



75275 INTERCHANGE

75/275 Interchange Scoping Study VIRTUAL PUBLIC MEETING - INPUT SUMMARY

February 2023

Prepared For:

Kentucky Transportation Cabinet, District 6
421 Buttermilk Pike | Fort Mitchell, KY 41017

Prepared by:

RASOR
COMMUNICATORS, STRATEGISTS, CREATIVES.

2089 Sherman Avenue | Norwood, OH 45212
www.GoRasor.com

On behalf of:

Burgess & Niple, Inc.
400 Blankenbaker Parkway, Suite 300
Louisville, KY 4024

CONTENTS

Virtual Open House Summary Report	
Executive Summary.....	2
Question Summary	
Welcome Tab.....	6
Process Tab.....	9
South Tab.....	10
Central Tab.....	18
North Tab.....	25
West Tab.....	30
Next Steps Tab.....	34

Appendix A: Open House Materials

Public Input Site Content

Appendix B: Notification Materials

News Release

Email Notices

Social Media Posts

Website Postings

Appendix C: Public Comments

Comments Received through the Public Input Site/Survey

Responses to Comments Received

Executive Summary

The KYTC 75/275 Interchange Scoping Study Virtual Open House was held between January 9, 2023, and February 10, 2023. The meeting was conducted using the Public Input public engagement platform and was presented as a web-based event, complete with discussions and illustrations, that allowed participants to review the materials at their convenience. The content and graphics shown on the Open House website are provided in Appendix A: Open House Materials.

Notification efforts included distribution of two news releases, ongoing social media posts on KYTC D6's Facebook and Twitter platforms, two email notifications (eblasts) to 75/275 project stakeholders (including local community and jurisdictional officials) and email subscribers, and one eblast to KYTC D6's distribution list. Copies of these materials are provided in Appendix B: Notification Materials.

During the 30-day public review period, the virtual Open House site was viewed more than 4,986 times. A total of 1,110 participants answered at least one or more of the survey questions embedded throughout the website. Approximately 11,670 responses were collected via the survey, 399 of which were written comments, questions, and suggestions.

Below is a summary of findings gathered through the virtual open house experience.

Note: Respondents to the survey had the option to answer all questions or to skip questions. Therefore, the number of respondents per question fluctuates. Unless otherwise noted, all references to the number of respondents refers to the number of people who answered the question at hand and not the overall number of people who participated in the survey.

- Most respondents who participated in the survey are locals who either live, work, shop, or travel through the I-71/75 and I-275 interchange or interchanges in the near-vicinity area at least once a week or more.
- Nearly 90% of respondents (583 people) agreed with the purpose statement for the project:
To promote better connectivity, improve safety, and reduce traffic delays experienced at and in the vicinity of this critically important interchange.
- Overall, a majority of respondents were in favor of the proposed improvements in all sections of the interchange area.

PROPOSED IMPROVEMENTS SOUTH OF THE 75/275 INTERCHANGE

- **How much do you agree with the proposed improvements at the I-71/75 and Turfway Road interchange?** A majority (77%; 368 people) either agreed (37%) or strongly agreed (40%) to the proposal to provide direct access to Turfway Road from I-71/75 South. A majority also agreed (38%; 177 people) or strongly agreed (39% 182) with the proposal to provide direct access to I-71/75 North from Thoroughbred Boulevard.

Responses were more mixed to the proposal to change Turfway Road and Thoroughbred Boulevard to a one-way couplet. Here, only 21% (97 people) agreed and 20% (92 people) strongly agreed. Approximately 35% (166 people) weren't sure, while another 14% disagreed (64 people) and 11% strongly disagreed (50 people). The most frequently cited reasons for disagreeing or

strongly disagreeing to the proposed changes included concerns regarding impacts to businesses (39 comments) and/or access to St. Elizabeth Hospital (17 comments); an overall dislike of one-way roads (13 comments) [respondents said they are bad for residents and businesses and/or are inconvenient]; and concerns that one-way roads/couplets are confusing, inefficient, complicated and/or will make travel difficult (11 comments).

- **Have you ever driven through a DCD interchange?** Of the 353 people who answered this question, 88% (310 people) said they had. Only 8% (29 people) had not, and 4% (15 people) weren't sure.
- **Do you agree with changing the I-71/75 and KY 236 interchange to a DCD configuration?** Of the 394 people who answered this question, 61% either agreed (33%; 131 people) or strongly agreed (28%; 111 people). Of those that offered reasons for disagreeing or strongly disagreeing (89 responses), 42% (37 people) said they didn't see how the DCD will improve traffic flow. Another 26% (23 people) said the interchange is fine as is. Approximately 21% (19 people) said they didn't like using DCDs, and 20% (18 people) said they were concerned that traffic flow would be adversely affected during construction.
- Fifty-six people shared additional comments about improvements proposed south of the I-71/75 interchange. Responses were reviewed and categorized by theme. The most frequently occurring theme, mentioned 20 times, highlighted concerns regarding the existing weave pattern from I-275 to I-71/75 South but did not reference the improvements proposed to address that issue (it appeared that some respondents didn't understand that such improvements are part of the overall improvement plan). The second most frequently occurring theme (mentioned seven times) expressed overall support for the proposed improvements and/or DCDs. Another six comments said they weren't sure about the benefit of modifying entry/exit points to Donaldson because the existing ramps are easy to navigate.

PROPOSED IMPROVEMENTS IN THE **CENTRAL 75/275 INTERCHANGE**

- **How much do you agree with the recommendation to add more travel lanes on I-71/75?** 302 people answered this question. Of these, 86% said they agreed (34%; 102 people) or strongly agreed (52%; 157 people) with adding more travel lanes. Only 4% (11 people) disagreed and 3% strongly disagreed (eight people). These respondents mostly frequently cited "I don't see how this will improve traffic flow" (15 people) or "I don't think additional travel lanes are needed" (13 people) as the reasons for their concern.
- **How much do you agree with the proposed ramp improvements from I-275 to I-71/75?** 300 people responded to this question. Of these, 88% strongly agreed (57%; 170 people) or agreed (31%; 94 people). Nine percent weren't sure (26 people) and 3% (10 people) strongly disagreed. No one said they disagreed. Reasons most often cited for strongly disagreeing with the proposed improvements were "I don't see how the ramp improvements would improve traffic flow" (10 people) and "I don't think ramp improvements are needed" (6 people).
- **How much do you agree with the proposed improvements for exiting at KY 236/Donaldson Highway/Commonwealth Avenue (Exit 184)?** 288 people answered this question. Of these, 84% either agreed (32%; 93 people) or strongly agreed (52%; 151 people) with the proposed improvements. Only 4% disagreed (2%; 5 people) or strongly disagreed (2%; 7 people), and 11%

weren't sure (32 people). "I don't think the proposed access improvements are needed" was the most frequently cited reason for disagreeing or strongly disagreeing with the proposed changes at the exit (cited by 8 people).

- When invited to share additional comments or questions about proposed improvements for the central I-71/75 and I-275 interchange, 51 people responded. Common themes identified in the responses included concerns that the proposed improvements don't address the connection from I-71/75 North to I-275 (8 responses) and another eight noted that the weave patterns from I-71/75 northbound to I-275 and/or from KY 236/Donaldson/Commonwealth to I-275 West are not addressed. Eight more comments offered general support for the proposed improvements. Seventeen of the comments received included suggestions for additional improvements.

PROPOSED IMPROVEMENTS **NORTH** OF THE 75/275 INTERCHANGE

- **How much do you agree with adding more travel lanes on I-71/75 [in the central I-71/75 and I-275 interchange area]?** Eighty percent of respondents to this question either agreed (30%; 77 people) or strongly agreed (50%; 126 people) with adding southbound lanes, and 83% either agreed (29%; 71 people) or strongly agreed (54%; 134 people) with adding northbound lanes. Thirty-six people provided answers for why they either disagreed or strongly disagreed to the adding lanes. Of these, 36% (13 people) said they didn't think more travel lanes were needed and another 36% (13 people) didn't think the changes would improve traffic flow.
- **How much do you agree with changing the I-71/75 and Buttermilk Pike interchange to a Double-Crossover Diamond (DCD) configuration?** Of the 234 responses received for this question, 68% either agreed (28%; 65 people) or strongly agreed (40%; 93 people).
- When invited to share additional comments or questions about the improvements proposed north of the I-71/75 and I-275 interchange, 38 people responded. Of these, nearly half (47%; 18 comments) said they thought the real problem in this area centers around traffic volumes on Buttermilk Pike and the number of lights and/or timing of lights on Buttermilk.

PROPOSED IMPROVEMENTS **WEST** OF THE 75/275 INTERCHANGE

- **How much do you agree with adding travel lanes on I-275, between the 75/275 interchange and Mineola Pike?** 239 people responded to this question. Of these, 76% either agreed (32%; 77 people) or strongly agreed (44%; 105 people). Less than 10% either disagreed (4%; 9 people) or strongly disagreed (4%; 10 people).
- **How much do you agree with changing the I-275/Mineola Pike interchange to a Double-Crossover Diamond (DCD) configuration?** Of the 239 respondents who answered this question, 60% either agreed (27%; 64 people) or strongly agreed (33%; 79 people). Thirty-seven people offered reasons for either disagreeing or strongly disagreeing, and the majority of responses (73%; 27 responses) were "I don't see how this change will benefit traffic flow."
- Twenty-two people offered additional comments about proposed improvements between the 75/275 interchange and Mineola Pike. Common themes identified included concerns with exiting from I-275 to I-71/75 south and/or that one ramp lane may not be enough (four comments), and

a DCD is not needed at this location (three comments). Another three comments offered support for the proposed DCD and seven comments offered improvement suggestions.

ADDITIONAL COMMENTS

- Forty-nine people responded when invited to share any additional comments or thoughts before concluding the survey. Of these, 22% (11 comments) said they felt that improvements are also needed at the Turkeyfoot and Dixie Highway interchanges and/or were disappointed that these were not included in the improvement plans. Another 16% (eight comments) said that the main concern for the interchange area is exiting from I-275 to I-71/75 south and that related improvements should be prioritized. Six people (12%) mentioned that the outlined implementation timeframe is too long; the improvements are needed sooner rather than later, and there was some concern that the proposed improvements would be obsolete before they were constructed.

The following pages present in detail the results of the feedback received. Copies of all comments submitted during the public comment period are provided in Appendix C: Public Comments.

WELCOME TAB

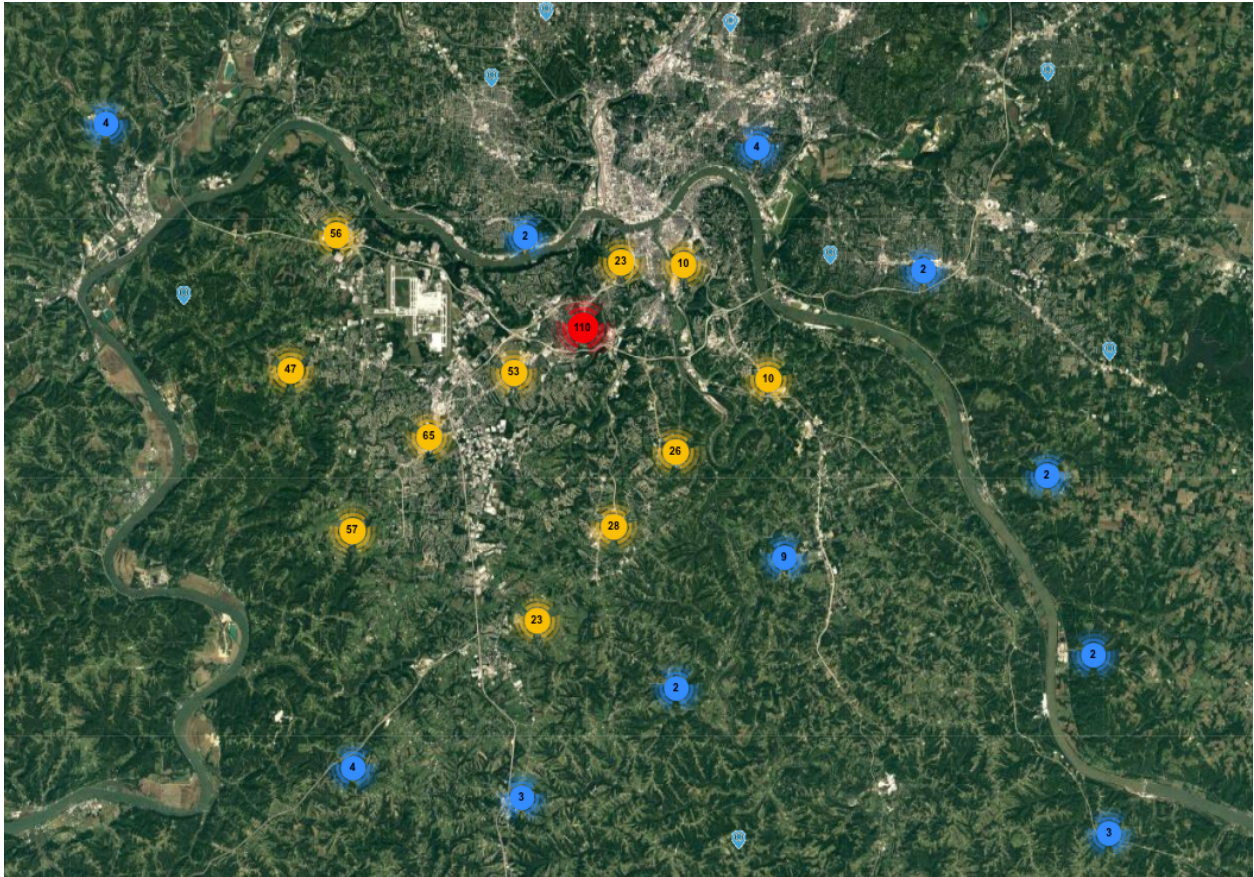
Question 1

What zip code do you live in?

Number of Respondents: 587

Following are the 10 most frequently reported zip codes, followed by an image showing the distribution on a map:

- 41017 (110 occurrences)
- 41042 (65 occurrences)
- 41091 (57 occurrences)
- 41048 (56 occurrences)
- 41018 (53 occurrences)
- 41005 (47 occurrences)
- 41051 (28 occurrences)
- 41015 (26 occurrences)
- 41094 (23 occurrences)
- 41011 (22 occurrences)



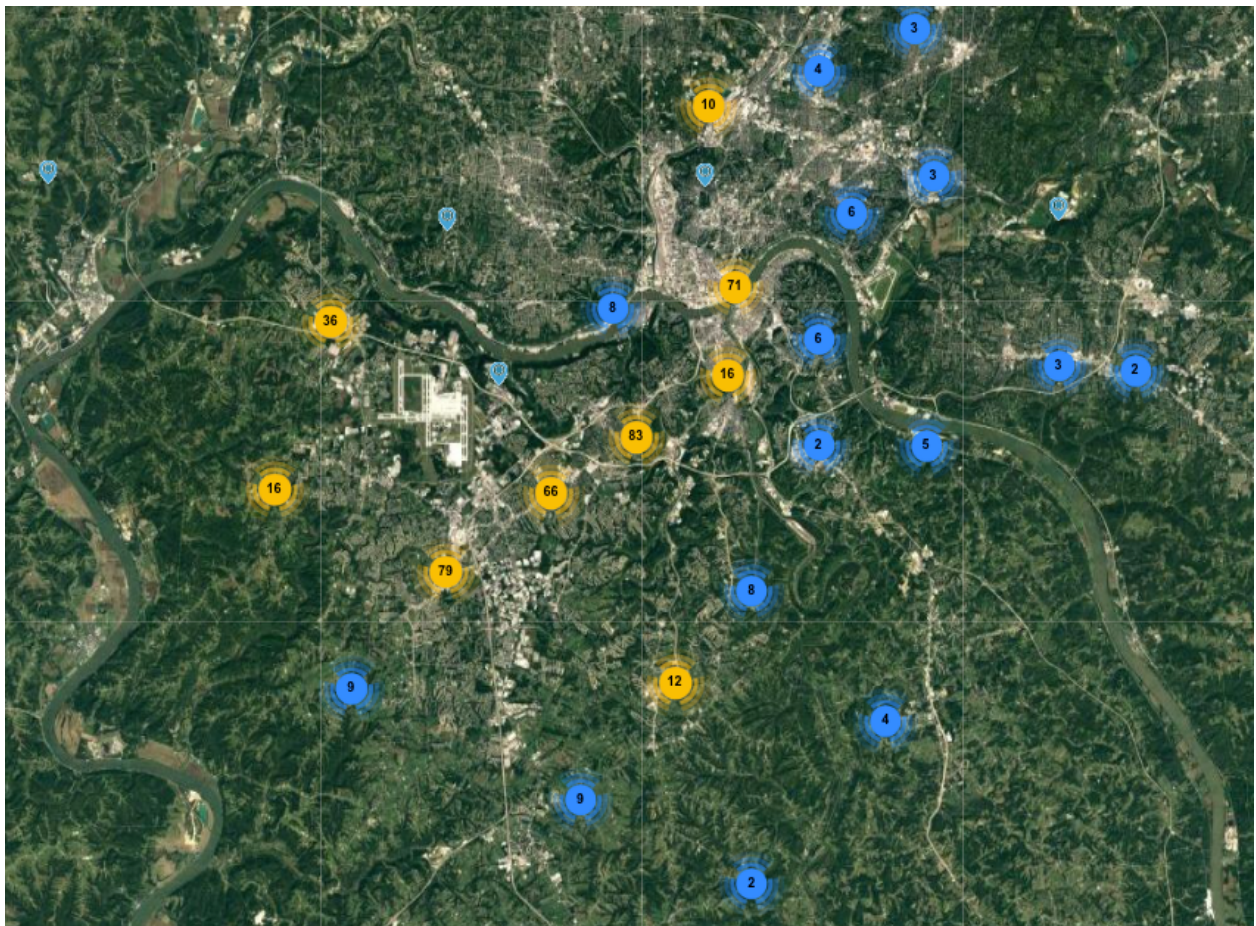
Question 2

What zip code do you work in?

Number of Respondents: 518

Following are the 10 most frequently reported zip codes, followed by an image showing the distribution on a map:

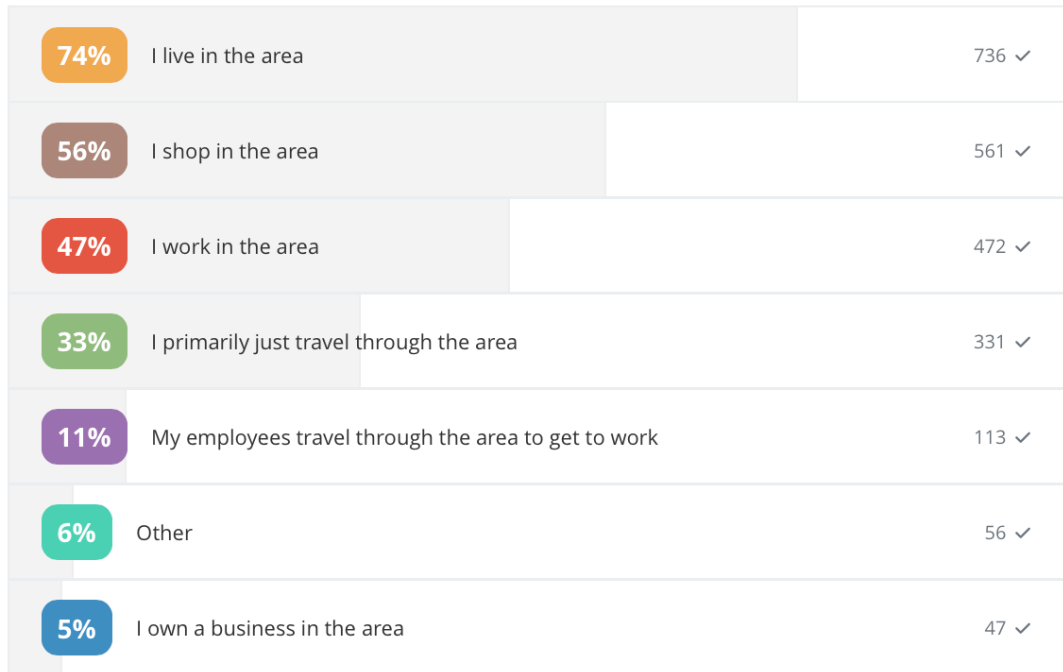
- 41017 (83 occurrences)
- 41042 (79 occurrences)
- 41018 (65 occurrences)
- 45202 (41 occurrences)
- 41048 (36 occurrences)
- 41011 (26 occurrences)
- 41005 (16 occurrences)
- 41051 (12 occurrences)
- 41091 (9 occurrences)
- 41094 (9 occurrences)



Question 3

What is your interest in the improvements proposed for the I-71/75 and I-275 interchange? (Select all that apply)

Number of Respondents: 997



Approximately six percent (56 people) of respondents to this question answered “Other.” Their responses were categorized into the themes listed in Table 1.

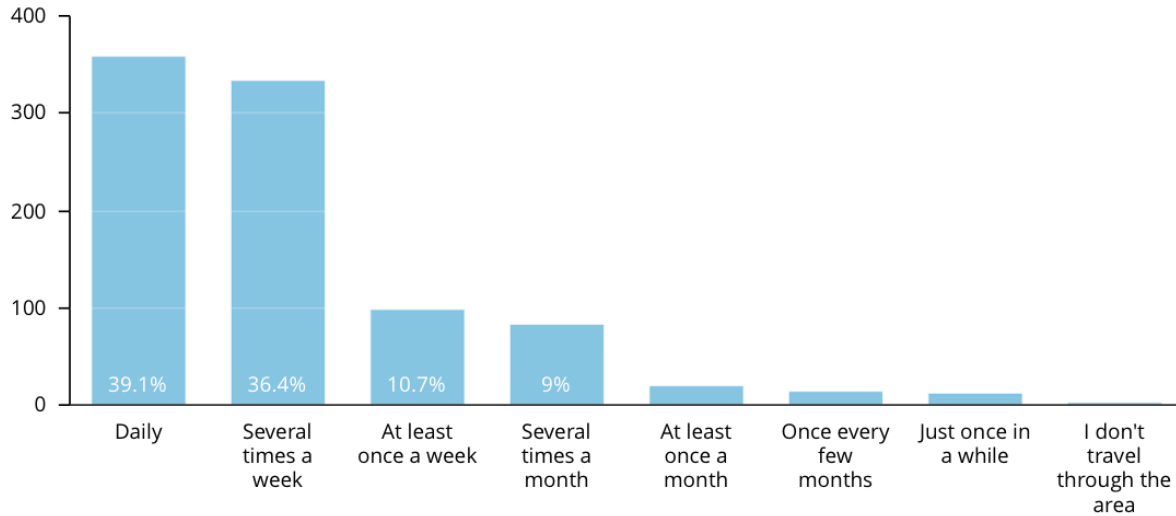
Table 1. Comments for “Other” in response to “What is your interest in the improvements proposed for the I-71/75 and I-275 interchange?”

THEME	COUNT	DESCRIPTORS
Visiting	13	Visiting family and/or friends, going to doctor’s office, misc. appointments
Passing Through	9	To get to preferred destinations in area or nearby
Miscellaneous	7	Comments in this category could not be easily placed into a theme
School	7	To get to school; get to childcare
Driver	3	Gig driver; truck driver; EMS driver
Church	2	To get to church
Shopping	2	To get to shopping or other business destinations

Question 4

How often do you travel through the interchange area? (Select one)

Number of Respondents: 914

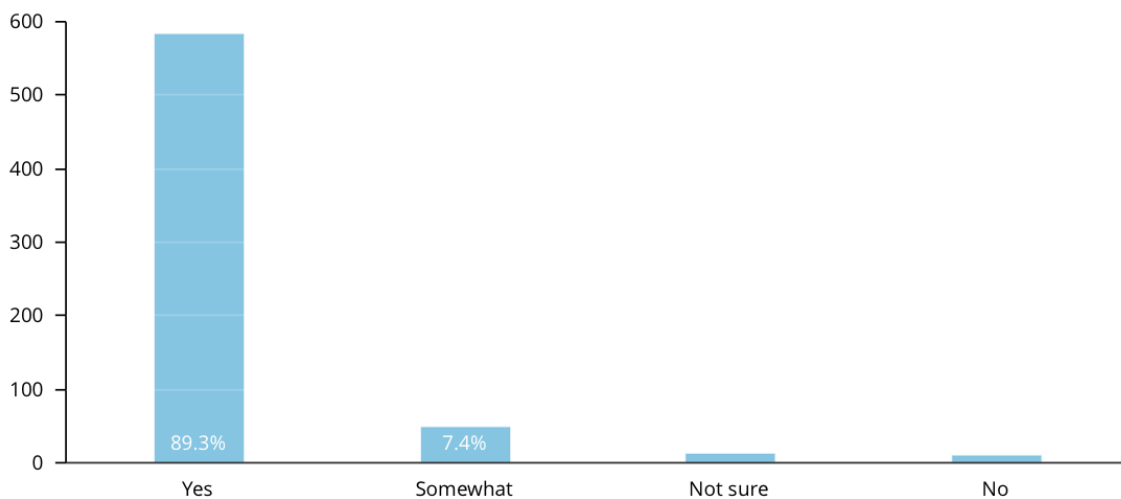


PROCESS TAB

Question 5

Do you agree with the purpose statement prepared for the project, as outlined above?

Number of Respondents: 653



SOUTH TAB

I-71/75 & Turfway Road Interchange

Question 6

How much do you agree with the proposed improvements at the I-71/75 and Turfway Road interchange?

Number of Respondents: 479

	Strongly Agree	Agree	Not sure	Disagree	Strongly Disagree
Providing direct access to Turfway Road from I-71/75 South	40% Strongly Agree	37% Agree	19% Not sure	2% Disagree	2% Strongly Disagree
Changing Turfway Rd. and Thoroughbred Blvd. to a one-way couplet to improve access	20% Strongly Agree	21% Agree	35% Not sure	14% Disagree	11% Strongly Disagree
Providing direct access to I-71/75 North from Thoroughbred Blvd.	39% Strongly Agree	38% Agree	19% Not sure	3% Disagree	2% Strongly Disagree

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).

One hundred and three respondents shared comments for this question. All responses were reviewed and categorized by theme, as shown in Table 2. Also included is a brief summary of the descriptors that characterized each theme. Multiple themes were often identified within a single response; therefore, the number of counts documented exceeds the number of responses submitted. Following the table are responses that contained a suggestion, question, or were otherwise identified as needing a response. All responses received are documented in Appendix C.



Table 2. Responses shared in comments noting why a respondent disagreed or strongly disagreed to proposed changes at the I-71/75 and Turfway interchange.

COUNT	THEME	DESCRIPTION
39	Business impact	This would isolate or negatively impact access to businesses, restaurants, and hotels; would discourage business; would add more traffic/congestion to streets and parking lots around Houston Road; concerned about impact to local traffic trying to reach businesses, find parking;
17	Hospital impacts	Would hamper access to St. Elizabeth (minutes count); concerned about impact to local traffic trying to reach hospital; concerned about impact to emergency response; need direct access to hospital
13	No one-way	Don't proceed with one-way concept; don't like the couplet; one-way couplets are bad for residents and businesses; no good comes from changing roads to one-way; inconvenient
11	Confusing	Would make access confusing, time consuming and inefficient; will complicate traffic flow; will make travel difficult; the area is already confusing; one-ways are inconvenient
11	Misc	Comments in this category could not be easily placed into a theme
8	Question	Comments contained a question
8	Suggestion	Comments contained a suggestion
6	Not the problem	This area isn't the problem; the real problem is elsewhere (275 merge into I-71/75 south)
4	Local access	Concerned about access impacts to businesses, restaurants, and the hospital for those who live in the immediate area
3	No response	Not response was provided or respondent said N/A
3	Support	Offered general support for the project
3	Unnecessary	One-way roads are not needed or necessary
2	Fatigue	Construction fatigue - area has already seen a lot of construction; why wasn't this done when other construction was taking place? Other changes in the area haven't seemed to work.
2	Fix weaving	Focus on fixing the weaving issue from I-275 to I-71/75 south
2	Jug Handle	Don't like the jug-handle concept and this appears to be another jug-handle; jug-handle is time-consuming, confusing and inefficient
2	More turn lanes	More than one turn lane will be needed from Turfway to Thoroughbred
2	N/A	Comment was "n/a" or no comment
2	Not sure	Not sure about changing to a one-way pattern
2	Speed	One-way roads encourage greater speeds

COUNT	THEME	DESCRIPTION
1	Cost	Does the benefit justify the cost?
1	Moves problem	This solution moves the problem, doesn't address it
1	Multi-modal impact	Would make using TANK more difficult; would impact safe travel for pedestrians and bicyclists
1	Needs response	Comment warranted a response from the project team
1	Pro one-way	One-ways provide easier entry/exit from hotels and restaurants; reduction in light cycles will improve traffic flow
1	Schedule	Make sure construction is done 24/7/365
1	Waste of money	This is a waste of money

Note: The following comments are presented as they were received. No edits were made to content, abbreviations, spelling, grammar, capitalization, or punctuation.

SUGGESTIONS

1. North bound access needs improved
2. Maybe connect the Hilton and other business with Thoroughbred Blvd.
3. the Erlanger SB exits need to be removed completely.
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.
5. Provide another entrance to Cracker Barrel from both directions. Otherwise it's a no go
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
7. Need to focus more on fixing the turfway to north 75 merge instead of adding another merge to make it worse
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.

QUESTIONS

1. How will you access the businesses on Turfway across from the hospital if traveling south from Aero Parkway?
2. Changing turfway to a one way. How are people supposed to access burlington pike from turfway?
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 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?
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.
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?

NEEDS RESPONSE

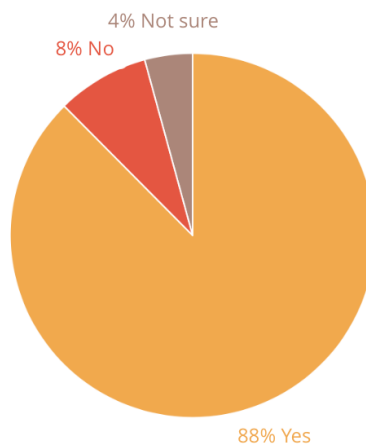
1. Way more important for Turfway to have direct access to 75. I don't see why thoroughbred would also need it. I believe that would make too many conflicting movements

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

Question 7

Have you ever driven through a DCD interchange?

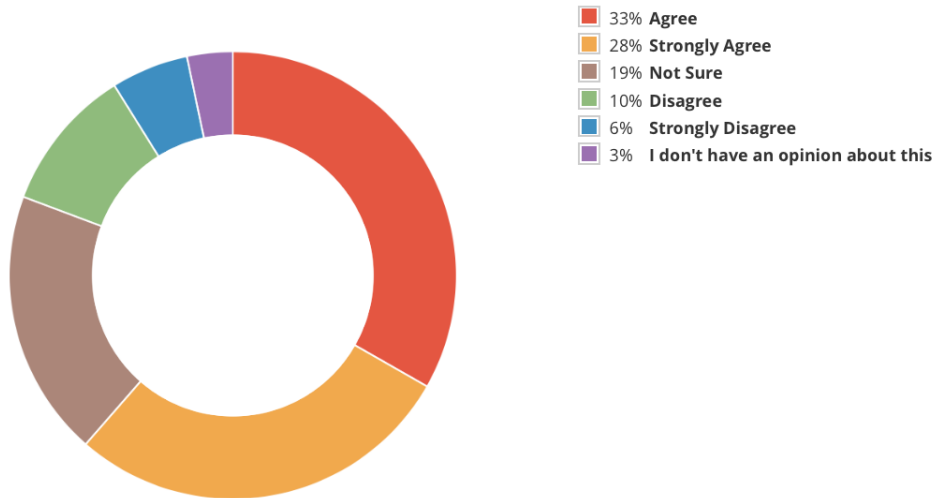
Number of Respondents: 353



Question 8

Do you agree with changing the I-71/75 and KY 236 interchange to a DCD configuration?

Number of Respondents: 394



If you said Disagree or Strongly Disagree, why?

Number of Respondents: 89

42%	I don't see how this change will improve traffic flow	37 ✓
26%	The interchange is fine as is	23 ✓
21%	I don't like using DCDs	19 ✓
20%	Traffic flow will be adversely affected during construction	18 ✓
13%	Cost	12 ✓
13%	Other	12 ✓
9%	Number of relocations required	8 ✓
3%	I'm not familiar with using DCDs	3 ✓

Ten people provided responses for "Other," and their comments were categorized by theme, as shown in Table 3.

Table 3. Comments for “Other” in response to “Do you agree with changing the I-71/75 and KY 236 interchange to a DCD configuration?”

COUNT	THEME	DESCRIPTION
2	Mt. Zion	Takes too long to move through the Mt. Zion interchange; it’s taking too long to complete the Mt. Zion DCD
1	No improvement	The location of traffic lights doesn’t improve traffic flow
3	Confusing	DCDs are confusing; drivers are overwhelmed and make mistakes
1	Space	There’s not enough space
1	Misc	Comments in this category could not be easily placed into a theme
1	Not necessary	Proposed change seems to be vastly over-compensating
1	Ped Safety	Concerned DCD will increase safety causing safety concerns for pedestrians, especially students

Question 9

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.

Fifty-six respondents shared comments for this question. All responses were reviewed and categorized by theme, as shown in Table 4. Also included is a brief summary of the descriptors that characterized each theme. Multiple themes were often identified within a single response; therefore, the number of counts documented exceeds the number of responses submitted. Following the table are responses that contained a suggestion, question, or were otherwise identified as needing a response. All responses received are documented in Appendix C.

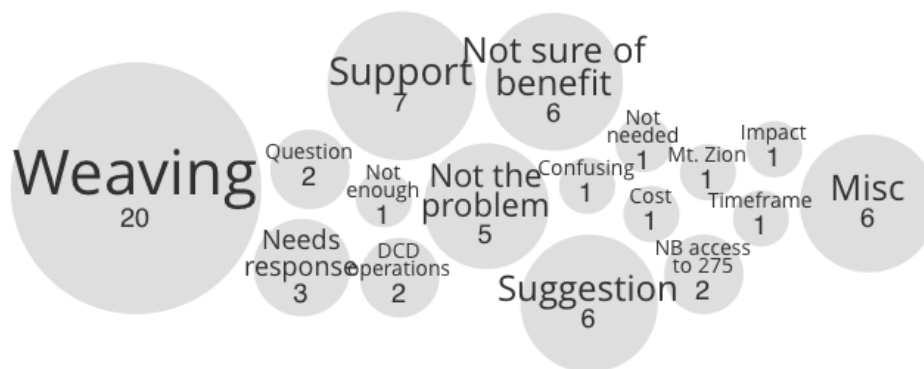


Table 4. Additional comments and questions shared regarding proposed improvements for the I-71/75 interchange with Turfway Road and KY 236/Donaldson/Commonwealth.

