

PUBLIC HEARING

Butler County Fairgrounds
September 10, 2026



North Hamilton
CROSSING

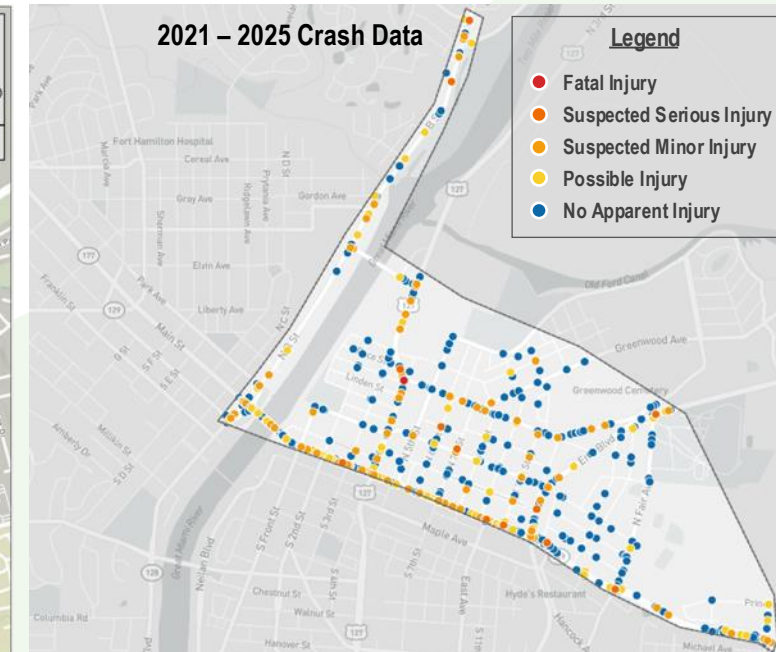
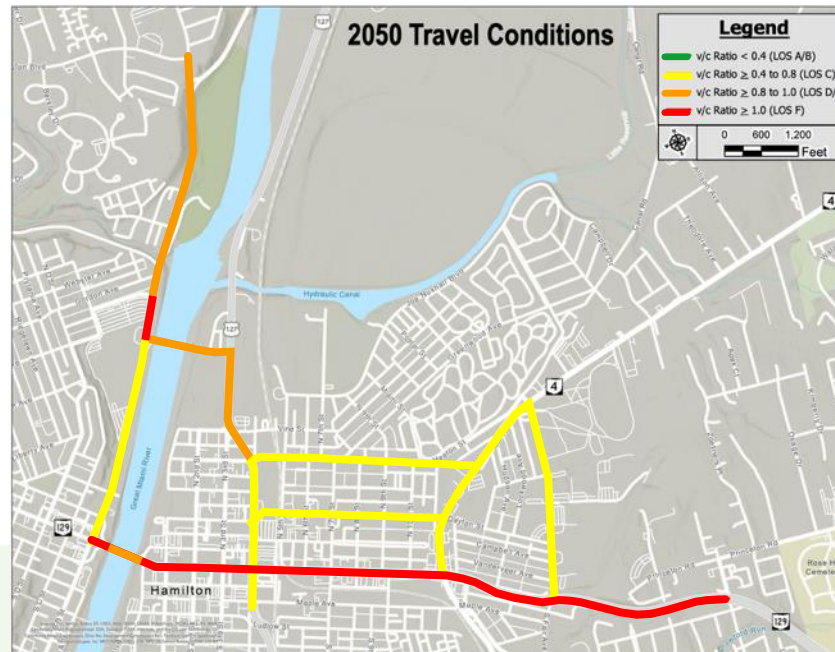
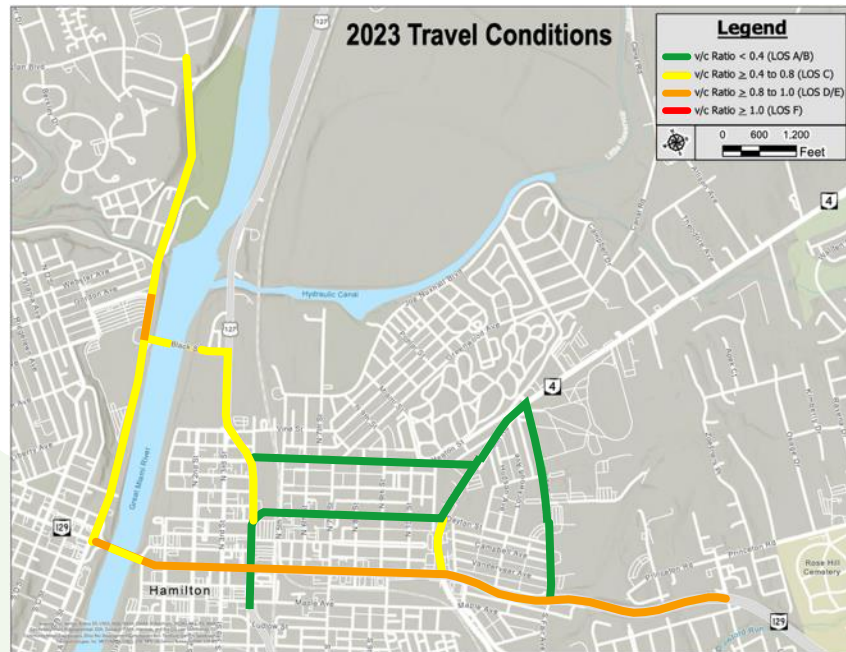
AGENDA

