

KYTC RESPONSES TO COMMENTS RECEIVED

The majority of comments received during the 75275 Interchange virtual public Open House provided a direct answer to the questions asked and did not require a response. However, some comments received included a suggestion or question, or otherwise warranted a response from KYTC. Those comments are compiled in the tables below and responses from KYTC are provided.

NOTE: The comments included tables below are presented exactly as they were received. No edits were made to content, abbreviations, spelling, grammar, capitalization, or punctuation.

SOUTH SECTION - I-71/75 Turfway Road Interchange

How much do you agree with the proposed improvements at the I-71/75 and Turfway Road interchange? If you said Disagree or Strongly Disagree to any of the above, please tell us why (it will be helpful if you mention which proposed improvement you are referring to in your explanation).

SOUTH COMMENTS

KYTC RESPONSE

SUGGESTIONS

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| 1. North bound access needs improved | Northbound access to I-71/75 from Thoroughbred Boulevard will be improved as part of the Recommended Alternative through the construction of a flyover bridge that will begin at southbound Thoroughbred Boulevard, fly over I-71/75, and merge directly with northbound I-71/75. |
| 2. Maybe connect the Hilton and other business with Thoroughbred Blvd. | This is an idea that will be explored in more depth in the next phase of project development, which will focus more on preparing detailed project designs and construction plans. |
| 3. the Erlanger SB exits need to be removed completely. | Based on the results of the studies completed and the design of the Recommended Alternative, closure of the Erlanger exit will not be necessary to improve traffic flow on southbound I-71/75 in the area of the Erlanger exit. The proposed design improves access to the Erlanger exit by constructing new route-specific ramps that will completely separate traffic trying to reach I-71/75 south or the Erlanger exit (KY |

SOUTH COMMENTS

KYTC RESPONSE

236/Donaldson/Commonwealth. This will eliminate a majority of the weaving traffic that currently leads to congestion.

4. Houston Rd might become congested with cars exiting 75 and going around to get back on 75. Houston Rd between the two one-way roads should be reconfigured or updated to account for this.

Methods to reduce congestion on Houston Road will be explored in more depth in the next phase of development. We expect Houston Road will need to be reconfigured to account for changes due to the one-way couplet, and this will likely be accomplished primarily by restriping, re-signing and traffic signal adjustments.
5. Provide another entrance to Cracker Barrel from both directions. Otherwise it's a no go

This is an idea that will be explored in more depth in the next phase of project development, which will focus more on preparing detailed project designs and construction plans.
6. I think 275 needs 2 lanes going west and 3 lanes going east off of 75 and the on ramp coming onto 75 from 275 needs reworked so that there aren't so many ending lanes . Also the truck stop on ky18 needs to be moved to Walton or something . 18 can't handle the traffic and this effects 75 traffic as well

The Recommended Alternative does include a proposed additional westbound lane along I-275, between I-71/75 and Mineola Pike. I-71/75 northbound to the I-275 eastbound ramp (east of I-71/75) currently has three lanes and that would continue with the Recommended Alternative. Both ramps from I-275 (EB and WB) to I-71/75 southbound would be reconstructed in the Recommended Alternative to improve traffic flow. Southbound and northbound I-71/75 at the northern end of this project has been designed to connect seamlessly with the Brent Spence Bridge project's south end. KY 18 is south of the project limits for this project and would have to be addressed in a separate, future project.
7. Need to focus more on fixing the turfway to north 75 merge instead of adding another merge to make it worse

The Recommended Alternative proposes one additional northbound lane along I-71/75 and a long entrance ramp taper to improve the northbound merge of the new Thoroughbred Boulevard flyover ramp to I-71/75 and the northbound entrance ramp from Turfway Road.

SOUTH COMMENTS

8. Southbound side the loppinh ramp to exit to Donaldson needs to be gone. Make the other ramp handle left and right turns. The light is already there,add a lane for left turns.

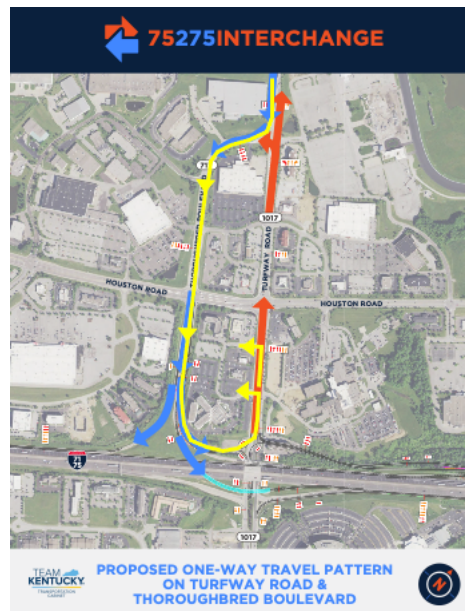
KYTC RESPONSE

Removal of the existing loop ramp from southbound I-71/75 to eastbound KY 236 is proposed as part of the Recommended Alternative, and the existing southbound ramp from I-71/75 to KY 236 would be widened to four lanes to provided two right-turn lanes and two left-turning lanes at the traffic signal on KY 236.

QUESTIONS

1. How will you access the businesses on Turfway across from the hospital if traveling south from Aero Parkway?

As part of the Recommended Alternative, a new access ramp would be built to provide a direct link between the south end of Thoroughbred Boulevard and Turfway Road (this ramp would be located between I-71/75 and the Hilton Cincinnati Airport hotel). Motorists wanting to get to the hospital from Aero Parkway would turn onto Thoroughbred Boulevard where the one-way couplet begins, travel south towards I-71/75, and take the access ramp to Turfway Road. Motorists would then turn left from the ramp and briefly travel northbound along Turfway Road to reach the entrance to the hospital. One advantage of this new traffic flow configuration is that motorists would bypass much of the traffic and traffic lights on Turfway Road.

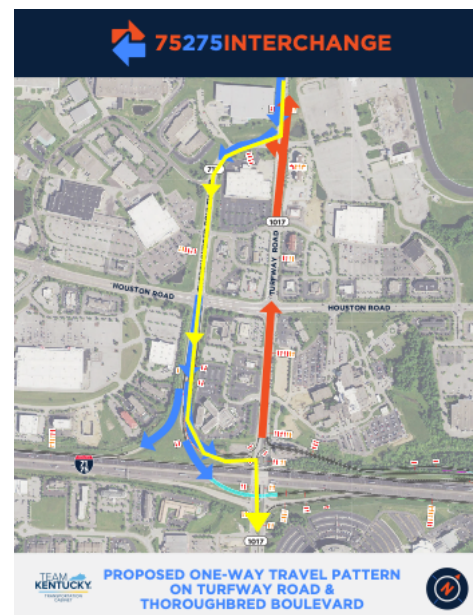


SOUTH COMMENTS

KYTC RESPONSE

2. Changing turfway to a one way. How are people supposed to access burlington pike from turfway?

Motorists desiring to reach Burlington Pike east of I-71/75 from Turfway Road west of I-71/75 would turn left at any of Houston Road, Hansel Avenue, or Thoroughbred Boulevard intersections; turn left again onto Thoroughbred Boulevard (if on Houston or Hansel); travel along Thoroughbred Boulevard toward I-71/75; take the new proposed access ramp back to Turfway Road, turn right onto Turfway Road, pass under the bridge and turn right to Burlington Pike. One advantage of this new traffic flow configuration is that motorists would bypass much of the traffic and traffic lights on Turfway Road.



