

# New road design planned in N. Ky.

Double crossover diamond interchange is viewed as safer and less expensive

Associated Press

FLORENCE, Ky. — A traffic flow design planned for Northern Kentucky aims to smooth the ride for travelers using a technique that's new to the region.

The Kentucky Enquirer reported the double crossover diamond interchange at Ky. 536 and Interstate 71/75 in Boone County will be among the first of its kind in the area.

Carol Callan-Ramler, project manager for the Kentucky Transportation Cabinet's District 6 office, said meetings are being held with the public to describe the project. "We wanted to start the public meetings now because this is a major project, and the double crossover diamond interchange is something many people have probably never seen before," she said.

Utility work and right-of-way acquisitions are expected to start next year. Construction of the road project is expected to begin in 2015.

The double crossover, which is also called a diverging diamond interchange, is becoming more popular after being introduced in the U.S. in 2009 from Europe, where it was developed.

Lexington installed a diverging diamond intersection in 2011 on Harrodsburg Road. A one-year review of the project found that accidents had decreased by 40 percent, and 72 percent of people who responded to a Transportation Cabinet survey said the design was a good solution and recommended its use elsewhere.

Boone County Judge-Executive Gary Moore said the current and anticipated traffic flow in the area makes the double crossover diamond interchange the best option for both Ky. 536, which is Mount Zion Road, and for Richwood Road and I-71/75.

"When a majority of the traffic is flowing from one direction, in this case the north, this option works perfectly," Moore said. "The (DCD) interchanges at Mount Zion and Richwood Road



An illustration of a planned double crossover diamond interchange from Ky. 536, with Interstate 71/75 crossing overhead. Motorists would briefly switch to the opposite side of the road. KY. TRANSPORTATION CABINET

allow for the continuation of our rapid growth and expansion in the county, even in a down economy."

Callan-Ramler said the interchanges usually cost less than traditional road-widening pro-

jects and provide a traffic flow that is less disruptive.

"The way we fund transportation is inadequate," Callan-Ramler said, "so we have to figure out how we can skin the cat with the resources that we have."

Developer Jack Berberich said current traffic flow has slowed growth. "We've had inquiries from other businesses about some of the vacant land there, and the traffic issues are always a major concern," he said.