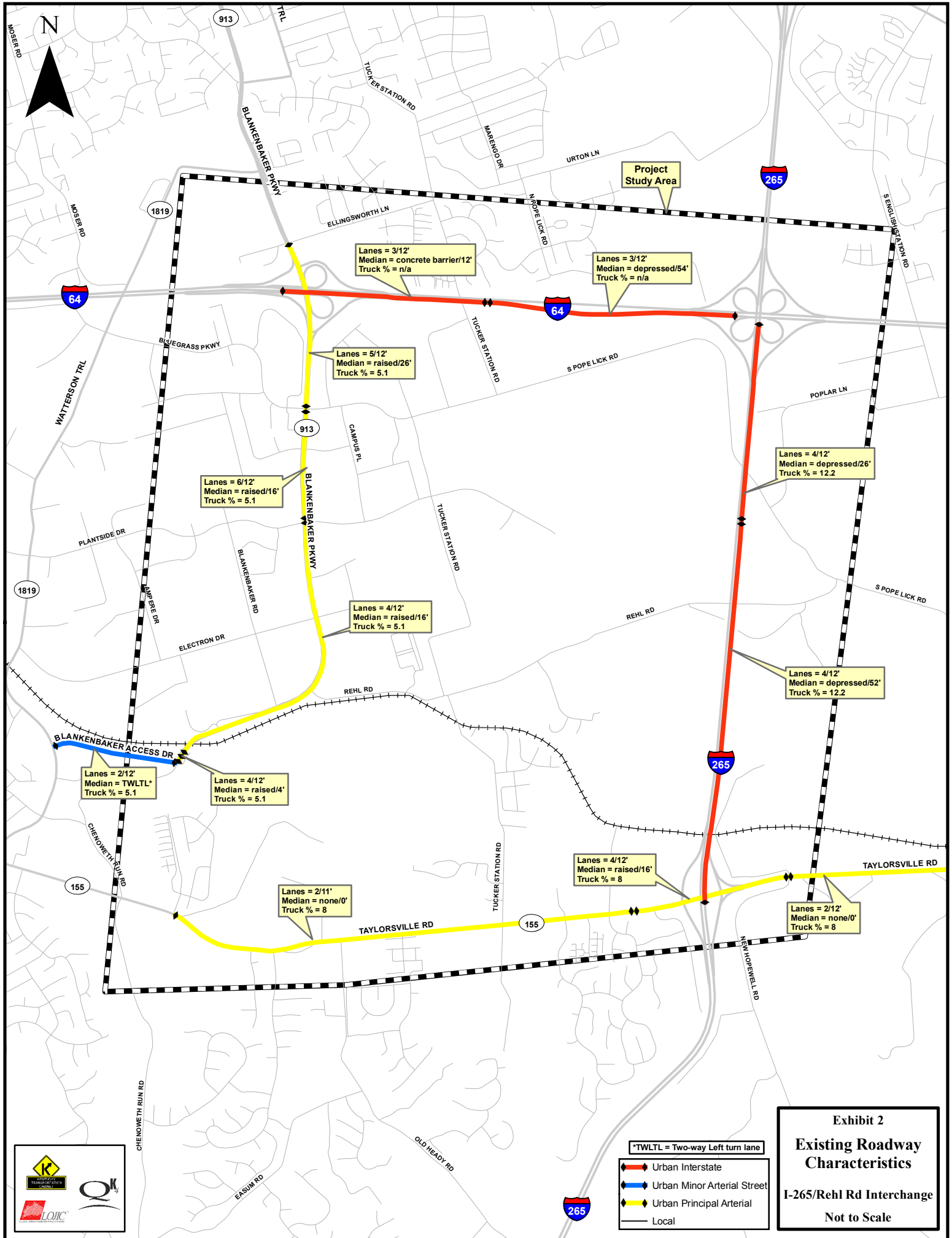
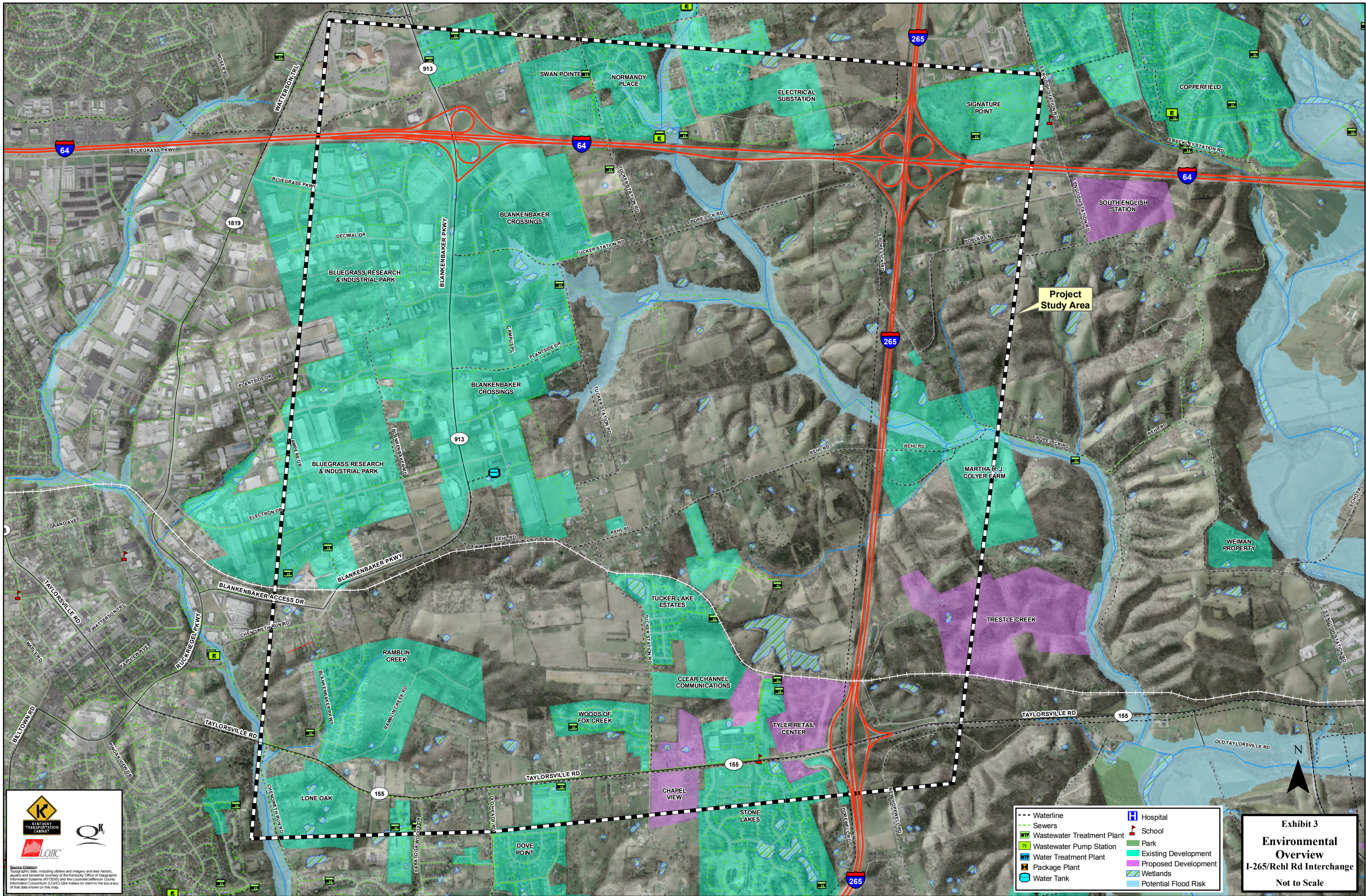
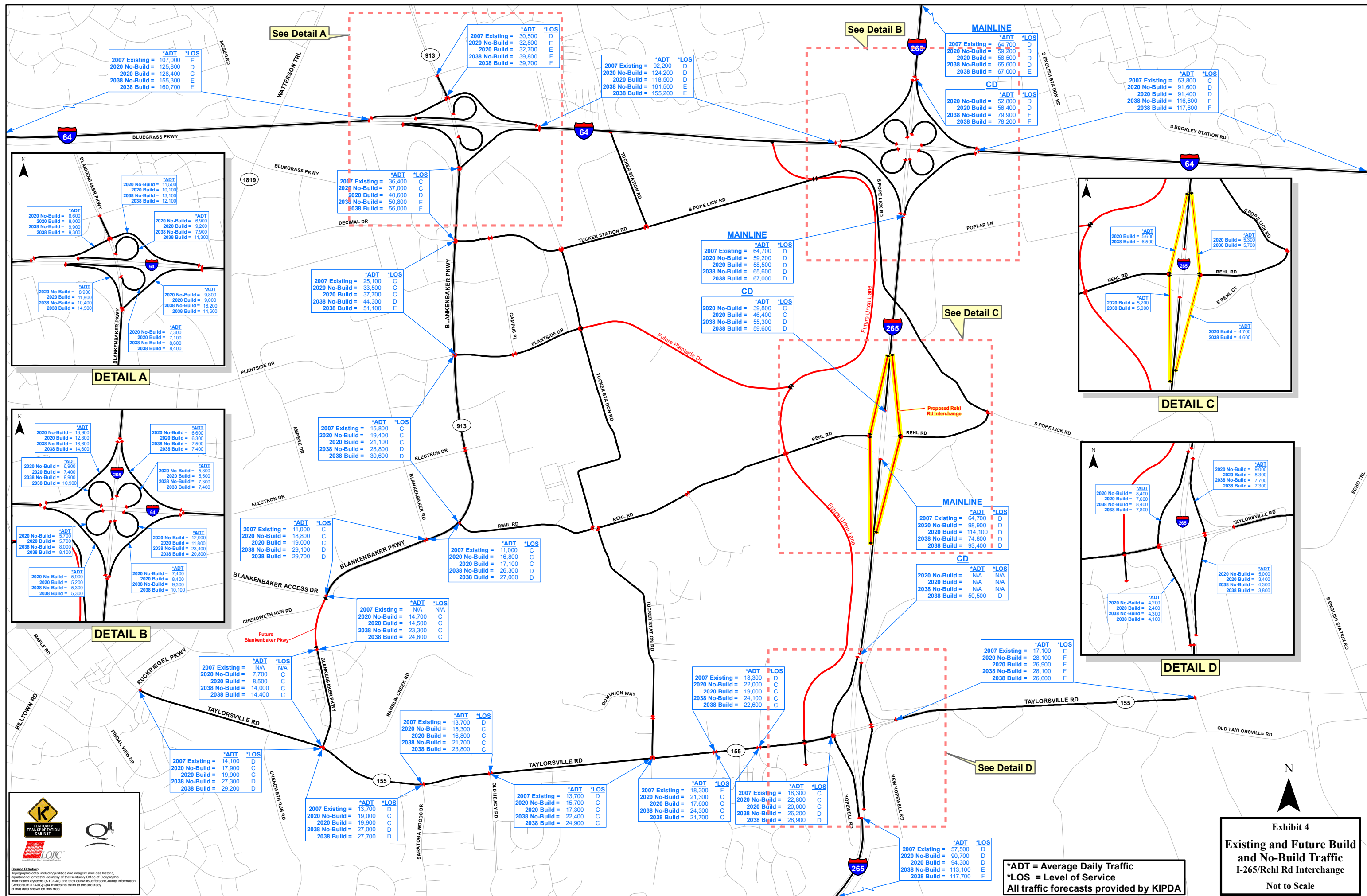