- Welcome
- Introductions
- Review Existing Conditions, Purpose & Need
- Review the Alternatives Development Process
- Discuss the Preferred Alternative
- Discuss Next Steps
- Formal Public Hearing

INTRODUCTIONS

EXISTING CONDITIONS

- Insufficient connections to major routes
- Difficulty when traveling east/west
- Travel delays caused by congestion
- Lack of adequate sidewalks, bike paths
- High crash rates at key intersections
- Delays in emergency service response times
- Few public transit alternatives



PURPOSE & NEED

Project Purpose

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

Primary Needs

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

Secondary Needs

- Support economic development
- Improve bike/pedestrian connectivity
- Improve multi-modal linkage

COMPONENTS: RIVER CROSSING



Issues

- Four crossings over the Great Miami River
- Two-lane Black Street Bridge is 100+ years old
 - Carries 30% of North Hamilton traffic (13,000 ADT)
 - Cannot be widened; future capacity will outpace demand by 2030



Solution

- Construct new bridge for vehicular traffic
 - Four travel lanes, two each direction
 - Can accommodate growing traffic volumes
 - Will include sidewalk and bike path
 - Black Street Bridge will remain in place for pedestrian, bicycle and shuttle use

COMPONENTS: RAILROAD OVERPASS



Issues

- 26 railroad crossings in Hamilton, only two are grade-separated
- An average of 70 NS and CSX trains per day
- Railroad crossings in study area are blocked 25% of the day
- Adjacent at-grade crossings bring congestion and safety risks for pedestrians and bicyclists



South Hamilton Crossing Railroad Overpass

Solution

- Construct a new railroad overpass in northeastern Hamilton
- Keeps traffic and emergency services moving, even when trains are present
- Improves travel safety and reduces congestion

COMPONENTS: NEW ROADWAY



Issues

- Inadequate connections between North B Street, US 127, SR 4 and SR 129
- Vehicles regularly cut through local streets and neighborhoods leading to:
 - Safety concerns for pedestrians, bicyclists
 - Local congestion and travel delays



Solution

- Establish new, boulevard-style road to connect North B Street with US 129
- Four lanes (two each direction) with a turn lane or landscaped median in the middle; 35 mph
- Sidewalk or shared-use path on each side, other improvements for bicyclists and pedestrians

ALTERNATIVES DEVELOPMENT PROCESS

Transportation Studies

- Existing and future conditions
- Intersection operations, crash, and travel safety analyses
- Traffic flow modeling
- Studied 18 alternatives