COUNT	THEME	DESCRIPTION
20	Weaving	Current weaving pattern from SB I-71/75 to Donaldson/Erlanger is the problem; this pattern is what needs to be fixed
7	Support	Comments generally support proposed improvements; proposed travel pattern works well once you are more familiar with it; DCDs work once you get used to them
6	Misc	Comments in this category could not be easily placed into a theme
6	Not sure of benefit	Traffic on Donaldson or getting off onto Donaldson is ok; problem is on the interstate (not enough lanes); haven't seen issues with entering and exiting highway here; on and off ramps to Donaldson are easy to navigate
6	Suggestion	Comments included a suggestion
5	Not the problem	This interchange isn't the problem; the real issue is the 75/275 merge collector and weaving pattern; focus improvements on 75/275
3	Needs response	Comments warranted a response from the project team
2	DCD Operations	Please review timing of lights to ensure flow
2	NB access to 275	Need to improve I-71/75 northbound access to I-275; more northbound lanes needed from 75 to 275
1	Confusing	DCDs are confusing
1	Cost	Concerned benefits won't justify the cost
1	Impact	Concerned about impact to homes
1	Mt. Zion	Mt. Zion DCD is still not operating well enough
1	Not enough	I-275 eastbound to I-71/75 southbound merge pattern remains a concern
1	Not needed	DCD is not needed – just fix the ramps
1	Timeframe	Concerned about length of time it will take for construction to be completed

Note: The following comments are presented as they were received. No edits were made to content, abbreviations, spelling, grammar, capitalization, or punctuation.

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.
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.
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.

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.
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
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.

QUESTIONS

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

NEEDS RESPONSE

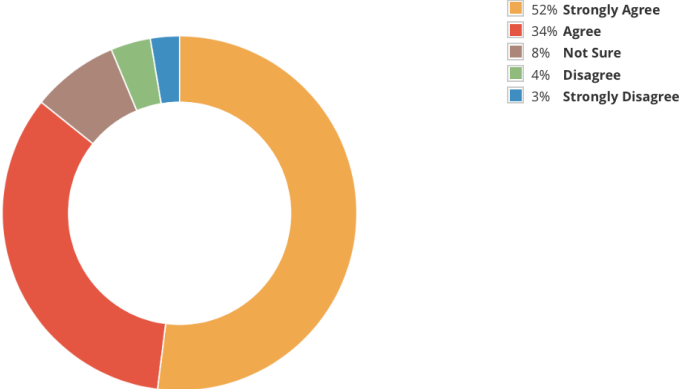
1. Environmental impacts that should be considered is increased air quality and pollutants from increasing demand for sprawl and more driving. Cost impacts should include up front tax payer costs and ongoing maintenance for more infrastructure.
2. The NEPA assist tool report shows that there are some 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.

CENTRAL TAB

Question 10

How much do you agree with the recommendation to add more travel lanes on I-71/75?

Number of Respondents: 302



If you said Disagree or Strongly Disagree, why? (Select all that apply)

Number of Respondents: 31

48%	I don't see how this will improve traffic flow	15 ✓
42%	I don't think additional travel lanes are needed	13 ✓
29%	Other	9 ✓
16%	Cost	5 ✓
13%	Traffic flow will be adversely affected during construction	4 ✓
3%	Number of relocations required	1 ✓

Note: The following comments are presented as they were received. No edits were made to content, abbreviations, spelling, grammar, capitalization, or punctuation.

Responses shared for "Other" are listed below:

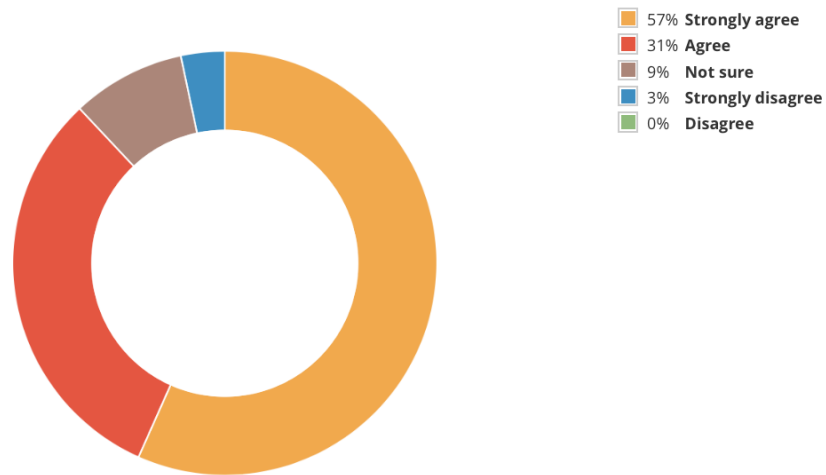
- Added lanes with no outlet just add to congestion. More lanes don't solve problems, just look at LA, Atlanta, etc

2. Induced demand
3. Millions of taxdollars for ongoing maintance of more roadway space
4. More traffic lanes induces further demand.
5. More lanes will induce more demand
6. There will be not place for emergency responders to safely work if the shoulders are taken away.
7. This plan does not address the need to add interstate access at Dolwick and Crescent Springs Road to alleviate traffic at Buttermilk and Anderson and the BUTtermilk Pike interchange.

Question 11

How much do you agree with the proposed ramp improvements from I-275 to I-71/75?

Number of Respondents: 300



If you said Disagree or Strongly Disagree, why? *(Select all that apply)*

Number of Respondents: 17

59%	I don't see how this will improve traffic flow	10 ✓
35%	I don't think ramp improvements are needed	6 ✓
18%	Cost	3 ✓
18%	Other	3 ✓
12%	Traffic flow will be affected during construction	2 ✓
0%	Number of relocations required	0 ✓

Response provided for "Other":

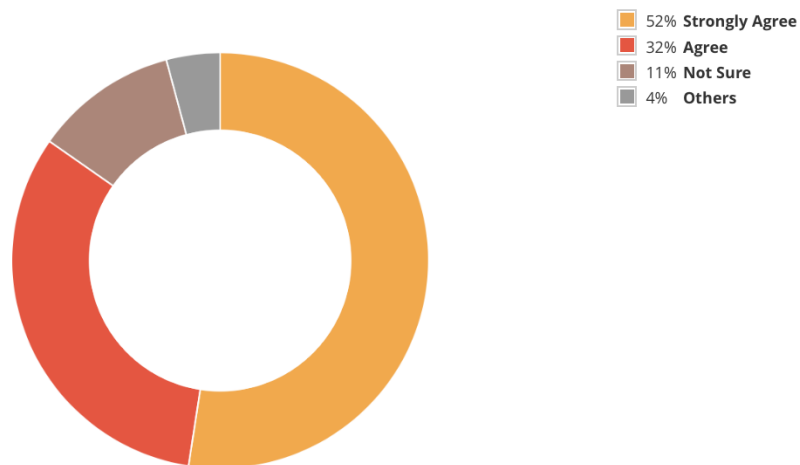
1. WB275 to SB 75 is the most congested ramp

(Note: the comment above is presented as it was received. No edits were made to content, abbreviations, spelling, grammar, capitalization, or punctuation.)

Question 12

How much do you agree with the proposed improvements for exiting at KY 236/Donaldson Highway/Commonwealth Avenue (Exit 184)?

Number of Respondents: 288



If you said Disagree or Strongly disagree, why? (Select all that apply)

Number of Respondents: 16

50%	I don't think the proposed access improvements are needed	8 ✓
44%	Other	7 ✓
19%	Cost	3 ✓
19%	Traffic flow will be affected during construction	3 ✓
6%	Number of relocations required	1 ✓

Responses provided for “Other” included:

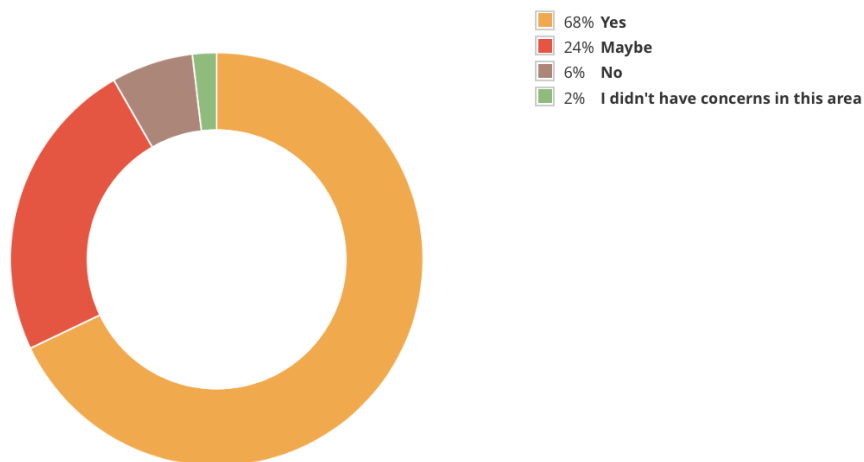
1. 275 eastbound to KY236 should not have to weave to exit onto KY236
2. 275 westbound exiting to KY236 should not be weaving with 275 eastbound traffic merging onto 71/75 southbound. Have a ramp connect 275 westbound to the new dedicated KY236 ramp from 71/75 southbound.
3. Not much exiting traffic from east 275 to Donaldson to warrant the expense of a new ramp.
4. Using more land to increase expressway footprint. More exits are not needed.

(Note: The comments above are presented as they were received. No edits were made to content, abbreviations, spelling, grammar, capitalization, or punctuation.)

Question 13

Will these proposed improvements help address your concerns regarding travel through the central 75/275 interchange?

Number of Respondents: 265



Question 14

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.

Fifty-one respondents shared comments for this question. All responses were reviewed and categorized by theme, as shown in Table 5. Also included is a brief summary of the descriptors that characterized each theme. Multiple themes were often identified within a single response; therefore, the number of counts documented exceeds the number of responses submitted. Following the table are responses that contained a suggestion, question, or were otherwise identified as needing a response. All responses received are documented in Appendix C.

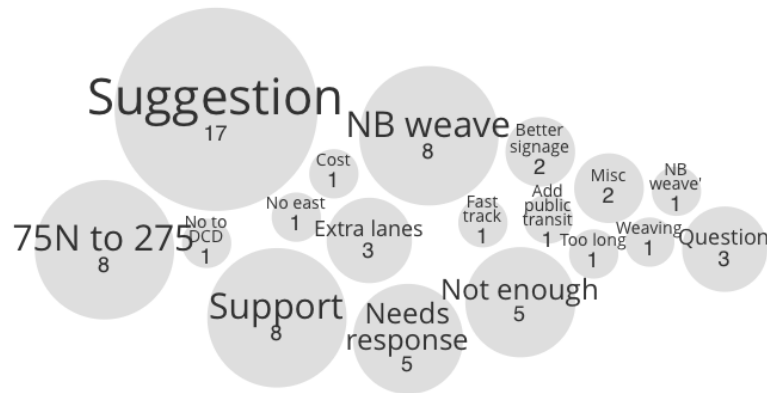


Table 5. Additional comments and questions shared regarding improvements proposed for the central I-71/75 and I-275 interchange.

COUNT	THEME	DESCRIPTION
17	Suggestion	Comments contain a suggestion
8	75N to 275	Improvements don't address I-71/75 north to I-275 east, a major area of concern; this needs to be addressed
8	NB weave	There is still a weave from I-71/75 northbound to I-275 and from Donaldson to I-275 west; northbound weaving patterns are not addressed
8	Support	Comments generally support proposed improvements; like the removal of the I-275 westbound to I-71/75 southbound weave pattern
5	Needs response	Comment warrants a response; some comments reference a need to make improvements that are already planned
5	Not enough	Not sure that the planned improvements are enough; should consider improvements to the Buttermilk corridor
3	Extra lanes	Extra lanes don't help, just create more bottlenecks at exits; are extra lanes really needed? Extra lanes seem to go to nowhere
2	Better signage	Better and earlier directional signage is needed, especially for non-local drivers
2	Miscellaneous	Comments in this category could not be easily placed into a theme
1	Add public transit	Enhancing the public transit network is a better solution
1	Cost	Concern about project costs
1	Fast track	Begin improvements as soon as possible
1	No east	It's not acceptable that there will be no improvements on the east side
1	No to DCD	Need a better solution than a DCD
1	Too long	Implementation period is too long; proposed improvements will be outdated before they are constructed
1	Weaving	Weaving through current exit from I-71/75 south to Donaldson is the problem

Note: The following comments are presented as they were received. No edits were made to content, abbreviations, spelling, grammar, capitalization, or punctuation.

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 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.
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.
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.
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.

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 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.
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.

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?
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.

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.
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...
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.

NORTH TAB

Question 15

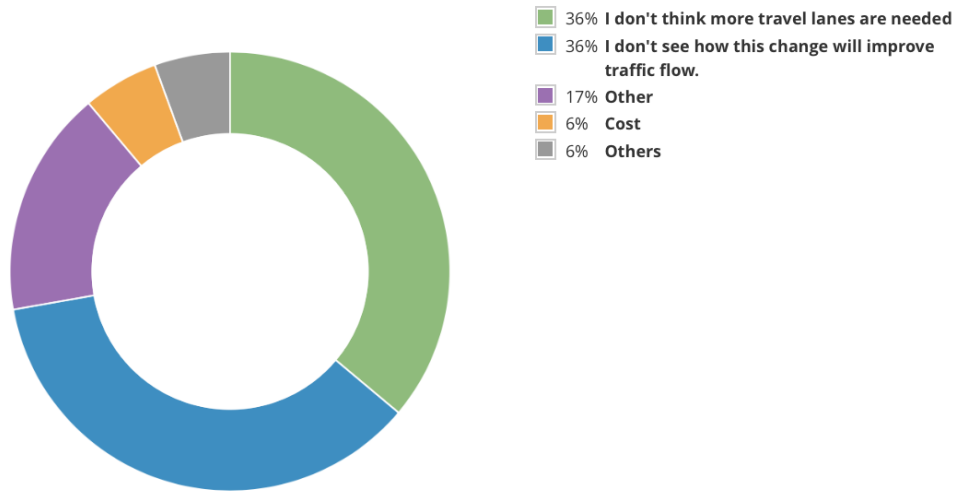
How much do you agree with the following proposed improvements?

Number of Respondents: 254

	Strongly Agree	Agree	Not sure	Somewhat Disagree	Strongly Disagree
Additional travel lanes on I-71/75 southbound	50% Strongly Agree	30% Agree	9% Not sure	6% Somewhat Disagree	5% Strongly Disagree
Additional travel lanes on I-71/75 northbound	54% Strongly Agree	29% Agree	8% Not sure	4% Somewhat Disagree	5% Strongly Disagree

If you answered Disagree or Strongly Disagree, why? (Select all that apply)

Number of Respondents: 36

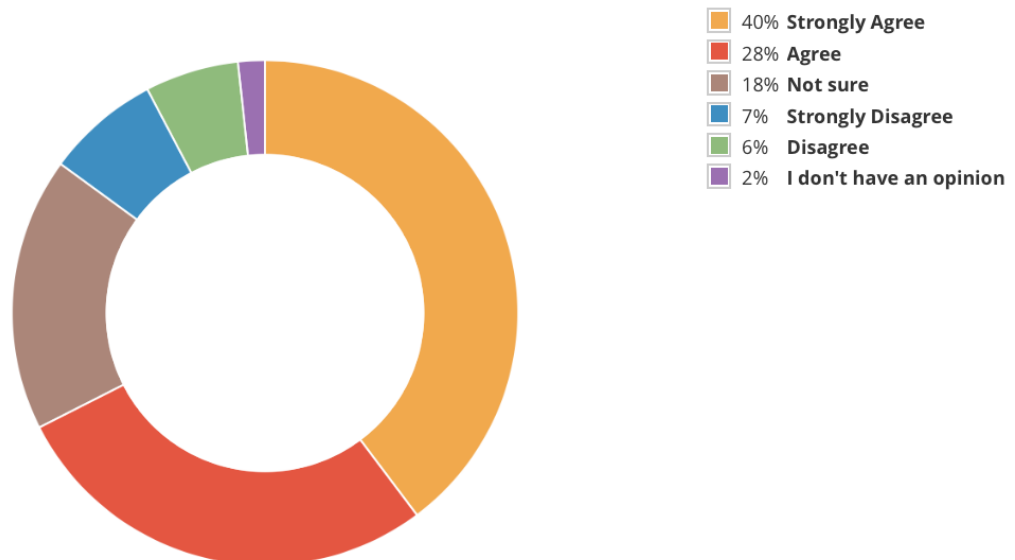


No responses were provided for "Other" for this question.

Question 16

How much do you agree with changing the I-71/75 and Buttermilk Pike interchange to a Double-Crossover Diamond (DCD) configuration?

Number of Respondents: 234



If you said Disagree or Strongly Disagree, why? (Select all that apply)

Number of Respondents: 22

If you said Disagree or Strongly Disagree, why? (Select all that apply)

41%	I don't see how this change will improve traffic flow.	9 ✓
27%	Traffic flow will be affected during construction	6 ✓
27%	The interchange configuration is fine as it is	6 ✓
18%	Cost	4 ✓
18%	I don't like using DCDs	4 ✓
9%	Number of relocations needed	2 ✓
9%	Other	2 ✓
0%	I'm not familiar with using DCDs	0 ✓

22 Respondents

No responses were provided for "Other" for this question.

Question 17

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.

Thirty-eight respondents shared comments for this question. All responses were reviewed and categorized by theme, as shown in Table 6. Also included is a brief summary of the descriptors that characterized each theme. Multiple themes were often identified within a single response; therefore, the number of counts documented exceeds the number of responses submitted. Following the table are responses that contained a suggestion, question, or were otherwise identified as needing a response. All responses received are documented in Appendix C.

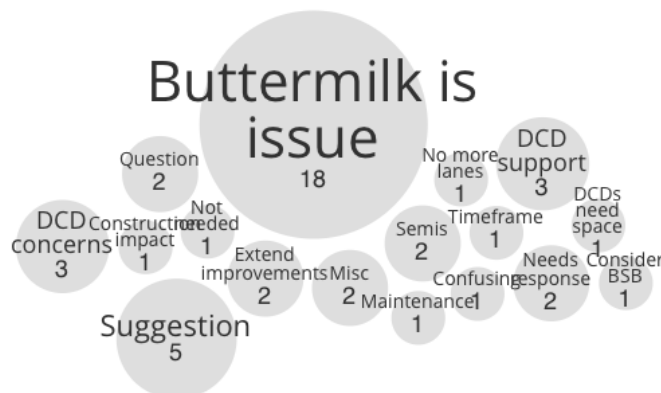


Table 6. Additional comments and questions shared regarding improvements proposed north of the I-71/75 and I-275 interchange.

COUNT	THEME	DESCRIPTION
18	Buttermilk is issue	Buttermilk is overcrowded and traffic flow there is the issue, on I-71/75; lights on Buttermilk need to be better timed to improve traffic flow; there are too many traffic lights on Buttermilk; timing of lights from Crescent Springs to Buttermilk needs to be adjusted; more access improvements are needed on Buttermilk; not addressing traffic issues on Buttermilk may affect how well the proposed DCD operates; comments contain suggestions for improving Buttermilk traffic
3	DCD concerns	Kentucky is not ready for DCDs; concerned about proximity to Hazelwood Drive; DCDs are confusing; cloverleaf intersections are safer
3	DCD support	General support for DCD concept
2	Misc	Comments in this category could not be easily placed into a theme
2	Extend improvements	Improvements must be extended up I-71/75 to be successful; bottlenecks will be created if additional lanes aren't continued along I-71/75
2	Semis	Semi traffic on local roads is causing much of the problem and needs to be addressed.
1	Consider BSB	This project should consider plans for BSB construction
1	Construction impact	Concerned about how long it will take to make these improvements and how long traffic will be impacted by construction
1	DCDs need space	There needs to be enough room to have a successful DCD
1	Maintenance	Current highway surface needs to be maintained to reduce accidents caused by surface issues
1	No more lanes	Adding more lanes won't help
1	Not needed	Project not needed
1	Timeframe	Get it done fast

Note: The following comments are presented as they were received. No edits were made to content, abbreviations, spelling, grammar, capitalization, or punctuation.

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 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 thebrent 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
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.

QUESTIONS

1. How will access to Grandview Dr be impacted?
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?

NEEDS RESPONSE

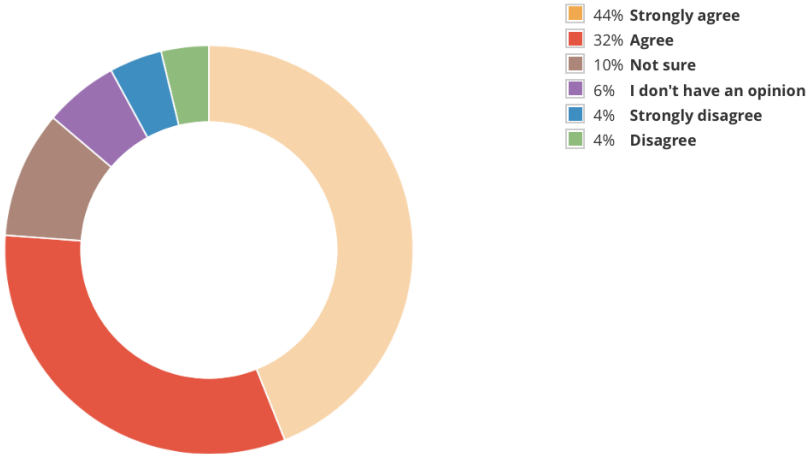
1. Appears the I275 eastbound traffic will loose access to SR 236. Not acceptable.
2. are you taking into consideration the changes that will be needed to feed the new bridge with this construction or once this is completed it will need to be torn up to be expanded again? adding more lanes going either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

WEST TAB

Question 18

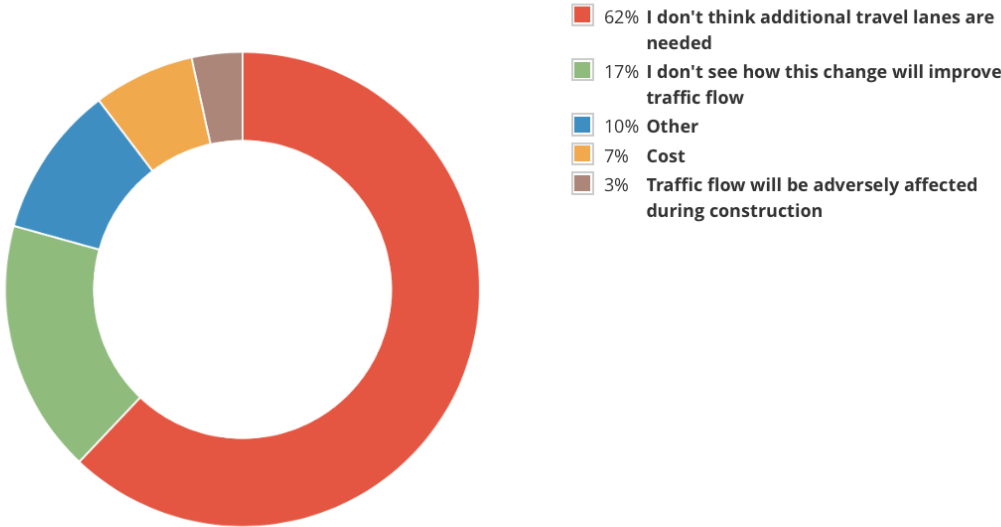
How much do you agree with adding travel lanes on I-275, between the 75/275 interchange and Mineola Pike?

Number of Respondents: 239



If you said Disagree or Strongly Disagree, why? (Select all that apply)

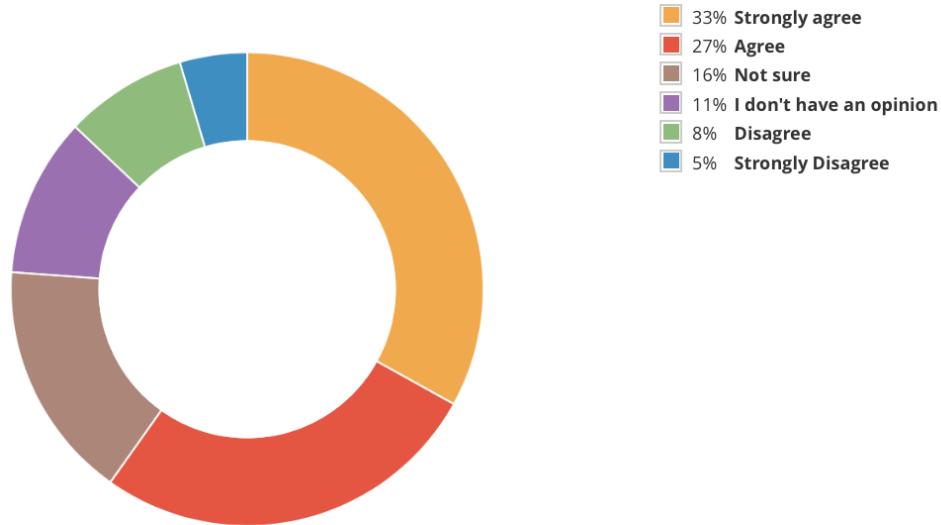
Number of Respondents: 29



- Response provided for "Other" Included:
1. Don't travel enough to have an opinion.

Question 19

How much do you agree with changing the I-275/Mineola Pike interchange to a Double-Crossover Diamond (DCD) configuration?



If you said Disagree or Strongly Disagree, why? *(Select all that apply)*

Number of Respondents: 37

73%	I don't see how this change will benefit traffic flow	27 ✓
22%	I don't like using DCDs	8 ✓
19%	Cost	7 ✓
14%	Traffic flow will be affected during construction	5 ✓
11%	Other	4 ✓
5%	Number of relocations required	2 ✓
0%	I'm not familiar with using DCDs	0 ✓

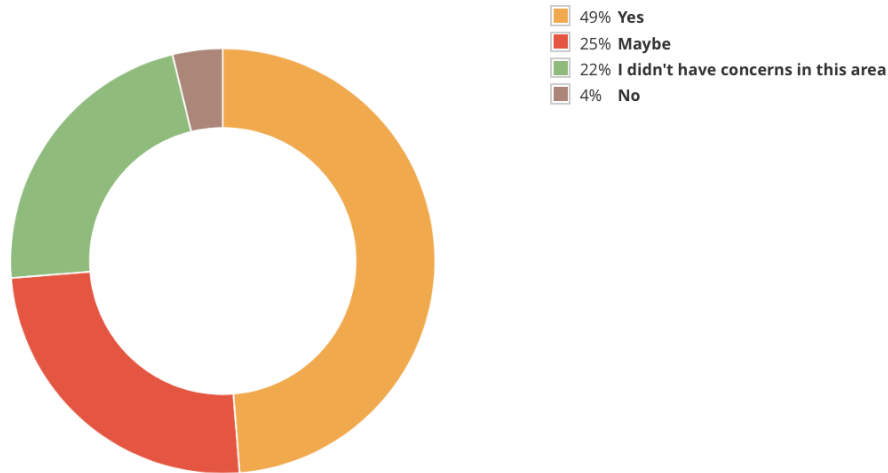
Responses provided for "Other" include:

1. Not enough traffic to warrant the cost
2. Same as before. People can't drive in them.

Question 20

Will these proposed changes help address your concerns regarding travel on I-275, between the 75/275 interchange and Mineola Pike?

Number of Respondents: 236



Question 21

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.

Twenty-two respondents shared comments for this question. All responses were reviewed and categorized by theme, as shown in Table 7. Also included is a brief summary of the descriptors that characterized each theme. Multiple themes were often identified within a single response; therefore, the number of counts documented exceeds the number of responses submitted. Following the table are responses that couldn't easily be categorized by theme (Miscellaneous Responses) or contained a suggestion, question, or were otherwise identified as needing a response. All responses received are documented in Appendix C.

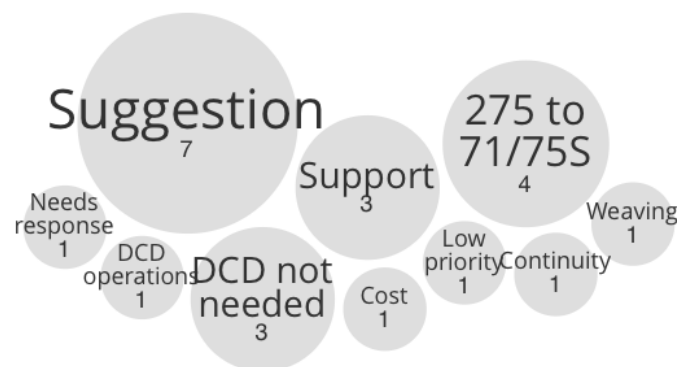


Table 7. Additional comments and questions shared regarding proposed improvements between the 75/275 interchange and Mineola Pike.

COUNT	THEME	DESCRIPTION
7	Suggestion	Many suggestions discussed number of travel lanes, lane configuration
4	275 to 71/71S	Going from I-275 to I-71/75 south is the main issue that needs to be addressed; focus on I-71/75 to I-275 and vice versa; concerned that a single-lane ramp is not enough to handle traffic using the exit
3	DCD not needed	Not enough traffic to warrant a DCD the at Mineola Pike; just need another lane on the current ramp; proposal does too much
3	Support	Like proposed concept
1	Continuity	Don't add lanes to just drop them again
1	Cost	Estimated cost is too expensive
1	DCD operations	Make sure lights are timed appropriately
1	Low priority	75/275 interchange is more of a concern
1	Weaving	Weaving pattern from I-275 to I-71/75 south is complicated and causes backups

Note: The following comments are presented as they were received. No edits were made to content, abbreviations, spelling, grammar, capitalization, or punctuation.

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?
5. I agree! This kind of configuration has already been running on the other direction for as long as I remember, and I think it helps a lot with safety. There is just way too much merging happening for 275W vs I-75 entering traffic as is.
6. 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.

- 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?

QUESTION/NEEDS RESPONSES

- 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

NEXT STEPS TAB

Question 22

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.

Number of Respondents: 49

Forty-nine respondents shared comments for this question. All responses were reviewed and categorized by theme, as shown in Table 8. Also included is a brief summary of the descriptors that characterized each theme. Multiple themes were often identified within a single response; therefore, the number of counts documented exceeds the number of responses submitted. Following the table are responses that contained a suggestion. All responses received are documented in Appendix C.

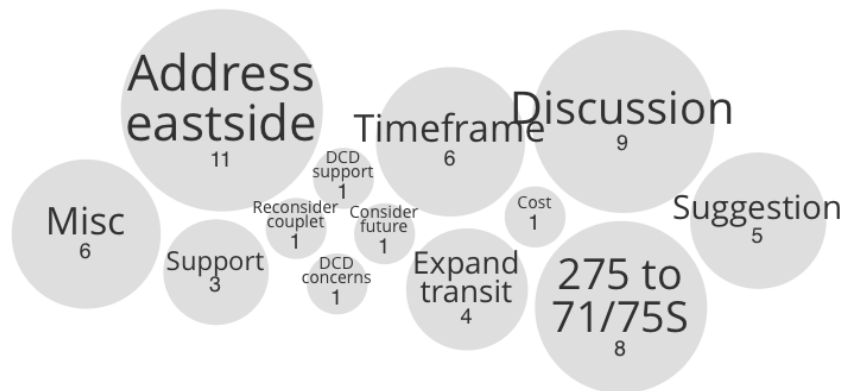


Table 8. Additional comments and questions shared regarding proposed improvements.

COUNT	THEME	DESCRIPTION
11	Address eastside	Turkeyfoot/Dixie Hwy interchanges also need to be addressed
9	Discussion	Comments are responses to other comments made

COUNT	THEME	DESCRIPTION
8	275 to 71/71S	Going from I-275 to I-71/75 south is the main issue that needs to be addressed and/or should be prioritized; focus on I-71/75 to I-275 and vice versa; other work is superfluous
6	Timeframe	Length of time to construction is too long; these changes are needed sooner than later; concerned that improvements will be obsolete by the time they are constructed.
4	Expand transit	Focus on transit; money would be better spent on expanding transit; residents need viable alternatives to driving; expand bike/ped connections too
3	Support	Comments offered support for proposed improvements
1	Consider future	Consider future needs as part of planning
1	Cost	Cost will actually be more than expected; concerned that costs will be more than benefits
1	DCD concerns	Why does everything have to be a DCD? Money can be redirected to other, smaller changes
1	Reconsider couplet	Reconsider the one-way couplet at Turfway

Note: The following comments are presented as they were received. No edits were made to content, abbreviations, spelling, grammar, capitalization, or punctuation.

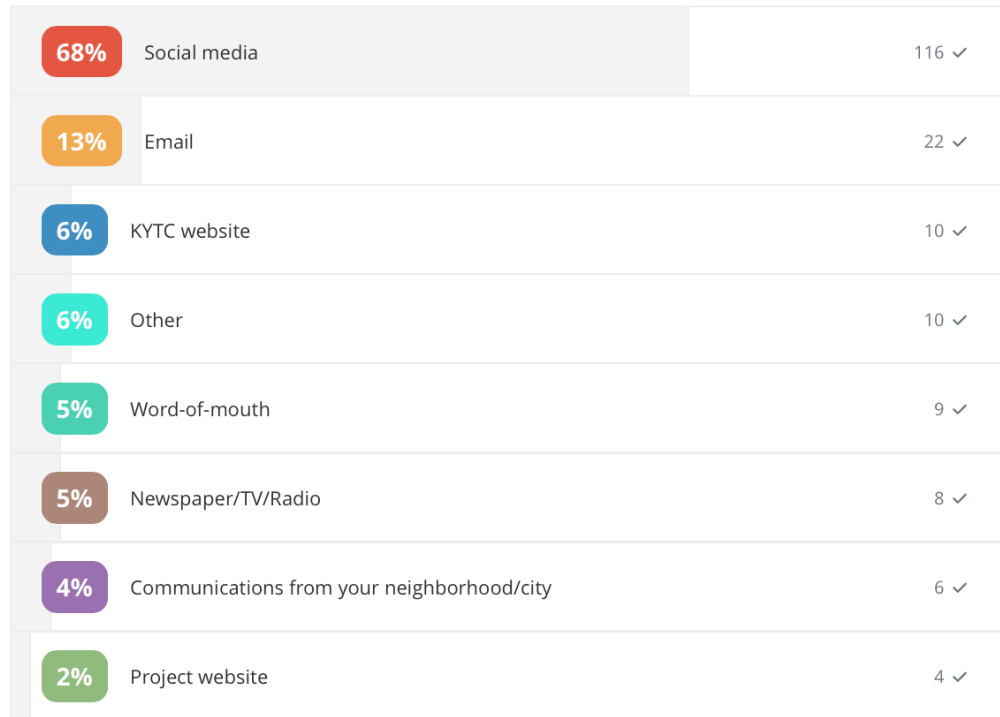
SUGGESTIONS

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.
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.
3. Hopefully clear & marked signage to allow enough time for lane changes and exit & entrance to avoid wrong way accidents!
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.
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 the 2 lanes that exit can flex allowing 2 lanes to go 275E and 2 lanes for 275W.

