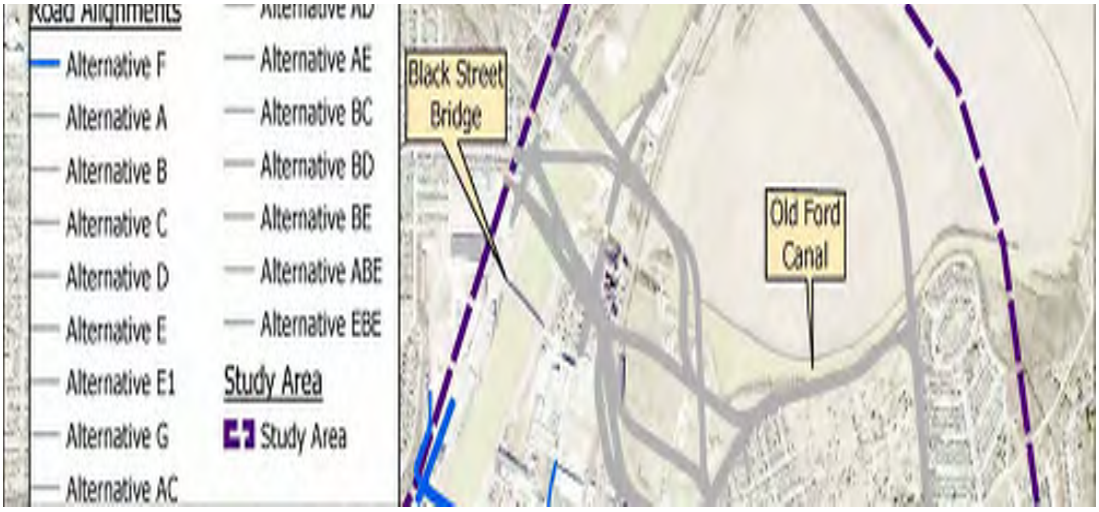
ALTERNATIVE E1



How interested are you in Alternative E1?

- ○ I like it a lot
- ○ It's ok
- ○ I'm not sure yet
- ○ I don't particularly like it
- ○ I don't like it at all
- ○ I don't have a preference