Exhibit 1
Project
Location
 I-265/Rehl Rd Interchange
 Not to Scale







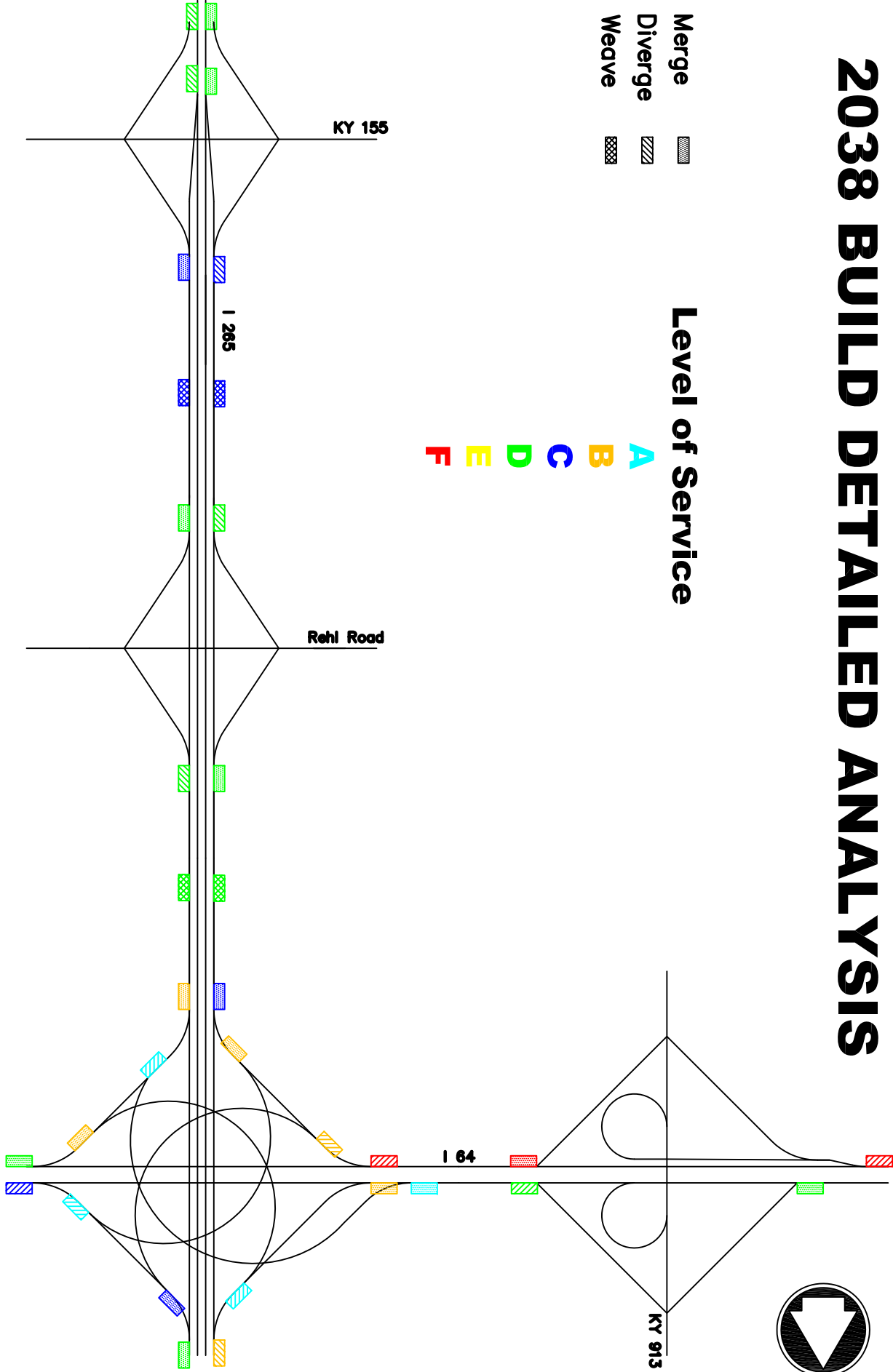
2038 BUILD DETAILED ANALYSIS



- Merge
- Diverge
- Weave

Level of Service

A
B
C
D
E
F



NOT TO SCALE

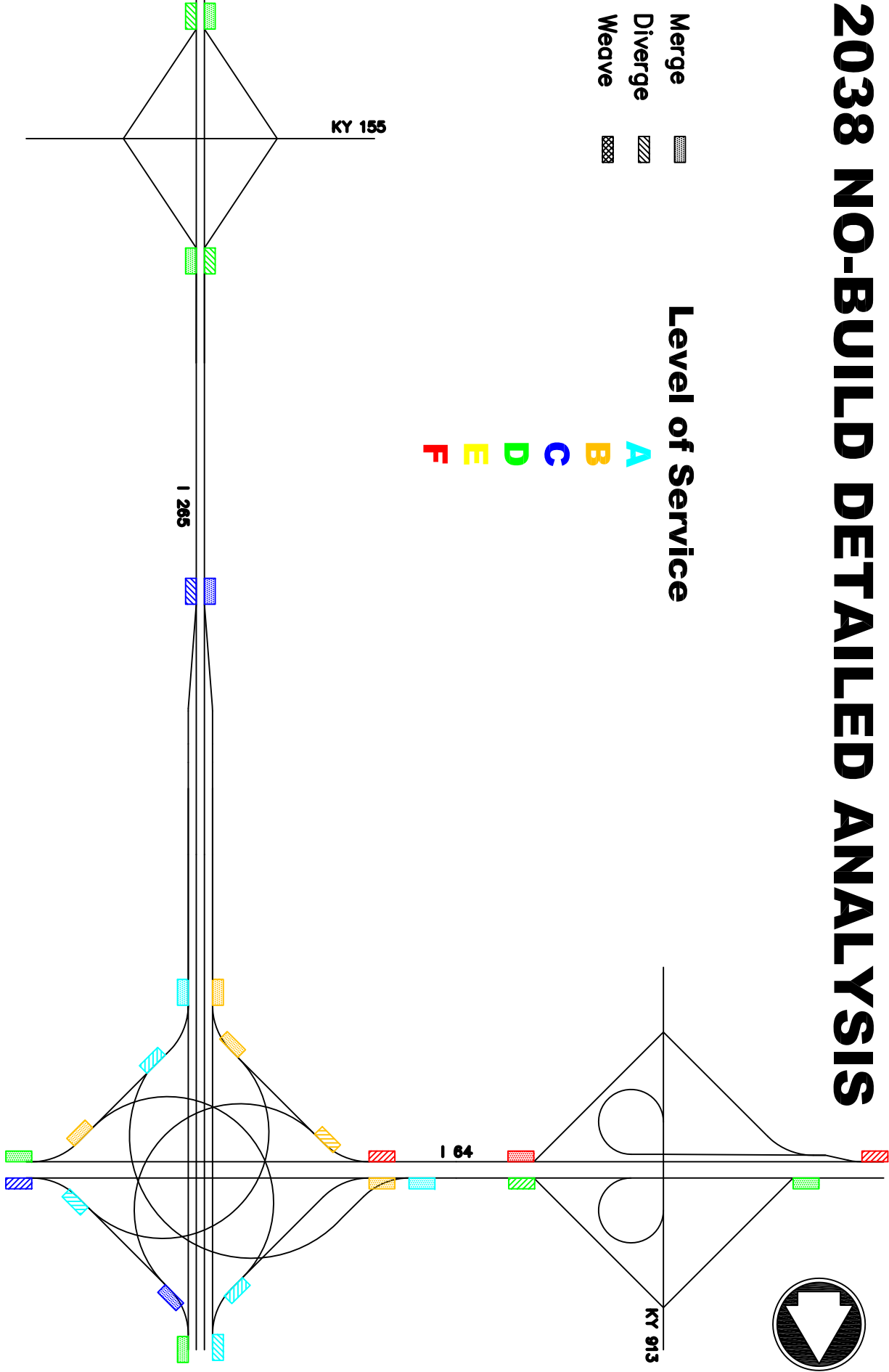
2038 NO-BUILD DETAILED ANALYSIS



- Merge
- Diverge
- Weave

Level of Service

A
B
C
D
E
F



NOT TO SCALE

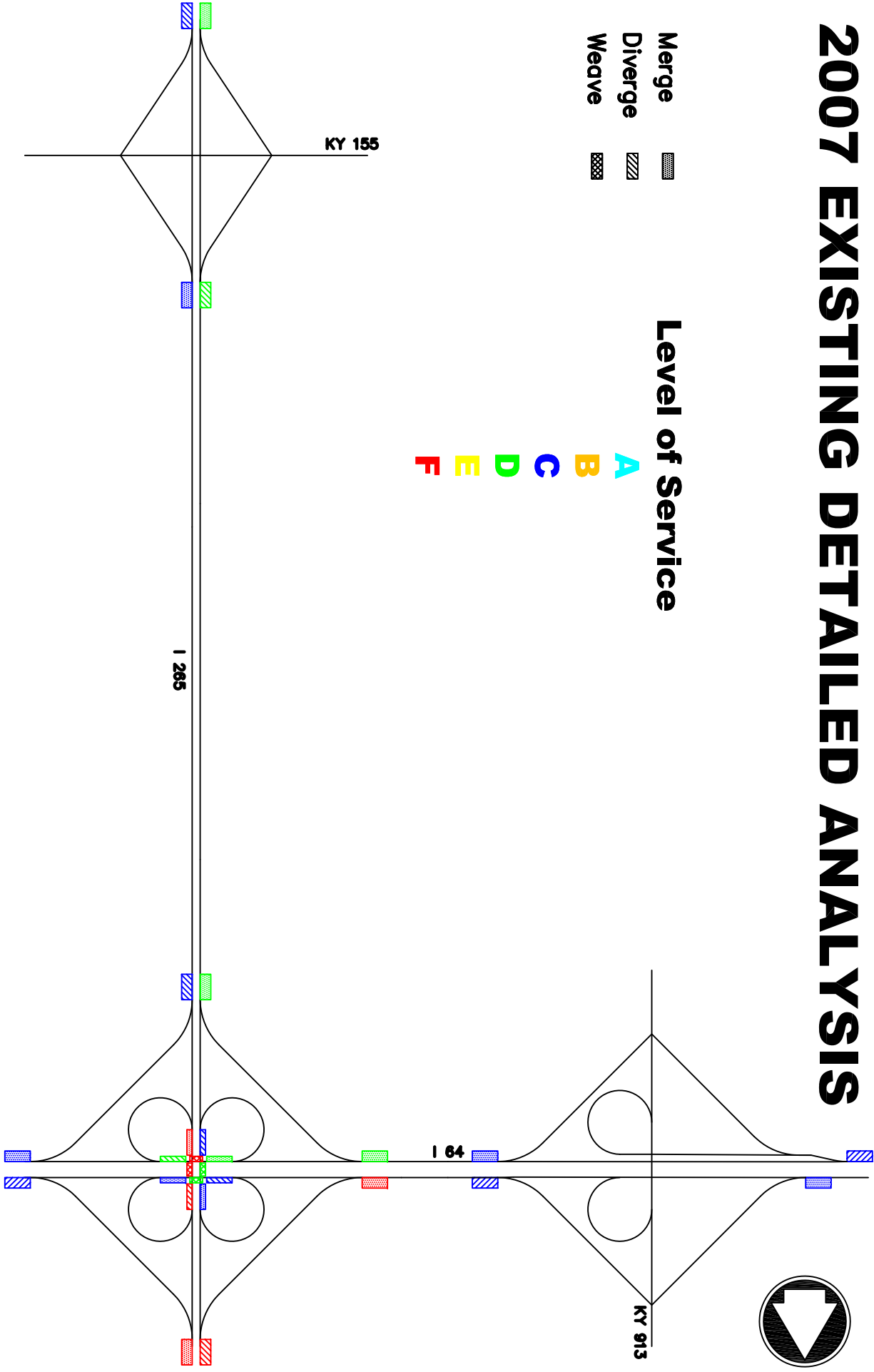
2007 EXISTING DETAILED ANALYSIS



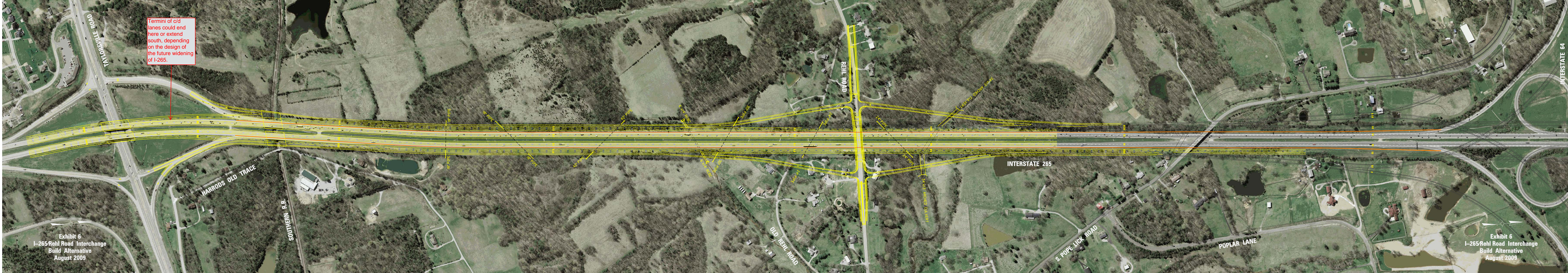
- Merge
- Diverge
- Weave

Level of Service

A
B
C
D
E
F



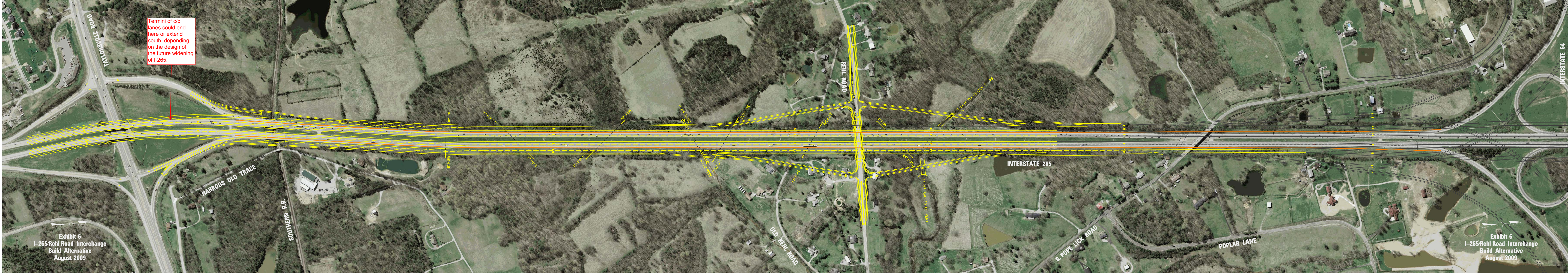
NOT TO SCALE



Termini of c/d lanes could end here or extend south, depending on the design of the future widening of I-265.

Exhibit 6
I-265/Rehl Road Interchange
Build Alternative
August 2009

Exhibit 6
I-265/Rehl Road Interchange
Build Alternative
August 2009



Termini of c/d
lanes could end
here or extend
south, depending
on the design of
the future widening
of I-265.

Exhibit 6
I-265/Rehl Road Interchange
Build Alternative
August 2009

Exhibit 6
I-265/Rehl Road Interchange
Build Alternative
August 2009



ECONOMIC DEVELOPMENT DEPARTMENT
LOUISVILLE, KENTUCKY

JERRY E. ABRAMSON
MAYOR

C. BRUCE TRAUGHBER, DIRECTOR

August 4, 2008

Mr. Rick Storm
City Engineer
Public Works and Assets
444 S. 5th Street
Louisville, KY 40202

Dear Rick:

The current inability to develop our community's last major industrial/commercial park adjacent to Interstate 265, between I-64 and Taylorsville Road, should be addressed as quickly as possible. We're seeing strong investment in this area, but only the Blankenbaker interchange on I-64 serves this immediate area. At present this interchange cannot handle the amount of traffic that results from the large numbers of employees (approximately 10,000) who are currently working in the two business parks. The business community is aware of this problem and therefore a new interchange at Rehl Road and I-265 must be a top road priority for our community.

