

Appendix A: Exhibits & Materials

In-Person Open House Exhibits

Public Input Virtual Open House Site Content

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

Appendix A: Exhibits & Materials

In-Person Open House Exhibits

WE'RE GLAD YOU'RE HERE!

THE PURPOSE OF THIS OPEN HOUSE IS TO:

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

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

NHX PROJECT PARTNERS



STUDY AREA

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

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

The NHX study area extends between NW Washington Blvd. and North B St. on the west side of the Great Miami River, and US 127, SR 4, and SR 129 at Hampshire Dr. on the east side, all north of SR 129/High St.



PURPOSE AND NEED

PROJECT PURPOSE

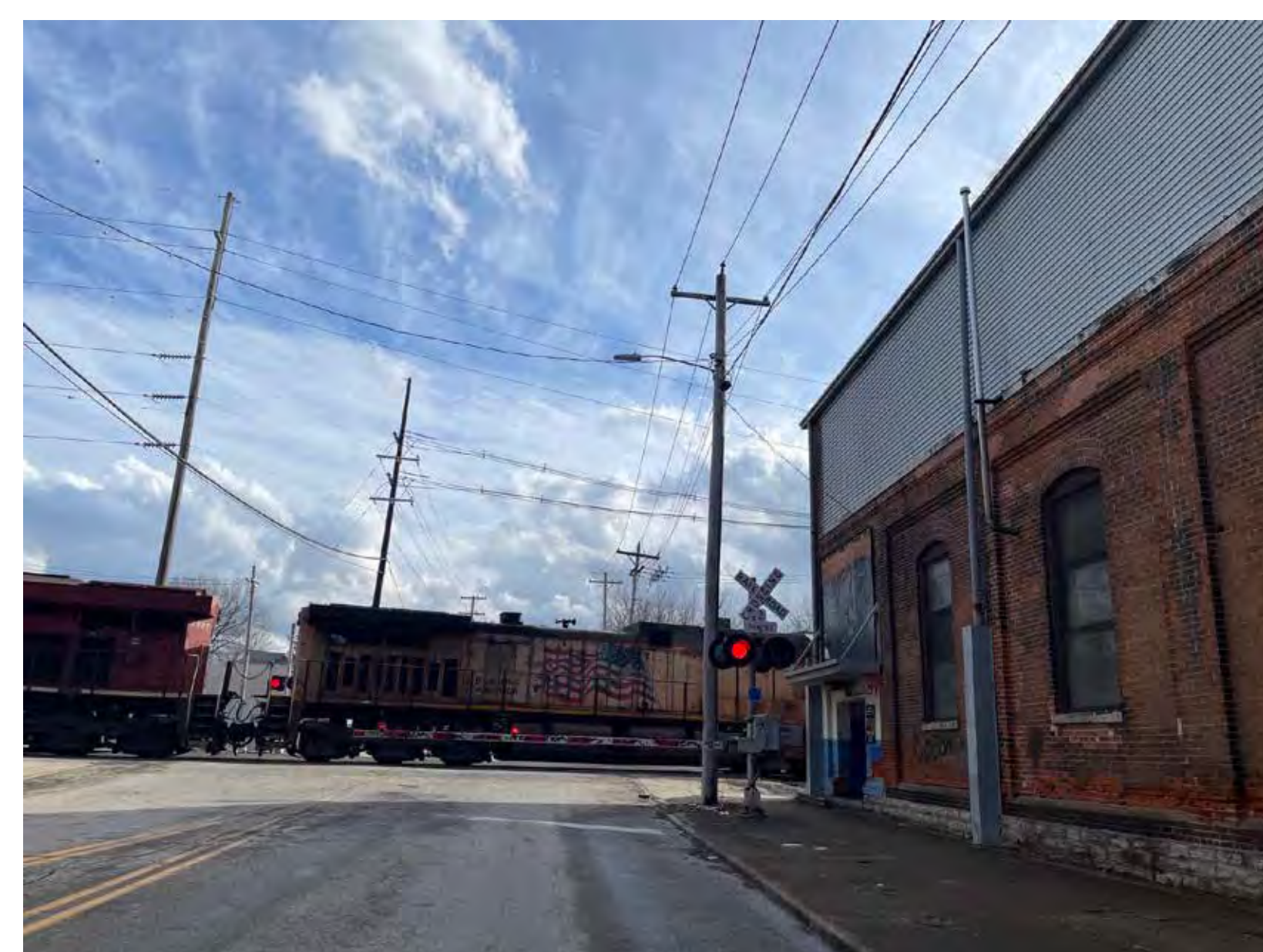
Improve east-west connectivity north of SR 129 in the City of Hamilton to reduce congestion and improve safety and mobility in support of current and planned economic growth in the City and in western Butler County, as identified in *Plan Hamilton* and the *Butler County Thoroughfare Plan*.

PRIMARY NEEDS

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

SECONDARY NEEDS

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

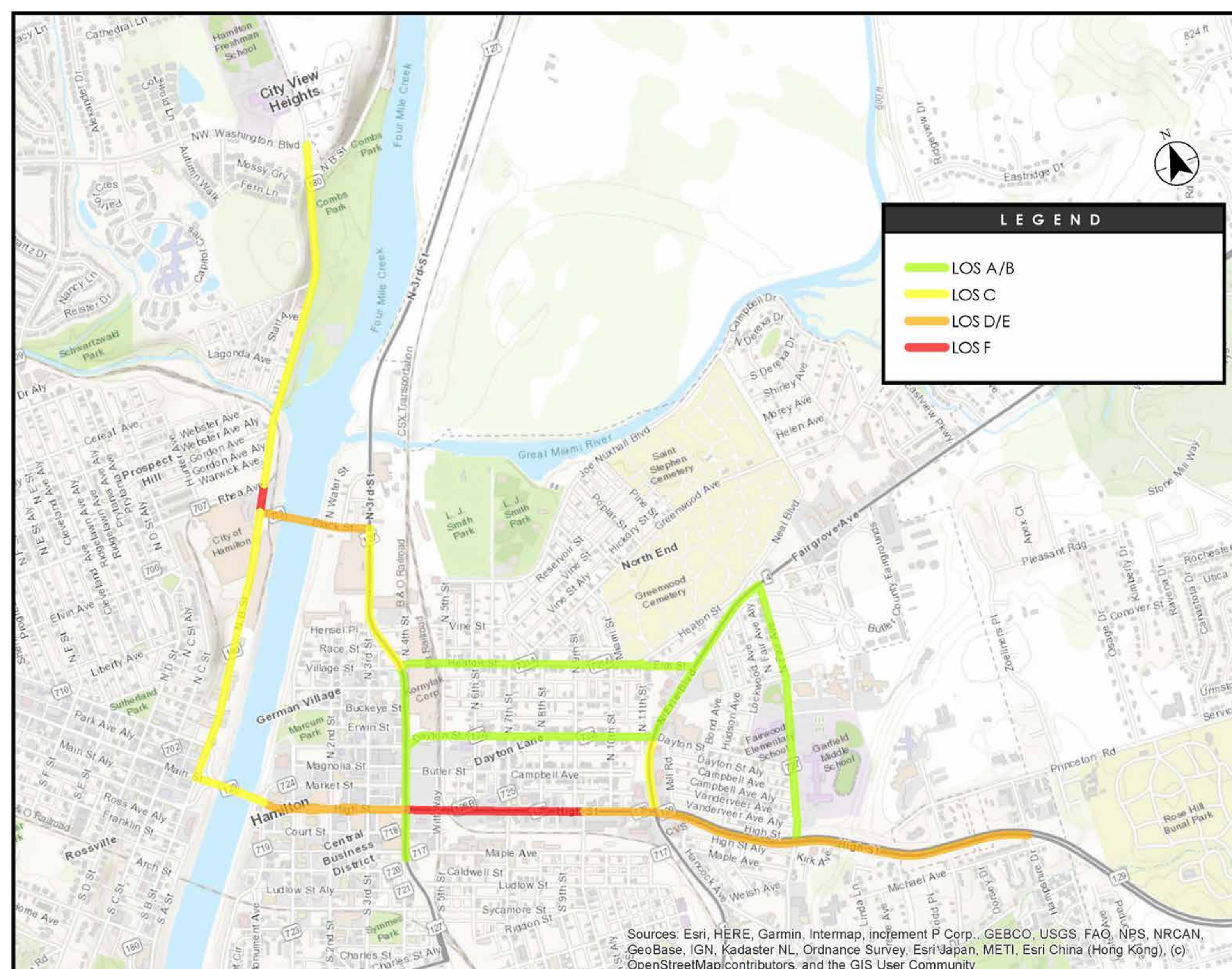


Primary needs are transportation needs that must be addressed to the extent feasible, in order to satisfy the project's purpose. Secondary needs are issues to be addressed if enough funding is available.

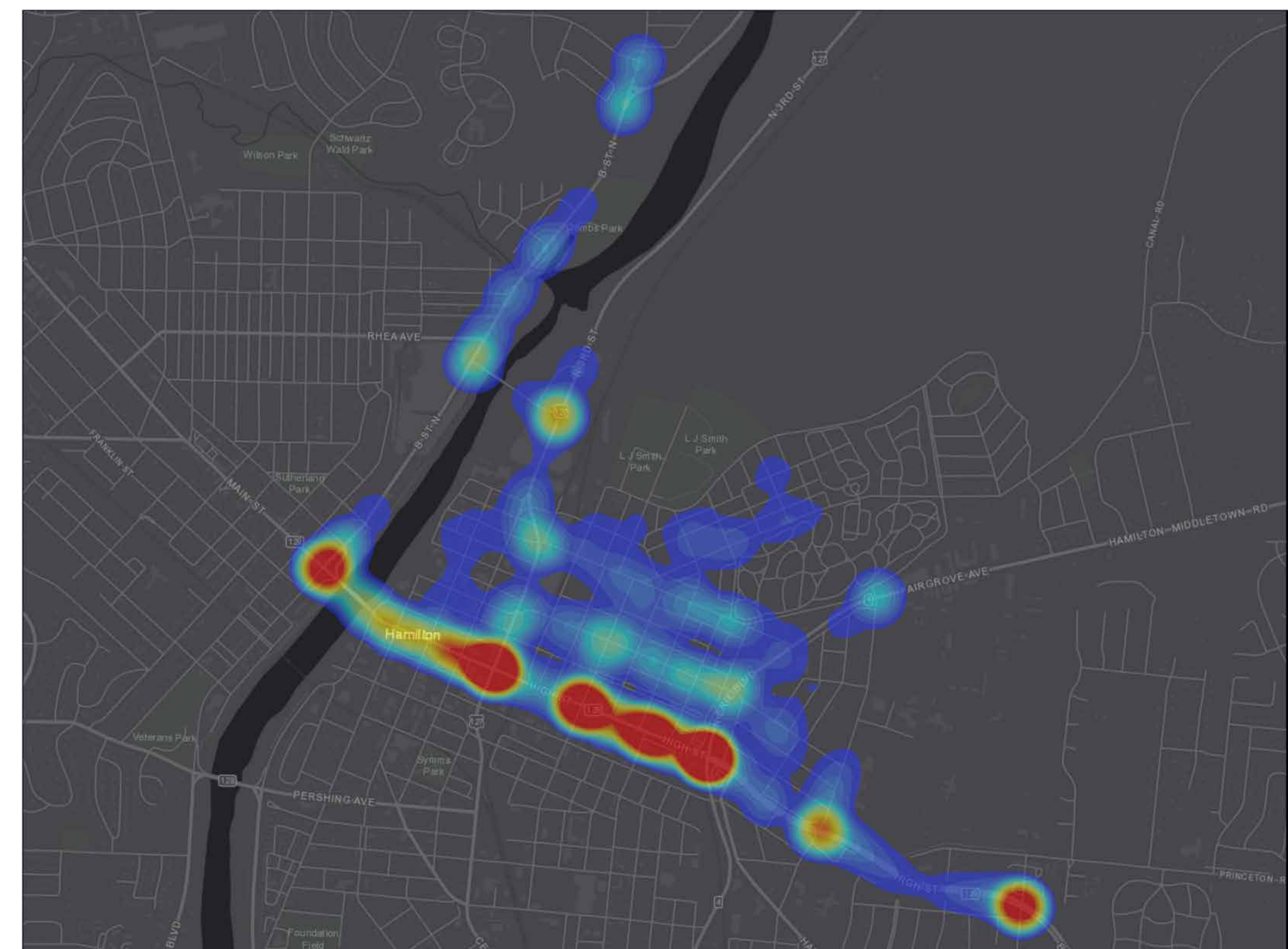
EXISTING CONDITIONS

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

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

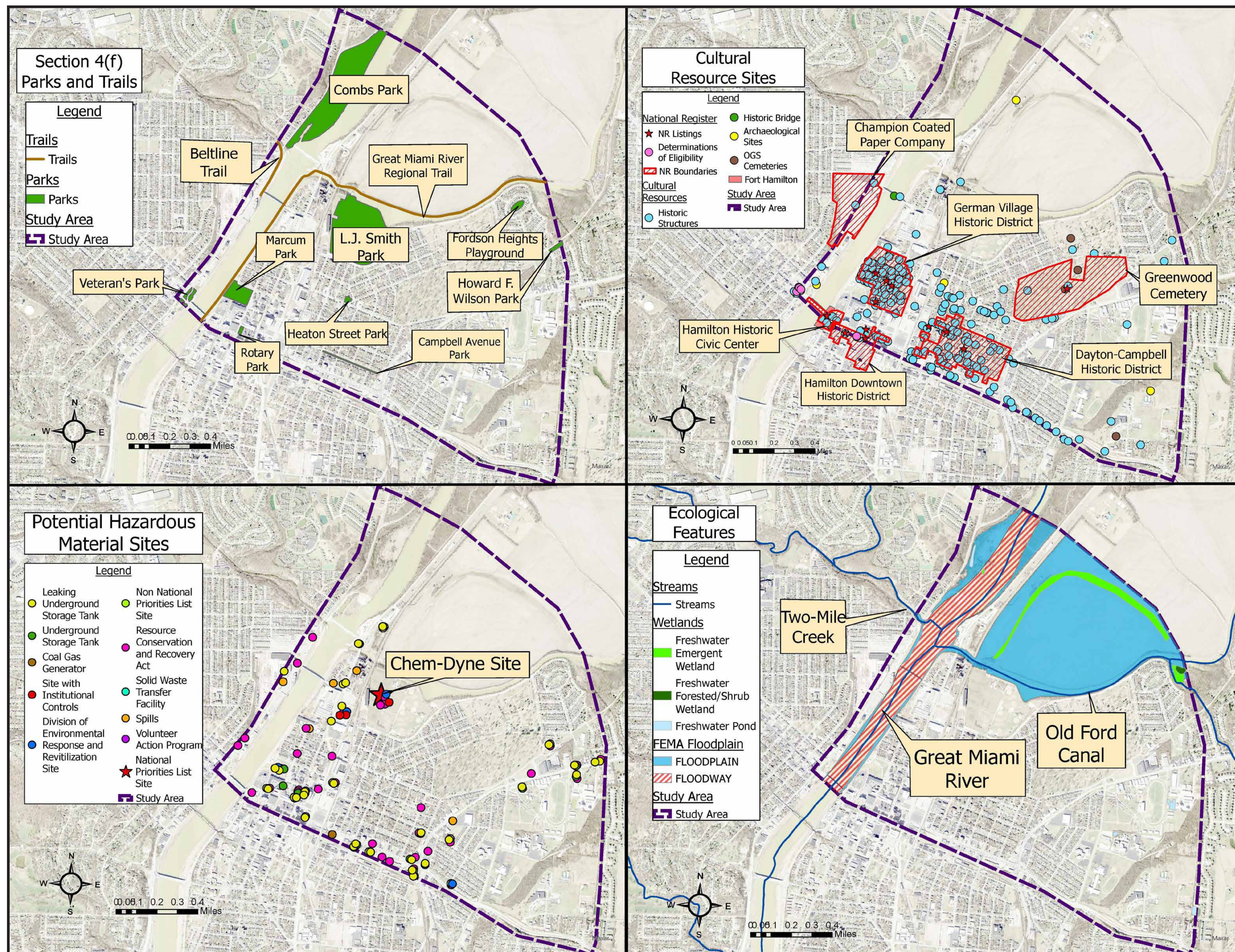


Existing traffic conditions in the NHX study area. Level of Service (LOS) ranges from LOS A (free-flow operations) to LOS F (severe congestion).

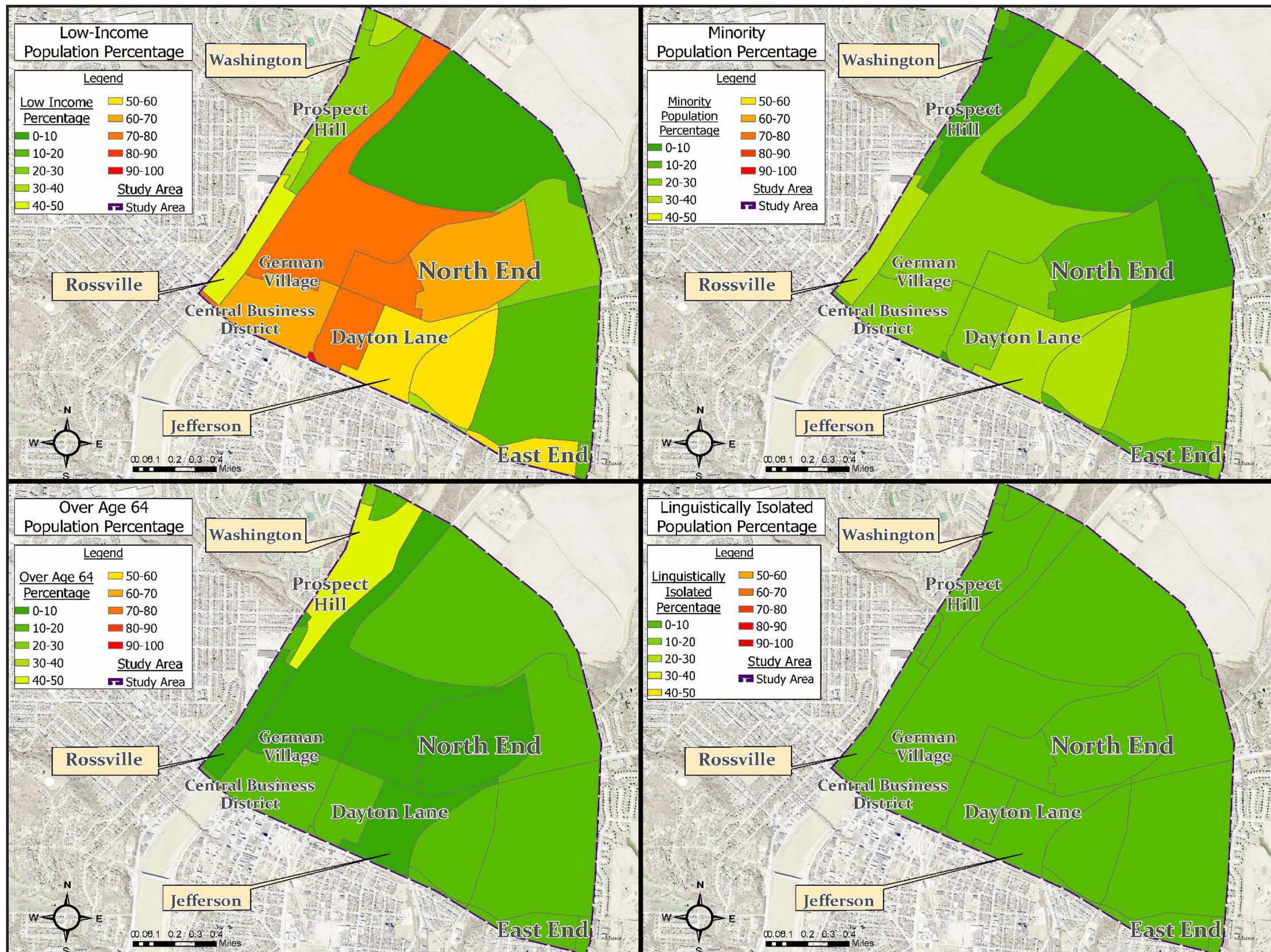


Heat map showing areas of traffic crashes in the NHX study area between 2016 and 2020.

ENVIRONMENTAL FEATURES

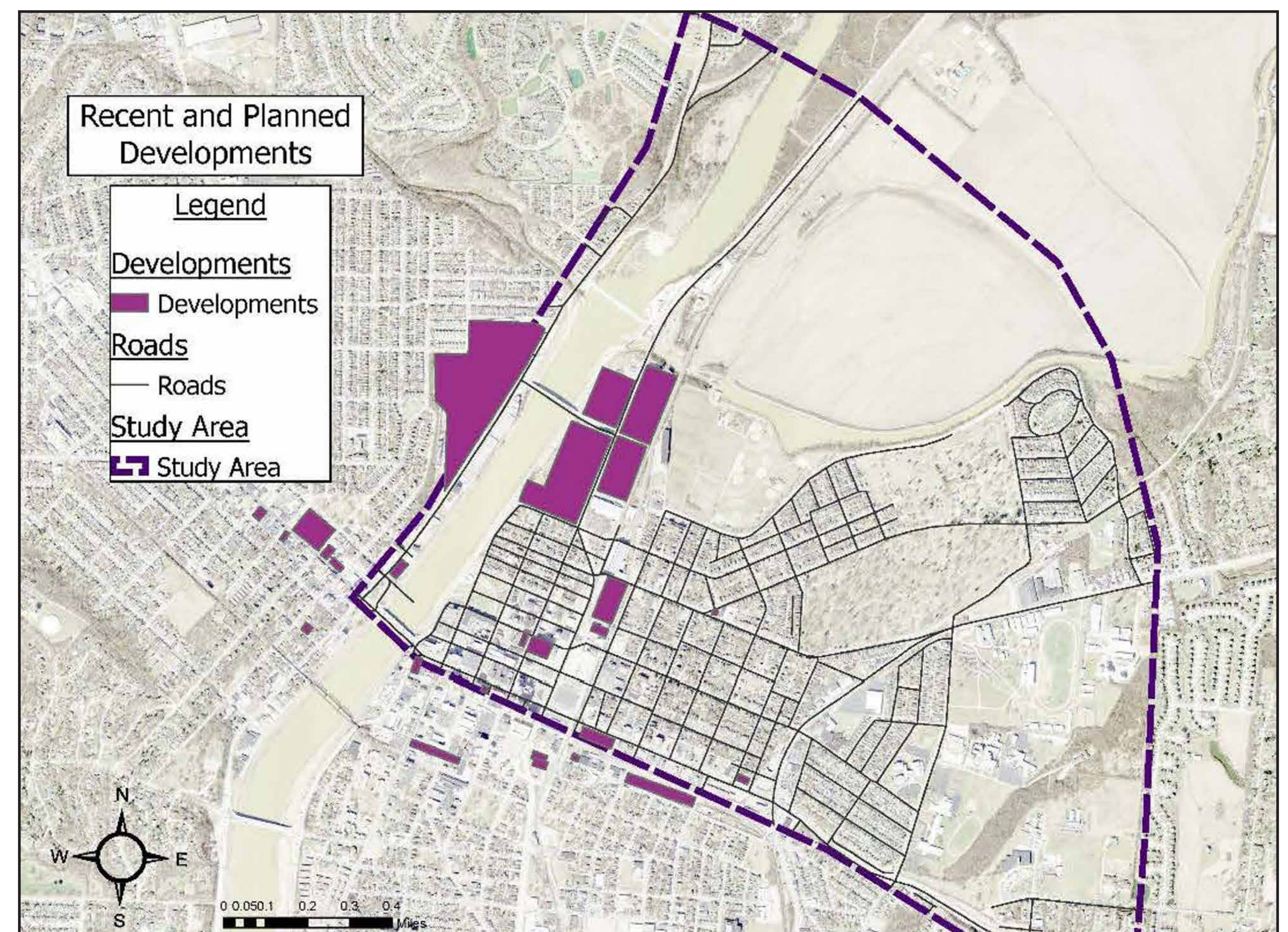


UNDERSERVED POPULATIONS



RECENT AND ONGOING ECONOMIC DEVELOPMENTS

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



DEVELOPMENT STATUS

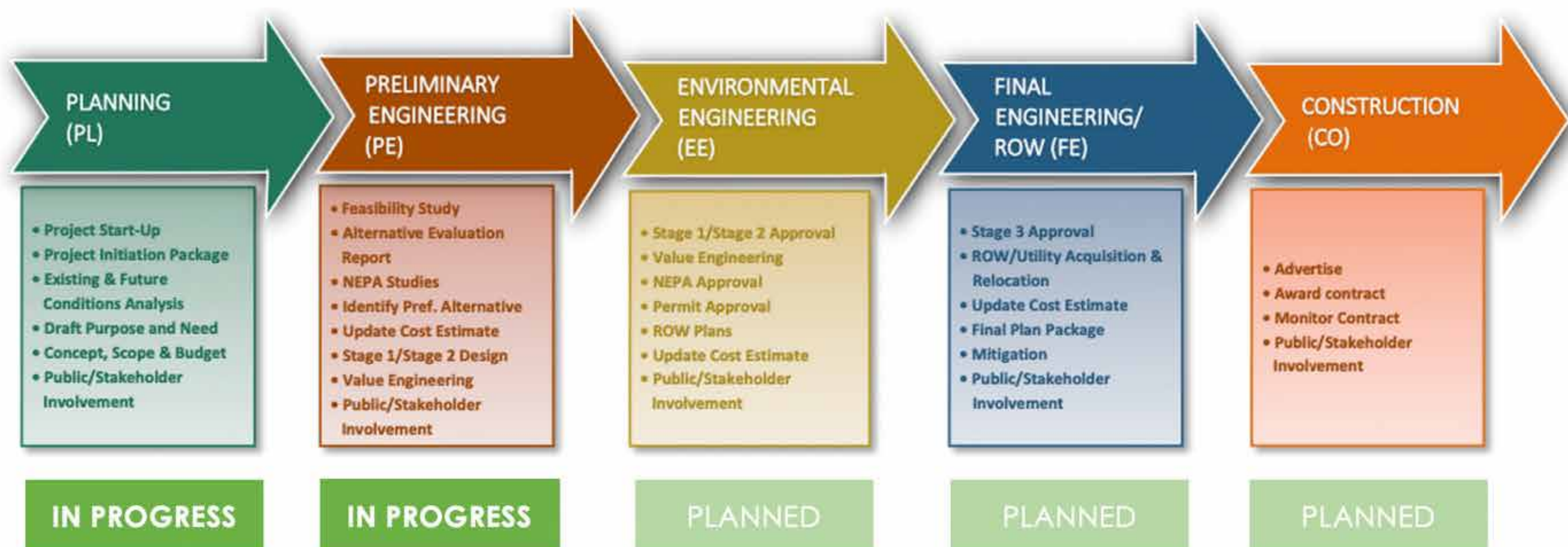
We are using ODOT's five-phase Project Development Process (PDP) to plan the NHX project. Right now, we're concluding the initial Planning phase of the PDP and working on tasks in the Preliminary Engineering phase.