ALTERNATIVE F

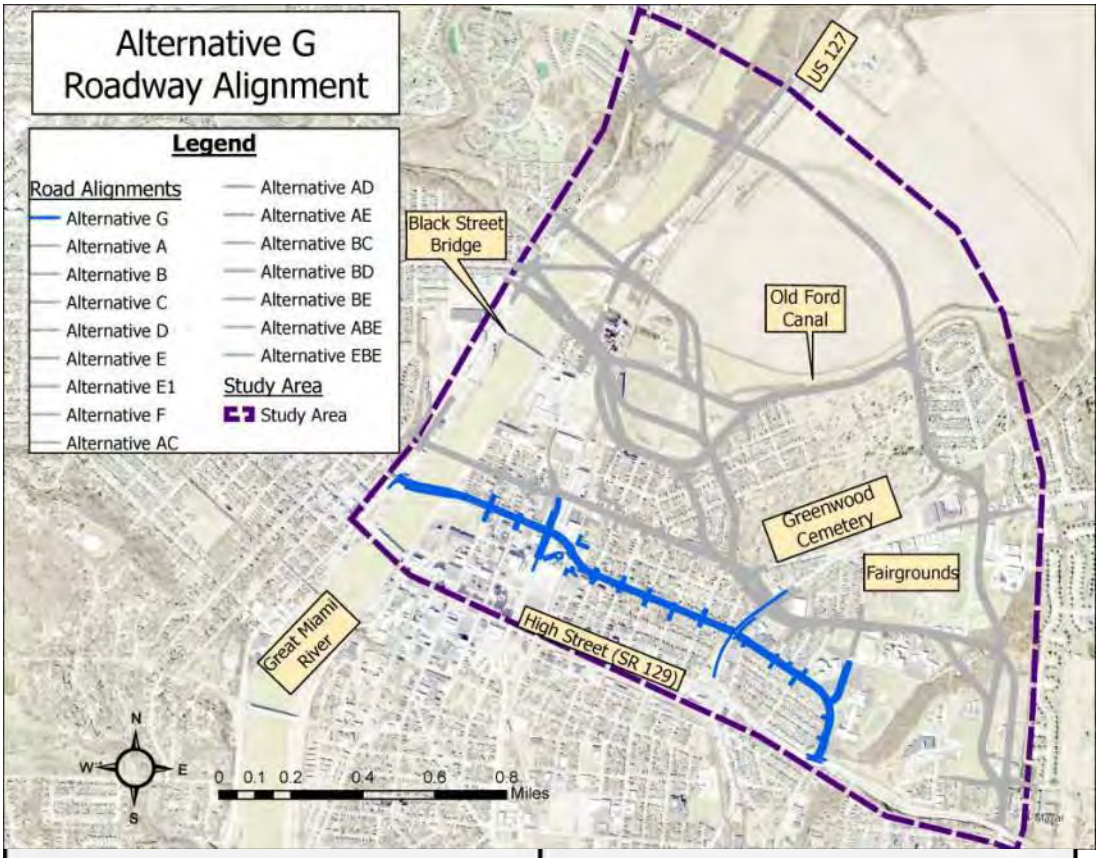


PROS	CONS
• Addresses project's Primary Needs • 2nd greatest reduction of SR 129 AM/PM traffic volumes and travel time • Alternative with 3rd shortest travel time (5 min 45 sec)	• Terminates at relocated entrance of Spooky Nook; no connectivity further west • Impacts German Village Historic District • Potential impacts to traditionally underserved populations • Requires long-term closure of Heaton Street for construction of a railroad underpass) • Highest right-of-way impacts (65-75 relocations; 25-35 acres

How interested are you in Alternative F?

- ○ I like it a lot
- ○ It's ok
- ○ I'm not sure yet
- ○ I don't particularly like it
- ○ I don't like it at all
- ○ I don't have a preference

ALTERNATIVE G



How interested are you in Alternative G?

- I like it a lot
- It's ok
- I'm not sure yet
- I don't particularly like it
- I don't like it at all
- I don't have a preference

If you have any comments regarding on the initial alternatives discussed above, please share them in the box below. It will help us if you identify which alternative(s) you are referring to in your response.

HYBRID ROUTES

After looking at the positives and negatives of the eight initial route concepts, the Stakeholder Committee, city, and county requested that the project team explore some additional options by mixing and matching the proposed river crossing segments of Alternatives A and B with some of the railroad overpass and road alignment options proposed in Alternatives C, D, and E. Using this approach, the project team developed a series of eight hybrid routes.

Below are maps highlighting the hybrid alternatives as well as a list of key pros and cons for each option. All the hybrid routes (except for EBE) use the existing US 127 to connect the river crossing segment with the rest of the alignment. **Again, keep in mind that the lines shown on the maps are for illustrative purposes only and are not to scale.**

Note: While the project team was working to develop and evaluate the hybrid alternatives, plans for a new $300 million development at the former Cohen Recycling Center site, located on the east side of the Great Miami River and immediately south

of the Black Street Bridge, was announced. This proposed development conflicted with some of the previously proposed river crossing options, therefore, those crossings were not included among the hybrid options.