As one major employer has already informed us, the infrastructure is not sufficient to withstand more development, however, they stand ready to build a second building (which means an additional 2,000 employees) if a commitment for another interstate connection is made. Without another interchange this company does not intend to add these jobs to our community. The decision represents the industries' attitude toward this area. Traffic is already congested at the Blankenbaker-I-64 interchange, and it will get only worse with time, and as residential and other development occurs in this part of Jefferson County.

Blankenbaker Station and Blankenbaker Crossings together currently represent more than 600 acres of development, and \$675 million in investment. With their proposed expansions of up to 600 more acres, Louisville and Kentucky could be looking at a doubling of the number of jobs, increasing employment to 20,000, with additional real estate investment of approximately \$2 billion.

Rick Storm
August 4, 2008
Page 2

This proposed development would have an **annual net new impact of:**

- **\$1.9 million in Kentucky state property tax revenues**
- **\$74.9 million in Kentucky State individual income tax revenues**
- **\$64.1 million in Kentucky State sales tax revenues**
- **\$12.5 million in local occupational tax revenues**
- **\$3.4 million in local property tax revenues**
- **an additional 49,000 jobs in our 25-county economic area**

This new investment cannot happen without a new interstate interchange. This area has been long identified for industrial economic development in our Comprehensive Planning documents, it is flat, it has no environmental constraints, most of it has been rezoned for industrial land use, and it has adequate sewers; even so, *companies are making decisions to bypass this area because of lack of interstate access, making Louisville and Kentucky miss out on real economic development opportunities.* With the small amount of developable land left in our county, this area is in dire need for a new interchange.

