

Attachment E

Public Involvement

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

Appendix A: Exhibits & Materials

Handouts

- North Hamilton Crossing Fact Sheet (English version)
- North Hamilton Crossing Fact Sheet (Spanish version)
- Project Development Process Fact Sheet (English version)
- Project Development Process Fact Sheet (Spanish version)
- ODOT Brochure – When ODOT Needs Your Property
- Alternative Evaluation Table
- Printable Comment Form

The City of Hamilton has been 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. The City and Butler County Transportation Improvement District (BCTID) have already completed multiple improvements to reduce congestion and improve safety. We're now working in coordination with the Ohio Department of Transportation to plan the next effort: North Hamilton Crossing (NHX).

NHX Project Goals

The NHX project is being developed to:

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

Current Conditions

Preliminary studies show that travel through northeastern Hamilton is often slowed down due to:

- Increasing numbers of vehicles on local streets
- A higher-than-average frequency of crashes
- Delays caused by trains crossing streets
- Congestion on bridges across the river

It's expected that these conditions will get worse as more people and businesses are attracted to the city and nearby areas.

The NHX Feasibility Study

Currently, we're conducting a Feasibility Study to develop and evaluate possible solutions (or "alternatives") to address transportation concerns in the study area. We've identified the following three strategies so far:

- Establish a new bridge connection over the Great Miami River
- Construct a new railroad overpass
- Improve connections between North B Street, US 127, SR 4, and SR 129

As part of the study, we're exploring what kind of street, bridge, and pedestrian/bicycle connections are needed and where they would best be located. We're also looking at the expected benefits, projected costs, and possible impacts of each alternative on the natural environment, as well as possible impacts on existing buildings, historic landmarks, and neighborhoods.

We'll share the alternatives developed for community review during a public meeting, answer questions, and gather community input. The feedback received will be combined with input gathered from stakeholders and the results of the technical studies that have been completed. The City, BCTID, and ODOT will use this information to determine which alternatives to advance for more detailed study.

We expect to complete the Feasibility Study in early 2023. From there, our focus will turn toward conducting more detailed studies and project development. It's still too early to know when construction will begin. That will depend on the availability of funding for the recommended improvements and is likely five years or more away.

Public Input

Public input is important and will be sought throughout the project development process. Feedback received will be used to help guide project development and decision-making. Questions and comments can also be sent to the project team anytime by contacting:

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



NORTH HAMILTON CROSSING STUDY AREA

La Ciudad de Hamilton ha estado experimentando un resurgimiento del crecimiento económico y la reurbanización. Si bien estos cambios han tenido un impacto positivo en los trabajos y el progreso de nuestra comunidad, también han puesto a prueba la infraestructura de transporte local. La Ciudad y el Distrito de Mejoramiento del Transporte del Condado de Butler (BCTID) ya han completado múltiples mejoras para reducir la congestión y mejorar la seguridad. Ahora estamos trabajando en coordinación con el Departamento de Transporte de Ohio para planificar el próximo esfuerzo: North Hamilton Crossing (NHX).

Objetivos del proyecto NHX

El proyecto NHX se está desarrollando para:

- Mejorar la movilidad y reducir la congestión
- Mejorar la seguridad de los automovilistas y el público al reducir la congestión y construir caminos designado para peatonos.
- Mejorar las conexiones entre los lados este y oeste de Hamilton
- Hacer que viajar por el río Great Miami sea más fácil
- Explorar oportunidades para mejorar y ampliar los caminos de peatonos y ciclistas, y mejorar las opciones de transporte público
- Apoyar el crecimiento y la reurbanización

Condiciones actuales

Los estudios preliminares muestran que los viajes a través del noreste de Hamilton a menudo se ralentizan debido a:

- Número creciente de vehículos en las calles locales
- Una frecuencia de choques superior al promedio
- Retrasos causados por trenes que cruzan calles
- Congestión en los puentes que cruzan el río

Se espera que estas condiciones empeoren a medida que más personas y negocios se sientan atraídos por la ciudad y las áreas cercanas.

El estudio de viabilidad de NHX

Actualmente, estamos realizando un estudio de factibilidad para desarrollar y evaluar posibles soluciones (o "alternativas") para abordar las preocupaciones de transporte en el área de estudio. Hemos identificado las siguientes tres estrategias hasta ahora:

- Establecer una nueva conexión de puente sobre el río Great Miami
- Construir un nuevo paso elevado de ferrocarril
- Mejorar las conexiones entre North B Street, US 127, SR 4 y SR 129

Como parte del estudio, estamos explorando qué tipo de calles, puentes y conexiones para peatonos/bicicletas se necesitan y dónde se ubicarían mejor. También estamos analizando los beneficios esperados, los costos proyectados y los posibles impactos de cada alternativa en el entorno natural, así como los posibles impactos en los edificios existentes, los monumentos históricos y los vecindarios.

Compartiremos las alternativas desarrolladas para la revisión de la comunidad durante una reunión pública, responderemos preguntas y recopilaremos comentarios de la comunidad. Los comentarios recibidos se combinarán con los aportes recopilados de las partes interesadas y los resultados de los estudios técnicos que se han completado. La Ciudad, BCTID y ODOT usarán esta información para determinar qué alternativas avanzar para un estudio más detallado.

Esperamos completar el estudio de factibilidad a principios de 2023. A partir de ahí, nuestro enfoque se centrará en realizar estudios más detallados y desarrollar proyectos. Todavía es demasiado pronto para saber cuándo comenzará la construcción. Eso dependerá de la disponibilidad de fondos para las mejoras recomendadas y es probable que falten cinco años o más.

Entrada pública

La opinión pública es importante y se buscará durante todo el proceso de desarrollo del proyecto. Los comentarios recibidos se utilizarán para ayudar a guiar el desarrollo del proyecto y la toma de decisiones. También se pueden enviar preguntas y comentarios al equipo del proyecto en cualquier momento poniéndose en contacto con:

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City of Hamilton | 345 High Street | Hamilton, OH 45011
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NORTH HAMILTON CROSSING STUDY AREA

The City of Hamilton and the Butler County Transportation Improvement District (BCTID), in coordination with the Ohio Department of Transportation (ODOT), are using ODOT's project development process (PDP) to plan the North Hamilton Crossing (NHX) project. This process has five phases: Planning, Preliminary Engineering, Environmental Engineering, Final Engineering/Right-of-Way, and Construction.

We Are Still In Early Phases

Right now, we're concluding the initial Planning phase and working on tasks in the Preliminary Engineering phase.

The Planning phase focuses on:

- Identifying the transportation problems
- Assessing existing and future conditions
- Identifying stakeholders
- 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
- Refining information and analyses

Feasibility Study and Alternative Evaluation Report

The Preliminary Engineering phase includes conducting a Feasibility Study which evaluates possible alternatives and concludes by recommending alternatives to advance for further study. These are alternatives that appear to have the greatest potential of addressing the project's purpose and goals while taking into account their possible environmental, social, and economic impacts.

This phase also includes developing an Alternative Evaluation Report (AER) which studies each alternative advanced by the Feasibility Study, its options and potential impacts with a much closer lens. The process involves detailed technical analyses and extensive

coordination with stakeholders, resource agencies, and potentially affected communities. The AER takes the work begun in the Feasibility Study, which looked at potential alternatives at a conceptual level, and develops them in much greater detail. Upon completion, the AER will identify a preferred alternative for construction.

Project Status & Next Steps

We're currently concluding the Feasibility Study. For more than a year, we've been working with a Stakeholder Committee comprised of representatives from the City, Butler County, nearby townships, potentially affected communities, and interest groups to identify and evaluate possible project alternatives. These alternatives will be shared for public review and input during in-person and virtual open houses starting Jan. 23, 2023.

Public input will be used to help identify alternatives to advance for further study. From there, the project team will conduct additional technical studies related to those alternatives as part of the AER. These will include field surveys and engineering studies to help us better understand potential impacts and opportunities to be considered.

We will also be meeting with potentially affected communities to discuss the project and explore community needs and considerations in greater depth. These engagements will give the community and planning team the opportunity to work together to ensure that the project considers the goals of the community as the alternatives are developed and a preferred alternative is selected. The AER is expected to be completed in early 2024.

Public Open House Meeting

Learn more about NHX and the alternatives that have been developed and share your comments at our next Public Open House:

January 23, 2023 | 5:30 pm – 7:30 pm
Fairwood Elementary School
281 N. Fair Avenue

A 45-day Virtual Open House containing the same content and input opportunities as the in-person meeting will also begin on Jan. 23 at NorthHamiltonCrossing.org.

PROJECT DEVELOPMENT PROCESS



La Ciudad de Hamilton ha estado experimentando un resurgimiento del crecimiento económico y la reurbanización. Si bien estos cambios han tenido un impacto positivo en los trabajos y el progreso de nuestra comunidad, también han puesto a prueba la infraestructura de transporte local. La Ciudad y el Distrito de Mejoramiento del Transporte del Condado de Butler (BCTID) ya han completado múltiples mejoras para reducir la congestión y mejorar la seguridad. Ahora estamos trabajando en coordinación con el Departamento de Transporte de Ohio para planificar el próximo esfuerzo: North Hamilton Crossing (NHX).

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NORTH HAMILTON CROSSING STUDY AREA

La Ciudad de Hamilton y el Distrito de Mejoramiento del Transporte del Condado de Butler (BCTID), en coordinación con el Departamento de Transporte de Ohio (ODOT), están utilizando el proceso de desarrollo de proyectos (PDP) de ODOT para planificar el proyecto North Hamilton Crossing (NHX). Este proceso tiene cinco fases: Planificación, Ingeniería Preliminar, Ingeniería Ambiental, Ingeniería Final/Derecho de Vía y Construcción.

Todavía estamos en las primeras fases

En este momento, estamos concluyendo la fase de planificación inicial y trabajando en las tareas de la fase de ingeniería preliminar.

La fase de planificación se centra en:

- Identificar los problemas de transporte
- Evaluar las condiciones existentes y futuras
- Identificación de las partes interesadas
- Determinar el alcance, el propósito y las metas del proyecto
- Identificar el cronograma y el presupuesto del proyecto

La fase de ingeniería preliminar se centra en:

- Realización de estudios técnicos iniciales, investigaciones de campo e ingeniería preliminar
- Identificar y evaluar posibles alternativas de proyectos
- Refinación de información y análisis

Estudio de Factibilidad e Informe de Evaluación Alternativa

La fase de Ingeniería Preliminar incluye la realización de un Estudio de Factibilidad que evalúa las posibles alternativas y concluye recomendando alternativas para avanzar en estudios posteriores. Estas son alternativas que parecen tener el mayor potencial para abordar el propósito y las metas del proyecto, teniendo en cuenta sus posibles impactos ambientales, sociales y económicos.

Esta fase también incluye el desarrollo de un Informe de Evaluación de Alternativas (AER, por sus siglas en inglés) que estudia cada alternativa presentada por el Estudio de Factibilidad, sus opciones e impactos potenciales con una lente mucho más cercana. El proceso implica análisis técnicos detallados y amplias

coordinación con las partes interesadas, las agencias de recursos y las comunidades potencialmente afectadas. El AER toma el trabajo iniciado en el Estudio de Factibilidad, que analizó las posibles alternativas a nivel conceptual, y las desarrolla con mucho mayor detalle. Al finalizar, la AER identificará una alternativa preferida para la construcción.

Estado del proyecto y próximos pasos

Actualmente estamos concluyendo el Estudio de Factibilidad. Durante más de un año, hemos estado trabajando con un Comité de partes interesadas compuesto por representantes de la ciudad, el condado de Butler, municipios cercanos, comunidades potencialmente afectadas y grupos de interés para identificar y evaluar posibles alternativas de proyectos. Estas alternativas se compartirán para revisión y aportes públicos durante jornadas de puertas abiertas en persona y virtuales a partir del 23 de enero de 2023.

Los aportes del público se utilizarán para ayudar a identificar alternativas para avanzar en estudios posteriores. A partir de ahí, el equipo del proyecto realizará estudios técnicos adicionales relacionados con esas alternativas como parte del AER. Estos incluirán estudios de campo y estudios de ingeniería para ayudarnos a comprender mejor los impactos potenciales y las oportunidades a considerar.

También nos reuniremos con las comunidades potencialmente afectadas para discutir el proyecto y explorar las necesidades y consideraciones de la comunidad con mayor profundidad. Estos compromisos le darán a la comunidad y al equipo de planificación la oportunidad de trabajar juntos para garantizar que el proyecto considere los objetivos de la comunidad a medida que se desarrollan las alternativas y se selecciona una alternativa preferida. Se espera que el AER se complete a principios de 2024.

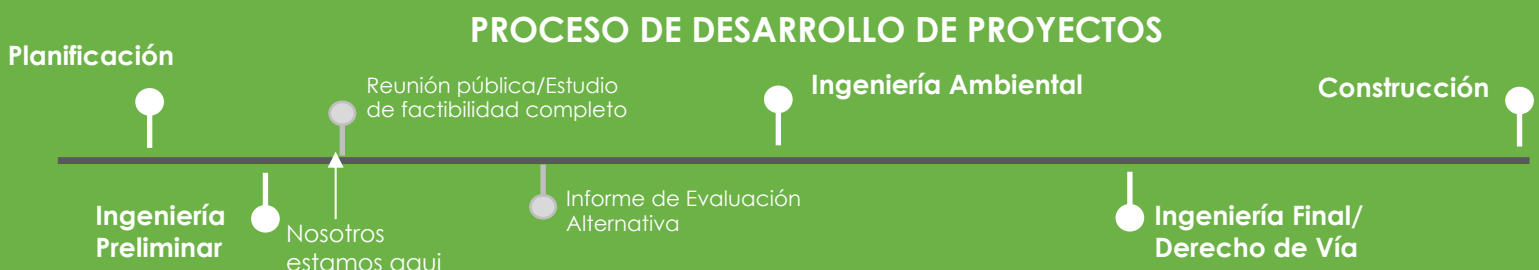
Reunión pública de puertas abiertas

Obtenga más información sobre NHX y las alternativas que se han desarrollado y comparta sus comentarios en nuestra próxima jornada de puertas abiertas:

Enero 23, 2023 | 5:30 pm – 7:30 pm
Fairwood Elementary School
281 N. Fair Avenue

Una Reunión de Puerto Abierta Virtual de 45 días con el mismo contenido y oportunidades de aportes que la reunión en persona también

comenzará el 23 de enero a las NorthHamiltonCrossing.org.





When ODOT Needs Your Property



Foreword

The State of Ohio is engaged in a continuous program of improving its transportation systems. Often this improvement process involves the purchase of land so that the State's highways and other public modes of transportation can continue to safely accommodate the ever-changing demands placed upon these transportation systems.

If you own property near an existing or proposed highway or other transportation improvement, you may be interested in the working procedures of the Ohio Department of Transportation (ODOT) and how you, as a citizen, may be affected by the highway project.

This brochure explains why your property may be needed, explains the protections you have as a property owner, provides answers to some frequently asked questions, and provides contact information for the ODOT District Offices.

This brochure implements the notice requirement in 49 CFR 24.102(b) which is: *"Notice to owner. As soon as feasible, the Agency shall notify the owner in writing of the Agency's interest in acquiring the real property and the basic protections provided to the owner by law and this part."* It may be used by ODOT staff or its agents and consultants. It may also be used by Local Public Agencies (LPAs), their staff, agents, or consultants when Highway Trust Funds are used in the transportation project.

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The Need to Continually Improve the **State's** Transportation Infrastructure

Did you know that sixty percent of the population in the United States and Canada can be reached in a single day's drive from Ohio . . . that Ohio has more than 114,800 miles of roads and streets . . . that Ohio is 35th in the nation in geographical size but 7th in total population . . . that Ohio has the 2nd largest bridge inventory in the nation, the 4th largest interstate system and, according to a 2011 study by the Federal Highway Administration (FHWA), the 4th busiest interstate system in the nation with almost 32 billion interstate miles travelled that year? Now that you do know, you can understand how such extensive use demands new and better transportation systems as well as continuous maintenance and improvement of existing ones.

Ohio's transportation system is a major engine for the State's economy and serves as a catalyst for future expansion and job creation. Trillions of dollars of goods and services are dependent on Ohio's transportation infrastructure of highways, bridges, waterways, and airports. In 2010 Ohio's economy was ranked 27th in the world. A good transportation system is essential for keeping and creating jobs that stimulate the economy.

The Ohio Department of Transportation (also referred to as ODOT or Department) works to improve safety, enhance travel, and advance economic development for its citizens. ODOT wisely invests in its core services of snow and ice removal, annual construction program, and highway maintenance operations.

The State of Ohio participates with the Federal government and local communities in a comprehensive transportation program to assure progress in creating a modern transportation system that is essential for the continued growth, quality of life, and prosperity of Ohio and its people.

Steps in the Creation of a Transportation Project

Below are the steps ODOT follows to build a major transportation project. For minor projects, fewer steps are necessary, but in all cases, there are many state and federal regulations that must be followed before ODOT is authorized to proceed with the acquisition of property.

1. Need established.
2. Traffic studied, surveys begin, alignments considered, aerial mapping undertaken.
3. Conferences, public hearings, citizen input, environmental impacts studied.
4. Alignment location approved.
5. Design approved, detailed highway plans prepared, rights of way needed for project identified.
6. Land title data prepared.
7. Property values analyzed; compensation established.
8. Offer made to owner.
9. Settlement/agreements secured, payment made to owner, property conveyed to State of Ohio or, if necessary, property is appropriated.
10. Occupants displaced from project receive relocation assistance.