THE PLANNING PHASE FOCUSED ON:

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

THE PRELIMINARY ENGINEERING PHASE FOCUSES ON:

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



PUBLIC INPUT TO DATE

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

STAKEHOLDER COMMITTEE

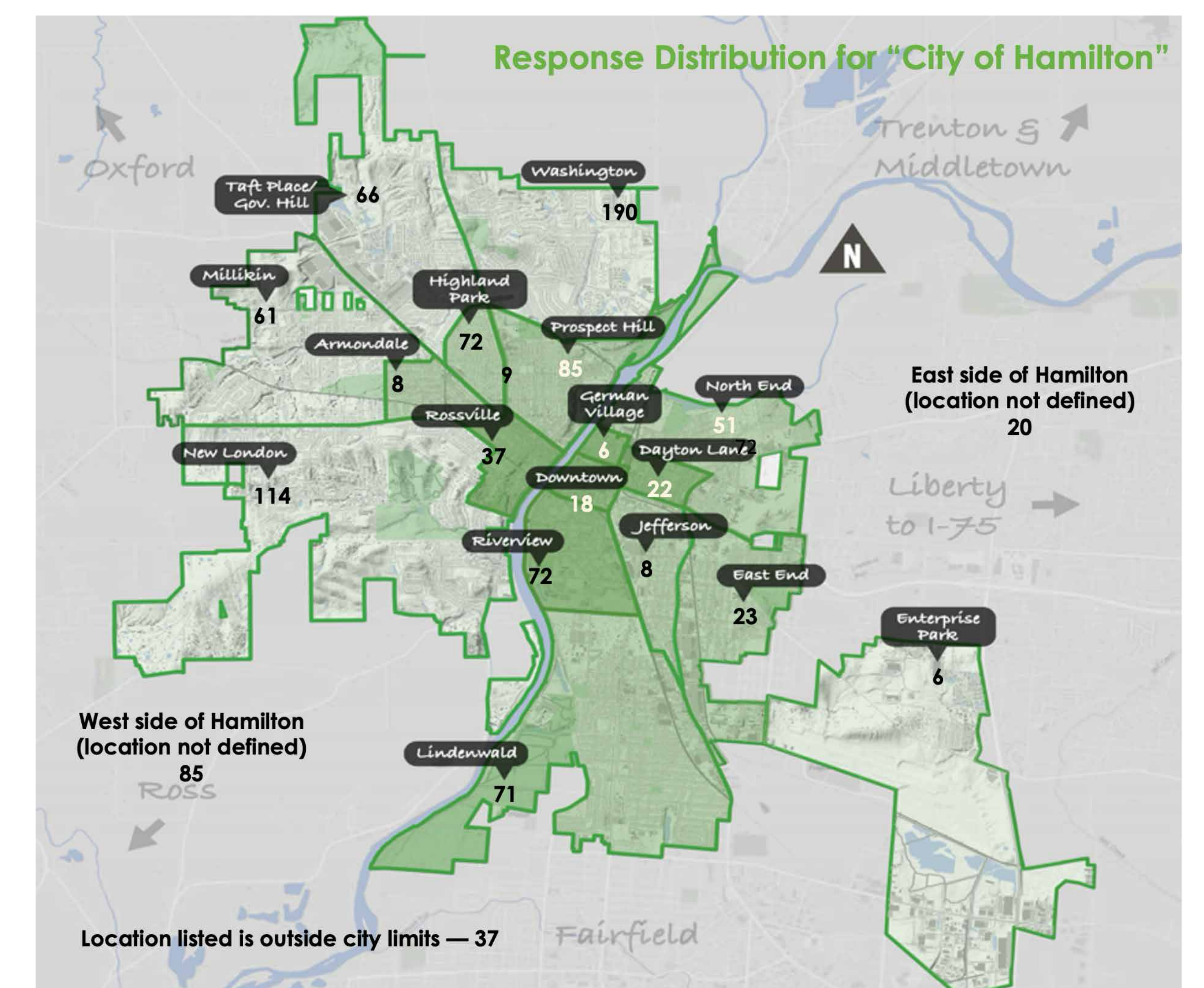
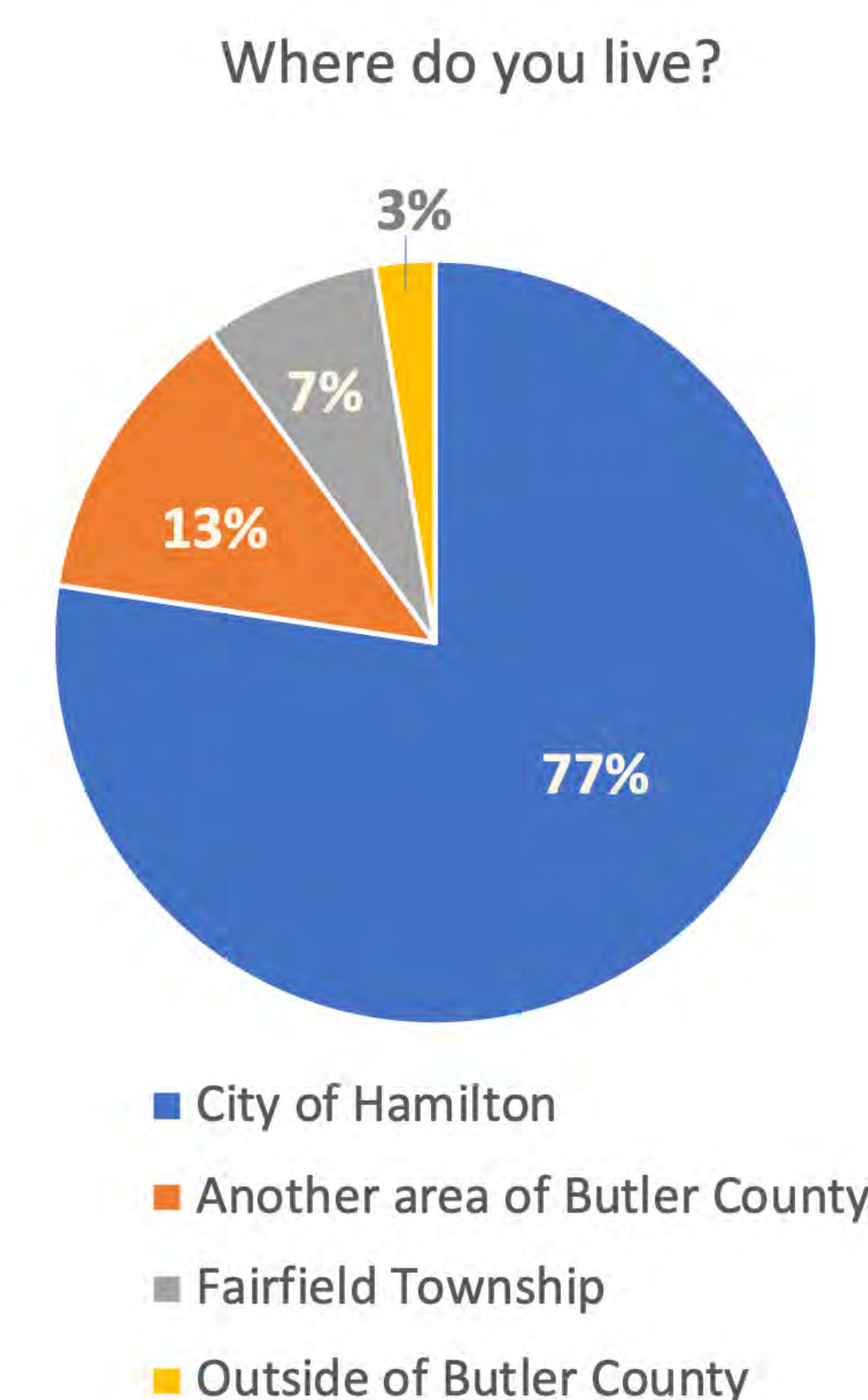
- Consists of 65+ members comprised of neighborhood representatives, business owners, interested parties, officials from the City, County and nearby townships, and local residents
- Four meetings have been held to date
 - Nov. 9, 2021
 - Feb. 2, 2022
 - May 4, 2022
 - Oct. 4, 2022

SEPTEMBER 2021 ONLINE PUBLIC INPUT SURVEY

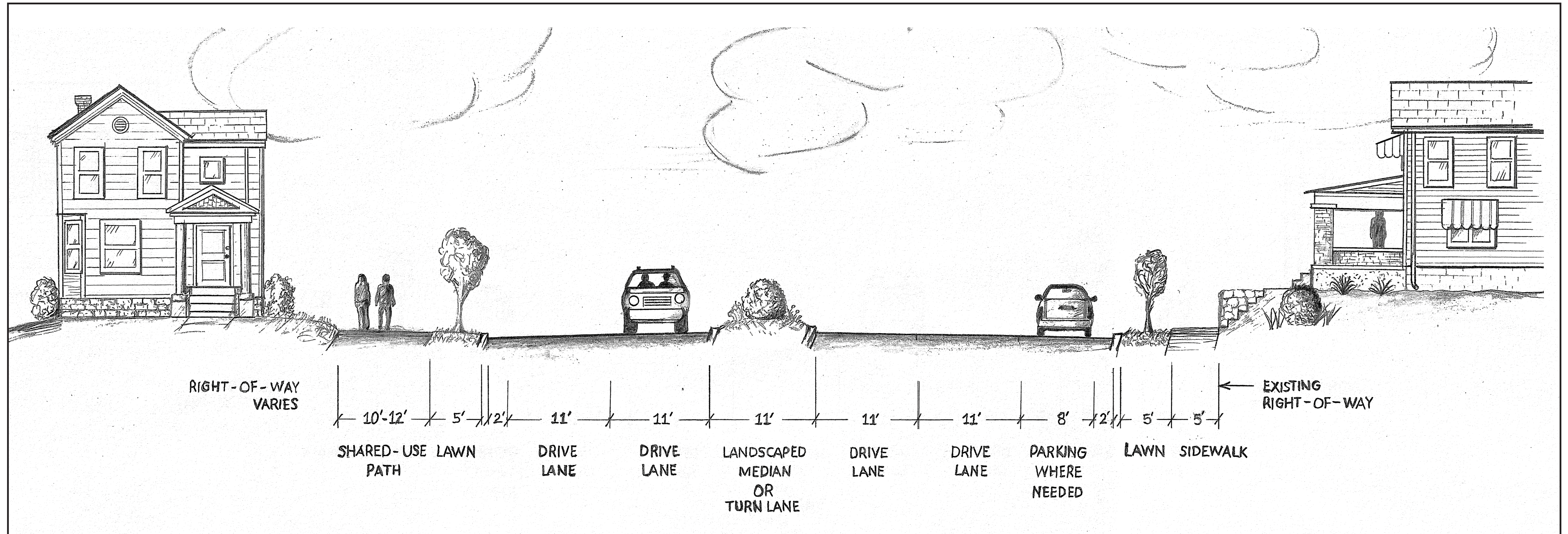
- 4,374 views
- 1,590 individuals answered questions
- 4,188 comments received

EMAIL

PHONE CALLS



ROADWAY CORRIDOR CONCEPT



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

BLACK STREET BRIDGE

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



Black Street Bridge

RAILROAD OVERPASS

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



South Hamilton Crossing railroad overpass

QUESTIONS WE'VE HEARD

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

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

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

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

What happens if the project affects my property?

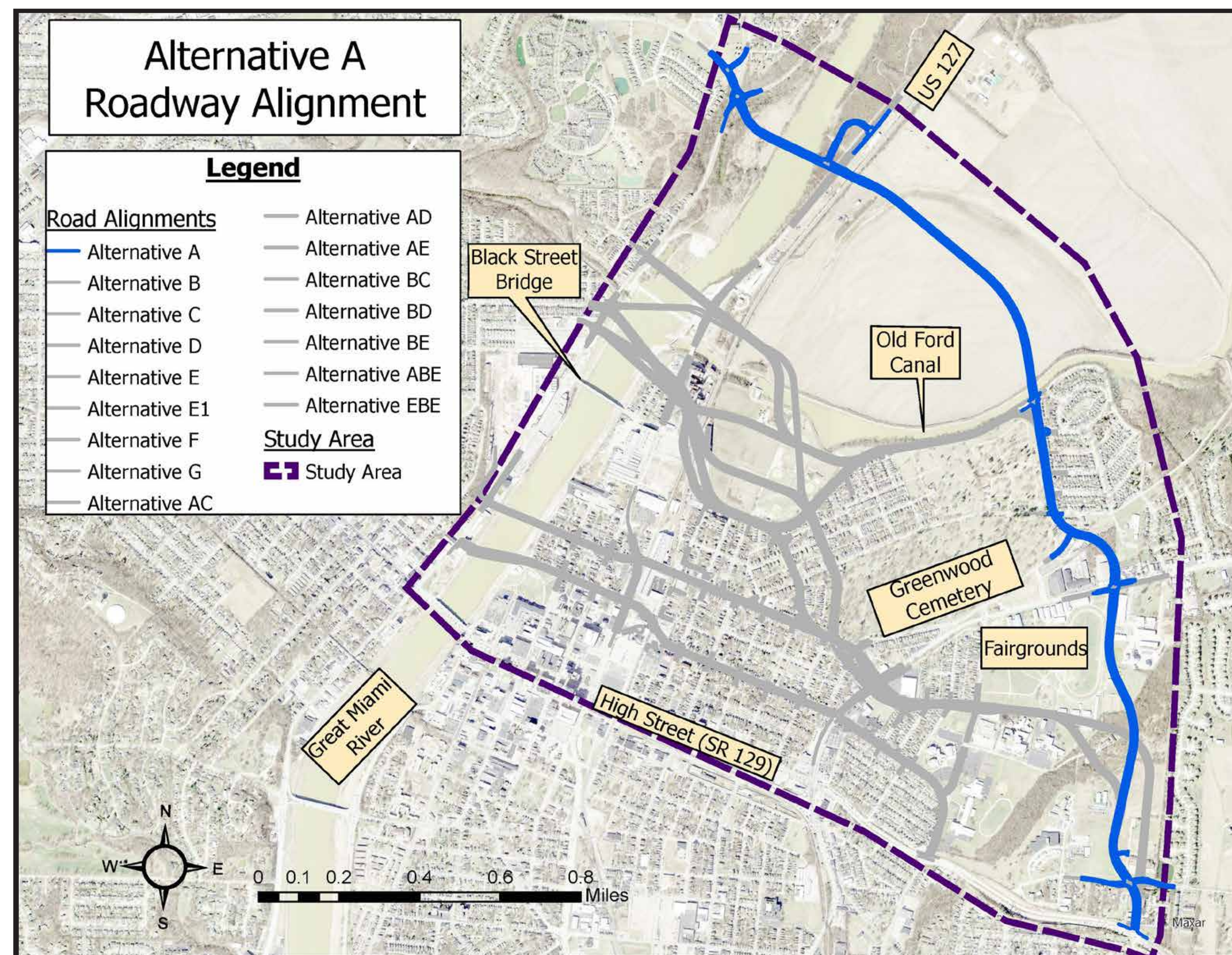
It won't be known which properties will be affected by the NHX project until the Preliminary Engineering phase of development is complete in early 2024 and a Preferred Alternative has been identified.