The proposed Rehl Road interchange on I-265 would provide an option for employees to access this area. This interchange should be made a top priority. **THE LOSS TO THE COMMONWEALTH IS \$141 MILLION ANNUALLY IF WE DO NOT ACT TO BUILD THIS INTERCHANGE.**

Sincerely,



C. Bruce Traughber
Director

Rehl Road Feasibility Study
Existing (May 2009) Roadway Conditions

Route	Beginning MP	Beginning Feature	Ending MP	Ending Feature	Length	Functional Class	State System	NHS ?	NTN ?	Truck Weight Class	# of Lanes	Lane Width	Shoulder Type	Shoulder Width	% Passing Sight Distance
I-64	17.074	KY 913 (BLANKENBAKER ROAD)	18.888	I 265 UNDERPASS	1.814	Urban Interstate	State Primary	Y	Y	AAA	6	12	Paved	10	100
	18.889	I 265 UNDERPASS	19.600	SPEED LIMIT CHANGE	0.711	Rural Interstate	State Primary	Y	Y	AAA	4	12	Paved	10	100
	19.600	SPEED LIMIT CHANGE	20.765	FLOYDS FORK BRIDGE	1.165	Rural Interstate	State Primary	Y	Y	AAA	4	12	Paved	10	100
I-265	22.101	MP 22.101 (One Mile South of Taylorsville Road Overpass)	23.101	KY 155 (TAYLORSVILLE ROAD)	1.000	Urban Interstate	State Primary	Y	Y	AAA	4	12	Paved	10	100
	23.102	KY 155 (TAYLORSVILLE ROAD)	24.334	REHL ROAD BRIDGE	1.232	Urban Interstate	State Primary	Y	Y	AAA	4	12	Paved	10	100
	24.335	REHL ROAD BRIDGE	25.454	I 64 OVERPASS	1.119	Urban Interstate	State Primary	Y	Y	AAA	4	12	Paved	10	100
	25.455	I 64 OVERPASS	26.795	US 60 OVERPASS	1.340	Urban Interstate	State Primary	Y	Y	AAA	4	12	Paved	10	100
KY 155	5.149	OLD TAYLORSVILLE RD	5.711	NEW HOPEWELL RD	0.562	Urban Principal Arterial	State Secondary	N	Y	AAA	2	11	Combination	4	8
	5.712	NEW HOPEWELL RD	5.727	BEGINNING OF DIVIDED HIGHWAY	0.015	Urban Principal Arterial	State Secondary	N	Y	AAA	2	11	Combination	4	8
	5.727	BEGINNING OF DIVIDED HIGHWAY	5.737		0.010	Urban Principal Arterial	State Secondary	N	Y	AAA	2	11	Combination		8
	5.738		5.781		0.043	Urban Principal Arterial	State Secondary	N	Y	AAA	4	11	Combination	12	8
	5.782		5.990	I 265 EASTBOUND ONRAMP/I 265 EASTBOUND OFFRAMP	0.208	Urban Principal Arterial	State Secondary	N	Y	AAA	4	12	Combination	12	NPZ**
	5.991	I 265 EASTBOUND ONRAMP/I 265 EASTBOUND OFFRAMP	6.058	I 265 UNDERPASS (SOUTH END OF EASTBOUND BRIDGE)	0.067	Urban Principal Arterial	State Primary	N	Y	AAA	4	12	Combination	12	NPZ
	6.059	I 265 UNDERPASS (SOUTH END OF EASTBOUND BRIDGE)	6.150	I 265 WESTBOUND OFFRAMP/I 265 WESTBOUND ONRAMP	0.091	Urban Principal Arterial	State Primary	N	Y	AAA	4	12	Combination	12	NPZ
	6.151	I 265 WESTBOUND OFFRAMP/I 265 WESTBOUND ONRAMP	6.279	HOPEWELL ROAD	0.128	Urban Principal Arterial	State Primary	N	N	AAA	4	12	Combination	12	NPZ
	6.280	HOPEWELL ROAD	6.407		0.127	Urban Principal Arterial	State Primary	N	N	AAA	3	11	Combination	12	NPZ
	6.408		6.450		0.042	Urban Principal Arterial	State Primary	N	N	AAA	2	11	Combination	12	NPZ
	6.451		6.889	TUCKER STATION RD/SWEENEY LN	0.438	Urban Principal Arterial	State Primary	N	N	AAA	2	11	Combination	4	NPZ
KY 913	2.108	COMMONWEALTH DR	2.187	RESOURCE WAY	0.079	Urban Principal Arterial	State Primary	N	N	AAA	6	12	Curbed	N/A	75
	2.188	RESOURCE WAY	2.263	BLUEGRASS PKY	0.075	Urban Principal Arterial	State Primary	N	N	AAA	5	12	Curbed	N/A	75
	2.264	BLUEGRASS PKY	2.708	I 64 BRIDGE	0.444	Urban Principal Arterial	State Primary	N	N	AAA	4	12	Paved	10	75
	2.709	I 64 BRIDGE	2.845	I-64 WESTBOUND OFF RAMP	0.136	Urban Principal Arterial	State Primary	N	N	AAA	4	12	Paved	10	75
	2.846	I-64 WESTBOUND OFF RAMP	2.951	ELLINGSWORTH LN	0.105	Urban Principal Arterial	State Primary	N	N	AAA	4	12	Paved	10	75
	2.951	ELLINGSWORTH LN	3.260	KY 1819	0.309	Urban Principal Arterial	State Primary	N	N	AAA	4	12	Curbed	N/A	100

* Critical Crash Rate Factor

** No Passing Zone

*** Estimated Weighted Average from Multiple Sections

Rehl Road Feasibility Study
Existing (May 2009) Roadway Conditions

Route	Beginning MP	Beginning Feature	Ending MP	Ending Feature	Speed Limit	Roadway Type	Terrain Class	Pavement Type	Pavement Roughness Index	Avg R/W Width	ADT	Updated CCRF*
I-64	17.074	KY 913 (BLANKENBAKER ROAD)	18.888	I 265 UNDERPASS	65	Divided Highway w/ Median	ROLLING	High Type Flexible	85	200	92,200	0.568
	18.889	I 265 UNDERPASS	19.600	SPEED LIMIT CHANGE	65	Divided Highway w/ Median		High Type Flexible	89	200	53,800	1.361
	19.600	SPEED LIMIT CHANGE	20.765	FLOYDS FORK BRIDGE	70	Divided Highway w/ Median		High Type Flexible	89	200	53,800	0.473
I-265	22.101	MP 22.101 (One Mile South of Taylorsville Road Overpass)	23.101	KY 155 (TAYLORSVILLE ROAD)	65	Divided Highway w/ Median		High Type Rigid	96***	306	59,800	0.409
	23.102	KY 155 (TAYLORSVILLE ROAD)	24.334	REHL ROAD BRIDGE	65	Divided Highway w/ Median		High Type Flexible	93***	300-306	64,700	0.415
	24.335	REHL ROAD BRIDGE	25.454	I 64 OVERPASS	65	Divided Highway w/ Median		High Type Flexible	91***	300	64,700	0.809
	25.455	I 64 OVERPASS	26.795	US 60 OVERPASS	65	Divided Highway w/ Median		High Type Flexible	107***	300	79,000	0.572
KY 155	5.149	OLD TAYLORSVILLE RD	5.711	NEW HOPEWELL RD	55	Undivided Highway		High Type Flexible	133	85	17,900	0.102
	5.712	NEW HOPEWELL RD	5.727	BEGINNING OF DIVIDED HIGHWAY	55	Undivided Highway		High Type Flexible	119***	85	17,900	0.081
	5.727	BEGINNING OF DIVIDED HIGHWAY	5.737		55	Divided Highway w/ Median		High Type Flexible	114	85	17,900	
	5.738		5.781		55	Divided Highway w/ Median		High Type Flexible	114	85	17,900	
	5.782		5.990	I 265 EASTBOUND ONRAMP/I 265 EASTBOUND OFFRAMP	55	Divided Highway w/ Median		High Type Flexible	109	120	17,900	0.496
	5.991	I 265 EASTBOUND ONRAMP/I 265 EASTBOUND OFFRAMP	6.058	I 265 UNDERPASS (SOUTH END OF EASTBOUND BRIDGE)	55	Divided Highway w/ Median		High Type Flexible	109	120	17,900	
	6.059	I 265 UNDERPASS (SOUTH END OF EASTBOUND BRIDGE)	6.150	I 265 WESTBOUND OFFRAMP/I 265 WESTBOUND ONRAMP	55	Divided Highway w/ Median		High Type Flexible	115**	120	17,200	
	6.151	I 265 WESTBOUND OFFRAMP/I 265 WESTBOUND ONRAMP	6.279	HOPEWELL ROAD	55	Divided Highway w/ Median		High Type Flexible	123	120	17,200	0.102
	6.280	HOPEWELL ROAD	6.407		55	Divided Highway w/ Median		High Type Flexible	114**	80-120	17,200	0.100
	6.408		6.450		55	Undivided Highway		High Type Flexible	113	80	17,200	0.228
	6.451		6.889	TUCKER STATION RD/SWEENEY LN	55	Undivided Highway		High Type Flexible	123**	80	17,200	
KY 913	2.108	COMMONWEALTH DR	2.187	RESOURCE WAY	45	Divided Highway w/ Median		High Type Rigid	115	150	35,900	1.961
	2.188	RESOURCE WAY	2.263	BLUEGRASS PKY	45	Divided Highway w/ Median		High Type Rigid	115	150	35,900	
	2.264	BLUEGRASS PKY	2.708	I 64 BRIDGE	45	Divided Highway w/ Median		High Type Rigid	115	150	35,900	0.364
	2.709	I 64 BRIDGE	2.845	I-64 WESTBOUND OFF RAMP	45	Divided Highway w/ Median		High Type Rigid	115	150	36,600	0.482
	2.846	I-64 WESTBOUND OFF RAMP	2.951	ELLINGSWORTH LN	45	Divided Highway w/ Median		High Type Rigid	115	150	36,600	0.214
	2.951	ELLINGSWORTH LN	3.260	KY 1819	45	Divided Highway w/ Median		High Type Flexible	116	100	36,600	0.045

* Critical Crash Rate Factor

** No Passing Zone

*** [

Appendix D

Rehl Road Photo Log



Photo 1
I-265

Photo 2
I-265



Photo 3
I-265

Photo 4
I-265



Photo 5
I-265



Photo 6
I-265 over KY 155



Photo 7
Rehl Road

Photo 8
Rehl Road



Photo 9
I-265 South from Rehl Road



Photo 10

I-265 North from Rehl Road



Photo 11

Rehl Road



Photo 12

I-64 Eastbound to KY 913
Southbound





Photo 13
KY 913

Photo 14
KY 913



Photo 15
KY 913



Photo 16
KY 913



Photo 17
I-64 Eastbound to I-265
Southbound



Photo 18
I-265 at I-64



Photo 19
I-265 at KY 155

Photo 20
I-265 Southbound ext at KY 155



Photo 21
KY 155

Photo 22
KY 155



Photo 23
I-265 over KY 155



Photo 24
KY 155 intersection with I-265





Photo 25

KY 155 intersection with I-265

Photo 26

I-265 at I-64



Photo 27

I-265 at I-64



Photo 28
Rehl Road bridge over I-265





Kentucky
Member
Counties

Bullitt

Henry

Jefferson

Oldham

Shelby

Spencer

Trimble

Indiana
Member
Counties

Clark

Floyd

Equal
Opportunity
Employer

To: Tom Springer and Jeremy Lukat
From: Andy Rush
Date: June 11, 2008
Subject: Updated Rehl Road Interchange Vicinity Traffic Forecasts