3. Why add one way streets?? That would only add confusion. The area is too commercial, one way streets would make access to business and the hospital/ doctor's offices more difficult. One way roads would also add more traffic to the streets/business parking

The proposed one-way couplet would enhance traffic flow between the south end of the CVG airport and I-71/75. Proper signage will be provided to guide motorists to their destinations. While it may be confusing at first, traffic flow will improve once drivers adjust to the new travel patterns. Also, methods to reduce congestion on

SOUTH COMMENTS

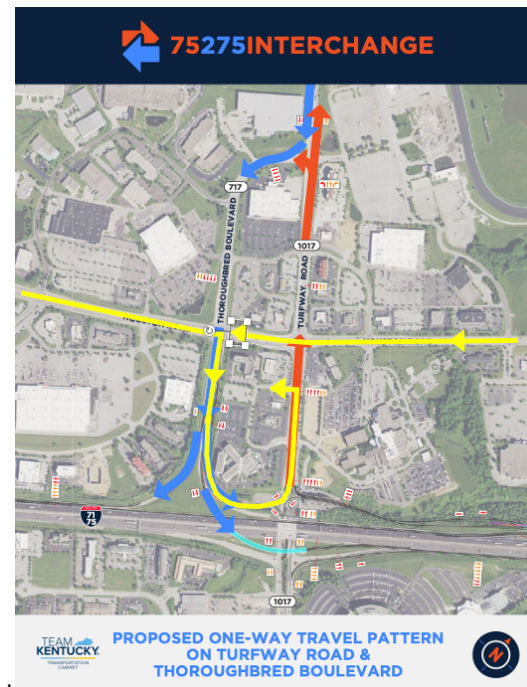
lots around Houston Rd, which are too small to handle a traffic increase.

- 4. How will this affect access to the businesses? For instance, if you are on Houston Rd how would you get to Cracker Barrel? Would you have to get on the highway, head north, turn around at Donaldson, and then head back south?

KYTC RESPONSE

Houston Road and other surrounding streets will be explored in more depth in the next phase of development.

As the Recommended Alternative is currently configured, motorists on Houston Road desiring to reach Cracker Barrel would turn onto Thoroughbred Boulevard, proceed in the direction toward I-71/75, take the new, proposed access ramp to Turfway Road (this would run between the highway and the Hilton), turn left onto Turfway Road, proceed north on Turfway Road, turn left onto Steeple Chase Drive, and turn right into the Cracker Barrel entrance. However, improved access to businesses will be further explored in the next phase of project development, and it's possible that more direct access routes to local businesses and restaurants can be provided from Houston Road and Thoroughbred Boulevard



SOUTH COMMENTS

5. You're essentially making a "jug handle" to get to the restaurants off Houston (Cracker Barrel, raffertys, etc.)
ALL of Boone county HATES the jug handle on 42. It's time consuming, confusing, and inefficient. Not to mention the loss of business from people not having direct access from Houston (unless you can add access from the new proposed loop?)

6. One way traffic is not ideal for many of the businesses on that section of the road, and how will it impact hospital access?

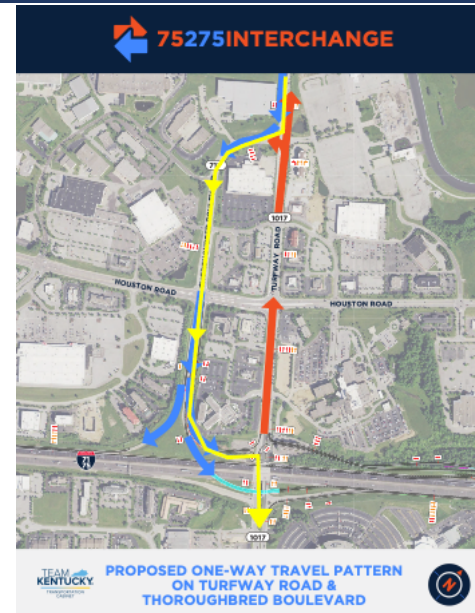
7. How would people who live on the other side of 75 off turfway road get back to their house if turfway was a one way road?!?!??? You are cutting off our neighborhood access to accommodate for a highway problem.

KYTC RESPONSE

As with some other one-way couplets, travel in the proposed design will be in a counterclockwise direction along streets and ramps to reach one's destination. All current business access would still be provided in the Recommended Alternative. Improved access to businesses will be further explored in the next phase of project development, and more direct access routes to local businesses and restaurants will be evaluated.

Hospital access will change depending upon the direction of travel. Accessing the hospital from northbound I-71/75 and points east of I-71/75 along Turfway Road will not change. From points west of I-71/75, one would travel Thoroughbred Boulevard and take the new, proposed access ramp to Turfway Road (this would run between the highway and the Hilton). Hospital access from southbound I-71/75 will actually be improved (shortened) by the addition of the ramp from southbound I-71/75 directly to Turfway Road.

In the Recommended Alternative, Turfway Road is proposed to be one-way for only a portion of the road on the west side of I-71/75. Turfway Road will remain two-way under the I-71/75 bridge and east of there. If you are west of I-71/75 and desire to reach Turfway Road east of I-71/75, you would travel along Thoroughbred Boulevard toward I-71/75, take the new, proposed access ramp to Turfway Road (this would run between the highway and the Hilton), turn right onto Turfway Road and pass under I-71/75. One advantage of this new traffic flow configuration is that motorists would bypass much of the traffic and traffic lights on Turfway Road.



8. Changing Turfway Rd and Thoroughbred to one-way roads; I'm not sure there's enough traffic to warrant the cost and disruption of that type of project. Also it cuts off access to the two restaurants and hotel to all but northbound traffic? Is there a plan to add access from Thoroughbred?

Left-in / left-out access has not been included as part of the Recommended Alternative for the restaurant/hotel block mentioned, but that could be considered during the next design phase. Implementing a left-in / left-out entrance to Thoroughbred Boulevard would require taking away some existing parking.