11. Plan for utilities determined.
12. Right of way cleared, certification of right of way is issued.
13. Authorized to advertise for construction, bids submitted, contract awarded.
14. Construction of transportation project.
15. Construction project completed and transportation facility opened to the public.

Your Basic Protections

When the location and the design of a transportation project are approved, detailed plans are developed which determine the amount of land to be acquired for the construction and maintenance of the new project. Detailed plans are called Construction and Right of Way Plans, and these plans illustrate the additional real estate needed for the project.

Once the detailed plans are developed, title searches are conducted to confirm ownership of the properties required for the project. You may be identified as the owner of a parcel needed for the new project. The project may require only a portion of your property, or it may require your entire property. After knowing with certainty, the amount of property that is needed, ODOT will estimate compensation, will initiate negotiations, and will make an offer to you.

It is the Department's hope that through discussion and mutual agreement, a satisfactory settlement can be reached regarding the value of land to be acquired. Federal and State laws are in place to assure your rights are protected during this acquisition process. Your basic rights are as follows:

- (1) You have the right to have your property valued by a competent appraiser, and if an appraisal is to be prepared for your property,

you have the right to accompany the appraiser on the inspection of your property.

To assure this right, ODOT will have a valuation made of your property that will estimate compensation. The person preparing the estimate of compensation and the person reviewing the estimate of compensation are prequalified by ODOT and are experienced with the property valuation process. See “The Estimate of Compensation” section of this brochure for more information.

(2) Anyone involved in estimating compensation for your property or reviewing the estimate of compensation will not have any interest, direct or indirect, in the real property.

(3) No person will attempt to unduly influence or coerce the person valuing your property or the person who reviews the estimate of compensation.

(4) You have the right to be provided a written offer for the full amount of compensation for your property as determined by the Department based upon the valuation.

To assure this right, ODOT will provide you a “Notice of Intent to Acquire and Good Faith Offer.” This offer is known as the NIAGFO, and it will further explain your rights under Ohio law. While making the offer to you, ODOT will also provide you with a copy of the valuation report.

(5) You have the right to negotiate with ODOT and, if an agreement cannot be reached, you have the right to have compensation determined by a court of law. This process is known as appropriation. See “Your Appropriation Rights” section of this brochure for more information.

(6) You have the right to be paid the full amount of the estimate of compensation before being required to surrender possession of your property.

(7) If the acquisition of your property leaves you with a small remaining tract of land having low value and doubtful utility, the Department may determine this residue as uneconomic and may offer to purchase this residue at its market value. You have the right to retain or sell the residue property to the Department.

(8) Any occupants of buildings to be acquired will be informed of their rights and benefits under the Relocation Assistance Program. See the “Relocation Assistance Program” section of this brochure for more information.

(9) All owners must be informed of their rights under the law, and these rights must be fully protected by the Department.

(10) State and Federal laws prohibit discrimination on the grounds of race, color, religion, sex, national origin, age (40 years and over), or disability. If you have any concerns that your rights under these provisions might

have been violated, please contact the:

Division of Chief Legal Counsel
& Equal Opportunity
Ohio Department of Transportation
1980 W. Broad Street, Mail Stop: 1500
P.O. Box 899
Columbus, OH 43223-0899
or
Telephone: (614) 466-3664

The Estimate of Compensation

Based on the Construction and Right of Way Plans, ODOT will determine the complexity of the valuation problem caused by the acquisition, the scope of work needed for the valuation assignment, and the valuation format necessary for the acquisition. ODOT will then estimate compensation based on the valuation of your property. There is no cost to you for this valuation.

Compensation may consist of:

The Part Taken
Damages, If Any, To The Part Not Taken
Temporary Easements, If Any

The estimate of compensation is dependent on many things including the complexity of the acquisition. Some acquisitions are simplistic and may not damage the remaining (the residue)

property. Damage in this situation is loss in value to the residue property caused by the acquisition. On the other hand, some acquisitions may be complex and result in damage to the residue property.

At a minimum, compensation will consist of an amount for the part taken. The estimate of compensation for the part taken is determined by the fair market value of the property taken. Fair market value is the amount of money which could be obtained on the market at a voluntary sale of the property. This valuation considers the market value of the whole property, ignoring all influence of the project and, based upon this valuation, an allocation of value is made to the part taken.

To estimate fair market value, ODOT will utilize an appraiser who is familiar with value of real estate in your particular location or neighborhood and who is experienced in appraising your type of property. The appraiser will consider various appraisal techniques, one of which consists of comparing your property to other similar properties which have recently sold in your area. The price paid and conditions of each sale used for comparison are carefully investigated to estimate the fair market value of your property. A review appraiser assures the fair market value estimate includes all pertinent facts, is sound, and is realistic.

The compensation process consists of a valuation of your property, a review of the

valuation report, and the reviewer's recommendation that the valuation report should be the basis of compensation offered to you. Compensation will be offered to you after an official from ODOT establishes the "fair market value estimate" known as FMVE.

If an appraisal of your property is to be prepared, you will be afforded the opportunity to accompany the appraiser during the appraiser's inspection of your property. Though hired by ODOT, these appraisers are required to provide an independent professional evaluation of your property's value. It is to your benefit to show the appraiser around your property and inform him/her about all features that you think may affect its value. For example, show the appraiser all buildings inside and out, all improvements that you have made to the property, utilities, underground facilities, and all other items which may affect compensation.

A well-supported estimate of fair market value is the best assurance of a satisfactory settlement. The Department and you, the property owner, have a very real interest in assuring that compensation based on fair market value is obtained.

Settlement

As in all real estate transactions, communicating and exchanging views are essential in reaching an agreement.

The Department's representative in these discussions is the agent. The agent understands the procedures of the Department, the regulations governing the acquisition, the Construction and Right of Way Plans, and the timing of the construction schedule. With this knowledge, the agent will be most helpful to you. As you may be unfamiliar with the process required to sell your property to the State of Ohio, the agent's primary duty is to advise you in every way possible regarding this acquisition process.

The agent will explain the transportation project in detail and particularly its impact upon your property. The agent will answer or obtain answers to your questions. The agent will make you an offer in writing the first time he or she discusses the offer, property value, estimate of compensation, or money with you.

To successfully complete this important assignment, the agent may request information from you relating to mortgages, liens, assessments, taxes, and tenants. The agent may also request contact information for lenders, tenants, lien holders, etc.

When an agreement is reached, the agent will have the necessary documents prepared to assist you as necessary and will take the required steps to obtain payment of the agreed purchase price. The agent will also help you obtain the release of mortgage, if needed, and other releases that may be required as part of the acquisition.

If an agreement cannot be reached, the agent will explain your rights and the process of appropriation-having your case decided by a jury. See “Your Appropriation Rights” section of this brochure for more information.

The agent’s duty is to minimize any confusion and inconvenience which could result from the acquisition of your property. It is the Department’s sincere hope that when this matter is concluded, you will be able to say that you were treated fairly, respectfully, and that you were fully informed of your rights and ODOT’s needs to acquire your property.

The Relocation Assistance Program

If you are required to move because the property you occupy is purchased by the State of Ohio for construction of a highway or other transportation improvement, you may be entitled to benefits under the Relocation Assistance Program which is designed to aid occupants who are displaced.

Relocation benefits may be available to owner occupants and tenant occupants of residences, businesses, farms, and not-for-profit organizations. Relocation benefits can include relocation housing payments, rental assistance payments, move cost reimbursements, reestablishment expenses, and advisory services.

No one will be required to move for at least 90 days after a written offer has been made for the purchase of the property they occupy. Furthermore, displaced occupants will be given specific notice, if necessary, at least 30 days in advance of the exact date that they will be required to move.

If you are required to move, a relocation agent will contact you to explain the Relocation Assistance Program and to answer questions. The agent's purpose is to advise you of the requirements for each type of payment to which you may be entitled.

The benefits and payments are explained more completely in the Relocation Assistance Program's brochures "Relocation Assistance, Non-Residential Brochure" and "Residential Relocation Assistance Program Brochure." These brochures are available at ODOT's District Offices or from your relocation agent.

Your Appropriation Rights

The Ohio Constitution permits the State to acquire your property for a transportation project provided that you are paid just compensation. There is no requirement that you reach a settlement with the Department of Transportation for the sale of your property. To fully protect your rights, the laws of Ohio provide that just compensation (the fair market value of your property) may be determined by a local jury, if you so choose.

In the event that you and the Department do not reach an agreement regarding the value of your property, the Director of Transportation will request that the Attorney General's Office initiate such action as is necessary to acquire the property by appropriation. An action will then be filed in the Court of Common Pleas or the Probate Court of the county in which the property is located. At the same time, the Director shall deposit with the Clerk of Courts the amount of money which the Department has determined to be just compensation for the property taken and damages to the remainder of the property, if any. This figure is based upon the approved fair market value estimate prepared for the Department.

Once the money has been deposited, you may apply to the court for the full amount, subject of course to the interests which others may have (i.e., obligations for taxes, mortgage,

assessments, liens, etc.). The fact that you withdraw the money from the Court does not prejudice your rights to have a jury determine the value of the property. The only “restriction” is that once the sum is made available to you, interest will not accrue, even if left on deposit with the Court.

If you decide to accept the amount placed on deposit as full compensation, you will be required to petition the Court for withdrawal of the deposit. If you wish to contest the valuation of your property, you must file an answer to the Department’s Petition for Appropriation. It is important that a timely answer be filed with the Court. The court will then set a date for the appropriation trial where a jury will hear testimony from you and the Department in the proceeding. Negotiations may continue at all times. If agreement is reached prior to trial, a formal settlement may be reached with Court approval.

It is important to note when the Director has placed an amount on deposit with the Court, the Department may enter upon and use your land. However, it may not use or demolish your structures until either a jury has had an opportunity to view them or until a “structure appraisal” is filed with the Court. The “structure appraisal” process causes detailed pictures to be taken of the exterior and interior of all structures affected by the highway improvement. Three appraisers: one of your choice, one appointed by the Court, and one

selected by the Department will visit and inspect the structure(s) and arrive at an opinion of value for each structure affected. The independent opinions of value will then be filed with the Court. The “structure appraisal” process allows the Director to secure physical possession of the structures as early as 60 days after service of summons for the appropriation case.

Retention of Improvements

Property owners with buildings or other improvements that will be acquired by the project may retain these improvements with concurrence from the Department. These details must be discussed and agreed upon with the Department at the time the terms of settlement are being discussed. The salvage value of the buildings or improvements you desire to retain will be deducted from your FMVE.

Frequently Asked Questions

Why Are Public Meetings Held?

A public meeting gives you and local officials the opportunity to have an open discussion regarding the need for the proposed improvement and the merits of the route location and design. An official transcript is made of these comments, and the Director of

Transportation and his staff will review the proceedings in order to make a proper determination.

May A Survey Or Soil Testing Crew Enter My Property Without My Permission?

Yes, the law of Ohio permits survey or soil testing crews authorized by the Director of Transportation to enter upon any lands within the State. However, as a matter of law, the survey or soil testing crews are required to provide notice to you before entering your land. The law also provides that compensation be paid for damages or injury to the premises caused by these crews.

Can The Crews Tell Me About The Project?

The crews are obtaining information which the engineers will use as a basis for locating and designing the proposed project. They are not able to give you information that has any final or official status. As soon as definite information is available, you will be officially notified and contacted by a representative of the Department.

When Will I Know How A Project Affects My Property?

General information is discussed at the public meetings but not the specific details. When the acquisition process begins, the agent will discuss

the plans and show you exactly how the transportation project will affect your property.

May I Keep My Buildings and Move Them?

If the Department agrees to your request to retain buildings acquired for the project, you may be allowed to remove the buildings from the project area. This process requires you to agree with specific arrangements with the Department. It will be your responsibility to remove, at your own expense, any buildings or other improvements when retention is allowed. The salvage value of the buildings you retain will be deducted from your FMVE. See the “Retention of Improvements” section of this brochure for more information.

How Much Will I Be Paid For My Property?

After the fair market value estimate for your property has been established, an agent of the Department will discuss with you the fair market value of the property. When an agreement is reached between you and the Department, a warrant (check) for the agreed price will be processed, and you will be paid at closing. The closing can be in person or by mail. In addition, the services which you would normally pay for in a private sale such as title reports, abstracts, recording of instruments, or transfer fees are taken care of by the Department without cost to you.

How Can I Find Out What Is Happening?

Contact the District Office of the Department of Transportation as indicated on the map included in this brochure. Department staff will be able to provide the information that you need.

What if an individual has Limited English Proficiency?

The Office of Real Estate recognizes there may be situations with Limited English Proficiency (LEP) and will work with the Office of Diversity and Inclusion (ODI) by providing a language chart to select the language that the individuals speak. Should this situation arise, please contact ODI at 614-466-3264 to engage the appropriate translation service(s).

ODOT District Offices

District 1

1885 N. McCullough St.
Lima, OH 45801
(419) 222-9055

District 2

317 East Poe Rd.
Bowling Green, OH 43402
(419) 353-8131

District 3

906 Clark Avenue
Ashland, OH 44805
(419) 281-0513
(800) 276-4188

District 4

2088 South Arlington Rd.
Akron, OH 44306
(330) 786-3100

District 5

9600 Jacksontown Rd.
Jacksontown, OH 43030
(740) 323-4400

District 6

400 East Williams St.
Delaware, OH 43015
(740) 833-8000
(800) 373-7714

District 7

1001 St. Mary's Ave.
Sidney, OH 45365
(937) 492-1141
(888) 200-9919

District 8

505 South State Route 741
Lebanon, OH 45036
(513) 932-3030
(800) 831-2142

District 9

650 Eastern Ave.
P.O. Box 467
Chillicothe, OH 45601
(740) 773-2691
(888) 819-8501

District 10

338 Muskingum Drive
P.O. Box 658
Marietta, OH 45750
(740) 568-3900
(800) 845-0226

District 11

2201 Reiser Avenue
New Philadelphia, OH 44663
(330) 339-6633

District 12

5500 Transportation Blvd.
Garfield Heights, OH 44125
(216) 581-2100
(800) 732-4896

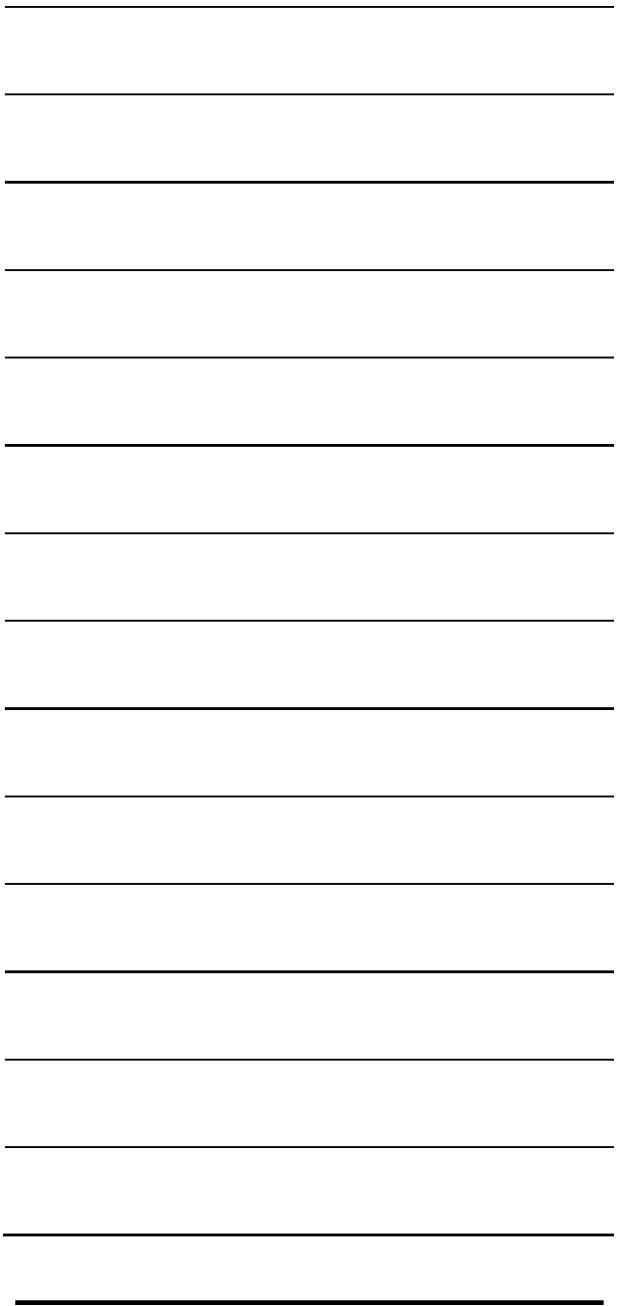
Central Office Real Estate

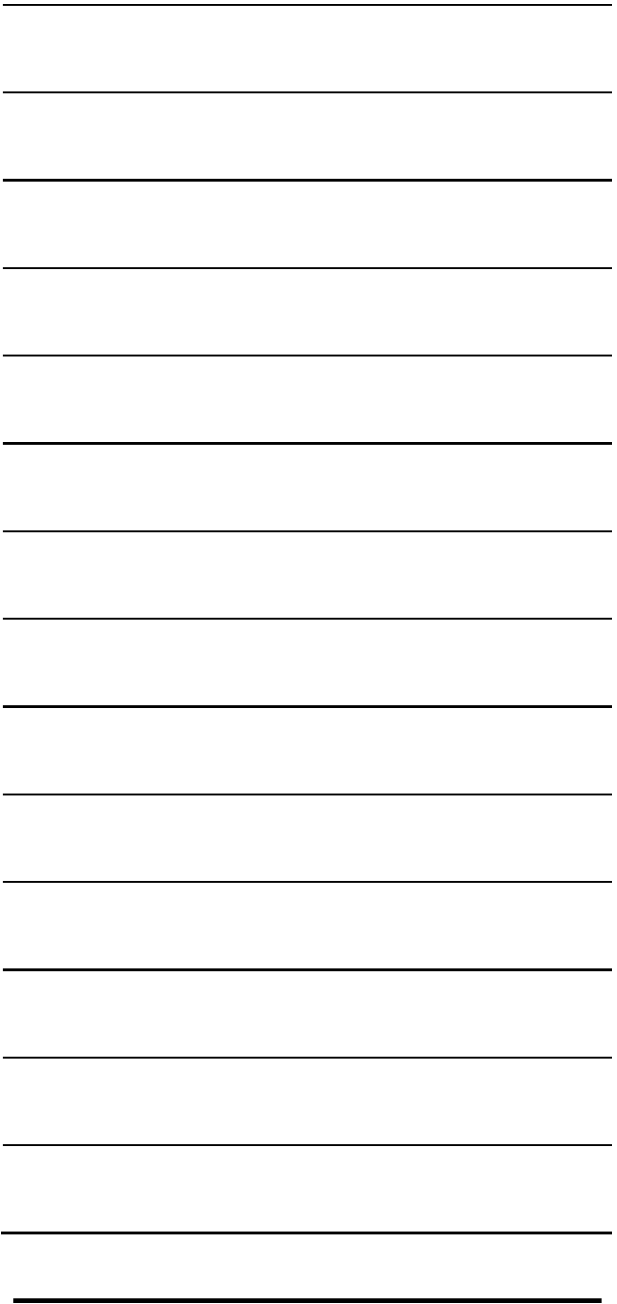
Mail Stop: 4120
1980 W. Broad Street
Columbus, OH 43223
(614) 466-7490