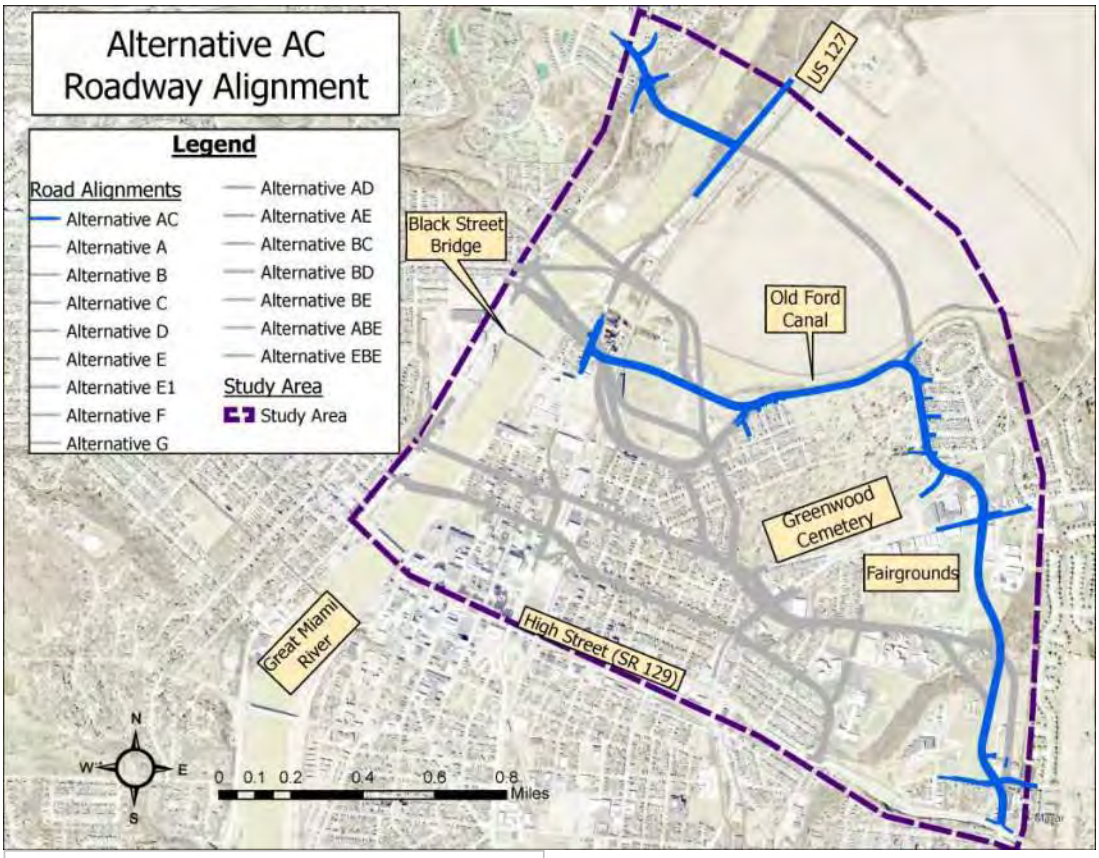
Evaluation Matrix

To view a table providing a more detailed evaluation of each of the initial routes alternatives shown below, click here (https://publicinput.com/Customer/File/Full/7e324712-5e35-4903-9126-

350ab6aed9da).

ALTERNATIVE AC

Note: This alternative would use existing US 127 to connect the two segments shown.



How interested are you in Alternative AC?

- I like it a lot
- It's ok
- I'm not sure yet
- I don't particularly like it
- I don't like it at all
- I don't have a preference

ALTERNATIVE AD

Note: This alternative would use existing US 127 to connect the two segments shown.

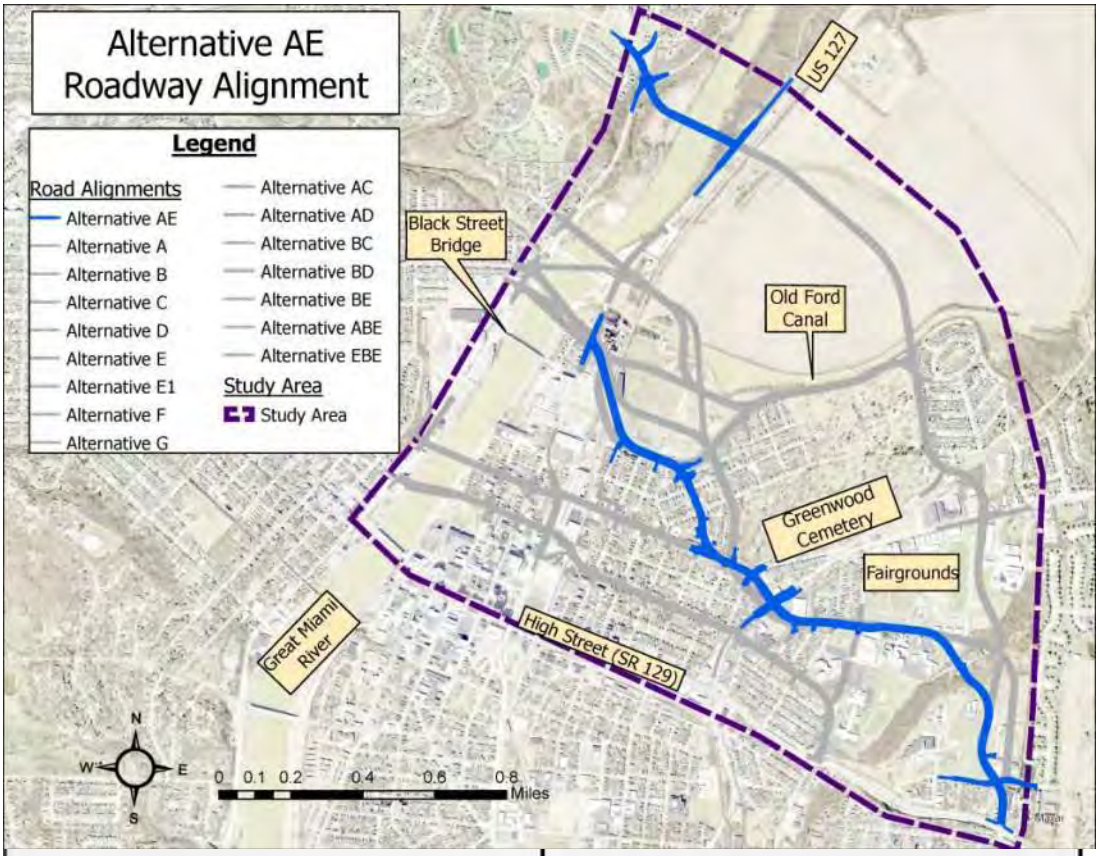
PROS	CONS
• Addresses project's Primary Needs • Western end point at NW Washington Blvd. provides connectivity further west	• Does not support economic development • Impacts Greenwood Cemetery (more than 0.5 acres) • Potential impacts to traditionally underserved populations • Bisects Combs Park • No reduction in AM/PM SR 129 traffic volumes & travel time