Environmental Studies

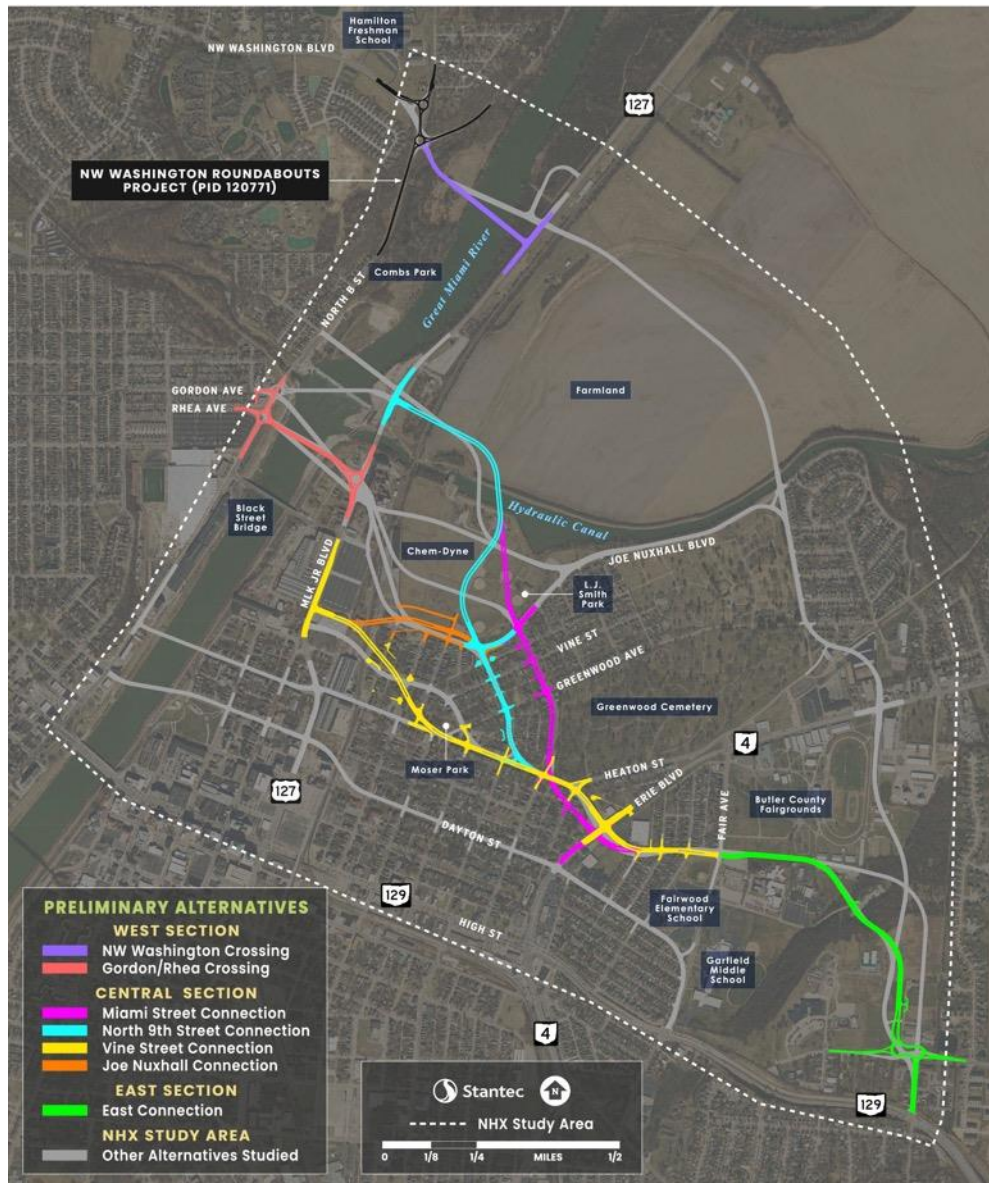
- Cultural resources
- Ecological resources
- Regulated materials
- Recreational resources
- Community features

Public Review & Input

- Stakeholder Committee meetings (5)
- In-person public meetings (3) & Virtual Open Houses (3)
- Multiple local neighborhood, interest group meetings
- NorthHamiltonCrossing.org



ALTERNATIVES DEVELOPMENT PROCESS



Advanced From Feasibility Study:

West Section Alternatives (North B St to US 127)

- NW Washington Crossing (North Crossing)
- Gordon/Rhea Crossing (South Crossing)

Central Section Alternatives (US 127 to North Fair Ave)

- Miami Street Connection
- North 9th Street Connection
- Vine Street Connection
- Joe Nuxhall Connection
(added post Feasibility Study)

East Section Alternatives (North Fair Ave to SR 129)