Question 23

How did you hear about this virtual Open House? (Check all that apply)

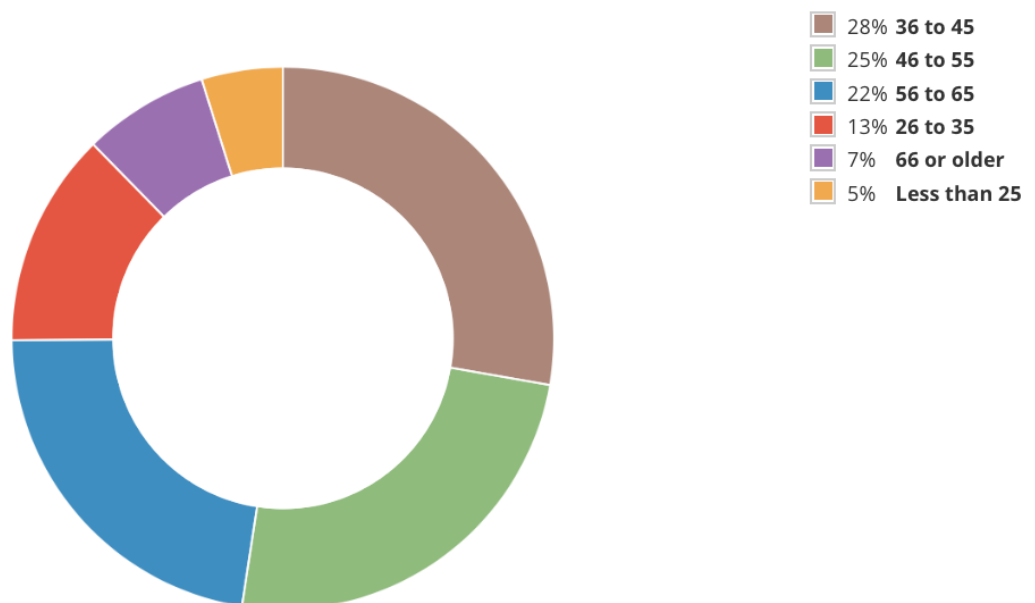
Number of Respondents: 171



Question 24

How old are you?

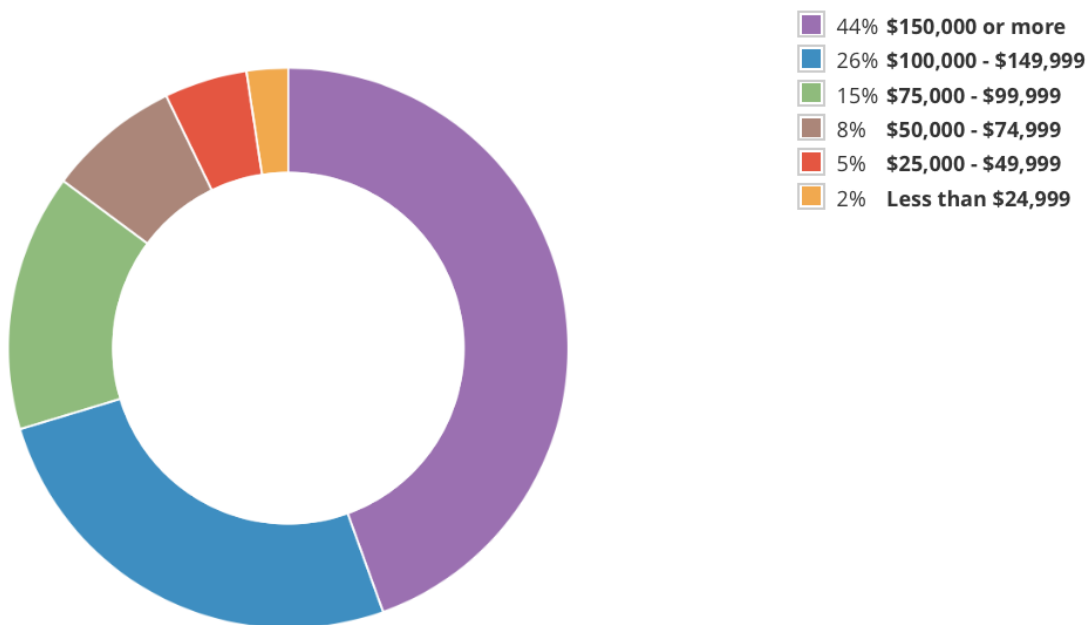
Number of Respondents: 227



Question 25

What is your household income?

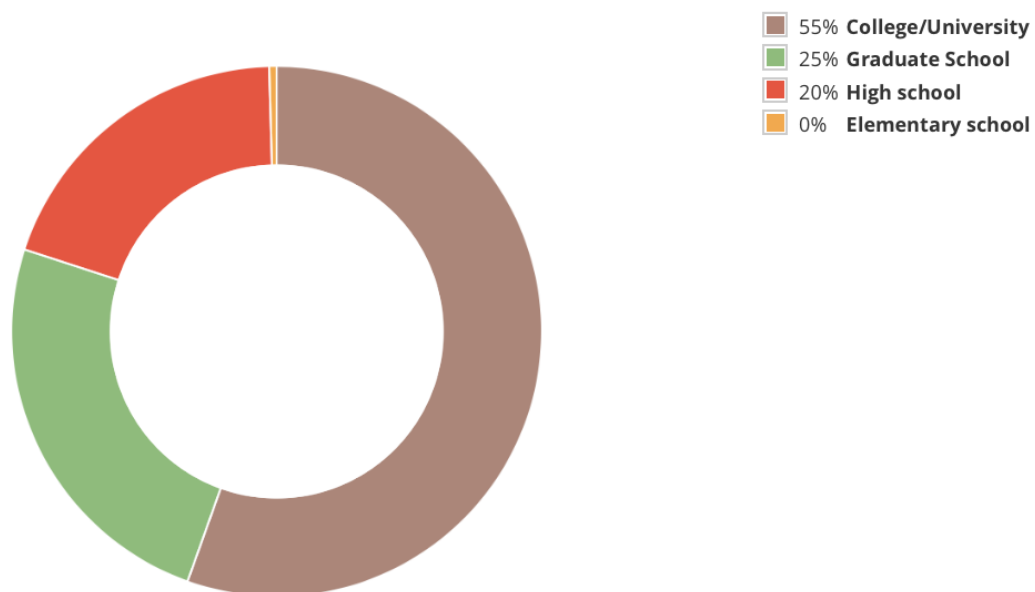
Number of Respondents: 209



Question 26

What is the highest level of education you have completed?

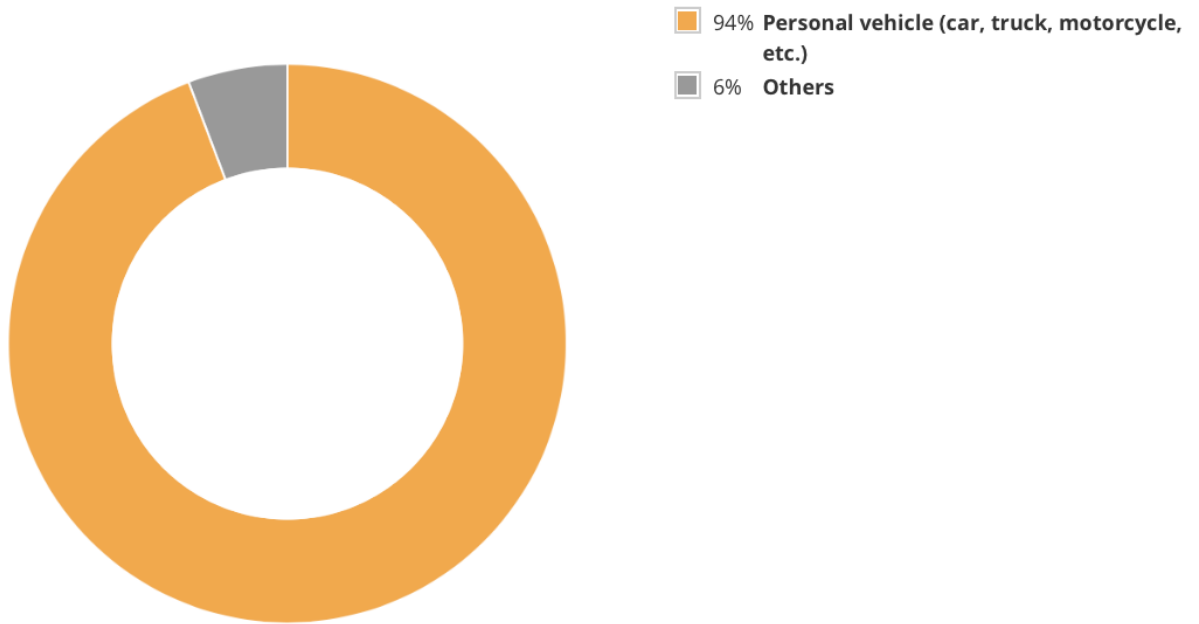
Number of Respondents: 220



Question 27

What is your preferred mode of travel in Northern Kentucky?

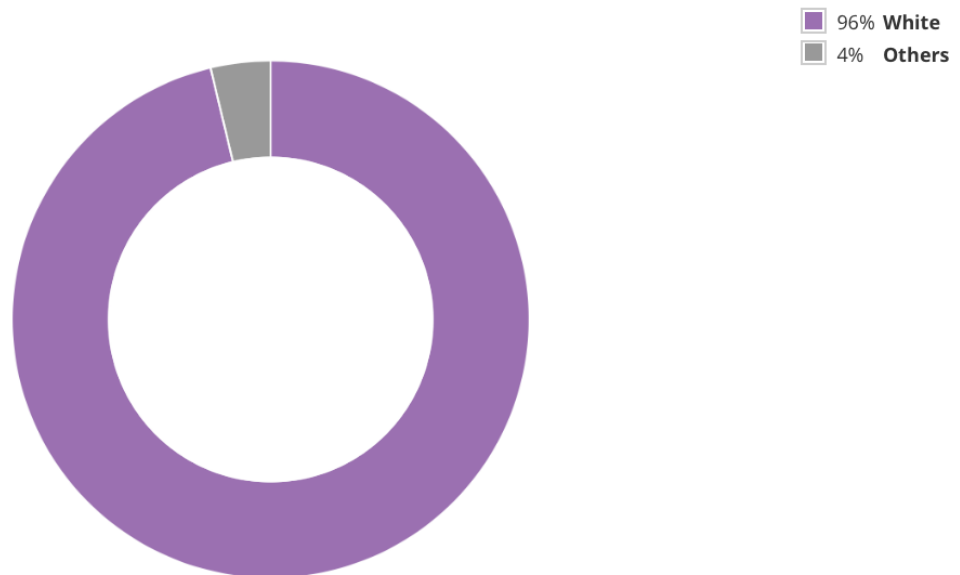
Number of Respondents: 226



Question 28

What is your race?

Number of Respondents: 214



Appendix A: Open House Materials

Public Input Site Content

Right of Way Relocation Assistance Booklet



Appendix A: Open House Materials

Public Input Site Content



KYTC 75/275 Interchange Improvements Public Open House



75/275 Interchange Study Area

(Click map to enlarge)

The I-71/75 and I-275 interchange is one of Northern Kentucky's most important transportation links. It connects two major interstate highways (I-71 and I-75) with I-275, and is critically important to the flow of traffic throughout the tri-state region and along one of our nation's primary transportation corridors. Each day, the interchange carries more than twice the number of vehicles it was designed to support, and these traffic volumes are increasing as Northern Kentucky continues to grow.

During the past three years, the Kentucky Transportation Cabinet (KYTC) has been studying possible alternatives to reduce congestion and delays around the interchange and make overall travel through the area easier and safer. We've focused on ways to improve traffic flow and make it easier to enter and exit the highway system. We've also been looking for options that minimize impacts on the areas located in near proximity to the highway and its entry and exit points.

Through these efforts, we've identified a series of modifications – also known as our Recommended Alternative – that we are now sharing with you through this virtual Open House. These include improvements to the 75/275 interchange itself as well as a number of other nearby interchanges with major local roads and state routes. We invite your review and consideration of each of the proposed improvements. Comments we receive from the public are an important part of our review process, will help us fine-tune the proposed improvements, and determine which ones will ultimately be recommended for construction.

Begin by reviewing the first tab below which tells you more about how this virtual Public Open House works. We hope you enjoy this virtual public input experience and look forward to seeing what you have to say.

WELCOME

HOW THIS OPEN HOUSE WORKS

This site is a self-guided tour through a series of tabs highlighting the improvements being considered in and around the I-75/I-275 interchange. Opportunities are provided in each section for you to provide feedback and share your comments.

To advance between tabs, click the **CONTINUE** button located at the bottom of the page. You can also move between pages by clicking on the tabs located at the top of the discussion section (move the gray progress bar under the tabs to see more tabs).



If you would like to view larger versions of any graphics on a page, and we encourage you to do so, simply click on the image. Copies of project materials are posted under the **DOCUMENTS** section, located in the column on the right-hand side of the screen (if you are on a mobile device, this may be located at the bottom the page).

If you need printouts of any materials or maps, translation services, or other reasonable accommodations to participate in this virtual Open House, please contact Sharon James, KYTC Environmental Coordinator, at (502) 564-4256 or Sharon.James@ky.gov (mailto:Sharon.James@ky.gov?subject=75%2F275%20Interchange%20Improvements).

This virtual Open House will be open 24 hours a day for 30 days. Please submit any questions or comments you may have by February 10, 2023.

What zip code do you live in?

What zip code do you work in?

What is your interest in the improvements proposed for the I-71/75 and I-275 interchange? *(Select all that apply)*

- I live in the area
- I work in the area
- I shop in the area
- I primarily just travel through the area
- I own a business in the area
- My employees travel through the area to get to work
- Other

How often do you travel through the interchange area? (*Select one*)

- Daily
- Several times a week
- At least once a week
- Several times a month
- At least once a month
- Once every few months
- Just once in a while
- I don't travel through the area

PROCESS

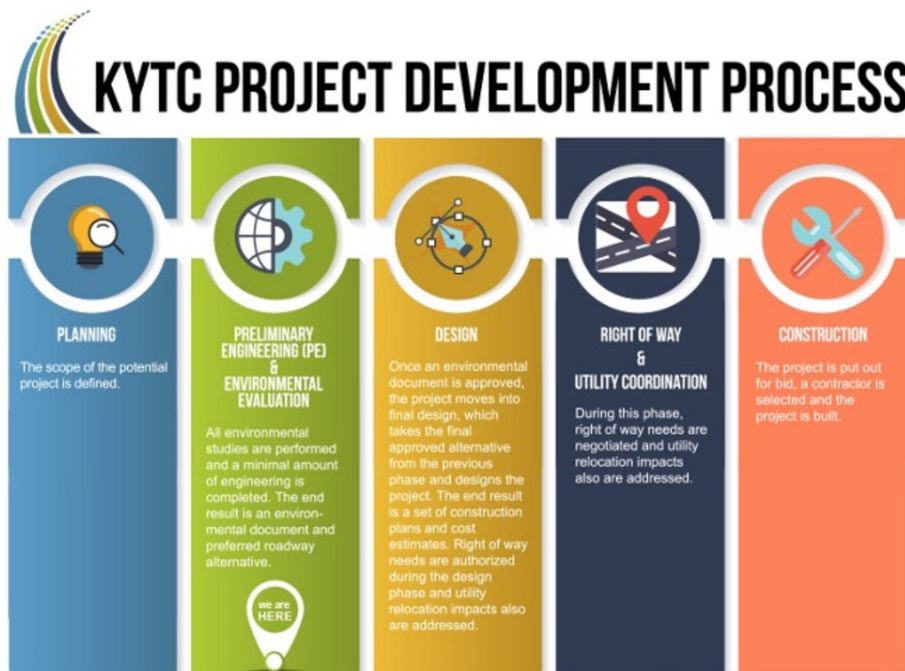


Figure 1: KYTC Project Development Process (click image to enlarge)

KTYC's project development process consists of the five phases shown in Figure 1 above. The 75/275 Interchange Improvements project is currently in the second phase of development, Preliminary Engineering & Environmental Evaluation.

PHASE 1: Planning

In the Planning phase, we focused on identifying the specific reasons that traffic is delayed when traveling through the 75/275 interchange area. This process included conducting comprehensive technical studies and gathering data such as traffic volumes, travel time, and crash data. We also gathered information from the public regarding key problem areas and issues experienced (see Figure 2 below).

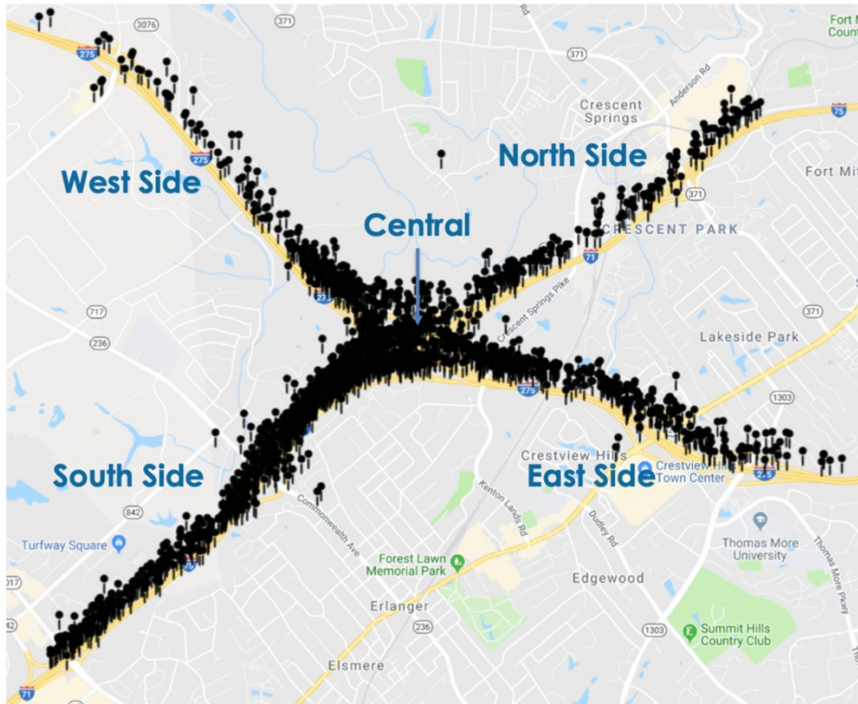


Figure 2: Locations of specific problems identified by the public in 2019.

In Phase 1, KYTC conducted a survey that asked participants to place pins on a map of the study area to indicate the locations of specific problems encountered when moving through the interchange. 2,363 pins were placed on the map and 1,418 comments were submitted with those pins. The map above shows the location of the pins.

Together, these studies confirmed that traffic flow and travel safety is hampered through the area due to a combination of:

- Heavy traffic volumes
- Roadway design issues (such as not enough space for merging and the need to weave between traffic entering the highway when leaving the highway)
- The close proximity of frequently-used interchanges with major local roads

With this information in hand, the 75/275 project team prepared the following purpose statement for the 75/275 Interchange Improvement project:

To promote better connectivity, improve safety, and reduce traffic delays experienced at and in the vicinity of this critically important interchange.

Do you agree with the purpose statement prepared for the project, as outlined above?

- Yes
- Somewhat
- Not sure
- No

PHASE 2: Preliminary Engineering & Environmental Evaluation

Using the information gathered in the Planning phase, we developed possible alternatives for addressing the project's primary needs. We also conducted an initial level of preliminary engineering to better understand how each alternative would need to be configured and how well they would likely perform. In addition, we completed some preliminary environmental studies to determine the potential impacts of each alternative.

The KYTC planning team reviewed these options in detail and ruled some out due to cost, degree of impact, not enough benefit for the cost, or other reasons. We also explored possible modifications to other alternatives and ultimately identified the most feasible alternative for construction in terms of benefit, cost, and constructability. This "Recommended Alternative" is presented section by section on the following series of tabs for your review and comment.

Once the public has had the opportunity to ask questions and provide input regarding the Recommended Alternative, KYTC will determine if any additional modifications are needed and/or whether the Recommended Alternative will be advanced to the Final Design phase.

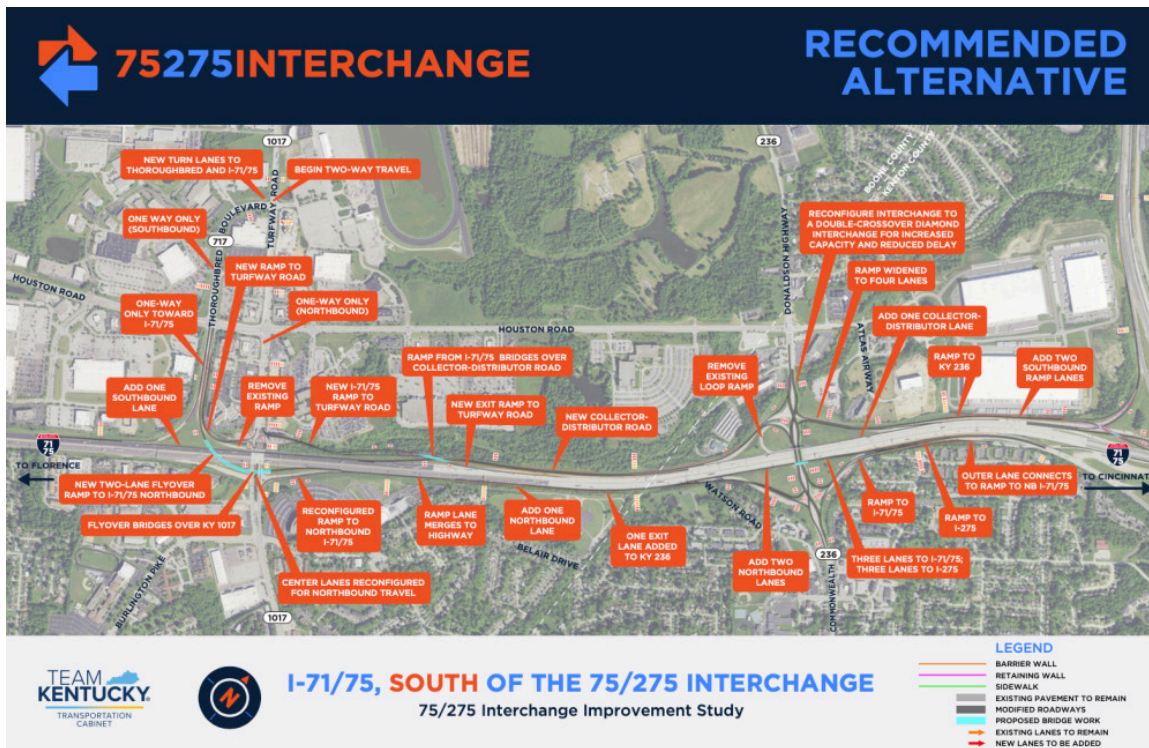
To assist with your review of these proposed improvements, we've divided them into five geographic areas:

- South of the 75/275 Interchange
- Central 75/275 Interchange
- North of the 75/275 Interchange
- West of the 75/275 Interchange
- East of the 75/275 Interchange

SOUTH

SOUTH OF THE 75/275 INTERCHANGE

Primary improvements south of the 75/275 interchange focus on improving access between I-71/75 and the south side of the Cincinnati/Northern Kentucky International Airport (CVG) via Turfway Road (Exit 182), as well as between I-71/75 and KY 236/Donaldson Road/Commonwealth Avenue (Exit 184). Improvements would also include adding more travel lanes to I-71/75 northbound and extending the southbound collector-distributor roadway from I-275 and KY 236/Donaldson/Commonwealth to Turfway Road. More detail is provided below the map.



Click [HERE](https://publicinput.com/Customer/File/Full/b95250eb-90e3-4d33-af70-d7b13e3c8a42) (https://publicinput.com/Customer/File/Full/b95250eb-90e3-4d33-af70-d7b13e3c8a42) to view a high resolution version of the map above.

I-71/75 and Turfway Road/Thoroughbred Boulevard Interchange (Exit 182/Turfway Road)

Proposed modifications to this interchange focus on improving traffic flow by providing direct access to Turfway Road from I-71/75 South and direct access to I-71/75 North from Thoroughbred Boulevard.

HIGHLIGHTS

Highlights of the proposed changes include:

- Streamlined access to Turfway Road from I-71/75 South. A new, dedicated I-71/75 exit ramp to Turfway Road will travel over an extension of the collector-distributor road on I-75 South from I-275 and KY 236. Physically separating these two facilities will eliminate the need to weave between traffic lanes when entering the highway or leaving at the exit.
- At the southbound exit from I-71/75 to Turfway Road, drivers will be able to turn left or right onto Turfway Road (currently, drivers exit at Thoroughbred Boulevard and must circle back to get to Turfway).
- Making Turfway Road and Thoroughbred Boulevard into a one-way couplet (see Figure 3, below):
 - Just north of the exit ramp, Turfway Road would be changed to a one-way, northbound road. One-way travel would continue through to the

intersection with Thoroughbred Boulevard before reverting back to two-way travel. This change will provide more direct access from the highway to businesses and St. Elizabeth Hospital, as well as to Aero Parkway and the Amazon distribution center on the south side of CVG.

- Thoroughbred Boulevard would be changed to a one-way, southbound road between its intersection with Turfway Road and I-71/75, which provides easier access to I-71/75 from Aero Parkway.
 - A new ramp connecting Thoroughbred Boulevard to Turfway Road will complete the one-way couplet and will provide direct access to northbound and southbound Turfway Road
- A new ramp connecting Thoroughbred Boulevard with I-71/75 North would fly over I-71/75 and Turfway Road before merging with I-71/75 northbound.

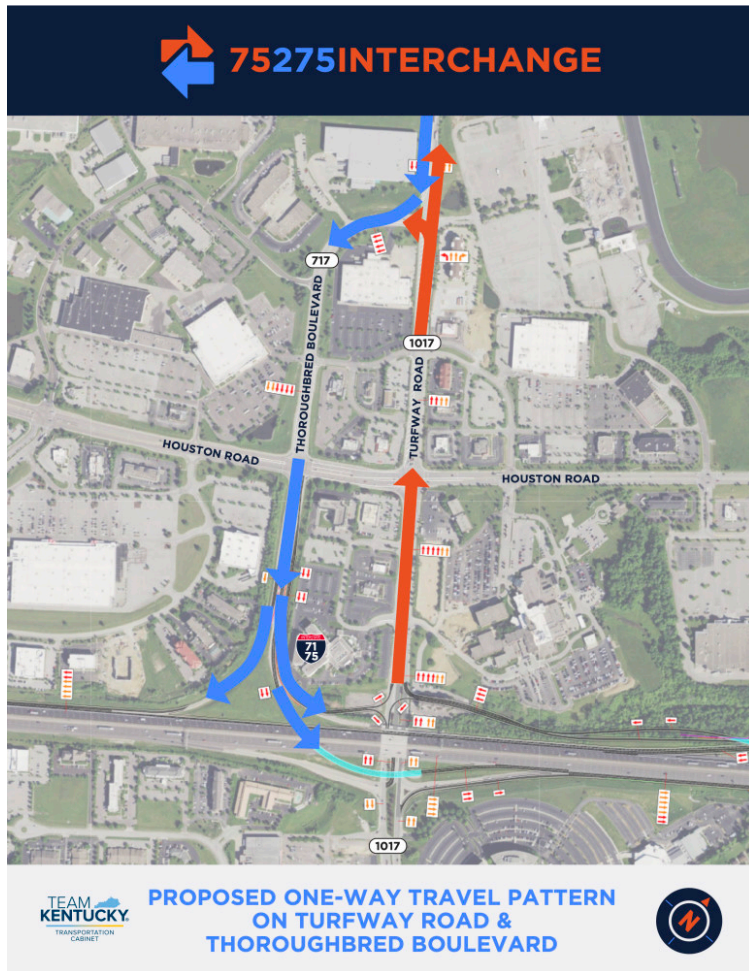


Figure 3: Proposed one-way couplet at Turfway Road and Thoroughbred Boulevard.

How much do you agree with the proposed improvements at the I-71/75 and Turfway Road interchange?

	Strongly Agree	Agree	Not sure	Disagree	Strongly Disagree
Providing direct access to Turfway Road from I-71/75 South	<input type="radio"/> Strongly Agree	<input type="radio"/> Agree	<input type="radio"/> Not sure	<input type="radio"/> Disagree	<input type="radio"/> Strongly Disagree
Changing Turfway Rd. and Thoroughbred Blvd. to a one-way couplet to improve access	<input type="radio"/> Strongly Agree	<input type="radio"/> Agree	<input type="radio"/> Not sure	<input type="radio"/> Disagree	<input type="radio"/> Strongly Disagree
Providing direct access to I-71/75 North from Thoroughbred Blvd.	<input type="radio"/> Strongly Agree	<input type="radio"/> Agree	<input type="radio"/> Not sure	<input type="radio"/> Disagree	<input type="radio"/> Strongly Disagree

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).

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

To improve access to the I-71/75 and KY 236/Donaldson Road/Commonwealth Boulevard interchange, KYTC proposes to reconfigure the interchange into a **Double-Crossover Diamond (DCD) Interchange** (sometimes called a Diverging Diamond Interchange or DDI).

What is a DCD?

A DCD is a relatively new type of interchange that features an innovative, but easy-to-navigate design that greatly improves traffic flow and driver safety.

DCDs use clearly-defined curbs, signs, pavement markings and state-of-the-art signals to move drivers briefly to the left side of the road, which allows for free-flow left turns onto I-71/75, then back to the right side once beyond the bridge (hence the “double crossover” name). This travel pattern eliminates the need for drivers turning left to turn in front of oncoming traffic and eliminates one traffic signal phase, allowing for

more green time for the other two signal phases. This allows drivers to move through the interchange much more efficiently. DCDs are also quicker and less expensive to build than many other interchange alternatives.

In Northern Kentucky, drivers are already using DCDs at the I-275/Graves Road interchange in Hebron and construction of a new DCD is wrapping up at the I-71/75 and Mt. Zion Road interchange in Florence. Another DCD is also under construction at the Richwood Road and I-71/75 interchange in Union.

Below is a video from our neighbors at the Ohio Department of Transportation that explains how a DCD - or as they call it, a Diverging Diamond Interchange (DDI) - works.

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

HIGHLIGHTS

Benefits of changing the I-71/75 and KY 236/Donaldson Road/Commonwealth Boulevard interchange to a DCD configuration include:

- Improved traffic flow through the interchange resulting in less delay
- Safer travel for those moving through the interchange due to fewer conflict points
- Streamlined access to I-71/75 South and North through free-flow ramps from KY 236

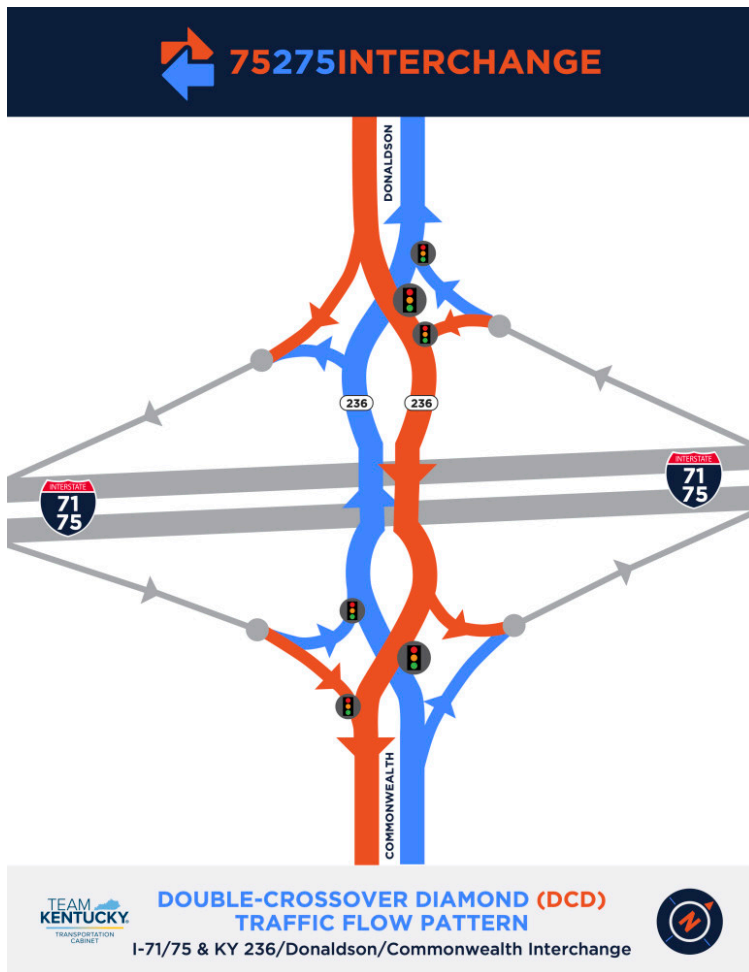


Figure 4: This graphic illustrates how traffic would flow through the proposed I-71/75 and KY 236/Donaldson/Commonwealth DCD interchange.

Have you ever driven through a DCD interchange?

- Yes
- No
- Not sure

Do you agree with changing the I-71/75 and KY 236 interchange to a DCD configuration?

- Strongly Agree
- Agree
- Not Sure
- Disagree
- Strongly Disagree
- I don't have an opinion about this

If you said Disagree or Strongly Disagree, why?

