

North Hamilton Crossing (NHX) Stakeholder Meeting

Hamilton, OH
October 4, 2022



North Hamilton
CROSSING

AGENDA

Welcome & Introductions

Role of Stakeholders

Goals for Tonight's Meeting

Project Overview

Review of Project Purpose & Need

Discussion of Conceptual
Project Alternatives

Next Steps



PROJECT TEAM INTRODUCTIONS

Butler County Transportation Improvement District

Dan Corey, P.E. – Butler County TID

City of Hamilton

Allen Messer, P.E. – City of Hamilton Project Manager

Stantec

Steve Shadix, P.E., P.S. – Consultant Project Manager

Caroline Ammerman, AICP – NEPA/Environmental Lead

Scott Connor, P.E. – Roadway Engineer

Matt Crim, P.E. – Traffic Engineer

Rasor

Laura Whitman – Public Engagement Lead

Mimi Rasor – Public Engagement

Lynn Corbitt – Public Engagement

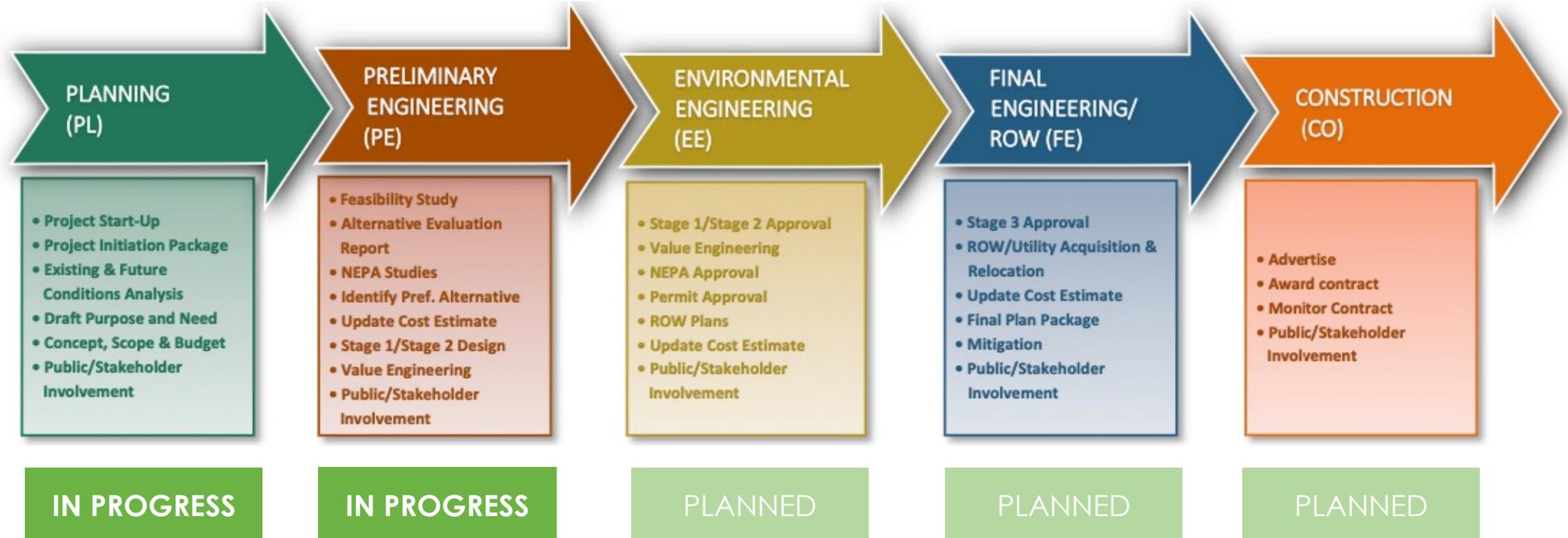
STAKEHOLDER COMMITTEE ROLE

Provide community input and perspective throughout the project development process

- Represent your community/organization in discussions related to NHX studies, goals and anticipated project outcomes
- Share community/organization questions, concerns, comments with the project team
- Provide updates to your community/organization



PROJECT DEVELOPMENT PROCESS



PROJECT PURPOSE & NEED

PROJECT PURPOSE

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

PRIMARY NEEDS

- Improve East-West Connectivity
- Address Insufficient Crossings of the Great Miami River
- Address Lack of Grade-Separated Railroad Crossings
- Address Mobility/Congestion on Local Road Network
- Improve Safety

SECONDARY NEEDS

- Support Economic Development
- Improve Bike/Pedestrian Connectivity
- Improve Multimodal Linkage

TERMS DEFINED

Primary Needs: Items that must be addressed by the project.

