The following pages contain the Level II roadway screening sheets.
CONCEPTUAL ALTERNATIVE: KY 1072 (KYLES LANE) IMPROVEMENTS
CONCEPTUAL ALTERNATIVE: KY 371 (BUTTERMILK PIKE) INTERCHANGE
CONCEPTUAL ALTERNATIVE: KY 1017 (TURFWAY ROAD) INTERCHANGE
CONCEPTUAL ALTERNATIVE: KY 18 (BURLINGTON PIKE) INTERCHANGE
CONCEPTUAL ALTERNATIVE: KY 3157 (MALL ROAD) EXTENSION
CONCEPTUAL ALTERNATIVE: KY 642 (WEAVER ROAD) ACCESS
CONCEPTUAL ALTERNATIVE: KY 338 (RICHWOOD ROAD) IMPROVEMENTS

THIS INFORMATION REPRESENTS ALTERNATIVES THAT ARE BEING CARRIED FORWARD FOR FURTHER STUDY AND EVALUATION AS OF FEBRUARY 2002. THEY ARE NOT INTENDED TO REPRESENT FINAL STUDY RECOMMENDATIONS.

LEGEND
- DESIGN DEFICIENCY/SAFETY
- CAPACITY/CONGESTION
- ECONOMIC DEVELOPMENT
**Existing Conditions**
- **Rural Interchange**
- I-75 has 8 lanes north of the interchange and 6 lanes south of the interchange.
- I-71 has a 4-lane cross section with a depressed median.
- Ramp from I-71 NB to I-75 NB has two lanes. The ramp from I-75 NB to I-71 SB has one lane.
- **Capacity Deficiency**: The I-75 NB to I-71 SB ramp is closed to traffic as part of the traffic control plan for special events at the Kentucky Speedway. The purpose for this action is to eliminate conflicts with traffic from I-75 southbound I-71 SB ramp merge.

**I-75 from:**

<table>
<thead>
<tr>
<th>ADT</th>
<th>LOS</th>
</tr>
</thead>
<tbody>
<tr>
<td>KY14 to I-71</td>
<td>60,400</td>
</tr>
<tr>
<td>I-71 TO KY 338</td>
<td>87,500</td>
</tr>
</tbody>
</table>

**Description of Alternative**
- This alternative would build an additional lane each direction on I-71 for a distance of two miles. This capacity improvement would allow the interchange to be fully functional during special events at the Kentucky Speedway and perhaps provide future access to southern Boone County from I-71.

**Level II Screening Criteria**
- **Transportation System Performance** – This alternative would increase interchange capacity and weaving distances on I-71.
- **Community Impacts** – Minor Right-of-way acquisition is anticipated.
- **Environmental Impacts** – Environmental impacts to be determined during Level III screening.
- **Economic Development** – Improvement of this section of I-71 and a new interchange on I-71 (not analyzed in Level II screening) could open southern Boone County to development.
- **Costs** – Costs to be determined during Level III screening.
- **Environmental Justice** – Environmental Justice issues are not anticipated with this alternative.

**Recommendation**
This alternative should be advanced to Level III screening because it has the ability to improve traffic flow through the interchange, especially during special events at the Kentucky Speedway.
Existing Conditions

- Tight Diamond Interchange
- Closely spaced ramps
- KY 338 is a three-lane road
- Trucks stops and fast food restaurants on both sides of I-75, creating a large number of turning movements through the interchange
- Lack of access control – poorly aligned commercial entrances

<table>
<thead>
<tr>
<th></th>
<th>Average Daily Traffic (ADT)</th>
<th>LOS</th>
</tr>
</thead>
<tbody>
<tr>
<td>I-75 to KY 338</td>
<td>87,500</td>
<td>C</td>
</tr>
<tr>
<td>KY 338 to KY 536</td>
<td>89,000</td>
<td>C</td>
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</table>

<table>
<thead>
<tr>
<th>Richwood Road (KY 338) from:</th>
<th>Average Daily Traffic (ADT)</th>
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<tbody>
<tr>
<td>US 25 to I-75</td>
<td>15,500</td>
</tr>
<tr>
<td>I-75 to Hicks Pike</td>
<td>10,300</td>
</tr>
</tbody>
</table>

Description of Alternative

- This alternative would improve the section of KY 338 between Triple Crown Boulevard and US 25 to a five-lane section with access management.