* Toll free numbers are for Ohio only

Map of ODOT District Offices









Ohio Department of
Transportation

Feature/Consideration	DRAFT NORTH HAMILTON CROSSING (NHX) CONCEPTUAL ALTERNATIVES EVALUATION MATRIX (PID 115755)														DRAFT NHX CONCEPTUAL ALTERNATIVES EVALUATION MATRIX (PID 115755)														Feature/Consideration
	Preliminary Alternatives							Preliminary Alternatives							Preliminary Alternatives							Preliminary Alternatives							
	No Build Alternative	Alternative A	Alternative B	Alternative C	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	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes											
Improves Lack of Sufficient River Crossings	No	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes											
Improves Lack of Grade-Separated Railroad Crossings	No	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes											
Improves Safety/Congestion on Local Road Network	No	Minimal Improvement	Minimal Improvement	Yes	Yes	Yes	Yes	Yes	Minimal Improvement	Minimal Improvement	Yes	Minimal Improvement	Minimal Improvement	Yes	Yes	Yes	Yes	Yes											
Improves Safety	No	Minimal Improvement	Minimal Improvement	Yes	Yes	Yes	Yes	Yes	Minimal Improvement	Minimal Improvement	Yes	Minimal Improvement	Minimal Improvement	Yes	Yes	Yes	Yes	Yes											
Purpose and Need - Secondary Needs																													
Supports Economic Development	No	Yes	Yes	No	No	No	No	Yes	No	No	No	No	No	No	Yes	Yes	Yes	Yes											
Improves Bike/Pedestrian Connectivity	No	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes											
Improves Multimodal Linkage	No	Potentially	Potentially	Potentially	Potentially	Potentially	Potentially	Potentially	Potentially	Potentially	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	Greenwood Cemetery	Greenwood Cemetery	Greenwood Cemetery	Greenwood Cemetery	Greenwood Cemetery	Greenwood Cemetery	Greenwood Cemetery	Greenwood Cemetery	Greenwood Cemetery	Greenwood Cemetery											
NRHP-Listed Historic Districts	None	None	None	None	None	None	None	German Village, Dayton Central	None	None	None	None	None	None	None	None	None	None											
Section 4(f)(6)(B) Sites																													
Section 4(f)(6)(B) Sites	None	Combs Park (Basalts), Butler County Fairgrounds (minor), GMR Recreational Trail (minor)	Combs Park (Basalts), Butler County Fairgrounds (minor), GMR Recreational Trail (minor)	LJ Smith Park (Basalts), Butler County Fairgrounds (minor), Belle Tire (minor), GMR Recreational Trail (minor)	LJ Smith Park (minor), Butler County Fairgrounds (minor), Belle Tire (minor), GMR Recreational Trail (minor)	LJ Smith Park (minor), Butler County Fairgrounds (minor), Belle Tire (minor), GMR Recreational Trail (minor)	LJ Smith Park (minor), Butler County Fairgrounds (minor), Belle Tire (minor), GMR Recreational Trail (minor)	Heaton Street Park (minor), Belle Tire (minor), GMR Recreational Trail (minor)	Marcum Park (minor), Belle Tire (minor), GMR Recreational Trail (minor)	Combs Park (Basalts), Butler County Fairgrounds (minor)	Combs Park (Basalts), Butler County Fairgrounds (minor)	Combs Park (Basalts), Butler County Fairgrounds (minor)	Combs Park (Basalts), Butler County Fairgrounds (minor)	LJ Smith Park (minor), Butler County Fairgrounds (minor)	LJ Smith Park (minor), Butler County Fairgrounds (minor)	LJ Smith Park (Basalts), Butler County Fairgrounds (minor), GMR Recreational Trail (minor), Belle Tire (minor)	LJ Smith Park (Basalts), Butler County Fairgrounds (minor), GMR Recreational Trail (minor), Belle Tire (minor)	LJ Smith Park (Basalts), Butler County Fairgrounds (minor), GMR Recreational Trail (minor), Belle Tire (minor)											
Ecological Resources																													
Great Miami River / Hydraulic Canal Wetlands (not including Open Water Features)	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	2 crossings	2 crossings	2 crossings	2 crossings											
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	5 - 10 ac	5 - 10 ac	5 - 10 ac	5 - 10 ac											
100-Year Floodway Encroachment	None	< 5 ac	< 5 ac	< 5 ac	< 5 ac	< 5 ac	< 5 ac	< 5 ac	< 5 ac	< 5 ac	< 5 ac	< 5 ac	< 5 ac	< 5 ac	< 5 ac	< 5 ac	< 5 ac	< 5 ac											
Hazardous Materials																													
Regulated Materials Review	None	6 UST, 12 UST, 2 RCRA 1, 1 DERR site, 1 site with Institutional Control, 1 spill	10 UST, 15 UST, 5 RCRA, 1 DERR site, 1 site with Institutional Control, 1 spill	1 DERR site, 2 sites with Institutional Control, 1 spill	4 UST, 3 UST, 4 RCRA, 2 sites	3 UST, 4 UST, 1 NPL, 2 sites	3 UST, 1 UST, 4 RCRA, 1 spill	1 UST, 1 UST, 4 RCRA, 1 DERR site, 3 WAP2	6 UST, 15 UST, 7 RCRA, 1 NPL site, 1 DERR site, 1 site with Institutional Control	1 UST, 1 UST, 4 RCRA, 1 spill	4 UST, 1 UST, 4 RCRA, 1 spill	6 UST, 15 UST, 7 RCRA, 1 NPL site, 1 DERR site, 1 site with Institutional Control, 1 spill	1 UST, 1 UST, 4 RCRA, 1 spill	4 UST, 3 UST, 4 RCRA, 1 spill	7 UST, 2 UST, 3 RCRA, 1 spill	7 UST, 2 UST, 4 RCRA, 1 spill	7 UST, 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	20 - 30 acres	20 - 30 acres	20 - 30 acres	20 - 30 acres											
Community Facilities																													
Community Facilities	None	BCED, Transitional Learning Center	BCED, Transitional Learning Center	BCED, Transitional Learning Center, Electric Power House, Pentecost Apostolic Church	BCED, Transitional Learning Center, Electric Power House, Pentecost Apostolic Church	BCED, Transitional Learning Center, Electric Power House, Pentecost Apostolic Church	BCED, Transitional Learning Center, Electric Power House, Pentecost Apostolic Church	BCED, Transitional Learning Center, Electric Power House, Pentecost Apostolic Church	BCED, Transitional Learning Center, Electric Power House, Pentecost Apostolic Church	BCED, Transitional Learning Center, Electric Power House, Pentecost Apostolic Church	BCED, Transitional Learning Center, Electric Power House, Pentecost Apostolic Church	BCED, Transitional Learning Center, Electric Power House, Pentecost Apostolic Church	BCED, Transitional Learning Center, Electric Power House, Pentecost Apostolic Church	BCED, Transitional Learning Center, Electric Power House, Pentecost Apostolic Church	BCED, Transitional Learning Center, Electric Power House, Pentecost Apostolic Church	BCED, Transitional Learning Center, Electric Power House, Pentecost Apostolic Church	BCED, Transitional Learning Center, Electric Power House, Pentecost Apostolic Church	BCED, Transitional Learning Center, Electric Power House, Pentecost Apostolic Church											
Cemeteries (Non-Historic)																													
Cemeteries (Non-Historic)	None	Greenwood Cemetery (40.5 ac)	Greenwood Cemetery (40.5 ac)	Greenwood Cemetery (40.5 ac)	Greenwood Cemetery (40.5 ac)	None	None	None	None	None	None	Greenwood Cemetery (40.5 ac)	Greenwood Cemetery (40.5 ac)	None	None	None	None	None											
Traditionally Underserved Populations or Census Blocks																													
Traditionally Underserved Populations or 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 & 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	Impacts & Displacements to Minority, Low Income & Over 64	Traditionally Underserved Populations or Census Blocks											
Right-of-Way																													
Relocations	None	5 - 15	5 - 15	10 - 20	45 - 65	65 - 85	65 - 75	45 - 65	5 - 15	10 - 20	45 - 65	5 - 15	15 - 25	45 - 65	65 - 85	65 - 85	65 - 85	65 - 85											
Right-of-Way (acres)	None	85 - 95 acres	50 - 65 acres	25 - 35 acres	25 - 35 acres	25 - 35 acres	25 - 35 acres	25 - 35 acres	25 - 35 acres	25 - 35 acres	25 - 35 acres	25 - 35 acres	25 - 35 acres	25 - 35 acres	25 - 35 acres	25 - 35 acres	25 - 35 acres	25 - 35 acres											
Engineering Considerations																													
Alternative Length (mi)	N/A	2.70	2.64	2.59	2.26	2.29	2.25	2.25	1.5	3.43	3.61	3.02	2.83	2.44	3.2	2.49	Alternative Length (mi)												
Design Speed (mph)	35	35	35	35	35	35	35	35	35	35	35	35	35	35	35	35	Design Speed (mph)												
Roadway Design Issues																													
Roadway Design Issues	N/A	Proximity of Elkon 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. Signal is required in roadway. Steep grades along B&E and intersection of Princeton Road is skewed.	Proximity of Elkon Road / NW Washington Blvd intersection to roundabout and steep existing grades near roundabout. US 127 is to be raised roughly 10 feet. Blotboth above 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 intersection to power plant reduces sight distance. Blotboth above 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 intersection to power plant reduces sight distance. Blotboth above 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 intersection to power plant reduces sight distance. Blotboth above 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 intersection to power plant reduces sight distance. Blotboth above 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 intersection to power plant reduces sight distance. Blotboth above 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 intersection to power plant reduces sight distance. Blotboth above 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.	Proximity of Elkon Road / NW Washington Blvd intersection to roundabout and steep existing grades near roundabout. Steep grades along the canal requires sight distance. Blotboth above 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 Elkon Road / NW Washington Blvd intersection to roundabout and steep existing grades near roundabout. Steep grades along the canal requires sight distance. Blotboth above 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. Blotboth above 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. Blotboth above 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. Blotboth above 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 Elkon Road / NW Washington Blvd intersection to roundabout and steep existing grades near roundabout. Steep grades approaching US 127 intersection from the west due to elevation of railroad crossing. Steep grades on alignment near Humane Society and requires retaining wall. Intersection of Princeton Road is skewed.	Proximity of Elkon Road / NW Washington Blvd intersection to roundabout and steep existing grades near roundabout. Steep grades approaching US 127 intersection from the west due to elevation of railroad crossing. Steep grades 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 grades on alignment near Humane Society and requires retaining wall. Intersection of Princeton Road is skewed.	Roadway Design Issues											
Existing Flood Level Design Issues																													
Existing Flood Level Design Issues	N/A	No existing flood levy at this location	Proximity of North B Street to the existing levee system will require the profile to be elevated to avoid the levy. This will limit raising the west terminus roughly 5 feet.	Proximity of North B Street to the existing levee 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 levee 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 levee 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 levee 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 levee 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 levee 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 levee 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 levee 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 levee 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 levee 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 Level Design Issues											
Number of New Structures Requiring Long-Term Maintenance																													
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																													
Structural Design Issues	N/A	Black Street Bridge retaining end or serviceable 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 for reconstruction.	No significant issues	River Bridge - Curve at NW end of bridge complicates design	River Bridge - Curve at SE end of bridge complicates design	River Bridge - Curve at NW end of bridge complicates design	2 bridges required for reconstruction of new RR bridge over roadway	2 bridges required for reconstruction of new RR bridge over roadway	2 bridges required for reconstruction of new RR bridge over roadway	No significant issues	RR bridge - severe slope complicates design	RR bridge - severe slope complicates design	River bridge - tie into floodwall system required	River bridge - tie into floodwall system required	River bridge - tie into floodwall system required	River bridge - Curve at the SE end of bridge. Steep alignment and location of RR bridge complicates design. Potential scour concerns.	Structural Design Issues										
Major Utility Relocations and/or Issues																													
Major Utility Relocations and/or Issues	None	Electric Transmission Line relocations required at NW Washington Blvd and SR 4.	Electric Transmission Line relocations required near hydroelectric plant.	Electric Transmission Line relocations required on US 127 impacted on SR 4. Power plant located on US 127 impacted.	Electric Transmission Line relocations required on US 127 impacted.	Electric Transmission & Distribution Line relocations required on US 127 impacted.	Electric Transmission & Distribution Line relocations required on US 127 impacted.	Electric Transmission & Distribution Line relocations required on US 127 impacted.	Electric Transmission & Distribution Line relocations required on US 127 impacted.	Electric Transmission & Distribution Line relocations required on US 127 impacted.	Electric Transmission & Distribution Line relocations required 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.	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	Power plant located on US 127 impacted.	High voltage power-line tower relocation required. Coordination with potential power substation impacts at US 127.	Major Utility Relocations and/or Issues									
Traffic/Maintenance of Traffic Considerations																													
Anticipated Alternative Travel Time (6:50)	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	5:48	5:53	5:50	Anticipated Alternative Travel Time (AM 85)												
Anticipated High Street (SR 129) Travel Time Savings (MM:SS)	N/A	AM Peak-Hour - 00:20 PM Peak-Hour - 00:20	AM Peak-Hour - 00:20 PM Peak-Hour - 00:20	AM Peak-Hour - 00:20 PM Peak-Hour - 00:20	AM Peak-Hour - 00:20 PM Peak-Hour - 00:20	AM Peak-Hour - 00:20 PM Peak-Hour - 00:20	AM Peak-Hour - 00:20 PM Peak-Hour - 00:20	AM Peak-Hour - 00:20 PM Peak-Hour - 00:20	AM Peak-Hour - 00:20 PM Peak-Hour - 00:20	AM Peak-Hour - 00:20 PM Peak-Hour - 00:20	AM Peak-Hour - 00:20 PM Peak-Hour - 00:20	AM Peak-Hour - 00:20 PM Peak-Hour - 00:20	AM Peak-Hour - 00:20 PM Peak-Hour - 00:20	AM Peak-Hour - 00:20 PM Peak-Hour - 00:20	AM Peak-Hour - 00:20 PM Peak-Hour - 00:20	AM Peak-Hour - 00:20 PM Peak-Hour - 00:20	AM Peak-Hour - 00:20 PM Peak-Hour - 00:20	Anticipated High Street (SR 129) Travel Time Savings (MM:SS)											
Anticipated % Reduction in High Street (SR 129) Traffic	N/A	AM Peak-Hour - 2% PM Peak-Hour - 0%	AM Peak-Hour - 2% PM Peak-Hour - 0%	AM Peak-Hour - 2% PM Peak-Hour - 0%	AM Peak-Hour - 17% PM Peak-Hour - 15%	AM Peak-Hour - 17% PM Peak-Hour - 15%	AM Peak-Hour - 17% PM Peak-Hour - 15%	AM Peak-Hour - 17% PM Peak-Hour - 15%	AM Peak-Hour - 17% PM Peak-Hour - 15%	AM Peak-Hour - 0% PM Peak-Hour - 0%	AM Peak-Hour - 11% PM Peak-Hour - 7%	AM Peak-Hour - 0% PM Peak-Hour - 12%	AM Peak-Hour - 11% PM Peak-Hour - 7%	AM Peak-Hour - 0% PM Peak-Hour - 12%	AM Peak-Hour - 0% PM Peak-Hour - 12%	AM Peak-Hour - 0% PM Peak-Hour - 12%	AM Peak-Hour - 0% PM Peak-Hour - 12%	Anticipated % Reduction in High Street (SR 129) Traffic											
Maintenance of Traffic Concerns																													
Maintenance of Traffic Concerns	None	Construction of roundabout at the intersection of W Elkon Rd and N B St will likely require a closure. Intersection of Neal Blvd and Joe Nunal Blvd will likely require short-term closures.	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.	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.	Complicated construction staging at North B Street. Long term closure of Dayton St for the RR underpass.	Complicated construction staging at North B Street. Long term closure of Dayton 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 Elkon Rd and N B St will likely require a closure.	Construction of roundabout at the intersection of W Elkon Rd and N B St will likely require a closure.	Construction of roundabout at the intersection of W Elkon Rd and N B St will likely require a closure.	Construction of roundabout at the intersection of W Elkon Rd and N B St will likely require a closure.	Construction of roundabout at the intersection of W Elkon Rd and N B St will likely require a closure.	Construction of roundabout at the intersection of W Elkon Rd and N B St will likely require a closure.	Maintenance of Traffic Concerns											
Preliminary Cost Estimates																													
Preliminary Construction Costs	N/A	\$85 - \$95 million	\$75 - \$85 million	\$25 - \$45 million	\$70 - \$80 million	\$65 - \$75 million	\$60 - \$70 million	\$50 - \$60 million	\$5 - \$10 million	\$2 - \$3 million	\$0 - \$10 million	\$65 - \$75 million	\$75 - \$85 million	\$75 - \$85 million	\$60 - \$70 million	\$50 - \$60 million	\$45 - \$55 million	\$50 - \$60 million	Preliminary Construction Costs										
Preliminary Right-of-Way Costs	N/A	\$7 - \$12 million	\$7 - \$12 million	\$1 - \$2 million	\$3 - \$4 million	\$3 - \$4 million	\$3 - \$4 million	\$3 - \$4 million	\$5 - \$10 million	\$5 - \$10 million	\$5 - \$10 million	\$5 - \$10 million	\$5 - \$10 million	\$5 - \$10 million	\$5 - \$10 million	\$5 - \$10 million	\$5 - \$10 million	\$5 - \$10 million	Preliminary Right-of-Way Costs										
Preliminary Design & Management	N/A	\$15 - \$20 million	\$14 - \$19 million	\$9 - \$14 million	\$11 - \$16 million	\$11 - \$16 million	\$11 - \$16 million	\$11 - \$16 million	\$10 - \$15 million	\$10 - \$15 million	\$10 - \$15 million	\$11 - \$16 million	\$11 - \$16 million	\$11 - \$16 million	\$11 - \$16 million	\$11 - \$16 million	\$11 - \$16 million	\$11 - \$16 million	Preliminary Design & Management										
Preliminary Total Cost	N/A	\$97 - \$127 million	\$96 - \$116 million	\$69 - \$89 million	\$88 - \$108 million	\$89 - \$113 million	\$88 - \$108 million	\$90 - \$110 million	\$97 - \$127 million	\$97 - \$127 million	\$97 - \$127 million	\$97 - \$127 million	\$97 - \$127 million	\$97 - \$127 million	\$97 - \$127 million	\$97 - \$127 million	\$97 - \$127 million	\$97 - \$127 million	Preliminary Total Cost										