Secondary Needs: Items that should be considered by the project pending availability of funding.

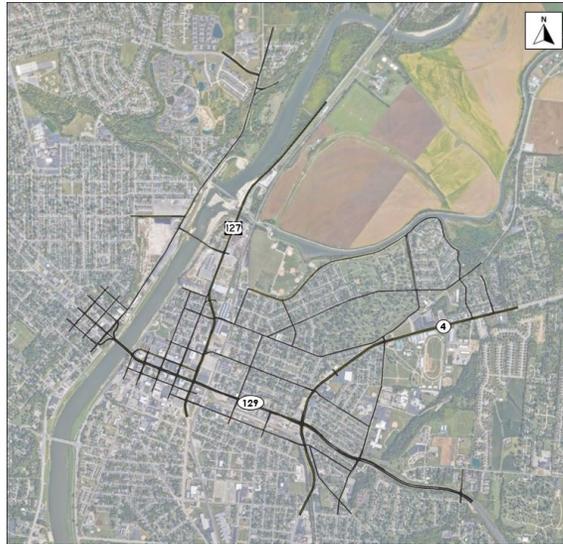
GOALS FOR TONIGHT'S MEETING

- **Present Recommendations for Conceptual Alternatives to Advance for Further Study & Discuss**
 - Updates on what has occurred since our May Stakeholder Meeting
 - Share additional engineering and evaluation of the alternatives
 - Discuss recommendations to advance Corridor Concepts ABE & EBE into the next phase of study (Alternatives Evaluation Report)



ACTIVITY SINCE MAY STAKEHOLDER MEETING

- Expanded traffic model area
- Added anticipated traffic for known developments
- Applied dynamic traffic assignment tool to model
- Evaluated possible closure of at-grade rail crossings