Level II Screening Criteria

- Transportation System Performance – This alternative would improve the mobility for vehicles traveling along KY 338 to US 25 and the industrial area nearby. The five-lane section would particularly benefit the heavy vehicle traffic that uses KY 338 to reach the industrial businesses. Access management would improve safety by restricting the number of access points along the roadway and reducing turning movement conflicts.
- Community Impacts – Right-of-way acquisition is anticipated.
- Environmental Impacts – Environmental impacts to be determined during Level III screening.
- Economic Development – It is anticipated that this alternative along would provide limited incremental economic benefits as a result of improved mobility.
- Costs – Costs to be determined during Level III screening.
- Environmental Justice – Environmental Justice issues are not anticipated with this alternative.

Recommendation

This alternative should be advanced to Level III screening because it has the ability to improve traffic flow across KY 338 and improve access to US 25.
**Existing Conditions**

- Diamond Interchange at KY 536
- A lot of truck activity around KY 536 and KY 842 because of the large industrial area east of I-75

<table>
<thead>
<tr>
<th>Route from:</th>
<th>Average Daily Traffic (ADT)</th>
<th>LOS</th>
</tr>
</thead>
<tbody>
<tr>
<td>KY 338 to KY 536</td>
<td>89,000</td>
<td>C</td>
</tr>
<tr>
<td>KY 536 to US 42</td>
<td>104,000</td>
<td>D</td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>Route from:</th>
<th>Average Daily Traffic (ADT)</th>
</tr>
</thead>
<tbody>
<tr>
<td>Mt. Zion Road (KY 536)</td>
<td>7,700</td>
</tr>
<tr>
<td>I-75 to US 25</td>
<td>18,800</td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>Route from:</th>
<th>Average Daily Traffic (ADT)</th>
</tr>
</thead>
<tbody>
<tr>
<td>US 25 to KY 3503</td>
<td>7,890</td>
</tr>
<tr>
<td>KY 3503 to Evergreen Drive</td>
<td>11,800</td>
</tr>
</tbody>
</table>

**Description of Alternative**

- This alternative would create a split diamond interchange between KY 536 and KY 842.

**Level II Screening Criteria**

- **Transportation System Performance** – A split diamond interchange for KY 536 and KY 842 would create direct access to KY 842 and provide an alternate route for truck traffic in this industrial area.
- **Community Impacts** – Right-of-way acquisition is anticipated.
- **Environmental Impacts** – Environmental impacts to be determined during Level III screening.
- **Economic Development** – Increases in development may be possible due to increased traffic flow from interstate travelers. Additional economic opportunities would be created with improved accessibility to this area.
- **Costs** - Costs to be determined during Level III screening
- **Environmental Justice** – Environmental justice issues to be determined during Level III screening.

**Recommendation**

This alternative should be advanced to Level III screening because it has the ability to distribute heavy truck traffic from US 42 and KY 536 to another access point in the large industrial area located in Florence, KY.
Existing Conditions
- Kyles Lane is four-lane urban arterial with left turn lanes
- This section of Dixie Highway is a four-lane urban arterial with few left turn lanes
- Kyles Lane and Dixie Highway signals operate in separate coordinated signal systems
- During the morning rush hour merging onto I-75 northbound is difficult due to extremely slow or stopped traffic in the rightmost lanes.