- Cost
- Number of relocations required
- Traffic flow will be adversely affected during construction
- I don't like using DCDs
- I'm not familiar with using DCDs
- I don't see how this change will improve traffic flow
- The interchange is fine as is
- Other

SOUTH SECTION CONSIDERATIONS

Estimated Cost: Cost estimates for proposed improvements south of the 75/275 interchange are currently being prepared.

Right-of-Way Needed: 16.93 acres

Potential Relocations:

- Commercial: One commercial property (Extended Stay America, 7350 Turfway Road)
- Residential: Eight properties located on Talbot Avenue and Erlanger Road

If your property is identified for possible relocation, a KYTC representative will contact you in the next phase of project development to provide more information, discuss the process and answer your questions. In the meantime, additional information is provided in the KYTC's Right-of-Way Relocation Assistance booklet. (<https://publicinput.com/Customer/File/Full/c650065d-27ae-47fe-866d-2d9c8ee681a7>)

Environmental Impacts: No significant impacts identified

Preliminary evaluations of the Recommended Alternative studied how the proposed improvements would affect the following environmental resources and if so, to what degree: water (including streams and wetlands); biological (including threatened and endangered species); culturally important, historic, and archaeological structures and sites; socio-economic concerns; and hazardous material sites (including underground storage tanks). Studies evaluating impacts on air quality and traffic noise are underway and are not yet complete. Traffic noise barrier meetings will be held with the public in a later stage of project development.

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

CENTRAL

CENTRAL 75/275 INTERCHANGE

Improvements proposed for the Central 75/275 interchange focus primarily on adding travel lanes to I-71/75 to better manage both current and future traffic traveling along the interstate. Another primary challenge we are planning to address in this central area is smoothing out travel for those traveling south through the interchange, either on I-71/75 or entering the interstate from I-275.

Currently in this central interchange area, drivers on I-71/75 south or entering from I-275 must navigate through a somewhat confusing system of entrance and exit ramps. This is complicated by the nearby exit to KY 236 (Donaldson Highway/Commonwealth Boulevard). To get to their desired travel lanes, drivers must weave through traffic entering and exiting the system. This weaving travel pattern slows down traffic flow, particularly during peak travel times, and can pose safety concerns for all involved.

Our Recommended Alternative focuses on physically separating the entrance and exit points vertically in this area using dedicated grade-separated ramps (i.e. some ramps will travel over or under others). These changes will reduce the need to weave between lanes of traffic, will make entering and exiting the interstate system easier and safer, and will ultimately improve traffic flow.



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HIGHLIGHTS

Highlights of the changes proposed for the central I-71/75 interchange include:

I-71/75 MAINLINE

- **Southbound** - North of the interchange, two lanes will be added to I-71/75 South to provide six lanes for southbound travel. These lanes will split at the exit for I-275. Two lanes will go to I-275, and the remaining four will continue through the interchange. This will provide one more southbound travel lane than there is now. This lane will be constructed using part of the existing, wide shoulder.
- **Northbound** - An additional travel lane will be added to I-71/75 northbound through the interchange using part of the existing, wide shoulder. This will increase the number of northbound lanes moving through the interchange to four. Once past the merge with northbound traffic from I-275, there will be six travel lanes for northbound travel.

I-71/75 ACCESS FROM I-275

- A new bridge on the I-275 eastbound to I-71/75 southbound ramp will separate traffic going to I-71/75 from traffic going to KY 236/Donaldson/Commonwealth (Exit 184). Currently, traffic merges on the ramp and must weave between traffic going to I-71/75 in order to exit at KY 236/Donaldson/Commonwealth. The eastbound to southbound ramp will also funnel into a dedicated lane, whereas currently, the ramp traffic has to merge into the westbound to southbound traffic.
- A new bridge on the I-275 westbound to I-71/75 southbound ramp will separate traffic going to I-71/75 from traffic going to KY 236/Donaldson/Commonwealth. Currently, traffic merges on the ramp and must weave between traffic going to I-71/75 in order to exit at KY 236.
- The ramp from I-275 eastbound to I-71/75 North will be reconstructed to better integrate with the ramp from I-275 westbound to I-71/75 North. Once merged with I-71/75, there will be six northbound travel lanes.

ACCESS TO KY 236/DONALDSON HIGHWAY/COMMONWEALTH AVENUE (EXIT 184)

- A new bridge on the I-275 eastbound to I-71/75 southbound ramp will separate traffic going to I-71/75 from traffic going to KY 236/Donaldson/Commonwealth. Currently, traffic merges on the ramp and must weave between traffic going to I-71/75 in order to exit at KY 236/Donaldson/Commonwealth. The eastbound to southbound ramp will also funnel into a dedicated lane, whereas currently, the ramp traffic has to

merge into the westbound to southbound traffic.

- A new dedicated ramp from I-71/75 southbound will provide direct access to KY 236 (this ramp will travel under ramps from I-275 to I-71/75 and will take drivers directly to the KY 236 exit)
- Ramps from I-71/75 and I-275 will combine into a three-lane exit ramp to KY 236
- I-275 westbound traffic will weave (as it does currently) but, with fewer vehicles from I-275 eastbound to exit at KY 236.

CENTRAL SECTION CONSIDERATIONS

Estimated Cost: Cost estimates for proposed improvements for the central portion of the 75/275 interchange are currently being prepared.

Right-of-Way: Additional right-of-way is required. Some residential properties would be acquired, as noted below.

Potential Relocations:

Commercial: None

Residential: None

Environmental Impacts: No significant impacts identified

Preliminary evaluations of the Recommended Alternative studied how the proposed improvements would affect the following environmental resources and if so, to what degree: water (including streams and wetlands); biological (including threatened and endangered species); culturally important, historic, and archaeological structures and sites; socio-economic concerns; and hazardous material sites (including underground storage tanks). Studies evaluating impacts on air and noise quality are underway and are not yet complete.

How much do you agree with the recommendation to add more travel lanes on I-71/75?

- Strongly Agree
- Agree
- Not Sure
- Disagree
- Strongly Disagree

If you said Disagree or Strongly Disagree, why? *(Select all that apply)*

- Cost
- Number of relocations required
- Traffic flow will be adversely affected during construction
- I don't think additional travel lanes are needed
- I don't see how this will improve traffic flow
- Other

How much do you agree with the proposed ramp improvements from I-275 to I-71/75?

- Strongly agree
- Agree
- Not sure
- Disagree
- Strongly disagree

If you said Disagree or Strongly Disagree, why? *(Select all that apply)*

- Cost
- Number of relocations required
- Traffic flow will be affected during construction
- I don't think ramp improvements are needed
- I don't see how this will improve traffic flow
- Other

How much do you agree with the proposed improvements for exiting at KY 236/Donaldson Highway/Commonwealth Avenue (Exit 184)?

- Strongly Agree
- Agree
- Not Sure
- Disagree
- Strongly Disagree

If you said Disagree or Strongly disagree, why? *(Select all that apply)*

- Cost
- Number of relocations required
- Traffic flow will be affected during construction
- I don't think the proposed access improvements are needed
- Other

Will these proposed improvements help address your concerns regarding travel through the central 75/275 interchange?

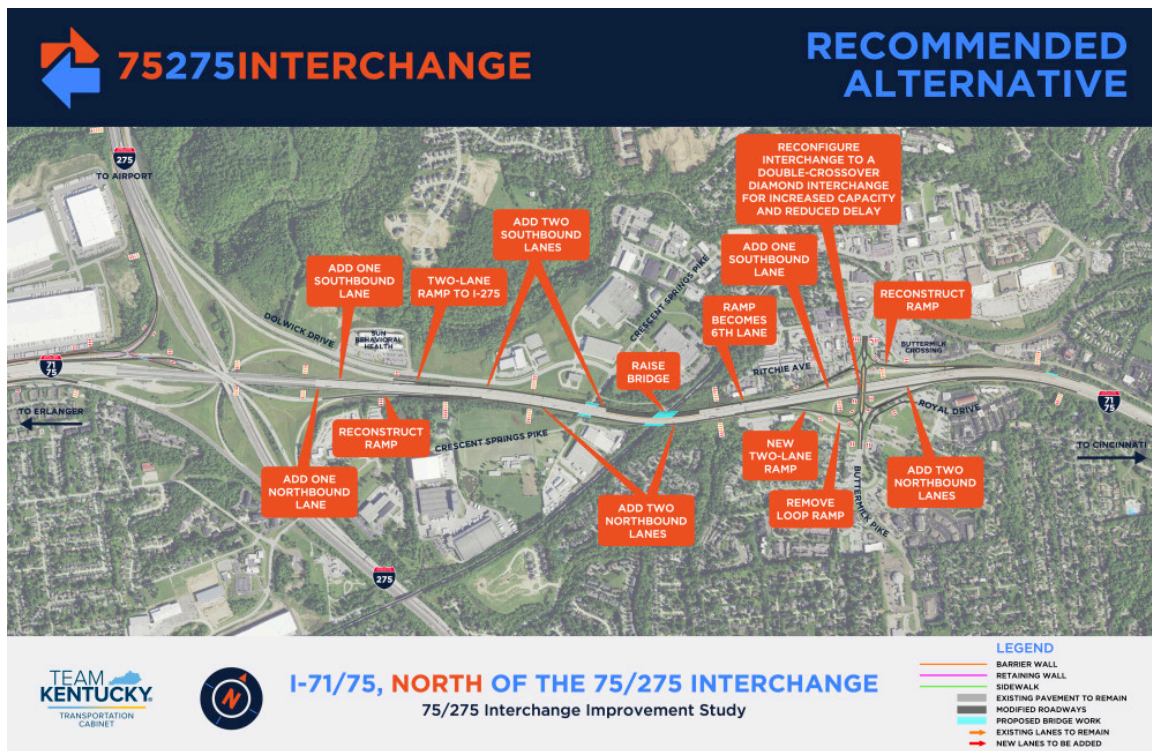
- Yes
- Maybe
- No
- I didn't have concerns in this area

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

NORTH

NORTH OF THE 75/275 INTERCHANGE

Primary improvements north of the I-71/75 and I-275 interchange include adding more travel lanes on I-71/75 in both the north and south directions, and changing the I-71/75 and Buttermilk Pike (KY 371) interchange into a Double-Crossover Diamond (DCD) configuration.



Click [HERE](https://publicinput.com/Customer/File/Full/2beb40ac-f586-4fec-a4cf-f1d41c835173) (https://publicinput.com/Customer/File/Full/2beb40ac-f586-4fec-a4cf-f1d41c835173) to view a high resolution version of the map above.

HIGHLIGHTS

Highlights of proposed changes north of the I-275 interchange include:

- Improving northbound traffic flow by extending a new, fourth travel lane through the 75/275 interchange. Lanes from I-275 eastbound and westbound

will join these lanes to provide six northbound travel lanes in this section of the highway. At the exit ramp to Buttermilk Pike, the number of lanes on I-71/75 will be reduced to five as they continue north.

- Improving southbound traffic flow on the I-71/75 mainline by:
 - Adding one additional lane from just north of Beechwood Road to the Buttermilk Pike interchange (providing a total of six southbound lanes)
 - Adding two travel lanes between the I-71/75 and Buttermilk Pike interchange and I-275 (for a total of six southbound lanes)
- Changing the Buttermilk Pike interchange to a DCD configuration to increase capacity and reduce travel delays (see Figure 6)
 - Traffic turning left onto I-75 North or South will not need to turn in front of on-coming traffic which reduces the number of conflict points, eliminates the need to regulate left turns with a traffic signal, and allows traffic to move through the interchange more quickly and efficiently

*More information about DCDs is available on the **SOUTH** tab, under the I-71/75 and KY 236 Interchange discussion; click here (<https://youtu.be/-190S3p6XJs>) to rewatch the DCD video.*

- Exit ramps from I-75 to Buttermilk Pike would have two exit lanes

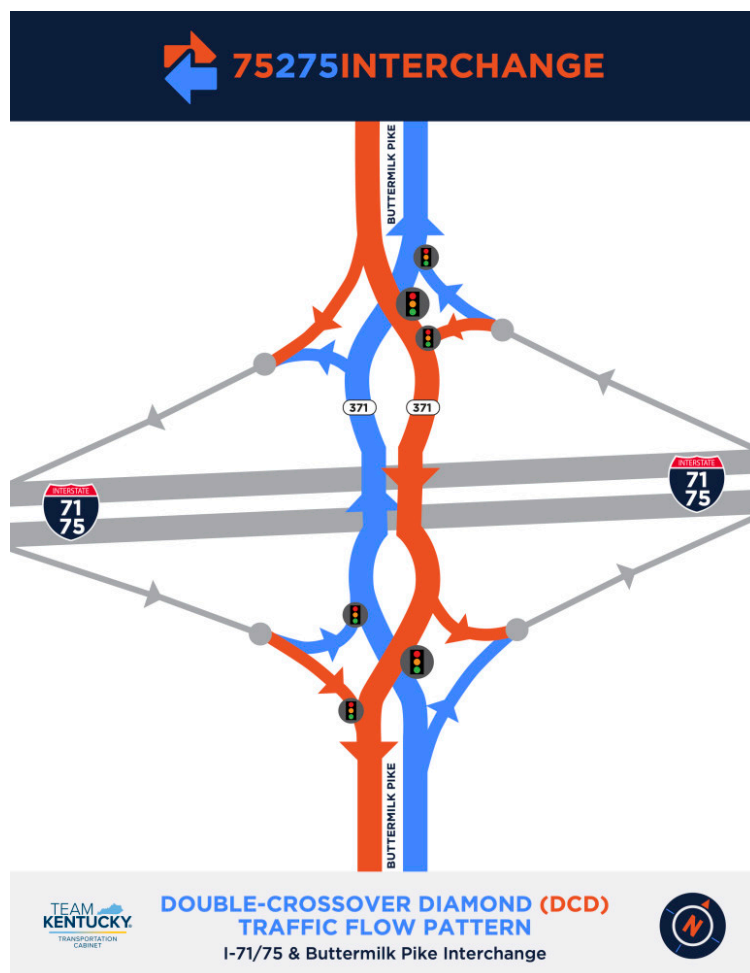


Figure 6: This graphic illustrates how traffic would flow through the proposed reconfigured I-71/75 and Buttermilk Pike interchange.

NORTH SECTION CONSIDERATIONS

Estimated Cost: Cost estimates for proposed improvements north of the 75/275 interchange are currently being prepared.

Right-of-Way Needed: 5.95 acres

Potential Relocations:

- Commercial: Five commercial properties on Ritchie Avenue

Additional business relocations may be identified during the appraisal process if proposed right-of-way needs result in the loss of use of the current business. If your property is identified for possible relocation, a KYTC representative will contact you in the next phase of project development to provide more information, discuss the process and answer your questions. In the meantime, additional information is provided in the KYTC's Right-of-Way Relocation Assistance booklet. (<https://publicinput.com/Customr/File/Full/c650065d-27ae-47fe-866d-2d9c8ee681a7>)

- Residential: None

Other considerations: Crisler Avenue would be removed, but the 100 Crisler building would not be acquired.

Environmental Impacts: No significant impacts identified

Preliminary evaluations of the Recommended Alternative studied how the proposed improvements would affect the following environmental resources and if so, to what degree: water (including streams and wetlands); biological (including threatened and endangered species); culturally important, historic, and archaeological structures and sites; socio-economic concerns; and hazardous material sites (including underground storage tanks). Studies evaluating impacts on air quality and traffic noise are underway and are not yet complete. Traffic noise barrier meetings will be held with the public in a later stage of project development.

How much do you agree with the following proposed improvements:

	Strongly Agree	Agree	Not sure	Somewhat Disagree	Strongly Disagree
Additional travel lanes on I-71/75 southbound	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
Additional travel lanes on I-71/75 northbound	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>

If you answered Disagree or Strongly Disagree, why? *(Select all that apply)*

- Cost
- Number of relocations required
- Traffic flow will be affected during construction
- I don't think more travel lanes are needed
- I don't see how this change will improve traffic flow.
- Other

How much do you agree with changing the I-71/75 and Buttermilk Pike interchange to a Double-Crossover Diamond (DCD) configuration?

- Strongly Agree
- Agree
- Not sure
- Disagree
- Strongly Disagree
- I don't have an opinion

If you said Disagree or Strongly Disagree, why? *(Select all that apply)*

- Cost
- Number of relocations needed
- Traffic flow will be affected during construction
- I don't like using DCDs
- I'm not familiar with using DCDs
- The interchange configuration is fine as it is
- I don't see how this change will improve traffic flow.
- Other

Do you think these proposed changes will help address your concerns regarding travel between the 75/275 interchange and Buttermilk Pike?

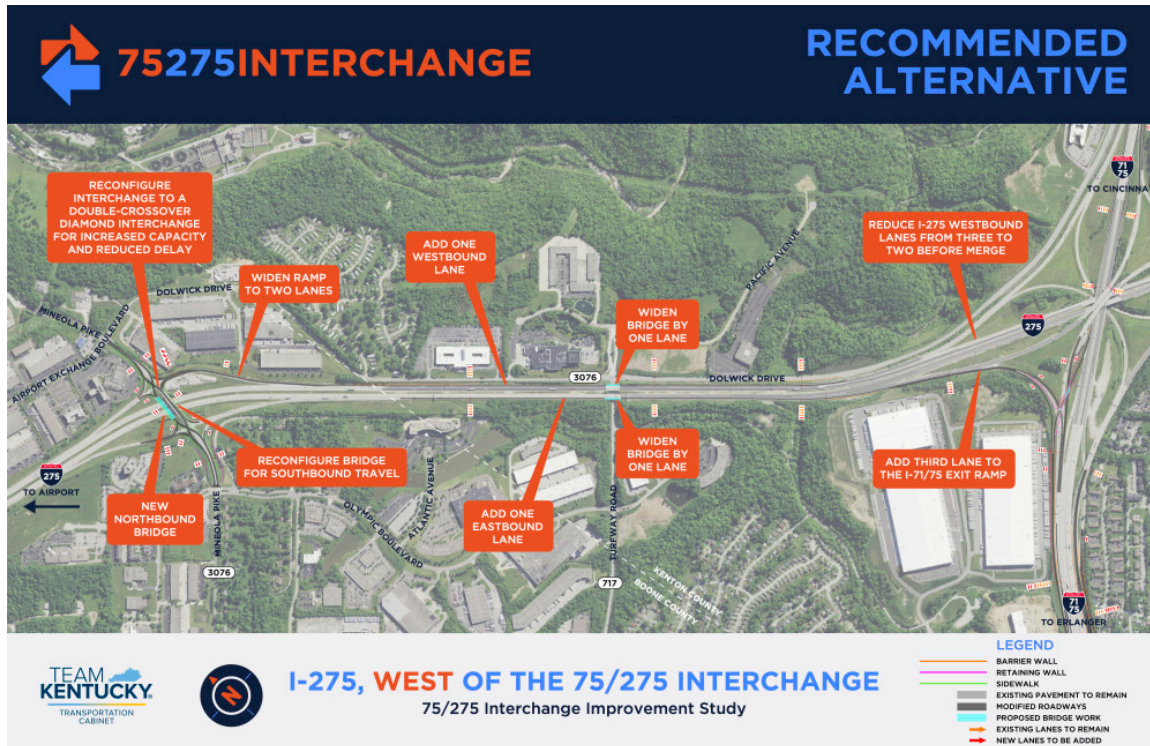
- Yes
- Maybe
- No
- I didn't have concerns regarding travel in this area

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

WEST

WEST OF THE 75/275 INTERCHANGE

Proposed improvements for I-275 west of the I-71/75 and I-275 interchange focus on improving traffic flow by adding fourth lanes for both westbound and eastbound travel and changing the I-275 and Mineola Pike interchange to a Double-Crossover Diamond (DCD) configuration.



Click [HERE](https://publicinput.com/Customer/File/Full/880f9c1f-de84-4602-9737-9b4735363b07) (https://publicinput.com/Customer/File/Full/880f9c1f-de84-4602-9737-9b4735363b07) to view a high resolution version of the map above.

HIGHLIGHTS

Highlights of proposed changes west of the central 75/275 interchange include the following:

Westbound I-275

- Adding a travel lane on westbound I-275 between the 75/275 interchange and Mineola Pike
- Widening the exit ramp from westbound I-275 to Mineola Pike to two lanes

Eastbound I-275

- Adding a travel lane on eastbound I-275 between Mineola Pike (starting near mile marker 1.6) and the 75/275 interchange. The entrance ramp from Mineola Pike becomes a fourth lane.
- Adding a third lane to the exit ramp from I-275 to I-71/75

I-275/Mineola Pike Interchange

- Changing the Mineola Pike interchange to a Double-Crossover Diamond (DCD) configuration to increase capacity and reduce travel delays (see Figure 5).

More information about DCDs is available on the **SOUTH** tab, under the I-71/75 and KY 236 Interchange discussion; click here (<https://youtu.be/-I90S3p6XJs>) to rewatch the DCD video.

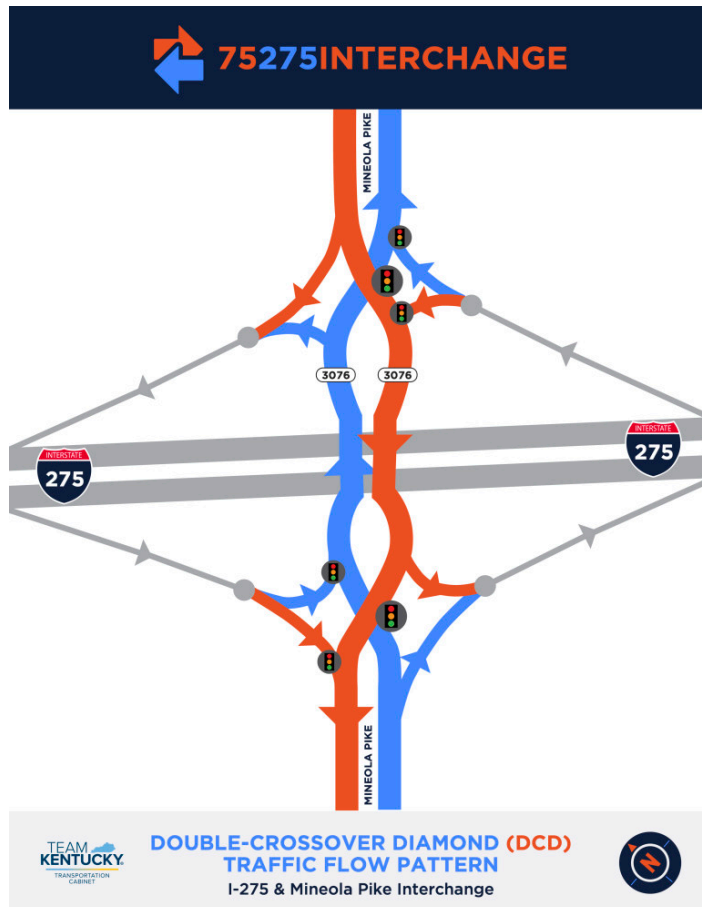


Figure 5. This graphic illustrates how traffic would flow through the proposed reconfigured I-275/Mineola Pike interchange.

WEST SECTION CONSIDERATIONS

Estimated Cost: Cost estimates for proposed improvements west of the 75/275 interchange are currently being prepared.

Right-of-Way Needed: 0.64 acres

Potential Relocations:

- Commercial: None
- Residential: None

Environmental Impacts: No significant impacts identified

Preliminary evaluations of the Recommended Alternative studied how the proposed improvements would affect the following environmental resources and if so, to what degree: water (including streams and wetlands); biological (including threatened and endangered species); culturally important, historic, and archaeological structures and sites; socio-economic concerns; and hazardous material sites (including underground storage tanks). Studies evaluating impacts on air quality and traffic noise are underway and are not yet complete. Traffic noise barrier meetings will be held with the public in a later stage of project development.

How much do you agree with adding travel lanes on I-275, between the 75/275 interchange and Mineola Pike?

- Strongly agree
- Agree
- Not sure
- Disagree
- Strongly disagree
- I don't have an opinion

If you said Disagree or Strongly Disagree, why? *(Select all that apply)*

- Cost
- I don't think additional travel lanes are needed
- Traffic flow will be adversely affected during construction
- I don't see how this change will improve traffic flow
- Other

How much do you agree with changing the I-275/Mineola Pike interchange to a Double-Crossover Diamond (DCD) configuration?

- Strongly agree
- Agree
- Not sure
- Disagree
- Strongly Disagree
- I don't have an opinion

If you said Disagree or Strongly Disagree, why? *(Select all that apply)*

- Cost
- Number of relocations required
- Traffic flow will be affected during construction
- I don't like using DCDs
- I'm not familiar with using DCDs
- I don't see how this change will benefit traffic flow
- Other

Will these proposed changes help address your concerns regarding travel on I-275, between the 75/275 interchange and Mineola Pike?

- Yes
- Maybe
- No
- I didn't have concerns in this area

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.

EAST

EAST OF I-75/I-275 INTERCHANGE

During the Preliminary Design phase of project development, the project team explored potential modifications to improve access to I-275 westbound from Turkeyfoot Road and from Dixie Highway. However, after further evaluation, the proposed improvements did not provide enough of a traffic or safety benefit to justify the estimated cost. Therefore, no roadway improvements are being recommended as part of this project for I-275 east of the 75/275 interchange.

SINCE NO IMPROVEMENTS ARE RECOMMENDED FOR THE EAST SECTION, NO DRAWINGS ARE AVAILABLE FOR PUBLIC REVIEW.

NEXT STEPS

NEXT STEPS

Once this virtual Public Open House concludes on February 10, the project development team will closely review the input and comments received from the community, then determine if any of the proposed improvements should be modified and/or refined.

Any changes made will be incorporated into the project’s environmental assessment report which will be submitted, along with other project documentation to KYTC and the Federal Highway Administration (FHWA), for review and approval. Once FHWA approval has been secured, the project can advance to the next phases of development (detailed design, right-of-way acquisition, and utility work), pending the availability of funding.

FUNDING

The 75/275 Interchange Improvements project will be one KYTC’s biggest projects in Northern Kentucky and will need to be completed in phases over a period of five to 20 years. The final cost of the recommended improvements will depend upon their final design and the anticipated timing for construction.

Currently, money has been set aside in KYTC’s Six-Year Highway Plan to fund overall right-of-way acquisition needs for the Recommended Alternative in FY2026 and utility relocation efforts in FY2027. However, funding for detailed design has yet to be secured for most of the planned improvements.

The Six-Year Highway Plan also has identified funding to support improvements proposed for the I-71/75 and Turfway interchange. This includes \$40M in funding for the following tasks:

Project Development Phase	Timing	Funding
Design	FY 2023	\$2.5M
Right-of-way acquisition	FY 2025	\$11M
Utility Work/Relocation	FY 2025	\$1.5M
Construction	FY 2027	\$25M

Table. 1: Funding Allocations for I-71/75 and Turfway interchange improvements.

KYTC is actively working with local, state, and federal agencies to secure funding to advance the remaining improvements included in the Recommended Alternative through the next phases of development. Potential funding sources include local, state and federal taxes, grants, bonds, and public-private partnerships.

PUBLIC INPUT

Public input is an important part of the review process for the Recommended Alternative. Feedback received from the public will help refine the proposed improvements. We thank you for taking the time to participate and share your input through this virtual Open House.

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.

Before you go, we have just a few final questions to help us better understand who we've reached through this Open House.

How did you hear about this virtual Open House? *(Check all that apply)*

- Email
- Social media
- Newspaper/TV/Radio
- Project website
- KYTC website
- Communications from your neighborhood/city
- Word-of-mouth
- Other

How old are you?

- Less than 25
- 26 to 35
- 36 to 45
- 46 to 55
- 56 to 65
- 66 or older

What is your household income?

- Less than \$24,999
- \$25,000 - \$49,999
- \$50,000 - \$74,999
- \$75,000 - \$99,999
- \$100,000 - \$149,999
- \$150,000 or more

What is the highest level of education you have completed?

- Elementary school
- High school
- College/University
- Graduate School

What is your preferred mode of travel in Northern Kentucky?

- Personal vehicle (car, truck, motorcycle, etc.)
- Shared vehicle (carpool, Uber, Lyft, etc.)
- Public transportation
- Bicycle
- Walking
- Other

What is your race?

- Black or African American
- American Indian or Alaskan Native
- Asian
- Hispanic or Latino
- Native Hawaiian or other Pacific Islander
- White
- Other

Thank you again for participating in this Virtual Open House and public input opportunity. We appreciate your involvement. Updates will be posted on the project website as soon as they become available.

www.75275Improvements.org

Sidebar Content

PROJECT CONTACT

If you have any questions, please contact:

Mike Bezold, P.E.
TEBM Project Development
Kentucky Transportation Cabinet, District 6
421 Buttermilk Pike | Covington, KY 41017
Mike.Bezold@ky.gov (mailto:Mike.Bezold@ky.gov?
subject=75%2F275%20Interchange%20Improvements%20
(859) 341-2700

DOCUMENTS

Below are materials that provide additional information about the 75/275 Interchange project.

[2019 Public Input Summary Report \(https://publicinput.com/Customer/File/Full/d557f32d-9b7e-4966-bdf5-b54053392a68\)](https://publicinput.com/Customer/File/Full/d557f32d-9b7e-4966-bdf5-b54053392a68)

[Right-of-Way Relocation Assistance Information Booklet \(https://publicinput.com/Customer/File/Full/c650065d-27ae-47fe-866d-2d9c8ee681a7\)](https://publicinput.com/Customer/File/Full/c650065d-27ae-47fe-866d-2d9c8ee681a7)

PROJECT TIMELINE

COMPLETE

Public Input Survey

2019

This survey gathered public input regarding experiences when traveling through the interchange area and the challenges encountered. Feedback received was used to help develop and evaluate improvement alternatives.

COMPLETE

Project Scoping Study

2019 - 2020

This study identified and evaluated conceptual alternatives to improve capacity and travel safety in the I-71/75 and I-275 interchange area and reduce traffic delays in the near vicinity.

LIVE

Preliminary Engineering & Environmental Analysis

2021 - 2023

Conduct preliminary engineering, traffic analysis, safety analysis, and environmental analysis of finalist alternatives with a goal of obtaining FHWA approval for the proposed improvements.

PLANNED

Developed Detailed Project Designs

I-71/75 & Turfway Interchange Area: 2023

Remaining Improvements: To be determined

Prepare construction plans and cost estimates. Right of way needs are authorized during the design phase and utility relocation needs are identified.

PLANNED

Right-of-Way & Utility Coordination

2025

Negotiate right of way needs and address utility relocation impacts.

PLANNED

Construction

I-71/75 & Turfway Interchange Area: 2027

Remaining Improvements: To be determined

Name

Email

Address

Appendix A: Open House Materials

Right of Way Relocation Assistance Booklet





TRANSPORTATION
CABINET
Division of Right of Way/Utilities/Rails

RIGHT OF WAY RELOCATION ASSISTANCE

Your Rights And Benefits Under The Relocation Assistance Program



Commonwealth of Kentucky Transportation Cabinet
Division of Right of Way/Utilities/Rails

INTRODUCTION

An unavoidable consequence of a modern highway system is the displacement of a small percentage of people for the greater good of the community. The Commonwealth sincerely regrets the inconvenience these displacements cause.

It is a Kentucky Transportation Cabinet (KYTC) policy that displaced persons receive fair and humane treatment and not suffer unnecessarily as a result of their displacement.

If you are required to move as a result of a highway construction project, you may be eligible for relocation assistance advisory services and payments.

You are cautioned not to move from the property you are now occupying without contacting a relocation agent. Your cooperation with the Cabinet's relocation agent will help in determining your needs and the payments to which you may be eligible.

Although this brochure explains the relocation assistance program in general, you undoubtedly will have additional questions regarding your eligibility for benefits. A relocation agent will gladly explain the benefits to which you may be eligible.

See the last pages of this brochure for the address and telephone number of the district highway office you should contact.

NOTE: *While every effort has been made to assure the accuracy of this booklet, it should be understood that it does not have the force and effect of law, rule, or regulation governing the payment of benefits. Should any difference or error occur, the law will take precedence.*

Table of Contents

DEFINITIONS	1
RESIDENTIAL OCCUPANTS	3
Moving Cost Payment	3
Actual Cost	4
Fixed Rate Schedule	4
Replacement Housing Payments	5
Comparable Replacement Dwelling	5
Decent, Safe and Sanitary Standards	5
Length of Occupancy Requirements	7
Owner Occupants	8
Purchase Supplement	8
Increased Interest Cost	11
Incidental Expenses	11
Rent Supplement	11
Tenant Occupants	12
Rent Supplement	14
Down Payment Assistance	14
All Residential Displacees	15
Relocation Assistance Services	15
Planning Your Move	16
Your Right to Appeal	17
BUSINESS, FARM & NONPROFIT ORGANIZATIONS	18
Moving Cost Payment	19
Commercial Move	19
Self Move	20
Loss of Personal Property	20
Searching Expenses	20-21
Reestablishment Expenses	21
Fixed Payment (In Lieu Of) Method	21
Planning Your Move	23
ADVERTISING SIGNS	24
MISCELLANEOUS MOVES	24
DEDUCTIONS FROM PAYMENTS	25
PAYMENTS NOT TAXABLE	25
APPEAL RIGHTS	25
DISTRICT HIGHWAY OFFICES	26-28

DEFINITIONS

DISPLACED PERSONS: Any person (individual, family, corporation, partnership or association) who moves from real property, or moves personal property from real property (including those who occupy real property prior to its acquisition but do not meet length of occupancy requirements for a replacement housing payment) as a direct result of:

>>A written notice of intent to acquire, the initiation of negotiations for, or the acquisition of such real property in whole or in part;

>>A written notice of intent to acquire or the acquisition (in whole or in part) of other real property on which the person conducts a business or farm operation. (Eligibility under this paragraph applies only to relocation advisory services and certain moving expense payments.)

>>An alien not lawfully present in the United States shall not be eligible to receive relocation payments or any other assistance provided under 49 CFR Part 24.

BUSINESS: Any lawful activity (except a farm operation) conducted primarily:

For the purchase, sale, lease and rental of personal and/or real property, or for the manufacture, processing and/or marketing of products, commodities or any other personal property; or

>>For the sale of services to the public; or

>>For outdoor advertising display purposes when the display must be moved as a result of the project; or

>>By a nonprofit organization that has established its nonprofit status under applicable federal or state law.

SMALL BUSINESS: A business operating lawfully with no more than 500 employees working at the site being acquired or displaced by the project, where the site is the location of economic activity. Sites occupied solely by outdoor advertising signs, displays and devices do not qualify as a business for reestablishment expenses.

