

## Welcome!

The Kentucky Transportation Cabinet is moving forward with the reconstruction of the interchange located at on Exit 175, KY338 (Richwood Road) on I-71/75. The project is currently in the preliminary design and environmental documentation phase. The project consists of the following improvements:

- Reconfiguration of interchange to a Double Crossover Diamond (DCD) lane configuration
- Reconstruction of ramps from I-71/75 to KY338 (Richwood Road)
- Construction of Auxiliary Lanes on I-71/75 North of KY 338 in both the northbound and southbound directions
- Widening of KY338 (Richwood Road) from Triple Crown (west) to beyond Old Lexington Pike (east) in the industrial park
- Signalized intersections will be provided at Frogtown Road Connector and Best Pal. The Triple Crown intersection could either be signalized or constructed as a roundabout.
- The KY338 @ US25 intersection will be reconstructed to a Single Point Urban Interchange (SPUI) configuration where KY 338 passes under US 25
- The at-grade railroad crossing at Shoreland Drive will be eliminated and a grade separated crossing will be provided at KY338
- Widening of US25 and provide ramps to/from KY338
- Construction of sidewalks and multi-use paths

## What is a Double Crossover Diamond (DCD) Interchange?

A **Double Crossover Diamond Interchange (DCD)** is a type of diamond interchange in which the two directions of traffic on the non-freeway road (KY338) cross to the opposite side on both sides of the bridge at the freeway (I-71/75). It is unconventional in that it requires traffic on the freeway underpass to briefly drive on the opposite side of the road from what is customary for the United States.

The double crossover diamond interchange allows simpler traffic signal operations and provides greater efficiency of movements. This is accomplished by segregating left turn movement. Safety is significantly increased since left turns do not have to clear opposing traffic and all movements are discrete, with most controlled by synchronized traffic signals. Additionally, the design improves the efficiency by redistributing signal green time; there are only two clearance intervals (the time for traffic signals to change from green to yellow to red) instead of the six or more found in other interchange designs.



Double Crossover Diamond Interchange  
Harrodsburg Rd. @ New Circle Rd.  
Lexington, Kentucky  
Opened August 8, 2011  
1<sup>st</sup> DCD in Kentucky, 15<sup>th</sup> in the USA



## I-71/75 INTERCHANGE at KY338 – RICHWOOD ROAD

### Alternatives Considered

The Interchange Justification Study approved by the Federal Highway Administration indicates that this interchange will be reconstructed as a Double Crossover Diamond Interchange (DCD) with adequate auxiliary lanes provided on I-71/75. During preliminary design, five alternatives were studied for improvements to KY 338 (Richwood Road) and US 25 to the east and west of the interchange proper. These alternatives were examined to ensure when the interchange is opened, and thru the design year 2030, it performs at an acceptable level to reduce congestion.

### Alternatives to the West

Access management on the west side of the DCD is critical to the success of this project. Ten alternatives were studied with the primary goals being to improve safety and increase capacity. Traffic is expected to double by 2030. In the Preferred Alternative, Richwood Road will be widened to two lanes in each direction with a raised median from Triple Crown Blvd. to the DCD interchange. Improvements will include storm sewer, a multi-use path, reconfiguration of access points providing access management, traffic signals, and new signing and pavement markings.

### Alternatives to the East

Similar to the west side, the goals on the east side of the DCD interchange are to improve safety and increase capacity. Five alternatives were studied on the east side of the interchange. Access to the businesses on this side determined which alternatives remain viable. In the Preferred Alternate, Richwood Road will be widened to two lanes in each direction. The intersection with US 25 will be a grade separated Single Point Urban Interchange (SPUI). KY 338 will be constructed underneath US 25. US 25 will be widened to two lanes in each direction within the limits of the project. The at-grade railroad crossings at Shoreland Drive and Richwood Road will be closed.

### What is the Project Timeline?

Public Meeting	November 29, 2012
Environmental Document Approved	1 <sup>st</sup> Quarter 2013
Final Design	2013 to 2014
Right of Way Acquisition	2014 to 2016
Begin Construction	2016 or 2017

### Project Costs/Funding

Design	\$ 2.08 Million	(Authorized)
Right of Way	\$ 8.82 Million	(FY 2013)
Utilities	\$ 3.25 Million	(FY 2013)
Construction	\$28.91 Million	(FY 2016)
<b>TOTAL</b>	<b>\$43.06 Million</b>	

### We Want Your Input!!

#### Comments can be provided:

- By completing the provided Survey Questionnaire and returning this evening or by mail at the noted address (accepted until December 14, 2012).
- By providing your oral comments to the Court Reporter this evening.

***Please visit the project website to review all exhibits presented at this meeting and for updates as the project advances.***

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