How interested are you in Alternative AD?

- ○ I like it a lot
- ○ It's ok
- ○ I'm not sure yet
- ○ I don't particularly like it
- ○ I don't like it at all
- ○ I don't have a preference

ALTERNATIVE AE

Note: This alternative would use existing US 127 to connect the two segments shown.

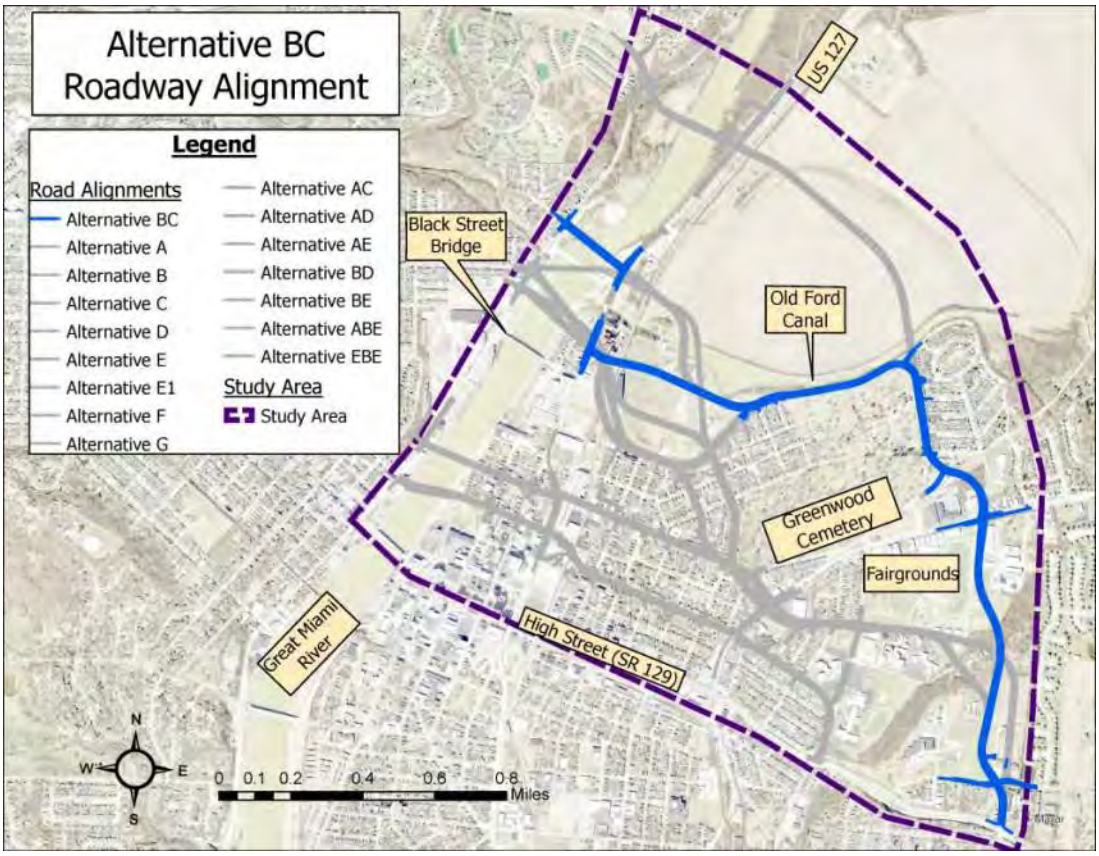


How interested are you in Alternative AE?

