

CURRENT STATUS

The Feasibility Study, an initial part of the planning phase of the North Hamilton Crossing (NHX) Project, is complete. It has been approved by the Ohio Department of Transportation (ODOT) and forwarded to external agencies for review.

What is the Feasibility Study?

The Feasibility Study was conducted by the City of Hamilton and the BCTID, in coordination with ODOT, to identify and evaluate possible route "alternatives" that address the purpose and need for the NHX project. This includes:

- Reduce congestion and improve traffic flow
- Improve east-west connectivity
- Provide a new bridge crossing over the Great Miami River to replace the Black Street Bridge
- Provide another railroad overpass or underpass
- Support planned development
- Improve multi-modal connectivity

The study considered existing conditions in the study area, environmental features, study area demographics, planned development/redevelopment projects, and public input gathered through multiple meetings with project area stakeholders and community representatives. Eighteen different route alternatives were developed and evaluated. The results of the evaluation efforts and public input received were used to narrow down the alternatives and identify alternatives recommended for further study in the next phase of project development.

The NHX Feasibility Study is now posted on the Project Documents page of the North Hamilton Crossing website for public review. Print copies of the report are also available for review at the following locations:

- City Building information desk, 345 High Street
- Butler County Transportation Improvement District, 1921 Fairgrove Avenue (contact Dan Corey for access at 513.431.1229)
- Hamilton Lane Library, 300 North 3rd Street (ask a librarian for access)
- North End Market, 927 Vine Street

STUDY RECOMMENDATIONS

The Feasibility Study included recommendations to advance several alternatives to the next phase of study, which is more detailed (see map on back):

WEST SECTION - NORTH B STREET TO US 127

NW Washington Crossing: Extends NW Washington Boulevard/North B Street/West Elkton Road over Combs Park and the Great Miami River to connect with US 127.

Gordon/Rhea Crossing: Connects Rhea Avenue across North B Street and bridges over the Great Miami River between the hydraulic dam and the Black Street Bridge, then connects with US 127, just south of the substation.

CENTRAL SECTION - US 127 TO NORTH FAIR AVENUE

Miami Street Connection: Begins at US 127 north of the canal, crosses the railroad using a new overpass then turns southwest and passes over the canal to align with Miami. After crossing Heaton, the road follows a new alignment with SR 4 (located south of the Advance Auto Parts) before turning east to connect with Gilmore and North Fair.

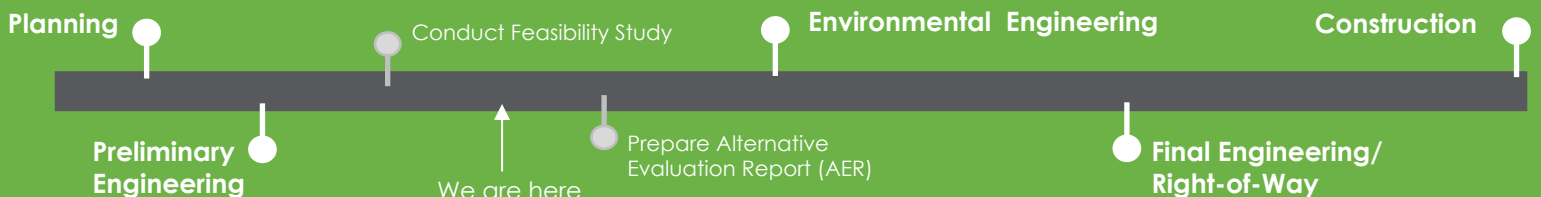
North 9th Street Connection: Begins at US 127 north of the canal and crosses the railroad using a new overpass. The alignment then turns south and passes over the canal to align with North 9th and connect with Heaton. It follows Heaton to a new connection with SR 4 (located south of the fire station) before turning east to connect with Gilmore and North Fair.

Vine Street Connection: This alternative evolved from comments received during the review and public input process. The alignment begins at US 127 at Vine, crosses the railroad using a new overpass and follows Vine to Heaton. It then follows Heaton to a new connection with SR 4 (located just south of the fire station) before turning east to connect with Gilmore and North Fair.

EAST SECTION - NORTH FAIR AVENUE TO SR 129/HIGH STREET

East Connection: Follows a new alignment that begins at the North Fair/Gilmore intersection and travels along the south edge of the Butler County Fairgrounds before turning southeast at the Butler County Board of Developmental Disabilities' parking lot. It then turns south as it passes by the Butler County Humane Society to connect with SR 129 via Hampshire Drive.

PROJECT DEVELOPMENT PROCESS



NEXT STEPS

The planning team will conduct additional technical studies related to the recommended alternatives as part of the next phase of project development – preparation of the Alternative Evaluation Report (AER). This will include field surveys and engineering studies to better understand potential impacts and opportunities to be considered.

The planning team will also be meeting with potentially affected communities to discuss the project and explore community needs and considerations in much 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 recommended alternatives are further developed and a recommended preferred alternative is identified.