<table>
<thead>
<tr>
<th>I-75 from:</th>
<th>Average Daily Traffic (ADT)</th>
<th>LOS</th>
</tr>
</thead>
<tbody>
<tr>
<td>US 25 to KY 1072</td>
<td>145,000</td>
<td>D</td>
</tr>
<tr>
<td>KY 1072 to KY 8</td>
<td>135,000</td>
<td>E</td>
</tr>
</tbody>
</table>

Description of Alternative
- Widen US 25 to a five lane section from I-75 to Arlington Road
- Relocate Kyles Lane to line up directly with George Huser Drive and close off jug-handle access drive nearby or convert to a Right-In/Right-Out access point
- Improve signal timing by interconnecting Kyles Lane signals with US 25
- Create right and left dual turn lanes from Kyles Lane to northbound I-75
- Create an auxiliary northbound lane on I-75 from the Kyles Lane

Level II Screening Criteria
- Transportation System Performance – This alternative would improve the mobility along Dixie Highway because of the increase in capacity. Better access control on US 25 should improve safety by reducing potential points of conflict. Signal interconnection will help traffic progress more efficiently around the KY 1072 interchange. A dedicated lane for traffic from the northbound onramp to I-75 would provide a greater merging distance and relieve morning congestion on Kyles Lane.
- Community Impacts – Right-of-way acquisition is required
- Environmental Impacts – Environmental Impacts to be determined during Level III screening.
- Economic Development – It is anticipated that this alternative will not produce substantial economic development opportunities.
- Costs – Cost estimates to be determined during Level III screening.
- Environmental Justice – Environmental Justice issues to be determined during Level III screening.

Recommendation
This alternative should be advanced to Level III screening because it has the ability to improve traffic flow across KY 1072 and US 25. It can also increase the capacity for northbound I-75 between Kyles Lane and 12th Street in Covington.
Existing Conditions

- Skewed Diamond with a Loop Interchange
- Traffic congestion and queues on I-75 Southbound off-ramp
- Need additional capacity to accommodate Buttermilk Pike westbound to I-75 Southbound left turn movement and the eastbound right turn from Buttermilk Pike to southbound I-75.
- Need improved signal timing along Buttermilk Pike

<table>
<thead>
<tr>
<th>I-75 from:</th>
<th>Average Daily Traffic (ADT)</th>
<th>LOS</th>
</tr>
</thead>
<tbody>
<tr>
<td>I-275 to KY 371</td>
<td>159,000</td>
<td>F</td>
</tr>
<tr>
<td>KY 371 to US 25</td>
<td>146,000</td>
<td>E</td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>KY 371 (Buttermilk Pike) from:</th>
<th>Average Daily Traffic (ADT)</th>
</tr>
</thead>
<tbody>
<tr>
<td>Bills Ln. to I-75</td>
<td>21,500</td>
</tr>
<tr>
<td>I-75 to Anderson Ave.</td>
<td>33,300</td>
</tr>
</tbody>
</table>

Description of Alternative

- This alternative would provide additional capacity for the I-75 SB off-ramp by adding one lane. This alternative would also add one lane on Buttermilk Pike between the interchange ramps to accommodate dual left turn movement onto I-75 SB and improve signal timing along Buttermilk Pike. Widening the existing bridge structure may be required.
- Access management principles would be applied to Buttermilk Pike, especially between I-75 and Anderson Avenue.
- An additional eastbound lane on Buttermilk Pike is also proposed between Anderson Avenue and the I-75 southbound on-ramp to help reduce morning rush hour congestion.

Level II Screening Criteria

- **Transportation System Performance** – This alternative would improve traffic flow on Buttermilk Pike because of the additional capacity for various turning movements. It would also alleviate extensive queuing on the I-75 SB off-ramp with the presence of an additional lane.
- **Community Impacts** – Right-of-way acquisition is anticipated.
- **Environmental Impacts** – Environmental impacts to be determined during Level III screening.
- **Economic Development** – It is anticipated that this alternative will not produce substantial economic development opportunities.
- **Costs** – Costs to be determined during Level III screening.
- **Environmental Justice** – Environmental Justice issues to be determined during Level III screening.