I have included 2020, 2030, and 2038 traffic forecasts in the vicinity of the proposed Interstate 265 Interchange at Rehl Road. The study area for this project extends from Interstate 64 to KY 155 (Taylorsville Road), and from KY 913 (Blankenbaker Parkway) to Interstate 265. These forecasts are meant to supersede the prior forecasts as they incorporate new, considerably different socioeconomic projections (provided by Louisville Metro Planning & Design Services) as well as significantly revised network assumptions. Similar to the first transmittal of traffic forecasts, I have included level-of-service maps for each scenario, aerial photos of each of the four interchanges in the study area with the forecasted ramp volumes, along with the same data in tabular form. These forecasts incorporate the following assumptions:

- There were four additional model runs performed. These included 2020 Build, 2020 No-Build, 2030 Build, and 2030 No-Build model runs.
- These forecasts come from the KIPDA travel demand model, which includes all projects planned to be open to traffic by the year of the model run, as well as all other assumptions in the *Horizon 2030* long-range transportation plan (unless otherwise noted below).
- The proposed Urton Lane was removed from the network in both No-Build scenarios, from the existing Urton Lane to KY 155.
- A collector/distributor (C/D) system on I-265 was included in the network in all model runs. For the Build scenarios, it was assumed to extend from north of the US 60 interchange to south of the Rehl Road interchange. In the No-Build scenarios, it was assumed to extend from north of the US 60 interchange to south of the I-64 interchange.

11520 Commonwealth Drive
Louisville, KY 40299
502-266-6084
Fax: 502-266-5047
KY TDD 1-800-648-6056
www.kipda.org

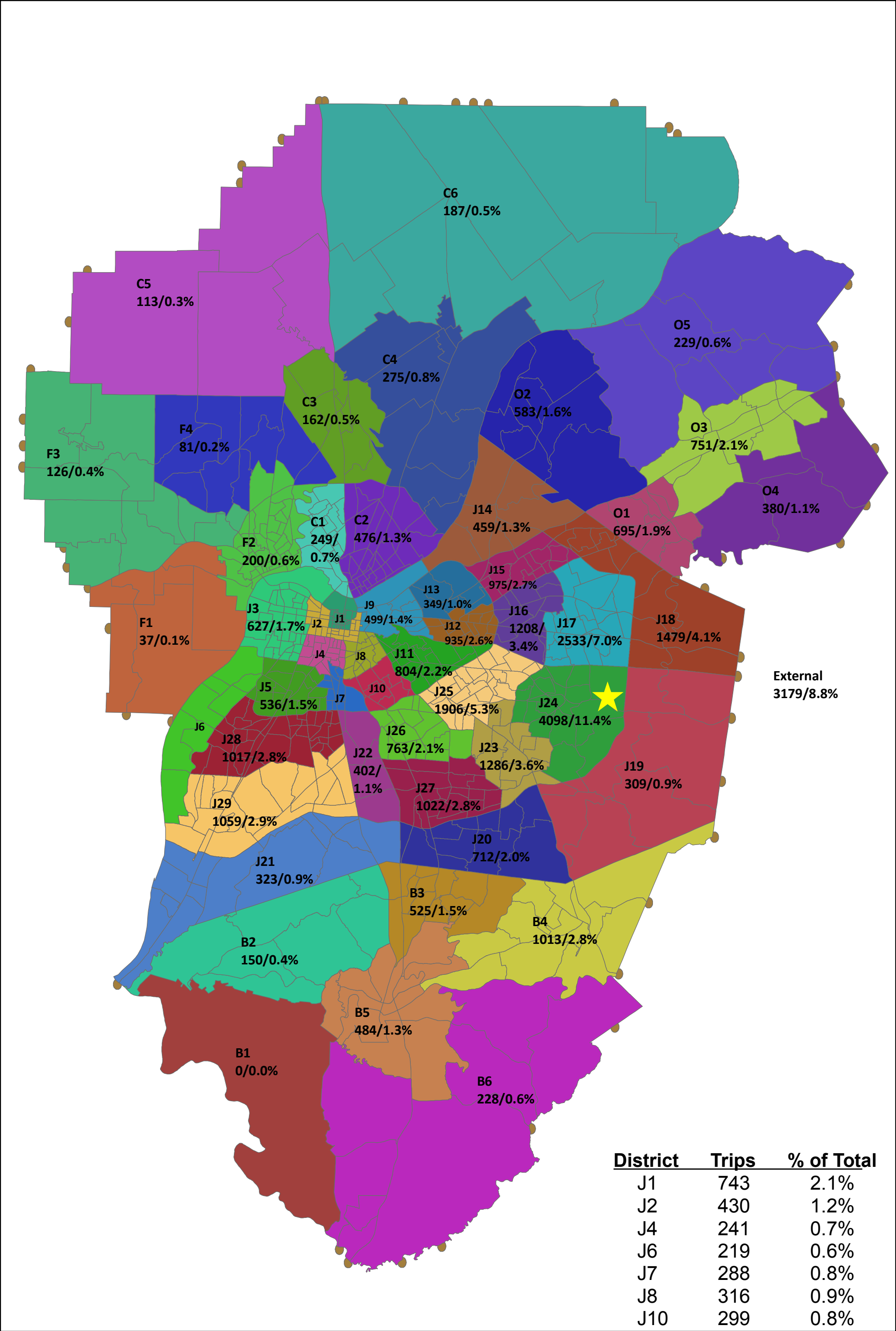


Metropolitan Planning Organization

Kentucky Designated Area Agency on Aging

- No intermediate access points were assumed to/from the C/D system.
- For the Year 2020 scenarios, the ramp from northbound I-265 to westbound I-64 was assumed to be a 2-lane “flyover” ramp.
- For the Year 2030 scenarios, the I-265/I-64 interchange was assumed to be completely re-constructed as a fully directional interchange with four “flyover” ramps, each with 2 lanes.
- For the Year 2030 scenarios, the I-265/US 60 interchange was assumed to be re-constructed as a single-point urban interchange (SPUI).
- Due to the lack of a Year 2038 model scenario in the KIPDA model, an alternative methodology was used to provide forecasts for the year 2038. A yearly (compound) growth rate was calculated, based on 2020 and 2030 forecasts. This growth rate was used to expand the 2030 volumes to 2038 volumes.
- This growth rate was limited to between 0.0% and 3.0% per year.
- The Year 2030 socioeconomic projections assumed a 75% build-out of the study area. Based on Louisville Metro’s request, the Year 2020 scenarios incorporated a 50% build-out of the study area.

If you have any questions, please let me know.



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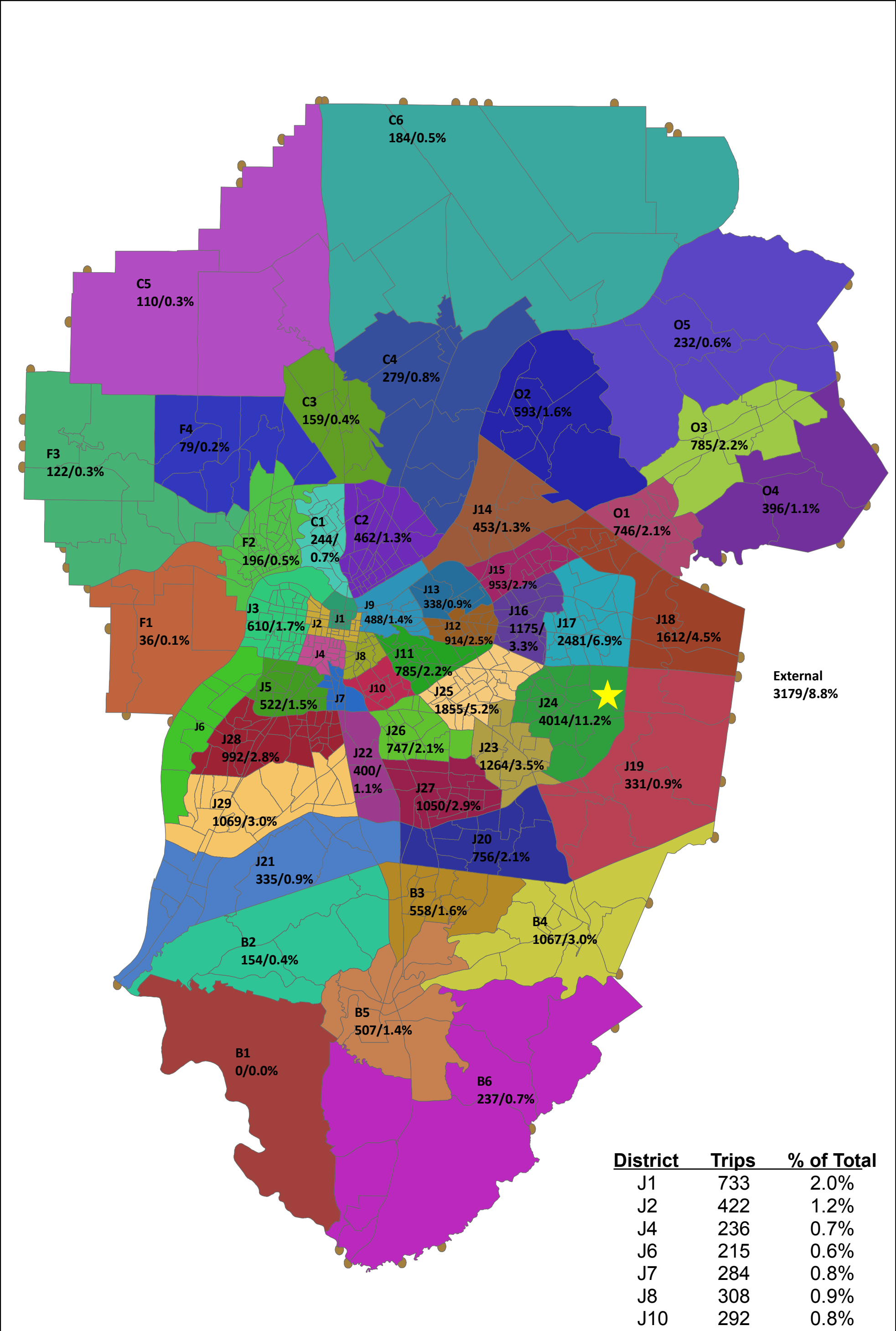
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2030 Rehl No-Build

