



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.

RECOMMENDED ALTERNATIVE

The Kentucky Transportation Cabinet (KYTC) has studied a variety of improvement options to identify alternatives that have the greatest potential to improve traffic flow and make travel around the interchange and nearby areas easier and safer; minimize community and environmental impacts; and are the most reasonable in terms of the construction required and cost.

Earlier this year, KYTC identified a Recommended Alternative which would address congestion and travel delays and improve travel safety by making multiple modifications to the central interchange itself as well as nearby entry and exit points to the highway system. Recommended 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 (Donaldson Highway/ Commonwealth Avenue) to reduce traffic weaving and improve safety
- Redesigning the 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
- Providing a new, direct connection to Turfway Road from I-71/75. Turfway would change to a one-way, northbound street for several blocks and Thoroughbred Boulevard would change to a complementary one-way, southbound street.

Maps and discussions detailing specific recommended improvements can be viewed by visiting KYTC's Virtual Open House, accessible at 75275Interchange.org.

PROCESS

The 75/275 Interchange Improvements project is following KYTC's five-phase Project Development Process: Planning; Preliminary Engineering & Environmental Evaluation; Design; Right-of-Way and Utility Coordination; and Construction.

We are currently nearing the end of Preliminary Engineering and Environmental Evaluation, which focuses on developing and evaluating possible alternatives to address the purpose and need of the project. This phase concludes with the public's review of the Recommended Alternative.

KYTC will review comments received during the review process and determine if any modifications are needed before proceeding to the next phase of development, Design.

FUNDING & TIMING

The 75/275 Interchange Improvements project will be one of KYTC's biggest projects in Northern Kentucky and will be completed in phases over a period of five to 20 years.

The final cost of the recommended improvements will depend on their final design. However, funding has not yet been identified to advance into detailed design for most planned improvements. The timing and order of construction will depend on when funding is received.

KYTC is actively working with local, state, and federal agencies to secure the funding necessary to advance elements of the Recommended Alternative to the next phases of development.