North Hamilton Crossing (PID 115755)
PUBLIC COMMENT FORM

Name: _____

Mailing Address: _____

Email Address: _____ Phone: _____

Your contact information is not required but will ensure you receive a response to any questions you have.
Your contact information and responses will not be shared publicly.

Please sign me up to receive periodic email updates (be sure to provide your email address).

1) **Where do you live?**

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

If you live in the City of Hamilton, which neighborhood do you live in? Not sure

2) **Where do you work?**

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

If you work in the City of Hamilton, which neighborhood do you work in? Not sure

3) Maps showing the location of environmental features such as ecological features as well as parks and recreational trails, archaeological and historic sites, and potential hazardous materials sites were shown at the in-person meeting and on the virtual meeting site. **Are there other environmental features that we should be aware of but weren't included on the maps?**

- Yes No Not sure

If yes, please list them below.

No comment

4) Maps highlighting the distribution of traditionally underserved populations in the study area (low-income, minorities, over age 64, and non-English speakers) were shown at the in-person meeting and on the virtual meeting site. **If you have any comments regarding these demographics, please share them below.**

No comment

5) **What do you think about the concept proposed for the North Hamilton Crossing roadway?** [35-mph, boulevard-style road, two lanes 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

Please use the space below to share any additional comments you have regarding the roadway concept.

No comment

6) Maps highlighting the routes of the eight initial route alternatives were shared at the in-person meeting and on the virtual meeting site. **Please indicate how interested you are in each of the initial alternatives.**

	Alternative A	Alternative B	Alternative C	Alternative D	Alternative E	Alternative E1	Alternative F	Alternative G
I like it a lot	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
It's okay	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
I'm not sure yet	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
I don't particularly like it	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
I don't like it at all	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
I don't have a preference	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

If you have any comments regarding the **initial alternatives** discussed above, please share them here. *Please identify which alternative(s) you are referring to in your response.*

No comment

7) Maps highlighting the routes of the eight hybrid route alternatives were shared at the in-person meeting and on the virtual meeting site. **Please indicate how interested you are in each of the hybrid alternatives.**

	Alternative AC	Alternative AD	Alternative AE	Alternative BC	Alternative BD	Alternative BE	Alternative ABE	Alternative EBE
I like it a lot	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
It's okay	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
I'm not sure yet	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
I don't particularly like it	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
I don't like it at all	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
I don't have a preference	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

If you have any comments regarding the **hybrid alternatives** discussed above, please share them here. *Please identify which alternative(s) you are referring to in your response.*

No comment

8) Per federal regulations, a No Build alternative must also must be considered for the NHX project. This alternative looks at what might happen if we do not build the North Hamilton Crossing and current conditions are left as is (however, roadway maintenance efforts would still continue). **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

9) **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?

10) Did you participate in the 2021 NHX virtual public input opportunity?

- Yes No Don't remember

11) How did you hear about the North Hamilton Crossing open houses? (Select all that apply)

- | | | | |
|--|--|--|---|
| <input type="checkbox"/> Social media | <input type="checkbox"/> Newspaper | <input type="checkbox"/> NHX Project website | <input type="checkbox"/> Flyer delivered to your house |
| <input type="checkbox"/> Utility Bill Insert | <input type="checkbox"/> Newspaper Ad | <input type="checkbox"/> Other website | <input type="checkbox"/> Flyer posted in local businesses |
| <input type="checkbox"/> Email | <input type="checkbox"/> TV/Radio | <input type="checkbox"/> Community newsletter | <input type="checkbox"/> Other: |
| <input type="checkbox"/> Yard signs | <input type="checkbox"/> Word-of-mouth | <input type="checkbox"/> Organization newsletter | |

12) (Optional) Please use this space to share any additional comments you may have.

Your responses to the following questions will be extremely helpful in helping us ensure the fairness and equity of ODOT's public involvement process. Your answers will be kept confidential and separate from any personally identifiable information so that your responses will remain anonymous. These questions are not listed in any particular order.

12) **What is your race?**

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

13) **What is the primary language spoken in your home?**

- English Spanish Chinese Other:

14) **Was the project information translated into other languages appropriately?**

- Yes No Not applicable

15) **How many people live in your household?**

- 1 - 2 3 - 5 6 or more

16) **What are the age ranges of those living in your household? (Check all that apply)**

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

17) **What is your 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

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

Appendix B: Notification Materials

News Release

- Release
- Media Summary

Journal-News Ad

- Ad
- Placement

Email Notices

- NHX Dedicated Eblasts
- City of Hamilton Eblasts

Social Media

Door Drops & Utility Bill Inserts

- North Hamilton Crossing Fact Sheet (English version)
- North Hamilton Crossing Fact Sheet (Spanish version)
- Project Development Process Fact Sheet (English version)
- Project Development Process Fact Sheet (Spanish version)
- Conceptual Alternatives ABE and EBE Map
- Flyer
- Flyer (Spanish)

Yard Signs

- Images (English & Spanish)
- Placement Map & Photos

Appendix B: Notification Materials

News Release

- Release
- Media Summary



Public meetings scheduled in January for the North Hamilton Crossing Study

As the feasibility study concludes, the project team seeks public feedback on preliminary recommendations.



City of Hamilton
Dec 13th, 2022

As the City of Hamilton and Butler County Transportation Improvement District (BCTID) begin wrapping up the North Hamilton Crossing (NHX) feasibility study, the project team is planning opportunities for the public to review and provide feedback on the study's results and its preliminary recommendations. These will be conducted through an in-person public meeting and virtual open house beginning January 23, 2023:

IN-PERSON PUBLIC MEETING

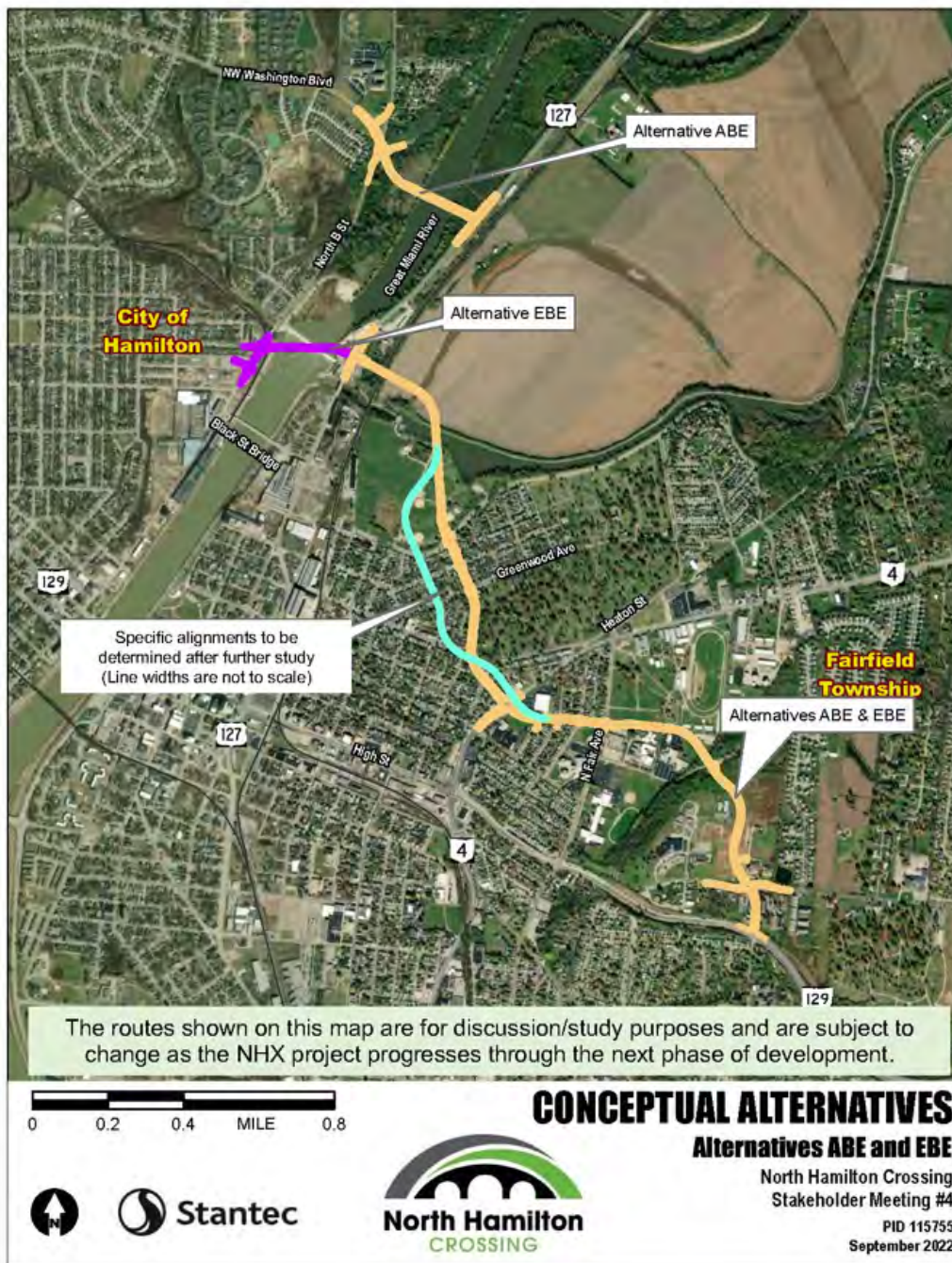
January 23, 2023 | 5:30pm – 7:30pm
Fairwood Elementary School
281 N. Fair Avenue

VIRTUAL PUBLIC OPEN HOUSE

January 23, 2023 – March 12, 2023

www.NorthHamiltonCrossing.org

In September 2021, the City and BCTID conducted a robust virtual public input opportunity through which it gathered feedback from the public confirming the purpose of the project and the needs it is intended to address. East-west connectivity through Hamilton, safety along State Route 129, mobility and congestion on the local roadway network, and insufficient crossings of the Great Miami River are just a few of the issues the project is designed to address. More than 4,300 people throughout the City and surrounding area visited the online opportunity and nearly 1,600 provided input. Since then, the project team has met four times with a roughly 65-member stakeholder committee comprised of local officials from the Hamilton, Butler County, and adjacent townships, residents from neighborhoods in the study area, as well as business representatives and other interested parties to identify and evaluate approximately 16 possible route alternatives for the NHX road. Using the results of environmental, engineering, and traffic studies plus feedback received from the stakeholder committee, these options were narrowed to two alternatives that are being recommended for further study (see Conceptual Alternatives map below).



“Our goal for the public open house meetings is two-fold,” said Allen Messer, Assistant Director of Engineering for the City of Hamilton. “First, we want to share with the public the results of the studies completed to date and the recommendations being made. Second, we want to provide the public with an opportunity to ask questions and give us their input. The feedback we receive is important and will be used to further shape the study’s recommendations.”

Dan Corey, Director of the Butler County Transportation Improvement District, noted that the next phase of project development will focus on studying the recommended alternatives in much greater detail and

developing preliminary project designs. He also said that no decisions have been made yet.

“Up until now, we’ve been looking at these alternatives from a 30,000-foot view,” said Corey. “Now, we are going to zoom in and look at them and their potential opportunities and impacts in much more detail. As part of this process, we’ll be working closely with potentially affected neighborhoods to help further study the options and put better shape to possible alignments.”

One of the areas that has the most potential to be affected is the North End, as variations of the alignments being recommended for further study pass through that community.

“We’ve already begun meeting with the North End neighborhood to discuss the project and we will continue doing so throughout the next phase of project development,” said Messer. “They are understandably concerned about how the road might affect their community and its assets. We’re hoping that by working side-by-side with the neighborhood, we will be able to find a solution that not only meets the needs of the project but also responds to the goals of the community.”

OPEN HOUSE DETAILS

The in-person public meeting will be held as an open house. Anyone wishing to attend can come at their convenience between 5:30 pm and 7:30 pm. Information will be presented on a series of information boards staffed by project team representatives. Participants can share their comments with the project team at the meeting, by email, mail, or phone. Following the meeting, copies of project materials will be available for public review at the Hamilton Lane Library at 300 N. Third Street.

The virtual open house will present the same information shared at the in-person meeting, but through a website-based narrative. The public can share their input by answering questions that will be embedded throughout the material. Accessible through the project website, www.NorthHamiltonCrossing.org, the virtual open house will be open 24/7



Anyone needing interpretation or translation services or other reasonable accommodation to participate in either the in-person or virtual public input opportunities, to review materials or provide comment, should contact Allen Messer at Allen.Messer@Hamilton-oh.gov or (513) 785-7286.

ABOUT NHX

The goals of the North Hamilton Crossing study are to identify transportation improvements that will improve mobility and reduce congestion; improve the safety of motorists and the public by reducing congestion and constructing designated pedestrian paths; improve connections between the east and west sides of Hamilton; make travel across the Great Miami River easier; explore opportunities to improve and expand sidewalks and bike paths and public transportation options; and support growth and redevelopment. First identified as a need in the Butler County TID's 2002 Preliminary Evaluation of Possible Transportation Improvements in the Hamilton North/New Miami Area, the NHX project is included in the Butler County Thoroughfare Plan, the Ohio-Kentucky-Indiana Regional Council of Government's 2050 Metropolitan Transportation Plan, and is a priority in the City of Hamilton's comprehensive plan, Plan Hamilton.

Project updates will be sent out throughout the project development process. Participants can sign up to receive the updates when they visit the project website at www.NorthHamiltonCrossing.org.