Total Trips to Study Area / % of Total





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2030 Rehl Build

Total Trips to Study Area / % of Total



<i>RehlNew</i>												
Ramp Description	Count	Count Type	Count Year	2020 Build Model	2020 NoBuild Model	2030 Build Model	2030 NoBuild Model	2020-2030 Build Growth	2020-2030 No Build Growth	2020-2030 Avg Growth	2038 Build Model	2038 NoBuild Model
I-64 EB to I-265 SB	7,400	ADT	2001	5,200	5,900	5,300	5,300	0.19%	<i>0.00%</i>	0.10%	5,300	5,300
I-265 NB to I-64 WB	6,950	ADT	2001	5,500	5,800	6,600	6,500	1.84%	1.15%	1.49%	7,400	7,300
I-64 WB to I-265 NB	3,000	ADT	2001	6,300	6,600	7,100	7,000	1.20%	0.59%	0.90%	7,600	7,500
I-265 SB to I-64 EB	3,600	ADT	2001	5,700	5,700	6,900	6,900	1.93%	1.93%	1.93%	8,000	8,000
I-265 NB to I-64 EB	4,250	ADT	2001	8,400	7,400	9,200	8,500	0.91%	1.40%	1.15%	10,100	9,300
I-64 WB to I-265 SB	3,700	ADT	2001	7,400	6,900	9,200	8,400	2.20%	1.99%	2.09%	10,900	9,900
I-265 SB to I-64 WB	15,700	ADT	2001	12,800	13,900	13,600	15,500	0.61%	1.10%	0.85%	14,600	16,600
I-64 EB to I-265 NB	15,400	ADT	2001	11,800	12,900	16,400	18,500	<i>3.00%</i>	<i>3.00%</i>	3.00%	20,800	23,400
I-265 SB off-ramp @ Rehl Rd				5,600		6,100		0.86%		0.86%	6,500	
I-265 NB on-ramp @ Rehl Rd				5,300		5,500		0.37%		0.37%	5,700	
I-265 NB off-ramp @ Rehl Rd				4,700		4,600		<i>0.00%</i>		0.00%	4,600	
I-265 SB on-ramp @ Rehl Rd				5,200		5,000		<i>0.00%</i>		0.00%	5,000	
I-265 SB off-ramp @ KY 155	914	Peak-Hour	2004	7,100	8,400	7,600	8,200	0.68%	<i>0.00%</i>	0.34%	7,800	8,400
I-265 NB on-ramp @ KY 155	826	Peak-Hour	2004	8,300	9,000	7,300	7,700	<i>0.00%</i>	<i>0.00%</i>	0.00%	7,300	7,700
I-265 NB off-ramp @KY 155	555	Peak-Hour	2004	3,400	5,000	3,700	4,200	0.85%	<i>0.00%</i>	0.42%	3,800	4,300
I-265 SB on-ramp @ KY 155	489	Peak-Hour	2004	2,400	4,200	3,800	3,600	<i>3.00%</i>	<i>0.00%</i>	1.50%	4,300	4,100
I-64 EB to Blankenbaker NB	916	Peak-Hour	2004	7,100	7,300	7,800	8,000	0.94%	0.92%	0.93%	8,400	8,600
I-64 EB to Blankenbaker SB	1,341	Peak-Hour	2004	11,800	8,900	13,400	9,600	1.28%	0.76%	1.02%	14,500	10,400
I-64 WB to Blankenbaker NB	517	Peak-Hour	2004	4,500	4,800	5,300	5,100	1.65%	0.61%	1.13%	5,800	5,600
I-64 WB to Blankenbaker SB	965	Peak-Hour	2004	5,600	6,700	6,000	7,100	0.69%	0.58%	0.64%	6,300	7,500
Blankenbaker NB to I-64 EB	1,363	Peak-Hour	2004	5,400	6,300	8,500	9,900	<i>3.00%</i>	<i>3.00%</i>	3.00%	10,800	12,500
Blankenbaker SB to I-64 EB	291	Peak-Hour	2004	3,600	3,500	3,700	3,600	0.27%	0.28%	0.28%	3,800	3,700
Blankenbaker NB to I-64 WB	1,031	Peak-Hour	2004	9,200	6,900	10,500	7,300	1.33%	0.57%	0.95%	11,300	7,900
Blankenbaker SB to I-64 WB	817	Peak-Hour	2004	8,000	8,600	8,700	9,300	0.84%	0.79%	0.81%	9,300	9,900

<i>Reh New</i>									
Link Description	2020 Build	2020 NoBuild	2030 Build	2030 NoBuild	2038 Build	2038 NoBuild	2020-2030 Build Growth	2020-2030 NoBuild Growth	2020-2030 Average Growth
I-64 west of Blankenbaker	128,400	125,800	145,900	141,000	160,700	155,300	1.29%	1.15%	1.22%
I-64 west of I-265	118,500	124,200	137,900	143,500	155,200	161,500	1.53%	1.45%	1.49%
I-64 east of I-265	91,400	91,600	105,400	104,500	117,600	116,600	1.44%	1.33%	1.38%
I-265 (Main) north of I-64	58,500	59,200	63,600	62,100	67,000	65,500	0.84%	0.48%	0.66%
I-265 (Main) between I-64 and Rehl	58,500	59,200	63,600	62,100	67,000	65,500	0.84%	0.48%	0.66%
I-265 (Main) between Rehl and KY 155	103,900	98,900	114,100	110,700	123,900	120,200	0.94%	1.13%	1.04%
I-265 between KY 155 and KY 1819	94,300	90,700	106,700	102,500	117,700	113,100	1.24%	1.23%	1.24%
I-265 (C/D) north of I-64	56,400	52,800	66,300	67,800	78,200	79,900	1.63%	2.53%	2.08%
I-265 (C/D) between I-64 and Rehl	46,400	39,800	52,400	48,600	59,600	55,300	1.22%	2.02%	1.62%
I-265 (C/D) between Rehl and KY 155	45,400	N/A	50,500	N/A	55,000	N/A	1.07%	N/A	1.07%
KY 155 north of Blankenbaker	19,900	17,900	24,400	22,800	29,200	27,300	2.06%	2.45%	2.25%
KY 155 south of Blankenbaker	19,900	19,000	23,800	23,200	27,700	27,000	1.81%	2.02%	1.91%
KY 155 north of Old Heady	16,800	15,300	20,400	18,600	23,800	21,700	1.96%	1.97%	1.97%
KY 155 south of Old Heady	17,300	15,700	21,200	19,100	24,900	22,400	2.05%	1.98%	2.02%
KY 155 south of Tucker Station	17,600	21,300	20,100	22,500	21,700	24,300	1.34%	0.55%	0.94%
KY 155 north of Urton (North)	19,000	22,000	21,300	22,700	22,600	24,100	1.15%	0.31%	0.73%
KY 155 north of I-265 interchange	20,000	22,800	25,800	23,400	28,900	26,200	2.58%	0.26%	1.42%
KY 155 south of I-265 interchange	26,900	28,100	26,600	28,100	26,600	28,100	0.00%	0.00%	0.00%
Blankenbaker north of I-64	32,700	32,800	36,400	36,500	39,700	39,800	1.08%	1.07%	1.08%
Blankenbaker south of I-64	40,600	37,000	48,600	44,100	56,000	50,800	1.81%	1.77%	1.79%
Blankenbaker south of Bluegrass	37,700	33,500	44,900	38,900	51,100	44,300	1.76%	1.51%	1.63%
Blankenbaker south of Plantside	21,100	19,400	25,800	24,300	30,600	28,800	2.03%	2.28%	2.15%
Blankenbaker south of Rehl	17,100	16,800	22,100	21,500	27,000	26,300	2.60%	2.50%	2.55%
Blankenbaker north of Blankenbaker Access	19,000	18,800	24,400	23,900	29,700	29,100	2.53%	2.43%	2.48%
Blankenbaker north of Chenoweth Run	14,500	14,700	19,800	18,800	24,600	23,300	3.00%	2.49%	2.75%
Blankenbaker north of KY 155	8,500	7,700	11,400	11,100	14,400	14,000	2.98%	3.00%	2.99%



Architecture

Engineering

Construction

MEETING MINUTES

Project: Rehl Road / I-265 Interchange Feasibility Study, Jefferson County
 Item No.: No Item Number
Purpose: Scoping Meeting
Place: Louisville Metro Public Works
 444 South 5th Street
 Louisville, Kentucky
Meeting Date: May 15, 2007
Prepared By: Tom H. Springer
In Attendance:

Rick Storm	Louisville Metro Public Works
Charles Cash	Louisville Metro Planning and Design Service
Bruce Traugher	Louisville Metro Economic Development
Jim Wilson	KYTC, CO, Planning
Paul Davis	KYTC, D5, Pre-Construction & Design
John Callahan	KYTC, D5, Pre-Construction Branch Manager
David Smith	Qk4, Inc.
Kirk Reinke	Qk4, Inc.
Jeremy Lukat	Qk4, Inc.
Tom Springer	Qk4, Inc.

The project is an Engineering Study to see if an interchange at Rehl Road at I-265 is feasible, from an engineering and operational standpoint.

Project Management:

- John Callihan will be the Project Manager
- The project will be coordinated with Division of Planning

Objective of Study:

The objective of the study is to ascertain if an interchange is feasible at Rehl Road. Louisville Metro has long planned as a top priority the proposed interchange. Before it is advanced through preliminary engineering and the NEPA process, both of which will include public involvement, a planning level feasibility is proposed to determine if the road will pass federal interchange justification standards.