- ○ I like it a lot
- ○ It's ok
- ○ I'm not sure yet
- ○ I don't particularly like it
- ○ I don't like it at all
- ○ I don't have a preference

ALTERNATIVE BC

Note: This alternative would use existing US 127 to connect the two segments shown.



development

- Impacts Greenwood Cemetery (more than 0.5 acres)
- Potential impacts to traditionally underserved populations

- Impacts Greenwood Cemetery (more than 0.5 acres)
- Potential impacts to traditionally underserved populations
- Bisects Combs Park and LJ Smith Park

How interested are you in Alternative BC?

- I like it a lot
- It's ok
- I'm not sure yet
- I don't particularly like it
- I don't like it at all
- I don't have a preference

ALTERNATIVE BD

Note: This alternative would use existing US 127 to connect the two segments shown.

PROS	CONS
• Addresses project's Primary Needs	• End point at North B Street ties to Lagonda Avenue which has no direct connectivity to the west • Does not support economic development • Impacts Greenwood Cemetery (more than 0.5 acres) • Potential impacts to traditionally underserved populations • Bisects Combs Park • No reduction in AM/PM SR 129 traffic volumes & travel time

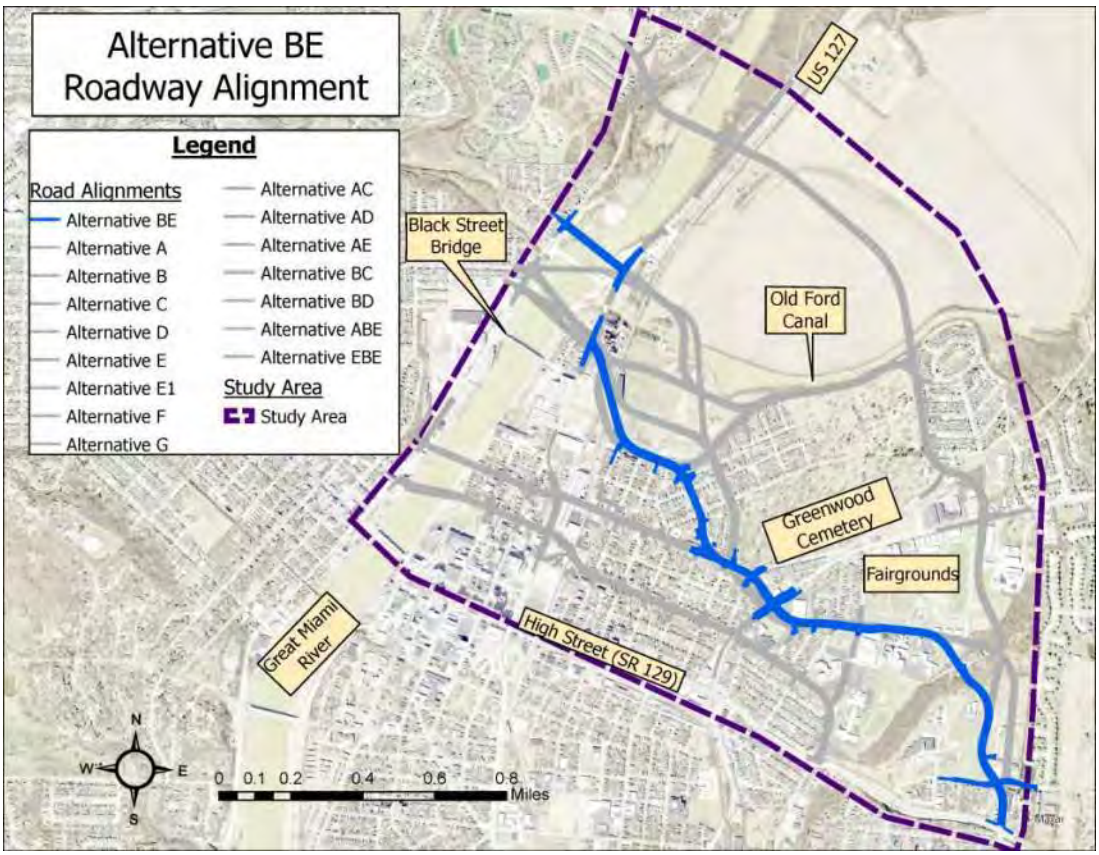
How interested are you in Alternative BD?