ODOT Project ID: 115755

Transport

City Meetings

Major Projects

Road Closures & Lane Restrictions



[City of Hamilton](http://www.cityofhamilton.org)

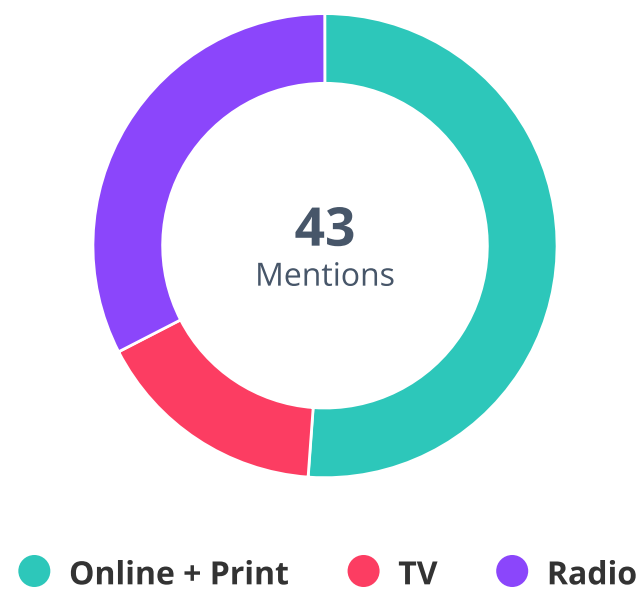
[More Stories](#)

NHX Coverage 12.1.22 - 3.14.23

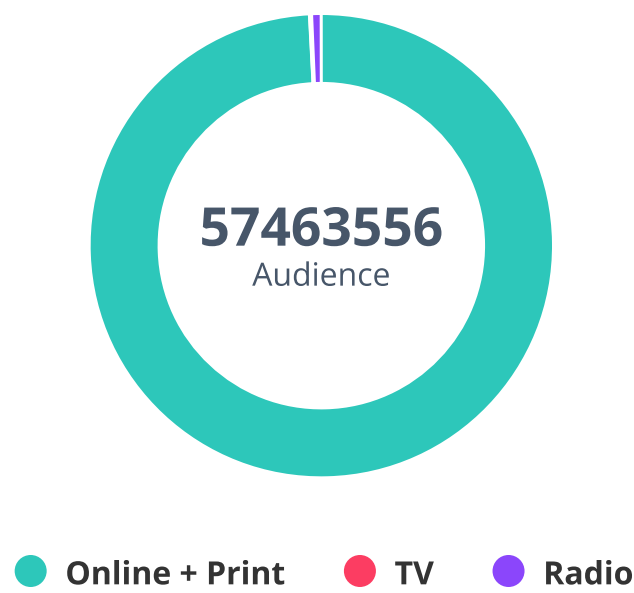


Mention Analytics

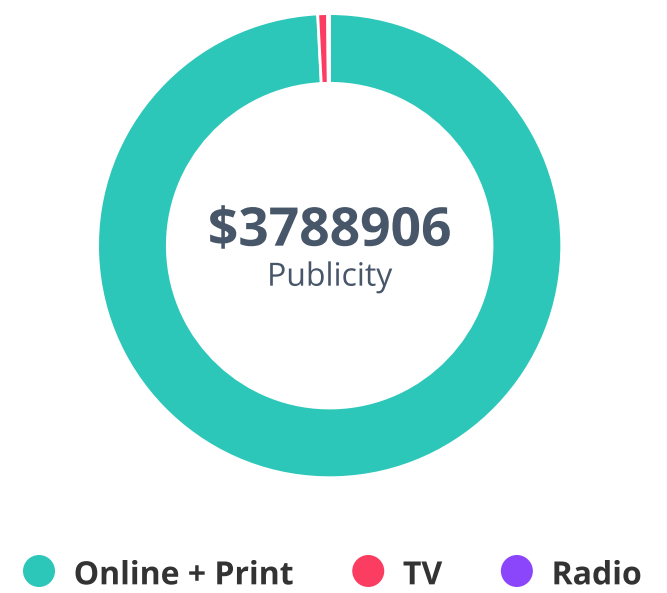
Mentions by Media Type



Audience by Media Type

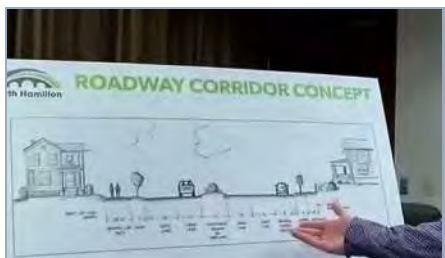


Publicity by Media Type



Total National TV Audience 94,819	Total National TV Publicity USD \$26,361	Total Local TV Audience 94,819	Total Local TV Publicity USD \$26,361
Total Radio Audience 377,558		Total Publicity Value USD \$4,903	
Total Online + Print Audience 56,991,179		Total Online + Print Publicity USD \$3,757,642	

Total Number of Clips 43



Resident concerned North Hamilton Crossing Project will impact cemetery

1

Date Collected Mar 10, 2023 9:58 PM EST
Category Digital News
Source NewsBreak
Author Tayler Davis

Est. Audience 480,939
Est. Publicity Value USD \$320,626
Market United States
Language English

Resident concerned **North Hamilton Crossing** Project will impact cemetery



FOX19 NOW at 6:30

2

Time Mar 10, 2023 6:34 PM EST
Local Broadcast Time 6:34 PM EST
Category News
Call Sign WXIX (Fox)
Market DMA: 36 Cincinnati, OH
Language English

Est. National Audience 17,115
Est. National Publicity Value USD \$4,875
Est. Local Audience 17,115
Est. Local Publicity Value USD \$4,875

red, yellow and green hood. if you recognize her - call police. a project proposal in **hamilton** is getting mixed reactions... we are talking about the **north hamilton crossing** project. experts say is has been in discussion for over 20 years to help relieve some of the traffic in the area... fox 19 now tayler davis joins us from **hamilton**... with both sides of the issue. (:56) (1:40) "i have thre concerns with the **north hamilton crossing** project the first being the greenwood cemetery." courtney carmac lives in **hamilton** and is talking about the **north hamilton crossing** project. it's a project geared to build a new **bridge** across the **great miami river** ... and a new railroad overpass. carmack worries about some of the project proposals

plans. "three of the proposal route still affect 0.5 acres of the cemetery where these proposals are i'm not confident in the feedback that i'm getting those cemetery plots are not going to be affected i have nine and maybe even more family members buried where this is going to be butt up against" this is what it will look a four-lane boulevard that's going to connect the west side of the river to state route 129. "there ar some misconceptions that we are doing the project for the new **spooky nook** but it's been studied for over 20 years now." **hamilton** assistant director of engineering allen messer says it's needed to alleviate traffic and right now they are in the early phase with 16 routes being proposed for the project "w are hoping to get the routes down to two or three here this spring that will be studied and there are some that go along the cemetery but we do not envision having to relocate graves as a result of the project" resident keit reiring says even though it could impact his area.. he thinks it's long overdue for the city .. "the city only ha two train crossings that are above or below grade i mean it's a safety issue with a hospital on the west side as an an exotic cat rescued from oakley ... has been (1:40) " have three concerns with the **north hamilton crossing** project the first being the greenwood cemetery." courtney carmac lives in **hamilton** and is talking about the **north hamilton crossing** project. it's a project geared to build a new **bridge** across the **great miami river** ... and a new railroad overpass. carmack worries about some of the project proposals plans. "three of the proposa routes still affect 0.5 acres of the cemetery where these proposals are i'm not confident in the feedback that i'm getting those cemetery plots are not going to be affected i have nine and maybe even more family members buried where this is going to be butt up against" this is what it will look a four-lane boulevard that's going to connect the west side of the river to state route 129. "there are som misconceptions that we are doing the project for the new **spooky nook** but it's been studied for over 20 years now." **hamilton** assistant director of engineering allen messer says it's needed to alleviate traffic and right now they are in the early phase with 16 routes being proposed for the project "we are hoping to ge the routes down to two or three here this spring that will be studied and there are some that go along the cemetery but we do not envision having to relocate graves as a result of the project" resident keith reirin says even though it could impact his area.. he thinks it's long overdue for the city .. "the city only has two trai crossings that are above or below grade i mean it's a



Resident concerned North Hamilton Crossing Project will impact cemetery



Date Collected Mar 10, 2023 5:43 PM EST
Category Digital News
Source [Fox 19](#)

Est. Audience 39,671
Est. Publicity Value USD \$30,855
Market Cincinnati, OH
Language English

Resident concerned **North Hamilton Crossing** Project will impact cemetery



FOX19 NOW at 5



Time Mar 10, 2023 5:14 PM EST
Local Broadcast Time 5:14 PM EST
Category News
Call Sign WXIX (Fox)
Market DMA: 36 Cincinnati, OH
Language English

Est. National Audience 17,660
Est. National Publicity Value USD \$3,945
Est. Local Audience 17,660
Est. Local Publicity Value USD \$3,945

there's a project proposal in **hamilton** is getting mix reactions... we are talking about the **north hamilton crossing** project experts say that has been in discussion for over 20 years to help relieve some of the traffic in the area... fox 19 now tayler davis joins us live from **hamilton**... with both sides of the issue. part of that plan is to rebuild this decade-old **bridge** behind me.. but there are other plans within the project sparking questions for some of the people who live here. "i have three concerns with the **north hamilton crossing** project the first being the greenwood cemetery." courtne carmack lives in **hamilton** and is talking about the **north hamilton crossing** project. it's a project geared to build a new **bridge** across the **great miami river** ... and a new railroad overpass. carmack worries about some of the project proposals plans. "three of the proposal route still affect 0.5 acres of the cemetery where these proposals are i'm not confident in the feedback that i'm getting those cemetery plots are not going to be affected i have nine and maybe even more family members buried where this is going to be butt up against" this is what it will look a four-lane boulevard that's going to connect the west side of the river to state route 129. "there ar some misconceptions that we are doing the project for the new **spooky nook** but it's been studied for over 20 years now." **hamilton** assistant director of engineering allen messer says it's needed to alleviate traffic and right now they are in the early phase with 16 routes being proposed for the project "w are hoping to get the routes down to two or three here this spring that will be studied and there are some that go along the cemetery but we do not envision having to relocate graves as a result of the project" resident keit reiring says even though it could impact his area.. he thinks it's long overdue for the city .. "the city only ha two train crossings that are above or below grade i mean it's a safety issue with a hospital on the west side as an east side resident i don't want to be stuck in the back of an ambulance march 12th is the last day for residents to voice their opinions on the current proposals .. before the next step in the process. you can find that website on our link to this



North Hamilton Crossing: Second public commenting round ends soon



Date Collected Mar 8, 2023 3:03 AM EST
Category Digital News
Source [Journal-News](#)
Author Michael D. Pitman

Est. Audience 14,673
Est. Publicity Value USD \$235
Market Hamilton, OH
Language English

There are 16 potential routes for the major thoroughfare.

The second public commenting period for the **North Hamilton Crossing** project ends at the end of the day on Sunday.

Officials for the project are seeking the community's thoughts, comments, and concerns regarding the pricy transportation project, which can be done online, over the phone, or by email.

The project, which is a mirror project to the South ... **Hamilton** Crossing at Grand Boulevard, has been on the Butler County thoroughfare plan for decades, creating another avenue that provides unimpeded traffic.

Hamilton recently held an open house highlighting 16 potential routes, and cost estimates ranged widely, from \$68 million to \$171 million, depending on the chosen route. The project will entail eminent domain, which is the government's right to take property for projects that have been determined to benefit ... the general public.

The public can comment via the **North Hamilton Crossing** project website at northhamiltoncrossing.org, or they can contact **Hamilton** Assistant Director of Engineering Allen Messer either by phone (513-785-7286) or email (allen.messer@hamilton-oh.gov).

"Public involvement is an important part of the project development process for proposed roadway improvements," according to a statement by the city of **Hamilton**. "Input received will be used to help identify transportation issues, develop possible solutions, and ...



Officials debunk eminent domain theory tied to land along proposed North Hamilton Crossing route

6

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Date Collected Feb 25, 2023 3:14 PM EST

Category Print

Source The Journal-News (Hamilton, Ohio)

Author Denise G. Callahan, Journal-News, Hamilton, Ohio

Est. Audience 14,729

Est. Publicity Value USD \$91

Market Ohio, US

Language English

Feb. 25—A number of private properties are going to be needed to create the massive **North Hamilton Crossing** thoroughfare, and concerns have been expressed about the fairness of the land acquisition process.

Parts of the huge Bonham farm are in the crosshairs of several of the proposed routes, and the Journal-News received an email from someone concerned about the fact some of the farm parcels were ... devalued during the 2020 reappraisal. The person suggested local government is "once again abusing eminent domain and reducing the amount Butler County would have to pay for that land" for the **North Hamilton Crossing** project.

The Journal-News studied all of the parcels owned by John R. Bonham along and adjacent to Canal Road on the Butler County Auditor's website and it is true, the value of about 800 acres dropped by slightly more than \$4 million between 2019 and 2020 — when most property values countywide ... on an area, what types, how much good soil compared to bad soil and other conditions like flood plains and things like that, that do effect those properties."

According to the Ohio Department of Taxation the average per acre cropland value price dropped from \$876 in 2019 to \$668 in 2020.

The **North Hamilton Crossing** project has been in the county thoroughfare plan for decades and it involves creating another cross town avenue that bridges the **Great Miami River** and provides passage that is unimpeded by train traffic.

The city recently held an open house to unveil 16 potential routes the road ... said a number of things go into the appraisal process and looking at auditor's values is one.

"It is part of our research and due diligence to gather facts about the property, but the estimated value that we report is based on our research of the market and our analysis of that data," Tout said.

Hamilton's Assistant Director of Engineering Allen Messer told the Journal-News it is a "fairly common misconception" that people see appraised value on the auditor's website and believe that's what they'll get, "it's got zero to do with what it'll be appraised at for the project." He said the land value is ... not the only compensation people will receive.

"It's not just the purchase of the property it's the relocation of business and residents, the services that are provided to them to help them find **replacement** properties and those types of things," Messer said.

The **North Hamilton Crossing** project is a joint venture by the city, the **Butler County Transportation Improvement District** and the Ohio Department of Transportation. The TID will be in charge of directing the property purchases.

TID Executive Director **Dan Corey** said his board must choose ...

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Officials debunk eminent domain theory tied to land along proposed North Hamilton Crossing route

7

Date Collected Feb 25, 2023 11:01 AM EST

Category Digital News

Source [Calhoun Times](#)

Author Denise G. Callahan, Journal-News, Hamilton, Ohio

Est. Audience 12,499

Est. Publicity Value USD \$874

Market Calhoun, GA

Language English

Feb. 25—A number of private properties are going to be needed to create the massive **North Hamilton Crossing** thoroughfare, and concerns have been expressed about the fairness of the land acquisition process.

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🌐 [Officials debunk eminent domain theory tied to land along proposed North Hamilton Crossing route](#) ↗

8

Date Collected Feb 25, 2023 10:24 AM EST

Category Digital News

Source [Yahoo! News](#)

Author Denise G. Callahan, Journal-News, Hamilton, Ohio

Est. Audience 13,913,761

Est. Publicity Value USD \$102,589

Market United States

Language English

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🌐 [Officials debunk eminent domain theory tied to land along proposed North Hamilton Crossing route](#) ↗

9

Date Collected Feb 25, 2023 5:48 AM EST

Category Digital News

Source [Journal-News](#)

Author Denise G. Callahan

Est. Audience 14,673

Est. Publicity Value USD \$93

Market Hamilton, OH

Language English

State decided on soil value rate, which accounts for some property values lowering.