Rehl Road / I-265 Interchange Feasibility Study
 May 15, 2007 Meeting Minutes
 Page 2 of 3

Project Objectives:

The three main elements of the plan will be:

- Preliminary design concepts, which will include a stand alone interchange and if necessary one with collector/distributor lanes
- Cost estimates will include design, construction, right-of-way, and utility costs
- Operational analyses will include the proposed interchange at Rehl Road, the interchange at Taylorsville Road, and the interchange at I-64. It may also include US 60/I-265 and I-64/Blakenbaker Parkway, depending on coordination with FHWA.

Traffic:

- Qk4 and KYTC will coordinate with KIPDA to perform the traffic forecasts, including the directional splits.
- Qk4 will perform the operational analysis.
- Qk4 will obtain crash data and perform a crash analysis.

NOTE: On May 16, 2007, District-5 and Qk4 staff met with Bill Hanson with FHWA to discuss the proposed approach to this study. Specifically, KYTC has a number of near-term and ultimate improvements programmed and planned for the interchanges in the area, including I-265/I-64 and I-265/US 60. After discussing the area and these programmed improvements, it was decided to conduct the following traffic analyses:

- Current Conditions
- 2017 Build With Near-Term Improvements included in the model
- 2037 Build With Ultimate Improvements included in the model.
- 2037 No Build

Project Issues:

- I-265 in the study area has become an urban interstate.
- The spacing between I-64 to the north and KY 155 to the south is almost exactly 2 miles.
- Louisville has approved a 300+/- acres rezoning for a Planned Economic Center (PEC) known as the Hollenbeck-Oakley property just west of the proposed interchange. The development will generate a significant number of trips. Louisville Metro will supply the traffic report prepared for the rezoning.
- The near-term and ultimate redesign of the I-64/I-265 interchange and the US 60/I-265 interchange will be taken into account.
- Qk4 and KTYC will coordinate with FHWA regarding which interchanges to include in the analysis. Obviously the I-265 interchange with I-64 and KY 155 will be included, but the US 60/I-265 and the Blakenbaker Parkway/I-64 interchange may also be included.

NOTE: At the May 16, 2007 meeting with FHWA it was decided to include four existing interchanges (I-265/KY 155, I-265/I-64, I-265/US 60, and I-64/Blakenbaker Parkway) plus the proposed Rehl Road interchange for the future Build and No-Build scenarios.

- Both a stand-alone interchange and one with collector/distributor lanes will be considered if necessary.

Rehl Road / I-265 Interchange Feasibility Study
May 15, 2007 Meeting Minutes
Page 3 of 3

- Termini to the east and west will include the nearest and most appropriate road. Rehl Road and the proposed extension of Plantside Drive (which was included in the rezoning for the Hollenbeck Oakley property) to the west, will be considered. To the east Rehl Road and South Pope Lick Road will be considered.
- It is desired by Louisville Metro to complete the analysis in time to be considered for inclusion in the Six-year Highway plan, which will be revised in the fall of 2007.

Other Tasks:

- The only element of an environmental overview that will be conducted is for historic resources by KYTC, Division of Environmental Analysis and District -5.
- No resource agency coordination, public involvement, or geotechnical analysis will be preformed.

End of Minutes

cc: attendants



Architecture

Engineering

Construction

MEETING MINUTES

Project: Rehl Road / I-265 Interchange Feasibility Study, Jefferson County
Item No.: No Item Number

Purpose: Traffic Forecasting
KIPDA
11520 Commonwealth Drive
Louisville, Kentucky 40299

Meeting Date: July 12, 2007

Prepared By: Tom H. Springer

In Attendance:

Harold Tull	KIPDA
Randy Simon	KIPDA
Andy Rush	KIPDA
John Callahan	KYTC, D5
Bruce Siria	Qk4, Inc.
Jeremy Lukat	Qk4, Inc.
Tom Springer	Qk4, Inc.

Overview

The project is an Engineering Study to see if an interchange at Rehl Road at I-265 is feasible, from an engineering and operational standpoint. The purpose of the meeting was to discuss specifics for the required traffic forecasts.

On May 15, 2007 the initial scooping meeting was held at Metro Public Works. On May 16 a meeting was held with KYTC and FHWA to discuss the traffic forecasts necessary. Minutes from those meetings were circulated to the above-listed individuals to initiate the traffic request from KIDPA. After a review of the minutes, KIPDA hosted this meeting to discuss the project and further define the tasks needed to complete the traffic forecasts.

NOTE: Since this July 12 meeting correspondence has been made with FHWA to answer some questions, as noted herein.

Rehl Road / I-265 Interchange Feasibility Study
 July 12, 2007 Meeting Minutes
 Page 2 of 3

Project Schedule

It was noted that in order to include the project into the revised Six-Year Highway Plan, information on the feasibility and costs estimates were needed by mid-September, and at the latest early-October.

Traffic Counts

It was agreed that existing and available traffic data would be used in lieu of conducting traffic counts. Because of the current changes in traffic patterns caused by the Restore 64 project in downtown Louisville, traffic counts conducted within the next few weeks would be skewed, and with the short schedule for this project, we would not have time to conduct reliable counts. However, if time permits and if necessary, counts could be conducted on surface streets.

Interchanges to be Studied

At the May 16, 2007 meeting with FHWA it was decided to include four existing interchanges (I-265/KY 155, I-265/I-64, I-265/US 60, and I-64/Blakenbaker Parkway) plus the proposed Rehl Road interchange for the future Build and No-Build scenarios. During the July 12 meeting it was questioned if the US60/I-265 interchange should be included. **NOTE:** Since the meeting John Callihan contacted FHWA and it has been agreed to remove the I-265/US 60 interchange from the Rehl Road Interchange traffic analysis.

Time Horizons

During the May 15 Scoping meeting and the May 16 meeting with FHWA it was decided to use the year 2017 as the near-term horizon. However, based on discussions with KIPDA during the July 12 meeting, it was agreed that year 2020 would be more practical since that is one of the horizon year used in their traffic model. The socioeconomic data has been forecasted for both 2012 and 2020, but not 2017. 2020 was selected because it was closer to 2017 and anticipating that the interchange would be open to traffic in 13 years rather than 10 years was not unreasonable. **NOTE: Since the meeting John Callihan coordinated this change with FHWA who has concurred with switching they interim year to 2020.**

The long-term horizon year will remain 2037 and KIPDA will use the average annual growth rate for each forecasted road section to project to this time horizon.

Assumptions

There are several planned transportation projects in the study area. For the Rehl Road traffic forecasts, the following assumptions will be made:

- For 2020:
 - At I-265/I-64 interchange, it will be assumed the flyover from I-265 northbound to I-64 westbound will be constructed. This design also includes the following improvements at the Blakenbaker exit from westbound I-64: two travel lanes on the ramp dual-lefts and dual-rights at Blakenbaker. The plan sheet for that design was provided to KIPDA.
 - All other improvements in the MPO Long-Range Plan that are expected to be completed by 2020 will also be included in the 2020 traffic forecasts. Such improvements within proximity to the Rehl Road Interchange project include:
 - Widening I-265 to six lanes

Rehl Road / I-265 Interchange Feasibility Study
 July 12, 2007 Meeting Minutes
 Page 3 of 3

- Widening I-64 east of I-265 to six lanes
- Construction of the Urton Lane Extension between US 60 in the north and Chenoweth Run in the south
- Construction of the Plantside Drive extension through the Hollenback-Oakley property
- Construction of the I-64 interchange near Gilliland Road and the connector north to US 60 and south to KY 155/KY 148
- Socioeconomic Data:
 - Because of the Floyds Fork Greenway Transportation Plan, Metro Planning recently produced forecasts of households, population, and employment based on alternative land use scenarios for the Floyds Fork area. Should these update be incorporated into the model, they will be coordinated with the Rehl Road study so that KIPDA uses the same socioeconomic assumptions for each of these studies.
 - The Hollenback-Oakley property is 300+/- acres for a Planned Economic Center (PEC) just west of the proposed interchange. KIPDA will research whether or not Metro considered this in their recent socioeconomic updates. If KIPDA believes the development is not included, there will need to be a request to Metro Planning and Design Services to provide an alternate forecast for this TAZ. Qk4 will provide KIPDA with a copy of the traffic report prepared for the rezoning.
- For 2037:
 - At I-265/I-64 it will be assumed four flyovers will be provided. Qk4 will provide the full design to KIDPA.

Rehl Road Interchange Design:

- Qk4 will provide KIPDA with interchange design concepts as soon as possible. Such concepts could include a stand-alone interchange or one with collector/distributor lanes. Without detailed traffic data, Qk4 will base this on available forecasts for the mainline of I-265 and weaving considerations.

End of Minutes

cc: attendants
 Jim Wilson, KYTC, Planning
 Aman Razavi, District-5



Architecture

Engineering

Construction

MEETING NOTES

Project: Rehl Road / I-265 Interchange Feasibility Study
Item Number N/A
Purpose: Project Team Meeting #1,
Place: Kentucky Transportation Cabinet (KYTC) District 5 Conference Room, Louisville, Kentucky
Meeting Date: May 5, 2008 9:30 am EST
Prepared By: Doug Heberle
In Attendance:

John Callihan	KYTC – D5
Jeff Schaefer	KYTC – D5
Aman Razavi	KYTC – D5
Robert Farley	KYTC – CO Design
Rick Storm	Metro Public Works
Dirk Gowin	Metro Public Works
Harold Tull	KIPDA
Andy Rush	KIPDA
Tom Springer	Qk4
Darryl Renfrow	Qk4
Jeremy Lukat	Qk4
Doug Heberle	Qk4

INTRODUCTIONS: Aman Razavi and John Callihan opened the Project Team Meeting by providing a brief background of the project and asking the attendees to introduce themselves. The proposed project is an interchange feasibility study which focuses on an interchange on I-265 with Rehl Road in eastern Jefferson County. An agenda and a folder containing other handouts were given to all the attendees.

STATUS OF STUDY: The presentation consists of a review of existing conditions, planned land uses, interchange design options, and projected traffic volumes. It is noted that the impetus for a new interchange is due largely in part to the Louisville Metro-planned Suburban Workplace Form District expansion east, from Blankenbaker Parkway to I-265, including the Hollenbeck-Oakley property which is a very significant proposed employment center. Tom Springer provided descriptions of the project study area and scope of work. The study will evaluate the build and no build alternatives to address both current and future (2020 and 2038) transportation needs. It was noted that the proposed interchange has been a priority project of Louisville Metro for many years.