Recommendation

This alternative should be advanced to Level III screening because it has the ability to improve traffic flow across KY 371.
**Capacity Improvement Alternative**  
**Boone and Kenton Counties**

**COLLECTOR DISTRIBUTOR FROM I-275 TO KY 536**

**Existing Conditions**
- Urban Interchanges
- Partial interchange at Mall Road
- System Connectivity Deficiencies: KY 1017 interchange does not provide direct access to KY 1017 from I-75 SB; Mall Road is only a partial interchange and does not allow full access from I-75.

<table>
<thead>
<tr>
<th>I-75 from:</th>
<th>Average Daily Traffic (ADT)</th>
<th>LOS</th>
</tr>
</thead>
<tbody>
<tr>
<td>KY 536 to US 42</td>
<td>104,000</td>
<td>D</td>
</tr>
<tr>
<td>US 42 to KY 18</td>
<td>114,000</td>
<td>D</td>
</tr>
<tr>
<td>KY 18 to KY 1017</td>
<td>161,000</td>
<td>F</td>
</tr>
<tr>
<td>KY 1017 to KY 236</td>
<td>160,000</td>
<td>E</td>
</tr>
<tr>
<td>KY 236 to I-75</td>
<td>145,000</td>
<td>E</td>
</tr>
</tbody>
</table>

**Description of Alternative**
- Collector/distributor (C/D) road system from the I-275 interchange to KY 536 that separates local traffic from through traffic.

**Level II Screening Criteria**
- **Transportation System Performance** – The CD road from I-275 to KY 536 improves the capacity and safety of I-75 by separating local traffic from through traffic. Using a series of slip ramps for entry and exit movements, weaving movements are greatly diminished.
- **Community Impacts** – Right-of-way acquisition is anticipated.
- **Environmental Impacts** – Environmental impacts to be determined during Level III screening.
- **Economic Development** – This alternative would produce some opportunities for economic development, particularly in the Mall Road and US 42 area.
- **Costs** – Costs to be determined during Level III screening.
- **Environmental Justice** – Environmental justice issues to be determined during Level III screening.

**Recommendation**
This alternative should be advanced to Level III screening because it has the ability to improve traffic flow and reduce congestion on this section of I-75.
**Description of Alternative**
Alternative C would create a collector distributor road system along I-75 that connects Turfway Road and Houston Road. The purpose of this alternate is to create full access to I-75, northbound and southbound, from both Houston and Turfway Roads.

**Level II Screening Criteria**
- **Transportation System Performance** – Alternative C would create direct access to KY 1017 and KY 842. This will decrease the amount of congestion at the intersection of Turfway and Houston Roads.
- **Community Impacts** – Right-of-way acquisition is anticipated.
- **Environmental Impacts** – Environmental impacts to be determined during Level III screening.
- **Economic Development** – Alternative C maintains connectivity to the commercialized area on Houston Road and Turfway Park.
- **Costs** – Costs to be determined during Level III screening.
- **Environmental Justice** – Environmental Justice issues to be determined during Level III screening.

**Recommendation**
This alternative should be advanced to Level III screening because it has the ability to increase I-75 capacity, as well as improve traffic flow across KY 842 and KY 1017.
**Design Deficiency/Capacity Improvement Alternative**

**Boone County**

**Description of Alternative**

Alternative B would create a single point urban interchange at Interstate 75 and Turfway Road. It also includes:

- Converting the existing Houston Road ramps on west side of interchange to a local access road.
- Improving Turfway Road to a six-lane median divided road from US 25 to Turfway Park.

**Level II Screening Criteria**

- **Transportation System Performance** – Alternative B would create full access to KY 1017 and decrease the amount of traffic using Houston Road to get to KY 1017. With this alternative, Turfway Road would be enhanced to a six-lane median divided facility, capable of handling more traffic. Direct access to Houston Road from I-75 would be eliminated, which would relieve congestion on a segment of this route. In order for the intersection of KY 1017 and KY 842 to function, alternate intersection configurations will be analyzed as a part of Level III screening.