NEEDS RESPONSE

1. Way more important for Turfway to have direct access to 75. I don't see why thoroughbred would also need it. I believe that would make too many conflicting movements

Currently, Turfway Road has direct access to I-71/75 northbound but not southbound. Access to southbound I-71/75 is provided via Thoroughbred Boulevard. In the Recommended Alternative, two access points to northbound I-71/75 will be provided (at Turfway and at Thoroughbred) and the access to southbound I-71/75 will remain the same (at Thoroughbred).

SOUTH SECTION - I-71/75 and KY 236 Interchange (Exit 184/Erlanger)

OPTIONAL: Please use this space to share additional comments or questions you may have regarding the improvements proposed for the I-71/75 interchange with Turfway Road and KY 236/Donaldson/Commonwealth.

SOUTH COMMENTS

KYTC RESPONSE

SUGGESTIONS

1. Please, please change signage on 71/75 to include "Donaldson Highway" and "Commonwealth Avenue"- there is a lot of "Erlanger"- which is confusing when exiting.

The Federal Highway Administration has very exacting standards for signage along the Interstate System. However, supplemental signage will be considered for Exit 184 during the final design phase.
2. the Erlanger KY 236 exit needs to be removed for traffic to flow through the 75/275 interchange. it is just too close in proximity.

You are correct that this exit's proximity to the I-275 interchange causes a lot of problems, but to close the KY 236 interchange would force all of its traffic to other nearby interchanges that are already congested. The KYTC Project Team sought ways to improve traffic at the I-275 interchange while at the same time maintaining and improving access to KY 236. The Recommended Alternative includes new ramps that will completely separate traffic trying to reach I-71/75 south or the Erlanger exit (KY 236/Donaldson/Commonwealth). This will eliminate a majority of the need to weave between traffic, allow free-flow ramp movements, and improve both the I-275 interchange operation and still allow improved access to KY 236.
3. Have you referred to the West US 380, Aubrey, Texas through East to McKinney, Texas roadway project that crosses over the Dallas North Tollway? They have improved that whole area with amazing traffic patterns. KY should work with TX.

Someday, a freeway with adjacent frontage roads and Texas U-turns may become necessary for I-71/75 in Northern Kentucky, but not yet. In developing the Recommended Alternative, the project team attempted to provide suitable improvements that would accommodate traffic in the design year (2040) without costing any more money than necessary.
4. Really the crossover exiting at 75/71 275 for Donaldson seems the only issue for slowing traffic in that area. Add more lanes from 275 to 75 south, change the exiting to north of 275 for Donaldson. Seems like over complicating the needs and project.

The current need to weave between traffic when entering the highway system and leaving it is one of the key reasons for the traffic congestion and crashes in this area. In the Recommended Alternative, an additional southbound lane would be added in this area, but the key to eliminating the existing weaving movement will be to construct two

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new grade-separated ramps (bridges) that will completely separate traffic trying to reach I-71/75 south or the Erlanger exit (KY 236/Donaldson/Commonwealth). One of the preliminary alternatives studied did propose a southbound flyover ramp starting north of I-275 and ending at KY 236. However, the extensive length of that proposed alternative proved to be significantly more costly than the Recommended Alternative which also meets the purpose and need for the project.

5. yes, the southbound and donaldson rd area needs improvement but the north bound 75 from west bound would benefit if it had those merging white arrows painted on the right lane to indicate the lane ends and is not a thru lane to reach buttermilk or pass those merging onto 75

The use of merging arrows is becoming more commonplace. The KYTC Project Team will consider those as an interim improvement in advance of any reconstruction.

6. Turfway: no concerns regarding access to hospital/hotel/restaurants. Signal at Turfway/Houston should operate more efficiently since less turning movements required for the Turfway leg - more green time for the other legs. Further, once, over the adjusting to revised access points, things will run smoother. Elimination of left turn from WB Turfway to Hotel/Cracker Barrel increases safety. Donaldson: DCD is good. However, need to eliminate left turn from Donaldson to Holly Lane. Convert Holly Lane to right-in/right out. To address reduced access of Holly to Donaldson, provide a connector from Holly to Sprucewood Lane, which intersects Houston Road.

We agree that one advantage of the one-way couplet is to provide more green time at signalized intersections for the remaining traffic movements.

The KY 236 / Holly Lane intersection is beyond the limits of this project, but a secondary access from Holly Lane to Houston Road would be a traffic circulation improvement from the current no-outlet condition along Holly Lane. We will keep this idea under consideration.

QUESTIONS

1. This area is extremely car centric. How will you be incorporating and encouraging alternative transportation modes?

TANK currently has routes that follow I-71/75, I-275, and some of the crossroads on the project, and those routes will not be changed by the proposed reconstruction. Any crossroad roadways reconstructed as part of the Recommended Alternative will be designed to accommodate vehicular, pedestrian, and bicycle traffic.

SOUTH COMMENTS

KYTC RESPONSE

2. Biggest concern I have is when traveling south on I-75 getting off at 236/Donaldson/Commonwealth is extremely dangerous! How is this being addressed?

The Recommended Alternative includes constructing two new grade-separated ramps (bridges) that will completely separate traffic trying to reach I-71/75 south or the Erlanger exit (KY 236/Donaldson/Commonwealth). This will eliminate a majority of the existing weaving issue, allow free-flow ramp movements, improve the I-275 interchange operation, and still allow improved access to KY 236.

NEEDS RESPONSE

1. Environmental impacts that should be considered is increased air quality and pollutants from increasing demand for sprawl and more driving. Cost impacts should include up front tax payer costs and ongoing maintenance for more infrastructure.
2. The NEPA assist tool report shows that there are some environmental impacts.
3. There needs to be an additional lane from EB 275 to SB 71/75 to clear congestion at peak times. Even with clearing congestion with Turfway & 236 the volume of cars that exit in one lane from 275 E is too much for one lane.

All of those issues are being considered as part of the environmental assessment currently being prepared for the project.

All potential environmental impacts are being considered as part of the environmental assessment currently being prepared for the project.

The Recommended Alternative proposes one additional eastbound lane on I-275 from Mineola Pike to I-71/75, including on the ramp to I-71/75 southbound. From there, additional southbound lanes are provided either on I-71/75 or on an adjacent collector-distributor roadway all the way to south of Turfway Road.

CENTRAL SECTION

OPTIONAL: Please use this space to share additional comments or questions you may have regarding the improvements proposed for the central I-71/75 and I-275 interchange.