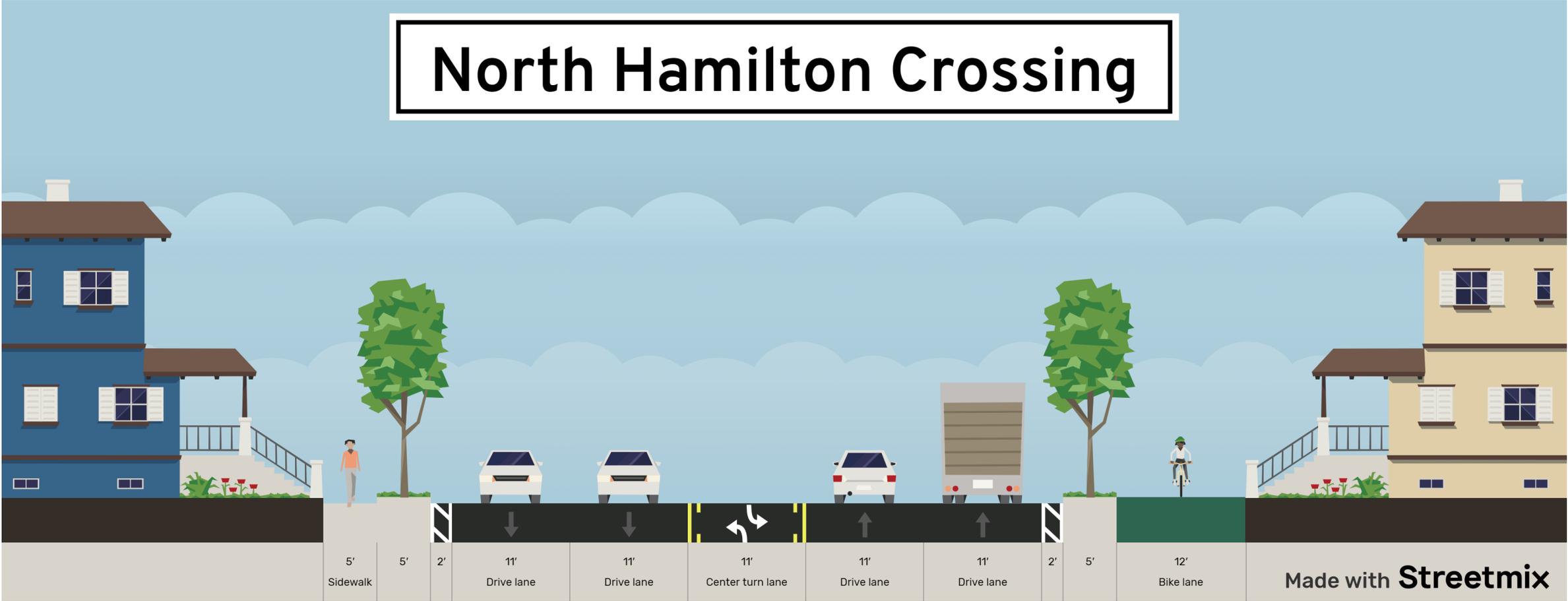
Original Model Area



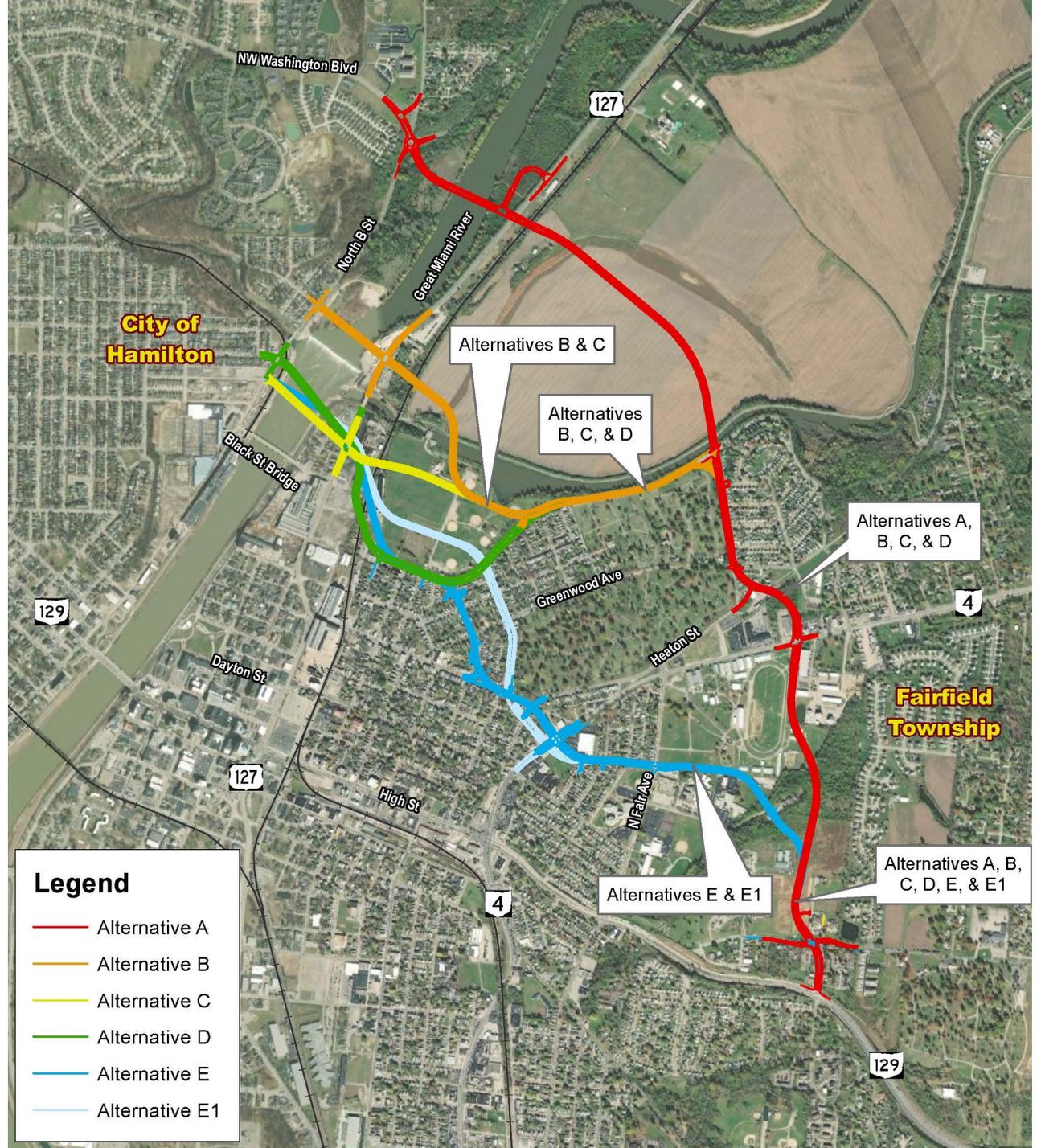
Expanded Model Area

CONCEPTUAL ALTERNATIVE TYPICAL SECTION

North Hamilton Crossing



CONCEPTUAL ALTERNATIVES