FARM: Any activity conducted solely or primarily for the production of one or more agricultural products or commodities (including timber) for sale or home use and customarily producing such products or commodities in sufficient quantity to be capable of contributing materially to the operator's support.

NONPROFIT ORGANIZATION: An organization duly registered with the Kentucky Secretary of State as a Corporation Not for Profit and exempt from paying federal income taxes under Section 501 of the Internal Revenue Code (26 U.S.C. 501).

KYTC: Kentucky Transportation Cabinet



As a displaced person, you can probably be classified in one or more of the following categories:

- >>An owner occupant of a residential property (including mobile homes).
- >>A tenant occupant of a residential property (including mobile homes).
- >>A sleeping room tenant.
- >>A business, farm, or nonprofit organization.

RESIDENTIAL OCCUPANTS

MOVING COST PAYMENTS: If you qualify as a displaced person, you are eligible for reimbursement of reasonable moving expenses. The various methods of moving and the types of payments are clearly explained below.

Displaced individuals and families may choose to be paid:

>>On the basis of actual, reasonable moving costs and related expenses, or

>>According to a fixed rate moving cost schedule.

To assure eligibility and prompt reimbursement of your moving expenses, contact a KYTC relocation agent before you move.

YOU CAN CHOOSE EITHER

Actual Reasonable Moving Costs Including:

Storage
Transportation
Moving Insurance
Other related costs

OR

Fixed Rate Cost Schedule

Based on the number of rooms of
furniture and/or personal
property to be moved

ACTUAL COST: Reasonable moving expenses will be paid when the move is performed by a commercial mover. Certain other expenses (such as transportation to the new location, storage of personal property, insurance while personal property is in storage or transit and other related costs) are also reimbursable if the KYTC determines they are necessary.

All expenses must be reasonable and supported by receipted bills. Reimbursement is also limited to a 50 mile moving distance in most cases.

FIXED RATE SCHEDULE: When you choose this method of moving, the relocation agent will determine the amount of your payment based on the number of rooms of furniture and personal property to be moved. Fixed rate moving schedules are prepared to provide adequate reimbursement for your moving expenses. If you choose this option, your expenses need not be supported by receipted bills. Under this option, you will not be eligible for reimbursement of related expenses.

TENANT OCCUPANTS OF MOBILE HOME: Have the option of taking the fixed rate move schedule payment or the actual cost method.

OWNER OCCUPANTS OF MOBILE HOME: Payment will be based on the actual reasonable cost of moving the mobile home and have the option of taking the fixed rate move schedule payment or the actual cost method for the move of furniture and/or personal property.

REPLACEMENT HOUSING PAYMENTS

Replacement housing payments can be better understood if you become familiar with the definition of the following terms:

Comparable:

A comparable dwelling is one which is:

>>Decent, safe and sanitary (DS&S);

>>Functionally equivalent to the dwelling acquired (in that it performs the same function and utility, and is capable of contributing to a comparable style of living);

>>Adequate in size to accommodate the occupants;

>>In a area that is not subject to unreasonable adverse environmental conditions;

>>Is not generally less desirable than the location of the displaced person's dwelling with respect to public utilities and commercial and public facilities, and is reasonably accessible to the person's place of employment;

>>On a site that is typical in size for residential development with normal site improvements;

>>Is currently on the market and available to the displaced person;

>>And is within their financial means.

Decent, Safe and Sanitary

A decent, safe and sanitary (DS&S) dwelling is one which meets all the following minimum requirements:

>>Meets state and local housing and occupancy codes and ordinances;

>>Is structurally sound, weather tight and in good repair;

>>Contains a safe electrical wiring system adequate for lighting and other electrical devices;

>>Contains a heating system capable of sustaining a temperature of approximately 70 degrees (except in those areas where local climate conditions do not require such a system);

>>Is adequate in size with respect to the number of rooms and living space needed to accommodate the displaced person;

>>There shall be a separate, well lighted and ventilated bathroom that provides privacy to the user and contains a sink, bathtub or shower stall, and a toilet, all in good working order and properly connected to appropriate sources of water and to a sewage drainage system;

>>In the case of a housekeeping dwelling, there shall be a kitchen area that contains a fully usable sink properly connected to potable hot and cold water and to a sewage drainage system and adequate space and utility service connections for a stove and refrigerator;

>>Contains unobstructed egress to safe, open space at ground level.

>>For a displaced person with a disability, be free of barriers that would preclude reasonable ingress, egress or use of the dwelling by such displaced person.



KYTC DOES NOT WARRANT ANY PROPERTY THAT IT INSPECTS. DS&S INSPECTIONS ARE MADE SOLELY TO DETERMINE ELIGIBILITY FOR A PAYMENT.

Replacement housing payments are separated into three basic types. . .

- >> Purchase Supplement
- >> Rent Supplement
- >> Down Payment Assistance

The type of payment for which you may be eligible depends on whether you are an owner occupant or a tenant occupant, how long you have lived in the property being acquired prior to the initiation of negotiations, and whether you purchase or rent a permanent replacement dwelling.

>>Purchase Supplement for owner occupant of 90 days or more – *See page 10.*

>>Rent Supplement for owner occupant of 90 days or more and tenant occupants of 90 days or more - *Owners see page 13. Tenants see page 15.*

>>Down Payment Assistance for tenants of 90 days or more – *See page 16.*

Length of Occupancy Requirements . . .

There are two basic lengths of occupancy requirements which determine the type of replacement housing payment you are eligible to receive. Length of occupancy simply means counting the number of days that owners and tenants actually occupied dwelling before the initiation of negotiations by the KYTC for the purchase of the property.

The term initiation of negotiations means the date the KYTC makes the first personal contact with the owner of the real property (or their representative) to give a written monetary offer for the property to be acquired.

In addition, the displaced person must occupy the property on the date negotiations are initiated for the purchase of the property to be acquired.

OWNER OCCUPANTS

Owners who are in occupancy 90 days or more prior to the initiation of negotiations may be eligible for:

- >>A purchase supplement of \$0 to \$31,000 or
- >>A rent supplement of \$0 to \$7,200.

Owners who are in occupancy less than 90 days prior to the initiation of negotiations, and those who occupy the property after the initiation of negotiations, may be eligible for:

- >>Moving costs
- >>Relocation advisory services
- >>Under special circumstances, a supplemental payment provided under the Last Resort Housing Program.

CHECK WITH YOUR RELOCATION AGENT FOR DETAILS REGARDING ELIGIBILITY REQUIREMENTS.

Purchase Supplement for Owner Occupants of 90 Days or More

If you are an owner occupant and have occupied your home for 90 days or more immediately prior to the initiation of negotiations, you may be eligible for a replacement housing payment (RHP), which consists of a purchase supplement, increased interest cost and incidental expenses. Your RHP may range from \$0 to \$31,000. This payment, when added to the fair market value payment for your home, is intended to meet all reasonable costs necessary to purchase a comparable decent, safe and sanitary (DS&S) replacement dwelling.

The KYTC will compute the maximum payment you are eligible to receive as illustrated on the next page. To receive this payment

you must purchase and occupy, as your permanent place of residence, a DS&S replacement dwelling within one year after the later of:

>>The date you received final payment for the purchase of your home;

>>The date the full estimate of just compensation is deposited in the courts (in condemnation cases);

>>The date you are informed of the availability of a comparable replacement dwelling.



Relocation payments are in addition to the acquisition price paid for your property which is determined by the appraisal process.

Any change in the acquisition price may result in a change to the replacement housing payment.



Computation of a Purchase Supplement

Assume the KYTC purchased your property for \$100,000. After a thorough study of all available DS&S dwellings on the open market which are comparable to yours, a determination is made that a replacement property will cost you \$115,000. The KYTC will pay you a maximum purchase supplement of \$15,000 if you purchase and occupy a DS&S replacement property costing \$115,000 or more.

EXAMPLE

Comparable Replacement Property	\$115,000
Acquisition Price of Your Property	<u>\$100,000</u>
Maximum Purchase Supplement	\$ 15,000

If your purchase price exceeds \$115,000, you must pay the difference in excess of \$15,000. For example, if you purchased a replacement property for \$120,000, you would receive a purchase supplement of \$15,000 and you pay the remaining \$5,000.

Purchase Price of Replacement	\$120,000
Acquisition Price of Your Property	\$100,000
Maximum Purchase Supplement	\$ 15,000
Comparable Replacement Property	<u>\$115,000</u>
Balance Paid By You	\$5,000

However, if you purchased and occupied a replacement property for \$110,000, you would only be eligible for a purchase supplement of \$10,000 on the basis of actual cost. Your purchase supplement cannot exceed the actual cost difference or the amount determined by the KYTC, whichever is less.

Comparable Replacement Property	\$115,000
Acquisition Price of Your Property	<u>\$100,000</u>
Maximum Purchase Supplement	\$ 15,000

Purchase Price of Replacement	\$110,000
Acquisition Price of Your Property	<u>\$100,000</u>
Eligible Purchase Supplement	\$ 10,000

In addition to the purchase supplement, the KYTC will reimburse you for other eligible costs that may be involved in the purchase of a replacement dwelling. However, according to the law your total payment, including the purchase supplement, increased interest cost and incidental expenses cannot exceed \$31,000.

The purchase supplement and other incidental costs are payments in addition to the purchase price for the dwelling acquired from you.

Increased Interest Costs

You may be eligible for reimbursement of increased interest costs when the mortgage on your replacement dwelling bears a higher rate of interest than the mortgage on your present home. To be eligible, the acquired dwelling must have been encumbered by a bona fide mortgage which was a valid lien for at least 90 days prior to the initiation of negotiations, and you must obtain a mortgage on your replacement dwelling.

Incidental Expenses

You may also be reimbursed for other expenses such as reasonable costs incurred for title search, recording fees and certain other closing costs. If you had a mortgage on the acquired property, you may also be eligible for reimbursement of purchaser points and/or a loan origination fee if such fees are normal to real estate transactions in your area.

However, prepaid expenses such as real estate taxes and property insurance are not eligible for reimbursement.

Owner Occupants of 90 Days or More Who Rent

If you have owned and occupied your home for at least 90 days immediately prior to the initiation of negotiations, you may be eligible to receive a rent supplement payment.

To determine the amount of your payment, you must advise the KYTC of your desire to rent, rather than purchase a permanent replacement dwelling, and provide the relocation agent with the amount of your average monthly gross household income.

First, the KYTC must determine the "fair market rent" (plus monthly utility costs) for the dwelling you presently occupy. Fair market rent is based on the rent someone is paying for a dwelling similar to yours.

Second, the KYTC will determine the monthly rental rate (plus monthly utility costs) of a comparable DS&S dwelling, which is available for rent on the open market.

The maximum amount of the rent supplement, if any, will be determined by subtracting the fair market rent and utilities of your home from the rental amount and utilities of the comparable DS&S dwelling. The difference will then be multiplied by 42 months. The resulting figure represents the maximum amount you may be eligible to receive. This type of payment cannot exceed \$7,200. (See page 17 for an example of how a rent supplement is computed.)

In addition, you must occupy the replacement dwelling within one year after the later of:

- >>The date you received final payment for the purchase of your home;

- >>The date the full estimate of just compensation is deposited in the courts (in condemnation cases);

- >>The date you are informed of the availability of a comparable replacement dwelling.

The rent supplement will be paid in a lump sum unless the KYTC determines it should be paid in installments.

TENANT OCCUPANTS

Displaced tenants who have been in occupancy 90 days or more immediately before the initiation of negotiations begin with the owner for the purchase of the property, may be eligible for:

- >>A rent supplement payment of \$0 to \$7,200 or

- >>A down payment assistance of \$0 to \$7,200

Tenant Occupants of 90 Days or More Who Rent

If you choose to rent a DS&S replacement dwelling and the rent is higher than you have been paying, you may be eligible for a rent supplement payment not to exceed \$7,200. A rent supplement

payment is an allowance paid to eligible displaced persons to help them rent a DS&S replacement dwelling for a 42 month period.

In order to determine the amount of your payment, the average monthly rental and utility costs of your present dwelling must first be established. If the average monthly costs you presently pay are not reasonably equal to market rentals for similar dwellings, the fair market rent must be determined. (Fair market rent is based on the rent someone is presently paying for a dwelling similar to yours.)

Your payment, if any, will be determined by subtracting your present monthly rent (or the fair market rent of your dwelling, whichever is applicable) from the rental amount of the DS&S comparable dwelling, and multiplying this amount by 42 months. The resulting figure represents the maximum amount you may receive.

In order to receive this amount, you must rent and occupy a replacement dwelling within the required time limit. (See page 17 for an example of how a rent supplement is computed.)

In addition to the occupancy requirements, you must rent and occupy a DS&S replacement dwelling within one year from the date you moved from the displacement dwelling.

The rent supplement will be paid in a lump sum, unless the KYTC determines it should be paid in installments.

Tenant Occupants of 90 Days or More Who Purchase

If you choose to purchase a DS&S replacement dwelling, you may be eligible for a down payment to assist in your purchase. You may also be reimbursed for other expenses such as reasonable costs for a title search, recording fees, certain other closing costs, and (if such fees are normal to real estate transactions in your area) purchaser points and/or loan origination fees. However, prepaid expenses such as real estate taxes and property insurance are not eligible for reimbursement.

Your total payment, including incidental expenses, cannot exceed \$7,200.

You must purchase and occupy a DS&S dwelling within one year from the date you move from the displacement dwelling.

Tenant and Owner Occupants of Less Than 90 Days and Those Who Occupy the Property After the Initiation of Negotiations

You may be eligible for:

>>Moving Costs

>>Relocation Advisory Services

>>And, under certain circumstances, a supplemental payment provided under the Last Resort Housing Program.

Computation of a Rent Supplement

Assume your actual (or fair market) rent with utilities is \$650 a month, while rent and utilities for a comparable DS&S replacement unit is \$750. The maximum rent supplement payment you may be eligible to receive in this case is \$100 per month for a 42 month period, or \$4,200. The payment amount is calculated by subtracting \$650 from \$750 and multiplying the difference (\$100) by 42 months.

EXAMPLE

Comparable Replacement Rental	\$750
Your Current Rent	- \$650
Difference in Monthly Rent	<u>\$100</u>
Times 42 Months	x 42
Maximum Rent Supplement	<u>\$4,200</u>

If you rent a replacement dwelling for \$800 per month, despite the availability of a comparable unit that rents for \$750 per month, you must pay the additional \$50 per month out of your own pocket.

Actual Rent for Replacement Unit		\$800
Your Current Rent	\$650	
Maximum Monthly Rent Supplement	\$100	
Comparable Replacement Rental	<u> </u>	<u>-\$750</u>
Balance to be Paid by You		\$ 50

On the other hand, if you occupy a replacement dwelling that rents for more than your present rent but less than the amount of the comparable DS&S unit, you will be paid on the basis of actual cost.

Let’s assume you select a unit that rents for \$700 per month. On the basis of actual cost, you will be eligible for a payment of \$50 per month for 42 months, or \$2,100.

Your rent supplement cannot exceed the actual costs difference or the amount determined by the KYTC, whichever is less.

TO ALL RESIDENTIAL DISPLACEDS

One of the most important things to remember is that the replacement dwelling you select must meet basis “decent, safe and sanitary” standards. DO NOT execute a sales contract or a lease agreement until a KYTC representative inspects the dwelling you propose to purchase or rent to determine if it meets DS&S standards. The purpose of this inspection is to determine eligibility for a payment. The inspection does not guarantee against other deficiencies that may exist or develop in the future.

Relocation Assistance Services

Any person, family, business or farm displaced by a state or federally assisted highway project shall be offered advisory assistance services for the purpose of locating a suitable replacement property. Relocation Services are provided by qualified KYTC personnel who will assist in any way possible to help you successfully relocate. Remember, KYTC personnel are available to help and advise you – be sure to make full use of their

services. Do not hesitate to ask questions, and be certain you understand fully all relocation benefits and payments available to you.

A Relocation Agent will Contact You

A KYTC relocation agent will personally contact you to explain the services and payments to which you may be eligible. During the initial interview the agent will gather information to assist in determining your housing needs and desires, as well as your need for his services. The relocation agent can be of great help to you during this period of transition, so please do not turn down the agent's offer for assistance. Also, you will be provided current listings of comparable replacement housing which is within your financial means.

Your relocation agent is also familiar with services provided by other public and private agencies in your community. If you have a special problem, your agent will make every effort to secure the services of those organizations which are professionally equipped to help you. So please make your needs known to your relocation agent.

Planning Your Move

You will have a reasonable amount of time to plan and complete your move. You will not be asked to move for at least 90 days after negotiations begin for purchase of the property you now occupy.

You will not be required to move until at least one comparable replacement dwelling has been made available to you.

(A comparable dwelling is defined on Page 6.)

Furthermore, you will be given specific notice at least 30 days in advance of the exact date you will be required to move.

The relocation agent will maintain listings of available residential properties in the area. Information will also be available concerning federal and state housing programs, disaster loan programs

and other federal and state agencies offering assistance to displaced persons.

Every displaced residential owner or tenant will be offered assistance in order to minimize hardships encountered in searching for and locating DS&S replacement property. Your relocation agent will provide you with assistance based on your needs. You will be assisted in completing application or claim forms for payments, and all pertinent financial information concerning replacement housing will be explained.

Payments Not Considered Income

Relocation payments made by the KYTC will not be considered as income for purposes of the Internal Revenue Code of 1954, or for the purpose of determining eligibility (or the extent of eligibility) of any person for assistance under the Social Security Act or any other federal law.

Relocation payments will have no adverse effects on:

- >>Social security eligibility
- >>Welfare eligibility
- >>Other assistance
- >>Income taxes
- >>Etc.

Your Right of Appeal

Federal and state laws prohibit that any displaced person who does not agree with the determination of their eligibility for a payment (or the amount of a payment) may appeal to the head of the agency for a review of the determination.

If you are dissatisfied, your relocation agent will instruct you in the proper procedure to initiate a formal appeal. You will be given the full opportunity to be heard, a prompt decision will be made, and you will be notified of the decision.

Appeals must be filed within 60 days from the date of a written notice denying a claim.

To ensure no loss of benefits, do not move until you have been authorized by your KYTC relocation agent.

BUSINESS / FARM / NONPROFIT ORGANIZATION OCCUPANTS

If the property occupied by your business, farm or nonprofit operation is purchased by the KYTC for construction of a public project, you may be eligible to receive:

>>Assistance in locating to a replacement site; and

>>Reimbursement for moving and certain related expenses. (Under certain circumstances, you may be paid a fixed payment in lieu of moving and related expenses.)

To qualify, displaced business, farm and nonprofit organization operators must legally occupy the property when negotiations are initiated for purchase of the property. The amounts to be paid must be approved prior to your move.

A Relocation Agent Will Contact You

A KYTC relocation agent will contact you to explain the program and to answer your questions. The agent can advise you of requirements for receipt of each payment type. Please rely on your agent, who is prepared to guide you and to ensure there will be no loss of benefits.

The relocation agent will maintain listings of commercial properties and farms whenever business, nonprofit organizations and farms are displaced. Steps will be taken to minimize economic harm and to increase the likelihood of their being able to relocate back into the affected community. Your agent will explore and provide advice as to possible sources of funding and assistance from other local, state and federal agencies.

Moving Cost Payment

Moving expenses include the cost of moving your personal property by use of a commercial moving company or by utilizing your own employees and equipment to perform the move. Also included are additional expenses such as those incurred by you in searching for a replacement site, actual direct loss of tangible personal property you do not move, storage, and reestablishment expenses. In some cases, moving expense reimbursements may also include insurance premiums to cover loss and damage of personal property while in transit.

To assure eligibility and prompt payment for moving expenses, contact your relocation agent prior to your move.

Do not commence your move without authorization, or you will lose your eligibility for relocation benefits.

Two Ways to Move

>>**Commercial Moves** – You may be paid the actual reasonable costs of your move provided through the services of a qualified commercial mover. All expenses must be supported by receipted bills to ensure prompt payment of your moving cost claim.

After an inventory has been compiled and a replacement site has been selected and prepared, your relocation agent will obtain detailed bids from qualified moving companies and you will be authorized to commence your move.

Upon completion of your move, your relocation agent will inspect both your original site and new location to assure that all items of personalty listed on the inventory have been moved.

Following the post move inspection, and upon receipt of a bill, your relocation agent will assist in submission of your claim for payment.

>>Self Moves – If you decide to move yourself you may be paid an amount which does not exceed the lower of the detailed bids prepared by independent, qualified moving firms. Normally you will use your own employees and equipment. However, you may also hire additional help (such as electricians, plumbers, etc.) to perform specific parts of the move. This type of move, even though additional help is hired, will remain a self move.

After an inventory has been compiled and a replacement site has been selected and prepared, your relocation agent will obtain detailed bids from qualified moving companies and you will be authorized to commence your move.

Upon completion of your move, your relocation agent will inspect both your original site and new location to assure that all items of personalty listed on the inventory have been moved.

Following a satisfactory post move inspection, your relocation agent will assist in submission of your claim for payment.

Actual Direct Loss of Tangible Personal Property

Payment may be made for losses of tangible personal property when you decide not to move such property, but a payment of this type may be allowed only after you have made a bona fide effort to sell the item(s).

Payment for direct losses of tangible personal property cannot exceed the estimated cost of moving such personal property.

Your relocation agent will explain this procedure in detail and the eligibility requirements.

Searching Expenses for Replacement Property

Displaced businesses, farms or nonprofit organizations may be reimbursed for actual, reasonable expenses (not to exceed \$2,500) related to searching for replacement property. (Searching expenses are not available for residential displaces.)

Your relocation agent will explain this procedure in detail and the eligibility requirements.

Reestablishment Expenses

In addition to move payments already mentioned, a small business (not more than 500 employees), farm operation or nonprofit organization may receive payment (not to exceed \$25,000) for expenses actually incurred in relocating and reestablishing such operation at a replacement site. Eligible expenses must be reasonable and necessary, as determined by the KYTC. They may include, but are not limited to, increased cost of operation for the first two years, advertising of replacement location, exterior signage, repairs or improvements to the replacement property as may be required by law, etc.

Your relocation agent will explain this procedure in detail and the eligibility requirements.

Fixed Payment In Lieu of Moving Payment

Instead of reimbursement of moving expenses, actual direct loss of tangible personal property, searching expenses and reestablishment expenses, displaced businesses, farm operations and nonprofit organizations may be eligible for a fixed in lieu of payment. The fixed payment may not be less than \$1,000 or more than \$40,000.

Except for payment to a nonprofit organization, the fixed payment is based on the average annual net earnings for the two taxable years immediately preceding the taxable year during which the business is relocated (or that two year period deemed more representative by the KYTC).

EXAMPLE: Year of Relocation 2012

2011 Annual Net Earnings	\$25,000
2010 Annual Net Earnings	+ \$18,000
TOTAL	\$43,000

Average Net Earnings for 2 Year Period (\$43,000/2)	\$21,500
--	----------

Fixed Payment **\$21,500**

A part time individual or family occupation in the home is not eligible for a fixed payment if the occupation does not contribute materially to the income of the displaced owner.

Determining Eligibility of Businesses

For the owner of a displaced business to be eligible for a fixed payment, the KYTC must determine that:

>>The business owns or rents personal property which must be moved in connection with its displacement and for which an expense would be incurred in such a move; and the business vacates or relocated from its displacement site;

>>The business cannot relocate without a substantial loss of its existing patronage;

>>The business is not part of an enterprise having more than three other similar businesses not being acquired;

>>The business is not operated at a displacement dwelling or site solely for the purpose of renting such dwelling or site to others; and

>>The business contributes materially to the income of the displaced person.

Determining Eligibility of Farms

For the owner of a displaced farm operation to be eligible for a fixed payment, in the case of a partial acquisition, the KYTC must determine that:

>>The purchase of part of the land caused the farm operator to be displaced from the farming operation on the remaining land, or caused a major change in the farm operation.

Determining the Eligibility of Nonprofit Organizations

For displaced nonprofit organizations to be eligible for a fixed payment, the KYTC must determine that:

>>The organization must vacate or relocate from its displacement site;

>>The organization cannot be relocated without a substantial loss of its existing patronage.

Planning Your Move

You will have a reasonable amount of time to plan and complete your move. You will not be asked to move for at least 90 days after negotiations begin for purchase of the property you now occupy.

Furthermore, you will be given specific notice at least 30 days in advance of the exact date you will be required to move.

The relocation agent will maintain listings of available farms, commercial properties and locations for displaced businesses whenever those type displacements occur. Steps will be taken to minimize economic harm and to increase the likelihood of your being able to relocate back into the affected community. Your relocation agent will also explore and provide advice as to possible sources of funding and other assistance from other local, state and federal agencies.

Time to File a Claim

You will be assisted in completing applications or claim forms for payment. You must file your claim for payment within 18 months of the later of:

>>The date the displacee moves from the real property or moves their personal property from the real property; or

>>The date of final payment for the acquisition of the real property, closing or final judgment date.

ADVERTISING SIGNS

The owner of a displaced advertising sign is eligible to receive a payment for actual reasonable moving expenses as outlined in the Business, Farm & Nonprofit Organizations Moving Cost Payment Section of this brochure. *(See page 22)*

Exceptions are:

>>The owner of an advertising sign is not eligible for the Fixed Payment Method or the Reestablishment Expense payment.

>>Actual direct loss of tangible personal property for an advertising sign is the lesser of (A) the depreciated reproduction cost determined by the KYTC, less the proceeds from its sale; or (B) the estimated cost of moving the sign, but with no allowance for storage.

ADDITIONAL INFORMATION

Miscellaneous Moves

If you do not have to move but have miscellaneous personal property in the right of way that must be moved, a payment will be authorized by your relocation agent, provided you meet eligibility requirements.

Deductions from Relocation Payments

The KYTC may deduct from any relocation payment due a displaced person, any rent owed to the Cabinet by the displaced person.

Payments Not Taxable

Relocation payments made by the KYTC will not be considered as income for purposes of the Internal Revenue Code of 1954, or for the purpose of determining eligibility (or the extent of eligibility) of any person for assistance under the Social Security Act or any other federal law.

Your Right of Appeal

Federal and state laws prohibit that any displaced person who does not agree with the determination of their eligibility for a payment (or the amount of a payment) may appeal to the head of the agency for a review of the determination.

If you are dissatisfied, your relocation agent will instruct you in the proper procedure to initiate a formal appeal. You will be given the full opportunity to be heard, a prompt decision will be made, and you will be notified of the decision.

Appeals must be filed within 60 days from the date of a written notice denying a claim.

DEPARTMENT OF HIGHWAYS DISTRICT OFFICE CONTACT INFORMATION:

District 1

(Ballard, Calloway, Carlisle, Crittenden, Fulton, Graves, Hickman, Livingston, Lyon, Marshall, McCracken, and Trigg Counties)

Department of Highways
5501 Kentucky Dam Road
Paducah, KY 42003
(270) 898-2431

District 2

(Caldwell, Christian, Daviess, Hancock, Henderson, Hopkins, McLean, Muhlenberg, Ohio, Union, and Webster Counties)

Department of Highways
1840 North Main Street
Madisonville, KY 42431
(270) 824-7080

District 3

(Allen, Barren, Butler, Edmonson, Logan, Metcalfe, Monroe, Simpson, Todd, and Warren Counties)

Department of Highways
900 Morgantown Road
Bowling Green, KY 42101
(270) 746-7898

District 4

(Breckinridge, Grayson, Green, Hardin, Hart, LaRue, Marion, Meade, Nelson, Taylor, and Washington Counties)

Department of Highways
634 East Dixie Highway
Elizabethtown, KY 42701
(270) 766-5066

District 5

(Bullitt, Franklin, Henry, Jefferson, Oldham, Shelby, Spencer, and Trimble Counties)

Department of Highways
8310 Westport Road
Louisville, KY 40242
(502) 210-5400

District 6

(Boone, Bracken, Campbell, Carroll, Gallatin, Grant, Harrison, Kenton, Owen, Pendleton, and Robertson Counties)

Department of Highways
421 Buttermilk Pike
Covington, KY 41017
(859) 341-2700

District 7

(Anderson, Bourbon, Boyle, Clark, Fayette, Garrard, Jessamine, Madison, Mercer, Montgomery, Scott and Woodford Counties)

Department of Highways
763 New Circle Rd
Lexington, KY 40512
(859) 246-2355

District 8

(Adair, Casey, Clinton, Cumberland, Lincoln, McCreary, Pulaski, Rockcastle, Russell, and Wayne Counties)

Department of Highways
1660 South US 27
Somerset, KY 42502
(606) 677-4017

District 9

(Bath, Boyd, Carter, Elliott, Fleming, Greenup, Lewis, Mason, Nicholas and Rowan Counties)

Department of Highways
822 Elizaville Avenue
Flemingsburg, KY 41041
(606) 845-2551

District 10

(Breathitt, Estill, Lee, Magoffin, Menifee, Morgan, Owsley, Perry, Powell and Wolfe Counties)

Department of Highways
473 Highway 15 South
Jackson, KY 41339
(606) 666-8841

District 11

(Bell, Clay, Harlan, Jackson, Knox, Laurel, Leslie and Whitley Counties)

Department of Highways
603 Railroad Avenue
Manchester, KY 40962
(606) 598-2145

District 12

(Floyd, Johnson, Knott, Lawrence, Letcher, Martin and Pike Counties)

Department of Highways
109 Loraine Street
Pikeville, KY 41501
(606)433-7791



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Appendix B: Notification Materials

News Releases

Media Coverage

Email Notices

Social Media Posts

Website Postings

Appendix B: Notification Materials

News Releases





Kentucky Transportation Cabinet • District 6

FOR IMMEDIATE RELEASE

Contacts:

Laura Whitman

513-600-2294 (cell)

Info@75275Interchange.org

James Heatherly

859-341-2700 (office)

859-620-0112 (cell)

James.Heatherly@ky.gov



Virtual Public Open House Highlights Recommended Improvements for the I-75/I-275 Interchange Area

KYTC invites public review of proposed improvements to reduce traffic congestion, improve safety

COVINGTON, Ky. (Jan. 10, 2023) – After completing a comprehensive study of options, the Kentucky Transportation Cabinet (KYTC) has identified a Recommended Alternative for reducing congestion, improving travel safety and promoting better connectivity at the I-71/75 and I-275 interchange and in its near vicinity.

Earlier today, KYTC launched a virtual, 30-day public open house at 75275Interchange.org to share its recommendations and gather public feedback:

I-75/I-275 Interchange Improvements Virtual Public Open House

January 10, 2023 – February 10, 2023

75275Interchange.org

The I-71/75 and I-275 interchange is critical to the flow of traffic throughout Northern Kentucky and to those who live and work nearby. Currently, it's carrying more than twice the level of traffic it was originally designed to handle. That, coupled with traffic merging to and from KY 236 (Donaldson Highway/Commonwealth Avenue), Turfway Road, Buttermilk Pike and other major roads, has resulted in increased congestion and travel delays. As Northern Kentucky continues to experience rapid growth, particularly within Boone County and in areas near the Cincinnati-Northern Kentucky International Airport (CVG), these problems will worsen unless improvements are made.

"We've developed and evaluated quite a number of improvement options," said Mike Bezold, the I-75/I-275 Interchange Scoping Study project manager for KYTC. "To select a Recommended Alternative, we focused on which options have the potential to make the greatest impact for improving traffic flow and travel safety, are most reasonable in terms of constructability and affordability, and minimized impacts on the areas located in near proximity to the highway and its entry and exit points. We've determined that the Recommended Alternative achieves these objectives."

Recommended Improvements

The Recommended Alternative is a series of improvements centered on the central I-71/75 and I-275 interchange and several other nearby interchanges: I-71/75 and Turfway Road, I-71/75 and KY 236 (Donaldson Highway/Commonwealth Avenue), I-71/75 and Buttermilk Pike, and I-275 and Mineola Pike. Proposed improvements include:

- Adding more travel lanes on mainline I-71/75 to improve traffic flow
- Providing dedicated access ramps from I-275 to I-71/75 and to KY 236 to reduce the need for traffic entering the highway system to weave between traffic that is leaving the highway
- Changing I-71/75 interchanges with KY 236 and Buttermilk Pike and the I-275/Mineola Pike interchange to Double-Crossover Diamond (DCD) configurations to improve traffic flow and travel safety

DCDs use clearly defined curbs, signs, pavement markings and state-of-the-art signals to move drivers briefly to the left side of an overpass at a highway interchange then back to the right side of the road once beyond the bridge (hence the "double crossover" name). This travel pattern is inherently safer because it eliminates left turns across oncoming traffic – a scenario that lends itself to often-deadly T-bone incidents – and instead allows for free-flow left turns onto the highway. It also eliminates the need for a stoplight. This provides more green time for non-turning traffic. Conflict points are reduced, keeping drivers safer, and traffic can move through the interchange much more efficiently. DCDs are quicker and less expensive to build than many other interchange alternatives.

"Here in Northern Kentucky, we already have a DCD at the I-275/Graves Road interchange in Hebron and traffic is flowing very well there," said Bezold. "We are in the process of completing another DCD at the I-71/75 and Mt. Zion Road interchange in Florence. Once we are finished with construction and complete adjustments to traffic light timing, traffic will be flowing much better there as well."

The Recommended Alternative also proposes to provide a new, direct connection to Turfway Road from I-71/75. Turfway would become a one-way, northbound street for several blocks, and Thoroughbred Boulevard would be changed to a complementary, one-way, southbound street. The result would be more direct access from the highway to businesses on Turfway Road and to St. Elizabeth Hospital, as well as to Aero Parkway and the Amazon distribution center on the south side of CVG.

The Virtual Open House

Using a website-like narrative, the virtual open house goes into more detail about each of the proposed changes and provides graphics illustrating how the proposed new interchange configurations and travel patterns would work. Questions embedded throughout the discussion will provide opportunity for the public to provide their input.

Accessible through the project website, 75275Interchange.org, the virtual open house will remain open 24/7 for 30 days until Feb. 10, 2023, for public review and comment. Visitors can revisit the site as often as they need using a computer, tablet or smartphone.

Anyone without internet access, or who needs printed materials or interpretation or translation services, or other reasonable accommodations to participate in the virtual Open House, should contact Sharon James at Sharon.James@ky.gov or (859) 866-8548.