- East Connection

RECOMMENDED PREFERRED ALTERNATIVE



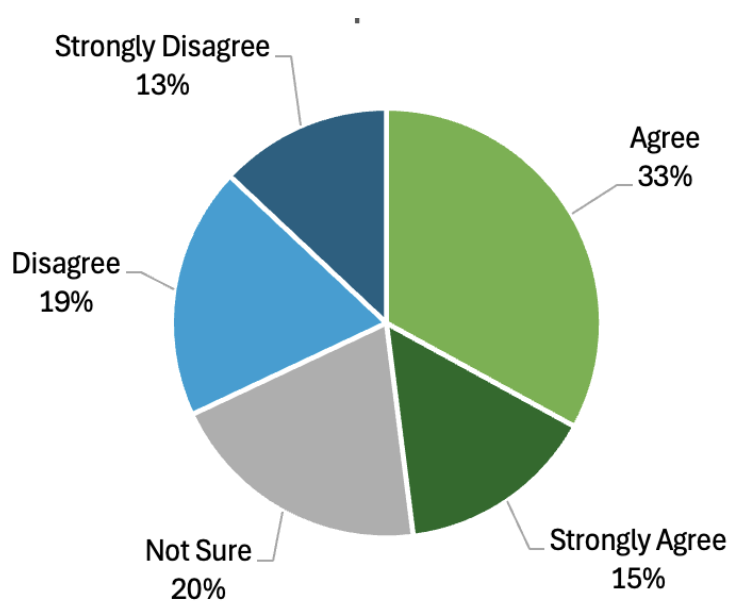
West Section

Central Section

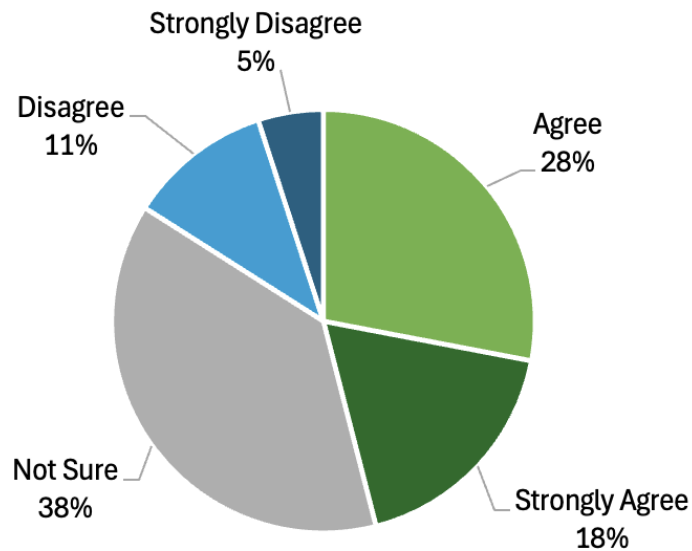
East Section

PUBLIC INPUT RECEIVED

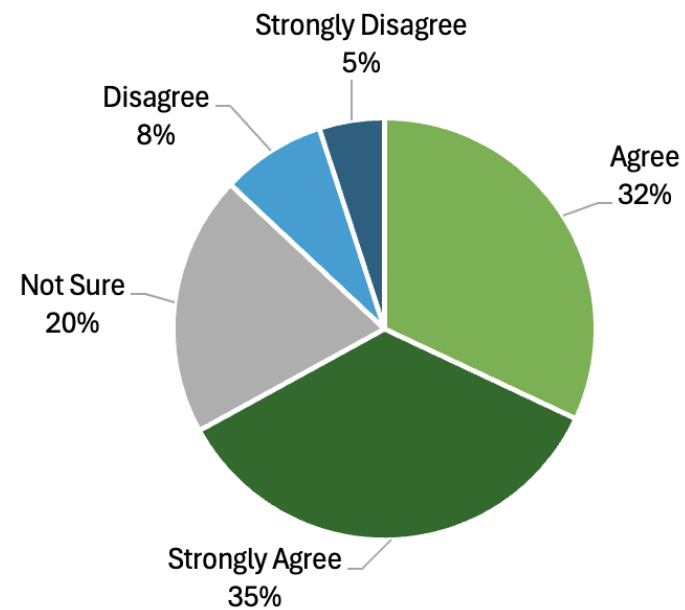
How much do you agree
with selecting the
Gordon/Rhea Connection
for the **WEST SECTION?**



How much do you agree
with selecting the Vine
Street Connection for the
CENTRAL SECTION?