Legend

- Alternative A
- Alternative B
- Alternative C
- Alternative D
- Alternative E
- Alternative E1

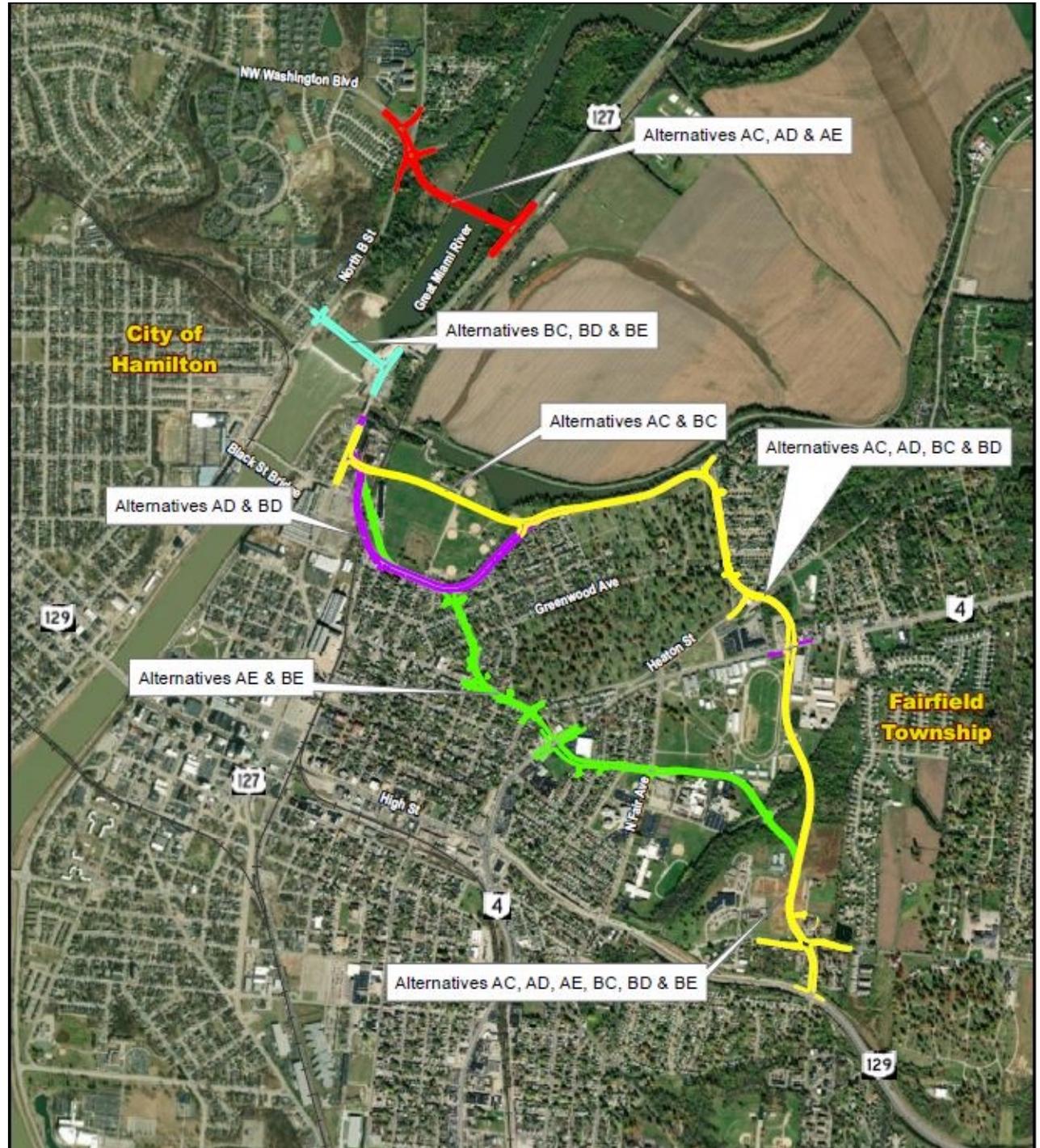
CONCEPTUAL ALTERNATIVE CORRIDOR COMPARISON SUMMARY