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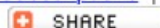
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FOR IMMEDIATE RELEASE

Contacts: Laura Whitman
513-600-2294 (cell)
Info@75275Interchange.org

James Heatherly
859-341-2700 (office)
859-620-0112 (cell)
James.Heatherly@ky.gov



Virtual Open House Closing Soon For Recommended I-71/75 and I-275 Improvements

Public can review, provide comment on proposed improvements through

Friday, Feb. 10

COVINGTON, Ky. (Feb. 8, 2023) – The public has just a few days left to provide comment on the Kentucky Transportation Cabinet’s proposed improvements for the I-71/75 and I-275 interchange and near vicinity. Graphics and a discussion of the proposed improvements are currently being shared with the public through a virtual Open House, accessible through 75275Interchange.org. The Open House will remain open 24/7 through this Friday, February 10, 2023.

The goal of the proposed improvements is to reduce congestion, improve travel safety, and promote better connectivity at the I-71/75 and I-275 interchange and in the surrounding area. The purpose of the Open House is to gather public feedback before making a decision about advancing the recommended improvements to the next phase of development:

The I-71/75 and I-275 interchange is critical to the flow of traffic throughout Northern Kentucky, and to those who live and work nearby. Currently, it’s carrying more than twice the level of traffic it was originally designed to handle. That, coupled with traffic merging to and from KY 236 (Donaldson Highway/Commonwealth Avenue), Turfway Road, Buttermilk Pike, and other major roads, has resulted in increasing amounts of congestion and travel delays. As Northern Kentucky continues to experience rapid growth, particularly within Boone County and in areas near the Cincinnati-Northern Kentucky International Airport (CVG), these problems will worsen unless improvements are made.

Using a website-like narrative, the virtual Open House shares details about each of the proposed changes and provides graphics illustrating how new interchange configurations and travel patterns would work. Visitors can revisit the site as often as they need using a computer, tablet or smartphone. Comments can be submitted by answering questions embedded throughout the online material, or by contacting Mike Bezold, TEBM Project Manager, by email, mail, or phone:

Email: Mike.Bezold@ky.gov

Mail: KTYC District 6 | 421 Buttermilk Pike | Covington, KY 41017

Phone: (859) 341-2700

Anyone without internet access, or who needs printed materials, interpretation or translation services, or other reasonable accommodations to participate in the virtual Open House, should contact Sharon James at Sharon.James@ky.gov or (859) 866-8548.

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This email was sent to lynn@gorasor.com using GovDelivery Communications Cloud on behalf of: Kentucky Transportation Cabinet
· 200 Mero Street · Frankfort, KY 40622 · (502) 564-4890

Appendix B: Notification Materials

Media Coverage



75/275 Interchange

Mention Analytics

Mentions by Media Type



Audience by Media Type



Publicity by Media Type



Total National TV Audience
36,791

Total National TV Publicity
USD \$9,150

Total Local TV Audience
36,791

Total Local TV Publicity
USD \$9,150



Total Online News Audience
44,562

Total Online News Publicity
USD \$819

Total Number of Clips 15



SPNLOU

1

Time Feb 10, 2023 10:01 AM EST
Local Broadcast Time 10:01 AM EST
Call Sign SPNLOU (Spectrum News)
Market DMA: 48 Louisville, KY
Language English

county to continue the transit authority's goal of converting diesel buses to electric. >> the **kentucky** transportation cabinet is taking public comments for the proposed improvements for the **i-71. 75 and i-275, interchange** between kenton and boone counties, graphics and the improvements are being



SPNLOU

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Time Feb 10, 2023 9:36 AM EST
Local Broadcast Time 9:36 AM EST
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Language English

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SPNLOU

3

Time Feb 10, 2023 9:01 AM EST
Local Broadcast Time 9:01 AM EST
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Market DMA: 48 Louisville, KY
Language English

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 **SPNLOU**

 4

Time Feb 10, 2023 8:35 AM EST
Local Broadcast Time 8:35 AM EST
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Market DMA: 48 Louisville, KY
Language English

>> you can head to our website spectrum news one for details on how to apply. >> there is only one day left for the public to provide comments about the **kentucky** transportation cabinet's proposed improvements for the **i-71. 75** and **i-275, interchange** between kenton and boone counties. graphics and the improvements are being shared with the public through a virtual open house that is available through the day today. and the purpose of the open house is to gather public feedback before advancing. but the proposed improvements to reduce congestion, improve travel safety and promote better connectivity. that access to virtual side.



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Time Feb 10, 2023 8:01 AM EST
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Market DMA: 48 Louisville, KY
Language English

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Time Feb 10, 2023 7:35 AM EST
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Time Feb 10, 2023 7:01 AM EST
Local Broadcast Time 7:01 AM EST
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Market DMA: 48 Louisville, KY
Language English

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Time Feb 10, 2023 6:35 AM EST
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Language English

can head to our website spectrum news 1 dot com. >> for details on how to apply. >> there's only one day left for the public to provide comments about the **kentucky** transportation cabinet. proposed improvements for the **i-71. 75 and i-275, interchange** between kenton and boone counties, graphics in the improvements are being shared with the public to a virtual open house that is available through the day today. the purpose of the open houses to gather public feedback before advancing with the proposed improvements to reduce congestion, improve travel, safety and promote better connectivity to access the virtual site. he



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Time Feb 10, 2023 6:01 AM EST
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Language English

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Time Feb 10, 2023 5:35 AM EST
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SPNLOU

11

Time Feb 10, 2023 5:01 AM EST
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Market DMA: 48 Louisville, KY
Language English

county to continue the transit authority's goal of converting diesel buses to electric. >> the **kentucky** transportation cabinet is taking public comments for the proposed improvements for the **i-71. 75 and i-275, interchange** area, the graphics and



Virtual Open House Closing Soon For Recommended I-71/75 and I-275 Improvements

12

Date Collected Feb 8, 2023 2:08 PM EST
Category Digital News
Source [EagleCountryOnline.com](https://www.75275interchange.org/)
Author Travis Thayer

Est. Audience 2,174
Est. Publicity Value USD \$53
Market Lawrenceburg, IN
Language English

The goal is to reduce congestion and improve travel safety at the **interchange**.

Photo via <https://www.75275interchange.org/>.

(Covington, Ky.) - The public is running out of time to provide comment on the **Kentucky** Transportation Cabinet's proposed improvements for the **I-71/75 and I-275 interchange**.

The **interchange** serves thousands of area residents, businesses and other commercial enterprises, and connects **I-275** with ... **I-75** and **I-71**.

Currently, the **interchange** carries more than twice the amount of vehicles per day than it was originally designed to manage, and traffic levels are expected to continue increasing as northern **Kentucky** grows.

Escalating traffic, along with challenging merges and highway entrances and exit patterns, have resulting in growing congestion and delays in the **interchange** area - therefore, additional capacity and roadway improvement are needed.

A virtual open house will remain open ... through Friday, February 10. The public can review the project and provide comment at www.75275interchange.org.

The goal of the proposed improvements is to reduce congestion, improve travel safety, and promote better connectivity at the **interchange** and surrounding area.

The KYTC has been studying possible alternatives to reduce congestion and delays for the past three years.

Currently, funding has been set aside in KYTC's Six-Year Highway Plan to fund overall right-of-way acquisition needs for the recommended alternative in 2026 and utility ...



Good Morning Cincinnati at 8am

 13

Time Jan 25, 2023 8:07 AM EST

Local Broadcast Time 8:07 AM EST

Category News

Call Sign WSTRDT (MNT)

Market DMA: 36 Cincinnati, OH

Language English

meteorologist paul poteet reporting live on good morning **cincinnati**. back to you, bob thank you paul! okay, let's take a breath. let's take a breath. let's get away from the snow in this rain in this. >>this issue we have on the roads this morning to talk about and different. kind of a traffic issue. new bridge next. the brent spence isn't the only major project in the works to help alleviate traffic. problems in northern **kentucky**. and if you travel from that side of the river to **cincinnati**, traffic engineers. want to hear from you on the ways they can improve your commute? local 12 christian hauser shows us where the biggest bottlenecks are happening and why? >>if you've driven through the **i-75** and **i-275 interchange** behind me here in northern **kentucky**. during rush hour. well, you already know that this area could be a crawl during those times. or even worse, what's because of several factors, including this **interchange**? not being designed to carry as many cars and trucks as it does. during those peak time or the **kentucky** transportation cabinet plans to fix and streamline it. and wants to hear from you to do so >>skyview 12 shows us the **interchange** it was designed more than 30 years ago. and for the most part, it works well, but it's time to start. looking at upgrading or changing it, here's a look at 1 of the issues, you have. 3 lanes of traffic all coming together from i to 75 eastbound. westbound and an exit ramp from **i-75** southbound is the approach donaldson road. as we drive through the area, some of the traffic tour left from 75. needs to merge over to the right lane to get off the donaldson exit? meanwhile, the traffic from 275 east and westbound needs to get over to the left. needs to get so it can eventually get on **i-75** southbound. >>were some ideas being thrown around is how to alleviate? >>some of the things you can pick it center would be a flyover. so that that so that when you get off your in here. you don't have to cross the light to cross with that traffic. >>the entrance ramp from donaldson **i-75**. northbound gives us an idea of what that could look like. it's an emerging against traffic trying to take to 75 the entrance. ramp goes under that exit ramp eliminating that conflict and helping traffic flow. better other ideas, including adding lanes and additional space for the merger. take place how this project will make this area safer for drivers? >>we attempt as best we can to eliminate all blind spots. so you know, you don't come up on something. if you're paying attention, he should know what to conditions area are. >>the **interchange** project is expected to be completed in the next 15 years or so. but you could start to see projects underway in the next 4 or 5 years. in early anger, i'm christian hauser now, if you drive through that area, you can share your concerns with the transportation cabinet. through february, 10th just had a local 12 dot com or get there quicker. on the local 12 news app, click



KYTC asks for public input on ways to improve I-75/I-275 interchange in Erlanger

 14

Date Collected Jan 24, 2023 6:35 PM EST

Category Digital News

Source WKRC

Est. Audience 42,388

Est. Publicity Value USD \$766

Market Cincinnati, OH

Language English

ERLANGER, Ky. (WKRC)- A companion bridge next to the Brent Spence bridge isn't the only major project in the works to help alleviate traffic problems in Northern **Kentucky**.

The **Kentucky** Transportation Cabinet is asking for . Chief District Engineer for KYTC District 6 Bob Yeager says the project is in the very early stages and it likely won't be completed until 15 years or so, but he says you could start to see smaller, ancillary projects underway in the next four to five years. ... The **interchange** needs updating because of several factors, including not being designed to carry as many vehicles as it does during rush hour traffic.

Yeager says it was designed more than 30 years ago and for the most part has worked well, but it's time to start looking at upgrading or changing it.

One of the ... issues is where traffic comes together from **I-275** eastbound, **I-275** westbound, and an exit ramp from **I-75** southbound as they all approach Donaldson Road.

The traffic from **I-75** needs to merge to the right to get off the Donaldson Road exit.

However, the traffic from **I-275** eastbound needs to merge to the left so it can eventually get onto **I-75** southbound.

It creates a conflict in the relatively short merging area approaching the ... some ideas being considered as to how to alleviate that traffic trouble.

"Some of the things being considered would be a 'flyover.' So, that when you get off here and you don't have to cross through that traffic and that makes it difficult," Yeager said.

The entrance ramp from Donaldson Road to **I-75** northbound gives an idea of the concept. Instead of merging against traffic trying get to **I-275**, the entrance ramp goes under the exit ramp. It eliminates the conflict and helps traffic flow better.

Yeager says other ideas include adding lanes and additional space for the merge ... will KYTC make this project and the area safer for drivers.

"We attempt as best we can to eliminate all blind spots. So, you don't come up on something. If you're paying attention, you should know what the conditions ahead of you are," Yeager said.

Yeager adds there are scholarships available for **Kentucky** students interested in engineering careers and to work on projects like these.



Local 12 News at 5

Time Jan 24, 2023 5:33 PM EST
Local Broadcast Time 5:33 PM EST
Category News
Call Sign WKRC (CBS)
Market DMA: 36 Cincinnati, OH
Language English

Est. National Audience 36,791
Est. National Publicity Value USD \$9,150
Est. Local Audience 36,791
Est. Local Publicity Value USD \$9,150



15

com are free. news apps or the newsong act or stir >>i knew bridge next. the brent spence isn't the only major project in the works to help alleviate traffic. problems in northern **kentucky** and you travel from that side of the river to **cincinnati**. traffic engineers want to hear from you on how they can improve your commute. well tells christian hauser shows us where the biggest bottleneck sar. ny >>if you've driven through the **I-75** and **I-275 interchange** behind me here in northern **kentucky**. during rush hour. well, you already know that this area could be a crawl during those times. or even worse, what's because of several factors, including this **interchange?** not being designed to carry as many cars and trucks as it does. during those peak time or the **kentucky** transportation cabinet plans to fix and streamline it. and wants to hear from you to do so skyview 12 shows us the **interchange** it was designed more than 30 years ago. and for the most part, it works well, but it's time to start. looking at upgrading or changing it, here's a look at 1 of the issues, you have. 3 lanes of traffic all coming together from i to 75 eastbound. westbound and an exit ramp from **i-75** southbound is the approach donaldson road. as we drive through the area, some of the traffic tour left from 75. needs to merge over to the right lane to get off the donaldson exit? meanwhile, the traffic from 275 east and westbound needs to get over to the left. so it can eventually get on **i-75** northbound. were some ideas being thrown around how to alleviate >>some of the things you can be kicked center would be a flyover. so that that so that when you get off your in here. you don't have to cross the light to cross with that traffic. >>the entrance ramp from donaldson **i-75**. northbound gives us an idea of what that could look like. it's an emerging against traffic trying to take to 75 the entrance. ramp goes under that exit ramp eliminating that conflict and helping traffic flow. better other ideas include adding lanes and additional space for the merger. take place this project will make the series series safer for drivers. we attempt as best we can to eliminate all blind spots. so you know, you don't come up on something. if you're paying attention, he should know what the conditions area are. >>the **interchange** project is expected to be completed in the next 15 years or so. but you could start to see projects underway in the next 4 or 5 years. in early anger, i'm christian hauser >>if you drive through the area, share your concerns with the transportation cabinet through february. 10th go to local 12 dot com or get it quicker at our local

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Appendix B: Notification Materials

Email Notices





Kentucky Transportation Cabinet • District 6

FOR IMMEDIATE RELEASE

Contacts:

Laura Whitman
513-600-2294 (cell)
Info@75275Interchange.org

James Heatherly
859-341-2700 (office)
859-620-0112 (cell)
James.Heatherly@ky.gov



75275INTERCHANGE

Virtual Public Open House Highlights Recommended Improvements for the I-75/I-275 Interchange Area

***KYTC invites public review of proposed improvements to
reduce traffic congestion, improve safety***

COVINGTON, Ky. (Jan. 10, 2023) – After completing a comprehensive study of options, the Kentucky Transportation Cabinet (KYTC) has identified a Recommended Alternative for reducing congestion, improving travel safety and promoting better connectivity at the I-71/75 and I-275 interchange and in its near vicinity.

Earlier today, KYTC launched a virtual, 30-day public open house at [75275Interchange.org](https://www.75275Interchange.org) to share its recommendations and gather public feedback:

I-75/I-275 Interchange Improvements Virtual Public Open House

January 10, 2023 – February 10, 2023

[75275Interchange.org](https://www.75275Interchange.org)

The I-71/75 and I-275 interchange is critical to the flow of traffic throughout Northern Kentucky and to those who live and work nearby. Currently, it's carrying more than twice the level of traffic it was originally designed to handle. That, coupled with traffic merging to and from KY 236 (Donaldson Highway/Commonwealth Avenue), Turfway Road, Buttermilk Pike and other major roads, has resulted in increased congestion and travel delays. As Northern Kentucky continues to experience rapid growth, particularly within Boone County and in areas near the Cincinnati-Northern Kentucky International Airport (CVG), these problems will worsen unless improvements are made.

"We've developed and evaluated quite a number of improvement options," said Mike Bezold, the I-75/I-275 Interchange Scoping Study project manager for KYTC. "To select a Recommended Alternative, we focused on which options have the potential to make the greatest impact for improving traffic flow and travel safety, are most reasonable in terms of constructability and affordability, and minimized impacts on the areas located in near proximity to the highway and its entry and exit points. We've determined that the Recommended Alternative achieves these objectives."

Recommended Improvements

The Recommended Alternative is a series of improvements centered on the central I-71/75 and I-275 interchange and several other nearby interchanges: I-71/75 and Turfway Road, I-71/75 and KY 236 (Donaldson Highway/Commonwealth Avenue), I-71/75 and Buttermilk Pike, and I-275 and Mineola Pike. Proposed improvements include:

- Adding more travel lanes on mainline I-71/75 to improve traffic flow
- Providing dedicated access ramps from I-275 to I-71/75 and to KY 236 to reduce the need for traffic entering the highway system to weave between traffic that is leaving the highway
- Changing I-71/75 interchanges with KY 236 and Buttermilk Pike and the I-275/Mineola Pike interchange to Double-Crossover Diamond (DCD) configurations to improve traffic flow and travel safety

DCDs use clearly defined curbs, signs, pavement markings and state-of-the-art signals to move drivers briefly to the left side of an overpass at a highway interchange then back to the right side of the road once beyond the bridge (hence the "double crossover" name). This travel pattern is inherently safer because it eliminates left turns across oncoming traffic – a scenario that lends itself to often-deadly T-bone incidents – and instead allows for free-flow left turns onto the highway. It also eliminates the need for a stoplight. This provides more green time for non-turning traffic. Conflict points are reduced, keeping drivers safer, and traffic can move through the interchange much more efficiently. DCDs are quicker and less expensive to build than many other interchange alternatives.

“Here in Northern Kentucky, we already have a DCD at the I-275/Graves Road interchange in Hebron and traffic is flowing very well there,” said Bezold. “We are in the process of completing another DCD at the I-71/75 and Mt. Zion Road interchange in Florence. Once we are finished with construction and complete adjustments to traffic light timing, traffic will be flowing much better there as well.”

The Recommended Alternative also proposes to provide a new, direct connection to Turfway Road from I-71/75. Turfway would become a one-way, northbound street for several blocks, and Thoroughbred Boulevard would be changed to a complementary, one-way, southbound street. The result would be more direct access from the highway to businesses on Turfway Road and to St. Elizabeth Hospital, as well as to Aero Parkway and the Amazon distribution center on the south side of CVG.

The Virtual Open House

Using a website-like narrative, the virtual open house goes into more detail about each of the proposed changes and provides graphics illustrating how the proposed new interchange configurations and travel patterns would work. Questions embedded throughout the discussion will provide opportunity for the public to provide their input.

Accessible through the project website, 75275Interchange.org, the virtual open house will remain open 24/7 for 30 days until Feb. 10, 2023, for public review and comment. Visitors can revisit the site as often as they need using a computer, tablet or smartphone.

Anyone without internet access, or who needs printed materials or interpretation or translation services, or other reasonable accommodations to participate in the virtual Open House, should contact Sharon James at Sharon.James@ky.gov or (859) 866-8548.

###



Kentucky Transportation Cabinet • District 6

FOR IMMEDIATE RELEASE

Contacts: Laura Whitman
513-600-2294 (cell)
Info@75275Interchange.org

James Heatherly
859-341-2700 (office)
859-620-0112 (cell)
James.Heatherly@ky.gov



Virtual Open House Closing Soon For Recommended I-71/75 and I-275 Improvements

*Public can review, provide comment on proposed
improvements through Friday, Feb. 10*

COVINGTON, Ky. (Feb. 8, 2023) – The public has just a few days left to provide comment on the Kentucky Transportation Cabinet’s proposed improvements for the I-71/75 and I-275 interchange and near vicinity. Graphics and a discussion of the proposed improvements are currently being shared with the public through a virtual Open House, accessible through [75275Interchange.org](https://www.75275Interchange.org). The Open House will remain open 24/7 through this Friday, February 10, 2023.

The goal of the proposed improvements is to reduce congestion, improve travel safety, and promote better connectivity at the I-71/75 and I-275 interchange and in the surrounding area. The purpose of the Open House is to gather public feedback before making a decision about advancing the recommended improvements to the next phase of development:

The I-71/75 and I-275 interchange is critical to the flow of traffic throughout Northern Kentucky, and to those who live and work nearby. Currently, it's carrying more than twice the level of traffic it was originally designed to handle. That, coupled with traffic merging to and from KY 236 (Donaldson Highway/Commonwealth Avenue), Turfway Road, Buttermilk Pike, and other major roads, has resulted in increasing amounts of congestion and travel delays. As Northern Kentucky continues to experience rapid growth, particularly within Boone County and in areas near the Cincinnati-Northern Kentucky International Airport (CVG), these problems will worsen unless improvements are made.

Using a website-like narrative, the virtual Open House shares details about each of the proposed changes and provides graphics illustrating how new interchange configurations and travel patterns would work. Visitors can revisit the site as often as they need using a computer, tablet or smartphone. Comments can be submitted by answering questions embedded throughout the online material, or by contacting Mike Bezold, TEBM Project Manager, by email, mail, or phone:

Email: Mike.Bezold@ky.gov

Mail: KTYC District 6 | 421 Buttermilk Pike | Covington, KY 41017

Phone: (859) 341-2700

Anyone without internet access, or who needs printed materials, interpretation or translation services, or other reasonable accommodations to participate in the virtual Open House, should contact Sharon James at Sharon.James@ky.gov or (859) 866-8548.

###

Appendix B: Notification Materials

Social Media Posts



I-71/75 & I-275 Interchange Social Media Summary for Rasor



Nearly 2,000 people participated in our 2019 survey about the issues and problems experienced when traveling through the I-71/75 and I-275 interchange area. Using responses received and the results of recently completed technical studies, we've developed proposed improvements to reduce congestion and make travel in the area easier and safer. We invite your review and input at our Virtual Open House. Visit anytime between now and Feb. 10.

www.75275interchange.org

Posted on Tuesday, Jan. 10 at 11:02 a.m.

Reception

Tagged:

- Boone County Kentucky - Government
- Kenton County – Government
- Driving NKY Progress
- City of Florence, KY - Mayor's Office
- Erlanger, KY Gov
- Fort Mitchell Gov

Facebook: 6 reactions, 1 comment, 18 shares

Twitter: 3 retweets, 1,734 views



Proposed improvements developed for the I-71/75 and I-275 interchange include adding lanes for north/south travel on the highway. This, combined with other proposed changes, will help reduce congestion and make travel through the area easier and safer. For more, visit our Virtual Open House at www.75275interchange.org Comments can be submitted through Feb. 10.

Posted on Friday, Jan. 13 at 8:07 a.m.

Reception

Tagged:

- Boone County Kentucky - Government
- Kenton County – Government
- Driving NKY Progress
- City of Florence, KY - Mayor's Office
- Erlanger, KY Gov
- Fort Mitchell Gov

Facebook: 25 reactions, 42 comments, 42 shares

Twitter: 4 retweets, 9 likes, 2,776 views



Last week we launched a Virtual Open House to share proposed improvements to the I-71/75 and I-275 interchange as well as exits to Buttermilk Pike, Erlanger, Turfway Road, and Mineola Pike. Before we make final decisions about moving these improvements forward in the development process, we're inviting public review and input. To see the proposals and share your thoughts, visit our Virtual Open House at www.75275interchange.org

Posted on Wednesday, Jan. 18 at 7:47 a.m.

Reception

Tagged:

- Boone County Kentucky - Government
- Kenton County – Government
- Driving NKY Progress
- City of Florence, KY - Mayor's Office
- Erlanger, KY Gov
- Fort Mitchell Gov

Facebook: 3 reactions, 1 comment, 33 shares

Twitter: 8 retweets, 6 likes, 1,948 views



As part of improvements being proposed for the I-71/75 and I-275 interchange area, we are also considering improvements that will make getting on and off the highway easier and safer at the Erlanger exit to KY 236/Donaldson/Commonwealth (Exit 184). To learn more, visit our Virtual Open House at www.75275interchange.org any time between now and Feb. 10.

Posted on Friday, Jan. 20 at 12:28 p.m.

Reception

Tagged:

- Boone County Kentucky - Government
- Kenton County – Government
- Driving NKY Progress
- City of Florence, KY - Mayor's Office
- Erlanger, KY Gov
- Fort Mitchell Gov

Facebook: 162 reactions, 87 comments, 164 shares

Twitter: 3 retweets, 10 likes, 1,725 views



We're excited to share improvements proposed for exits near the I-71/75 and I-275 interchange – Turfway Road, Erlanger, Buttermilk Pike, and Mineola Pike – as well as the central interchange itself. Our goal is to reduce congestion and make travel through the area easier and safer. Learn more by participating in our Virtual Open House, open now through Feb. 10.

www.75275interchange.org

Posted on Friday, Jan. 27 at 12:53 p.m.

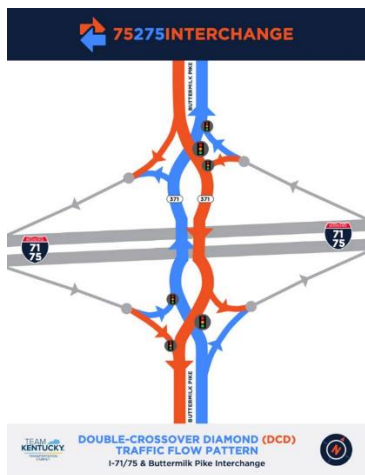
Reception

Tagged:

- Boone County Kentucky - Government
- Kenton County – Government
- Driving NKY Progress
- City of Florence, KY - Mayor's Office
- Erlanger, KY Gov
- Fort Mitchell Gov

Facebook: 95 reactions, 47 comments, 136 shares

Twitter: 3 retweets, 4 likes, 660 views



Recommendations for reducing congestion and making travel easier and safer around the I-71/75 and I-275 interchange include changing the Buttermilk Pike exit to a Double-Crossover Diamond (DCD) configuration. DCDs are becoming more common across the nation because they improve traffic flow and driver safety. Find out more about DCDs and other proposed improvements at our Virtual Open House, open now through Feb. 10!

www.75275interchange.org

Posted on Wednesday, Feb. 1 at 1:20 p.m.

Reception

Tagged:

- Kenton County – Government
- Driving NKY Progress
- City of Fort Mitchell

Facebook: 37 reactions, 64 comments, 41 shares

Twitter: 6 retweets, 8 likes, 1,324 views



Our Virtual Open House for the I-71/75 and I-275 interchange is wrapping up. But, you still have a few days left to stop by, review proposed improvements, and tell us what you think. Go to www.75275interchange.org/ to participate. Comments to be considered for this phase of development should be submitted by Feb. 10 through the open house.



Today's the last day of the I-71/75 and I-275 interchange Virtual Open House. If you haven't done so already, be sure to stop by to see our recommendations for reducing congestion and making travel in the area easier and safer. Public input received will be used to refine improvement plans. All comments need to be submitted through the open house by the end of today for consideration.
www.75275interchange.org

Posted on Monday, Feb. 6 at 2:00 p.m.

Reception

Tagged:

- Boone County Kentucky - Government
- Kenton County – Government
- Driving NKY Progress
- City of Florence, KY - Mayor's Office
- Erlanger, KY Gov
- Fort Mitchell Gov

Facebook: 3 reactions, 1 comment, 2 shares

Twitter: 3 retweets, 2 likes, 613 views

Will be posted on Friday, Feb. 10 at 12:00 p.m.

Reception

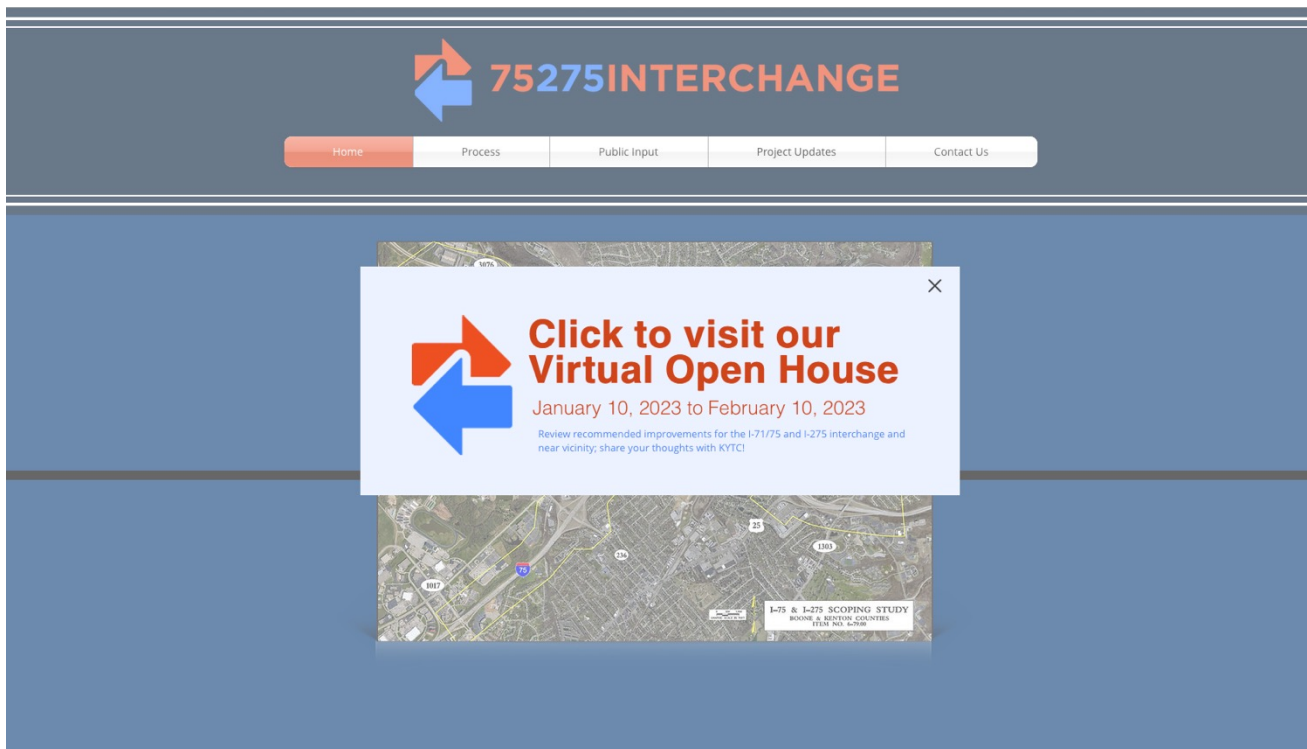
Tagged:

- Boone County Kentucky - Government
- Kenton County – Government
- Driving NKY Progress
- City of Florence, KY - Mayor's Office
- Erlanger, KY Gov
- Fort Mitchell Gov

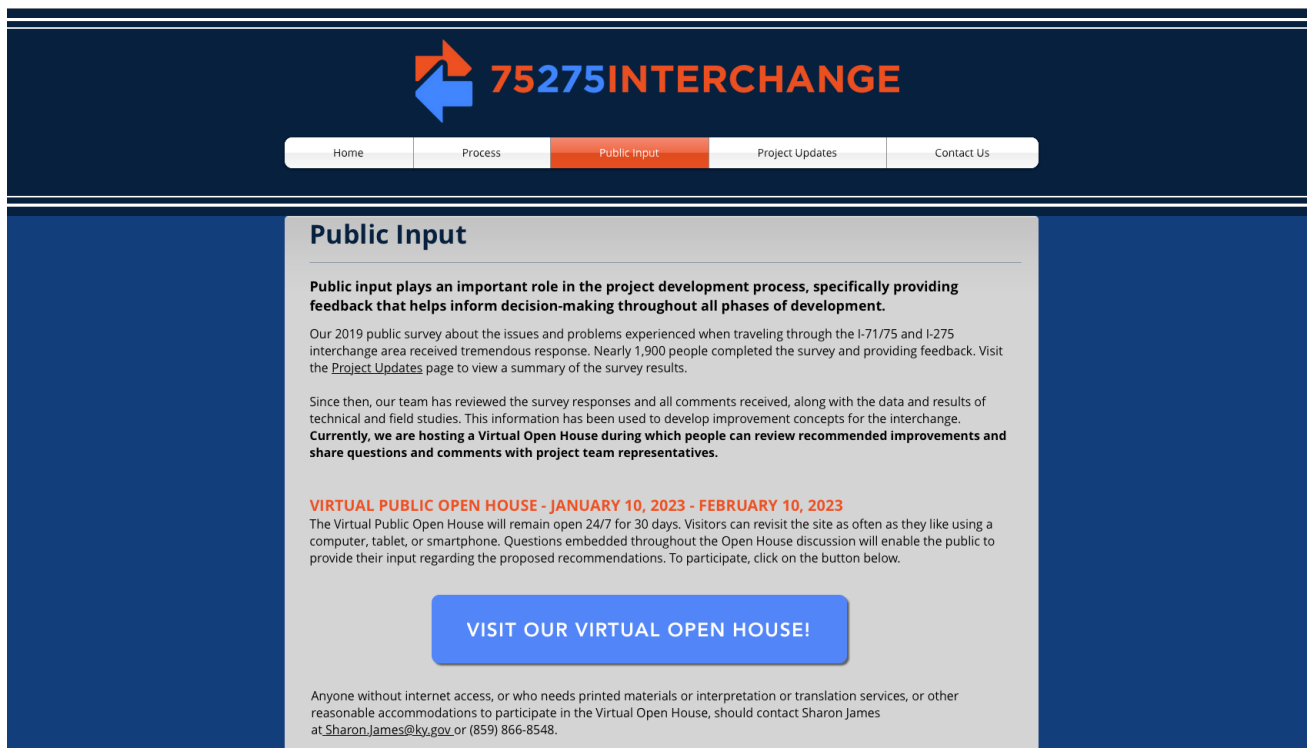
Appendix B: Notification Materials

Website Postings





Pop-up box on the 75275Interchange.org homepage



Access button posted on the Public Input page of 75275Interchange.org.

Appendix C: Comments Received

All Comments Submitted on the Virtual Open House Site

Responses to Comments Received

Appendix C: Comments Received

All Comments Submitted on the Virtual Open House Site



Following is a documentation of all comments open response comments received for each question in the KYTC 75/275 Interchange Scoping Study Virtual Open House survey.

Question 1 Where Do You Live?

Zip Code	Count
41017	110
41042	65
41091	57
41048	56
41018	53
41005	47
41051	28
41015	26
41094	23
41011	22
41076	10
41001	9
41035	9
41075	6
41092	4
47025	4
41030	3
41043	3
40204	2
41063	2
41073	2
45153	2
45157	2
45208	2
45238	2
45255	2
30144	1
40014	1
40162	1
40203	1
40205	1
40299	1
40383	1
41002	1
41003	1

Zip Code	Count
41008	1
41014	1
41016	1
41033	1
41041	1
41052	1
41071	1
41074	1
41080	1
41083	1
41097	1
42701	1
45066	1
45102	1
45140	1
45150	1
45209	1
45211	1
45230	1
45237	1
45239	1
45242	1
45503	1
46350	1
47018	1
47031	1
73170	1

Question 2

Where Do You Work?