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

NHX ALTERNATIVE EVALUATION TABLE

Feature/Consideration	DRAFT NORTH HAMILTON CROSSING (NHX) CONCEPTUAL ALTERNATIVES EVALUATION MATRIX (PID 115755)										DRAFT NHX CONCEPTUAL ALTERNATIVES EVALUATION MATRIX (PID 115755)										Feature/Consideration
	Preliminary Alternatives										Preliminary Alternatives										
	No Build Alternative	Alternative A	Alternative B	Alternative C	Alternative D	Alternative E	Alternative E1	Alternative F	Alternative G		Alternative AC	Alternative AD	Alternative AE	Alternative BC	Alternative BD	Alternative BE	Alternative ABE	Alternative EBE			
	Purpose and Need - Primary Needs																				
Improves East-West Connectivity	No	Yes (Ties to NW Washington Blvd, providing connectivity further west)	Yes (Ties to Lagardes Ave with no direct connectivity further west)	Yes (Ties to relocated Rhea Ave, providing connectivity further west)	Yes (Ties to Gordon Ave, providing connectivity further west)	Yes (Ties to relocated Rhea Ave, providing connectivity further west)	Yes (Ties to relocated Rhea Ave, providing connectivity further west)	Yes (Ties to relocated Rhea Ave, providing connectivity further west)	Yes (Ties to relocated Rhea Ave, providing connectivity further west)	Yes (Ties to Spooky Hook, with no direct connectivity further west)	Yes (Ties to Wayne Ave, providing connectivity further west)	Yes (Ties to NW Washington Blvd, providing connectivity further west)	Yes (Ties to NW Washington Blvd, providing connectivity further west)	Yes (Ties to NW Washington Blvd, providing connectivity further west)	Yes (Ties to Lagardes Ave with no direct connectivity further west)	Yes (Ties to Lagardes Ave with no direct connectivity further west)	Yes (Ties to Lagardes Ave with no direct connectivity further west)	Yes (Ties to NW Washington Blvd, providing connectivity further west)	Yes (Ties to Gordon Ave, providing connectivity further west)	Improves East-West Connectivity	
Improves Lack of Sufficient River Crossings	No	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Improves Lack of Sufficient River Crossings	
Improves Lack of Grade-Separated Railroad Crossings	No	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Improves Lack of Grade-Separated Railroad Crossings	
Improves Mobility/Congestion on Local Road Network	No	Minimal Improvement	Minimal Improvement	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Minimal Improvement	Minimal Improvement	Yes	Minimal Improvement	Minimal Improvement	Yes	Yes	Yes	Improves Mobility/Congestion on Local Road Network	
Improves Safety	No	Minimal Improvement	Minimal Improvement	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Minimal Improvement	Minimal Improvement	Yes	Minimal Improvement	Minimal Improvement	Yes	Yes	Yes	Improves Safety	
	Purpose and Need - Secondary Needs																				
Supports Economic Development	No	Yes	Yes	No, impacts City-identified prime development parcels	No, impacts City-identified prime development parcels	No, impacts City-identified prime development parcels	No, impacts City-identified prime development parcels	No, impacts City-identified prime development parcels	Yes	Yes	No, impacts City-identified prime development parcels	No, impacts City-identified prime development parcels	No, impacts City-identified prime development parcels	No, impacts City-identified prime development parcels	No, impacts City-identified prime development parcels	No, impacts City-identified prime development parcels	Yes	Yes		Supports Economic Development	
Improves Bike/Pedestrian Connectivity	No	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Improves Bike/Pedestrian Connectivity	
Improves Multimodal Linkage	No	Potentially	Potentially	Potentially	Potentially	Potentially	Potentially	Potentially	Potentially	Potentially	Potentially	Potentially	Potentially	Potentially	Potentially	Potentially	Potentially	Potentially	Potentially	Improves Multimodal Linkage	
	Cultural Resources																				
NRHP-Listed Sites	None	Greenwood Cemetery	Greenwood Cemetery	Greenwood Cemetery	Greenwood Cemetery	Greenwood Cemetery	Greenwood Cemetery	Greenwood Cemetery	Greenwood Cemetery	None	Greenwood Cemetery	Greenwood Cemetery	Greenwood Cemetery	Greenwood Cemetery	Greenwood Cemetery	Greenwood Cemetery	Greenwood Cemetery	Greenwood Cemetery	Greenwood Cemetery	NRHP-Listed Sites	
NRHP-Listed Historic Districts	None	None	None	None	None	None	None	None	German Village	German Village, Dayton-Campbell	None	None	None	None	None	None	None	None	None	NRHP-Listed Historic Districts	
	Section 4(f)(6)(f) Sites																				
Section 4(f)(6)(f) Sites	None	Combs Park (bisects), Butler County Fairgrounds (minor), GMR Recreational Trail (minor)	Combs Park (bisects), LJ Smith Park (bisects), Butler County Fairgrounds (minor), GMR Recreational Trail (minor)	LJ Smith Park (bisects), Butler County Fairgrounds (minor), Bettline Trail (minor), GMR Recreational Trail (minor)	LJ Smith Park (minor), Butler County Fairgrounds (minor), Bettline Trail (minor), GMR Recreational Trail (minor)	LJ Smith Park (minor), Butler County Fairgrounds (minor), Bettline Trail (minor), GMR Recreational Trail (minor)	LJ Smith Park (minor), Butler County Fairgrounds (minor), Bettline Trail (minor), GMR Recreational Trail (minor)	LJ Smith Park (bisects), Butler County Fairgrounds (minor), Bettline Trail (minor), GMR Recreational Trail (minor)	Heaton Street Park (minor), Bettline Trail (minor), GMR Recreational Trail (minor)	Marcum Park (minor), Bettline Trail (minor), GMR Recreational Trail (minor)	Combs Park (bisects), LJ Smith Park (bisects), Butler County Fairgrounds (minor)	Combs Park (bisects), LJ Smith Park (minor), Butler County Fairgrounds (minor)	Combs Park (bisects), LJ Smith Park (minor), Butler County Fairgrounds (minor)	Combs Park (bisects), LJ Smith Park (bisects), Butler County Fairgrounds (minor)	Combs Park (bisects), LJ Smith Park (minor), Butler County Fairgrounds (minor)	Combs Park (bisects), LJ Smith Park (minor), Butler County Fairgrounds (minor)	Combs Park (bisects), LJ Smith Park (bisects), Butler County Fairgrounds (minor), GMR Recreational Trail (minor)	LJ Smith Park (bisects), Butler County Fairgrounds (minor), GMR Recreational Trail (bisects)		Section 4(f)(6)(f) Sites	
	Ecological Resources																				
Great Miami River / Hydraulic Canal	None	2 crossings	2 crossings	1 crossing	1 crossing	1 crossing	1 crossing	1 crossing	1 crossing	1 crossing	1 crossing	1 crossing	1 crossing	1 crossing	1 crossing	1 crossing	2 crossings	2 crossings		Great Miami River / Hydraulic Canal	
Wetlands (not including Open Water features)	None																			Wetlands (not including Open Water features)	
	Floodplains and Floodway																				
100-Year Floodplain Encroachment (not including Floodway)	None	20 - 30 ac	3 - 8 ac	< 1 ac	< 1 ac	< 1 ac	< 1 ac	< 1 ac	< 1 ac	< 1 ac	< 1 ac	< 1 ac	< 1 ac	< 1 ac	< 1 ac	< 1 ac	5 - 10 ac	5 - 10 ac		100-Year Floodplain Encroachment (not including Floodway)	
100-Year Floodway Encroachment	None	< 5 ac	< 5 ac	< 5 ac	< 5 ac	< 5 ac	< 5 ac	< 5 ac	< 5 ac	< 5 ac	< 5 ac	< 5 ac	< 5 ac	< 5 ac	< 5 ac	< 5 ac	< 5 ac	< 5 ac		100-Year Floodway Encroachment	
	Hazardous Materials																				
Regulated Materials Review	None	6 LUST, 12 UST, 2 RCRA	10 LUST, 13 UST, 5 RCRA, 1 DERR site, 1 site with Institutional Controls	8 LUST, 15 UST, 7 RCRA, 1 NPL site, 1 DERR site, 1 site with Institutional Controls, 1 spill	9 LUST, 20 UST, 5 RCRA, 1 DERR site, 2 sites with Institutional Controls, 1 spill, 3 VAP2	4 LUST, 3 UST, 4 RCRA, 2 spills	3 LUST, 4 RCRA, 1 NPL, 2 spills	3 LUST, 1 UST, 4 RCRA, 1 spill	7 LUST, 3 UST, 4 RCRA, 1 DERR site, 3 VAP2	8 LUST, 15 UST, 7 RCRA, 1 NPL site, 1 DERR site, 1 site with Institutional Controls	9 LUST, 20 UST, 5 RCRA, 1 DERR site, 2 sites with Institutional Controls, 3 VAP2	4 LUST, 3 UST, 4 RCRA, 1 spill	8 LUST, 15 UST, 7 RCRA, 1 NPL site, 1 DERR site, 1 site with Institutional Controls	7 LUST, 17 UST, 5 RCRA, 1 DERR site, 2 sites with Institutional Controls, 3 VAP2	4 LUST, 3 UST, 4 RCRA, 1 spill	7 LUST, 2 UST, 3 RCRA, 1 spill	7 LUST, 2 UST, 4 RCRA, 1 spill		Regulated Materials Review		
	Community and Land Use																				
Farmland Impacts	None	35 - 45 acres	20 - 30 acres	None	None	None	None	None	None	None	None	None	None	None	None	None	20 - 30 acres	20 - 30 acres		Farmland Impacts	
Community Facilities	None	BCEO, Transitional Learning Center	BCEO, Transitional Learning Center	BCEO, Transitional Learning Center, Electric Power House, Pentecostal Apostolic Church	BCEO, Transitional Learning Center, Electric Power House, True Free Christian Church of God	BCESC Main Building, Transitional Learning Center, Hamilton Fire Station 25, Fairwood Elementary School, Butler County Children Services, Juvenile Justice Center, Butler County Board of Developmental Disabilities, Electric Power House, Pentecostal Apostolic Church (R/W)	BCESC Main Building, Transitional Learning Center, Hamilton Fire Station 25, Fairwood Elementary School, Butler County Children Services, Juvenile Justice Center, Butler County Board of Developmental Disabilities, Electric Power House, Pentecostal Apostolic Church (R/W)	Fairwood Elementary School, Garfield Middle School, Dayton Lane Community Christian Church, Hamilton City Board of Education Office, Hamilton Lane Library, Consortium for Ongoing Reinvestment Efforts (CORE) property	BCEO, Transitional Learning Center, Electric Power House, Pentecostal Apostolic Church	BCEO, Transitional Learning Center, Electric Power House, True Free Christian Church of God	BCEO, Transitional Learning Center, Electric Power House, Pentecostal Apostolic Church	BCEO, Transitional Learning Center, Electric Power House, Pentecostal Apostolic Church	BCEO, Transitional Learning Center, Electric Power House, Pentecostal Apostolic Church	BCEO, Transitional Learning Center, Electric Power House, Pentecostal Apostolic Church	BCEO, Transitional Learning Center, Electric Power House, Pentecostal Apostolic Church	BCEO, Transitional Learning Center, Electric Power House, Pentecostal Apostolic Church	BCESC Main Building, Transitional Learning Center, Hamilton Fire Station 25, Fairwood Elementary School, Butler County Children Services, Juvenile Justice Center, Butler County Board of Developmental Disabilities, Electric Power House	BCESC Main Building, Transitional Learning Center, Hamilton Fire Station 25, Fairwood Elementary School, Butler County Children Services, Juvenile Justice Center, Butler County Board of Developmental Disabilities, Electric Power House	BCESC Main Building, Transitional Learning Center, Hamilton Fire Station 25, Fairwood Elementary School, Butler County Children Services, Juvenile Justice Center, Butler County Board of Developmental Disabilities, Electric Power House	Community Facilities	
Cemeteries (Non-Historic)	None	Greenwood Cemetery (>0.5 ac)	Greenwood Cemetery (>0.5 ac)	Greenwood Cemetery (>0.5 ac)	Greenwood Cemetery (>0.5 ac)	None	None	None	None	Greenwood Cemetery (>0.5 ac)	Greenwood Cemetery (>0.5 ac)	None	Greenwood Cemetery (>0.5 ac)	Greenwood Cemetery (>0.5 ac)	None	None	None	None		Cemeteries (Non-Historic)	
Traditionally Underserved Populations per Census Blocks	None	Impacts to Minority, Low Income & Over 64	Impacts to Minority, Low Income & Over 64	Impacts & Displacements to Minority, Low Income & Over 64	Impacts & Displacements to Minority, Low Income & Over 64	Impacts & Displacements to Minority, Low Income & Over 64	Impacts & Displacements to Minority, Low Income & Over 64	Impacts & Displacements to Minority, Low Income & 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	Impacts & Displacements to Minority, Low Income & Over 64	Impacts & Displacements to Minority, Low Income & Over 64	Traditionally Underserved Populations per Census Blocks		
	Right-of-Way																				
Relocations	None	5 - 15	5 - 15	10 - 20	15 - 25	45 - 55	55 - 65	65-75	45 - 55	5 - 15	10 - 20	45 - 55	10 - 20	15 - 25	45 - 55	55 - 65	55 - 65	55 - 65		Relocations	
Right-of-Way (acres)	None	85 - 95 acres	50 - 80 acres	25 - 35 acres	10 - 20 acres	25 - 35 acres	20 - 30 acres	25-35 acres	5 - 15 acres	25 - 35 acres	5 - 15 acres	25 - 35 acres	25 - 35 acres	5 - 15 acres	25 - 35 acres	20 - 30 acres	20 - 30 acres	45 - 55 acres		Right-of-Way (acres)	
	Engineering Considerations																				
Alternative Length (mi)	N/A	2.70	2.64	2.59	2.56	2.26	2.29	2.25	1.5	3.43	3.61	3.02	2.85	3.02	2.44	3.2	2.49		Alternative Length (mi)		
Design Speed (mph)	N/A	35	35	35	35	35	35	35	35	35	35	35	35	35	35	35	35		Design Speed (mph)		
Roadway Design Issues	N/A	Proximity of 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. Significant fill required in floodplain. Steep grade on alignment near BCEO and requires retaining wall. Intersection of Princeton Road is skewed.	Requires North B Street to be raised roughly 5 feet at west terminus. Requires US 127 to be raised roughly 10 feet. Bikeway along the canal was reduced to a 10 foot width. Steep grade on alignment near BCEO and requires retaining wall. Intersection of Princeton Road is skewed.	North B Street may require profile adjustments at west terminus. North B Street intersection is in a curve. Intersection at US 127 is skewed. Proximity of US 127 intersection to power plant reduces sight distance. Bikeway along the canal was reduced to a 10 foot width. Steep grade on alignment near BCEO and requires retaining wall. Intersection of Princeton Road is skewed.	North B Street may require profile adjustments at west terminus. North B Street intersection is in a curve. Intersection at US 127 is skewed. Proximity of US 127 intersection to power plant reduces sight distance. Bikeway along the canal was reduced to a 10 foot width. Steep grade on alignment near BCEO and requires retaining wall. Intersection of Princeton Road is skewed.	North B Street may require profile adjustments at west terminus. Intersection at US 127 is skewed. Proximity of US 127 intersection to power plant reduces sight distance. Width of bikeway on Heaton Street reduced to 8 foot width at cemetery. Steep grade on alignment near Humane Society and requires retaining wall. Intersection of Princeton Road is skewed.	North B Street may require profile adjustments at west terminus. Intersection at US 127 is skewed. Proximity of US 127 intersection to power plant reduces sight distance. Steep grade on alignment approaching 127 from crossing over railroad and near Humane Society and requires retaining wall. Intersection of Princeton Road is skewed.	North B Street may require profile adjustments at west terminus. Intersection at US 127 is skewed. Proximity of US 127 intersection to power plant reduces sight distance. No turn lanes provided along alignment near Humane Society.	No on-street parking or turn lanes provided along Dayton Street.	Proximity of Elkon Road / NW Washington Blvd intersection to roundabout and steep existing grades near roundabout. Fill required in floodplain. Proximity of US 127 intersection to power plant reduces sight distance. Bikeway along the canal was reduced to a 10 foot width. Steep grade on alignment near Humane Society and requires retaining wall. Intersection of Princeton Road is skewed.	Proximity of Elkon Road / NW Washington Blvd intersection to roundabout and steep existing grades near roundabout. Fill required in floodplain. 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Requires North B Street to be raised roughly 5 feet at west terminus. Proximity of US 127 intersection to power plant reduces sight distance. Bikeway along the canal was reduced to a 10 foot width. Steep grade on alignment near Humane Society and requires retaining wall. Intersection of Princeton Road is skewed.	Requires North B Street to be raised roughly 5 feet at west terminus. Proximity of US 127 intersection to power plant reduces sight distance. Width of bikeway on Heaton Street reduced to 8 foot width at cemetery. Steep grade on alignment near Humane Society and requires retaining wall. Intersection of Princeton Road is skewed.	Requires North B Street to be raised roughly 5 feet at west terminus. Proximity of US 127 intersection to power plant reduces sight distance. Width of bikeway on Heaton Street reduced to 8 foot width at cemetery. Steep grade on alignment near Humane Society and requires retaining wall. Intersection of Princeton Road is skewed.	Proximity of North B Street to the existing levy system will require the profile to be elevated to avoid the levy. This will require raising the west terminus roughly 5 feet.	Proximity of North B Street to the existing levy system will require the profile to be elevated to avoid the levy. This will require raising the west terminus roughly 5 feet.	Proximity of North B Street to the existing levy system will require the profile to be elevated to avoid the levy. This will require raising the west terminus roughly 5 feet.	Proximity of North B Street to the existing levy system will require the profile to be elevated to avoid the levy. This will require raising the west terminus roughly 5 feet.	Roadway Design Issues
Existing Flood Levy Design Issues	N/A	No existing flood levy at this location	Proximity of North B Street to the existing levy system will require the profile to be elevated to avoid the levy. This will require raising the west terminus roughly 5 feet.	The offset of North B Street to the existing levy system will allow a smooth transition of the proposed alignment over the levy to North B Street. This will limit raising at the west terminus to less than 2 feet.	The offset of North B Street to the existing levy system will allow a smooth transition of the proposed alignment over the levy to North B Street. This will limit raising at the west terminus to less than 2 feet.	The offset of North B Street to the existing levy system will allow a smooth transition of the proposed alignment over the levy to North B Street. This will limit raising at the west terminus to less than 2 feet.	The offset of North B Street to the existing levy system will allow a smooth transition of the proposed alignment over the levy to North B Street. This will limit raising at the west terminus to less than 2 feet.	The offset of North B Street to the existing levy system will allow a smooth transition of the proposed alignment over the levy to North B Street. This will limit raising at the west terminus to less than 2 feet.	The offset of North B Street to the existing levy system will allow a smooth transition of the proposed alignment over the levy to North B Street. This will limit raising at the west terminus to less than 2 feet.	No existing flood levy at this location	No existing flood levy at this location	No existing flood levy at this location	Proximity of North B Street to the existing levy system will require the profile to be elevated to avoid the levy. This will require raising the west terminus roughly 5 feet.	Proximity of North B Street to the existing levy system will require the profile to be elevated to avoid the levy. This will require raising the west terminus roughly 5 feet.	Proximity of North B Street to the existing levy system will require the profile to be elevated to avoid the levy. This will require raising the west terminus roughly 5 feet.	Proximity of North B Street to the existing levy system will require the profile to be elevated to avoid the levy. This will require raising the west terminus roughly 5 feet.	No existing flood levy at this location	The offset of North B Street to the existing levy system will allow a smooth transition of the proposed alignment over the levy to North B Street. This will limit raising at the west terminus to less than 2 feet.		Existing Flood Levy Design Issues	
Number of New Structures Requiring Long-Term Maintenance	N/A	5	3	2	2	2	2	2	2	2	2	2	2	2	3	3				Number of New Structures Requiring Long-Term Maintenance	
Structural Design Issues	Black Street Bridge reaching end of serviceable life for vehicular traffic and cannot be widened. Replacement on same alignment would result in closure during construction.	No significant issues	River Bridge - tie into floodwall system required	No significant issues	River Bridge - Curve at NW end of bridge complicates design. RR bridge - Severe skew complicates design	River Bridge - Curve at SE end of bridge & taper at NW end complicates design. RR bridge - Severe skew complicates design	River Bridge - Curve at SE end of bridge & taper at NW end complicates design. RR bridge - Severe skew complicates design	2 bridges required. Temporary RR turnaround required for construction of new RR bridge over roadway	2 bridges required. Temporary RR turnaround required for construction of new RR bridge over roadway	No significant issues	RR bridge - Severe skew complicates design	RR bridge - Severe skew complicates design	River Bridge - tie into floodwall system required	River Bridge - tie into floodwall system required. RR bridge - Severe skew complicates design	River Bridge - tie into floodwall system required. RR bridge - Severe skew complicates design	No significant issues	River Bridge - Curve at the SE end of bridge, skewed alignment and location of dam complicates design. Potential scour concerns.			Structural Design Issues	
Major Utility Relocations and/or Issues	None	Electric Transmission Line relocations required at NW Washington Blvd and near SR 4. Coordination with hydroelectric plant.	Electric Transmission Line relocations required at NW Washington Blvd and near SR 4. Coordination with hydroelectric plant.	Power plant located on US 127 impacted.	Electric Transmission Line relocations required for Railroad overpass and near SR 4. Power plant located on US 127 impacted.	Electric Transmission & Distribution Line relocations required near US 127. Power plant located on US 127 impacted.	Electric Transmission & Distribution Line relocations required near US 127. Power plant located on US 127 impacted.	Electric Transmission & Distribution Line, Water Line and Sanitary Sewer Line relocations required for underpass. Electric Transmission & Distribution Line relocations required behind fairgrounds.	Electric Transmission & Distribution Line, Substation 9 impacted. Water Line and Sanitary Sewer Line relocations required for underpass.	Electric Transmission Line relocations required at NW Washington Blvd. Power plant located on US 127 impacted.	Electric Transmission Line relocations required at NW Washington Blvd. Power plant located on US 127 impacted.	Electric Transmission Line relocations required at NW Washington Blvd. Power plant located on US 127 impacted.	Power plant located on US 127 impacted.	Power plant located on US 127 impacted.	Power plant located on US 127 impacted.	Coordination with hydroelectric plant. Potential power substation impacts at US 127.	High voltage power-line tower relocation required. Coordination with hydroelectric plant. Potential power substation impacts at US 127.			Major Utility Relocations and/or Issues	
	Traffic/Maintenance of Traffic Considerations																				
Anticipated Alternative Travel Time (MSS)	N/A	5:53	6:20	6:37	6:10	5:44	5:44	5:45	5:19	7:00	7:35	6:26	6:48	7:39	5:48	5:53	5:50		Anticipated Alternative Travel Time (MSS)		
Anticipated High Street (SR 129) Travel Time Savings (MSS)	AM Peak-Hour - 00:00 PM Peak-Hour - 00:00	AM Peak-Hour - 00:09 PM Peak-Hour - 00:00	AM Peak-Hour - 00:09 PM Peak-Hour - 00:00	AM Peak-Hour - 00:21 PM Peak-Hour - 00:28	AM Peak-Hour - 00:18 PM Peak-Hour - 00:20	AM Peak-Hour - 00:33 PM Peak-Hour - 00:56	AM Peak-Hour - 00:33 PM Peak-Hour - 00:56	AM Peak-Hour -													