- **Community Impacts** – Right-of-way acquisition is anticipated.

- **Environmental Impacts** – Environmental impacts to be determined during Level III screening.

- **Economic Development** – Alternative B would create opportunities for economic development by opening the area around the existing Turfway Road interchange to business and retail use after it is converted to a local access road.

- **Costs** – Costs to be determined during Level III screening.

- **Environmental Justice** – Environmental Justice issues are not anticipated with this alternative.

**Recommendation**

This alternative should be advanced to Level III screening because it has the ability to improve access to and increase the capacity of KY 1017.

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**KY 1017 (TURFWAY ROAD) INTERCHANGE**

**Alternative B**

**Description of Alternative**

Alternative B would create a single point urban interchange at Interstate 75 and Turfway Road. It also includes:

- Converting the existing Houston Road ramps on west side of interchange to a local access road.
- Improving Turfway Road to a six-lane median divided road from US 25 to Turfway Park.
Description of Alternative
Alternative A would convert the KY 1017 interchange to a diamond interchange and relocate the gore of the existing I-75 southbound off-ramp to accommodate this new diamond interchange.

Level II Screening Criteria
- **Transportation System Performance** – Alternative A would create direct access to KY 1017 from I-75 southbound and decrease the amount of traffic using Houston Road to get to KY 1017. With this alternative, direct access to Houston Road is still maintained. The new southbound on-ramp from Turfway Road would require a bridge over the Houston Road off-ramp.
- **Community Impacts** – Right-of-way acquisition is anticipated and this alternative may impact both the Hilton Hotel and Extended Stay America near KY 1017.
- **Environmental Impacts** – Environmental impacts to be determined during Level III screening.
- **Economic Development** – Alternative A alone should not generate substantial additional economic development, but will improve the connectivity at Turfway Road. This alternative will also reduce adverse travel to get on I-75 southbound from KY 1017.
- **Costs** – Costs to be determined during Level III screening.
- **Environmental Justice** – Environmental Justice issues are not anticipated for this alternative.

Recommendation
This alternative should be advanced to Level III screening because it has the ability to improve access to KY 1017 and decrease the amount of traffic using Houston Road.
**Existing Conditions**

- Offset Diamond Interchange
- Includes: I-75 Northbound to Turfway Road Eastbound and Westbound, I-75 Southbound to Houston Road Northbound and Southbound, Turfway Road Eastbound and Westbound to I-75 Northbound, and Houston Road Eastbound and Westbound to I-75 Southbound.
- System Connectivity Deficiencies: System circulation is poor because of "offset diamond" ramp configuration; no direct access to I-75 Southbound from Turfway Road or to Turfway Road from I-75 Southbound
- Poor access to parcels immediately adjacent to Turfway Road

<table>
<thead>
<tr>
<th>Turfway Road from:</th>
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</tr>
</thead>
<tbody>
<tr>
<td>Dixie Highway to Lloyd Avenue</td>
<td>17,500</td>
</tr>
<tr>
<td>Lloyd Avenue to Burlington Pike</td>
<td>21,900</td>
</tr>
<tr>
<td>Burlington Pike to Houston Road</td>
<td>28,200</td>
</tr>
</tbody>
</table>

**KY 1017 (TURFWAY ROAD) INTERCHANGE**

**Turfway Road Looking South**

**Houston Road Looking North**

**Houston Road Looking South**
Existing Conditions

- Section of KY 18 from I-75 to Houston Road (KY 842) is congested during peak periods.
- KY 18 has a wide and variable cross-section (from 5 to 8 lanes inclusive of turn lanes) in this area.
- There are very high turning movements at the KY 18 intersections with Mall Road and Houston Road. Many trips involve travel between the commercialized areas of Mall Road and Houston Road.