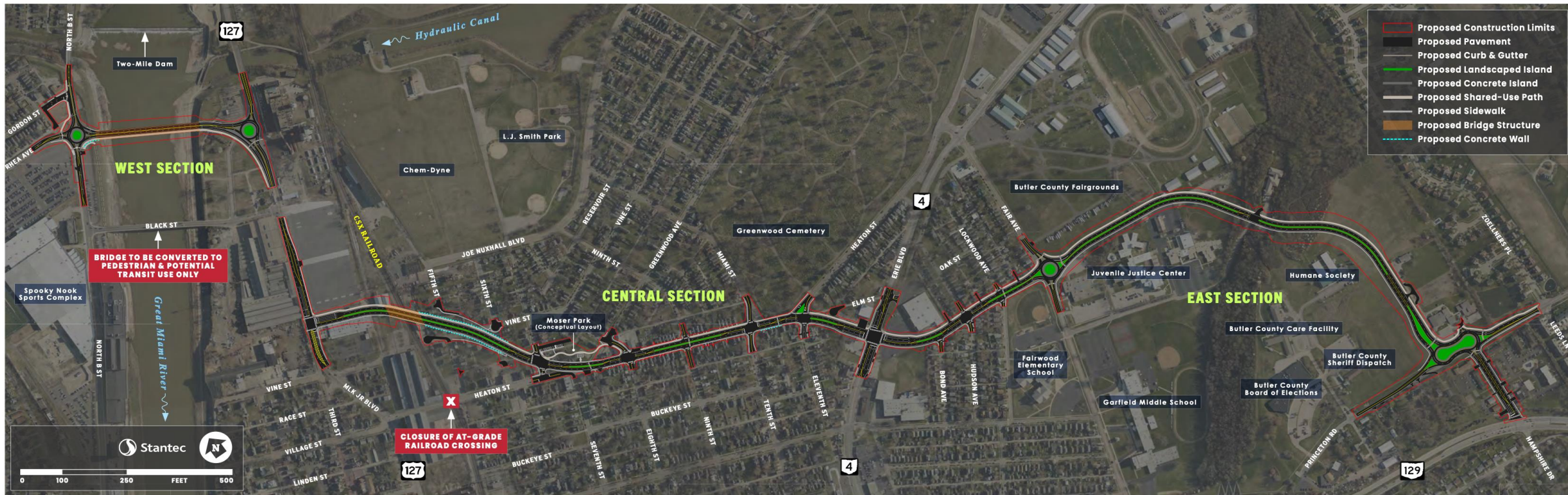
How much do you agree
with selecting the East
Connection for the
EAST SECTION?



CONFIRMED PREFERRED ALTERNATIVE

Preferred Alternative

North Hamilton Crossing (NHX) • PID 115775



Recent modifications include:

- Roundabout at NHX/North Fair Avenue intersection
- Street-level sidewalks near railroad overpass; more crosswalks throughout the corridor
- Future expansion of Moser Park

ENVIRONMENTAL ASSESSMENT (EA)

Purpose of EA

- Document studies completed to date and their findings
- Identify environmental impacts of the Preferred Alternative
- Identify measures to minimize community and ecological impacts