Zip Code	Count
41017	83
41042	79
41018	65
45202	41
41048	36
41011	26
41005	16
41051	12

41091	9
41094	9
41015	8
45229	6
41071	5
41075	5
45219	5
45242	5
41001	4
41076	4
45206	4
41073	3
45103	3
45208	3
45212	3
45224	3
45227	3
45236	3
45238	3
45255	3
40324	2
41035	2
41043	2
41063	2
41072	2
41099	2
45030	2
45204	2
45245	2
47001	2
30144	1
40118	1
40202	1
40203	1
40206	1
40223	1
40243	1
40342	1
40509	1
40536	1
40601	1
41003	1

41014	1
41016	1
41022	1
41025	1
41045	1
41056	1
41085	1
41092	1
41095	1
41097	1
41314	1
45005	1
45014	1
45040	1
45056	1
45140	1
45201	1
45205	1
45207	1
45209	1
45213	1
45214	1
45220	1
45231	1
45232	1
45233	1
45237	1
45241	1
45244	1
45249	1
45266	1
45292	1
45402	1
45502	1
46350	1
47025	1
48018	1

Question 3

What is your interest in the improvements proposed for the I-71/75 and I-275 interchange?

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

Comment	Upvotes	Tags
1. Family live in area	0	Visiting
2. Civil Egeineering Firm	0	Misc
3. Ex KYTC employee interested in this much needed improvement	0	Misc
4. Living in Hebron you must use this interchange to go anywhere in Kentucky, or the Cincinnati area.	0	Misc
5. I travel to the area to visit my son's family	0	Visiting
6. Connection to Airport	0	Passing through
7. Im a Kentuckian	0	Misc
8. Drive to church; drive back to OH to visit family	0	Church, Passing through
9. Regular passage through the area to shop, to use the airport, to dine at establishments in the area.	0	Passing through, Shopping
10. Use to shop in the area (primarily southbound). Pass through on way to/from airport. Use north and south to patronize dining establishments	0	Passing through, Shopping
11. Kids go to school thru here	0	School
12. Gym in the area	0	Passing through
13. I assist in regional goods movement in the OKI region. Safety and congestion at this interchange are serious issues.	0	Misc
14. My children drive in the area for work and college.	0	School
15. I travel to appointments this way.	0	Visiting
16. I have doctors in the area	0	Visiting

Comment	Upvotes	Tags
17. Traveling through to get to Louisville/Lexington	0	Passing through
18. church and college	0	School, Church
19. Travel to Reds games, Bengals games, NKU games as well as visit the airport	0	Passing through
20. Family in the area	0	Visiting
21. Firefighter who uses turkey foot exit to transport patients to the hospital	0	Driver
22. Visit with family and friends weekly	0	Visiting
23. Truck Driver	0	Driver
24. Childcare in 41011	0	School
25. My Doctors are in that area.	0	Visiting
26. I drive this everyday and it's so dangerous	0	Misc
27. School	0	School
28. Family	0	Visiting
29. My girls go to school in the area	0	School
30. Visit friends in the area	0	Visiting
31. My daughter goes that way to and from school.	0	School
32. uber driver	0	Driver
33. Elderly Parents live in area	0	Visiting
34. Latonia American Legion Commander	0	Misc
35. I care for others in the area	0	Visiting
36. My family lives in the area. I also have to travel through the area to get to my daughter's sports.	0	Visiting, Passing through
37. Visit doctors in the area	0	Visiting
38. I visit family often in the area	0	Visiting
39. I travel through the area daily getting from place to place since Hebron offers little in the way of amenities	0	Passing through

Question 4

How often do you travel through the interchange area?

No option for open response was provided for this question.

Question 5

Do you agree with the purpose statement prepared for the project, as outlined above?

No option for open response was provided for this question.

Question 6

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).

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

Comment	Upvotes	Tags
1. .	0	Misc
2. I live off Turfway but frequently exit I-75 south onto Commonwealth as it's a more direct route to my house than the existing I-75 south dump onto Houston Rd.	0	Misc
3. Don't line having impeded southbound access on turfway from Aero to the opposite side of the highway towards Dixie	0	Misc
4. The one way couplets will make travel in that are more difficult. These changes appear to more for Amazon's benefit for transfer of their trucks, than for those living, working, and shopping in the area.	2	Confusing, Misc
5. When I get off at Turfway Road - I am doing so to get to places on Houston. There isn't anything on Turfway that I typically want to go to.	0	Misc
6. The Turfway/I-71/75 intersection is a constant issue with confusion and indecisive drivers. It is a point of confusion that could easily be corrected at this point. Smooth free flow from Huston to I-71/75, From Turfway I-71/75 North and South is critical to relieve congestion around an already over travelled and	1	Confusion, Business impact, Misc,

Comment	Upvotes	Tags
congested roadway and area in general. The Hospital and existing businesses need attention and consideration.		Hospital impacts
7. Tacos	0	Misc
8. The plan is ok but I prefer you focus on 275E merger from I75N as there are too many accidents and congestion	0	Misc
9. This is entirely too much change..	1	Misc
10. Worst idea ever for the connector to 75 S from I275.	1	Misc
11. Too many businesses dictate planning. The number of people not using these businesses is 10 times those using these businesses. I am a native Kentuckian who served on planning boards in another state. We had a master plan where transportation dictated where businesses could occur, not trying to make transportation conform to businesses.	0	Misc
12. North bound access needs improved	0	Suggestion
13. Maybe connect the Hilton and other business with Thoroughbred Blvd.	0	Suggestion
14. the Erlanger SB exits need to be removed completely.	0	Suggestion
15. 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.	0	Suggestion
16. Provide another entrance to Cracker Barrel from both directions. Otherwise it's a no go	0	Business impact, Suggestion
17. 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	0	Suggestion
18. Need to focus more on fixing the turfway to north 75 merge instead of adding another merge to make it worse	0	Suggestion
19. 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.	0	Suggestion
20. 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	0	Needs response
21. How will you access the businesses on Turfway across from the hospital if traveling south from Aero Parkway?	1	Question
22. Changing turfway to a one way. How are people supposed to access burlington pike from turfway?	2	Question

Comment	Upvotes	Tags
23. 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 lots around Houston Rd, which are too small to handle a traffic increase.	4	Confusing, Question, Hospital impacts
24. How will this affect access to the businesses? For instance, if you are on Houston Rd how would you get to Cracker Barrell? Would you have to get on the highway, head north, turn around at Donaldson, and then head back south?	1	Business impact, Question
25. 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?)	4	Business impact, Confusing, Question, Jug handle
26. One way traffic is not ideal for many of the businesses on that section of the road, and how will it impact hospital access?	1	Question, Business impact, Hospital impacts
27. 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.	1	Question, Local access
28. 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 Thoroghbred?	0	Business impact, Question, Cost
29. The couplet sounds efficient and safer than our current reality	0	Support
30. I don't think making all of Thoroughbred Blvd. one way between Turfway and Houston Roads would be necessary or feasible with the amount of traffic going to Sam's Club and the businesses along Thoroughbred Blvd. It would create unnecessary traffic on an already congested Turfway Road just to double back to Spiral Blvd.	0	Unnecessary, Business impact
31. I dislike one ways and in this case I disagree even more. Leave the one way part out of the equation. Being able to turn left at the end of the proposed exit ramp to go towards Dixie HWY would be a nice addition.	0	No one-way
32. I live in Erlanger and take Turfway going under 71/75 to get to Houston road. I'm concerned about how this would effect local traffic and access to businesses here, including the hospital.	3	Business impact, Local

Comment	Upvotes	Tags
		access, Hospital impacts
33. n/a	0	No response
34. I don't think these roads should become one way as it destroys businesses by hindering access to parking lots, adding driving times, and increasing car speeds making it dangerous.	2	Business impact, Speed
35. The couplet idea seems dubious, especially for the already-isolated "island" with Hampton, Hilton, Cracker Barrel and Rafferty's. Even worse for pedestrians, cyclists and anyone wanting to use TANK. One -way couplets tend to affect traffic for blocks in every direction and most of the existing options are radials around specific shopping center cores, all of which connect back to Houston Rd. Pedestrians and cyclists in this area are already doomed and this will eliminate any safe options for them.	18	Business impact, Multi-modal impact
36. One way couplets are terrible for residents and businesses. Many that were done in the 60s are being converted back to two way.	4	No one-way
37. I do not like the couplet idea	2	No one-way
38. I think isolating Cracker Barrel, Hotels and Raffertys is a bad idea with the one ways and discourage business.	34	Business impact
39. Not sure yet	0	Not sure
40. Changing to one-way on Turfway would negatively impact the businesses and hotels that have direct access from Turfway (Rafferty's, Cracker Barrel, Hilton, etc). It would be much more difficult for people traveling through the area to find those particular businesses if they were coming from Houston Rd.	23	Business impact
41. I feel that some of these changes will complicate the flow of traffic and plunge everything into chaos. I avoid downtown Cincinnati because of weird/non-standard traffic flows	3	Confusing
42. The real bottle neck is where I275 into I75s meets at Erlanger exit and then into Turfway. There is way too much happening at that junction with 275 merging to 75S, and 75s getting off at Erlanger exit	46	Not the problem
43. Don't make turfway one way and further restrict traffic!!	3	No one-way
44. This makes a lot of sense.. I use the southbound way to move from this area back down to the rte 42 Union Florence exit when I want to go home from the Houston Road retail area.	0	Support
45. I like the direct access to I71/75 north from Thoroughbred. Not sure worth losing current access to this road from south 71/75.	0	Not sure
46. I believe making it a one way couplet will make traffic much more complicated and lead to more accidents in the area. It would also make businesses on those strips more difficult to access by only having one way of travel to get there.	0	Confusing, Business impact

Comment	Upvotes	Tags
47. I don't like the impact that a one-way would have on the restaurants and businesses. I also believe one-way can cause confusion with out of town drivers, which that area would have a high amount of with hospitals, Turfway Park, hotels, etc.	2	Business impact
48. stop with the one way stuff.	4	No one-way
49. Access to certain businesses would be difficult. People will find other convenient places. Access to Aldi is already a mess after Sam Boulevard work.	0	Business impact
50. One way pattern negatively affects access to business and the hospital from Southbound 1017. Only moves the wrap around currently needed from existing configuration, does not eliminate it.	0	Business impact, Move problem, Hospital impacts
51. I feel that residential and commercial traffic coming from Erlanger is going to become complicated with these changes and would potentially hinder the hospital and businesses that are there.	2	Business impact, Hospital impacts
52. Limiting access on Turfway Rd (one way) will have a negative effect on the businesses and hotels in the area as well as hamper access to the hospital. In reference to the hospital, minutes count.	5	Business impact, Hospital impacts
53. A	0	No response
54. Businesses on Turfway Rd would be highly impacted and I feel make things worse. Please don't make these roads one way.	4	Business impact, No one-way
55. Changing Turfway Rd to ow is going to be bad for the businesses and hotels on that part of road	1	Business impact
56. The one-way road patterns provide easier entry and exit from the hotel and restaurants. The biggest benefit I see to this plan is the reduction of the light cycles at the intersections from four cycles to three. That might not sound like a big deal to the uninitiated but that will make traffic flow must smoother and faster at both intersections.	3	Pro one-way
57. Having Turfway as One Way will hurt the already struggling business and hotels in that area	3	Business impact

Comment	Upvotes	Tags
58. I feel like changing Turfway Road to be exclusively one way will greatly impact the area around the hospital, as well as businesses and local residents who might otherwise have to take a different way home from Houston Rd/71/75.	1	Business impact, Local access, Hospital impacts
59. I am concerned that turning turfway into a one way near a very busy hospital could become troublesome for people in emergency situations.	0	Hospital impacts
60. Cracker Barrel, Hilton and Raffertys are already on an island. One way roads would make getting around that area even worse than it is now.	1	Business impact
61. Nothing good ever comes from changing o one way !	1	No one-way
62. You have had three lanes on Houston that you couldn't seem to ever get working, I don't trust you with making this big of a change	1	Fatigue
63. Useless diversion of traffic, also hurting businesses.	1	Business impact
64. The 275 interchange in Erlanger was just rebuilt 5 years ago. Why didn't all these changes happen then? During that 18 month of lane closures and endless traffic delays? How much did that bad idea cost? Only to do it all over again a few years later? A bunch of morons...	4	Fatigue
65. Much needed way overdue. High traffic areas with not enough space. I personally see daily accidents/incidents. Alexandria KY 27 is a MAJOR issue as well	0	Support
66. I don't think you should make Thoroughbred and Turfway one way. You force all the people coming coming down Aero parkway towards Houston to to go to Target, o'Charlie's, Ford's garage and even the hospital to have to loop around Thoroughbred to Houston and then onto Turfway to get to any of these establishments, creating more congestion at intersections where large numbers of people have to make left hand turns.	3	No one-way, Business impact, Hospital impacts
67. L	0	No response
68. Don't like the one way Turfway as it necessitates changes to the existing roads in shops, hotels. Also extra driving negotiate the ramps, streets to get to businesses.	1	Business impact, Confusing
69. There's a hospital there. People need to travel both directions without sitting through lights and intersections.	1	Hospital impacts
70. The real issue area is at the Erlanger collector area not at Turfway. Agree with other comments about impact on business if one way.	3	Not the problem, Business impact

Comment	Upvotes	Tags
71. Having one way roads makes its more confusing. The "Jug handle" on US 42 was the worst planning of an intersection I've seen..	1	Confusing, Jug handle
72. 1 way couplet will cause a lot of confusion and decrease access to businesses on turfway	1	Confusion, Business impact
73. Fire whoever came up with this idea. Hire some competent people. Realize the problem is further north of Turfway...then try again.	1	Not the problem
74. I do not like the one-way couplet idea. Florence traffic volumes don't necessitate 4 - 6 lanes of one-way travel, nor do I ever want to see it.	1	Unnecessary
75. Making Turfway Rd one-way would hinder access to the St. Elizabeth Hospital complex. Turfway southbound towards I-75 is very important to those traveling from the west side of town to St. Elizabeth.	1	75N to 275, Hospital impacts
76. 275 coming into 175 South is the issue for Erlanger and Turfway exit	1	Not the problem
77. One way roads tend to encourage greater speeds.	0	Speed
78. I feel that one way will be unnecessary for 75% of the day, maybe be only useful during rush hour or Christmas time.	0	Unnecessary
79. This makes hospital access and access to the businesses along those one ways way too restricted.	1	Business impact, Hospital impacts
80. The one-way access is going to make it harder to get to businesses	1	Business impact
81. A waste of money, confusion, impact to property owners to reconfigure one-way traffic on those roads	0	Confusing, Business impact, Waste of money
82. The one way option has the potential to be devastating to the local businesses i the area. I also worry about how this will impact emergency response to St E.	1	Business impact, Hospital impacts

Comment	Upvotes	Tags
83. I agree that there needs to be direct access to Turfway from southbound and a better way to enter northbound from Houston. I do not like the idea of making it a one-way loop, as that extends quite far down Turfway and will make it much more difficult to get to businesses inside that corridor.	1	Business impact, No one-way
84. .	0	N/A
85. The one way couple to be detrimental to businesses between the roads.	1	Business impact
86. You're adding more merging requirements to an already problematic merge from Turfway to I75 North. People already have to cross two lanes to avoid the Commonwealth and 275 exits and people don't know how to do this very well in the first place. Now you're adding a third lane of traffic to this problem. It won't work and will create more backups than it already does.	1	Confusing
87. Everything else seems fine, I would just make sure to remove the issue where there is a bottleneck from 275 to 71/75 S. I don't think making Turfway a one way is a good idea	0	Fix weaving, No one-way
88. Na	0	N/A
89. Isolating hospital, businesses and neighborhoods. I'm not sure this is the biggest issue. Waiting to see proposal to Erlanger exits.	0	Business impact, Local access, Hospital impacts
90. Disagree with making Turfway one way.	0	No one-way
91. Very complicated	1	Confusing
92. Houston Road is already a nightmare to travel, now you are diverting everyone in one direction off south one way on Turfway? Forcing a left turn...how many lanes will that turn be? Because the two there now (at Turf and Houston) is a nightmare. You will need four turn lanes to make it control any traffic. What is the impact to business that are on the one way road?	1	Business impact, More turn lanes
93. There is only one turn lane onto thoroughbred from a one way Turfway Road- do the people designing these ever drive at rush hour? It would become one way and LOSE a turn lane like we have now at Houston? That's silly	1	More turn lanes
94. I think more needs to be done to where 275 runs into 71 south where Donaldson is. You shouldn't have those as exit only lanes and have to move over several lanes. It's very dangerous	1	Fix weaving
95. I can't agree enough with this comment: The real bottle neck is where i275 into I75s meets at Erlanger exit and then into Turfway. There is way too much happening at that junction with 275 merging to 75S, and 75s getting off at Erlanger exit	1	Not the problem

Comment	Upvotes	Tags
96. Not fair to the businesses that have been there for years. Need a direct exit to the hospital	1	Business impact, Hospital impacts
97. Scheduling is my concern.... Make sure work on the project is 24/7/365 until finished..... Weather permitting.....	0	Schedule
98. Currently now if you are traveling from Houston Road to enter St. Elizabeth Florence you need to turn left off Turfway into The hospital complex. This would completely disrupt the large amount of traffic that goes to St. E's every day. Tis would also disrupt traffic to all the restaurants along Turfway and Hampton Inn.	1	Business impact, Hospital impacts
99. You are cutting off businesses when you make roads one way.	1	Business impact
100. The real issue is the collector from 275 to 75 south and the exit from 75 to 236. Travelers on the right want to be on the left and travelers on the left want to be on the right. This leads everyone to jockey for position which causes delays and and accidents.	1	Not the problem
101. I don't like idea of thoroughbred being turned one way. I regularly travel the opposite direction on that road. That would cause a huge inconvenience for my family and I.	0	No one-way
102. I think changing section of turfway to one way will be inconvenient & possibly confusing. It looks like extra travel time if driver needs to get to Dixie hwy from this area (which I often do). The best solutions are often the most simple.	0	Confusing
103. One way roads suck. We must travel further to get to a location on the one way road.	0	No one-way

Question 7

Have you ever driven through a DCD interchange?

No option for open response was provided for this question.

Question 8

Do you agree with changing the I-71/75 and KY 236 interchange to a DCD configuration? If you said Disagree or Strongly Disagree, why?

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

Comment	Upvotes	Tags
1. I am fairly certain that the people who push for these double diamonds and similar "wrong side" solutions have never watched the resulting traffic patterns after doing so. Lots of very confused people.	0	Confusing
2. there is not enough space	0	Space
3. It's taken SO long for Mt Zion to be finished.	0	Mt. Zion
4. DCDs are extremely confusing and difficult to navigate especially when unfamiliar with the area. I will be very interested to see if there is an increase in accidents.	0	Confusing
5. The location of traffic lights on existing DCDs in the area does not increase traffic flow at all	0	No improvement
6. It is awful at Mt Zion, the curves are too sharp and it takes much longer to get through the intersection.	0	Mt. Zion
7. Drivers get overwhelmed and make mistakes	0	Confusing
8. A Dcd seems vastly over compensating.	0	Not necessary
9. So this is the latest fad that civil engineers are touting as the solution to all our problems lol	0	Misc
10. Students in Erlanger School district. The DCD seems for be efficient for vehicles and could make them go even more quickly up to the intersection of Commonwealth and Baker St. There have already been SO MANY pedestrian incidents.	0	Ped safety

Question 9

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.

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

Comment	Upvotes	Tags
1. Regarding the DCD - the traffic light timing needs to be reviewed thoroughly. The ones at Graves Road are not efficiently timed with the the semi traffic in that area. I assume semi traffic will be a concern here as well so PLEASE review the timing (have actual live simulations if needed) because those trucks do not take off from a stand still easily. Often times at Graves, only one semi makes it through the cross flow light.	2	DCD operations
2. I live by the DCD in hebron, it is efficient and safer. The current 275/71/75 interchange is a disaster and extremely dangerous. Our realtor warned us about it when showing us houses in the area so my family has always been careful there, cross state travelers have no way of knowing how dangerous that interchange is, they have no warning. Literally any repair or change is worth trying at this point. Honestly even just putting up safety warning signs asking people to stay alert on the several ramps might help.	0	Support
3. I haven't seen issues with exiting and entering the highway here and travel through here daily.	5	Not sure of benefit
4. 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	Needs response
5. 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.	0	Suggestion
6. This project is going to cost hundreds of millions of dollars and never pay for itself.	1	Cost
7. I'm not clear how this is going to help traffic flow on Commonwealth. we already have stop lights and turn lanes. Your video would have been better to be a true representation rather than aerial shots of other places.	0	Not sure of benefit
8. The double crossover is not needed,just change the ramps	1	Not needed
9. I only use i-75 south to 236 West, and 236 East to i-75 North ramps. I don't normally have any problems with traffic.	0	Not sure of benefit
10. The delays are not getting off on Donaldson/Commonwealth. Once in the exit lanes traffic moves easily. The delays are due to not enough through lanes.	8	Not sure of benefit
11. More travel lanes will not fix congestion. The concept of induced demand means the traffic will come back, if not worse, within a few years of widening a highway.	0	Misc
12. Honestly I prefer a wide/long cloverleaf to the 'wrong way' crossover design. I've driven on these in several other areas and drivers are always very confused, especially those from out of town. It just feels wrong to be driving on the left and a number of drivers' gut reaction is to drive into oncoming traffic or to brake suddenly when they're confused.	3	Confusing

Comment	Upvotes	Tags
13. The only issue I've seen is exiting southbound 71/75 onto Donaldson and it's mainly because of the eastbound 275 traffic merging onto Southbound 71/75. They have to use the same lane and during peak times this gets congested	22	Weaving
14. I guess I don't understand how that will improve the flow of traffic on I75 and I275. I live at Richwood and can see how it will improve there and Mt. Zion but I don't see the traffic ON Donaldson being the problem. The problem is on the interchange on the expressways, so not sure that whole big diamond business is gonna solve anything at this juncture. Again KY gets one idea on how to solve a traffic problem and wants to apply it universally.	9	Not sure of benefit
15. This type of exchange is in place at 5 mile Road and Beechmont Ave on the east side of Cincinnati. It eliminates a lot of headaches. It takes a bit of getting used to but after you do, you see the traffic flows better. Also familiar with the ones in South Florida where I used to live. It has had a huge impact. In reading comments, I see where most folks' comments are using personal experiences in the here and now. You have to think in the future. This exit is a major connector to the Airport and will become even more busy as the airport expands and commercial traffic grows.	1	Support
16. Southbound exit DCD at Mt. Zion, continues to cause exit west lane issues in high traffic times. The issues include traffic stoppage in the right exit lane southbound, while despite a 55 mph posted limit, semis and other traffic exceeds 70 mph passing through this stretch of road. We live in fear of major rear-end collision as we wait to exit west. Timing changes to the lights should be made and allowance of a continuous right turn lane after stop/yield.	1	DCD operations, Mt. Zion
17. I am not sure the correct way to fix the problem, but the area of 275S in front of the old Showcase Cinema, needs MAJOR help. That was never going to work.	2	Weaving
18. The NEPA assist tool report shows that there are some environmental impacts.	0	Misc, Needs response
19. I think the interchange of 275 to 75 needs to be addressed. I didn't see any recommendations on how to fix that traffic flow. When people are trying to get off 75 at Commonwealth and have to fight the 275 traffic.	1	Weaving
20. From the airport on 275 to I71/75 South creates a huge bottleneck during rush hour. The number of exits and the amount of time it takes to navigate the lane changes and indecisive drivers cause undue congestion. Widening and longer exit lanes would help. The growth of our area is going to continue rapidly, overplanning is required.	1	Weaving
21. NOTE that EIGHT homes will be destroyed.	3	Impact
22. The problem is not Donaldson Rd but when you are on I71/75 and need to take the Erlanger exits. You have to cross over 2 lanes of traffic while the I 275 traffic is merging to I71/75 on those same 2 lanes. Donaldson has nothing to do with that.	4	Weaving

Comment	Upvotes	Tags
23. Diverging Diamond Interchanges are fantastic at handling larger volumes of traffic with fewer red lights and conflict points (where collisions happen). They are very well marked and easy to navigate. I wholeheartedly agree with putting a DCD/DDI in that location. The true problems, though, are the conflict points of the Erlanger traffic and the expressway traffic, not the KY 236 intersection itself.	0	Support, Weaving
24. Mt Zion and Richwood very much needed the diamond crossover exchange due to their traffic and previous flow, but I'm not sure Donaldson needs this.	0	Not sure of benefit
25. A DDI interchange is an excellent idea for the Donaldson interchange. There should be a plan to convert all high-traffic interchanges to these. Yes, it's painful as people who've never navigated them learn them... but once they get their DDI interchange for dummies book read through, everything is much better. Mount Zion is light years better than it was pre-DDI. Still some growing pains there as the work is completed to open up all of the lanes, but it will get there.	0	Support
26. Honestly, living right off this area for 25 years, I have never had a problem once getting to the ramps. The biggest problem is trying to get to Donaldson exits whe traveling 71/75 south. You have to cross over way too much too fast to make it. That is what needs fixed.	2	Weaving
27. Map does not show where 275 lanes will travel	0	Misc
28. Somehow DDI and roundabouts have become the Cinderella of traffic intersections. The SHARP curves are the bane of this type intersection. Anyone who has to use these daily especially in rain or snow May not feel they are better than traditional intersections.	2	Misc
29. 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.	2	Suggestion
30. 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.	0	Suggestion
31. The issue isn't being addressed. The bottleneck happens because the 275E to 75S lane ends up being exit only. Then once you merge one lane, then the existing Turfway exit is also exit only (so now all traffic coming from the airport needing to go 75S has to merge over 2 lanes). I see you're adding 1 lane, but it's not enough because there are 2 that end up being exit only by the time you get to the KY18 exit.	1	Not enough, Weaving
32. This is a great location for a diverging diamond interchange. Seems like a good way to make this area safer and less congested.	0	Support
33. This is stupid	1	Misc
34. I understand the data presented. Nothing here has clearly mapped how the crossover traffic between east/west bound 275 to southbound 75 merging along. With southbound 75 to Erlanger traffic is going to	1	Weaving

Comment	Upvotes	Tags
be addressed. Having better exit paths is not the reason traffic is slow. Having 5000 trucks trying to play frogger in that area is the problem.		
35. The true impact is too much going on at the 275 crossover westbound getting onto 71/75 southbound. That is a mess and needs help urgently	1	Weaving
36. The real issue is the 75/275 merge collector area.	2	Not the problem
37. Improvement needs to be made at the I275 southbound exit. It's dangerous. Hopefully it doesn't take years to complete. Boone County has been working on the I75 Richwood Southbound exit area for at least 2 years. That's a ridiculous amount of time for the area being worked on.	1	Weaving, Timeframe
38. The biggest issue currently is the NB accessing 275 and SB where 275 merges onto I-71/I-75, especially with the Erlanger exit/on-ramp. The amount of traffic trying to get through those sections of interstate is dangerous. Too many vehicles and most of them impatient and trying to change lanes recklessly.	0	NB access to 275
39. The main issue with this exit and interchange in general is getting from 75 to the exits. And from 275 to 75 South. You have to cross 2 lanes of traffic in both directions in less than a quarter mile. This is one of the worst designs in road construction history. The Erlanger exits need to be direct access and 275 to 75 south needs to be unimpeded.	2	Weaving
40. The Donaldson exit is bad because traffic has to cross over and merge with traffic entering from I-275 west. The exit traffic to Donaldson (in comparison to the amount of traffic moving through the intersection) is minimal. So adding lanes and creating a DCD really will have little effect.	1	Weaving, Not the problem
41. This area is extremely car centric. How will you be incorporating and encouraging alternative transportation modes?	0	Question
42. There still needs to be a safe way to get from 71/75 S to Donaldson without crossing all of the 275 traffic going to S 71/75	1	Weaving
43. The issue southbound here is 2 lane eastbound and 2 lanes westbound merge into 2 lanes at the exit. Northbound is 75% of the cars go east 275 and needs more lanes off of 75 not expand after the exit. and trucks go west and don't know the lane to be in	0	Weaving, NB access to 275
44. 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.	0	Weaving, Suggestion
45. 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	0	Suggestion

Comment	Upvotes	Tags
46. 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?	0	Question
47. 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.	0	Needs response
48. The problem in this area is the collector where 275 comes together with the Erlanger existing traffic. This area is the major disaster and where most accidents occur. I'm not sure the double diamond is worth the effort here.	1	Not the problem
49. Currently, if travelling south I-75 and attempting to exit at Turfway there, especially during high-traffic times, there is not enough length to move over the two lanes needed to exit. I usually would take the 236 exit and stay in the collector ramp to access Turfway exit. Taking that option away and actually shortening road from highway merge to Turfway exit would make it almost impossible to use.	0	Weaving
50. Double crossover diamond interchanges work. People just need to get used to them.	0	Support
51. The problem exists at the merging of 275 into the Erlanger exit areas. Donaldson road on and off ramps are easy to navigate.	1	Weaving, Not the problem
52. I travel through here often and as in all interchanges where entrance and exit traffic crisscrosses the traffic is slowed down and the potential for accidents is severely increased especially during heavy traffic times rush hours and holidays	1	Weaving
53. Should be focused on the 75/275 portion of this project, Donaldson is a secondary concern.	1	Not the problem
54. I avoid using the Donaldson to I75S during high traffic times because it is so dangerous. Drivers are too rude to allow merges.	0	Misc
55. 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.	0	Support, Suggestion
56. The issue is southbound. With 275 E and W dumping traffic into the same lane as SB 71/75 exit for Donaldson, all that traffic is having to cross each other and causing the issue. 275 Traffic needs to be diverted to its own lanes isolating it from 71/75 traffic. Should have fixed this years ago when the	1	Weaving

Comment	Upvotes	Tags
Showcase property was up for sale and that land could have been used to fix this issue. Now you need elevated roads to route this traffic properly.		

Question 10

How much do you agree with the recommendation to add more travel lanes on I-71/75? If you said Disagree or Strongly Disagree, why?

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

Comment	Upvotes
1. Millions of taxdollars for ongoing maintance of more roadway space	0
2. Added lanes with no outlet just add to congestion. More lanes don't solve problems, just look at LA, Atlanta, etc	0
3. This plan does not address the need to add interstate access at Dolwick and Crescent Springs Road to alleviate traffic at Buttermilk and Anderson and the BUttermilk Pike interchange.	0
4. More traffic lanes induces further demand.	0
5. More lanes will induce more demand	0
6. Induced demand	0
7. There will be not place for emergency responders to safely work if the shoulders are taken away.	0

Question 11

How much do you agree with the proposed ramp improvements from I-275 to I-71/75? If you said Disagree or Strongly Disagree, why?

Response submitted to "Other" are listed below. Comments are presented exactly as they were received. No edits were made to content, abbreviations, spelling, grammar, capitalization, or punctuation.

Comment	Upvotes
1. WB275 to SB 75 is the most congested ramp	0

Question 12

How much do you agree with the proposed improvements for exiting at KY 236/Donaldson Highway/Commonwealth Avenue (Exit 184)? If you said Disagree or Strongly disagree, why?

Responses submitted to “Other” are listed below. Comments are presented exactly as they were received. No edits were made to content, abbreviations, spelling, grammar, capitalization, or punctuation.

Comment	Upvotes
1. 275 eastbound to KY236 should not have to weave to exit onto KY236	0
2. 275 westbound exiting to KY236 should not be weaving with 275 eastbound traffic merging onto 71/75 southbound. Have a ramp connect 275 westbound to the new dedicated KY236 ramp from 71/75 southbound.	0
3. Using more land to increase expressway footprint. More exits are not needed.	0
4. Not much exiting traffic from east 275 to Donaldson to warrant the expense of a new ramp.	0

Question 13

Will these proposed improvements help address your concerns regarding travel through the central 75/275 interchange?

No option for open response was provided for this question.

Question 14

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.

Comments are presented exactly as they were received. No edits were made to content, abbreviations, spelling, grammar, capitalization, or punctuation.