NORTH HAMILTON CROSSING CONCEPTUAL ALTERNATIVE CORRIDOR COMPARISON SUMMARY (PID 115755)			
ALTERNATIVE	POSITIVES	NEGATIVES	RECOMMENDATION
ALTERNATIVE A	<ul style="list-style-type: none"> - Addresses Project's Primary and Secondary Needs - Western terminus at NW Washington Blvd. provides connectivity further west. 	<ul style="list-style-type: none"> - No direct connection to US 127; will require an access road and a signal at US 127. - Alternative with high R/W impact (85-95 ac.) - Bisects Combs Park - Alternative with greatest impact to 100-Year floodplain (20-30 ac.) - Alternative with the greatest impact to farmlands (35-45 ac.) - No reduction in AM/PM SR 129 traffic volumes & travel time - 3rd most costly alternative 	No Further Study
ALTERNATIVE B	<ul style="list-style-type: none"> - Addresses Project's Primary and Secondary Needs 	<ul style="list-style-type: none"> - Terminus at North B Street ties to Lagonda Avenue with no direct connectivity further west. - High R/W requirements (50-60 ac.) - Bisects Combs Park and LJ Smith Park - Impacts Farmlands (20-30 ac.) - Impacts Greenwood Cemetery (more than 0.5 ac) - Regulated Materials concerns - Minimal reduction in AM/PM SR 129 traffic volumes & travel time 	No Further Study
ALTERNATIVE C	<ul style="list-style-type: none"> - Addresses Project's Primary Needs - Terminus at North B Street ties into Rhea Avenue providing connectivity further west. - Least costly alternative - Reduces SR 129 AM/PM traffic volumes & travel time 	<ul style="list-style-type: none"> - Does not support Economic Development - Bisects LJ Smith Park - Impacts Greenwood Cemetery (more than 0.5 ac.) - Potential Environmental Justice Impacts - Regulated Materials concerns 	No Further Study

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ALTERNATIVE D	<ul style="list-style-type: none"> - Addresses Project's Primary Needs - Terminus at North B Street ties into Gordon Avenue, providing connectivity further west. - Reduces SR 129 AM/PM traffic volumes & travel time 	<ul style="list-style-type: none"> - Does not support Economic Development - Impacts Greenwood Cemetery (more than 0.5 ac.) - Potential Environmental Justice Impacts 	No Further Study
ALTERNATIVE E	<ul style="list-style-type: none"> - Addresses Project's Primary Needs - Terminus at North B Street ties into relocated Rhea Avenue providing connectivity further west. - Greatest reduction of SR 129 AM/PM traffic volumes & travel time - Alternative with shortest travel time (5 min. 44 sec) 	<ul style="list-style-type: none"> - Does not support Economic Development - Potential Environmental Justice Impacts - High R/W Impacts (45-55 relocations; 25-35 ac.) 	No Further Study
ALTERNATIVE E1	<ul style="list-style-type: none"> - Addresses Project's Primary Needs - Terminus at North B Street ties into Rhea Avenue providing connectivity further west. - Greatest reduction of SR 129 AM/PM traffic volumes & travel time - Alternative with shortest travel time (5 min. 44 sec) 	<ul style="list-style-type: none"> - Does not support Economic Development - Potential Environmental Justice Impacts - Bisects LJ Smith Park - High R/W Impacts (55-65 relocations; 20-30 ac.) - Regulated Materials concerns 	No Further Study