ALTERNATIVES A & B

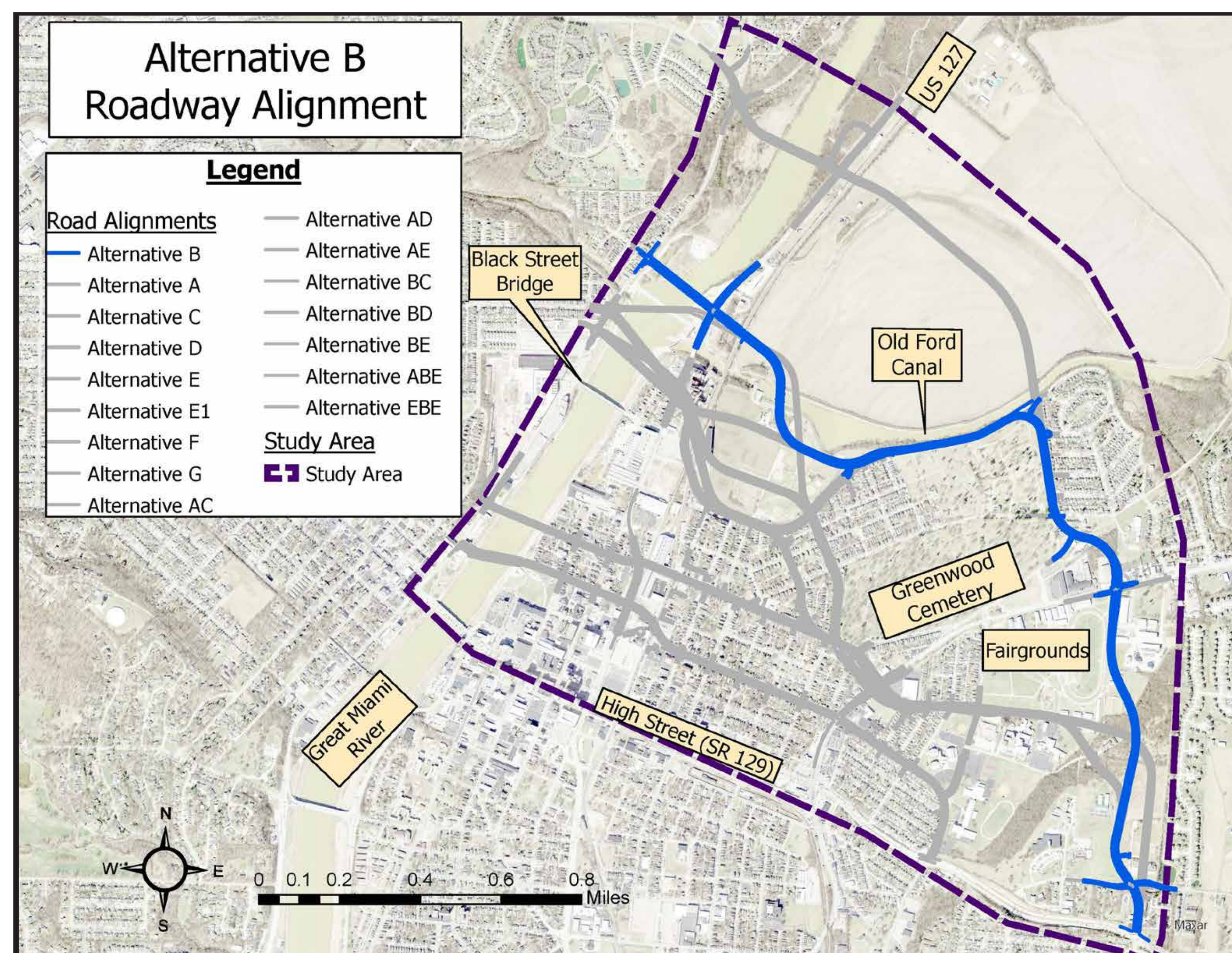


PROS

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

CONS

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



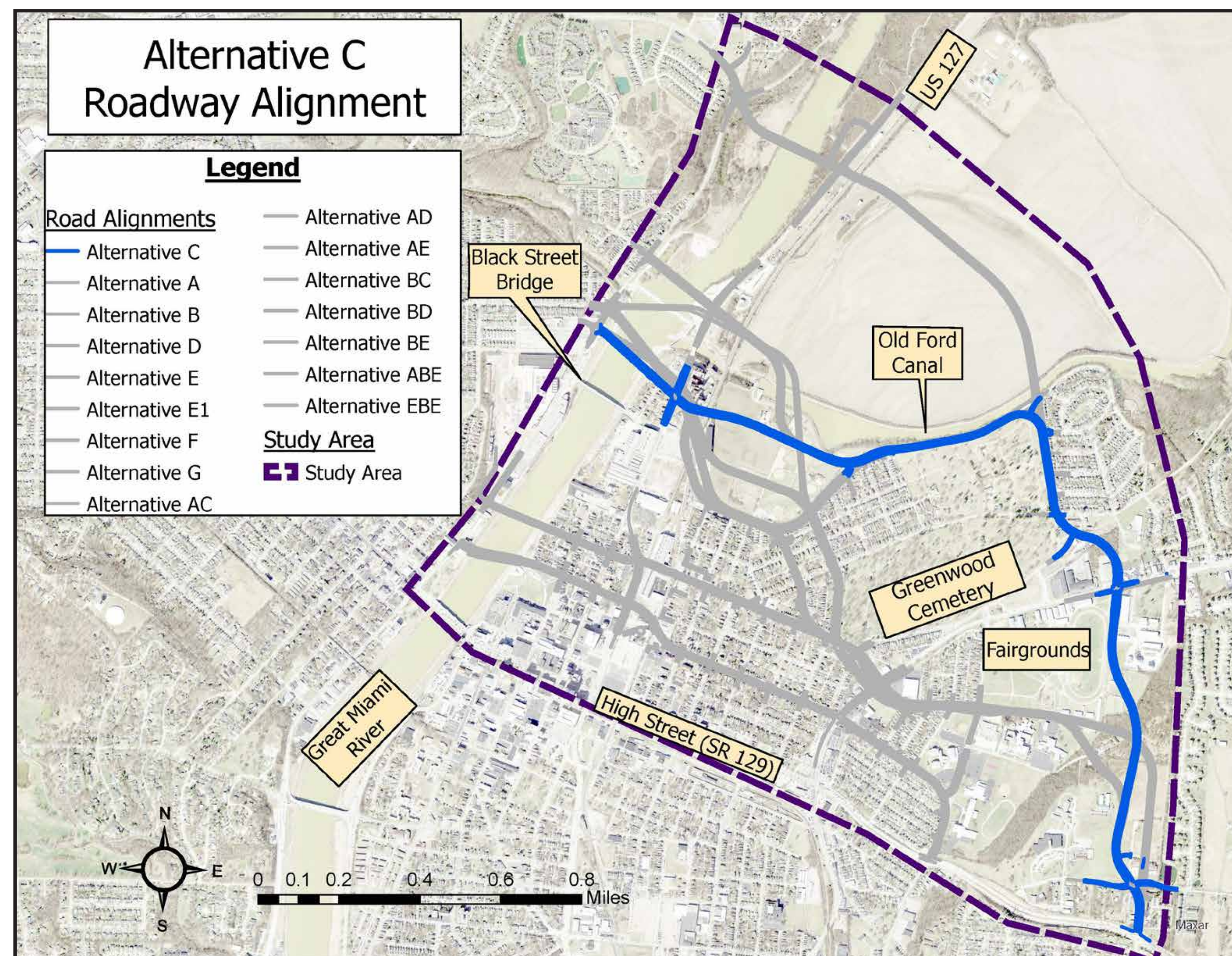
PROS

- Addresses project's Primary and Secondary Needs

CONS

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

ALTERNATIVES C & D

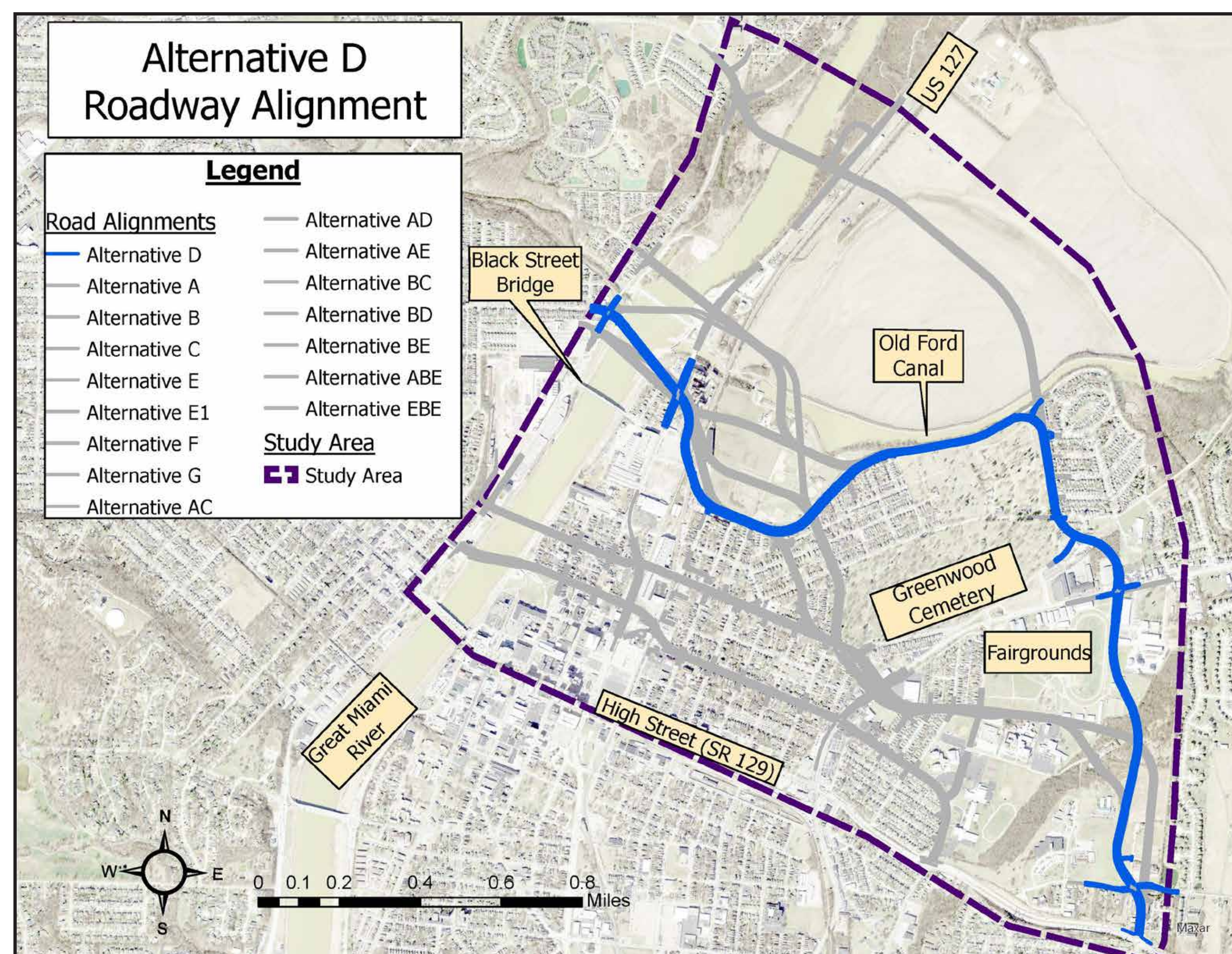


PROS

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

CONS

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



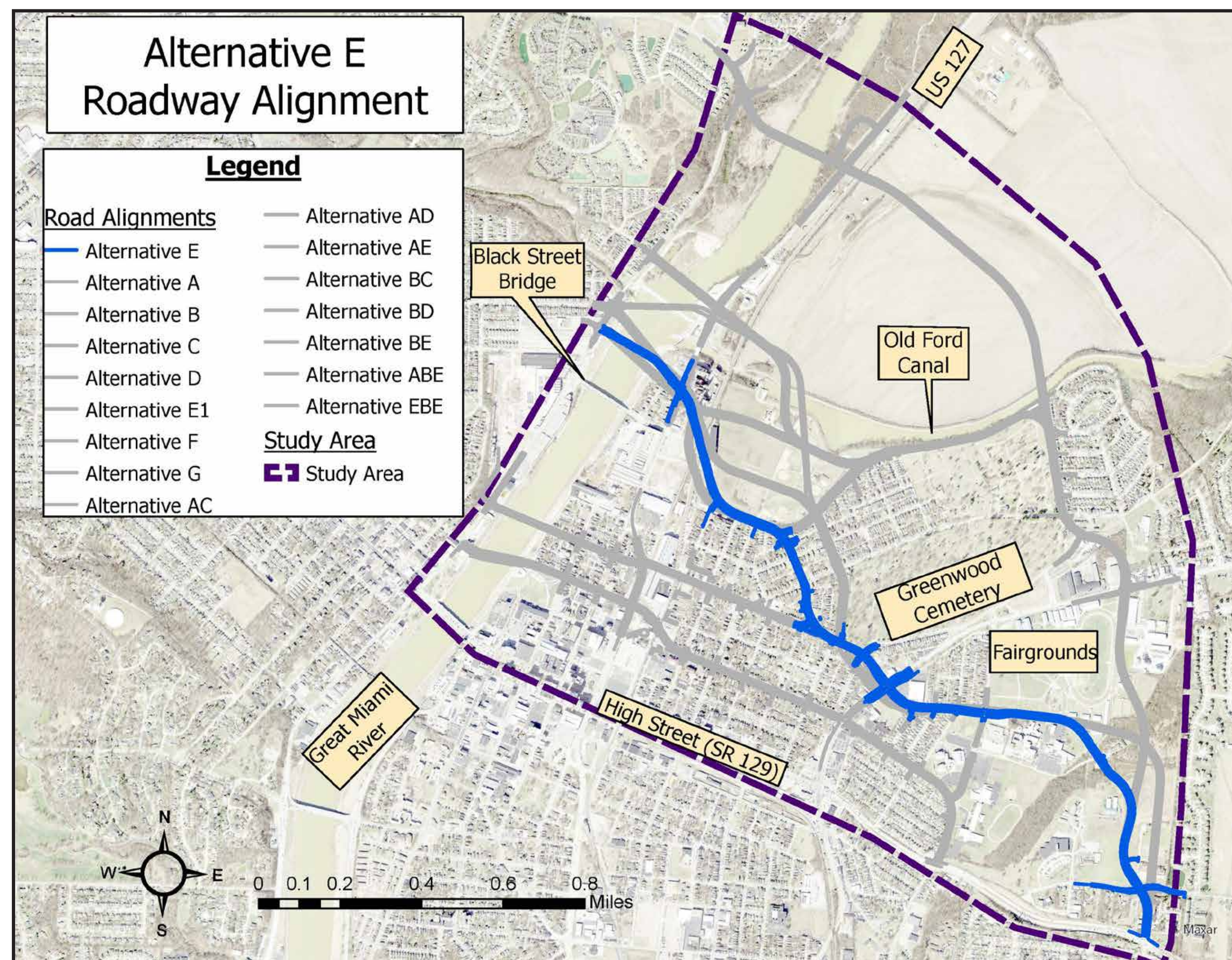
PROS

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

CONS

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

ALTERNATES E & E1

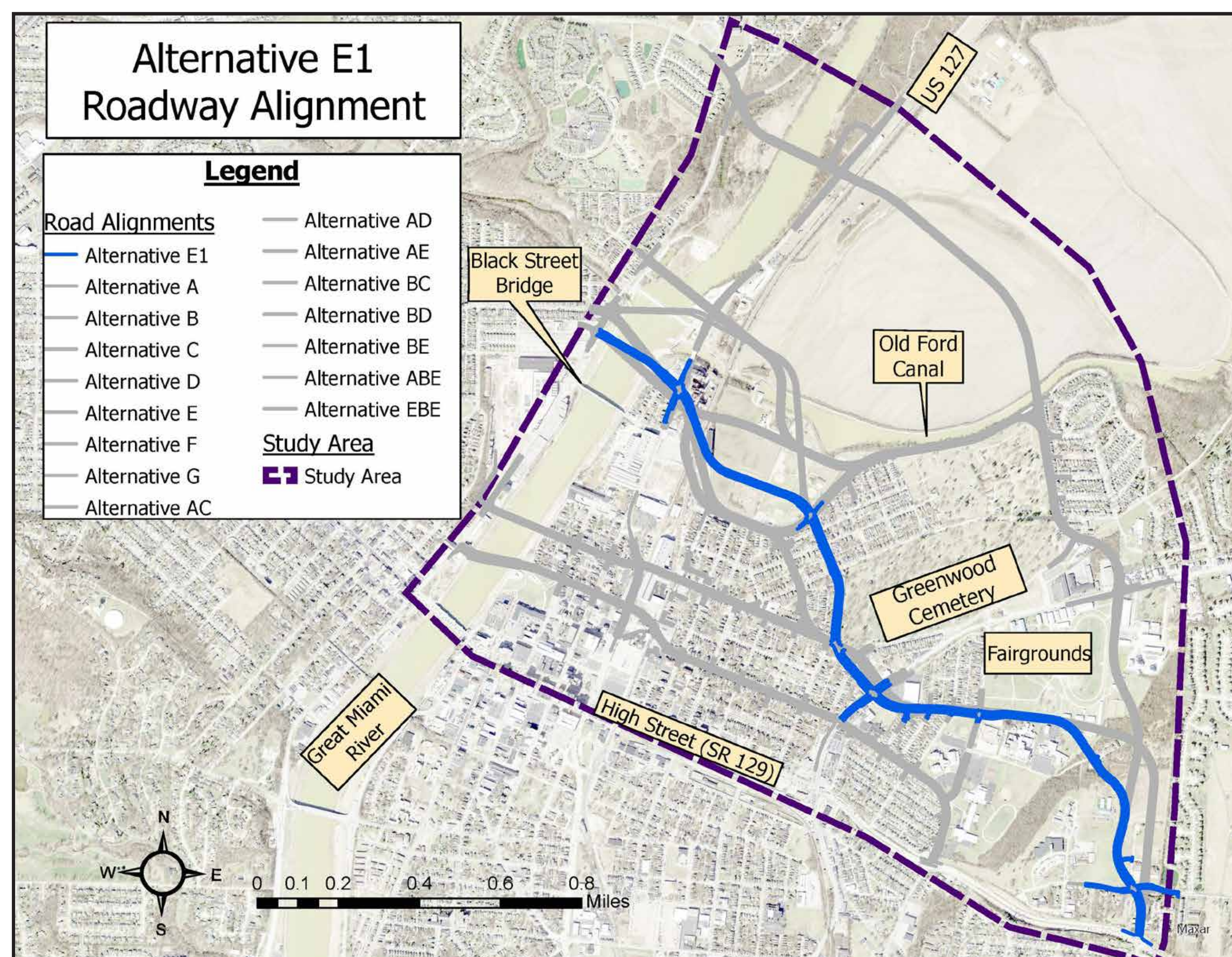


PROS

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

CONS

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



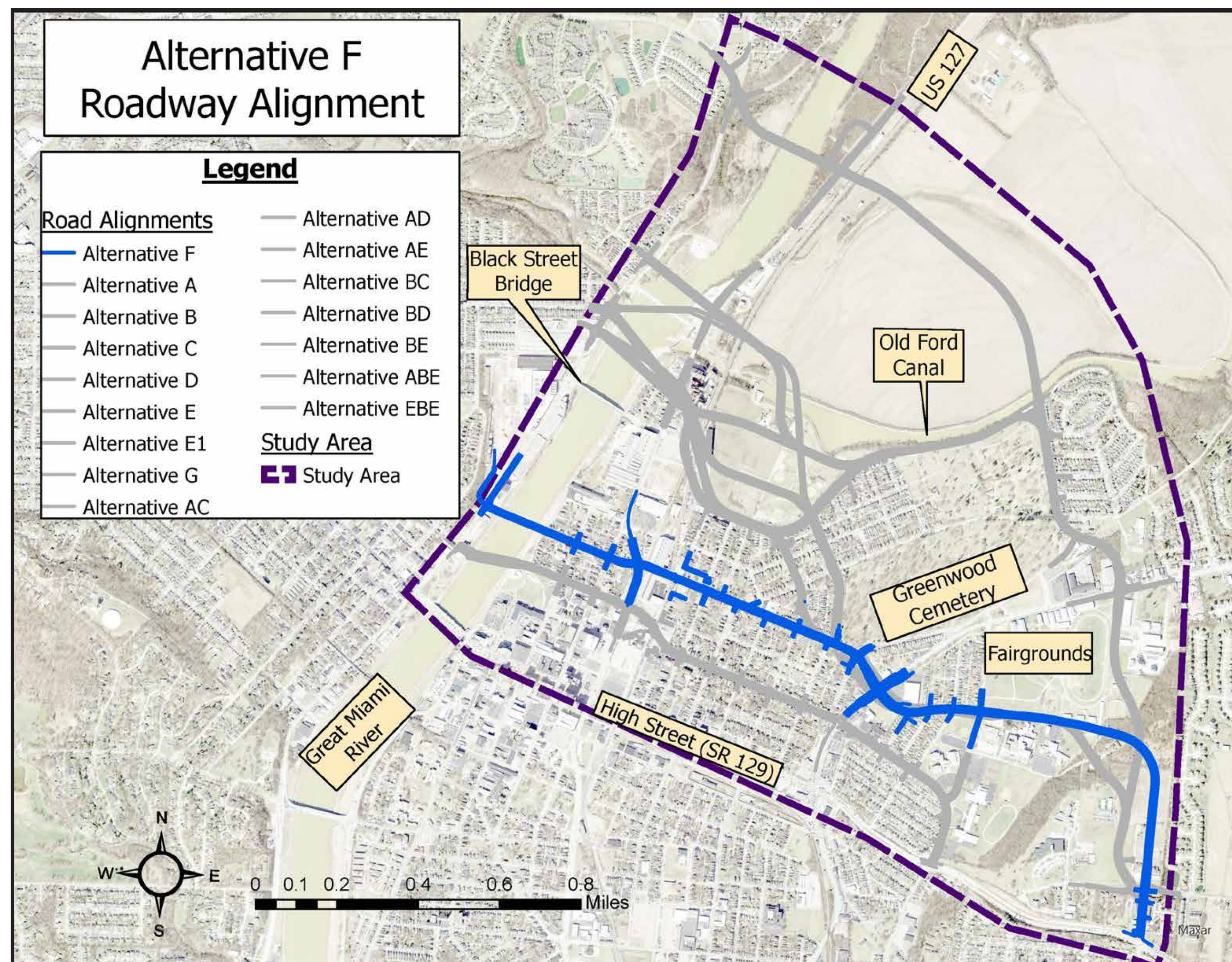
PROS

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

CONS

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

ALTERNATIVES F & G

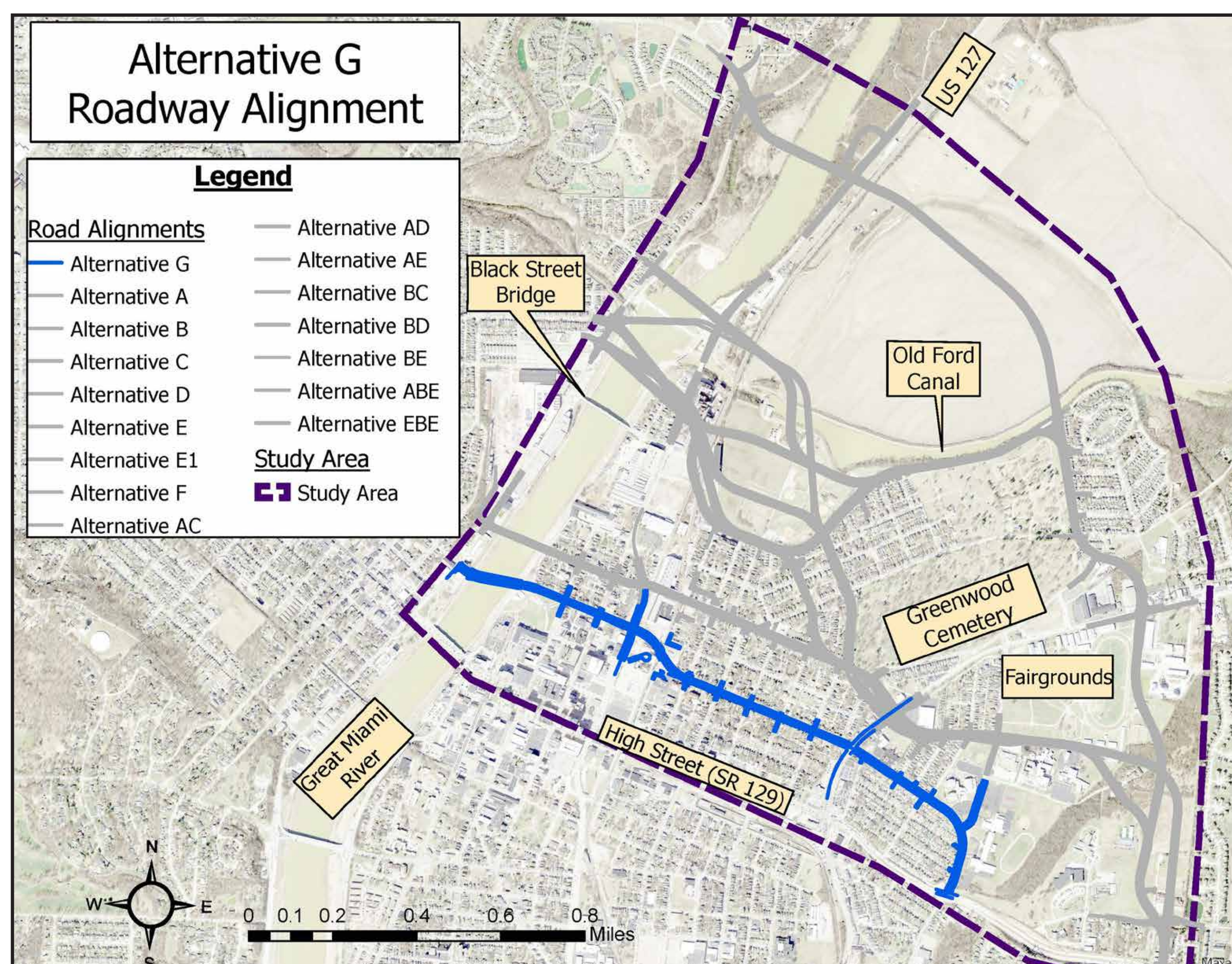


PROS

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

CONS

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



PROS

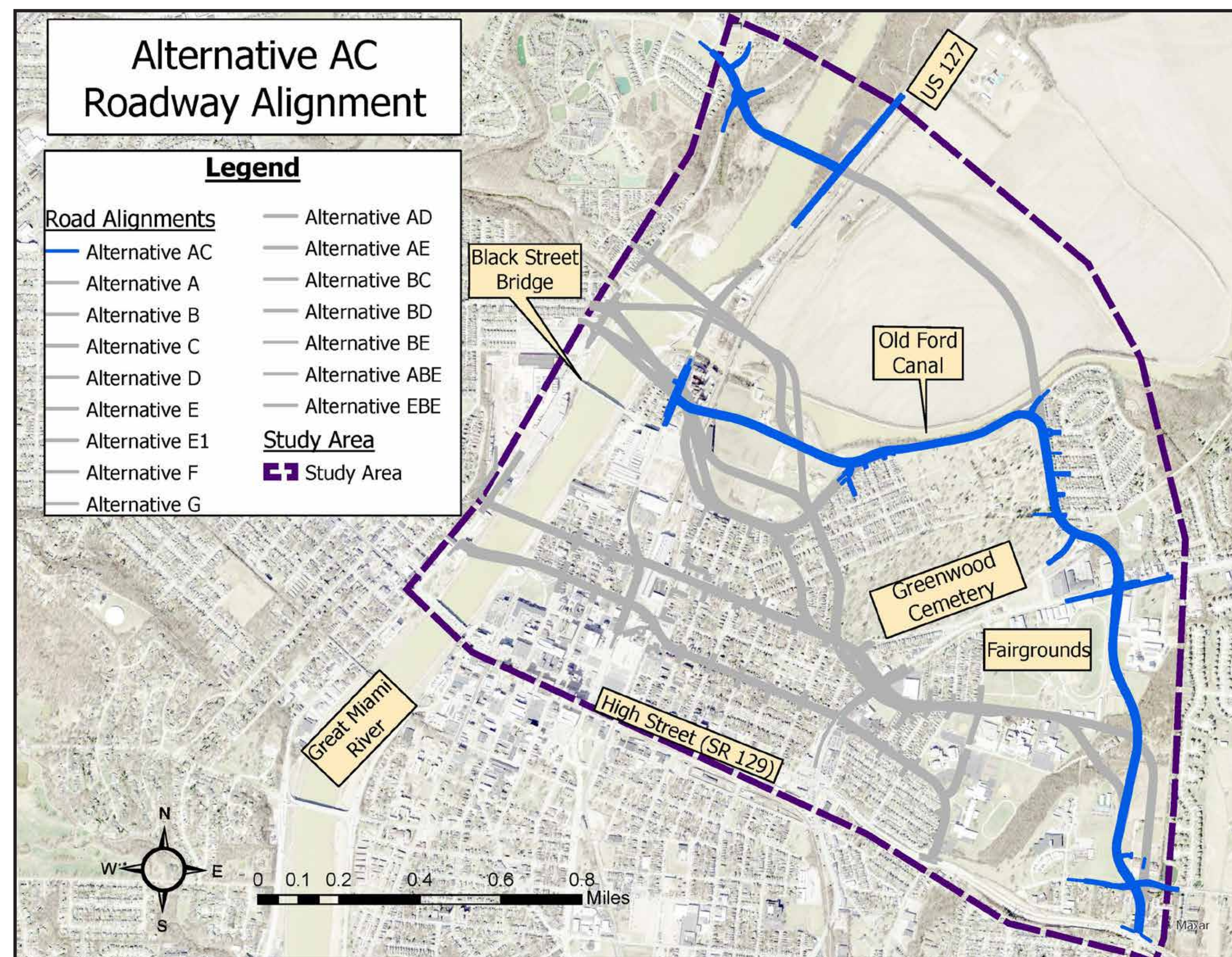
- Addresses project's Primary Needs
- Ties to Wayne Avenue, providing connectivity further west
- Greatest reduction of SR 129 AM/PM traffic volumes and travel time
- Alternative with the shortest travel time (5 min 19 sec)
- Least costly alternative (\$68 million to \$88 million)