CENTRAL COMMENTS

KYTC RESPONSE

SUGGESTIONS

1. The plan does not address one of the main areas of concern - I-75 N to I-275 East. Traffic slows here for several reasons...the biggest is the merging Erlanger exit entry onto I-275 which create a crossover when someone enters from 236 and tries to go to the Airport. Also, the fact that the exit ramp from 75N to 275 East goes up a hill and then down slows down traffic on 75N. This ramp needs to be reconfigured. I love what is proposed on the 75S side, but you ignored this horrible situation. I think there should be a new bridge built over 236. If you are traveling 75N and want to merge onto 275 you would go over the new bridge (just right of the current bridge) and traffic traveling N on 75 would stay where they are, plus the additional lane you are adding. This is critical for making it safer to drive through Florence heading into Erlange, which is very dangerous and super slow almost everyday.
2. When entering the northbound hwy from 236 why not use the I-71/75 entrance also for 275 westbound. Curve the road around and join on the other side of the hump.
3. When traveling East 275 (from Airport to 71/75 interchange), the exit ramp needs to be two lanes from Mineola - one for South 71/75, one for North 71/75. E275 there is always backed up and I know these proposed improvements will help reduce the cross over

Currently I-71/75 northbound, north of KY 236, has four freeway lanes and two ramp lanes from KY 236. The Recommended Alternative proposes three lanes for northbound I-71/75, three lanes for the ramp to I-275, and two ramp lanes from KY 236 – this results in an overall increase in two northbound lanes. The proposed design has the ramp to I-275 diverging from I-71/75 just north of KY 236. Motorists entering from KY 236 will have a much longer distance to cross over to the Airport exit (I-275 westbound).

In the Recommended Alternative, the existing I-71/75 bridge over KY 236 would be widened to provide for two additional northbound lanes in support of the additional lanes noted above.

Other design options were developed and evaluated by the KYTC Project Team as part of the preliminary design process. The Recommended Alternative was KYTC's preference based on its ability to meet the purpose and need for the project, meet the targeted Level of Service for traffic flow in the design year (2040), minimize impacts to residential properties and the surrounding environment, and cost.

The Recommended Alternative proposes one additional eastbound lane on I-275 from Mineola Pike to I-71/75, including on the ramp to I-71/75 southbound. From there, additional southbound lanes are provided either on the I-71/75 freeway or on an adjacent collector-distributor roadway all the way to south of Turfway Road.

CENTRAL COMMENTS

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and improve flow, but the volume of traffic going S71/75 needs its own exit lane.

4. What about shortening the barriers as you go southbound? We could start merging a bit earlier.

In the Recommended Alternative, the southbound collector-distributor roadway (and its associated concrete barrier separator) is extended south of KY 236 as it currently does and is extended further south to merge with the I-71/75 southbound freeway lanes at a point just north of Turfway Road. Separating the collector-distributor roadway traffic from the freeway lanes allows the ramp merge/diverge movements to occur away from the generally faster freeway lanes, making a safer travel condition.

5. I think some exits should be removed for this project to reduce overall complexity and cost. As a fiscal conservative I don't like spending all this tax money on expansion and maintenance.

Removal of some exits would simply shift traffic from those exits to adjacent exits. There is also a cost associated with crashes and sitting in standstill traffic. In selecting the Recommended Alternative, the KYTC Project Team sought a balance between targeted Level of Service for traffic flow in the design year (2040), impacts to residential properties, environmental impacts, and cost. The recommended Alternative is the lower cost alternative of other preliminary alternatives studied.

6. Plan doesn't address commercial truck traffic on Buttermilk, Anderson Rd, Crescent Springs Pike and Kenton Lands Rd due to recent expansion of CCI/UDF distribution centers along that route and commercial growth in the Silverlake area. As development also continues on Dolwick, the Buttermilk/Anderson intersection is increasingly choked by heavy trucks making sharp left and right turns. Making the Buttermilk I-75 interchange a double diamond will direct more trucks right to this intersection. Pedestrian traffic here is already dangerous, compounded by absence of a sidewalk on one side of the Buttermilk railroad bridge. Trucks need a better limited access path to this area, perhaps from the I-275 Dixie Collector, or improving access to Dolwick via Turfway or extending Houston Rd along Sycamore Tree Ln.

Although the stated observations may be valid, those locations are beyond the project limits for the 75/275 Interchange project and would be best addressed as part of the transportation planning process for Boone and Kenton Counties.

CENTRAL COMMENTS

7. Where lanes are added or reconfigured, must ensure there is enough shoulder to allow for safe breakdown space. Currently, breakdowns accumulate along I-75 between the main I-275 interchange and Buttermilk (both directions), often at the end of a merge lane. These very unsafe situations (right in front of the District 6 HQ) can cause congestion and cascading accidents, particularly southbound.
8. 275w ramp to 71/75s always backs up causing vehicles who going 275w to 71/75n to have to go around and cut over. Seems like extra lanes on the ramp would be helpful?
9. This is all an improvement. As another commenter notes, 75N to 275W isn't fixed in this plan. Add 1 lane to 75N exit to 275, and have 2 lanes go West and 2 lanes go east. Also since there is a lot of truck traffic, try to do something to make the turn to go toward 275W less severe. Also, much better signage early - before leaving 75N - will help prevent last-minute merging.
10. When traveling 75S to 275W the two ramp lanes must merge very quickly to into the three 275W lanes. These lanes should be longer and give more time to merge, especially since the 75N to 275W lane also needs to merge ahead of the larger merge. So really there are six lanes merging into three in a space of a few hundred yards.

KYTC RESPONSE

The Federal Highway Administration has specific requirements for the design of Interstate facilities that must be followed - all freeway shoulders constructed as part of a build alternative would need to be at least 10 feet in width. Therefore, all freeway shoulders proposed as part of the Recommended Alternative would have shoulders at least ten feet in width and 12 feet at guardrailed areas. Ramp shoulders are generally 8 feet in width (6-foot paved) on the right side and 6 feet in width (4-foot paved) on the left side.

This problem is caused by a downstream condition. The proposed improvements south of I-275 along southbound I-71/75 would improve the downstream traffic flow and reduce or eliminate the traffic backup from I-275 westbound to I-71/75 southbound.

Traffic analysis indicates that a second lane on the I-71/75 northbound to I-275 westbound will not be needed in the design year (2040). Flattening the existing horizontal curve for that ramp movement would greatly expand the footprint of the project (and right-of-way takings) in an area that is heavily residential (apartments). Therefore, we did not pursue that option.

Advance signage would be provided as part of the Recommended Alternative. Earlier separation of the I-275 lanes from the I-71/75 freeway lanes in the Recommended Alternative will also help in providing greater length of ramp to read signage and make appropriate lane changes prior to the Airport exit.