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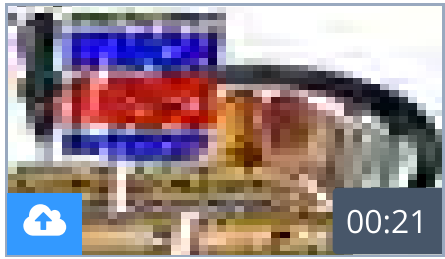
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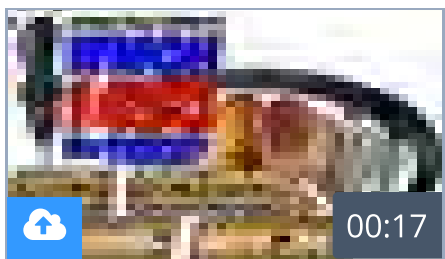
WMOH-AM

10

Time Feb 24, 2023 8:33 AM EST
Local Broadcast Time 8:33 AM EST
Call Sign WMOH-AM (Salem Radio Network)
Market DMA: 36 Cincinnati, OH
Language English

Est. Audience 100
Est. Publicity Value USD \$1

the ohio department of transportation has approved one and a half million dollars for development of the **north hamilton crossing** project now another bother county project the proposed miliken wrote interchange with I seventy five received none of the three hundred ninety million dollars worth of track funding that was announced for this phase the



WMOH-AM

11

Time Feb 24, 2023 6:33 AM EST
Local Broadcast Time 6:33 AM EST
Call Sign WMOH-AM (Salem Radio Network)
Market DMA: 36 Cincinnati, OH
Language English

Est. Audience 110
Est. Publicity Value USD \$1

the ohio department of transportation has approved the one and a half million dollars for development of the **north hamilton crossing** project the proposed miliken road interchange with by seventy five receive none of the three hundred ninety Ninety million dollars of track funding investigation will continue and who play



WVXU

12

Time Feb 8, 2023 9:32 AM EST
Local Broadcast Time 9:32 AM EST
Call Sign WVXU (NPR)
Market DMA: 36 Cincinnati, OH
Language English

Est. Audience 69,540
Est. Publicity Value USD \$277

marianne lane the city of **hamilton** is considering a new project to ease congestion more than a dozen alternate roots for the **north hamilton crossing** project were displayed at an open house some of those roots displace residents north end neighbor amy giochi says that that has some members of her community upset a lot of my concerns are safety concerns you know obviously putting a four or five lane road to thirty five miles per hour straight through a neighborhood is obviously concerning you've got to increase traffic you have pollution concerns i think a couple of the routes are actually going right behind a school dance with the **butler county transportation improvement district** says this is a long term project that could take fifteen to twenty years before it's complete and cory were guests on cincinnati edition yesterday you can hear the full interview at medicaid is the



WVXU

13

Time Feb 8, 2023 7:06 AM EST
Local Broadcast Time 7:06 AM EST
Call Sign WVXU (NPR)
Market DMA: 36 Cincinnati, OH
Language English

Est. Audience 59,595
Est. Publicity Value USD \$17

you the city of **hamilton** is considering a new project to ease congestion more than a dozen alternate routes for the **north hamilton crossing** project were displayed at an open house some of those roots displaced residents north end neighbor amy aci says that has some members of her community upset a lot of my concerns are safety concerns you know obviously putting a sore or five lane road to thirty five miles per hour straight through a neighborhood is obviously concerning to increase traffic you have pollution concerns i think a couple of the routes are actually going right behind a school **dan corey** with the **butler county transportation improvement district** says this is a long term project that could take fifteen to twenty years before it's complete jaci



WVXU



14

Time Feb 7, 2023 12:47 PM EST
Local Broadcast Time 12:47 PM EST
Call Sign WVXU (NPR)
Market DMA: 36 Cincinnati, OH
Language English

Est. Audience 82,279
Est. Publicity Value USD \$600

in my career it will be done and i think one of the first possibly primary task will be to get a safe new **bridge** over the great miami so that when the hundred year old **black street bridge** has no more ability to handle the weight of vehicle cars it can be turned off without all that traffic going onto one twenty nine where there's already for the top sixty accident locations in state ohio we talked about so that is one element the other elements of safety and changing is that you know we have a great separated now the great separation allen mentioned there's been fatalities in the accidents of various magnitudes with when you have a mixture between people crossing the great separated it's a **bridge** over the railroad is most people would think of that is allowing people to go over the over the railroad instead of that its location where the train is at so as well as vehicular so there are multiple ideas that will come out of this but you know one thing that people need it's going to take a lot of money and money is going to take you i can't tell you because we haven't identified all the funding sources but i know we are at least not even beginning one of the faces for five years if not longer and it will take multiple phases in between each phase the local governments will need to come up with their match money to the state and federal funds and so you know fifteen to twenty years before all this is in a pro to say at this point i've been talking with the city of **hamilton's** assistant director of engineering alan messer **butler county transportation improvement district** director dan corry and north end resident amy thank you all so much for your time today you've



WVXU



15

Time Feb 7, 2023 12:37 PM EST
Local Broadcast Time 12:37 PM EST
Call Sign WVXU (NPR)
Market DMA: 36 Cincinnati, OH
Language English

Est. Audience 82,279
Est. Publicity Value USD \$2,000

you know if they go through our neighborhood they're taking all of the green space the canal and the bird sanctuary that will endanger you know wildlife in the canal we have the joe noel ball fields that does have a historical marker so i don't even know why it's being considered an option to go through that i mean we have a park playground ball fields basketball courts the elderly use this park for walking and bicycling and people take their dogs their daily you know this this is truly our neighborhood sanctuary are these ball fields and that whole area so you know that's why it's so disheartening and again you know there are huge safety concerns so you know this isn't just because you know it's going through our neighborhood which obviously that's a huge concern you know these elderly people these disabled people these lower income households how are they supposed to you know afford expenses to relocate and you know they don't want to leave home that they've been in for forty years you know it's just there's so many things and i get that the row has to go somewhere but through the north end in my opinion there are so many reasons not to and it's all right there and they know about so to me that's where i'm at we're talking about the **north hamilton crossing** project in butler county the alternate roots being discussed and the concern some residents have you can join the conversation by calling five one three four one nine seventy one hundred or emailing talk at allen we were talking before about how dozens of homes under some of these alternative roots could be impacted by this would be sitting in the path of this new project what are some of the ideas that the city has discussed around land swaps or using vacant properties in the neighborhood to help people who do get displaced if they get displaced by this project the city already owns a number of vacant lots throughout the throughout the north end neighborhood and we've been in discussions with the neighborhood housing services of **hamilton** which is a nonprofit organization that their mission is to provide affordable housing talk to them about being able to build new housing on those vacant lots that could then be designated for any residents that have to be relocated as a result of the project that way they could stay there within the neighborhood amy has that been received by residents those kinds of ideas well that's the first i've actually heard about that idea so i can't really speak to that you know here's the thing is i actually worked for a company called down payment resource and what we do is we help people get into homes you know we we track all of the down payment assistance program distance programs across the region and i'm very passionate about affordable housing so to me to displace sixty five residents homes you know you're talking you know multiple people in that home you know there it's not just as cut and dry as you know we'll find them a similar home you know there might be reasons why they live in that home you know so i just i really am passionate about that and i'm actually aware of the nonprofit but you know again what else is happening for from the city of **hamilton** for affordable housing i mean you're taking away houses you know what are you actually doing right now because i do see a lot of buildings coming up and being remodeled and revised but none of those are for lower income housing so you know to me this whole thing is just considerably upsetting because of the boss of affordable housing that they you tear down down we've talked about the lengthy process that a project like this goes through can you talk about what processes are in place to address residents concerns like the ones amy's bringing up yeah right now we're in a after the open house meeting that happened in new reference in early february we're in a forty five day of receiving public comments through the website north hampton crossing and that will end on march twelve that doesn't mean public comments public process doesn't end then it's just on those comments that were seen by that time we will be responding in the process that was required for us to go through with federal funds requires us to respond in various means either through websites or direct to the people somehow but then we will continue continue with public engagement with open house meetings and with stakeholder meetings both on individual level as well as with groups and also of course we have our phone numbers you know alan has now continue to receive phone calls as well as myself and emails and so that's the process and really the state and federal officials have oversight over this process and they will not allow us to advance this process until all folks comments are received and addressed and so there is an oversight it is i know i think there's been some mention that you know maybe we've already decided some things the process and the federal and state officials will not allow us to move forward and nothing's been decided they have an oversight responsibility that will require to make sure everything is addressed we did get an emailed statement from alisa bowman who is the lead of renew renew stands for restore the north end from within the lengthy statement i can't read the whole thing but she talks about the special challenges that the north end neighborhood has she says homes in the neighborhood are affordable which is needed considering ninety percent of the residents fall below the power line the residents are living in general rational homes they're on fixed low income even if given above fair market value for their homes approximate value being forty five thousand dollars individuals wouldn't be able to purchase another home in the **hamilton** area and it goes on i guess i'm wondering i wasn't at the open house but allen are their roots or alternative roots that don't go through the north end neighborhood or is that a neighborhood that's going to be impacted no matter what if you take a look if you take a look at the city of hamlet to the north end neighborhood spans basically from the river over to the eastern limits on the northeast part of town so in order to get a river crossing to replace the existing under a **black street bridge** and a **bridge** over the railroad on the north side of town there really aren't any routes that don't impact the northern in some manner right now we don't have a **bridge** over the railroad on the north side of town the tin city recently completed a project to build one on the south side of town south came across thing and that is really improve traffic flow for that part of town as well as safety so the railroad crossings that we have on the north side we've had a fatality and injury accidents and we're trying to give drivers and pedestrians and alternative to crossing those busy train tracks amy of the sixteen different alternate roots i don't know if you've gotten a chance to really study all of them are there some that you think seem least disruptive to the neighborhood i'll be completely honest here i do not feel comfortable making a decision yet because all of the routes that were provided they are specific enough to make an educated decision on you know so it's hard to make a decision whenever you know it's not really being specified of hey these are the streets that were going to be impacting you know i was told at first because miami **street** or north ninth

street and both of those streets are one block away from each other so that's so that's straight dead smack down the north end in the middle so yeah i can't answer that question because honestly i do not have enough information and clear routed information to be able to get into that damn we were talking about safety what are some of the improvements that in your view the community could see from this project after this very lengthy process do you think this could lead to more development in the community that that might be beneficial it could keep in a mind at this project we are talking about somewhere in the magnitude of eighty to one hundred and twenty million dollar project this project is multi year multi phased it will not



WVXU

16

Time Feb 7, 2023 12:36 PM EST
Local Broadcast Time 12:36 PM EST
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Market DMA: 36 Cincinnati, OH
Language English

Est. Audience 82,279
Est. Publicity Value USD \$2,000

seniors this is cincinnati edition on ninety one point seven wvu i'm lucy may the city of **hamilton** is considering a new project to ease congestion in the community more than a dozen alternate routes for the **north hamilton crossing** project were on display at a recent open house some of those routes could affect dozens of residents join me now to discuss the project and proposed routes and some of the concerns that residents have are the city of **hamilton's** assistant director of engineering alan messer welcome allen thank you for **butler county transportation improvement district** district director **dan corey** thanks for being here dan thank you for and north end resident amy welcome amy thank you so much i'm happy to be here do you have questions or comments about the **north hamilton crossing** project give us a call at five one three four one nine seventy one hundred or email talk at allen could you start by giving us a brief description of what the **north hamilton crossing** project is and why it's needed and where it would be located roughly so the project is a thirty five mile an hour boulevard with two lanes in each direction it's been anticipated for over twenty years the city and the county level it's intended to reduce congestion through the town and to improve safety for both motorists and non motorized traveling public and linesmen just mentioned this has been in the works for in one way or another for for twenty years what's made it so complicated to get this project done it is a very complex project it has historic cemetery is obviously the residents that are involved the businesses that are involved as kim dong which is the first superfund site it is a **great miami river** crossing with the **bridge replacement** of one hundred old **bridge** we also are going to be going over a railroad track it just on the what what we like to call environmental resources it has every one of them it's really a unique project very complicated and understandably we have to intentionally go through a process that addresses all these concerns and listen to every stakeholder involved and then can you talk a little bit more about the congestion problems that this aims to relieve yeah on state route one twenty nine which is called high **street** main **street** inside the city limits there is four intersections that show up on the top sixty accident locations in the state of ohio that's the safety issues that we're talking about also for emergency vehicles to traverse from the west side to the east side and vice versa the hospital is on the west side and if you're on the east side you have to cross a railroad and a **bridge** we'd like to try to make that a more efficient route for those who when they're being travels to the hospital and seconds matter allen i mentioned at the top of our interview that there was a recent open house that showcased i think it was sixteen different alternate routes i know we can't talk about every one of those but what are some of the factors being considered when it comes to those alternatives motives so the factors considered are how well it meets the needs of the project which is dan mentioned the congestion the improvements to safety what impacts each one of them has on the residents other things such as the mentioned the graveyard the fairgrounds are also among some of the routes and so we're trying to strike a balance between the project needs and how it affects the community am i understand you own a home in **hamilton's** north end neighborhood what are some of your concerns about this project a lot of my concerns are safety concerns you know obviously putting a four or five lane road to thirty five miles per hour straight through a neighborhood is obviously concerning to increase traffic these traffic you have pollution concerns i think a couple of the routes are actually going right behind a school which i don't feel like that's a very good idea so yeah it would just be changing the entire dynamic of the neighborhood you know the neighborhood realizes the city realizes that we do need a road but you know we're just asking to be heard and listened to and included in the decisions and just be aware of what's really going on and i think that's where a lot of the confusion has been with this and what are some of the potential impacts in terms of the number of homes that could be affected by this we talked a little bit about some of the community amenities i understand there's a park that might need to be cut through can you talk to us a little bit more about some of those numbers and potential impacts yeah and what's we're in a particular need position in the project because right now we are impacting everyone and one thing i'll just mention here is at the end of the first stakeholder meeting there was one of the ladies who were there that was part of the participants one of the stakeholders and she said it best she said there's not one alignment where some stakeholder is not going to get impacted so right now when we talk we were talking about everyone being impacted because we haven't selected an alternative route that's preferred but as we talk about all these different routes resident wise we are talking anywhere from the neighborhood of forty residents to sixty five residents with the potential park lands that we are talking about the park is right next to the kim din site at the superfund site so the park is a couple of ball fields the donut all fields so some of the the alignments don't impact those parks that park or the kind sites some of them do some of them will impact a farmland that's just north of the ball fields in the kindi site there was one alignment that was directly impacted and cut in half the farm field and so why we look at all these different alignments with all these different matters so that no one can ever say through this lengthy two year process that that no one looked at that why didn't you look at that will be able to say we've looked at everything i will say that we are trying through a process to get to a preferred alignment by the end of this year or the beginning of next year but that may as the process go and comments are made our best main plans may need to be slowed down slow down and discuss further with all stakeholders so we find something that's best for the community but someone will be impacted allen can you talk to us a little bit more about the history of the camden site not not just just kind of give a brief history for folks who may not be familiar with that so the camden site as dan mentioned is one of the early superfund sites in the us there was a quite a bit of contamination that occurred on the site and it was capped over with soil and for the past thirty to forty years the water beneath that has been run through filters that is nearing the completion of the filtering process and if we do end up going through the site with one of the routes the plan would be to essentially add more soil on top of the cap that's already there as opposed to digging through throw it do you have i understand you have some concerns about that site and potential environmental impacts can you tell us about that i of course have concerns with that you know i went on to the kendi website and i did do my research there was a ton of contamination and you know the site is to be inspected every five years still so in my opinion if something still needs to be inspected and there's probably you know reasons why and you know we probably shouldn't disturb that soil you know i hear the city whenever they say that they want to put it on top but again you know i literally lived you know three blocks from there i don't want to die of cancer because of soil being you know torn up it's just i just feel like you know there's so many things here on the north and we got the ending you know we have all this green space that there



North Hamilton Crossing could ease congestion, but some neighbors are concerned

17

Date Collected Feb 7, 2023 4:53 AM EST
Category Digital News
Source [NewsBreak](#)

Est. Audience 480,939
Est. Publicity Value USD \$2,885,634
Market United States
Language English

- NewsBreak



North Hamilton Crossing could ease congestion, but some neighbors are concerned

18

Date Collected Feb 7, 2023 4:45 AM EST

Category Digital News

Source [WXU](#)

Est. Audience 5,978

Est. Publicity Value USD \$263

Market Cincinnati, OH

Language English

The city of **Hamilton** is considering a new project to ease congestion in the community. Residents saw more than a dozen alternate routes for the **North Hamilton Crossing** at a recent open house. The project would span the city from east to west through the North End, expanding lanes of traffic and adding a **bridge** and a railroad overpass. It is years away from happening and there are many questions and concerns about the work.

Some of the ... alternative routes could impact dozens of residents. On Cincinnati Edition, we'll examine the proposed routes, how this project could change the city and some of the concerns neighbors have about displacement.

Guests:

Allen Messer, assistant director of engineering, City of **Hamilton**

Dan Corey, director, **Butler County Transportation Improvement District**

Amy Giacci, North End resident

Listen to Cincinnati Edition live at noon M-F. Audio for this segment will be uploaded after 4 p.m. ET.

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Pandemic relief funds go to new justice center, bolster infrastructure in Hamilton

19

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Category Print

Source The Journal-News (Hamilton, Ohio)

Author Avery KreemerMichael D. Pitman, Journal-News, Hamilton, Ohio

Est. Audience 14,729

Est. Publicity Value USD \$146

Market Ohio, US

Language English

Jan. 27—**HAMILTON** — The city put an emphasis on its revitalization in its plan to spend its \$33.6 million in federal American Rescue Act funds on projects that focus on infrastructure, redevelopment and more.

\$10 million: New justice center

The city's largest ARPA expenditure is a \$10 million allocation toward ... building a new justice center, which will house the **Hamilton** Police Department and the **Hamilton** Municipal Court. City officials said the project would likely need additional funding, but is necessary to eliminate inefficiencies.

Hamilton Director of Public Safety Scott Scrimizzi said co-locating the police and the courts in a site specifically designed for their purposes has been an interest for the city for decades. He noted it would eliminate inefficiencies and save money.

\$7 million: **North Hamilton Crossing** ... In its second largest expense, the city will use \$7 million of its ARPA allocation to fund the "**North Hamilton Crossing**" — a **bridge** across the Miami River near the **Spooky Nook** campus to provide additional river crossings, which officials said should alleviate congestion on local roads, increase mobility for drivers, pedestrians and bicyclists.

The project, still in its planning stages, is years away from completion, and will need significantly more funding in addition ... development; 250 new apartments at Beckett Paper site, new rowing facility along river

The city also used about \$1.5 million in ARPA funds to acquire the abandoned Beckett Paper site, which the city hopes will soon be turned into 250 new apartments on the corner of MLK Jr. boulevard and Heaton **Street** after an agreement with a developer.

ARPA funds will also bring a new recreational attraction, as the city matched a \$750,000 investment toward the Great Miami Rowing Center's plan to build a \$6.5 million mixed-use development, set to include a new boathouse and training center.

\$5.8 million: ... Infrastructure, bike path

Much of the rest of the city's ARPA funds were directed toward infrastructure improvements, including \$2.2 million in stormwater system improvements; \$1.2 million in road improvements for South B **Street**; \$1.3 million in general infrastructure improvements; \$835,000 in water main projects; and \$250,000 toward an outer-belt bike path circling the city.