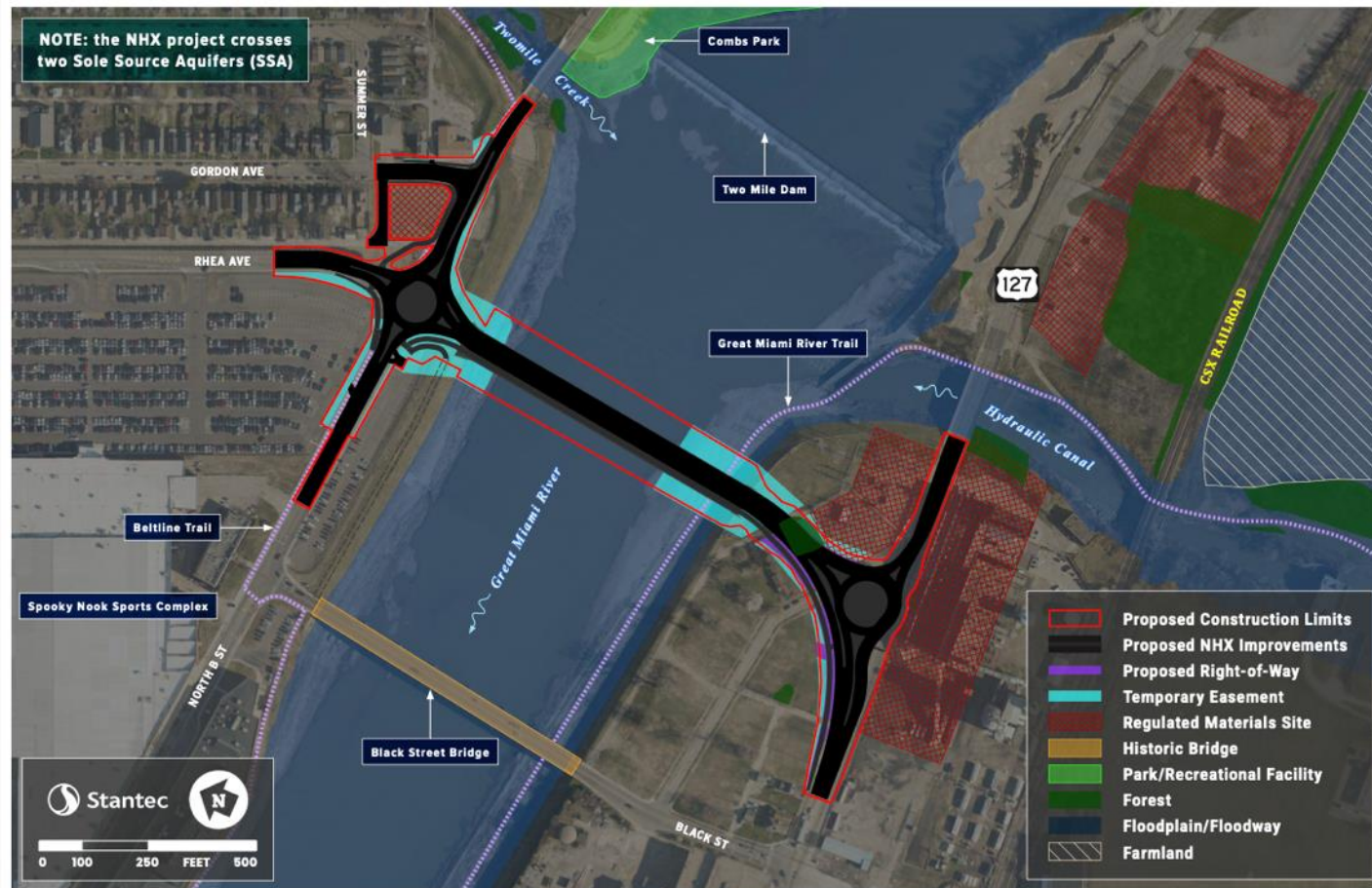
Status of EA

- Under review by regulatory agencies
- EA available for public review (4 locations in Hamilton, NorthHamiltonCrossing.org website)
- Public Hearing to receive comments
- 30-day public comment period

NEPA Decision

- If approved, the NHX can move forward as proposed in EA
- If not approved, additional environmental impact documentation will be necessary

WEST SECTION IMPACTS



- ROW Impacts: Approx. 1 acre
- Relocations: NONE
- Temporary impacts to river for construction
- Temporary closures of Beltline Trail, Great Miami River Trail for construction
- Preserves historic Black Street Bridge for future pedestrian/bicycle use
- Travel safety improvements through roundabouts

CENTRAL SECTION IMPACTS



- ROW Impacts: Approx. 10 acres
- Relocations: 55 – 65 residential relocations; 7 commercial relocations
- Temporary closure of Moser Park; future enhancements including Greenwood Cemetery planned
- Probably loss of on-street parking
- Avoids Chem-Dyne property, LJ Smith Park
- Avoids adverse impacts to historic properties including Greenwood Cemetery
- Multiple access changes throughout corridor

RIGHT-OF-WAY & RELOCATIONS

Right-of-Way

- If the project will affect a property, the project will purchase right-of-way from the owner
- The amount of land needed will vary from property to property
- Options could include:
 - Purchasing a strip or portion of the property
 - Purchasing the whole property

Relocation

- If the project requires removal of a building or purchasing the entire property, residents and/or businesses will likely need to move

FREQUENTLY ASKED QUESTIONS

Is my property affected?

- Maps of Central Section impacts are located in the Open House area
- Property impacts will still be subject to change
- Affected property owners will be notified once funding is obtained

When will I have to move?

- The project will not require you to move until funding is secured.
 - We're focusing on the West Section first which is expected to take 5-10 years to complete
 - Timing of the Central and East sections is not yet known
- Affected property owners will be notified when funding has been awarded for the portion of the project in their area. **This will provide at least two years notice.**

ONCE FUNDING IS SECURED...

Where am I going to go?

- We will help you find a local replacement property that is equal to or better than what you have; no one will be asked to relocate until a replacement property has been found
- We're exploring options to help people stay in their neighborhoods, including renovating existing houses or building new ones on vacant lots