One additional westbound lane would be constructed along I-275 from I-71/75 to Mineola Pike as part of the Recommended Alternative. This would allow restriping at the merger with I-275 westbound to eliminate any lane changes. One of the three westbound I-275 lanes would be dropped before the merger with I-71/75 traffic. The two remaining I-275 lanes would occupy the inner two westbound lanes and the ramp from I-71/75 southbound would occupy the outer two lanes. No lane changes would be required along westbound I-275 until reaching the Mineola Pike interchange where the outer lane would be a mandatory exit lane.

CENTRAL COMMENTS

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11. I love the off ramp part of this, but we need a better solution than the DCD for 236.. Would be nice to add another turning lane to the NB on ramp and keep local traffic to Commonwealth in just the far right lane.
12. Removing the current wall that runs the length of the current interchange would also help.
13. One of my biggest concerns is Southbound I-71/75 to Westbound I-275. The two lane ramp first merges with northbound to 275 traffic, with the left lane from southbound 71/75, then merges those two lanes, before merging with the right lane of west bound 275, all within a few hundred yards. There should be at the very least a continuous lane for merging traffic for a greater distance.
14. I think that southbound merging needs to be done in its own lanes (3-4) then slowly decrease lanes one exit at a time (at turfway, mall road, etc)
15. I drive I-275 East past this exit most days; these changes are NOT an improvement. The I-275 East Exit to I-75 South is difficult to get through most days. You have 3 I-275 lanes merging into two lanes and moving a lane to the left. There needs to be an additional exit lane from I-275 East and they should the collector should remain 4
- Currently, there are dual left-turn lanes from eastbound KY 236 to northbound I-71/75 at the signalized intersection. In the proposed DCD design that is part of the Recommended Alternative, there are also two ramp lanes for that movement. The advantage of the DCD layout is that the eastbound to northbound ramp movement is a free-flow condition (no waiting for green time at a traffic signal).
- The concrete barrier separator allows the ramp merge/diverge movements to occur away from the generally faster freeway lanes, making a safer travel condition.
- One additional westbound lane would be constructed along I-275 from I-71/75 to Mineola Pike as part of the Recommended Alternative. This would allow restriping at the merger with I-275 westbound to eliminate any lane changes. One of the three westbound I-275 lanes would be dropped before the merger with I-71/75 traffic. The two remaining I-275 lanes would occupy the inner two westbound lanes and the ramp from I-71/75 southbound would occupy the outer two lanes. No lane changes would be required along westbound I-275 until reaching the Mineola Pike interchange where the outer lane would be a mandatory exit lane.
- In the Recommended Alternative, the southbound collector-distributor roadway (and its associated concrete barrier separator) is extended south of KY 236 as it currently does and is extended further south to merge with the I-71/75 southbound freeway lanes at a point just north of Turfway Road.
- The Recommended Alternative proposes one additional eastbound lane on I-275 from Mineola Pike to I-71/75, including on the ramp to I-71/75 southbound. From there, additional southbound lanes are provided either on the I-71/75 freeway or on an adjacent collector-distributor roadway all the way to south of Turfway Road.

CENTRAL COMMENTS

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lanes until Turfway, at least.

16. As others have said, Consideration needs to be made for those coming from Donaldson and attempting to merge onto 275 West.

Currently I-71/75 northbound north of KY 236 has four freeway lanes and two ramp lanes from KY 236. The Recommended Alternative is proposed to have three lanes for northbound I-71/75, three lanes for the ramp to I-275, and two ramp lanes from KY 236 – an overall increase in two northbound lanes. The proposed design has the ramp to I-275 diverging from I-71/75 just north of KY 236. Motorists entering from KY 236 will have a much longer distance to cross over to the Airport exit (I-275 westbound).

17. You also need to address the fact cars race to the very end of the off ramp on the 275 east bound for the 75 south thus abruptly blocking the northbound lanes, potentially causing dangerous situations. North and South ramps from 275 should be better separated. As mentioned in the other comments biggest issue in this area is the vehicles trying to exit at Donaldson from west bound 275/75 ramp. Test could be to block ramp access from west bound with k rails for 1 week and review traffic flow. Adequate signage would be required well in advance.

The condition that you noted is due to the downstream congestion backing up to I-275 eastbound. Once that situation is remedied through the proposed improvements, the blockage of ramp lanes from I-275 eastbound to I-71/75 northbound should not occur on a routine basis.

In the Recommended Alternative, one additional lane is proposed to be added along I-275 eastbound from Mineola Pike to I-71/75. That additional lane expands to two ramp lanes before traveling around the curve to the south. So even if a back-up from an incident was to occur in the KY 236 area, there will be more southbound ramp lanes to better manage traffic and keep the ramp from I-275 eastbound to I-71/75 northbound from being blocked.

QUESTIONS

1. The traffic at Crestview Hills, and the 275/75 split are always dangerous. The traffic southbound is always backed up significantly. This seems to only allow 1 additional lane, will it handle the continued increasing traffic and react proactively versus reactively?

The key improvement to I-71/75 southbound that causes the back-up onto I-275 westbound is not addressed in the Recommended Alternative by lane additions only, but also by the addition of two new grade-separated ramps (bridges) that will physically separate traffic trying to reach I-71/75 south or the Erlanger exit (KY 236/Donaldson/Commonwealth). This will eliminate a majority of the current weaving that occurs prior to the KY 236 exit ramp. Traffic analysis shows that the proposed improvements would provide an acceptable Level of Service for traffic in the design year (2040).

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2. I'm not sure what you're showing. I want to see how I can access I-275 westbound from the Commonwealth access w/o crossing 3 lanes. And how will adding more lanes alleviate traffic. You know more people are just going to move here.
3. For 71/75 NB, initially the added lane is on the shoulder (north of I-275). Once north of pier structures, will a shoulder be added to the NB lane before reaching the gore of EB-275 to NB-75?
Very strong concern regarding the single lane ramp from EB-275 to SB-75. This single ramp goes underneath a proposed bridge. The concern is the length of P.M. queues on I-275 EB will be so numerous that the new single lane ramp will not be sufficient. I don't see the P.M. queues being a 50-50 split between those that would go to Donaldson as compared to those going to SB-75. Making a complete guess, it might be more like 25% to Donaldson and 75% to I-75 SB. If so, is provision of a single lane ramp big enough? Are 2 lanes needed. If not, the subsequent challenge is the proposed geometrics/structures will not easily accommodate a second lane in the future. Therefore, it's a new pinch point that won't be easy to fix and will leave in place an unsafe condition for EB-275 traffic.

As part of the improvements included in the Recommended Alternative, we would be adding approximately 1,060 ft to the length of the merge lanes from KY 236 to I-275 westbound. Motorists coming from KY 236 will still need to cross over two lanes of traffic to get to the I-275 westbound exit, but the distance available to do that will be nearly double than what it is now.