- ○ I like it a lot
- ○ It's ok
- ○ I'm not sure yet
- ○ I don't particularly like it
- ○ I don't like it at all
- ○ I don't have a preference

ALTERNATIVE BE

ALTERNATIVE BE

Note: This alternative would use existing US 127 to connect the two segments shown.



PROS	CONS
• Addresses project's Primary Needs • Reduces SR 129 AM/PM traffic volumes & travel time	• End point at North B Street ties to Lagonda Avenue which has no direct connectivity to the west • Does not support economic development • Potential impacts to traditionally underserved populations • Bisects Combs Park and LJ Smith Park • High right-of-way Impacts (45-55 relocations; 20-30 acres)

How interested are you in Alternative BE?

- ○ I like it a lot
- ○ It's ok
- ○ I'm not sure yet
- ○ I don't particularly like it
- ○ I don't like it at all
- ○ I don't have a preference

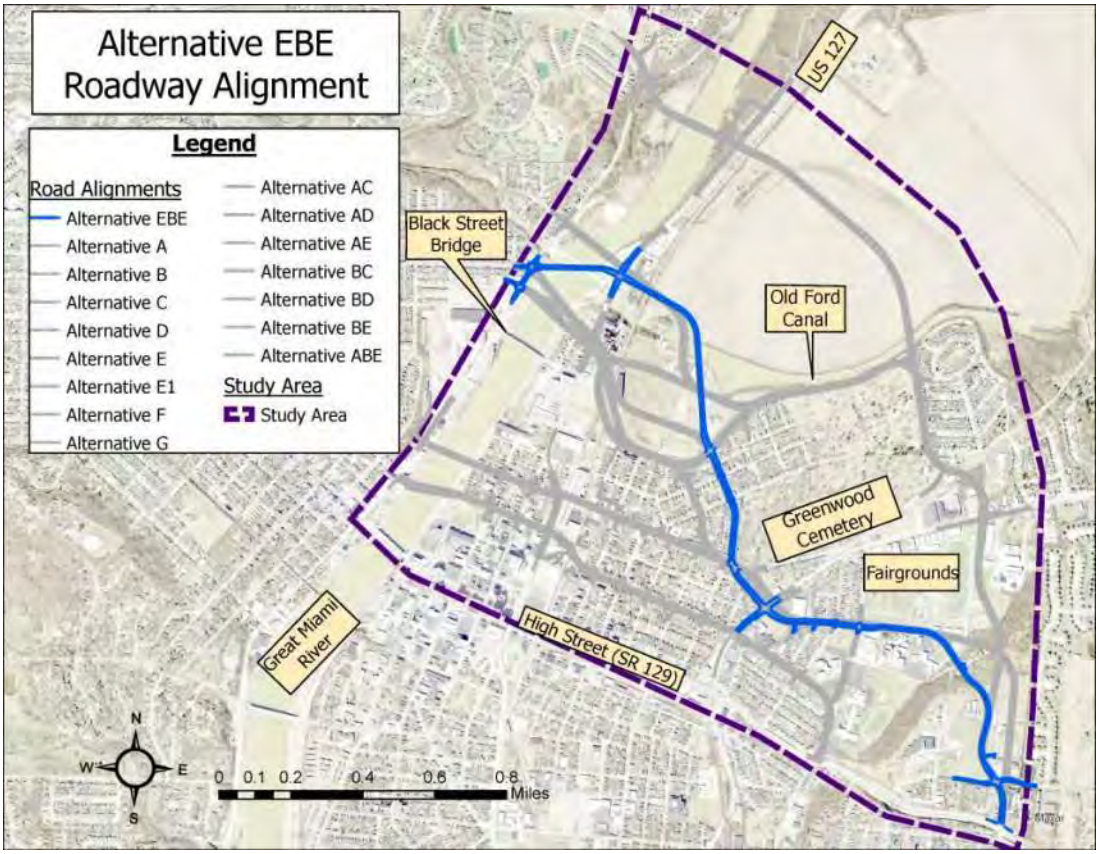
ALTERNATIVE ABE

Note: This alternative would use existing US 127 to connect the two segments shown.

How interested are you in Alternative ABE?