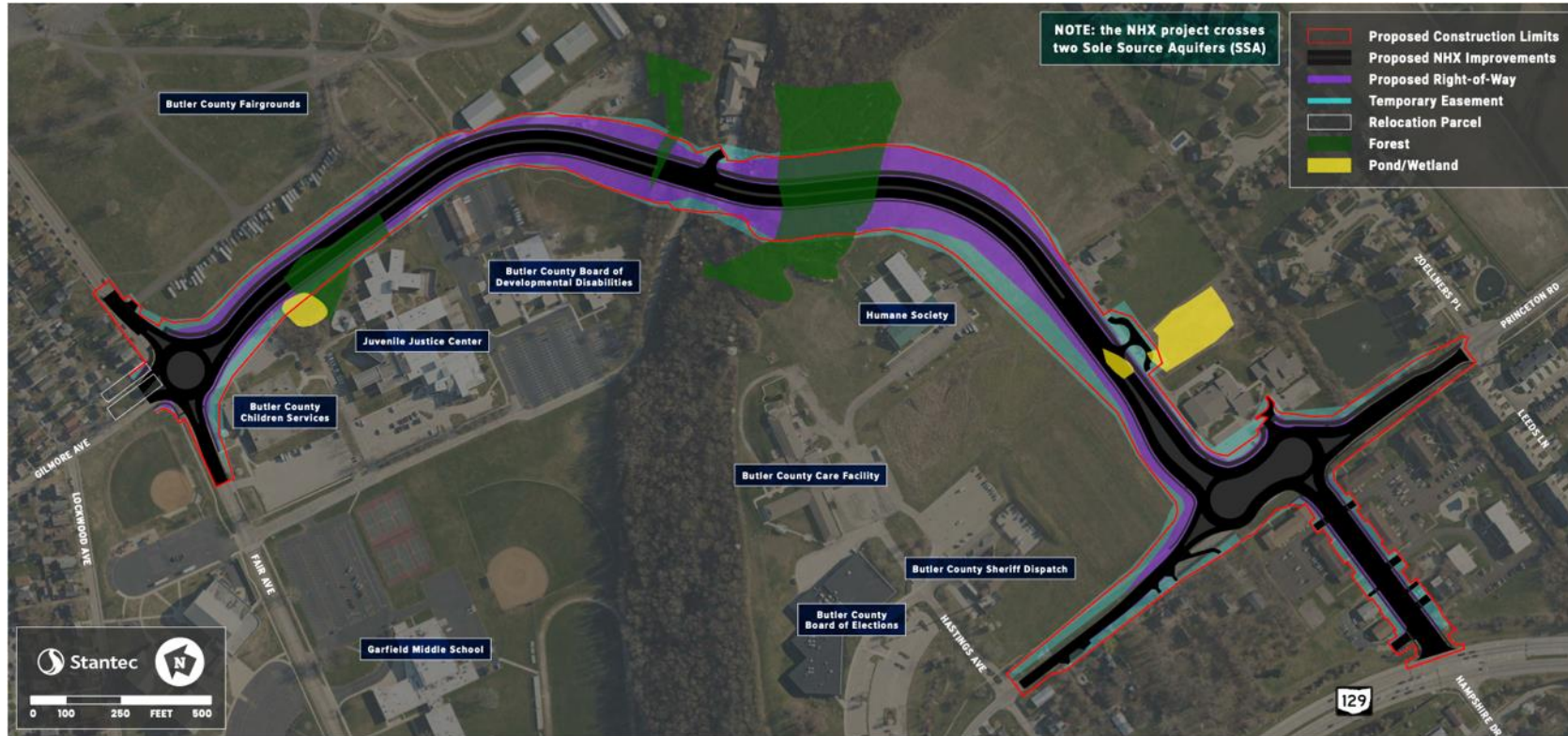
What if I can't afford to move?

- Your housing costs won't be more than what you pay at the time of acquisition
- Financial assistance will be available to help cover any cost differences, such as higher mortgage or rental rates
- Moving assistance will also be available

What if I rent or own a business?

- Renters and business owners will also receive relocation assistance
- Assistance with moving and reestablishing your business will be available

EAST SECTION IMPACTS



- ROW Impacts:
Approx. 14 acres
- Relocations: NONE
- Forested land impacts:
Approx. 5 acres
- Wetland/pond impacts:
Approx. 1 acre
- Travel safety improvements due to new roundabouts at NHX/North Fair and Princeton/Hampshire

NEXT STEPS

KEY PROJECT DATES

September 10, 2026

Public Hearing: **TODAY**

October 10, 2026

Public Hearing Comment Period Closes

Late 2026

Responses to Public Hearing Comments
Posted on NHX Website

Early 2027

NEPA Decision

**The NHX Project will be advanced in phases as funding becomes available.
The overall project is expected to take 20 to 30 years to complete.**

PHASING & FUNDING

Building the NHX will be a long-term process

- Estimated cost of the NHX is \$150M+
- Federal, state, and local funding will be sought for project