After exiting the multi-level bridge structure at I-275, one additional lane and full shoulders (at least 10 ft wide) on both sides of the freeway will be provided on northbound I-71/75 to the I-275 ramp gore.

Eastbound I-275 traffic bound for KY 236 diverges before the noted bridge location, reducing the traffic volume on the eastbound ramp to I-71/75 southbound. Traffic analysis indicates that a single-lane ramp is needed for the design year traffic volumes (2040).

It should also be noted that improvements to I-71/75 southbound will help alleviate the current back-ups that you are seeing at this exit. These improvements include adding travel lanes through the interchange area and constructing two new grade-separated ramps (bridges) that will physically separate traffic trying to reach I-71/75 south or the Erlanger exit (KY 236/Donaldson/Commonwealth). These new ramps will eliminate a majority of the current weaving that occurs prior to the KY 236 exit ramp and slows down the flow of traffic.

NEEDS RESPONSE

1. I worry about NB 71/75 traffic getting on to either EB or WB 275 as there are always wrecks there from lane changes. From Commonwealth, there needs to be easier methods to access 275 WB as well as some method for 71/75 traffic to access 275 without interrupting local traffic getting on the interstate.

Currently I-71/75 northbound north of KY 236 has four freeway lanes and two ramp lanes from KY 236. The Recommended Alternative is proposed to have three lanes for northbound I-71/75, three lanes for the ramp to I-275, and two ramp lanes from KY 236 – an overall increase in two northbound lanes. The proposed design has the ramp to I-

CENTRAL COMMENTS

KYTC RESPONSE

2. traffic exiting SB75 onto the Donaldson Road exit needs physical separation from the traffic exiting EB and WB I 275 onto SB 75. NB75 Traffic attempting to exit on to EB275 and WB275 needs physical separation from NB75 traffic attempting to exit at Donaldson Road.

3. The primary problem with the interchange is Central to South. Traffic merging between 275 west to 71/75 south and 275 east to 71/75 is the primary issue. Adding lanes on 71/75 north and south in the central section where there is no issue just adds expense for no reason. The added lane to exit from 71/75 north to 275 east is sufficient, but I haven't seen anything that addresses the crossover merge from traffic merging between 275 west to 71/75 south and 275 east to 71/75.

4. Repeating the larger issue for NB traffic: The plan does not address one of the main areas of concern - I-75 N to I-275 East. Traffic slows here for several reasons....the biggest is the merging Erlanger exit entry onto I-275 which create a crossover when someone enters from 236 and tries to go to the Airport. Eliminating the three lane change crossing traffic would be best, maybe even directing through the "tunnel" then connecting with sb 275 ramp...

275 diverging from I-71/75 just north of KY 236. Motorists entering from KY 236 will have nearly double the distance to cross over to I-275 westbound.

The Recommended Alternative includes the construction of two new grade-separated ramps (bridges) that will completely separate traffic trying to reach I-71/75 south or the Erlanger exit (KY 236/Donaldson/Commonwealth).

In the Recommended Alternative, northbound I-71/75 traffic destined for KY 236 exits south of KY 236, similar to the existing condition. Two additional northbound lanes are proposed for northbound I-71/75 in advance of the two-lane KY 236 exit. North of KY 236, I-71/75 (3 lanes) and I-275 (3 lanes) would be separated just north of KY 236 in the proposed design with a concrete barrier wall separating those two roadways.

In the Recommended Alternative, one lane of eastbound I-275 to southbound I-71/75 merges with two lanes from I-275 westbound to I-71/75 southbound. Three southbound lanes would be provided at the point of merger, and those three lanes would be continued south of the exit ramp to KY 236 via the collector-distributor road.

These improvements include constructing two new grade-separated ramps (bridges) that will completely separate traffic from I-275 trying to reach I-71/75 south or the Erlanger exit (KY 236/Donaldson/Commonwealth) and will eliminate a majority of the current weaving that occurs prior to the KY 236 exit ramp and slows down the flow of traffic.

As part of the improvements included in the Recommended Alternative, we would be adding approximately 1,060 ft to the length of the merge lanes from KY 236 to I-275 westbound. Motorists coming from KY 236 will still need to cross over two lanes of traffic to get to the I-275 westbound exit, but the distance available to do that will be nearly double than what it is now.

Consideration was given to making a ramp connection just north of the "tunnel" to the Airport ramp during the preliminary design phase, but it was determined that there is

CENTRAL COMMENTS

5. I think the biggest items that need to be addressed are, when going from I275W to 71/75S - there is a massive bottleneck, with I275 East and West coming together along with 71/75's exit ramps for Erlanger exits, its so much going on in such a short period, I have seen too many accidents due to all the merging. Erlanger needs its own dedicated exit lanes from 71/75 South. In addition when on 71/75North, there is a large bottleneck due to only having 1 lane for I275 East and West lanes, if there was a better option to have more lanes, and give the folks getting on at Erlangers onramp to I275W for the airport this would be much safer as well, currently they have to get on and try to merge across 3 lanes of traffic in just 1/2 mile.

KYTC RESPONSE

not sufficient space to permit the reverse curvature, connect to the ramp from I-71/75 northbound to I-275 westbound, and reduce to a one-lane ramp prior to encountering the bridge stack.

The Recommended Alternative includes constructing two new grade-separated ramps (bridges) that will completely separate traffic trying to reach I-71/75 south or the Erlanger exit (KY 236/Donaldson/Commonwealth). This will allow the existing southbound slip ramp to be eliminated and the weaving maneuver downstream of that ramp to be eliminated.

Currently I-71/75 northbound north of KY 236 has four freeway lanes and two ramp lanes from KY 236. The Recommended Alternative is proposed to have three lanes for northbound I-71/75, three lanes for the ramp to I-275, and two ramp lanes from KY 236 – an overall increase in two northbound lanes. The proposed design has the ramp to I-275 diverging from I-71/75 just north of KY 236.

As part of the improvements included in the Recommended Alternative, we would also be adding approximately 1,060 ft to the length of the merge lanes from KY 236 to I-275 westbound. Motorists coming from KY 236 will still need to cross over two lanes of traffic to get to the I-275 westbound exit, but the distance available to do that will be nearly double than what it is now.

NORTH SECTION

OPTIONAL: Please use this space to share additional comments or questions you may have regarding the improvements proposed north of the I-71/75 and I-275 interchange.