Pandemic relief funds go to new justice center, bolster infrastructure in Hamilton

 20

Date Collected Jan 27, 2023 2:47 PM EST

Category Digital News

Source [Yahoo! News](#)

Author Avery KreemerMichael D. Pitman, Journal-News, Hamilton, Ohio

Est. Audience 13,913,761

Est. Publicity Value USD \$185,826

Market United States

Language English

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\$10 million: New justice center

The city's largest ARPA expenditure is a \$10 million allocation toward ... building a new justice center, which will house the **Hamilton** Police Department and the **Hamilton** Municipal Court. City officials said the project would likely need additional funding, but is necessary to eliminate inefficiencies.

Hamilton Director of Public Safety Scott Scrimizzi said co-locating the police and the courts in a site specifically designed for their purposes has been an interest for the city for decades. He noted it would eliminate inefficiencies and save money.

\$7 million: **North Hamilton Crossing** ... In its second largest expense, the city will use \$7 million of its ARPA allocation to fund the "**North Hamilton Crossing**" — a **bridge** across the Miami River near the **Spooky Nook** campus to provide additional river crossings, which officials said should alleviate congestion on local roads, increase mobility for drivers, pedestrians and bicyclists.

The project, still in its planning stages, is years away from completion, and will need significantly more funding in addition ... development; 250 new apartments at Beckett Paper site, new rowing facility along river

The city also used about \$1.5 million in ARPA funds to acquire the abandoned Beckett Paper site, which the city hopes will soon be turned into 250 new apartments on the corner of MLK Jr. boulevard and Heaton **Street** after an agreement with a developer.

ARPA funds will also bring a new recreational attraction, as the city matched a \$750,000 investment toward the Great Miami Rowing Center's plan to build a \$6.5 million mixed-use development, set to include a new boathouse and training center.

\$5.8 million: ... Infrastructure, bike path

Much of the rest of the city's ARPA funds were directed toward infrastructure improvements, including \$2.2 million in stormwater system improvements; \$1.2 million in road improvements for South B **Street**; \$1.3 million in general infrastructure improvements; \$835,000 in water main projects; and \$250,000 toward an outer-belt bike path circling the city.

Federal guidelines mandate that municipalities formally allocate the entirety of their ARPA funds by the end of 2024, and spend the entirety of ...



Pandemic relief funds go to new justice center, bolster infrastructure in Hamilton; City has big plans for \$33.6 million from the American Rescue Act Plan.

 21

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Date Collected Jan 27, 2023 11:28 AM EST

Category Print

Source [Dayton Daily News](#)

Author Avery Kreemer

Est. Audience 80,712

Est. Publicity Value USD \$744

Market Dayton, OH

Language English

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READ MORE: Proposed **Hamilton** justice center would bring police and courts together

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The project, still in its planning stages, is years away from completion, and will need significantly more funding in addition ... to the \$7 million ARPA allocation.

READ MORE: [North Hamilton Crossing bridge](#) route could be identified by late '23, early '24

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The city also put \$3.9 million into its Community Improvement Corp. (CIC) for three separate projects. The largest of the ... development; 250 new apartments at Beckett Paper site, new rowing facility along river

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Hamilton buying Beckett Paper site for \$1.5M, offering it for \$1 to developers

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Pandemic relief funds go to new justice center, bolster infrastructure in Hamilton

22

Date Collected Jan 27, 2023 5:08 AM EST

Category Digital News

Source [Journal-News](#)

Author Michael D. Pitman

Est. Audience 14,673

Est. Publicity Value USD \$168

Market Hamilton, OH

Language English

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Pandemic relief funds go to new justice center, bolster infrastructure in Hamilton

23

Date Collected Jan 27, 2023 5:04 AM EST

Category Digital News

Source [Dayton Daily News](#)

Author Michael D. Pitman

Est. Audience 59,778

Est. Publicity Value USD \$616

Market Dayton, OH

Language English

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ExploreREAD MORE: Proposed **Hamilton** justice center would bring police and courts together

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ExploreREAD MORE: **North Hamilton Crossing bridge** route could be identified by late '23, early '24

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ExploreHamilton buying Beckett Paper site for \$1.5M, offering it for \$1 to developers

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North Hamilton Crossing bridge route could be identified by late '23, early '24

24

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Date Collected Jan 25, 2023 3:18 PM EST

Category Print

Source The Journal-News (Hamilton, Ohio)

Author Michael D. Pitman, Journal-News, Hamilton, Ohio

Est. Audience 14,729

Est. Publicity Value USD \$85

Market Ohio, US

Language English

Jan. 25â€"Residents from **Hamilton** and neighboring communities were able to see the nearly dozen-and-a-half alternative plans for the **North Hamilton Crossing** project that would be years away from happening.

Officials with the city of **Hamilton**, the Ohio Department of Transportation, and the engineering firm Stantec were also available for attendees of Monday's open house meeting to have their individual questions and concerns addressed.

North Hamilton Crossing has been a necessary infrastructure improvement for "quite ... a while," said **Hamilton** Assistant Director of Engineering Allen Messer. "It has been anticipated for more than 20 years. In 2002, it was studied by the **Butler County Transportation Improvement District**, and it was added to the Butler County Thoroughfare Plan in 2007."

This matches Elaine Ohlinger's assessment when talking with the Journal-News on Monday. The resident on Mossy Grove in The Villas of Hamilton West said the city was "behind the times" in building the ...

"They should have done this 25 or 30 years ago," she said, saying it was needed when Champion Mill was operating. She said the **Black Street Bridge** was backed up "all the time" then.

While she said she knows the **bridge** "has to go in" and believes the city is "going to whatever they want to do," she would suggest crossing the river at its narrowest spot without impacting farmland "because it's their livelihood."

With all the alternatives providing a negative impact, she said there's "no easy answer."

The city ... displayed all 16 alternative routes on easel-mounted poster boards, highlighting the pros and cons of each. With no easy way to create a new east-west roadway that crosses the **Great Miami River**, the goal, according to officials from the city, the Ohio Department of Transportation, and engineering firm Stantec, is to have the least amount of negative impact while enhancing the benefits of a new **bridge**.

Many of the alternatives affect something, whether it's a minor ... , according to officials. Total project costs range from \$69 million to \$89 million for one alternative to upwards of \$148 million to \$171 million for another alternative.

A preferred route among the alternatives is expected to be selected by late 2023 or early 2024, and at that point the **North Hamilton Crossing** would advance into the more detailed phases of design. Messer points out that the **North Hamilton Crossing** project would be built in phases, though the timing of those phases has yet to be determined.

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🌐 North Hamilton Crossing bridge route could be identified by late '23, early '24

Date Collected Jan 25, 2023 10:19 AM EST
Category Digital News
Source [Yahoo! News](#)
Author Michael D. Pitman, Journal-News, Hamilton, Ohio

Est. Audience 13,913,761
Est. Publicity Value USD \$101,839
Market United States
Language English

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🌐 North Hamilton Crossing bridge route could be identified by late '23, early '24

Date Collected Jan 25, 2023 6:03 AM EST
Category Digital News
Source [Journal-News](#)
Author Michael D. Pitman

Est. Audience 14,673
Est. Publicity Value USD \$92
Market Hamilton, OH
Language English

City still looking for comments, questions on project that may affect area property owners.

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North Hamilton Crossing meeting tonight at Fairwood Elementary



27

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Date Collected Jan 24, 2023 5:28 AM EST

Category Print

Source The Journal-News (Hamilton, Ohio)

Author Michael D. Pitman, Journal-News, Hamilton, Ohio

Est. Audience 14,729

Est. Publicity Value USD \$110

Market Ohio, US

Language English

Jan. 23—EDITOR'S NOTE — This story was originally published in print on Dec. 16, 2022, but has been edited to include additional information.

Hamilton City Manager Joshua Smith said he hopes after several North End residents voiced concerns, including a peaceful protest outside the city building, there's a better understanding of the proposed **North Hamilton Crossing** project.

Smith had told the Journal-News that the ... **North Hamilton Crossing** project could open up additional development opportunities. Tonight's public meeting regarding the project is set to take place from 5 to 7 p.m. on Jan. 23 at Fairwood Elementary School, 281 N. Fair Ave. The **North Hamilton Crossing** project, which could be between \$80 million to \$120 million as it would include a river crossing, would in no way be constructed this year, and he "highly doubts" it would be in 2024.

Several residents spoke to City Council at a meeting last month, voicing concerns about the ... , for being ill-informed about the project.

"In my opinion, we had tried hard to do better with transparency," Smith had said. "Even as much as we think we're doing well, or we're trying to do, in my opinion, I have failed because they felt that way about the lack of information."

After the **North Hamilton Crossing** discussion, Smith went outside council chambers to further talk with the residents.

"Even with doing all these things in the last 12-1/2 years, we have more to do, I have more to do, and I admitted that to the group out there," Smith told City Council. "We'll just have to roll up our shirt sleeves ... and just do a better job of communicating, and not think that we did not try to communicate, but obviously we did not do a good enough job communicating."

The **North Hamilton Crossing**, to be a mirror project to the South **Hamilton** Crossing that opened in 2018, would address the growing traffic happening in the city with dozens of new major developments in recent years. The insufficient transportation challenges are only amplified by the positive impact on jobs and progress in **Hamilton**, city officials have ... said.

In addition to inefficient roadway connections to major state routes and interstates, there's difficulty traveling to the east and west sides of **Hamilton**, both on streets and across bridges; there are high crash rates at key intersections; there are travel delays caused by congestion and frequent train crossings; and there are few public transit alternatives.

The South **Hamilton** Crossing, a \$32 million project that opened several ...

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North Hamilton Crossing meeting tonight at Fairwood Elementary



28

Date Collected Jan 23, 2023 3:01 PM EST

Category Digital News

Source [Yahoo! News](#)

Author Michael D. Pitman, Journal-News, Hamilton, Ohio

Est. Audience 13,913,761

Est. Publicity Value USD \$125,774

Market United States

Language English

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North Hamilton Crossing meeting tonight at Fairwood Elementary

 29

Date Collected Jan 23, 2023 1:33 PM EST

Category Digital News

Source [Journal-News](#)

Author Michael D. Pitman

Est. Audience 14,673

Est. Publicity Value USD \$116

Market Hamilton, OH

Language English

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19 News at 5PM

 30

Time Dec 15, 2022 5:34 PM EST

Local Broadcast Time 5:34 PM EST

Category News

Call Sign WOIO (CBS)

Market DMA: 19 Cleveland, OH

Language English

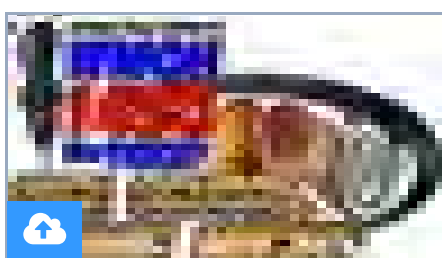
Est. National Audience 20,260

Est. National Publicity Value USD \$4,190

Est. Local Audience 20,260

Est. Local Publicity Value USD \$4,190

were both rushed to the hospital. police believe it was an isolated incidents. >>> residents are upset about a multi-million-dollar road construction project that could end with dozens of their homes virtually being destroyed. >> just a lot to take in. and we want to save our green space, our park, and our neighborhood. >> the **north hamilton crossing** project would stretch from the east side to the west side of the city. that's in butler county. if this project moves forward, it would add a **bridge** and railroad overpass but potentially displace dozens of families living on fixed incomes. **hamilton's** assistant director of engineering says the project is necessary for safe and easy travel through the area as population surges. >>> we're encouraging people to speak their opinion and we're taking that input into consideration as we work towards the final design. >> city officials say the project is in its feasible stages and



WMOH-AM

 31

Time Dec 15, 2022 5:30 PM EST

Local Broadcast Time 5:30 PM EST

Call Sign WMOH-AM (Salem Radio Network)

Market DMA: 36 Cincinnati, OH

Language English

Est. Audience 299

Est. Publicity Value USD \$1

north anders not exactly excited about the latest proposed routes for the **north hamilton crossing** project you what I there and basically send it right on to spill in a well Welcome trying to be negative about you know when you know you're taking amy G. I. G. One of those who spoke out



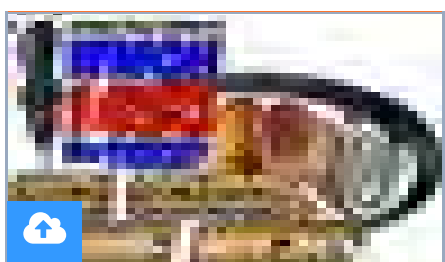
19 News at 3PM

32

Time Dec 15, 2022 3:15 PM EST
Local Broadcast Time 3:15 PM EST
Category News
Call Sign WOIO (CBS)
Market DMA: 19 Cleveland, OH
Language English

Est. National Audience 10,125
Est. National Publicity Value USD \$2,684
Est. Local Audience 10,125
Est. Local Publicity Value USD \$2,684

if you have an opinion, call the department. tieriae -- terrae -- tiarra, 19 news. >>> a road construction which end with dozens of homes being destroyed. >> just a lot to take in. and we want to save our green space, our park, and our neighborhood. >> the **north hamilton crossing** project would stretch from the eastside to the west side of the city in **hamilton**. if the project moves forward, it would add a **bridge** and railroad overpass but displace dozens of families living on fixed incomes. **hamilton**'s assistant director of engineering says the project is necessary for safe and easy travel through the area as population surges. >> we're encouraging people to speak their opinion and we're taking that input into consideration as we work towards the final design. >> city officials say the project is in its feasibility stages, nothing



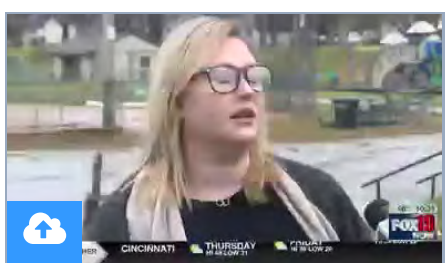
WMOH-AM

33

Time Dec 15, 2022 11:29 AM EST
Local Broadcast Time 11:29 AM EST
Call Sign WMOH-AM (Salem Radio Network)
Market DMA: 36 Cincinnati, OH
Language English

Est. Audience 136
Est. Publicity Value USD \$1

north anders not exactly excited about the latest proposed routes for the **north hamilton crossing** project You want to but if I think through there and basically send it right on to school in well i'm trying to be and I know you're taking amy G. Archie one of those who spoke out against the plans they'll get another chance during a public input meeting january twenty third affair would elementary the ohio



FOX19 News Morning Extra

34

Time Dec 15, 2022 10:32 AM EST
Local Broadcast Time 10:32 AM EST
Category News
Call Sign WXIX (Fox)
Market DMA: 36 Cincinnati, OH
Language English

Est. National Audience 14,898
Est. National Publicity Value USD \$6,060
Est. Local Audience 14,898
Est. Local Publicity Value USD \$6,060

girls! in the city of **hamilton**, dozens of residents are up in arms about a proposed multi- million dollar road construction project that could take away their homes. our simone jameson spoke with residents and city leaders about this... (take package) sot: alicia bowman, concerned **hamilton** resident "it's a lot to tak in. we want to save our park, our greenspace and our neighborhood." alicia bowma and many of her neighbors here in the northend neighborhood of **hamilton** are sounding off about **hamilton** city leaders' plans to move forward with the **north hamilton crossing** project. a more than 100 million dollar initiative that would stretch from the east side to the west side of the city -- through the north end neighborhood. adding a **bridge** and add a railroad overpass. sot: allen messer, **hamilton** asst. director of engineering "really what it's meant to d is to give people an alternative to high **street**. it will be a boulevard type **street**, five lanes in width, 35 mph, and about half the traffic that we'd have on high **street**." potentiall displacing dozens of families here in the northend living on fixed incomes. sot: amy giacci, concerned **hamilton** resident "i've personall lived in this neighborhood for 40 years." "this area means much to me personally." sot amy giacci, concerned **hamilton** resident "it's sad especiall because we went through so much to get the house." sot randall chitwood, concerned **hamilton** resident "i don' think it's right." effort that **hamilton**'s asst. director of engineering allen messer say is necessary for safe and easy travel through the area following the city's population surge. he assures however, since the project is in its feasibility stages, nothing is set in stone right now. sot: allen messer, **hamilton** asst. director of engineering "we currentl don't have any overpasses north of high **street** and on the north side of town, and there's a huge need for it." "we're encouraging people t speak their opinion." "a we're taking that input into consideration as we work toward the final design." **hamilton** city leaders will be hosting a public input meeting on january 23rdãand then virtual public hearing for 45 days to help ensure all viewpoints are included



Long-time Hamilton homeowners fear displacement due to overpass project

35

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Date Collected Dec 15, 2022 5:56 AM EST
Category Trade
Source Real Estate Monitor Worldwide

Est. Audience 3,667
Est. Publicity Value USD \$89
Market Jordan
Language English

- Dozens of **Hamilton** residents are upset about a proposed road construction project that could rob them of their homes.

Those residents, from Hamiltons North End neighborhood, voiced outrage ahead of Wednesday nights **Hamilton** City Council meeting.

Alicia Bowman is one of those speaking out.

Its a lot to take in, she said Wednesday afternoon. We want to save our park, our greenspace and our neighborhood.

The **North Hamilton Crossing** project would span the city from east to west through the North End, ... expanding lanes of traffic and adding a **bridge** and a railroad overpass.