CONS

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

ALTERNATIVES AC & AD

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

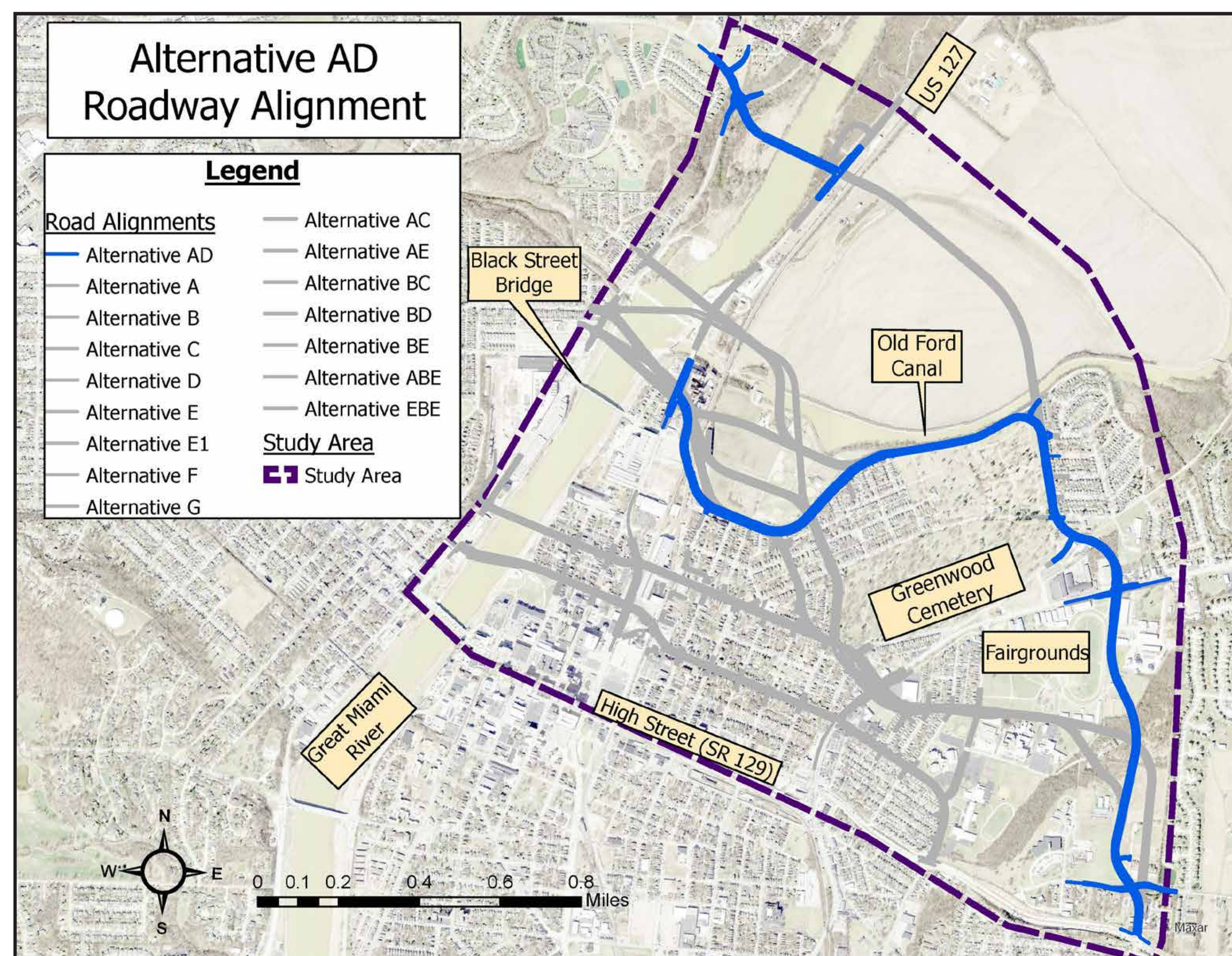


PROS

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

CONS

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



PROS

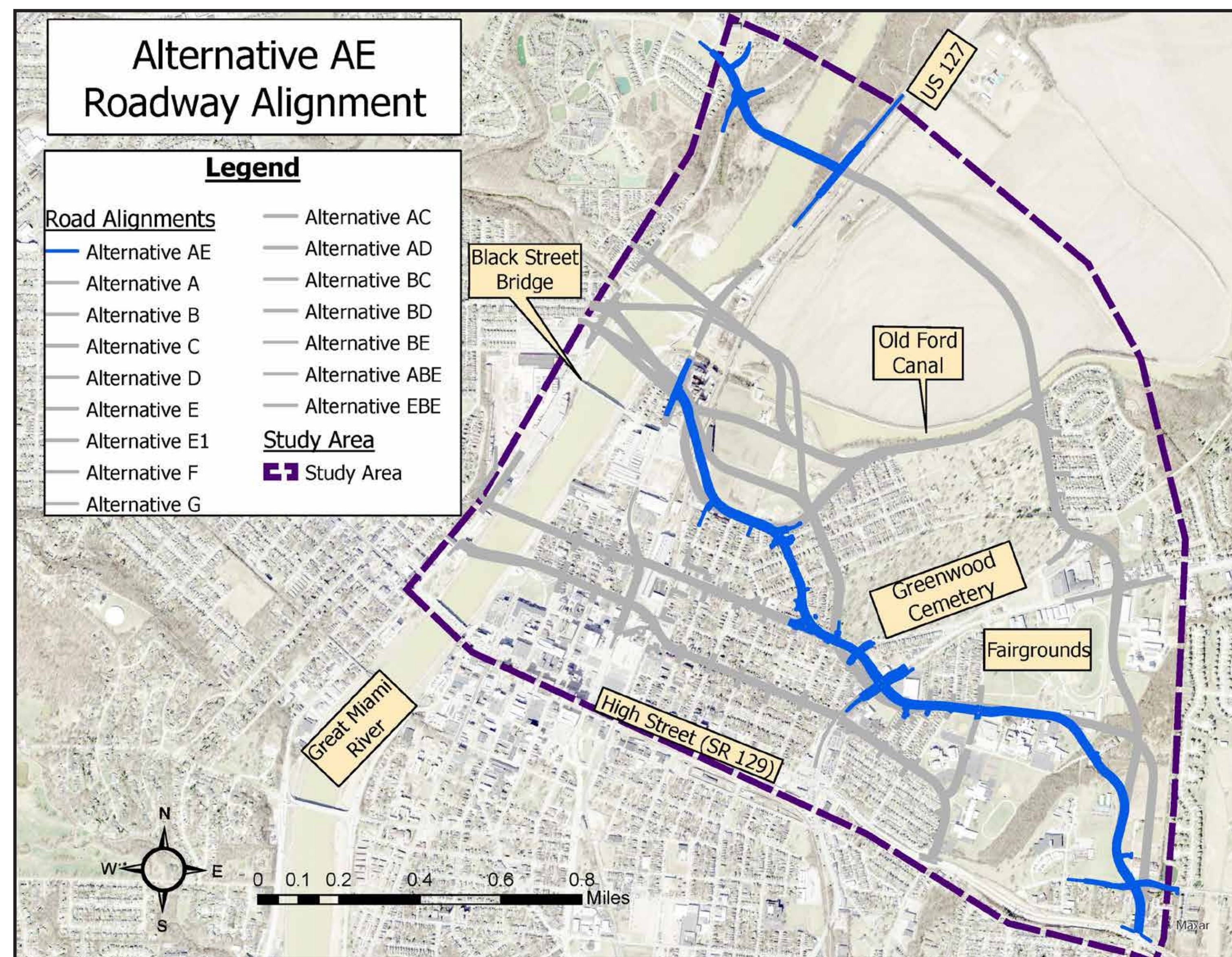
- Addresses project's Primary Needs
- Western end point at NW Washington Blvd. provides connectivity further west

CONS

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

ALTERNATIVES AE & BC

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

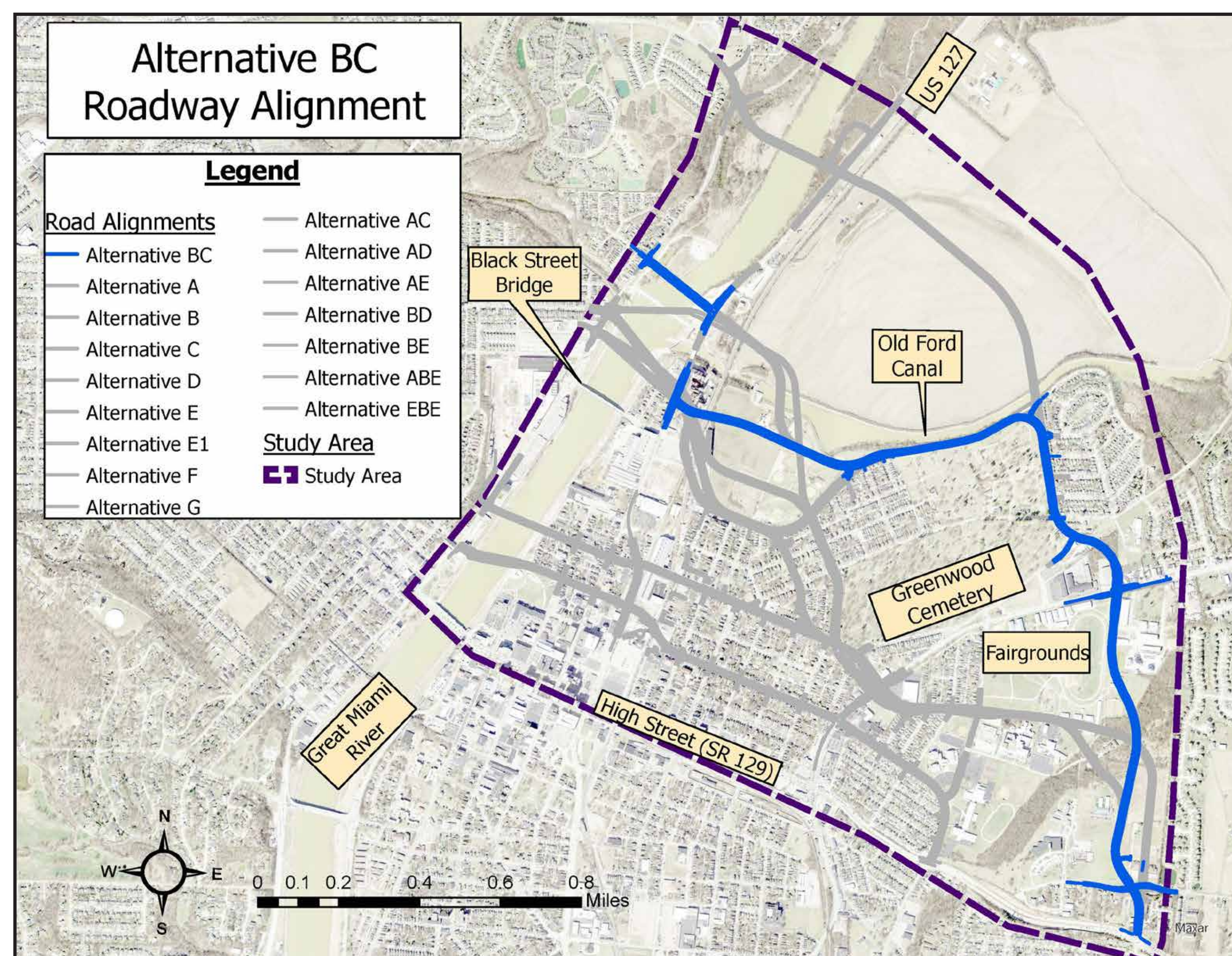


PROS

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

CONS

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



PROS

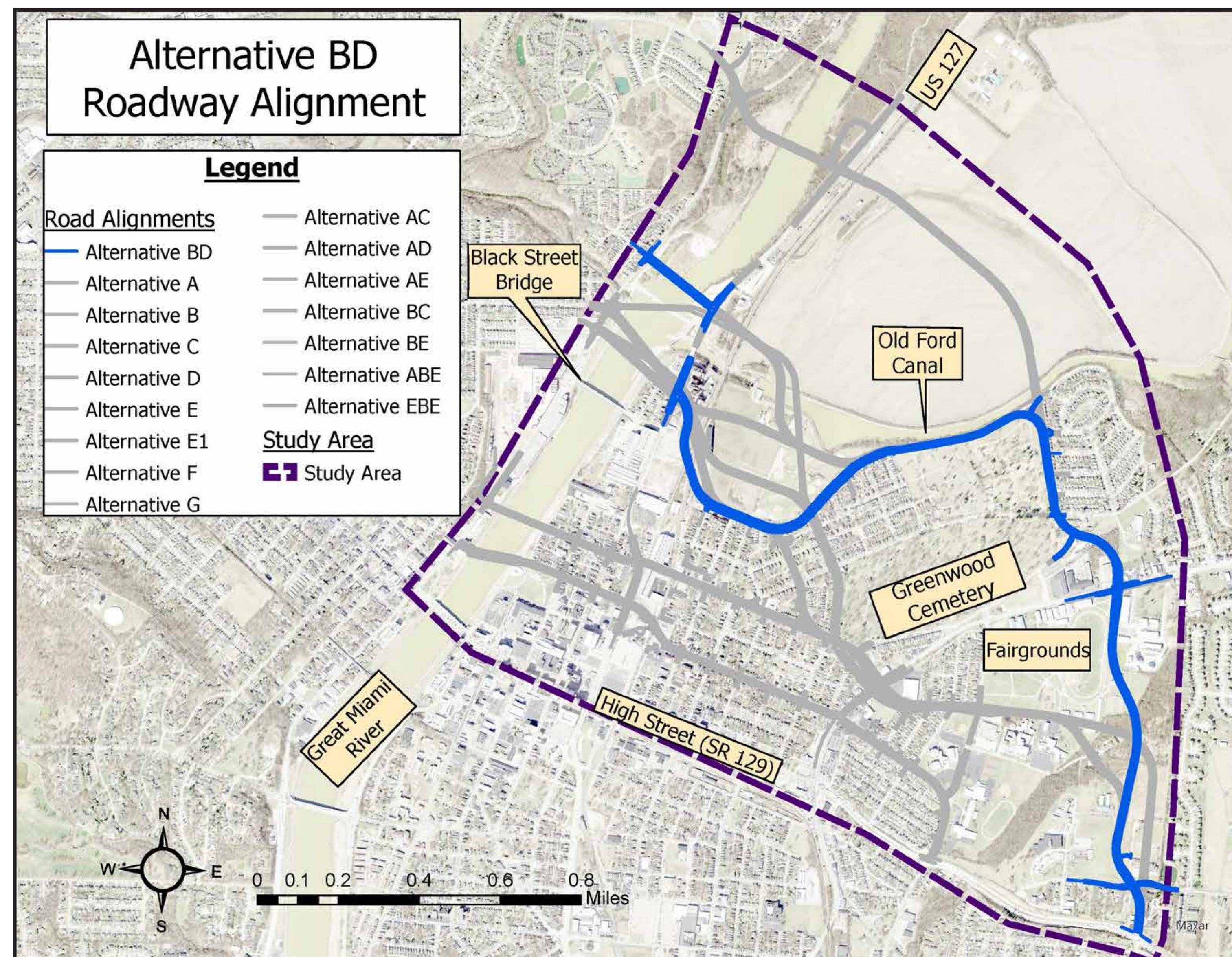
- Addresses project's Primary Needs
- 3rd least costly alternative

CONS

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

ALTERNATIVES BD & BE

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

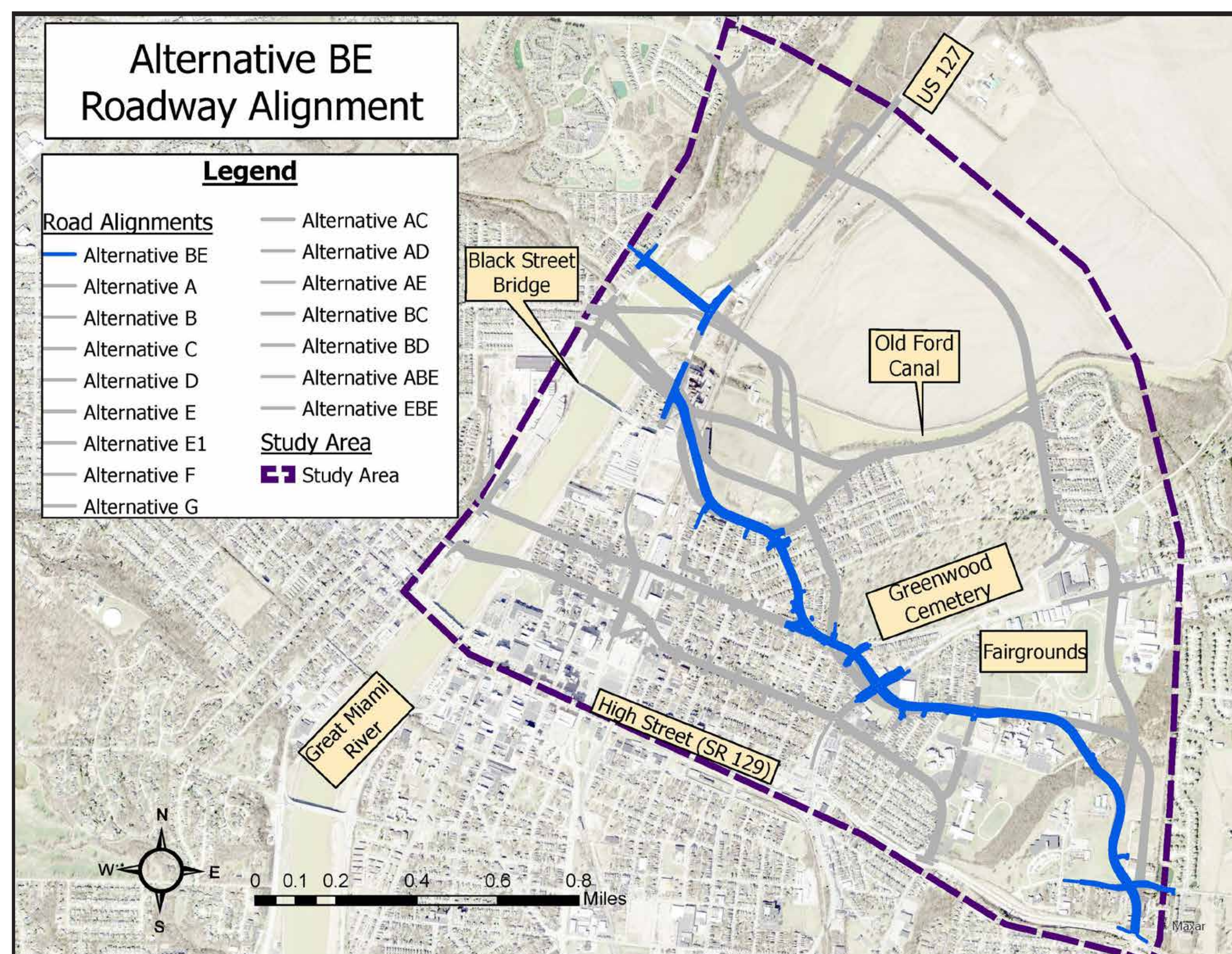


PROS

- Addresses project's Primary Needs

CONS

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



PROS

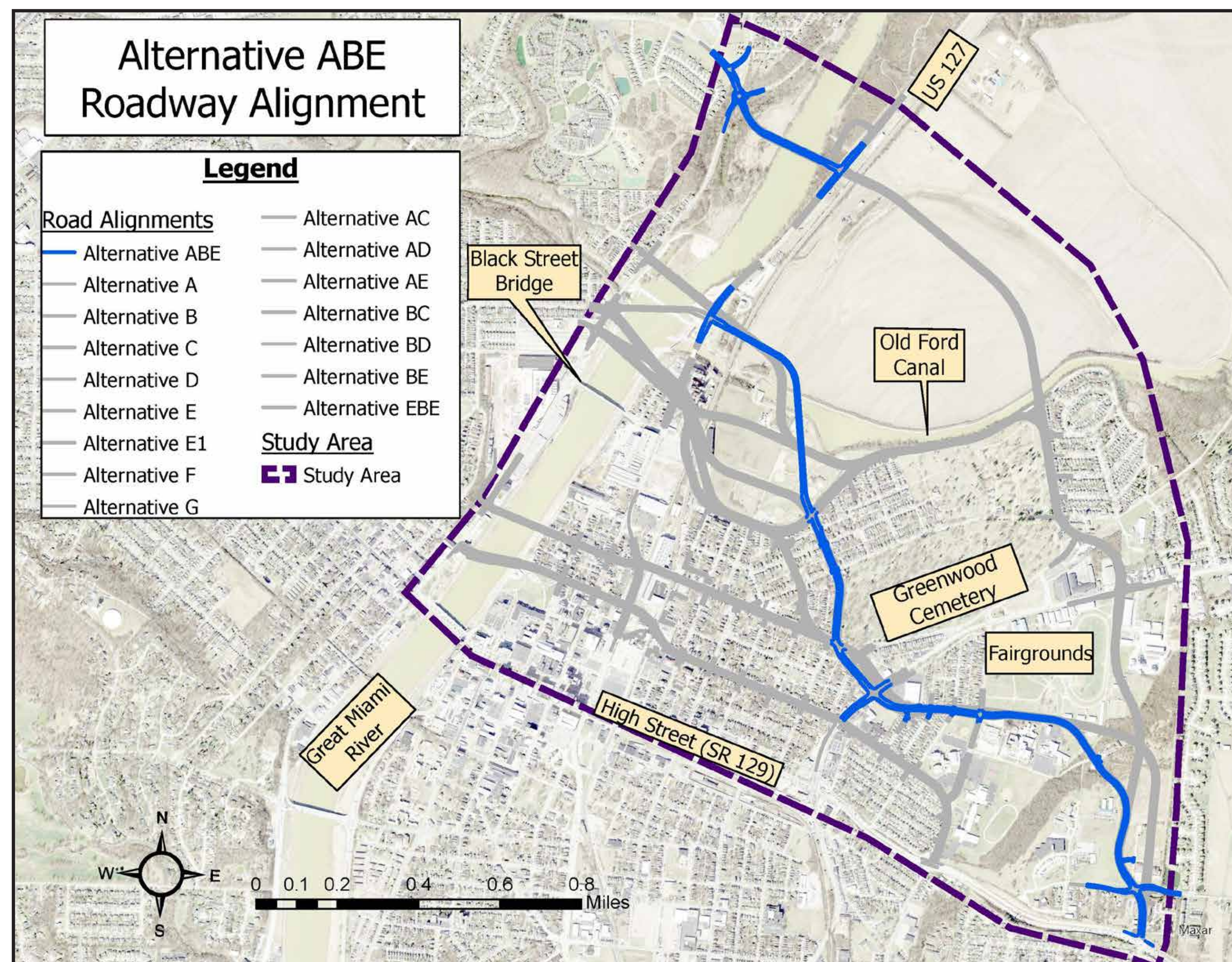
- Addresses project's Primary Needs
- Reduces SR 129 AM/PM traffic volumes & travel time