NORTH COMMENTS

SUGGESTIONS

1. Looking at the high resolution map I was unable to tell if this was proposed or not: I would suggest removing the intersection of

KYTC RESPONSE

Making the Hazelwood Drive / Grandview Drive signalized intersection into a right-in / right-out only unsignalized intersection is not currently proposed as part of the

NORTH COMMENTS

- Hazelwood and Grandview Dr - or at least make this a no left turns intersection - have left turns or entire intersection occur at High St and Buttermilk Crossing.
2. A connection Lane or Lanes between Dixie highway and buttermilk on i-75 s would greatly improve the danger of the backup on the exit ramp of buttermilk Pike. For example like the one that is between Kyle's Lane and Dixie highway exit also would be nice to have one on the i-75 n side as I know many people from the buttermilk exit go to the Dixie highway exit to shop at Kroger's but have to navigate onto and off of the highway in that short distance which is sometimes dangerous and I have also seen several accidents at the end of the on ramp here
 3. I think that the problem with Buttermilk Road is that there are too many traffic lights too close to each other. Installing a DCD interchange will not reduce the amount of traffic lights and will in fact increase the complexity of the area. I think that the best solution to this with regards to the interchange is to install an SPUI instead of a DCD. An SPUI will reduce the amount of traffic lights and give more spacing to traffic, which may help reduce queueing. Buttermilk Pike itself needs to have the traffic configuration at Hazelwood Drive and High Street changed in some way because the amount of traffic lights there cause there to be too much happening in a very small area.
 4. If the interchange north of buttermilk and the Brent Spence bridge are not improved there will be 4 or 5 lanes of backed up traffic instead of the existing 3 two many traffic lights on buttermilk pike west bound this is the cause of traffic backup. Make a connector road for the businesses behind buttermilk pike

KYTC RESPONSE

Recommended Alternative. However, this is an idea that can be explored in more depth in the next phase of project development.

The Recommended Alternative proposes the addition of one southbound lane along southbound I-71/75 approaching and through the Buttermilk Pike interchange. The current two-lane southbound exit ramp to Buttermilk Pike would be replicated in the proposed design. In addition, the southbound ramp to Buttermilk Pike will be widened to four lanes at Buttermilk Pike to allow for two left-turning lanes and two right-turning lanes. Those proposed improvements would greatly reduce the potential for ramp back-ups onto I-71/75 southbound.

A Single-Point Urban Interchange (SPUI) was considered as an option at the Buttermilk Pike interchange, but the DCD was developed as part of the Recommended Alternative. The DCD proposed as part of the Recommended Alternative would reduce traffic queuing on the approaches to I-75.

Consideration of changing the Hazelwood Drive / Grandview Drive signalized intersection has merit and will be examined in greater detail as the project moves forward.

Given the current funding situation, the Brent Spence Bridge Project which extends south from the bridge area to near the Beechwood Road underpass, is more likely to be constructed before some of the improvements outlined in the 75/275 Interchange Project. Whichever project advances first, there will be temporary traffic backups in the lane reduction direction at the interface of the two projects. Advance signage would be used to help to alleviate that condition.

NORTH COMMENTS

KYTC RESPONSE

5. Crisler Avenue: It would be optimal to at least keep Crisler as a one-lane road so that drivers leaving the gas station they can get to Grandview in a safer manner than the nasty left exit out directly from the gas station.

Buttermilk Pike west of DCD: very strong concern of lack of capacity along Buttermilk Pike to handling the traffic volumes coming from the DCD. The efficacy of the DCD will be diminished at the interchange because vehicles won't be able to advance westward along Buttermilk. Worse, if the vehicles can't advance, then the DCD will lock-up & the interchange won't function. This would be wretched in the P.M. peak when travelling public is trying to get to their homes in Villa Hills and Crescent Springs. Consideration must be given to Buttermilk improvements, including access management measures, need to be extended to Anderson Road.

Potentially try to reduce commercial impacts (Chipotle/Miyako) by reducing the distance of the DCD's crossover points.

Provision for a connector road behind Buttermilk Pike is beyond the scope of this project. We suggest sharing this suggestion with Kenton and Boone counties to be considered as part of their transportation planning process.

Space is limited due to the southbound exit ramp reconstruction, but a one-way Crisler Avenue might be possible by using a retaining wall. That option will be examined as the project moves forward.

Additional study of Buttermilk Pike, including coordination of signal timing, west of I-71/75 will be considered once the project moves into the final design phase.

Making improvements to Buttermilk Pike is beyond the scope of this project, but it something KYTC will keep in mind. We also suggest sharing this suggestion with Kenton and Boone counties to be considered as part of their transportation planning process.

The DCD crossover location is primarily a function of the radius from the Buttermilk Pike bridge to the southbound entrance ramp. Location for the proposed ramp does require significant right-of-way, but the offset location does greatly improve the maintenance of traffic during construction.

QUESTIONS

1. How will access to Grandview Dr be impacted?

In the Recommended Alternative, access to Grandview Drive would not be changed. Retaining walls would be used in some locations along southbound I-71/75 and the exit ramp to Buttermilk Pike to avoid any relocation of Grandview Drive.

NORTH COMMENTS

2. Something needs to be done to improve traffic flow on Buttermilk near Grandview and Anderson etc... but 1) how do you do DCD on an overpass? And 2) how do you complete without making traffic worse in the short term?

KYTC RESPONSE

Conducting a review of Buttermilk Pike operation is a concept that can be explored in more depth in the next phase of project development, which will focus more on preparing detailed project designs and construction plans.

The DCD proposed as part of the Recommended Alternative at Buttermilk Pike would look a lot like the new DCD on Graves Road over I-275 at Exit 8. The lanes are arranged along the outer bridge barriers, and the shared use path is placed in the center.

Most construction makes traffic temporarily worse to provide an improvement once complete. Construction of the DCD would begin by completing as much as possible outside of the existing travel way. Once a majority of that construction is complete, the center portion is generally closed for an intense weekend construction period to enable the changeover. During that internal closure, the outer ramps usually remain in service, allowing detouring to the nearest interchange and return.

NEEDS RESPONSE

1. Appears the I275 eastbound traffic will lose access to SR 236. Not acceptable.
2. are you taking into consideration the changes that will be needed to feed the new bridge with this construction or once this is completed it will need to be torn up to be expanded again? adding more lanes going either direction will only harm traffic flow due to the need to merge into less lanes.....

No, in the Recommended Alternative, I-275 eastbound motorists will have direct access to KY 236 via a proposed outer ramp.

Southbound and northbound I-71/75 at the northern end of this project has been designed to connect seamlessly with the Brent Spence Bridge Project's south end. Lane additions have been planned to provide an acceptable level of service in the design year of 2040. If this project should be delayed for construction, the project could be reviewed again for project traffic levels in 2050, and adjustments would be made as appropriate, as part of the detailed design process.

WEST SECTION

Please use this space to share any additional comments or questions you may have regarding proposed improvements between the 75/275 interchange and Mineola Pike.