CONCEPTUAL ALTERNATIVES



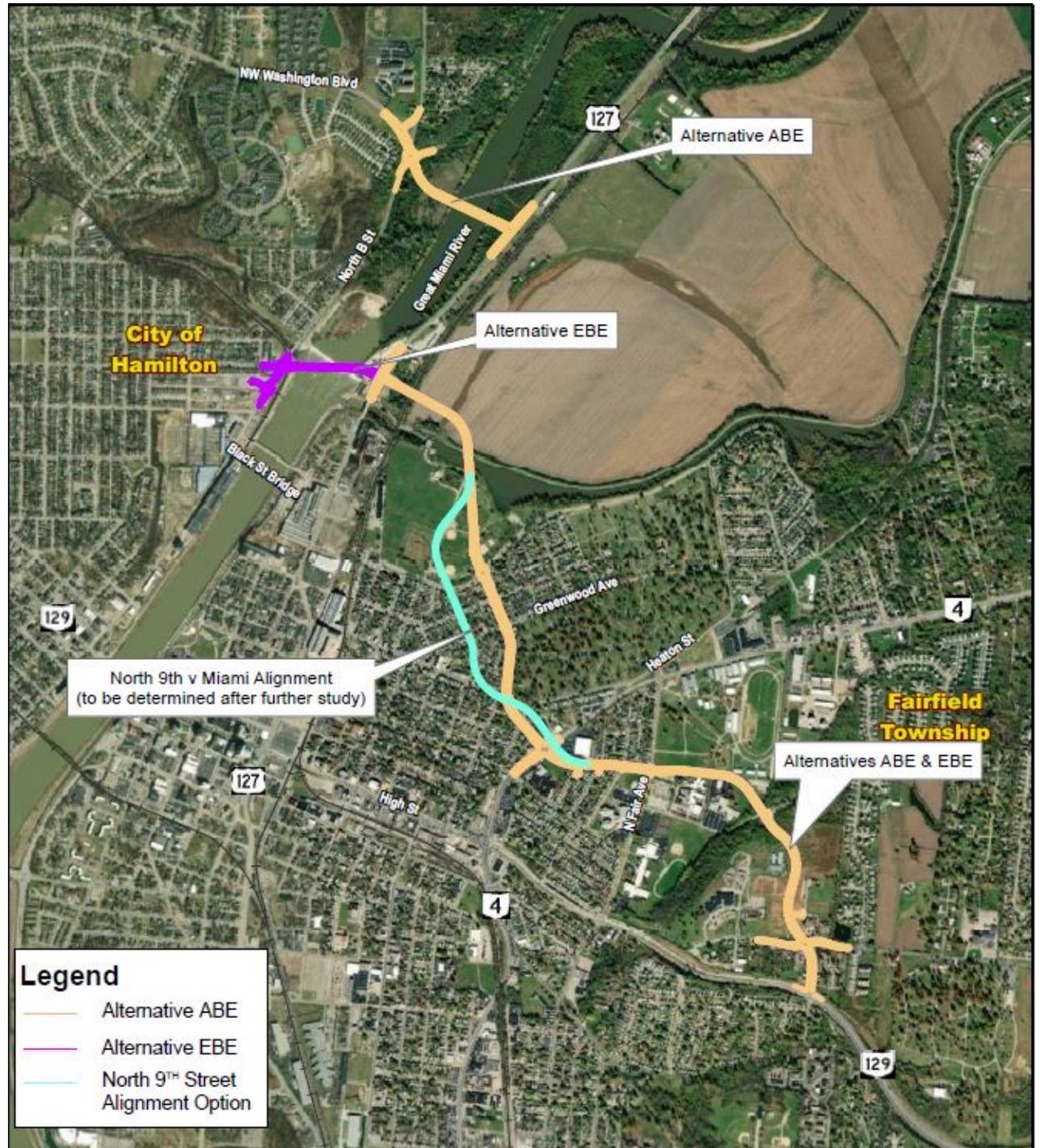
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ALTERNATIVE AC	<ul style="list-style-type: none"> - Addresses Project's Primary Needs - Western terminus at NW Washington Blvd. provides connectivity further west. - 3rd least costly alternative 	<ul style="list-style-type: none"> - Does not support Economic Development - Impacts Greenwood Cemetery (more than 0.5 ac) - Potential Environmental Justice Impacts - Bisects Combs Park and LJ Smith Park - Impacts to Greenwood Cemetery (more than 0.5 ac.) - Regulated Materials concerns - No reduction in AM/PM SR 129 traffic volumes & travel time 	No Further Study
ALTERNATIVE AD	<ul style="list-style-type: none"> - Addresses Project's Primary Needs - Western terminus at NW Washington Blvd. with provides connectivity further west. 	<ul style="list-style-type: none"> - Does not support Economic Development - Impacts Greenwood Cemetery (more than 0.5 ac) - Potential Environmental Justice Impacts - Bisects Combs Park. - Impacts Greenwood Cemetery (more than 0.5 ac.) - No reduction in AM/PM SR 129 traffic volumes & travel time 	No Further Study
ALTERNATIVE AE	<ul style="list-style-type: none"> - Addresses Project's Primary Needs - Western terminus at NW Washington Blvd. providing connectivity further west. - Significantly reduces SR 129 AM/PM traffic volumes & travel time 	<ul style="list-style-type: none"> - Does not support Economic Development - Potential Environmental Justice Impacts - Bisects Combs Park. - High R/W Impacts (45-55 relocations; 25-35 ac.) 	No Further Study