KY 18 (Burlington Pike) from:

<table>
<thead>
<tr>
<th>Average Daily Traffic (ADT)</th>
<th>LOS</th>
</tr>
</thead>
<tbody>
<tr>
<td>I-75 to Mall Road</td>
<td>44,700</td>
</tr>
<tr>
<td>Mall Road to Zig Zag Road</td>
<td>45,850</td>
</tr>
</tbody>
</table>

KY 842 (Houston Road) from:

<table>
<thead>
<tr>
<th>Average Daily Traffic (ADT)</th>
<th>LOS</th>
<th>KY 3157 (Mall Road) from:</th>
</tr>
</thead>
<tbody>
<tr>
<td>Clayton Rd. to KY 18</td>
<td>18,900</td>
<td>C</td>
</tr>
<tr>
<td>KY 18 to Woodspoint Dr.</td>
<td>23,300</td>
<td>C</td>
</tr>
<tr>
<td>KY 18 to US 42</td>
<td>D</td>
<td>20,900</td>
</tr>
</tbody>
</table>

Description of Alternative

- Extend Mall Road from KY 18 and connect it to Houston Road.
- The extension should have a 5-lane cross-section.

Level II Screening Criteria

- Transportation System Performance – This alternative would improve the connectivity between Mall Road and Houston Road while also relieving some congestion on this section of KY 18. The relief will be in the form of better distribution of some high turning movements at the KY 18 intersections of Houston Road and Mall Road. This will therefore improve the operational performance of these intersections.
- Community Impacts – Right-of-way acquisition is anticipated.
- Environmental Impacts – Environmental impacts to be determined during Level III screening.
- Economic Development – This roadway extension would increase the access to and development potential of land north of KY 18.
- Costs – Costs to be determined during Level III screening.
- Environmental Justice – Environmental Justice issues will be identified during Level III screening.

Recommendation

This alternative should be advanced to Level III screening because it has the ability to improve traffic flow and reduce congestion at two major intersections on KY 18. This alternate also improves access and development opportunities for the land north of KY 18.
**Capacity Improvement Alternative**  
**Boone County**

**COLLECTOR DISTRIBUTOR SYSTEM FOR BURLINGTON PIKE (KY 18) AND US 42**

**Existing Conditions**
- Two interchanges at Burlington Pike and Dixie Highway
- One partial urban interchange at Mall Road

**I-75 from:**
- Average Daily Traffic (ADT) | LOS
  - KY 536 to US 42 104,000 D
  - US 42 to KY 18 114,000 D

**US 42 to I-75 from:**
- Average Daily Traffic (ADT)
  - Mall Road to I-75 37,800
  - I-75 to Industrial Road 31,800
  - Industrial Road to Scott Drive 20,200

**Description of Alternative**
- This alternative proposes the construction of a collector/distributor (C/D) road system from Burlington Pike to US 42. It also would convert the Mall Road ramps to a connector road that joins the collector/distributor system.

**Level II Screening Criteria**
- **Transportation System Performance** – The C/D road from Burlington Pike to Dixie Highway improves the mobility and safety of I-75 by collecting local traffic on an exclusive travel way. The connector road also improves accessibility and mobility in the region by providing full access to Mall Road.
- **Community Impacts** – Right-of-way acquisition is anticipated.
- **Environmental Impacts** – Environmental impacts to be determined during Level III screening.
- **Economic Development** – This alternative would produce some opportunities for economic development by making the Mall Road area more accessible.
- **Costs** – Costs to be determined during Level III screening.
- **Environmental Justice** – Environmental Justice issues are not anticipated with this alternative.

**Recommendation**
This alternative should be advanced to Level III screening because it has the ability to improve traffic flow and capacity on this section of I-75, and to increase the accessibility of Mall Road from the south.
**Description of Alternative**
- Alternative C would straighten the curve in I-75 in conjunction with the interchange improvements found in Alternates A or B.