- ○ I like it a lot
- ○ It's ok
- ○ I'm not sure yet
- ○ I don't particularly like it
- ○ I don't like it at all
- ○ I don't have a preference

ALTERNATIVE EBE


Alternative EBE
Roadway Alignment
Legend
Road Alignments
Alternative EBE
Alternative A
Alternative B
Alternative C
Alternative D
Alternative E
Alternative E1
Alternative F
Alternative G
Alternative AC
Alternative AD
Alternative AE
Alternative BC
Alternative BD
Alternative BE
Alternative ABE
Study Area
Study Area
US 127
Black Street Bridge
Old Ford Canal
Greenwood Cemetery
Fairgrounds
Great Miami River
High Street (SR 129)
N
W
E
S
0 0.1 0.2 0.4 0.6 0.8
Miles

How interested are you in Alternative EBE?

- I like it a lot
- It's ok
- I'm not sure yet
- I don't particularly like it
- I don't like it at all
- I don't have a preference

If you have any comments regarding on the hybrid alternatives discussed above, please share them in the box below. It will help us if you identify which alternative(s) you are referring to in your response.

The No Build Alternative

Per federal regulations, one alternative we must also consider is the No Build Alternative. This alternative looks at what might happen if we do not build the North Hamilton Crossing and current conditions are left as is (roadway maintenance would still continue).

Positives of the No Build alternative are that local neighborhoods, community resources, and environmental resources will not be disturbed by construction of the North Hamilton Crossing. Negatives of the No Build alternative are that no improvements, including a new bridge across the river and a new railroad overpass, would be made and the existing congestion and travel safety concerns in and around the NHX study area would continue as is. These issues are expected to get worse as the city and surrounding community continues to grow.

How interested are you in the No Build Alternative?

- I like it a lot
- It's ok
- I'm not sure yet
- I don't particularly like it
- I don't like it at all
- I don't have a preference

NEXT STEPS

After the public comment period for this Open House concludes on March 12, we will review the feedback received in detail. The input we receive from the public will be

review the feedback received in detail. The input we receive from the public will be combined with feedback that we've received from stakeholders as well as the results of the technical studies. The city, BCTID, and ODOT will use this information to determine which of the proposed alternatives, if any, to advance for more detailed study.

The next phase of study, development of the Alternative Evaluation Report (AER) which is part of the Preliminary Engineering Phase, will look at each alternative that has been advanced for further consideration in much greater detail. This will include

conducting additional technical, field, and environmental impact studies. We will also work closely with potentially affected communities to further explore the alternatives and their possible benefits and impacts from a community standpoint. This process may result in modifications to the alternatives.

It's anticipated that the AER will continue through early 2024. At that time, we will have another public meeting to share the results of this phase of work and recommendations for next steps, and the public will be able to provide input before a Preferred Alternative is selected for eventual construction.

Construction Timing

We are still in the early planning phases for NHX and a bulk of project planning and related work cannot be completed until a Preferred Alternative has been identified. With this in mind, the earliest we currently expect construction to begin is five years after the Preferred Alternative has been identified. However, this project will be completed in phases and some of the phased work that does not require a high level of property acquisitions may be able to start earlier.

Funding

To date, we have secured funding to help us proceed through the Envrionmental Engineering Phase of project development and begin detailed design. The NHX project partners are actively pursuing additional funding for the planning and eventual construction of the project; this will likely be obtained through a combination of federal, state, and local resources.

FREQUENTLY ASKED QUESTIONS

Over the past several months, we've heard a number of questions from people in the community about the North Hamilton Crossing project and its possible impacts. Here are several that we hear most frequently.

What happens if the project needs to go through the Chem-Dyne site?

The Chem-Dyne site underwent clean-up in the 1980s. Since then, reviews completed by the Environmental Protection Agency (US EPA) every five years have confirmed that the clean-up effort has remained effective in protecting public health and the environment. Multiple environmental regulations remain in place to manage what can and cannot be done on the Chem-Dyne site. These restrict excavations on the site, but do allow non-invasive structures such as parking lots, ballfields, and roads to be built on top of the clean soils covering the site. Any use of the site for the NHX project will be managed in complete accordance with these regulations.

What happens if the project needs to go through part of LJ Smith Park?

It's understood that the ballfields and splashpad have significant community value. The project team will work with the community to explore ways to preserve and/or enhance these assets, including possibly shifting of some of the routes currently shown, if needed. Any impacted feature will be replaced with an option that is at least equal to, if not better than, what's offered now. In fact, the NHX project may be able to help accelerate and fund (in part) improvements that Hamilton Parks has already been planning to make to LJ Smith Park.

What happens if the project affects my property?

What happens if the project affects my property?

It won't be known which properties will be affected by the NHX project until the Preliminary Engineering phase of development is complete in early 2024 and a Preferred Alternative has been identified.