CONS

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

ALTERNATIVES ABE & EBE

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

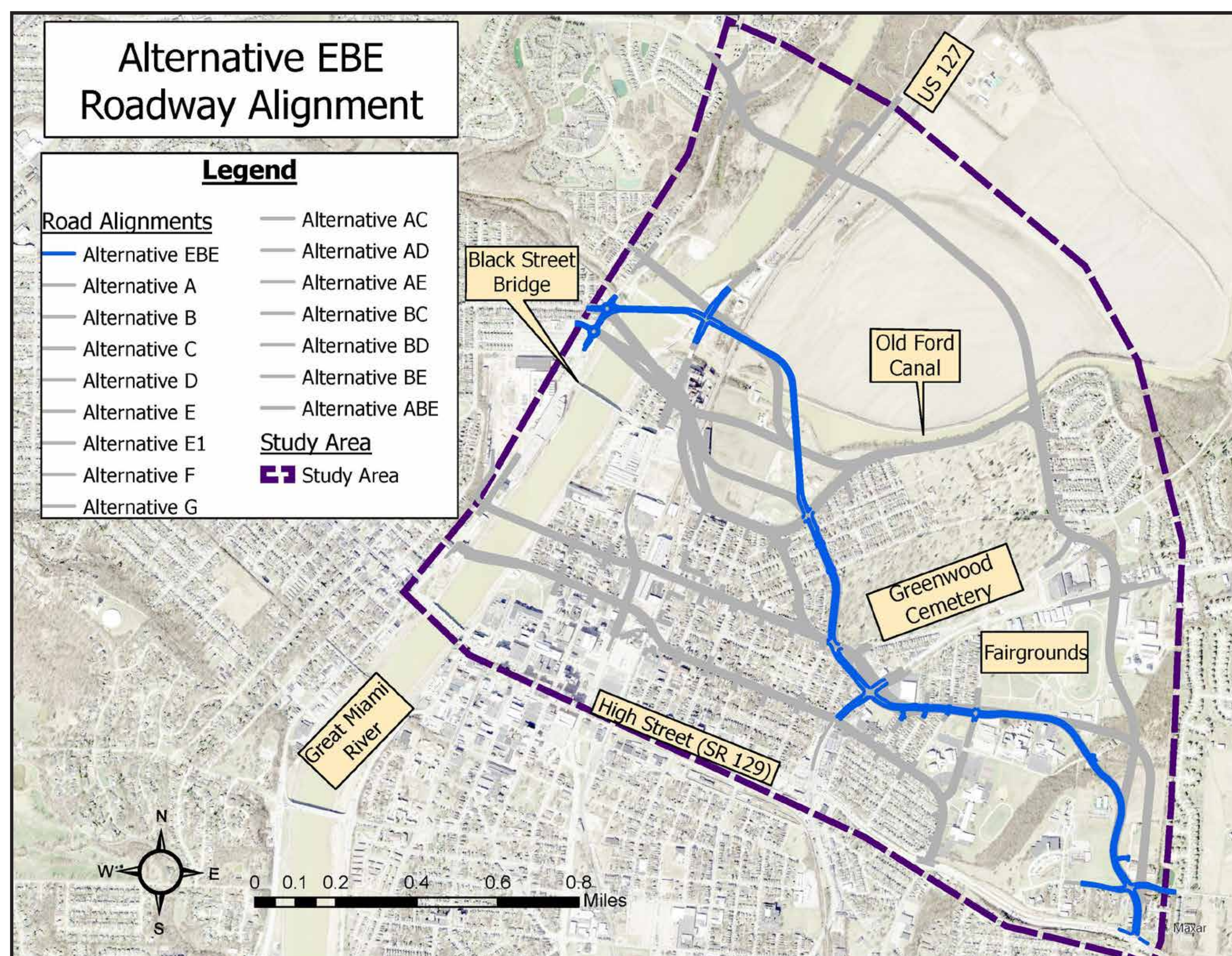


PROS

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

CONS

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



PROS

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

CONS

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

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

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

PREPARE ALTERNATIVES EVALUATION REPORT

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

BEGIN DEVELOPING DETAILED PROJECT DESIGNS

UPDATE COST ESTIMATES

PURSUE FUNDING

CONTINUE PUBLIC OUTREACH & INVOLVEMENT

CONSTRUCTION TIMING

The timing of construction is not yet known.

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

FUNDING

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



PUBLIC INPUT IS IMPORTANT

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

Public engagement activities will likely include:

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

How does public involvement make a difference?

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





PUBLIC INPUT IS IMPORTANT

HOW CAN YOU MAKE A DIFFERENCE?

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

STAY INFORMED

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

CONTACT US

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

Allen Messer

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

Dan Corey

Director
Butler County Transportation Improvement District
1921 Fairgrove Avenue | Hamilton, OH 45011
(513) 431-1229
danc@bctid.org

www.NorthHamiltonCrossing.org

Appendix A: Exhibits & Materials

Public Input Virtual Open House Site Content

North Hamilton Crossing Virtual Open House

THANK YOU FOR VISITING!

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

The City of Hamilton and Butler County Transportation Improvement District (BCTID), in coordination with the Ohio Department of Transportation (ODOT), are hosting this Virtual Open House to:

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

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

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

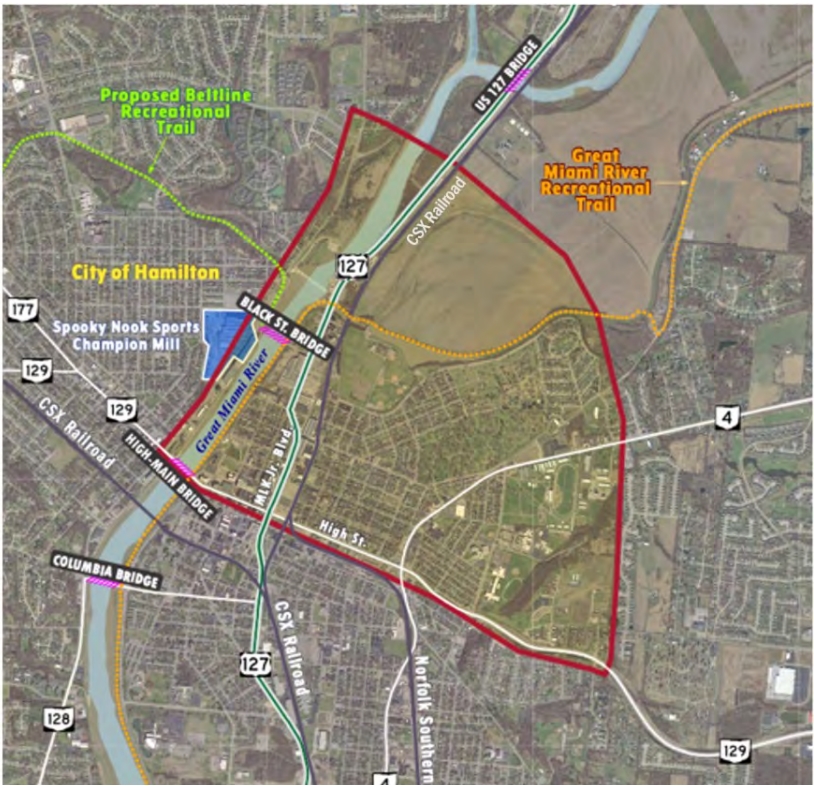
This virtual Open House will be open 24 hours a day for approximately 45 days.

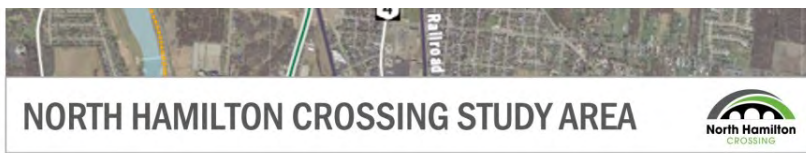
Please submit any questions or comments you may have by March 12, 2023.

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

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

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





PLANNING PROCESS

North Hamilton Crossing has been a city, county, and regional transportation objective since the early 2000s. It's been included in local and regional transportation planning documents since 2002 and has remained a top priority in both the City of Hamilton's comprehensive plan, Plan Hamilton, and the Butler County Thoroughfare Plan. Recognizing the importance of the project and the safety and travel benefits it will bring to the region, the Ohio Department of Transportation (ODOT) came on board last year as a project partner.

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



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

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

- An improved connection between SR 4 and SR 129

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



PURPOSE AND NEED

PROJECT PURPOSE

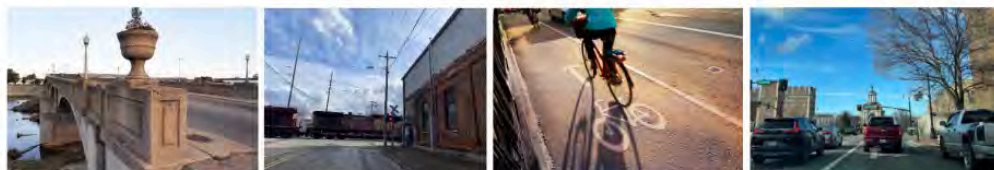
Improve east-west connectivity north of SR 129 in the City of Hamilton to reduce congestion and improve safety and mobility in support of current and planned economic growth in the City and in western Butler County, as identified in *Plan Hamilton* and the *Butler County Thoroughfare Plan*.

PRIMARY NEEDS

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

SECONDARY NEEDS

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



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

PHD 115735

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

Do you agree with the Primary Needs?



Do you agree with the Secondary Needs?



The graphs shown above show the responses received from the public when we asked if they agree with the Primary and Secondary needs identified for the NHX project.

This data is from the *September 2021 Public Input Opportunity Summary Report*.

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

- ☐ Yes
- ☐ No
- ☐ Don't remember

Where do you live?

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

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

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

Where do you work?

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

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

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

EXISTING CONDITIONS

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



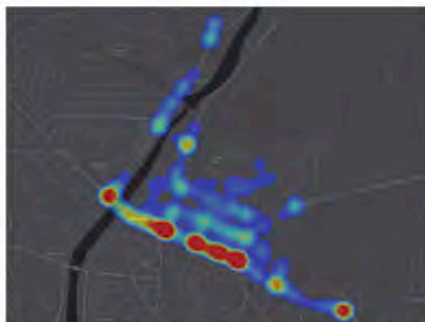
EXISTING CONDITIONS

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

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



Existing traffic conditions in the NHX study area. Level of



Heat map showing areas of traffic crashes in the NHX study

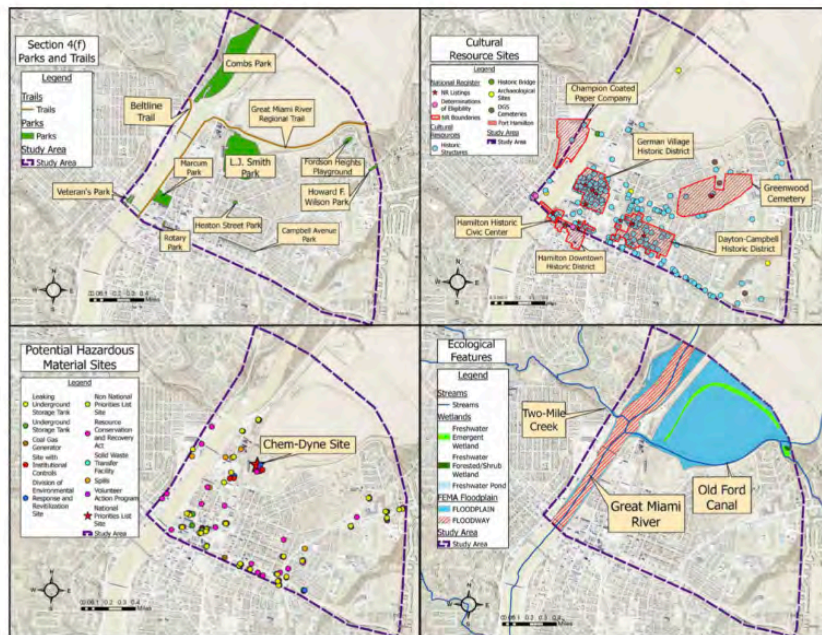
The data we gathered through this process confirmed in detail what we already knew generally from the daily experience of moving through the area. The value gained is that the information compiled provided us with a solid baseline against which we can evaluate the effectiveness of possible solutions.

Environmental Features

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



ENVIRONMENTAL FEATURES



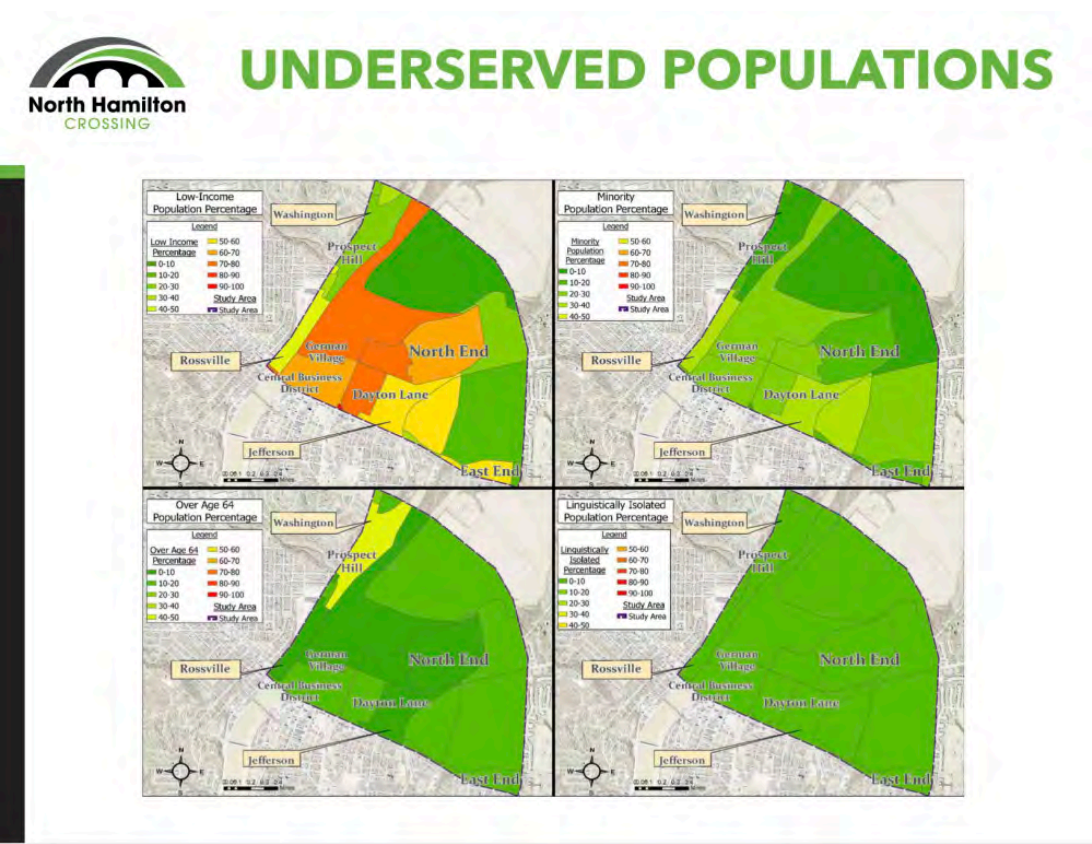
Are there any other environmental features that you are aware of that are not included on the maps above?

- ☐ Yes
- ☐ No
- ☐ Not sure

If you said yes, what are they?

Underserved Populations

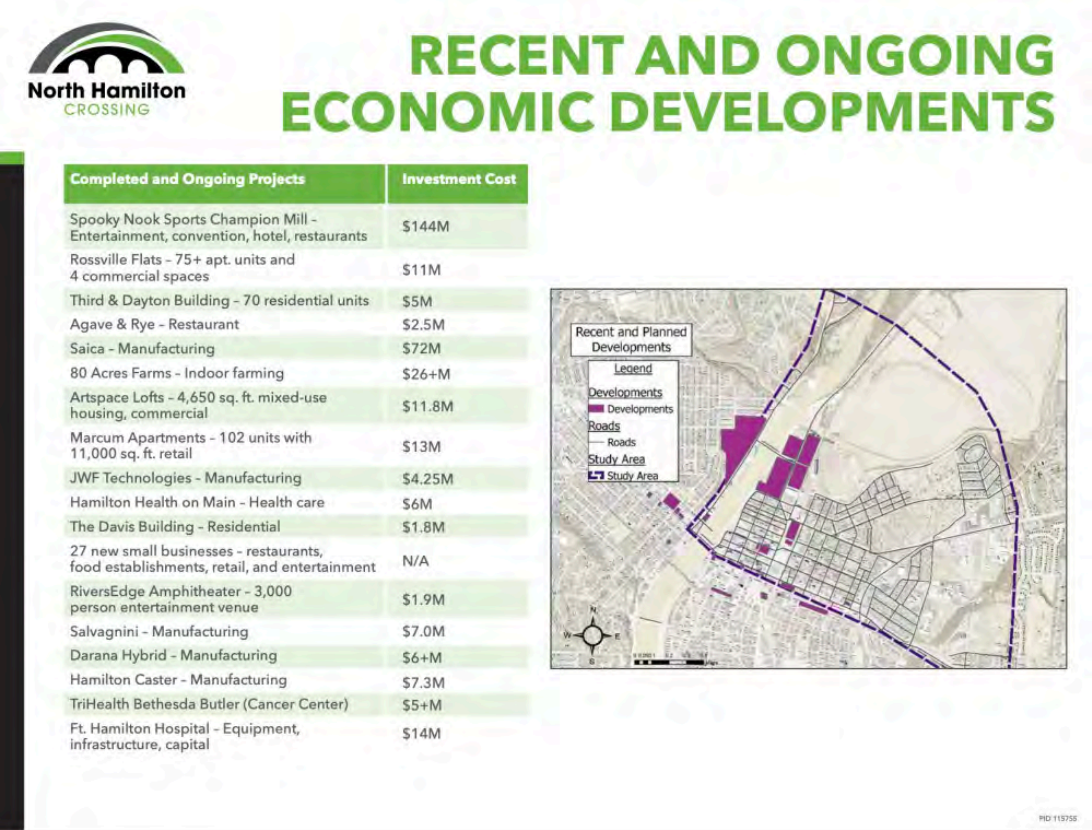
We also looked at the distribution of traditionally underserved populations in the study area so we could better understand who lives there. Factors we looked at include the percentage of low-income households in the area, the percentage of minorities in the area, the percentage of the population that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



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

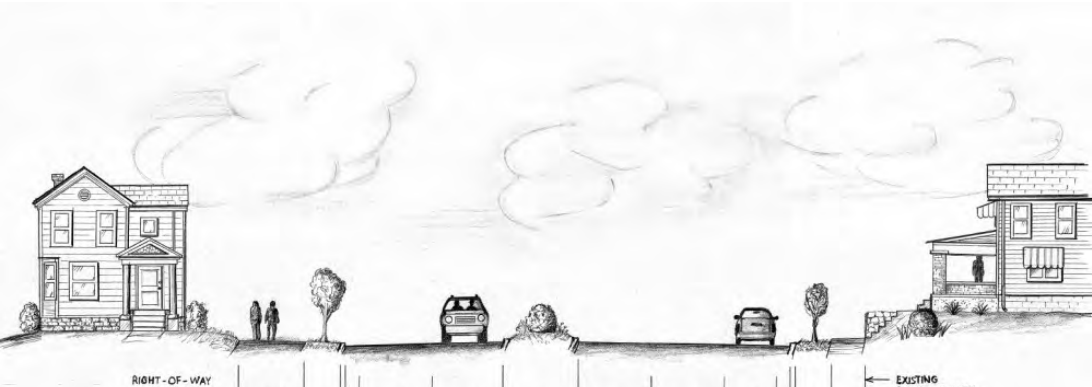
Recent and Ongoing Economic Development

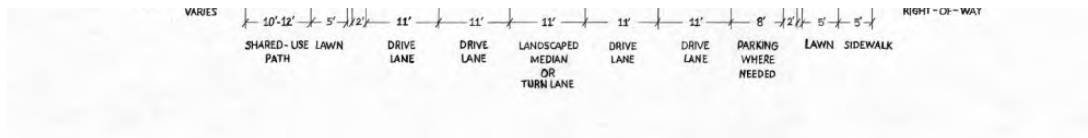
Another factor that we considered was the locations of recent, planned, and on-going economic development in and near the study area, and how the proposed NHX might impact or be impacted by those developments and opportunities.



CONCEPT FOR THE NORTH HAMILTON CROSSING

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





Layout of a typical section for the proposed North Hamilton Crossing.

The center section would vary between a landscaped median or center turnlane, depending on need. On-street parking would also be provided, as needed.

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



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

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

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

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

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

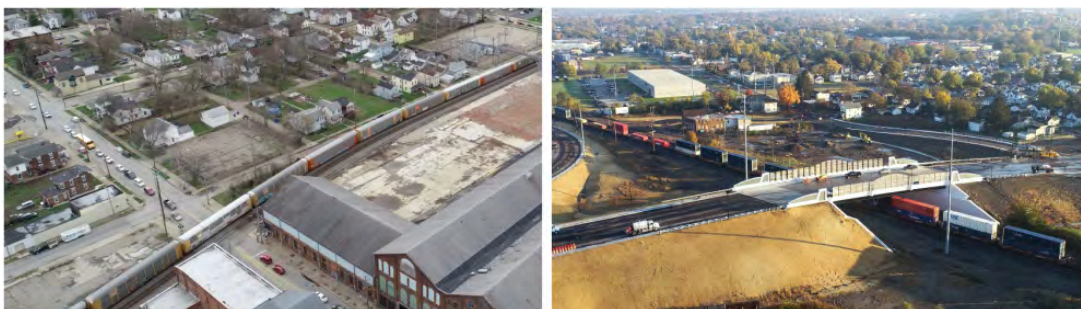
Instead, the North Hamilton Crossing will include a new bridge across the Great Miami River and the Black Street Bridge will be preserved for bicycle and pedestrian use, and perhaps small public shuttles that may be used in the future to transport people back and forth across the river. We are not planning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

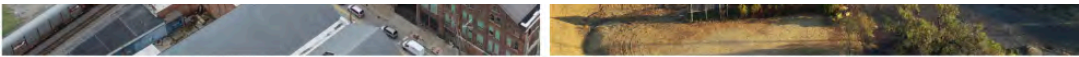


Black Street Bridge (photo courtesy City of Hamilton)

Railroad Overpass

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





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

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

ALTERNATIVE DEVELOPMENT

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

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

PUBLIC INPUT TO DATE

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

STAKEHOLDER COMMITTEE

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

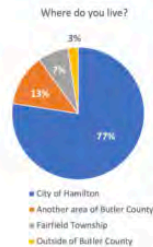


SEPTEMBER 2021 ONLINE PUBLIC INPUT SURVEY

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

EMAIL

PHONE CALLS



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

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

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

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

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

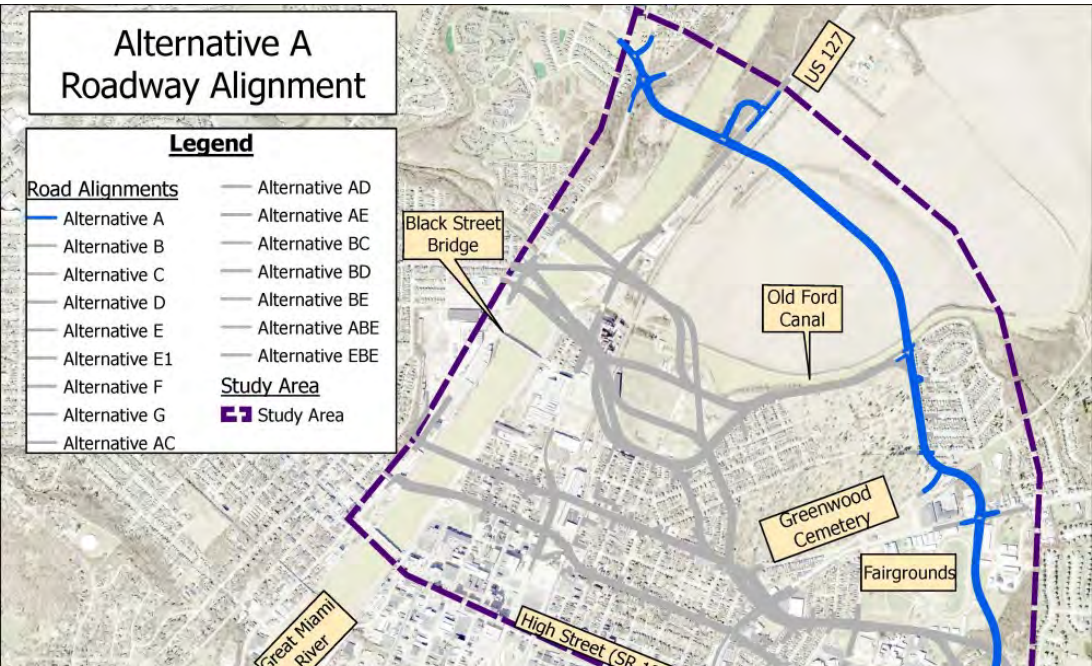
INITIAL ROUTE ALTERNATIVES

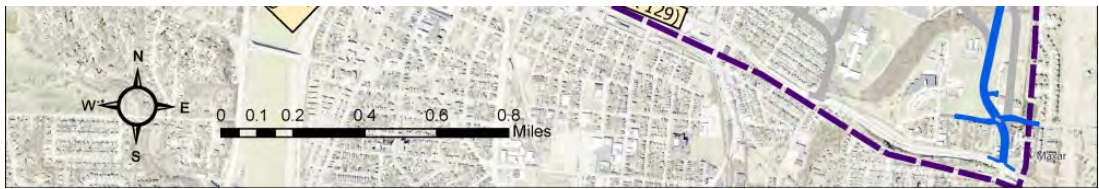
Eight initial route alternatives were developed and evaluated for NHX. Routes were given letter names based on the order in which they cross the river. Below are maps showing the general route alignment of each and an associated list of key positives and negatives identified for alternative. **Please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