**Level II Screening Criteria**
- **Transportation System Performance** – Alternative C would improve the efficiency of the overall operation of the KY 18 interchange and examine the effects of straightening the curve on I-75.
- **Community Impacts** – Right-of-way acquisition would be required on the eastern side of I-75.
- **Environmental Impacts** – Environmental impacts to be determined during Level III screening.
- **Economic Development** – This alternative should not generate additional economic development opportunities.
- **Costs** – Costs to be determined during Level III screening.
- **Environmental Justice** – Environmental Justice issues to be determined during Level III screening.

**Recommendation**
This alternative should be advanced to Level III screening because it has the ability to improve traffic flow and safety on I-75 in addition to improving the KY 18 interchange.
Description of Alternative
- Alternative B would create a single point urban interchange allowing full traffic movements between I-75 and Burlington Pike.

Level II Screening Criteria
- Transportation System Performance – Alternative B would improve the efficiency of the overall operation of the KY 18 interchange.
- Community Impacts – Community impacts and right-of-way acquisition should be minimal.
- Environmental Impacts – Vehicle emissions would be reduced due to improved operations at this interchange. Other environmental impacts to be determined during Level III screening.
- Economic Development – This alternative alone should not generate additional economic development opportunities.
- Costs – Costs to be determined during Level III screening.
- Environmental Justice – Environmental Justice issues to be determined during Level III screening.

Recommendation
This alternative should be advanced to Level III screening because it has the ability to increase capacity and improve operation of the interchange.
Description of Alternative
Alternative A would include the following improvements to the Burlington Pike interchange:
- Add one lane to I-75 Southbound off-ramp
- Add one lane to I-75 Northbound on-ramp
- Add one lane to Burlington Pike between the I-75 ramps

Level II Screening Criteria
- Transportation System Performance – Alternative A would improve the capacity of the I-75 SB off-ramp as well as increasing the capacity of KY 18 with the addition of a lane across the bridge. The addition of the lane for the I-75 NB on-ramp would encourage more equal usage of the left turn lanes onto the ramp.
- Community Impacts – Community impacts should be minimal and right-of-way acquisition is not anticipated.
- Environmental Impacts – Environmental impacts to be determined during Level III screening.
- Economic Development – This alternative alone should not produce substantial economic development opportunities, but will improve the mobility in the corridor.
- Costs – Costs to be determined during Level III screening.
- Environmental Justice – Environmental Justice issues are not anticipated with this alternative.

Recommendation
This alternative should be advanced to Level III screening because it has the ability to increase capacity for critical movements at this interchange.
Existing Conditions

- Diamond Interchange
- Includes: I-75 Northbound and Southbound to Burlington Pike Eastbound and Westbound, Burlington Pike Eastbound and Westbound to I-75 Northbound and Southbound.
- Connectivity Deficiencies: System circulation is poor because there is no access to US 42 along I-75 from KY 18; Southbound I-75 off-ramp needs more capacity to handle long queues. Congestion along KY 18 between ramp termini.
- More Deficiencies: This interchange is at or near capacity on the cross-street due to heavy traffic volumes. Closely spaced intersections along KY 18 negatively affect progressive traffic flow.
- Truck stops located on east side of I-75, which generate a high proportion of truck turning movements.
- KY 18 Westbound internal left turn lane at I-75 is too short, causing problems with internal queue spillback.

KY 18 (BURLINGTON PIKE) INTERCHANGE

### Existing Conditions from: Average Daily Traffic (ADT)

<table>
<thead>
<tr>
<th>From</th>
<th>To</th>
<th>Traffic (ADT)</th>
</tr>
</thead>
<tbody>
<tr>
<td>Mall Road to I-75</td>
<td></td>
<td>45,800</td>
</tr>
<tr>
<td>I-75 to Glenn Street</td>
<td></td>
<td>44,700</td>
</tr>
</tbody>
</table>

### Images:

- I-75 SB Off-Ramp to Burlington Pike
- WB Burlington Pike Left Turn Lane to I-75 SB
- EB Burlington Pike Left Turn Lane to I-75 NB
- I-75 NB On-Ramp
**Existing Conditions**