Hamilton Assistant Director of Engineering Allen Messer says the project is meant as an alternative to High **Street**. He describes it as a boulevard-type **street** with five lanes and a 35mph speed limit. Messer says the bypass would divert about half of High Streets current throughput.

The project is estimated to cost around \$100 million. It could also cost dozens of families living on fixed incomes in the North End their homes.

Amy Giacci is a North End ... resident of four decades. This area means so much to me personally, she said. Its especially sad, because we went through so much to get the house.

Randall Chitwood is similarly concerned.

I dont think its right, Chitwood said.

Messer says moving the residents is necessary for the **street**, which in turn is necessary to ensure safe and expedient travel through the area with an expected population surge on the horizon due to several developments underway.

He also says the project project is in its feasibility stage, meaning nothing is yet set in stone.


We currently dont have any ... overpasses north of High **Street**, and on the north side of town, theres a huge need for it, he said. Were encouraging people to speak their opinion[...] and were taking that input into consideration as we work toward the final design.

City leaders will be hosting a public input meeting on Jan. 23 and a virtual public hearing for ...

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FOX19 NOW at 4:30

 36


Time Dec 15, 2022 4:46 AM EST
Local Broadcast Time 4:46 AM EST
Category News
Call Sign WXIX (Fox)
Market DMA: 36 Cincinnati, OH
Language English

Est. National Audience 3,356
Est. National Publicity Value USD \$884
Est. Local Audience 3,356
Est. Local Publicity Value USD \$884

before a grand jury on december 27th.. dozens of residents in **hamilton** are up in arms about a proposed road construction project that could take away their homes. the **north hamilton, crossing** project would stretch from the east side to the west side of the city, adding a **bridge** and railroad overpass. if the project moves forward, it could displace dozens of families living in the north end on fixed incomes. **hamilton's** assistant director of engineering says the project is necessary for safe and easy travel through the area "we're encouraging people t speak their opinion." "a we're taking that input into consideration as we work toward the final design." th engineering director says the project is in its feasibility stages ...



Long-time Hamilton homeowners fear displacement due to overpass project

 37

Date Collected Dec 14, 2022 8:44 PM EST
Category Local
Source [Fox 19](#)
Author Simone Jameson

Est. Audience 39,671
Est. Publicity Value USD \$777
Market Cincinnati, OH
Language English

CINCINNATI (WXIX) - Dozens of **Hamilton** residents are upset about a proposed road construction project that could rob them of their homes.

Those residents, from **Hamilton's** North End neighborhood, voiced outrage ahead of Wednesday night's **Hamilton** City Council meeting.

Alicia Bowman is one of those speaking out.

"It's a lot to take in," she said Wednesday afternoon. "We want to save our park our greenspace and our neighborhood."

The **North Hamilton Crossing** project would span the city from east to west through the North ... End, expanding lanes of traffic and adding a **bridge** and a railroad overpass.

Hamilton Assistant Director of Engineering Allen Messer says the project is meant as an "alternative" to High **Street**. He describes it as a "boulevard-type **street**" with five lanes and a 35mph speed limit. Messer says the bypass would divert about half of High **Street's** current throughput.

The project is estimated to cost around \$100 million. It could also cost dozens of families living on fixed incomes in the North End their homes.

Amy ... End resident of four decades. "This area means so much to me personally," she said. "It's especially sad, because we went through so much to get the house."

Randall Chitwood is similarly concerned.

"I don't think it's right," Chitwood said.

Messer says moving the residents is necessary for the **street**, which in turn is necessary to ensure safe and expedient travel through the area with an expected population surge on the horizon due to several developments underway.

He also says the project project is in its feasibility stage, meaning nothing is yet set in stone.

"We currently don't have any ... overpasses north of High **Street**, and on the north side of town, there's a huge need for it," he said. "We're encouraging people to speak their opinion[...] and we're taking that input into consideration as we work toward the final design."

City leaders will be hosting a public input meeting on Jan. 23 and a virtual public ...



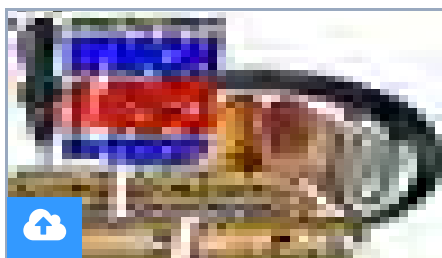
FOX19 NOW at 5

38

Time Dec 14, 2022 5:35 PM EST
Local Broadcast Time 5:35 PM EST
Category News
Call Sign WXIX (Fox)
Market DMA: 36 Cincinnati, OH
Language English

Est. National Audience 11,405
Est. National Publicity Value USD \$3,723
Est. Local Audience 11,405
Est. Local Publicity Value USD \$3,723

at city hall, mike schell fox 19 now... in the city of **hamilton**, dozens of residents are up in arms about a proposed multi- million dollar road construction project that could take away their homes. our simone jameson joins us live from **hamilton** city hall where those residents are voicing their outrage ahead of tonight's council meeting. she also spoke with city leaders about this. simone, what's unfolding right now? several residents from the northend neighborhood of **hamilton** are up in arms about a construction project that will stretch through their neighborhood and take away homes to make way for more lanes of traffic and add a railroad overpass. (take package) sot: alicia bowman, concerned **hamilton** resident "it's a lot to tak in. we want to save our park, our greenspace and our neighborhood." alicia bowma and many of her neighbors here in the northend neighborhood of **hamilton** are sounding off about **hamilton** city leaders' plans to move forward with the **north hamilton crossing** project. a more than 100 million dollar initiative that would stretch from the east side to the west side of the city -- through the north end neighborhood. adding a **bridge** and add a railroad overpass. sot: allen messer, **hamilton** asst. director of engineering "really what it's meant to d is to give people an alternative to high **street**. it will be a boulevard type **street**, five lanes in width, 35 mph, and about half the traffic that we'd have on high **street**." potentiall displacing dozens of families here in the northend living on fixed incomes. sot: amy giacci, concerned **hamilton** resident "i've personall lived in this neighborhood for 40 years." "this area means much to me personally." sot amy giacci, concerned **hamilton** resident "it's sad especiall because we went through so much to get the house." sot randall chitwood, concerned **hamilton** resident "i don' think it's right." effort that **hamilton**'s asst. director of engineering allen messer say is necessary for safe and easy travel through the area following the city's population surge. he assures however, since the project is in its feasibility stages, nothing is set in stone right now. sot: allen messer, **hamilton** asst. director of engineering "we currentl don't have any overpasses north of high **street** and on the north side of town, and there's a huge need for it." "we're encouraging people t speak their opinion." "a we're taking that input into consideration as we work toward the final design." **hamilton** city leaders will be hosting a public input meeting on january 23rdãand then virtual public hearing for 45 days to help ensure all viewpoints are included in their plans. live at **hamilton**



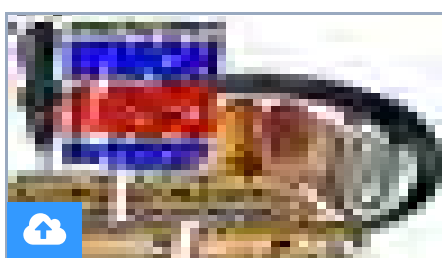
WMOH-AM

39

Time Dec 14, 2022 5:03 PM EST
Local Broadcast Time 5:03 PM EST
Call Sign WMOH-AM (Salem Radio Network)
Market DMA: 36 Cincinnati, OH
Language English

Est. Audience 299
Est. Publicity Value USD \$1

lost a protest is scheduled to take place outside one renaissance center before tonight's havel tin city council meeting north and residents are upset about the latest planned for the proposed **north hamilton crossing** which would run through the northern bald diamonds into their neighborhood the meeting gets underway at six protesters were planning to arrive at five thirty testimony



WMOH-AM

40

Time Dec 14, 2022 3:30 PM EST
Local Broadcast Time 3:30 PM EST
Call Sign WMOH-AM (Salem Radio Network)
Market DMA: 36 Cincinnati, OH
Language English

Est. Audience 241
Est. Publicity Value USD \$1

lost a protest is scheduled to take place outside one renaissance center before tonight's havel tin city council meeting north in residents are upset about the latest planned for the proposed **north hamilton crossing** which would run through the northern ball diamonds into their neighborhood the meeting gets underway at six protesters were planning to arrive at five thirty testimony gets



WMOH-AM

41

Time Dec 14, 2022 12:59 PM EST
Local Broadcast Time 12:59 PM EST
Call Sign WMOH-AM (Salem Radio Network)
Market DMA: 36 Cincinnati, OH
Language English

Est. Audience 159
Est. Publicity Value USD \$1

default a protest is scheduled to take place outside one renaissance center before tonight's **hamilton** city council meeting north and residents are upset about the latest planned for the proposed **north hamilton crossing** which would run through the northern bald diamonds into their neighborhood the meeting gets underway at six protesters were planning to arrive at five thirty



WMOH-AM

42

Time Dec 14, 2022 11:03 AM EST
Local Broadcast Time 11:03 AM EST
Call Sign WMOH-AM (Salem Radio Network)
Market DMA: 36 Cincinnati, OH
Language English

Est. Audience 136
Est. Publicity Value USD \$1

wall a protest is scheduled to take place outside one renaissance center before tonight's **hamilton** city council meeting north in residents are upset about the latest planned for the proposed **north hamilton crossing** which would run through the north involved diamonds into their neighborhood the meeting gets underway at six protesters were planning to arrive at five thirty testimony



WMOH-AM

43

Time Dec 14, 2022 9:29 AM EST
Local Broadcast Time 9:29 AM EST
Call Sign WMOH-AM (Salem Radio Network)
Market DMA: 36 Cincinnati, OH
Language English

Est. Audience 106
Est. Publicity Value USD \$1

fall a protest is scheduled to take place outside one renaissance center before tonight's havel tin city council meeting north and residents are upset about the latest planned for the proposed **north hamilton crossing** which would run through the northern bald diamonds into their neighborhood the meeting gets underway at six protesters were planning to arrive at five thirty testimony

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Appendix B: Notification Materials

Journal-News Ad

- Ad
- Placement



PUBLIC MEETING

The City of Hamilton and Butler County Transportation Improvement District, in coordination with the Ohio Department of Transportation, are working to improve traffic flow and make travel through the northeast portion of the city easier and safer by building a new road - the North Hamilton Crossing. On Jan. 23, we are hosting a public open house meeting to:

- Provide an update on the North Hamilton Crossing project
- Share the results of recently completed studies
- Discuss route alternatives evaluated and those recommended for further study
- Gather community input

Information will be shared in-person and virtually at www.NorthHamiltonCrossing.org.

IN-PERSON PUBLIC MEETING

January 23, 2023 | 5:30pm - 7:30pm
Fairwood Elementary School | 281 N. Fair Avenue

This meeting will be held as an Open House.
Come at your convenience anytime.

VIRTUAL PUBLIC OPEN HOUSE

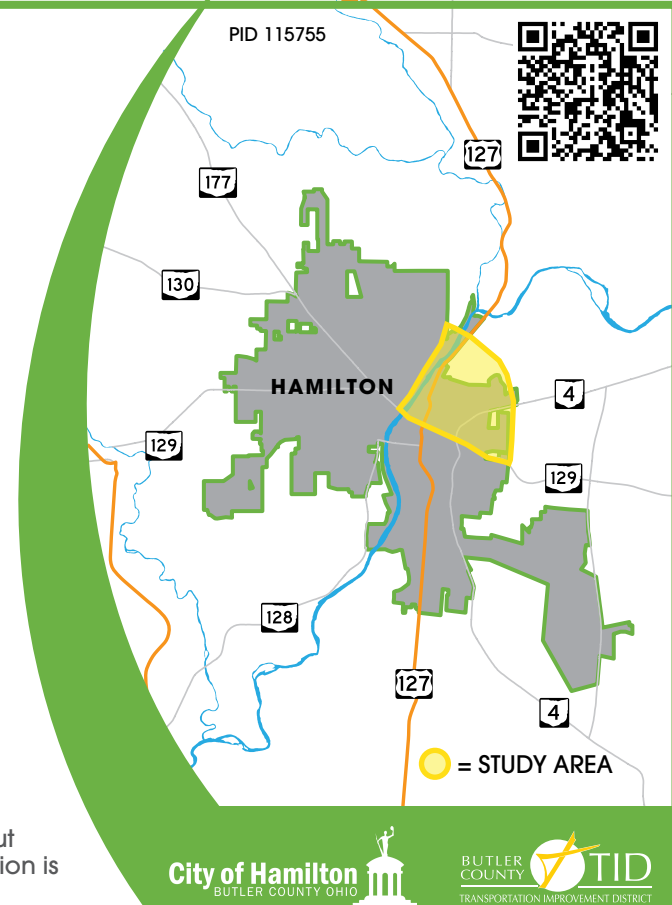
January 23, 2023 - March 12, 2023
www.NorthHamiltonCrossing.org

Open 24/7. Information presented online will be the same information shared at the in-person meeting.

Questions and comments can also be shared by email, mail or phone:

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

Individuals needing interpretation or other reasonable accommodations to participate in the Public Input Opportunity, review project materials, or provide comment should contact Allen Messer. Public participation is encouraged without regard to race, color, sex, sexual orientation, age, national origin, or disability.



FROM PAGE ONE



Bills players and staff pray for injured teammate Damar Hamlin, whose heart stopped after a collision with Bengals receiver Tee Higgins on Monday. (COURTNEY A. BECKEL / AP)

Sparling

continued from A1

"I am pleased to see that every opportunity for this young man to get a positive outcome is available to them because of the planning that took place and the way the plan was executed by everyone when it became apparent that it was necessary," said Sparling, a Stebbins High School graduate and athletic trainer emeritus for the Bengals.

Prior to stepping down last spring, Sparling was head trainer for the Bengals for 30 years.

While Matt Summers replaced him in that role, Sparling has remained with the team to impart wisdom gained from his long tenure, to give the staff another set of eyes to help it go about its business more effectively and efficiently.

Yet what unfolded Monday night is not something Sparling had seen. Nor had anyone else.

Hamlin didn't need anyone to check to see if his ankle was sprained or broken nor to test the stability of his knee or gauge his mental state after taking a hit to the head.

Hamlin's heart had stopped, and the medical team reportedly needed an automated external defibrillator (AED) to restart it after administering CPR for several minutes.

"As I understand it, it's never happened in the NFL based on what I've read," Sparling said of the use of an AED. "But I can tell you, in all my years with the team, we've never used it except during practice." And when Sparling said of the use of an AED, "But I can tell you, in all my years with the team, we've never used it except during practice."

"That being said, (the device) is on the plane. It's on the buses. It's on the practice field. It's in the training room. It's on the coaches level. It's in the administrative offices. We have them everywhere."

The proliferation of AEDs is one of the changes Sparling said has taken place in the NFL since he joined the organization in the 1980s. They were around then but not in such abundance.

The same could be said about the number of people at the ready when tragedy struck.



Prior to stepping down last spring, Paul Sparling was head athletic trainer for the Bengals for 30 years but had encountered nothing like what happened Monday night.

"We would have been ready in the '80s," Sparling said. "Certainly the equipment is better. The training of everyone involved is better. The medical staffs are larger."

"Even when the team started in 1968, there was an ambulance crew at every game, but now you've got a significantly higher number of medical folks with emergency medicine training."

That includes both team physicians and emergency room physicians from local hospitals who specialize in various practices, such as intubation.

"Now people have specific assignments with specific duties and you've got an abundance of redundancy, if you will," Sparling said.

Sparling said one of the Bengals' team physicians specializes in emergency medicine, and he was directly involved in the response to Hamlin's situation both in terms of providing care and helping coordinate the response on the sidelines.

"We brought him on probably five years ago," Sparling said. "I think we might have been the first NFL team to do it. I recognized that situations can occur when you're in a plane, at the hotel, as well as on the field, and I just thought it would be a good idea for us to add that to our medical staff that's with us. Ownership listened, and we did it. I think we're better for it. I mean, he has proven invaluable."

Sparling said every team in the NFL has an emergency action plan put together by the head trainer that accounts not only for responding to players but everyone in the stadium during games and practices.

On game day, members

of each team's medical staff meet an hour before kickoff to go over plans.

"That's called the 60-minute meeting, and it involves all of the ancillary medical people, the home team's medical staff, the visiting team's medical staff, and even the officials and a representative of the league," he said. "So we all review a checklist that we go through of how things are going to be run."

"And, again, this is the first time that we've had to actually implement the emergency action plan for this type of scenario that actually happened on the field."

Members of the Bills training staff were first to respond to Hamlin on the field (per protocol), but they were quickly joined by members of the Bengals training staff and other medical personnel who worked together to revive him.

Sparling stressed teamwork was essential and noted the role trust between staffs from each team and the third-party medical professionals played in getting Hamlin stabilized.

"In general, when we see a player from an opposing team go down, we will routinely focus on what they're doing and make sure they're in our line of sight," he said.

"So if we recognize that this is bigger than a sprained ankle or a torn ACL, we're ready to quickly make our way out to the field and figure out with them what they need."

Sometimes, like Monday night, the situation becomes "all hands on deck."

"The radio call is routinely put out and everybody jumps over ready," he said. "They know what's going on. They know what they're supposed to do, and I was impressed."



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PUBLIC MEETING



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