Evaluation Matrix

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

ALTERNATIVE A



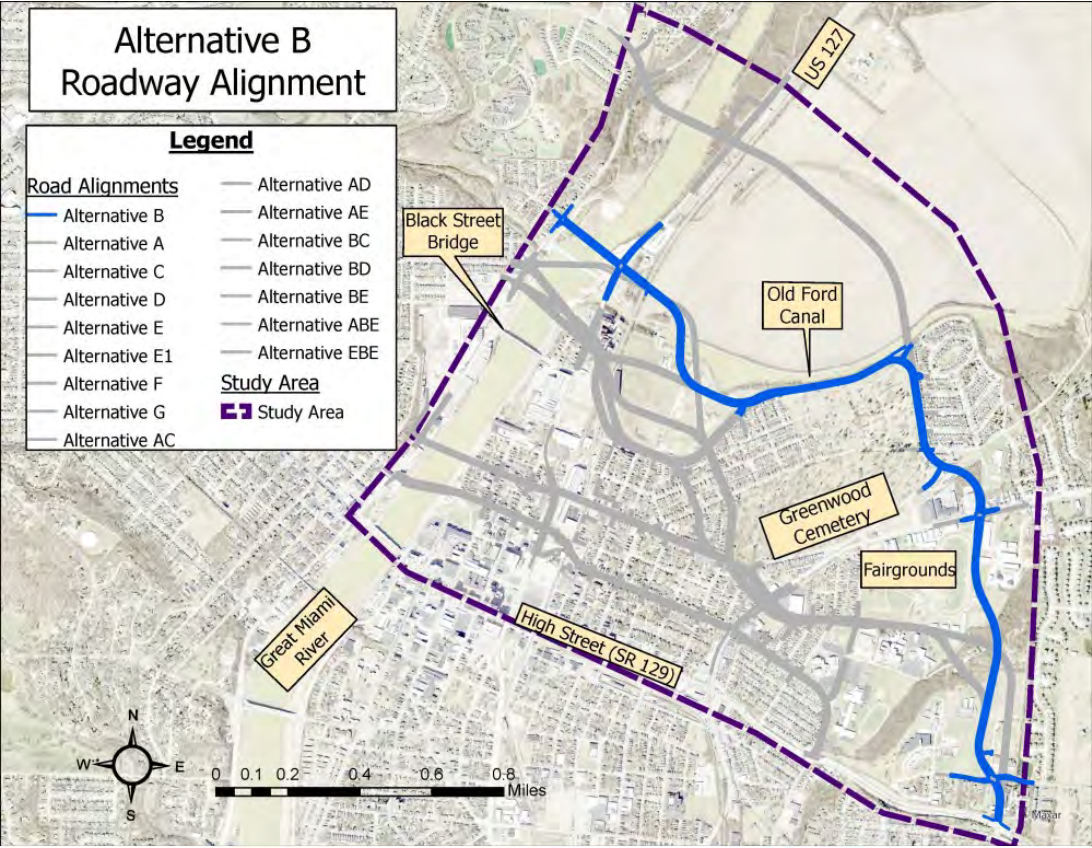


PROS	CONS
• Addresses project's Primary and Secondary Needs • Western end point at NW Washington Blvd. provides connectivity further west	• No direct connection to US 127; will require an access road and a signal at US 127 • Alternative with high right-of-way impact (85-95 acres) • Bisects Combs Park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

How interested are you in Alternative A?

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

ALTERNATIVE B

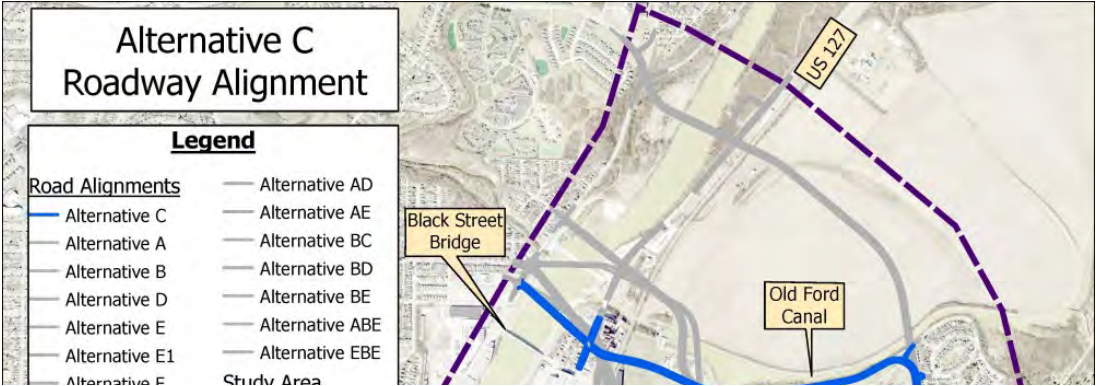


PROS	CONS
Addresses project's Primary and Secondary Needs	- End point at North B Street ties to Lagonda Avenue with no direct connectivity further west - High right-of-way requirements (50-60 acres) - Bisects Combs Park and LJ Smith Park - Impacts farmlands (20-30 acres) - Impacts Greenwood Cemetery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

How interested are you in Alternative B?

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

ALTERNATIVE C



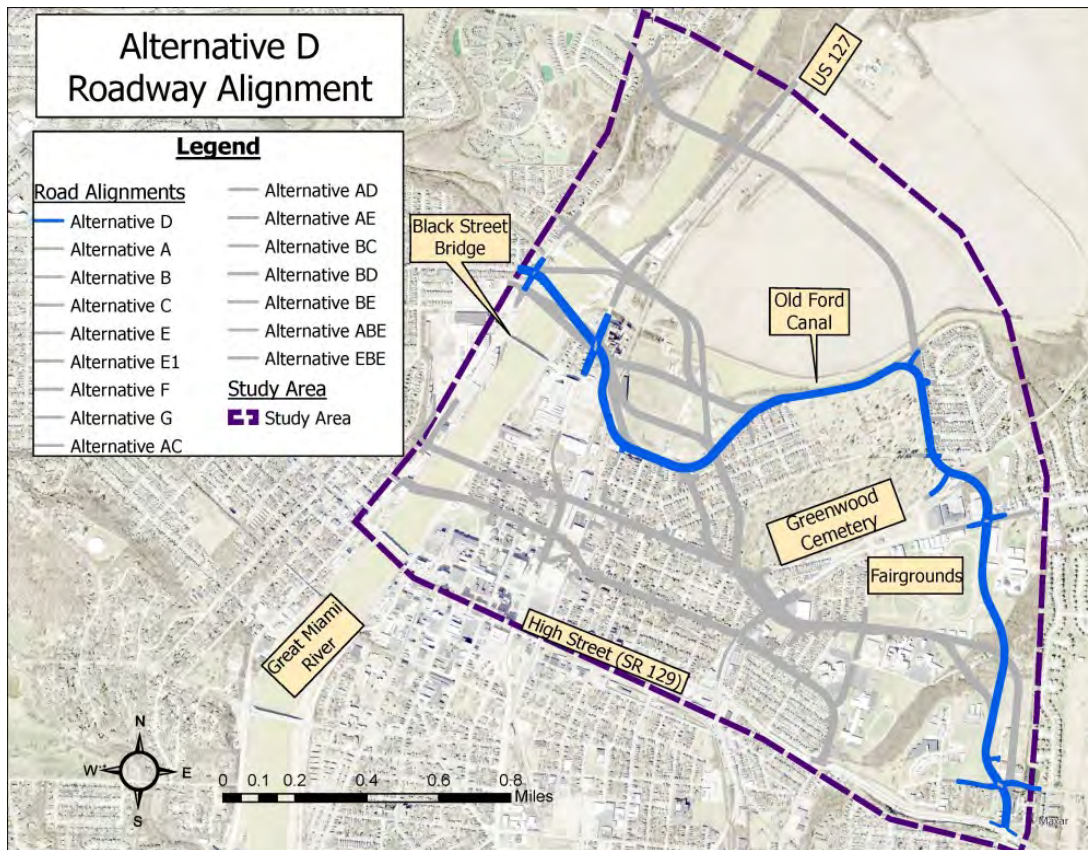


PROS	CONS
- Addresses project's Primary Needs - End point at North B Street ties into Rhea Avenue providing connectivity further west 2nd least costly alternative - Reduces SR 129 AM/PM traffic volumes & travel time	- Does not support economic development - Bisects LJ Smith Park - Impacts Greenwood Cemetery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

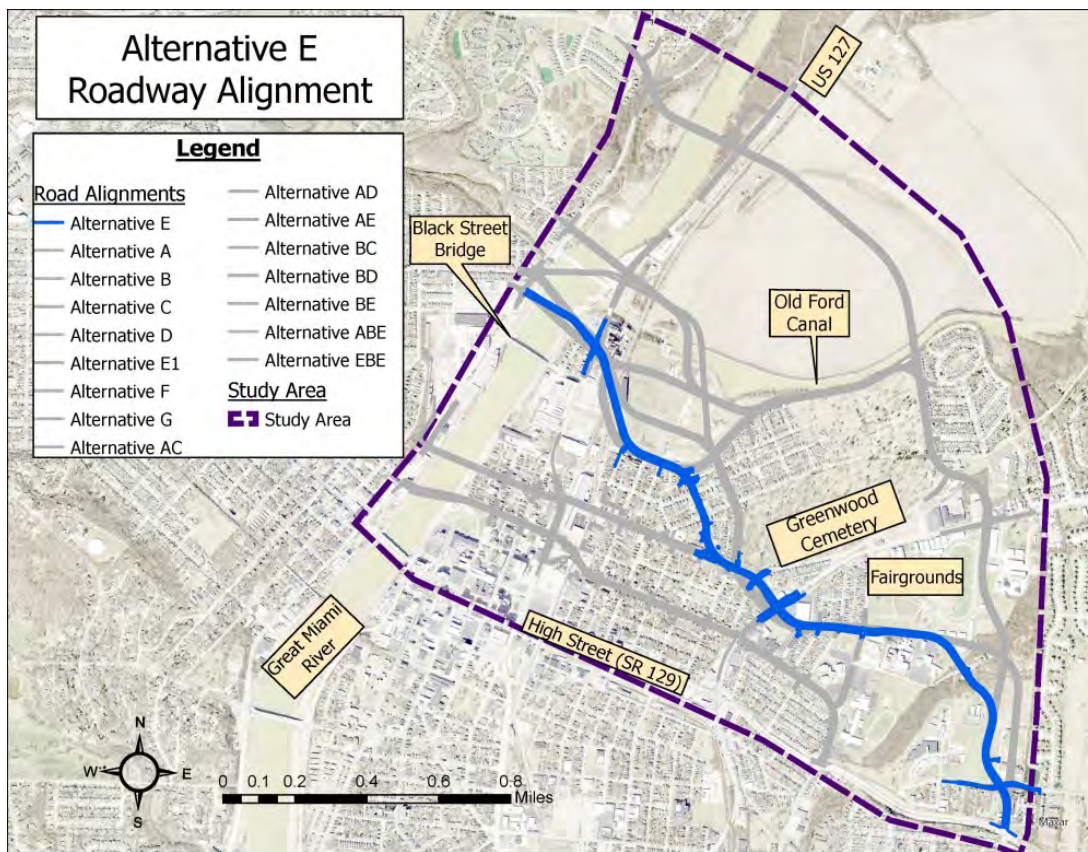
How interested are you in Alternative C?

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

ALTERNATIVE D



PROS	CONS
- Addresses project's Primary Needs - End point at North B Street ties into Gordon Avenue, providing connectivity further west - Reduces SR 129 AM/PM traffic volumes & travel time	- Does not support economic development - Impacts Greenwood Cemetery (more than 0.5 acres) - Potential impacts to traditionally underserved populations



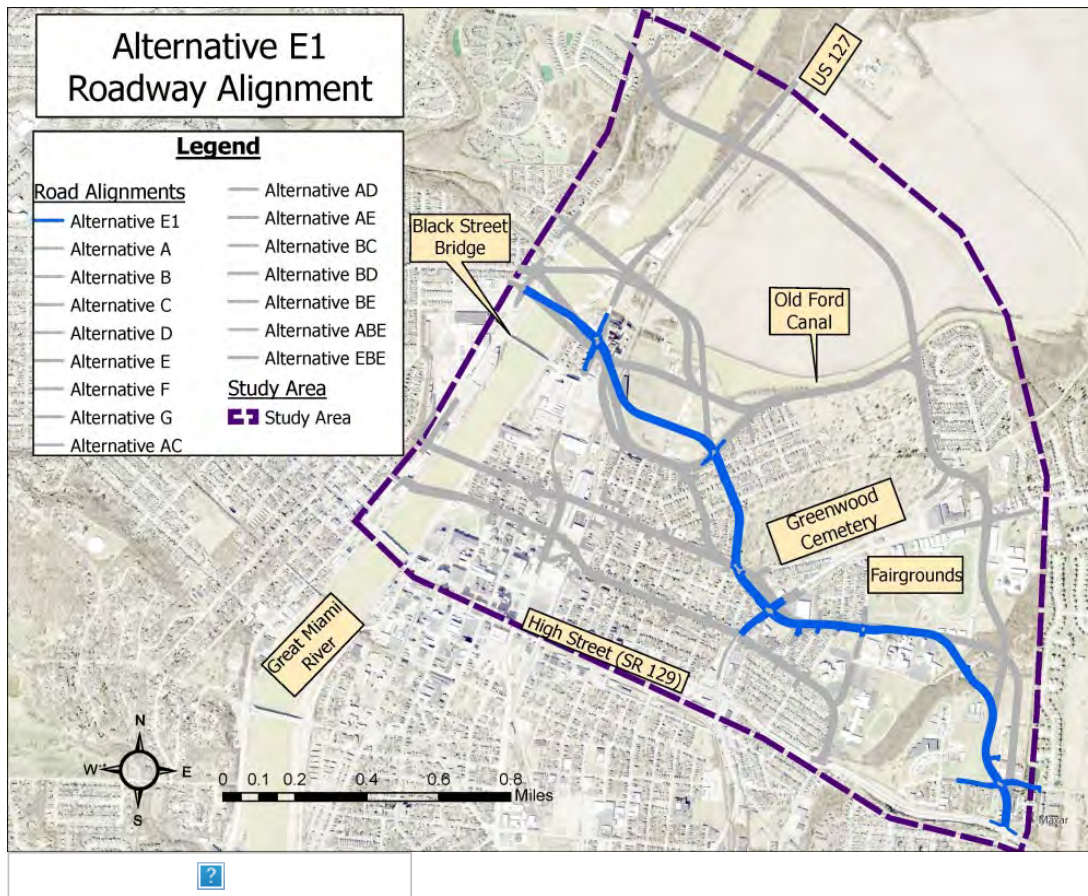
PROS	CONS
- Addresses project's Primary Needs - End point at North B Street ties into relocated Rhea Avenue providing connectivity further west - Significantly reduces SR 129 AM/PM traffic volumes & travel time - Ties with Alternative E1 for the 2nd shortest travel time (5 min. 44 sec)	- Does not support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

How interested are you in Alternative E?

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

☐ I don't have a preference

ALTERNATIVE E1

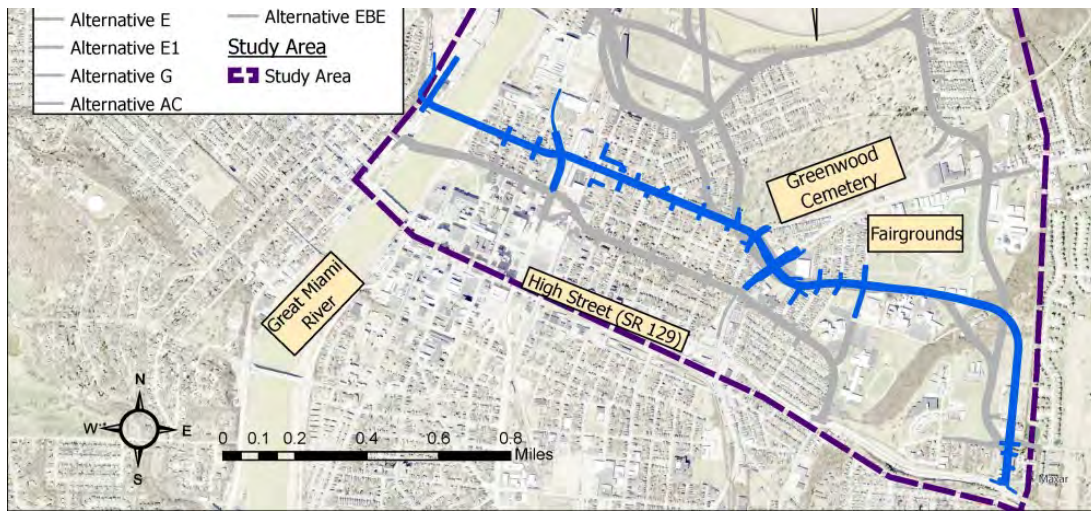


How interested are you in Alternative E1?

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

ALTERNATIVE F



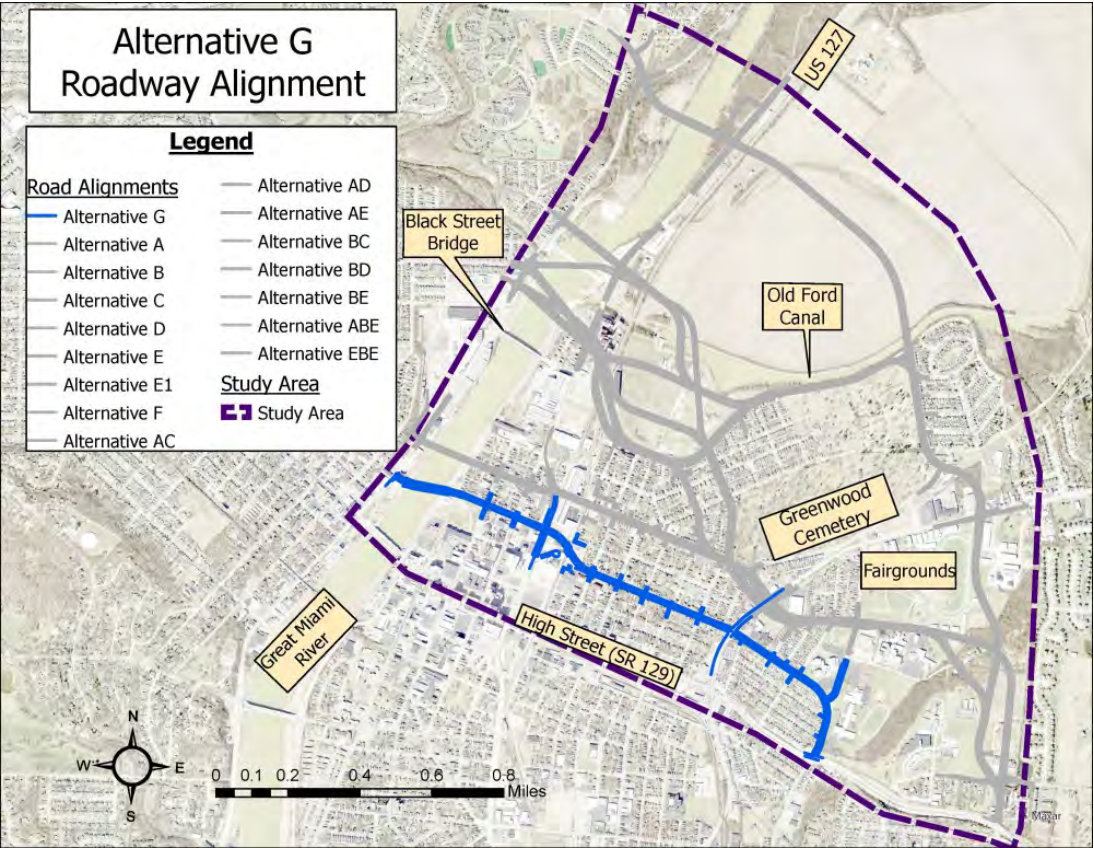


PROS	CONS
• Addresses project's Primary Needs • 2nd greatest reduction of SR 129 AM/PM traffic volumes and travel time • Alternative with 3rd shortest travel time (5 min 45 sec)	• Terminates at relocated entrance of Spooky Nook; no connectivity further west • Impacts German Village Historic District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

How interested are you in Alternative F?

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

ALTERNATIVE G



PROS	CONS
• Addresses project’s Primary Needs • Ties to Wayne Avenue, providing connectivity further west • Greatest reduction of SR 129 AM/PM traffic volumes and travel time • Alternative with the shortest travel time (5 min 19 sec) • Least costly alternative (\$68 million to \$88 million)	• Impacts German Village Historic District and Dayton-Campbell Historic District • Potential impacts to traditionally underserved populations • High right-of-way impacts (45-55 relocations, 5-15 acres) • Requires long-term closure of Dayton Street for construction of a railroad underpass

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How interested are you in Alternative G?