WEST COMMENTS

KYTC RESPONSE

SUGGESTIONS

1. having an access to Dolwick from 275 westbound would be great. There is a lot of traffic now with all the newer business not to mention the older ones. This would also alleviate much traffic from Buttermilk pike and Mineola.
 2. East 275 - from Airport heading toward 71/75 - the exit ramp for 71/75 needs to be two lanes from Mineola Pike or before. One lane for S71/75 and one lane for N71/75.
 3. It doesn't make sense to have three lanes continuing on 275E past the I75/I71 split as it ends shortly past this point to allow merging from I75/71N onto I275E. Only 2 lanes should continue east and the middle lane should become a split lane that allows a driver to continue east or take the I75/I71 exit. The far right lane would then become an exit only to I75/71S. This would ensure I75/71S backups would not impact travelers attempting to take I75/71N towards Cincinnati.
 4. You could address the biggest issue with this situation in 24 hours, by reducing 275 thru lanes from 3 to two, to eliminate cramming three lanes into one in the space of a couple hundred meters from traffic entering 275W from 75. What in God's name are you waiting for?
- A new interchange with direct connection to Dolwick Drive is not part of the scope of this project. We suggest sharing this suggestion with Kenton and Boone counties to be considered as part of their transportation planning process.
- In the Recommended Alternative, one additional lane is proposed to be added along I-275 eastbound from Mineola Pike to I-71/75. That additional lane expands to two ramp lanes before traveling around the curve to the south. At the point where the ramp to I-71/75 departs I-275 eastbound, five lanes would be provided (two for I-275 eastbound and three for the ramp to I-71/75).
- Agreed. In the Recommended Alternative, I-275 is reduced to two lanes eastbound by changing the lane assignments at the departure of the ramp to I-71/75. At the point where the ramp to I-71/75 departs I-275 eastbound, five lanes would be provided (two for I-275 eastbound and three for the ramp to I-71/75). The second lane from the median would be an option lane that allows a driver to either exit to the I-71/75 ramp or remain on I-275 eastbound.
- Your recommendation for having only two I-275 westbound lanes at the merger of the I-71/75 ramp is reflected in the Recommended Alternative. That restriping/re-signing operation could be considered as a near-term improvement.

WEST COMMENTS

5. Should there be I-275 Eastbound access from Turfway? This would help divert traffic from the congested Mineola Pike interchange. Same for those on the north side of 275, westbound access would help alleviate traffic from Mineola.
6. The biggest issue with the Mineola Pike exit is the intersections immediately north and south of the exit. Maybe these could be reconfigured to incorporate roundabouts?

KYTC RESPONSE

A new interchange connection along I-275 to Turfway Road is not part of the scope of this project. We suggest sharing this suggestion with Kenton and Boone counties to be considered as part of their transportation planning process.

While roundabouts at the ramp intersections is an option, the KYTC Project Team selected the DCD option at Mineola Pike for the Recommended Alternative because the DCD arrangement is expected to provide the best long-term traffic operation, particularly with the large amount of trucks that use Mineola Pike.

QUESTION/NEEDS RESPONSE

1. Is this dcd the same or similar to Batavia exit in ohio or current erlanger entrance to 75/275 split. I don't like when a north bound lane exits on right side & 275 goes to left. Same on Ft Washinton way east north bound 71 goes to right when really the direction is left. Batavia exit is very confusing. I hope this dcd isn't like those. I don't like going the wrong direction to cross over & get to the right direction

We would need more information to determine any similarities between the interchange we are proposing that the interchange you referenced in Ohio. We can say that the proposed DCD at Mineola Pike does not look like the current Erlanger interchange.

While driving through a DCD may be a new experience, it's very easy to do so if you follow the signs and markings. If you would like to know more, we encourage you to watch this instructional video created by our neighbors at the Ohio Department of Transportation:

<https://youtu.be/-I90S3p6XJs>

NEXT STEPS

Do you have any additional comments, thoughts, or questions that you'd like to share with us? If so, please write them in the box below.

COMMENTS	KYTC RESPONSE
SUGGESTIONS	
1. How about providing access to Kenton Lands road from Dixie hwy where 275 exits . Run a connector road along side the entrance ramp. This would improve Dixie hwy from 275 to Kenton Land rd.	Consideration of a frontage road along the south side of I-275 from Dixie Highway back west to Kenton Lands Road is not part of the scope of this project. Also, such a route would also need to somehow cross Norfolk Southern Railroad, which can be a challenge.
2. Please reconsider direct access from Dolwick/Crescent Springs Road to I-71/75 via either a connector to the Buttermilk interchange or Texas turnarounds to the Buttermilk ramps. Please reconsider the couplet at Turfway. It relocates the wrap around for local traffic, does not remove it.	Consideration of a new access point to I-71/75 at Crescent Springs Pike is not part of the scope for this project. A new interchange at that location would violate minimum interchange spacing requirements.
3. Hopefully clear & marked signage to allow enough time for lane changes and exit & entrance to avoid wrong way accidents!	Appropriate signage that meets current design standards will be included on all elements of the proposed roadway improvements.
4. If timing and/or funding is an issue, then I think the majority of these efforts in the short term should be to address the "central" portion of the interchange. The multiple diamond interchanges are very welcome improvements as well, but ultimately I think these will not have the same short term (~5 yr) impact that the 275/Exit 184 changes would have on public safety and congestion.	Additional funding would be needed to implement the overall Recommended Alternative, and it would likely be completed using several construction contracts. The KYTC Project Team has examined the overall work and has formulated a priority listing that does make the southbound portion of I-71/75 south of I-275 a high priority.
5. I saw nothing in the plan to address the choke point between the Turfway Rd entrance ramp to 71/75 NB and the interchange at 275. I know there will be an added lane but I think you should consider redesigning the 275 exchange so that	Currently I-71/75 northbound north of KY 236 has four freeway lanes and two ramp lanes from KY 236. The Recommended Alternative is proposed to have three lanes for northbound I-71/75, three lanes for the ramp to I-275, and two ramp lanes from KY 236 – an overall increase in two northbound lanes. The proposed design has the ramp to I-

COMMENTS

the 2 lanes that exit can flex allowing 2 lanes to go 275E and 2 lanes for 275W.

KYTC RESPONSE

275 diverging from I-71/75 just north of KY 236. Motorists entering from KY 236 will have a much longer distance to weave left to the Airport exit (I-275 westbound).

Assuming the proposed improvements are put in place, traffic modeling and analysis indicates that a second lane on the I-71/75 northbound to I-275 westbound would not be needed in the design year (2040). The Recommended Alternative would have two lanes for the eastbound ramp to I-275 after the departure of the ramp to I-275 westbound, like the existing condition.