- Skewed Diamond with a Loop Interchange
- Includes: I-75 Northbound and Southbound to US 42 Eastbound and Westbound, US 42 Eastbound and Westbound to I-75 Northbound and Southbound.
- Design Deficiency: US 42 Westbound left turn storage is very short, which results in internal queue spillback. The intersection of US 42 and Industrial Road provides a tight turning radius for trucks making the left turn onto US 42; there is also inadequate spacing between the Industrial Road intersection and the I-75 northbound ramp for trucks to merge into the right most lane for access to the northbound I-75 ramp.

**I-75 from:**

<table>
<thead>
<tr>
<th>Average Daily Traffic (ADT)</th>
<th>LOS</th>
</tr>
</thead>
<tbody>
<tr>
<td>KY 536 to US 42</td>
<td>104,000</td>
</tr>
<tr>
<td>US 42 to KY 18</td>
<td>114,000</td>
</tr>
</tbody>
</table>

**US 42 from:**

<table>
<thead>
<tr>
<th>Average Daily Traffic (ADT)</th>
</tr>
</thead>
<tbody>
<tr>
<td>Mall Road to I-75</td>
</tr>
<tr>
<td>I-75 to Industrial Road</td>
</tr>
<tr>
<td>Industrial Road to Scott Drive</td>
</tr>
</tbody>
</table>

**Description of Alternative**

- This alternative proposes the construction of ramps that connect Industrial Road directly to Interstate 75. It would also include minor widening of US 42 between Industrial Road and the I-75 Northbound ramps. This alternative would also realign the existing I-75 Northbound ramps so that they are no longer offset from one another.

**Level II Screening Criteria**

- **Transportation System Performance** – This alternative improves the mobility and safety of I-75 by providing direct access to Industrial Road from I-75. Industrial Road carries a high volume of heavy vehicles and this alternative would address some of the current problems at the US 42 and Industrial Road intersection by diverting the heavy vehicles directly to the interstate.
- **Community Impacts** – Right-of-way acquisition is anticipated.
- **Environmental Impacts** – Environmental impacts to be determined during Level III screening.
- **Economic Development** – This alternative would produce some opportunities for economic development by making the Mall Road area more accessible.
- **Costs** – Costs to be determined during Level III screening.
- **Environmental Justice** – Environmental justice issues are not anticipated with this alternative.

**Recommendation**

This alternative should be advanced to Level III screening because it has the ability to improve traffic flow around the US 42 interchange and improve access to Industrial Road.
Existing Conditions
- Currently, the KY 18 to KY 326 connector road is part of the Long Range Transportation Plan.
- There is no direct surface street route from KY 18.

I-75 from: Average Daily Traffic (ADT) LOS
- KY 1017 to KY 236: 160,000 E
- KY 236 to I-275: 145,000 E
- I-275 to KY 371: 159,000 F

US 25 from: Average Daily Traffic (ADT)
- KY 1017 to KY 236: 28,800
- KY 236 to I-275: 28,500

Description of Alternative
- This alternative would extend KY 18 to Kenton Lands Road assuming the current Long Range Transportation Plan project to connect KY 18 to KY 236 is built.

Level II Screening Criteria
- Transportation System Performance – This alternative would connect KY 18 to Kenton Lands Road, and subsequently to Buttermilk Pike. Thus, this connection could provide an excellent parallel route to I-75.
- Community Impacts – Right-of-way acquisition is anticipated.
- Environmental Impacts – Environmental impacts to be determined during Level III screening.
- Economic Development – It is anticipated that this alternative would provide limited incremental economic benefits as a result of improved mobility.
- Costs – Costs to be determined during Level III screening.
- Environmental Justice – Environmental Justice issues to be determined during Level III screening.

Recommendation
This alternative should be advanced to Level III screening because it has the ability to improve the connectivity of KY 18 with Buttermilk Pike.