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

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

HYBRID ROUTES

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

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

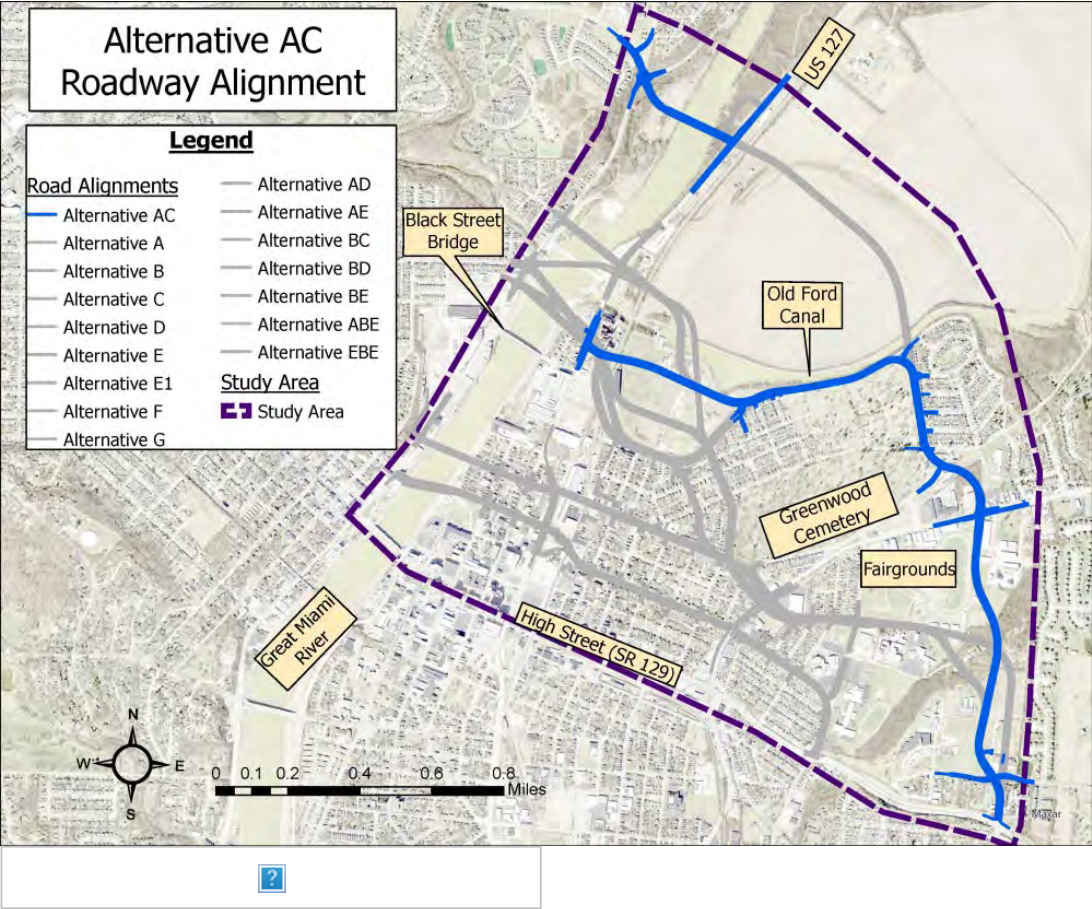
Note: While the project team was working to develop and evaluate the hybrid alternatives, plans for a new \$300 million development at the former Cohen Recycling Center site, located on the east side of the Great Miami River and immediately south of the Black Street Bridge, was announced. This proposed development conflicted with some of the previously proposed river crossing options, therefore, those crossings were not included among the hybrid options.

Evaluation Matrix

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

ALTERNATIVE AC

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



How interested are you in Alternative AC?

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

ALTERNATIVE AD

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





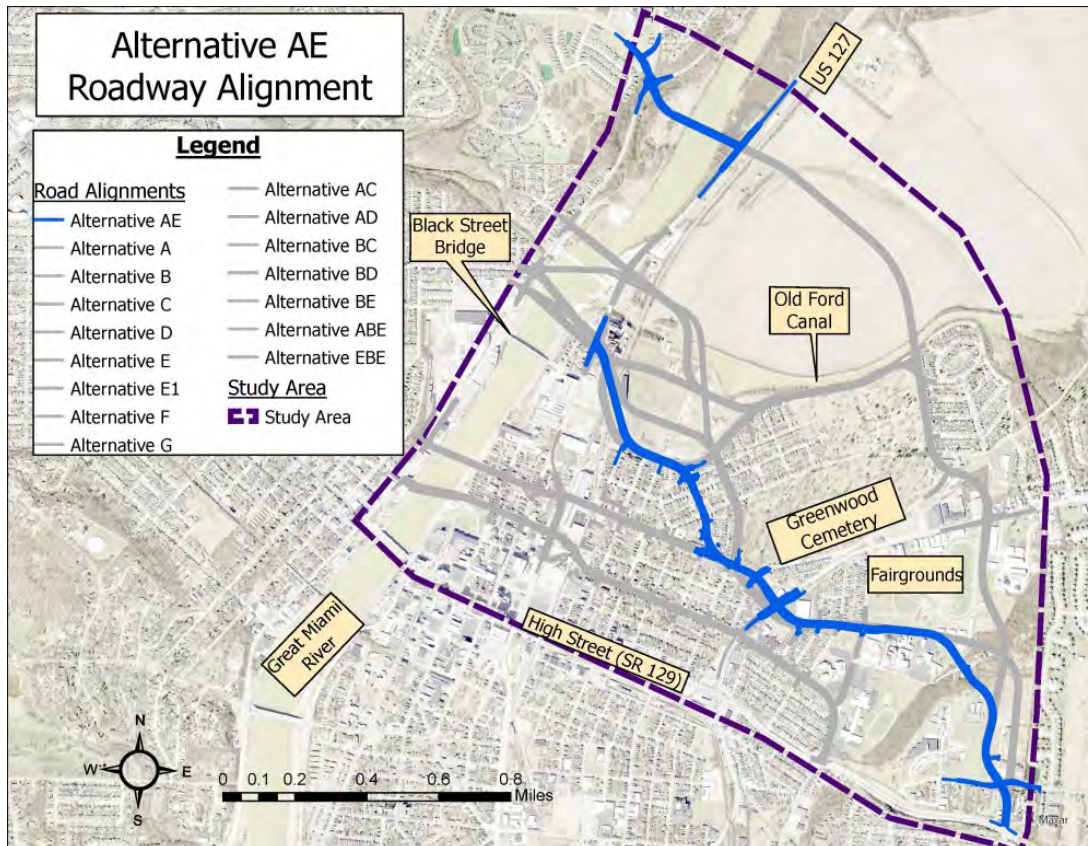
PROS	CONS
- Addresses project's Primary Needs - Western end point at NW Washington Blvd. provides connectivity further west	- Does not support economic development - Impacts Greenwood Cemetery (more than 0.5 acres) - Potential impacts to traditionally underserved populations - Bisects Combs Park - No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

How interested are you in Alternative AD?

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

ALTERNATIVE AE

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



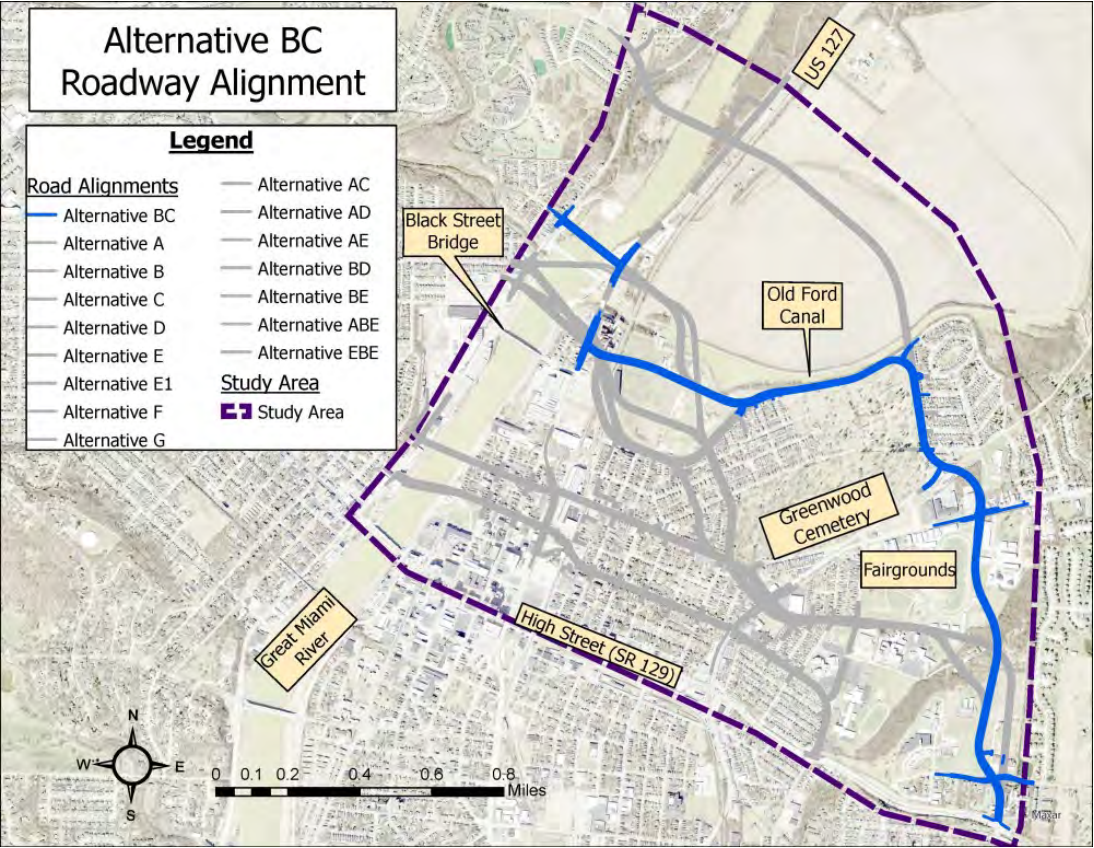
PROS	CONS
- Addresses project's Primary Needs - Western end point at NW Washington Blvd. provides connectivity further west - Significantly reduces SR 129 AM/PM traffic volumes & travel time	- Does not support economic development - Potential impacts to traditionally underserved populations - Bisects Combs Park - High right-of-way Impacts (45-55 relocations; 25-35 acres)

How interested are you in Alternative AE?

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

ALTERNATIVE BC

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



PROS	CONS
• Addresses project's Primary Needs • 3rd least costly alternative	• End point at North B Street ties to Lagonda Avenue which has no direct connectivity to the west • Does not support economic development • Impacts Greenwood Cemetery (more than 0.5 acres) • Potential impacts to traditionally

underserved populations

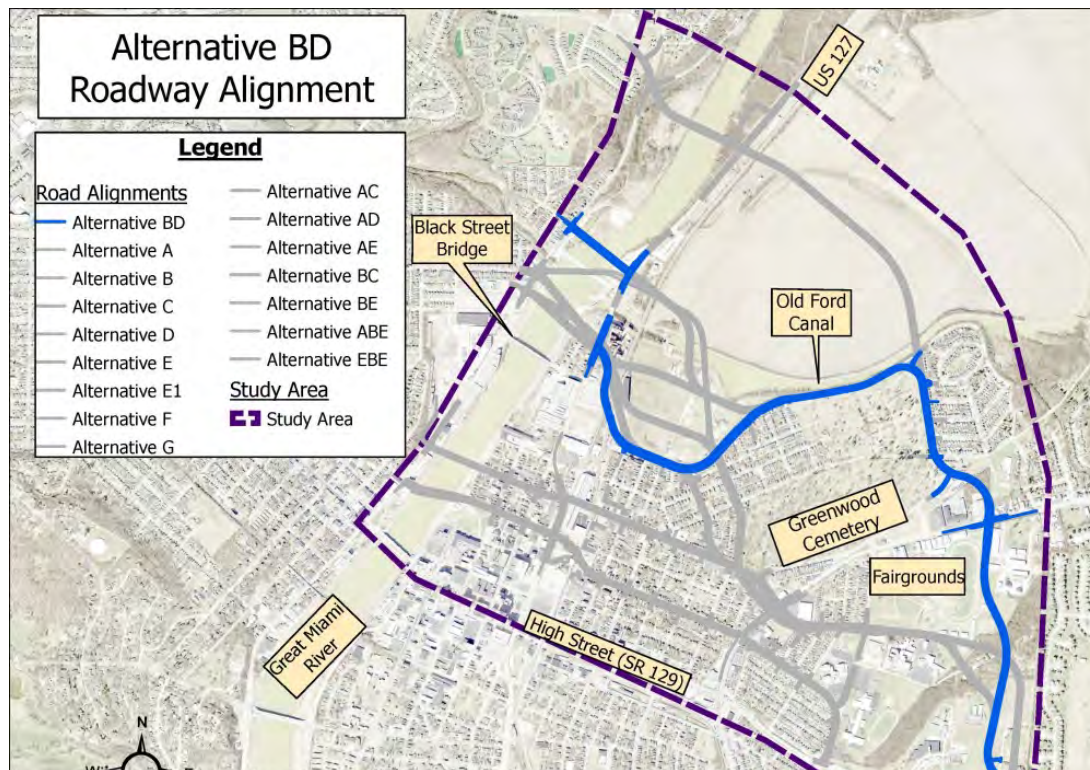
- Bisects Combs Park and LJ Smith Park
- Regulated Materials concerns
- Minimal reduction in AM/PM SR 129 traffic volumes & travel time

How interested are you in Alternative BC?

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

ALTERNATIVE BD

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





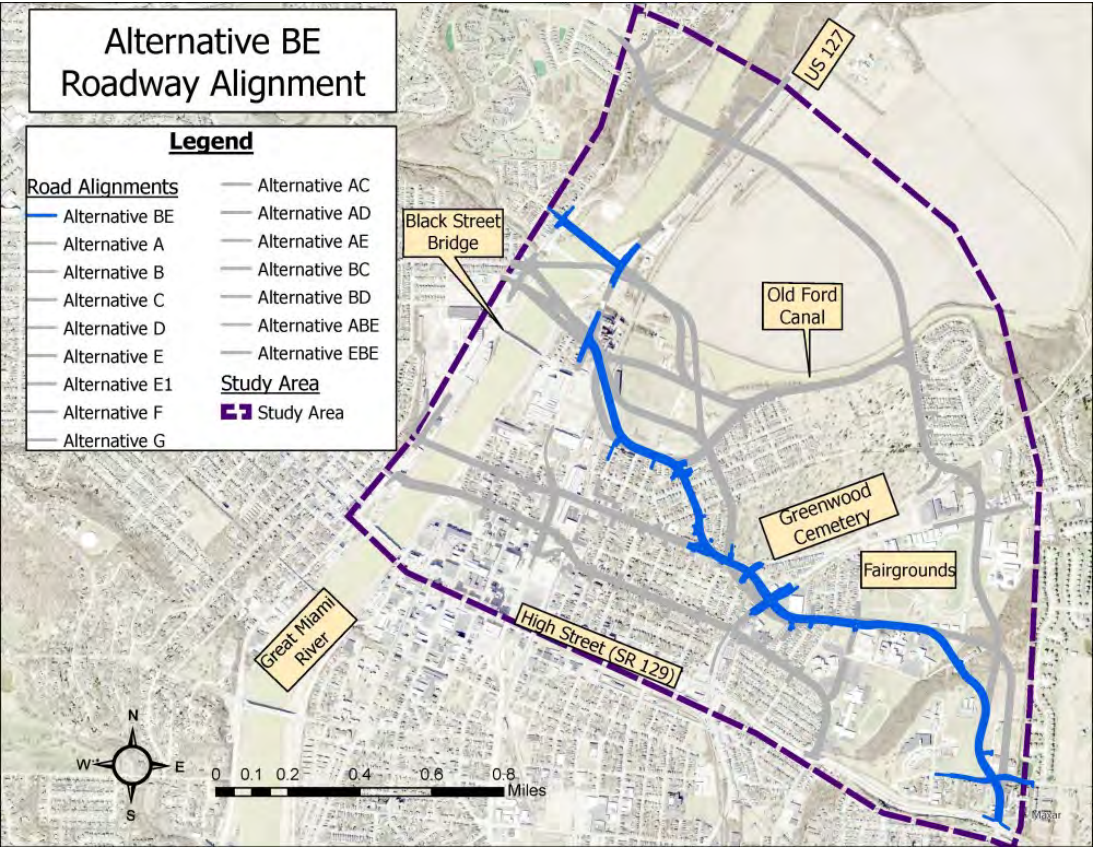
PROS	CONS
• Addresses project's Primary Needs	• End point at North B Street ties to Lagonda Avenue which has no direct connectivity to the west • Does not support economic development • Impacts Greenwood Cemetery (more than 0.5 acres) • Potential impacts to traditionally underserved populations • Bisects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

How interested are you in Alternative BD?

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

ALTERNATIVE BE

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



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

How interested are you in Alternative BE?

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

ALTERNATIVE ABE

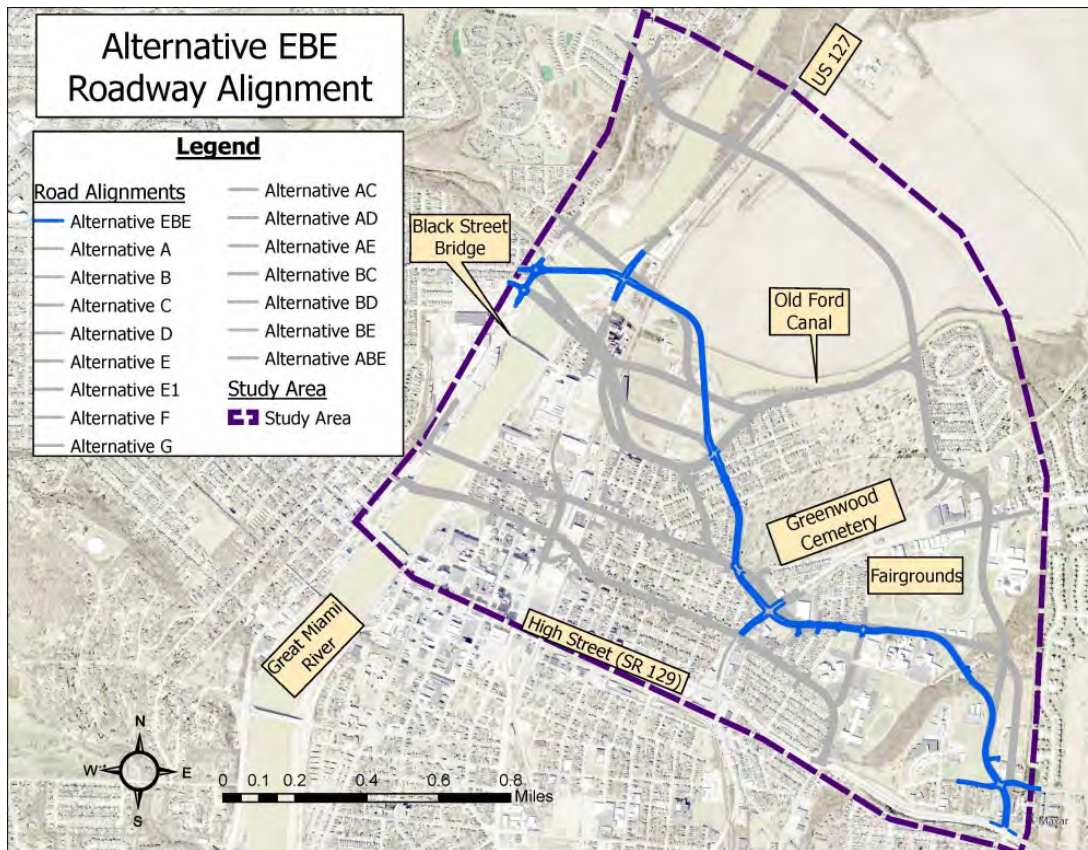
Note: This alternative would use existing US 127 to connect the two segments shown.




How interested are you in Alternative ABE?

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

ALTERNATIVE EBE



PROS	CONS
- Addresses project's Primary and Secondary Needs - Western end point at Gordon Avenue provides connectivity further west - Significantly reduces SR 129 AM/PM traffic volumes & travel time	- Potential impacts to traditionally underserved populations - Bisects LJ Smith Park - Farmland impacts (20-30 acres) - High right-of-way impacts (45-65 relocations; 45-55 acres) - Most costly alternative

How interested are you in Alternative EBE?

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

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

The No Build Alternative

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

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

How interested are you in the No Build Alternative?

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

NEXT STEPS

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

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

The next phase of study, development of the Alternative Evaluation Report (AER) which is part of the Preliminary Engineering Phase, will look at each alternative that has been advanced for further consideration in much greater detail. This will include conducting additional technical, field, and environmental impact studies. We will also work closely with potentially affected communities to further explore the alternatives and their possible benefits and impacts from a community standpoint. This process may result in modifications to the alternatives.

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



Construction Timing

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

Funding

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

FREQUENTLY ASKED QUESTIONS

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

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

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

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

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

What happens if the project affects my property?

What happens if the project affects my property?

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

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

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

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

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

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

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

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

Public engagement activities will likely include:

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

How does public involvement make a difference?

Community members have deep insight and knowledge of their neighborhoods.

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



PUBLIC INPUT IS IMPORTANT

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

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

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

Allen Messer Asst. Director of Engineering City of Hamilton 345 High Street Hamilton, OH 45011 (513) 785-7286 Allen.Messer@hamilton-oh.gov	Dan Corey Director Butler County Transportation Improvement District 1921 Fairgrove Avenue Hamilton, OH 45011 (513) 431-1229 danc@bctid.org
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www.NorthHamiltonCrossing.org

900 11005

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

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

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

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

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

How did you hear about this Virtual Open House?

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

What is your race?

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

What is the primary language spoken in your home?

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

Was the project information translated into other languages appropriately?

- ☐ Yes
- ☐ No
- ☐ Not applicable

How many people live in your household?

- ☐ 1 - 2
- ☐ 3 - 5
- ☐ 6 or more

How old are you?

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

What is your annual household income?

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

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

Thank you again for participating in this Virtual Open House

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



www.NorthHamiltonCrossing.org

Name

Email

Address

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:

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

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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El proyecto NHX se está desarrollando para:

- Mejorar la movilidad y reducir la congestión
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Entrada pública

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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 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.

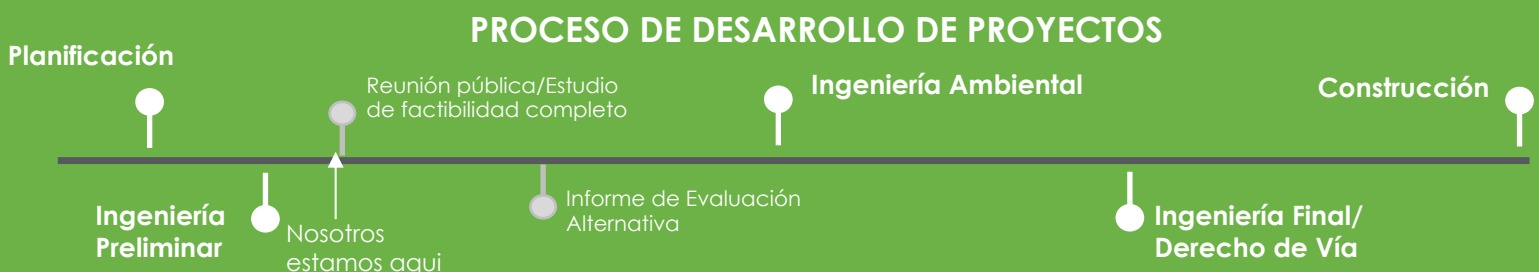
Reunión pública de puertas abiertas

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



[illegible]

[illegible]



Ohio Department of
Transportation



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	☐	☐	☐	☐	☐	☐	☐	☐
It's okay	☐	☐	☐	☐	☐	☐	☐	☐
I'm not sure yet	☐	☐	☐	☐	☐	☐	☐	☐
I don't particularly like it	☐	☐	☐	☐	☐	☐	☐	☐
I don't like it at all	☐	☐	☐	☐	☐	☐	☐	☐
I don't have a preference	☐	☐	☐	☐	☐	☐	☐	☐

If you have any comments regarding 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	☐	☐	☐	☐	☐	☐	☐	☐
It's okay	☐	☐	☐	☐	☐	☐	☐	☐
I'm not sure yet	☐	☐	☐	☐	☐	☐	☐	☐
I don't particularly like it	☐	☐	☐	☐	☐	☐	☐	☐
I don't like it at all	☐	☐	☐	☐	☐	☐	☐	☐
I don't have a preference	☐	☐	☐	☐	☐	☐	☐	☐

If you have any comments regarding 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)

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

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

COMMENTS DUE BY
March 12, 2023

Comments may be submitted by:

- Mailing this completed form to Allen Messer, P.E., Assistant Director of Engineering, City of Hamilton, 345 High Street, Hamilton, OH 45011, or
- Completing the online comment form at www.NorthHamiltonCrossing.org, or
- Sending an email to Allen.Messer@hamilton-oh.gov, or

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.**

**COMMENTS DUE
March 12, 2023**

Comments may be submitted by:

- Mailing this completed form to Allen Messer, P.E., Assistant Director of Engineering, City of Hamilton, 345 High Street, Hamilton, OH 45011, or
- Completing the online comment form at www.NorthHamiltonCrossing.org, or
- Sending an email to Allen.Messer@hamilton-oh.gov, or
- Calling Allen Messer at 513.785.7286