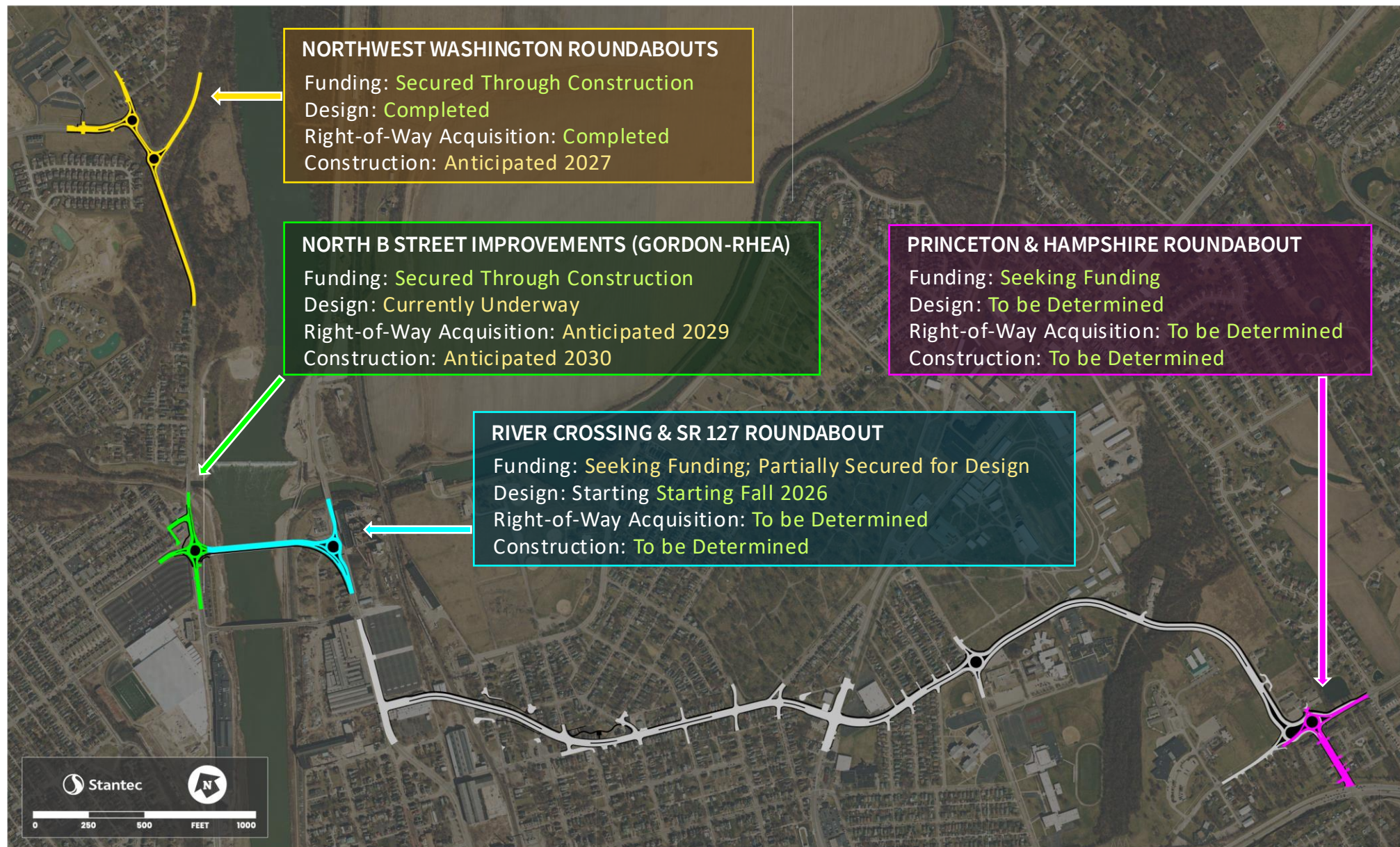
NHX will be built in phases as funding becomes available

- Each phase needs to undergo detailed design and construction
- We are focusing on the West Section first which will take 5 to 10 years to complete
- Timing of the Central and East sections is not yet known

We will pursue funding opportunities as they become available

- West Section: NW Washington Roundabouts, North B Street Improvements, River Crossing
- East Section: Princeton/Hampshire Roundabout

BREAKOUT PROJECTS



PUBLIC HEARING PROCESS

PUBLIC HEARING PROCESS

- Submit Speaker Request Form
- Speakers will be called when it's their turn
- Comments limited to 3 minutes
- We will not respond to comments or questions received during the hearing
- A court reporter will record all comments and questions received
- All comments received are public record
- Responses will be provided in writing on the Participate page of the NHX website
- Note: There will be an opportunity to ask questions informally of project team members after the hearing.

PUBLIC HEARING PROCESS

- Anyone who does not wish to speak publicly can:
 - Share comments directly with the court reporter after the hearing
 - Complete a comment form
 - Share comments via email, mail or phone:

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- **All comments received will be considered equally, no matter how they are submitted**

PUBLIC HEARING

TIME CLOCK

03:00

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 Breaktime for PowerPoint by Flow Simulation Ltd.

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