- Federal and state guidelines protect the interests of resident and owners; we will follow these guidelines
- Assistance will be provided to locate replacement housing
- Relocation agents will be assigned to help occupants understand the benefits they are entitled to and help guide them through the acquisition process

More information about the property acquistion process is available in the When ODOT Needs Your Property (https://publicinput.com/Customer/File/Full/d5b9b048-cff4-409c-86fa-3f4fa850a802)relocation brochure.

If your property were to be impacted by the project, would you be interested in being bought out and relocated if you receive a fair market price?

- ○ Yes
- ○ No
- ○ Maybe
- ○ I don't know enough about the process yet

If you answered yes, what is your street address? (Note: your personal information will not be shared publicly)

Public input is a very important part of the project development process.

During the next phase of project development, we will work closely with stakeholders and local communities to explore and develop alternatives that have been advanced for further study in much greater detail. The goal of this process is to identify a preferred alternative that meets the needs of the project and also takes into account the needs and concerns of affected communities.

Public engagement activities will likely include:

- Meetings with the Stakeholder Committee, which represents local communities, organizations, residents, and businesses
- Meetings/workshops with local neighborhoods
- Public surveys
- Progress updates sent via email
- A virtual and in-person public meeting, once a preferred alternative has been identified

How does public involvement make a difference?

Community members have deep insight and knowledge of their neighborhoods.

Community members have deep insight and knowledge of their neighborhoods. Partnerships between the community and project team can help fine-tune project alternatives and even uncover opportunities that haven't been considered yet. By working through the process together, projects like North Hamilton Crossing are made stronger and better.

North Hamilton
CROSSING

PUBLIC INPUT IS IMPORTANT

HOW CAN YOU MAKE A DIFFERENCE?
Simple – participate in the process. Be informed. Attend a neighborhood meeting. Complete a survey. Your thoughts are welcome any time.

STAY INFORMED
Visit our website, www.NorthHamiltonCrossing.org, to stay informed about the project; sign up to receive updates and notices of upcoming meetings.

CONTACT US
You can contact the project team by email, mail, or phone:

Allen Messer
Asst. 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

www.NorthHamiltonCrossing.org

If you have any additional comments or questions, please share them below.

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

Thank you for taking the time to participate in this Virtual Open House. We hope you will continue to stay engaged in the North Hamilton Crossing planning process. Before you go, we have just a few final questions to help us better understand who we've reached through this Virtual Open House.

Did you attend the in-person Open House at the Fairwood Elementary School on January 23, 2023?

- ○ Yes
- ○ No
- ○ I was not aware of it

How did you hear about this Virtual Open House?

- ☐ Social media
- ☐ Utility bill insert
- ☐ Flyers delivered to your house
- ☐ Flyers posted in local businesses
- ☐ Yard signs
- ☐ Email
- ☐ Community/organization newsletter
- ☐ Newspaper ad
- ☐ Newspaper article
- ☐ TV/Radio
- ☐ North Hamilton Crossing website
- ☐ Other website
- ☐ Word-of-mouth
- ☐ Other

What is your race?

- ☐ American Indian or Alaskan Native
- ☐ Asian
- ☐ Black or African American
- ☐ Hispanic or Latino
- ☐ Native Hawaiian or Other Pacific Islander
- ☐ White
- ☐ I prefer to self-describe

What is the primary language spoken in your home?

- ☐ English
- ☐ Spanish
- ☐ Chinese
- ☐ Other

Was the project information translated into other languages appropriately?

- ○ Yes
- ○ No
- ○ Not applicable

How many people live in your household?

- ○ 1 - 2
- ○ 3 - 5
- ○ 6 or more

How old are you?

- ○ Less than 25 years old
- ○ 25 - 40
- ○ 41 - 55
- ○ 56 - 75
- ○ 76 or older

What is your annual household income?

- ○ Less than $10,000
- ○ $10,000 - $24,999
- ○ $25,000 - $49,999
- ○ $50,000 - $74,999
- ○ $75,000 - $99,999
- ○ $100,000 - $149,999
- ○ $150,000 or more
- ○ Prefer not to answer

Please suggest any additional ways you think we can improve the inclusiveness of our public outreach efforts.

_____

_____

_____

Thank you again for participating in this Virtual Open House

Thank you again for participating in this Virtual Open House.
Be sure to visit our website to stay up-to-date on the project's progress.

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www.NorthHamiltonCrossing.org

Name

Email

Address