CONCEPTUAL ALTERNATIVE CORRIDOR COMPARISON SUMMARY

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ALTERNATIVE BC	<ul style="list-style-type: none"> - Addresses Project's Primary Needs - 2nd least costly alternative 	<ul style="list-style-type: none"> - Terminus 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 ac) - Potential Environmental Justice Impacts - Bisects Combs Park and LJ Smith Park - Impacts to Greenwood Cemetery (more than 0.5 ac.) - Regulated Materials concerns - Minimal reduction in AM/PM SR 129 traffic volumes & travel time 	No Further Study
ALTERNATIVE BD	<ul style="list-style-type: none"> - Addresses Project's Primary Needs 	<ul style="list-style-type: none"> - Terminus 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 ac) - Potential Environmental Justice Impacts - Bisects Combs Park - Impacts Greenwood Cemetery (more than 0.5 ac.) - No reduction in AM/PM SR 129 traffic volumes & travel time 	No Further Study
ALTERNATIVE BE	<ul style="list-style-type: none"> - Addresses Project's Primary Needs - Reduces SR 129 AM/PM traffic volumes & travel time 	<ul style="list-style-type: none"> - Terminus at North B Street ties to Lagonda Avenue which has no direct connectivity to the west. - Does not support Economic Development - Potential Environmental Justice Impacts - Bisects Combs Park and LJ Smith Park. - High R/W Impacts (45-55 relocations; 20-30 ac.) 	No Further Study

CONCEPTUAL ALTERNATIVES



CONCEPTUAL ALTERNATIVE CORRIDOR COMPARISON SUMMARY

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ALTERNATIVE ABE	<ul style="list-style-type: none"> - Addresses Project's Primary and Secondary Needs - Western terminus at NW Washington Blvd. provides connectivity further west. - Reduces SR 129 AM/PM traffic volumes & travel time 	<ul style="list-style-type: none"> - Potential Environmental Justice Impacts - Bisects Combs Park and LJ Smith Park. - Farmland Impacts (20-30 ac.). - High R/W Impacts (45-65 relocations; 50-60 ac.) - 2nd most costly alternative 	Advance for Further Study
ALTERNATIVE EBE	<ul style="list-style-type: none"> - Addresses Project's Primary and Secondary Needs - Western terminus at Gordon Avenue provides connectivity further west. - Significantly reduces SR 129 AM/PM traffic volumes & travel time 	<ul style="list-style-type: none"> - Potential Environmental Justice Impacts - Bisects LJ Smith Park - Farmland Impacts (20-30 ac.) - High R/W Impacts (45-65 relocations; 45-55 ac.) - Most costly alternative 	Advance for Further Study

NEXT STEPS

- Stakeholder Meeting #4 – October 4, 2022 ← TODAY
- Submit Draft Feasibility Study
- Public Input Opportunity #2 – January 2023
- Feasibility Study Approved
- Begin AER Study & Environmental Field Studies
- Public Input Opportunity #3
- AER Study & Preferred Alternative Approved

QUESTIONS?

Project Contact:

ALLEN MESSER

Asst. Director of Engineering

City of Hamilton

(513) 785-7286

Allen.Messer@hamilton-oh.gov