Comment	Upvotes	Tags
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 p a hill and then down slows down traffic on 75N. This ramp needs to be reconfigured. I love what is proposed onthe 75S side, but you ignored this horrible situation. I think there should be a new bridge	30	Suggestion, 75N to 275, Support

Comment	Upvotes	Tags
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 1-71/75 entrance also for 275 west bound. Curve the road around and join on the other side of the hump.	1	Suggestion
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 and improve flow, but the volume of traffic going S71/75 needs its own exit lane.	2	Suggestion
4. What about shortening the barriers as you go southbound? We could start merging a bit earlier.	1	Suggestion
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.	0	Suggestion, Cost
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.	1	Suggestion
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.	0	Suggestion
8. Definitely need improvements to I275 to I75 south it backs up on a daily basis better merge lanes are needed	1	Support
9. 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?	1	Question
10. I'm not sure this will fully address the issues with traffic and safety issues that occur from the 275 merge (both west and east) merging to 75. Traffics get backed up.	1	75N to 275, Not enough

Comment	Upvotes	Tags
11. 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?	1	Suggestion
12. This project will cost hundreds of millions of dollars and have little benefit. We know we can't fix roads by adding more lanes. It doesn't work anywhere else and won't work here.	2	Extra lanes
13. 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.	1	Question
14. I like how the ky-237 traffic no longer has to cross merge with the 71/75 traffic. That is the largest contributor to traffic and danger in this area. The extra lanes to nowhere don't really help however because they just create a bigger bottleneck at buttermilk exit (75N) and Dixie highway exit (275E)	2	Extra lanes, Support
15. I would like to see improvements to the 75N to 275E ramp that currently has lots of congestion from multiple merging lanes in a short space	4	75N to 275
16. Northbound I-75 has issues due to Turfway entry ramp, Erlanger/Donaldson exit and entry ramps and I-275 exit ramps all in a short space - I do not see this being addressed other than to add another lane on i-75 - with the speed through that section that will not fix this dangerous section	0	NB weave'
17. 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.	1	Support, 75N to 275, Suggestion
18. By the time this is done and completed , it will be outdated or need substantial new items done to it. The State Dept of Transportation biggest issue is you are 20 years behind the current situation. you are planing catch up	1	Too long
19. Need to address the merge from Donaldson / I275 North to I 275 W /airport. Getting on NB at Donaldson you have to merge (very quickly) across several lanes to get to the airport /I275W exit. Also, the lane for that I275 W/airport exit is an 'exit only' lane and I've been cut off many times from people who are in that lane thinking they are taking I275E and have to merge quickly.	1	NB weave, Misc
20. 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.	0	Suggestion
21. I am not sure this will completely address the issue of people coming from 275 west going to 75 south.	0	Not enough

Comment	Upvotes	Tags
22. I currently like how the entrance ramps are from Commonwealth to 275 E and 75N. The real issue to me is trying to get onto 75 S from 275...too much going on in a short stretch of road.	1	Misc
23. Need to address additional interstate access from Dolwick and Crescent Springs Road to I71/75. This will benefit the Buttermilk corridor. Use Texas turn-arounds if feasible, but some sort of additional access is needed here, especially if the plan includes adjustments to the bridges over Crescent Springs Road at Floridian and the rail road tracks nearby.	0	Not enough
24. 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.	0	NB weave, Needs response
25. Appears the eastbound I-275 traffic to SR 236 will be lost per drawing. This is not acceptable.	0	No east
26. Travel lanes on I-71/75 are currently insufficient. I am not sure 1 lane each direction will be enough to handle our expected growth. Every inch of ROW should be put to use. Even with the Brent Spence being a critical bottleneck both North and South we have major issues with traffic volume. As flow increases across the water, from better bridge and increased population and infrastructure we'll need that much more traffic capacity. The State and Federal monies will already be at work, might as well do the job RIGHT and NOW instead of leaving or creating more problems to solve in the future.	0	Not enough
27. This plan is perfect regarding removal of all the conflict points for southbound KY 236 access. But I see absolutely no improvement for the 71/75 NB to 275 interchange. There is still a conflict point with KY 236 traffic that wants to go to 275 W. The 71/75 NB traffic continuously slows or even stops at the interchange ramp for 275. That problem doesn't appear to even be addressed here.	9	75N to 275, Support, NB weave
28. 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.	0	Suggestion, No to DCD
29. Removing the current wall that runs the length of the current interchange would also help.	0	Suggestion
30. The issue I see everyday that this doesn't seem to address is there are not enough lanes from I75 north to 275 East.	0	NB weave
31. 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.	0	NB weave, Needs response
32. This makes more sense from 275 separating the Donaldson/75 exit traffic	0	Support
33. Need to address the weave and merge condition for I-75NB to I-275. The ramp weave from KY 236 causes congestion.	0	NB weave
34. I think another major issue is after getting on the 75N/275 ramp at Erlanger you have less than a quarter mile to get from the far right lane to the far left lane to go to 275 W. The far left lane being people already	0	NB weave

Comment	Upvotes	Tags
<p>on 75 N going to 275 W and the middle lane being people already on 75 N going to 275 E. I used to have to take this route to work daily in Hebron and there were many times I couldn't merge until after the lane had already ended and turn already started.</p>		
<p>35. This is one of the most dangerous interchanges in America. This project needed to be completed 10 years ago. Thank you for finally addressing this. Please get this fast tracked to completion.</p>	0	Support, Fast track
<p>36. 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.</p>	1	Needs response
<p>37. 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.</p>	0	Suggestion
<p>38. I think that southbound merging needs to done in its own lanes(3-4) then slowly decrease lanes one exit at a time (at turfway, mall road, etc)</p>	0	Suggestion
<p>39. It seems that Donaldson 71/75 N ramp to 275 W will still involve merging across multiple lanes of traffic in a short length of ramp/highway</p>	0	NB weave
<p>40. I do generally like this plan but I do question the need for additional through lanes on 75 and 275 because of the Brent Spence Bridge being the main bottleneck for the amount of traffic through this area. I also think the money spent on widening the roads would be better spent on a comprehensive, quick, and reliable public transit network that this region needs in order to address climate change and quality of life concerns.</p>	1	Extra lanes, Add public transit
<p>41. This proposal completely ignores one of the most glaring issues: I-71/75N to I-275E. The single exit lane is a bottleneck that needs to be eliminated. Even on a good day, traffic can back up to Turfway. Add in an accident near the Brent Spence or Cut in the Hill and this suddenly become a primary route and can be backed up for miles. Please add some sort of consideration for this problem.</p>	0	75N to 275
<p>42. 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.</p> <p>Eliminating the three lane change crossing traffic would be best, maybe even directing through the "tunnel" then connecting with sb 275 ramp...</p>	0	75N to 275, Needs response

Comment	Upvotes	Tags
<p>43. 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 lanes until Turfway, at least.</p>	0	Suggestion, Not enough
<p>44. None of this works well unless it is signed clear and well in advance which is a big problem in this region.</p>	0	Better signage
<p>45. Eliminates short ramp & crossover from SB I75 to Erlanger exit. Great move.</p>	0	Support
<p>46. As others have said, Consideration needs to be made for those coming from Donaldson and attempting to merge onto 275 West.</p>	0	Suggestion
<p>47. 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.</p> <p>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.</p>	0	Weaving, Needs response
<p>48. 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?</p> <p>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.</p>	0	Question
<p>49. A large part of the current issue lies with the lack of lane identification. A large part of vehicle travel in the area if from non-local vehicles unfamiliar with the roads. One example: Every day I witness cars/semis etc etc traveling north in the farthest right hand lane between Donaldson and Erlanger. Current directional signs do not indicate early enough for these drivers that certain lanes become exit only lanes. This causes congestion as these vehicles need to move over at the last minute unless they do indeed need to take the</p>	0	Better signage

Comment	Upvotes	Tags
exit. This situation happens again past the Erlanger exit and then again TWICE if their intention is to continue north		
50. 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.	1	Suggestion
51. I would like to see the bottleneck issue resolved at the 275 east to 75 north and south interchange. This could have easily been addressed with the most recent paving project that kept the same lane configuration. All traffic for 75 north and south essentially funnels into one lane, genius! (sarcasm) The exit lanes for 75 N and 75 S need to be completely independent.	0	75N to 275

Question 15

How much do you agree with the following proposed improvements (additional travel lanes on I-71/75 southbound; additional travel lanes on I-71/75 northbound)? If you answered Disagree or Strongly Disagree, why?

No responses were provided for "Other" for this question.

Question 16

How much do you agree with changing the I-71/75 and Buttermilk Pike interchange to a Double-Crossover Diamond (DCD) configuration? If you said Disagree or Strongly Disagree, why?

No responses were provided for "Other" for this question.

Question 17

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.

Comments are presented exactly as they were received. No edits were made to content, abbreviations, spelling, grammar, capitalization, or punctuation.

Comment	Upvotes	Tags
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 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.	3	Suggestion
2. No need to take up 6 more acres of space to add these lanes and increase ongoing maintenance costs way in to the future.	2	Not needed
3. Further consideration needed regarding effects on Buttermilk between Dixie in Ft Mitchell and Anderson Rd in Crescent Springs.	2	Buttermilk is issue
4. I agree especially between Dixie and Royal drive I can't believe they haven't turned that into a five Lane yet from the three Lane	0	Buttermilk is issue
5. Adding lanes doesn't help traffic, it typically makes it worse.	2	No more lanes
6. The travel lanes on I-75 are fine here. The trouble is the exit ramp from I-75 north onto Buttermilk. There is a long left turn and then several stop lights that back up traffic on Buttermilk. And exiting I-75 south onto Buttermilk is also a nightmare. I-75 is fine. It is getting onto Buttermilk that is the problem.	9	Buttermilk is issue
7. The DCD won't prevent cars from stacking up on Buttermilk because of poorly timed lights at subsequent intersections. The backups happen because when the light at Grandview/Hazlewood turns green the cars at Buttermilk crossing/High still haven't moved so no one can go anywhere. DCD interchanges gave shorter lights so this won't help move people unless the other lights are adjusted to match, otherwise more stops will be created, not fewer	11	Buttermilk is issue
8. I agree something needs to be done about the other traffic lights coming from crescent springs.	5	Buttermilk is issue
9. The problems at Buttermilk Pike arise from traffic flow issues of Buttermilk Pike to Anderson Road - Buttermilk has more traffic than it can handle with the fast food restaurants and large housing developments in Villa Hills. The ramp issues primarily arise when drivers are looking for alternative routes due to wrecks on I-75. None of this is an 'I-75 issue' - it is a Buttermilk Pike issue	12	Buttermilk is issue
10. The Buttermilk problems extend further than the I-75 interchange. Going into Ft. Mitchell and Villa Hills needs more lanes to handle the auto traffic	0	Buttermilk is issue

Comment	Upvotes	Tags
11. Diamond intersections are not good. I commonly see confused drivers braking suddenly, making hard over-corrections when they try to end up in oncoming traffic, etc. A cloverleaf, though disfavored by modern engineers, is safer.	0	DCD concerns
12. I have to disagree, once drivers understand how to navigate the DCD it safer and more efficient. Union center Blvd did this several years ago and dramatically improved traffic.	2	DCD support
13. The problem is that there are too many lights going from northbound exit ramp light to Anderson Road. I think they should eliminate the traffic light at high street and buttermilk crossing. They should have those small traffic to go grand view drive. They should also add two additional lanes going from grandview Dr to Anderson road. One of the two additional lane will be a left turn lane and the other lane with be right turn only lane. That will reduce the traffic in middle two lanes which will ease up traffic.	1	Buttermilk is issue
14. Buttermilk needs major help from both exit ramps and the traffic from cars who want to turn left onto Hazelwood for restaurants. So many more homes back in Villa Hills now. I waited 20 minutes a couple weeks ago at rush hour to get off 75 S at Buttermilk. No one could turn right off the exit at the green light . It was ridiculous!	2	Buttermilk is issue
15. The proposed plan totally misses the mark on addressing traffic issues at Buttermilk. The congestion on Buttermilk is focused at the ANDERSON/BUTTERMILK intersection and the increase in semi-tractor trailer usage to access new distribution sites on Dolwick, Crescent Springs Rd and Kenton Lands. If the proposal TAKES 5 commercial properties on Richtie, there MUST be consideration to add a direct connector to Buttermilk or Texas turnarounds to I-71/75 from Dolwick/Crescent Springs Road.	1	Buttermilk is issue, Semis
16. Appears the I275 eastbound traffic will loose access to SR 236. Not acceptable.	0	Needs response
17. We have had NUMEROUS ongoing issues with the Cut in the Hill. More travel lanes will help. Consideration needs to be given to the SURFACE of the Northbound Lanes, there seems to be an inordinate amount of accidents due to ?MOISTURE? or surface adhesion. This is a CRITICAL bottleneck that needs serious consideration. Buttermilk is another traffic nightmare that needs a smoother thruway and increased carrying capacity. The DCD will help IF the other lights are eliminated or timed better.	0	Buttermilk is issue, Maintenance
18. I wholeheartedly agree with implementing the DCD at that location. Those intersections are fantastic and easy to navigate. The only problem I see with its placement is the proximity to Hazelwood Drive. That intersection is a massive chokepoint that I believe to be a much bigger problem than the Buttermilk/interstate intersection.	1	DCD support, DCD concerns
19. While these proposals may improve the flow of traffic from Buttermilk to I-71/75 and then to I-275, the concern still exists regarding traffic flow on Buttermilk itself. There are too many traffic lights/intersecting	5	Buttermilk is issue

Comment	Upvotes	Tags
roads off Buttermilk in this area that are not addressed by this proposal. That's where most of the traffic issues here stem from.		
20. How will access to Grandview Dr be impacted?	0	Question
21. Buttermilk Pike from Anderson should be included in improvements. It's a headache to figure out where to go and what to do from that intersection.	0	Buttermilk is issue
22. While the DCD is a great idea in theory, Kentucky is not ready for them. The DCD at 536 MT Zion is a nightmare. If it rains, snows, or traffic is heavy, driving the DSD becomes bumper cars. I have personally witnessed 4 accidents.	1	DCD concerns
23. 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.....	0	Consider BSB, Needs response
24. Stoppppp	0	Misc
25. I'm concerned the further I get into these plans about how long this will take and how much the proposed changes will impact traffic in the meantime. If these projects are all going to be taking place anytime soon, we won't ever be able to get anywhere.	0	Construction impact
26. Beyond the DCD at Buttermilk, these changes are unwarranted. Adding additional north and southbound travel lanes is unnecessary and will only create a bottleneck once those additional lanes end.	0	Extend improvements
27. DCD is not effective unless there is a lot of space,. Without space the curves are too sharp, trucks will struggle and be in 2 lanes, blocking traffic which is the opposite of what is needed.	1	DCDs need space
28. Get done fast	0	Timeframe
29. 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	0	Buttermilk is issue, Suggestion
30. 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.	0	Buttermilk is issue, Suggestion

Comment	Upvotes	Tags
31. 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?	0	Buttermilk is issue, Question
32. The Hazelwood/Grandview and Buttermilk intersection HAS TO BE CLOSED and all local traffic funneled to the High St/Buttermilk Crossing intersection. This is the only way to really improve the traffic at this intersection. Couple this with the double diamond and you might actually improve things.	1	Buttermilk is issue
33. Double Diamonds do add capacity, I've yet to see them improve traffic flow unless their wide and spacious (like the double diamond in I75 Mason). Just rerouting traffic on the existing bridge will do nothing but confuse and cause traffic delays.	0	Confusing
34. The main trouble is the increase in semi traffic. More lanes just means more trucks. If you're going to do this make sure the back roads (Route 8) are passable first. No one in their right mind would endure that construction misery if they can take the back roads.	0	Semis
35. Double crossover diamond interchanges work. People just need to get used to them.	0	DCD support
36. 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	0	Extend improvements, Suggestion
37. I couldn't find comments for south bound. Right now there r cars coming over from south bound 75 into the 275 exit lanes at the same time cars r entering 75 either to exit on to 275 east or go onto 75 south. There r two issues here, the cross over cars from 75 & the entering cars from buttermilk having to cross. In addition, sometimes a car is looking back to merge & the road begins a bend passed buttermilk ramp. There have been times where either fog or some other issue causes stopped or slow traffic suddenly on south bound 75. Also people exiting to 275 airport tend to be aggressive because they r late, not sure how to navigate the exit, especially if they r cutting over 2 or three lanes to get to exit at the same time buttermilk ramp cars r merging two or three lanes to south bound 75. Often airport car block the left exit land that is only exit to east bound 275. That right exit lane to airport isn't used. The traffic is in the left exit lane.	0	Misc
38. 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	0	Suggestion, Buttermilk is issue

Comment	Upvotes	Tags
<p>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.</p> <p>Potentially try to reduce commercial impacts (Chipotle/Miyako) by reducing the distance of the DCD's crossover points.</p>		

Question 18

How much do you agree with adding travel lanes on I-275, between the 75/275 interchange and Mineola Pike? If you said Disagree or Strongly Disagree, why?

Comment	Upvotes
1. Don't travel enough to have an opinion.	0

Question 19

How much do you agree with changing the I-275/Mineola Pike interchange to a Double-Crossover Diamond (DCD) configuration? If you said Disagree or Strongly Disagree, why?

Comments are presented exactly as they were received. No edits were made to content, abbreviations, spelling, grammar, capitalization, or punctuation.

Comment	Upvotes
1. Not enough traffic to warrant the cost	0
2. Same as before. People can't drive in them.	

Question 20

Will these proposed changes help address your concerns regarding travel on I-275, between the 75/275 interchange and Mineola Pike?

No option for open response was provided for this question.

Question 21

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.

Comments are presented exactly as they were received. No edits were made to content, abbreviations, spelling, grammar, capitalization, or punctuation.

Comment	Upvotes	Tags
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	Suggestion
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.	7	Suggestion
3. Way too expensive	1	Cost
4. The problem is the traveling I-275 East and trying to exit onto I-75 south. Traffic backs up onto I-275 from the exit ramp. That is the interchange that backs up on I-75 south b/c there are several lanes continuing I-75 South, some trying to get into the lane that exits onto "Turfway" and two other lanes exiting in different directions on Commonwealth The only I-275 issue in this area is the exit ramp to I-75 south. Fix that and no additional I-275 lanes are needed.	11	275 to 71/75S
5. It'll be important to ensure traffic lights on Mineola are timed appropriately for the new interchange.	1	DCD operations
6. The addition of lanes is great but Mineola does not have enough traffic to warrant a DCD at this point.	4	DCD not needed
7. If you are going on 275 east to 75 south there are a lot of back ups. There is only one lane going 75 south but two going 75 north. Seems like there should be more going south. There is also issues with how complicated the merging is on 75 south which ends up backing up all the way onto 275. If you are trying to go 275 east to 75 north then you have to go around all the backed up traffic trying to go 275 East to 75 South.	2	275 to 71/75S, Weaving
8. 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	1	Suggestion

Comment	Upvotes	Tags
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.		
9. Adding more exit lanes from Mineola to 71/75 South will make travel much easier. the backups seem to occur as the traffic attempts to separate onto the divided access to Donnelson and 71/75 South.	0	Support
10. 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?	1	Suggestion
11. I agree! This kind of configuration has already been running on the other direction for as long as I remember, and I think it helps a lot with safety. There is just way too much merging happening for 275W vs I-75 entering traffic as is.	0	Suggestion
12. Focus on 275E from 71N and the reverse route	0	275 to 71/75S
13. Literally doing too much	1	DCD not needed
14. 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.	0	Suggestion
15. This is much less of a concern than fixing the 275 75 interchange.	1	Low priority
16. 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?	1	Suggestion
17. This would take care of my biggest concern related to southbound ramp from 71/75 to 275 west.	0	Support
18. Truthfully, the only needed change here is the I275 West Ramp to Mineola. It's currently just one lane and backs up onto I275 during high traffic times. Traffic turning right usually just uses the shoulder to get past left turning cars.	0	DCD not needed
19. Don't reduce lanes on 275 just to increase them again. It's an annoying merge requirement that just ticks people off and causes more problems. See 270 west at 23 in Columbus.	0	Continuity
20. Like what you are doing for WB traffic both for ramps entering from I-75 as well as traffic traveling thru interchange on WB I-275	0	Support
21. 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	0	Needs response

Comment	Upvotes	Tags
22. Repeat of comment expressed on "Central" remarks: the I-275 EB to I-75 SB ramp as a single lane ramp seems very inadequate. Future fixes would be challenged by the pinch point caused with a new bridge serving traffic coming from I-275WB.	0	275 to 71/75S

Question 22

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 are presented exactly as they were received. No edits were made to content, abbreviations, spelling, grammar, capitalization, or punctuation.

Comment	Upvotes	Tags
1. Anything to help with traffic flow from 275 to 71/75 is definitely needed! Especially for those traveling southbound 71/75 from east or west 275. I work off the Mineola Pike exit and I don't even try to take the exit ramp from 275 to 71/75 during rush hour for safety and congestion reasons	2	275 to 71/75S
2. 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.	3	Address eastside, Suggestion
3. I understand the costs of the Turkeyfoot/Dixie Hwy on ramps to W275 were cut due to cost but merging onto 275 and then immediately needing to get over two lanes (merge into a lane of high speed traffic at an odd angle, then get over one more lane to stay on W275 is extremely dangerous with the high volume of traffic in that area. Currently with traffic slowing through that area it is manageable to get over but if these changes improve that flow and people maintain the typical speed trying to merge and get across traffic to stay on W275 will become even more dangerous. You are creating a situation just like the one you are now improving with the Erlanger exits - you have too much cross traffic and not enough time to manage the lane changes.	18	Address eastside
4. Traffic backs up from Turkeyfoot onto 275E. What is being done to stop this?	3	Address eastside
5. 40 million dollars is a lot of tax money to spend on this project. Including 11 million to buy up people's land and give them little choice but to sell it to the state government. I don't see traffic as being a big issue here and shaving a few seconds off of my drive isn't worth the up front cost or the ongoing maintenance cost.	1	Cost
6. Oh, this will cost a lot more than 40 million...and if you aren't aware of the traffic issues on a daily basis you don't drive around much in the Florence area.	1	Discussion

Comment	Upvotes	Tags
7. This corridor has needed expansion, changes for a very long time. I'm just concerned that once it's completed it will already be outdated, like so many road projects are. The area continues to grow at a rapid pace and we need to be planning for increased growth. It would be a shame to only base it on current traffic issues. Double diamonds are very beneficial coming off the exits. I'm concerned about getting on 75/71 south from 275. It has been a nightmare forever. Anything to help alleviate the merging, weaving, crossing over will be greatly appreciated!	1	Timeframe, 275 to 71/75S, DCD support
8. Please consider future growth and changes in the design. This community is changing faster than we can keep up with and so many of our transportation plans end up not helping because they were developed based on actual data from 10 years prior.	3	Consider future
9. This money would be much better spent on a transit line linking the airport to downtown	8	Expand transit
10. LOL... tank is almost bankrupt, so you think introducing another tax burden to the area is a good idea?	4	Discussion
11. There are way more problems that airport traffic. Have you seen the increase in trucks??? Have you noticed all the industry and warehouses going in? I live in the middle of the interchange, I've looked at it out my window for 25 years. Something needs to be done, and I don't see this helping anything with traffic.	2	Discussion
12. The traffic issue is not passenger traffic between the airport and downtown. That would be nice, but it won't fix these issues and would certainly cost much more money than adding capacity to the roads.	0	Discussion
13. Fully agreed. Spending million of dollars in additional lanes to "solve congestion" is a fool's errand. Giving residents reasonable, viable alternatives to driving would do so much more for this community.	2	Expand transit, Discussion
14. Traffic flow would be improved by convincing employers to let employees go back to working from home. I don't need to be in the office most days of the week, but I'm on the road because they want to see me in a chair. If you want the money to pay for this project, it better come from business taxes b/c businesses are the reason for the morning and evening congestion.	2	Misc
15. It's not just the morning or evenings due to people going into the office. It also backs up around 2 or 3pm and there are a lot of trucks that go through this corridor causing congestion.	2	Discussion
16. Business taxes are really just taxes on the people who buy from them.	0	Discussion
17. The only part of this change that is necessary is separating the lanes from 275 to 71/75 south from the Erlanger and Turfway exits. That will help traffic and safety. Everything else proposed is superfluous and provides little to no return on investment	20	275 to 71/75S
18. True	0	275 to 71/75S, Discussion

Comment	Upvotes	Tags
19. Also needed is an additional exit lane from 71/75 north to 275 east, but beyond these two things, I agree.	1	275 to 71/75S, Discussion
20. I have already emailed kytc about entrance ramps from Turkeyfoot to West 275 crossing over West 275 exit on to Dixie highway North. That is a dangerous area.	0	Address eastside
21. I think that the most important area to fix is that at 275 and 71/75 interchange. It's the most dangerous at this point and should be done first.	3	275 to 71/75S
22. Overall this looks like a good plan. Even if I hate diamond intersections because other drivers act erratically in them. Maybe I'm just the unlucky person who always gets behind the terrible drivers.	0	Support
23. Yes I would like to know how many elected representatives from the cities impacted by all of these changes have actually gone thru this survey and know what impact it will have on their respective cities. It seems as though many of elected representatives are not that well versed on transportation needs in this area.	2	Misc
24. The entrance to 275W from Turkeyfoot, merging with those of us who have to exit 275W at Dixie, is very dangerous . I have the right of way exiting, but those cards flies right onto the entrance ramp, and never look to see if anyone is coming who might want to exit. Very dangerous.	4	Address eastside
25. I am disappointed that no changes on the eastern portion of I-275. Roadway noise will still be an issue. Ramps are confusing to drivers at the Dixie Hwy exit traveling west. Converging traffic on Turkeyfoot Rd west ramp and Dixie Hwy exit ramp dangerous.	1	Address eastside
26. 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.	0	Suggestion, Reconsider couplet
27. There should be an analysis done at Madison Pike at the 275 flyways. As you come down from Turkeyfoot, there are hazards where people cannot see around the corner as you get on the ramp.	1	Address eastside
28. Eastbound 275 at Dixie Hwy and Turkeyfoot Road exits are a nightmare to navigate, you have to shoot across two lanes of traffic coming in from 75 north, who themselves need to shoot across one lane, or risk being forced to get off at Dixie Hwy. Tirkeyfoit road is always backed up and is dangerous. Turkeyfoot road needs help desperately.	0	Address eastside
29. I do not agree that there are no justifiable improvements for Turkeyfoot/Dixie to 275W. Certainly we can come up with SOMETHING to improve to where you do not have to (if coming from Dixie) merge on to the ramp and cut over across traffic exiting 275W to Dixie. It's the same problem as 275 to 75S just on a smaller scale...	4	Address eastside
30. Priority must be given to fixing the mess that is the ramp system from 275 W and E to 75S. That cross over is the source of my greatest frustration.	4	275 to 71/75S

Comment	Upvotes	Tags
31. Hopefully clear & marked signage to allow enough time for lane changes and exit & entrance to avoid wrong way accidents!	2	Suggestion
32. I know government funding and process is slow, but 5 to 20 years is crazy. This mess didn't popup overnight. It's been this way for at minimum of a decade and probably longer. The major items 75N to 275 and 275 both ways onto 75S need to be completed immediately, in less than 5 years. It didn't take years to approve adding significantly more traffic from Amazon at the airport, you can't take years to fix the traffic issues that already exist and this added traffic will only compound.	5	Timeframe
33. 20 years is too long to wait for improvements. You keep adding more businesses like Amazon but the highways are a mess.	1	Timeframe
34. You are fixing so many things that aren't even broken and it's going to be stressful and annoying for so long for literally no reason and you aren't even fixing the only real problem	1	Misc
35. 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.	1	Suggestion
36. 5-20 years to make the changes, at that rate, by the time they are made, they will be obsolete. Then all that money wasted, to have to start over again.	3	Timeframe
37. Glad to see the 275/75 interchangeable area being addressed.	0	Support
38. Again this project needs to be on the fast track. This is one of the most dangerous interchanges anywhere.	0	Timeframe
39. Why not just widen the service road before turkeyfoot going westbound on 275 by one to two lanes so that: A: Traffic on west 275 has to use it before turkeyfoot if they want to get on 75. B: Traffic from both turkeyfoot and 42 can choose between 275 or 75 without cutting eachother off. Why does everything need to be a diverging diamond. All that mone can be used to just widen 75 by one lane, but also keep the south interchange plan, saving money. A single point urban interchange would require much less room on Buttermilk and Minneola and wouldn't fail, especially on Buttermilk, when the terrible traffic light timing from one to two intersections away ruins any benefit of a DDI.	0	Address eastside, DCD concerns

Comment	Upvotes	Tags
40. More consideration and implementation of both transit and bike/ped need to be included when we are spending billions in transportation infrastructure.	0	Expand transit
41. 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 the 2 lanes that exit can flex allowing 2 lanes to go 275E and 2 lanes for 275W.	1	Suggestion
42. The TA Truck Stop on 18 is impeding the public roadway daily. Eliminating a truck fueling station would help with the stacking and life safety issues present on KY18.	0	Misc
43. The merge onto W275 from Turkeyfoot absolutely needs to be reexamined. It is a definite safety issue trying to cross lanes of traffic while other vehicles are trying to exit at Dixie Hwy, and then trying to merge over to W275 across multiple lanes is chaos and made even worse when the S75/71 ramp is backed up.	0	Address eastside
44. In my mind the biggest priority is fixing the I275 Merge with I75 South. If money is tight start here.	3	275 to 71/75S
45. The sooner these changes are made the better for the traveling public. It is a very much needed project. Hope it is high priority at KYTC. Behind the Brent Spence Bridge this is the second biggest Congestion/Accident area in Northern Kentucky. Construction phasing will be a challenge, but once completed, traffic flow will be so much better and safer especially during peak times.	0	Timeframe
46. Divert truck traffic around 275 reduces the congestion in this area	0	Misc
47. 1st heard of this only 2 days on the 8th through the Nextdoor app. Saw no sign of it nor heard anything previously. Didn't see it in newspapers TV or anywhere	0	Misc
48. Stop widening highways and support public transit.	0	Expand transit
49. NKY's strategic location to the overall eastern portion of the continental USA has resulted in tremendous growth and the potential for further growth. Because the multiple interchanges along I-75 are so close to each other respectively, basically, one interchange cannot be touched, without touching the next interchange. Graphics provided well demonstrate this point & demonstrate why spot fixes won't have the necessary safety/capacity concerns. The breadth of the project is warranted. Obviously, a masterplan of developing a sequence of projects based on greatest need with a corresponding plan to finance the projects. Look forward to the next steps.	0	Support

Question 23

How did you hear about this virtual Open House? (Responses provided for "Other")

Comments are presented exactly as they were received. No edits were made to content, abbreviations, spelling, grammar, capitalization, or punctuation.

Comment

1. Meeting with engineer
2. I look into changes
3. Kenton County Facebook
4. I had a meeting with publicinput and they showed this to me
5. By chance
6. Local news website
7. Nextdoor app
8. Linkin
9. ran across this while searching for something else in burlington

Question 24

How old are you?

No option for open response was provided for this question.

Question 25

What is your household income?

No option for open response was provided for this question.

Question 26

What is the highest level of education you have completed?

No option for open response was provided for this question.

Question 27

What is your preferred mode of travel in Northern Kentucky?

Comment is presented exactly as they were received. No edits were made to content, abbreviations, spelling, grammar, capitalization, or punctuation.

Comment

1. My preferred would be bike and transit but my most used is car.

Question 28

What is your race?

Comments are presented exactly as they were received. No edits were made to content, abbreviations, spelling, grammar, capitalization, or punctuation.

Comment

1. Human
2. Caucasion
3. More than one race
4. No answer
5. biracial
6. None ya

Appendix C: Comments Received

Responses to Comments Received



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

- | | |
|--|--|
| 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.

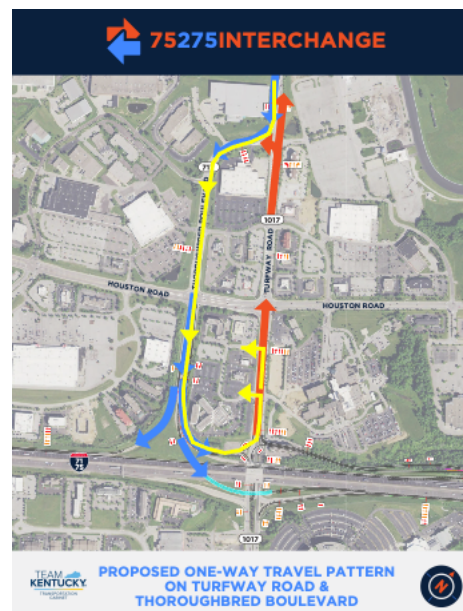
QUESTIONS

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

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.

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.

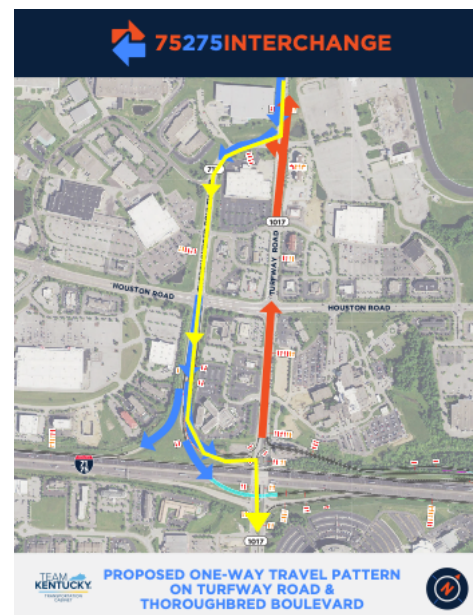


SOUTH COMMENTS

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

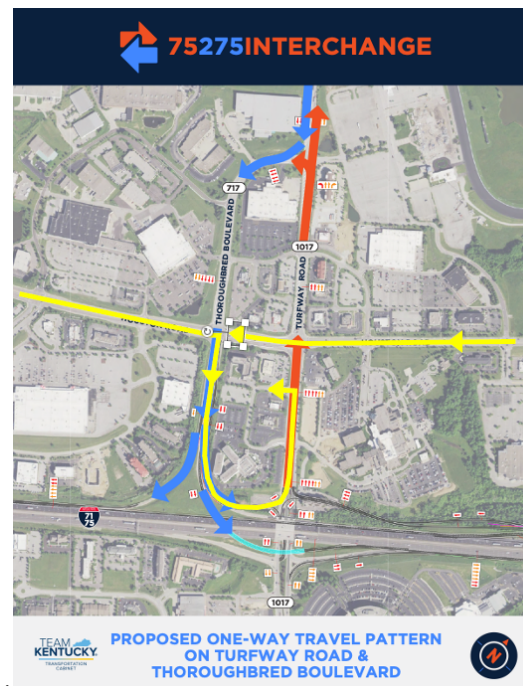
lots around Houston Rd, which are too small to handle a traffic increase.

- 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?

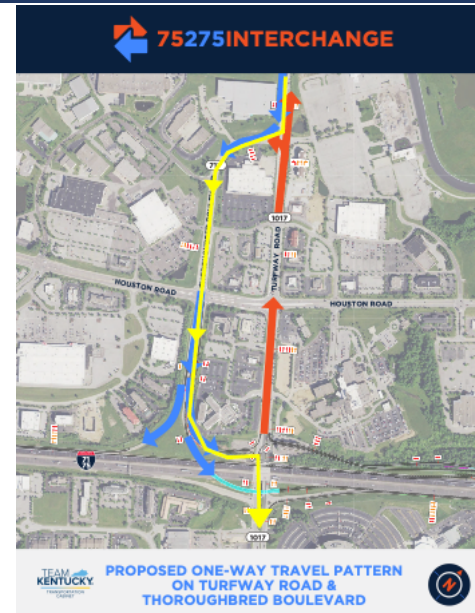
7. How would people who live on the other side of 75 off turfway road get back to their house if turfway was a one way road?!?!??? You are cutting off our neighborhood access to accommodate for a highway problem.

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.
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.
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.
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 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.

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.

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.

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

SOUTH COMMENTS

KYTC RESPONSE

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 Erlanger, 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

KYTC RESPONSE

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

KYTC RESPONSE

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.**

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).

12. **Removing the current wall that runs the length of the current interchange would also help.**

The concrete barrier separator allows the ramp merge/diverge movements to occur away from the generally faster freeway lanes, making a safer travel condition.

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.**

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.

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)**

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.

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**

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

KYTC RESPONSE

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).

CENTRAL COMMENTS

KYTC RESPONSE

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.