EXISTING CONDITIONS: Tom Springer reviewed the handouts describing the existing conditions of the area consisting of project location, Highway Information System (HIS) data, environmental overview, crash data (2004-2006), network traffic and LOS. Tom also presented some photos of the study area, which illustrated the primary interchanges in the area that are of concern to the study: I-64 and Blankenbaker, I-265 and I-64, I-265 and Taylorsville Road, and I-265 and Rehl Road (proposed).

TRAFFIC STUDY ASSUMPTIONS:

For Year 2020:

- Flyover for northbound I-265 to westbound I-64 will be constructed
- Hollenbeck-Oakley Property will be 75% built out in both the Build and No-Build scenarios.
- Construction of a new interchange at I-64 and Gilliland Road

For Year 2038:

- The yearly growth rates of 0.0-3.0% were applied to the 2030 ADT projections. These were not applied to either the household or employment inputs to the KIPDA travel demand model.
- The socioeconomic projections used as input to the KIPDA model are only projected out to 2030, necessitating this alternative approach. Similarly, the latest model year network is 2030; therefore these 2038 projections were based on a 2030 network (i.e. a network that includes no new projects built between 2030 and 2038).
- Hollenbeck-Oakley property is to be 100% built out for the build scenario.
- Socioeconomic projections provided to KIPDA from Louisville Metro Planning & Design included two scenarios of adding 500 and 1500 employees respectively, to year 2030 total employment projections to the two Traffic Analysis Zones (TAZ's) that comprise the study area. Considerable residential growth is expected east of I-265.

DISCUSSION POINTS:

- The build option features a compressed diamond interchange with collector/distributor (C/D) lanes. The C/D lanes are to be tied into the C/D lanes for the planned I-64/I-265 interchange rebuild. To the south, the C/D lanes would end north of KY 155 interchange. The modeled networks assumed three lanes in each direction for all scenarios.
- The traffic forecasts for the build and no build scenarios in the study areas for 2020 and 2038 did not exhibit significant differences. The modeled highway network is projected to be severely congested in the 2030 model, and therefore the Build alternative may not show as much relief to the system as may have been expected. Further, the primarily residential development included in the 2030 model in the area east of I-265 may be conservative based on recent information made available since the last model update
- One area noted to experience a reduction in traffic volumes with the 2038 Build option, as compared to the Build Alternatives, is Blankenbaker Parkway south of I-64. This area is also a high-crash area.
- This project is included in the Jefferson County Thoroughfare Plan, the KIPDA long range plan, *Horizon 2030*, but it is not included in KIPDA's current Transportation Improvement Program (TIP) or the KYTC Six-Year Highway Plan.

- Concern was raised regarding the spacing between the I-64/I-265, I-265/Rehl Road, and the I-265/Taylorsville Road interchanges. Also, the ability to install effective signage was mentioned. The existing spacing is just over 2 miles.
- The preliminary construction cost estimates were approximately \$20,000,000 in 2008 dollars.
- The only area of concern for the merger/diverge LOS analysis for the Build Alternative was the southbound entrance weaving movement from Rehl Road. This was projected to be a LOS E. It was requested that the design and planning level cost estimate be provided.
- It was noted that the Purpose and Need for the proposed interchange was primarily economic development, congestion, and safety.
- Before the project will be able to be approved, the 8 FHWA policy points will need to be met. The first of which is a demonstration that the existing interchanges and roadway network cannot be improved to meet the purpose and need of the project.

NEXT STEPS:

- A review of the other recent traffic studies that have been conducted in this study area is to be conducted to ensure the traffic assumptions are consistent.
- A meeting is to be held with Louisville Metro Economic Development to update them on the results of the study and the issues associated with getting approval for the new interchange.
- FHWA will be consulted to obtain federal guidance and recommendations.

END OF MEETING NOTES



Architecture

Engineering

Construction

MEETING NOTES

Project: Rehl Road / I-265 Interchange Feasibility Study
Item Number: N/A
Purpose: Traffic Forecast Meeting
Place: Kentucky Transportation Cabinet (KYTC) District 5 Conference Room, Louisville, Kentucky
Meeting Date: July 18, 2008 1:00 am EST
Prepared By: Doug Heberle
In Attendance:

Aman Razavi	KYTC – D5
Rick Storm	Metro Public Works
Dirk Gowin	Metro Public Works
Pat Johnson	Metro Public Works
Harold Tull	KIPDA
Andy Rush	KIPDA
Tom Springer	Qk4
Doug Heberle	Qk4

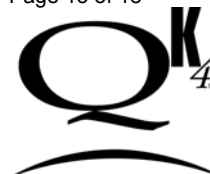
INTRODUCTIONS: Tom Springer opened the Traffic Forecast Review Meeting with introductions. The purpose of this meeting was to clarify the assumptions made by the Project Team that were utilized as inputs to the traffic forecast produced by KIPDA.

TRAFFIC STUDY ASSUMPTIONS: Current traffic assumptions were reviewed and the following remarks/recommendations were made:

- The internal streets will be removed as an input factor from the traffic model.
- The ramp analysis will be revised to prevent through traffic from circumventing mainline I-265 at the interchange by utilizing the Rehl Road ramps.
- It was noted that the transportation network of the study area is not a closed system; it is in fact part of the larger regional network. Some traffic volumes may appear unexpected due to the fact that traffic from the larger network traverses this study area.
- The weave movements south of the projected Rehl Road interchange appear questionable. The possibility of relocating the interchange to the north to possibly improve the weave movements was discussed.

- The current requirement of the 2038 traffic horizon year will be revisited.
- Metro Public Works will request the letter of need from Metro Economic Development.

END OF MEETING NOTES



Architecture

Engineering

Planning

MEETING NOTES

Project: Rehl Road / I-265 Interchange Feasibility Study
Item Number N/A
Purpose: Project Team Meeting #2
Place: Kentucky Transportation Cabinet (KYTC) District 5 Conference Room, Louisville, Kentucky
Meeting Date: July 8, 2009 9:00 am EDT
Prepared By: Doug Heberle
In Attendance:

Matt Bullock	KYTC – D5
Brian Meade	KYTC – D5
Jeff Schaefer	KYTC – D5
Tala Quino	KYTC – D5
Keith Downs	KYTC – D5
Robert Farley	KYTC – CO Design
J. R. Ham	KYTC – CO Planning
Rick Storm	Metro Public Works
Dirk Gowin	Metro Public Works
Pat Johnson	Metro Public Works
Larry Chaney	KIPDA
Andy Rush	KIPDA
Tom Springer	Qk4
David Smith	Qk4
Doug Heberle	Qk4

INTRODUCTIONS: Brian Meade opened the second Project Team Meeting by providing a brief background of the project and asking the attendees to introduce themselves. The proposed project is an interchange feasibility study which focuses on an interchange with Rehl Road on I-265 in eastern Jefferson County, between the existing I-265/I-64 and I-265/Taylorsville Road interchanges. An agenda and other handouts were provided to all the attendees.

STATUS OF STUDY: Tom Springer outlined the meeting agenda which began with a review of the first project team meeting on May 8, 2008. At that meeting, existing conditions and the proposed compressed diamond interchange configuration were reviewed, as well as the initial set of traffic forecasts, and the existing conditions.

At a follow up meeting in July 2008 revised traffic was provided by KIPDA. At this meeting it was decided that since a key element of the purpose and need is economic development, Louisville Metro would need to provide KIPDA with difference socioeconomic data (i.e., jobs and households) for the area for a Build and a No Build scenario.

DISCUSSION POINTS:

- NEPA requirements will most likely not be significant due to the lack of environmental issues or public controversy.
- This project is one of Louisville Metro's highest priorities as evidenced by a supportive letter from the Metro Economic Development Department. This letter was included in the meeting handouts.
- In Cornerstone 2020, Louisville Metro identified the area as a Suburban Workforce. In the recent past sewer lines have been installed and the area has been rezoned for high intense development.
- The socioeconomic differences between build and no build scenarios from the traffic model were approximately 10,000 jobs.
- The question of rebuilding the existing area roadway system in lieu of constructing an interchange at Rehl Road was raised. The consensus is that the scope of such a project would depend on a sub-area traffic model to generate forecasts based on more exact land uses and the conditions of the local and collector roads in the area. This type of analysis is beyond the KIPDA Long-Range traffic model and the scope of this feasibility study. It was generally agreed that the already-identified projects in the study area would not be adequate to address the traffic needs at an acceptable level in lieu of an interchange. It was also discussed that an alternative to rebuild the existing roads and interchanges would have impacts and issues with historic sites (specifically at Blackacre State Nature Preserve and the Rural Tyler Settlement), and right-of-way, cost and community impacts.
- According to the KIPDA model, the majority of traffic is originating to the west (from downtown Louisville). This is due to the fact that the model is showing minimal residential areas east of I-265.
- The rebuilding of Rehl Road to the west of I-265 is the responsibility of the developer.
- Concern was raised regarding the spacing between the I-64/I-265, I-265/Rehl Road, and the I-265/Taylorsville Road interchanges. The existing spacing is just over 2 miles from the centers of the interchange (not from the ramp termini).
- Discussion was had regarding the planned I-265/I-64 interchange reconstruction, and what affect it would have on preliminary layout of the Rehl Road interchange. The schedule for construction of the I-265/I-64 interchange is unclear. The preliminary design concept of the Rehl Road interchange is made to be consistent with a full reconstruction of the I-265/I-64 interchange. Should the Rehl Road interchange be advanced before I-265 and the I-64 reconstruction, it is felt by the project engineers that the Rehl Road interchange could be redesigned to accommodate either a partial rebuild or no rebuild of the I-64/I-265 interchange.

- It was decided that this report on the feasibility of a Rehl Road/I-265 interchange be finalized with the identification of the issues that would be required to be addressed for this project if it is advanced further.

NEXT STEPS:

- A draft report will be submitted by Qk4 to KYTC that reflects the decisions made at this project team meeting.

END OF MEETING NOTES

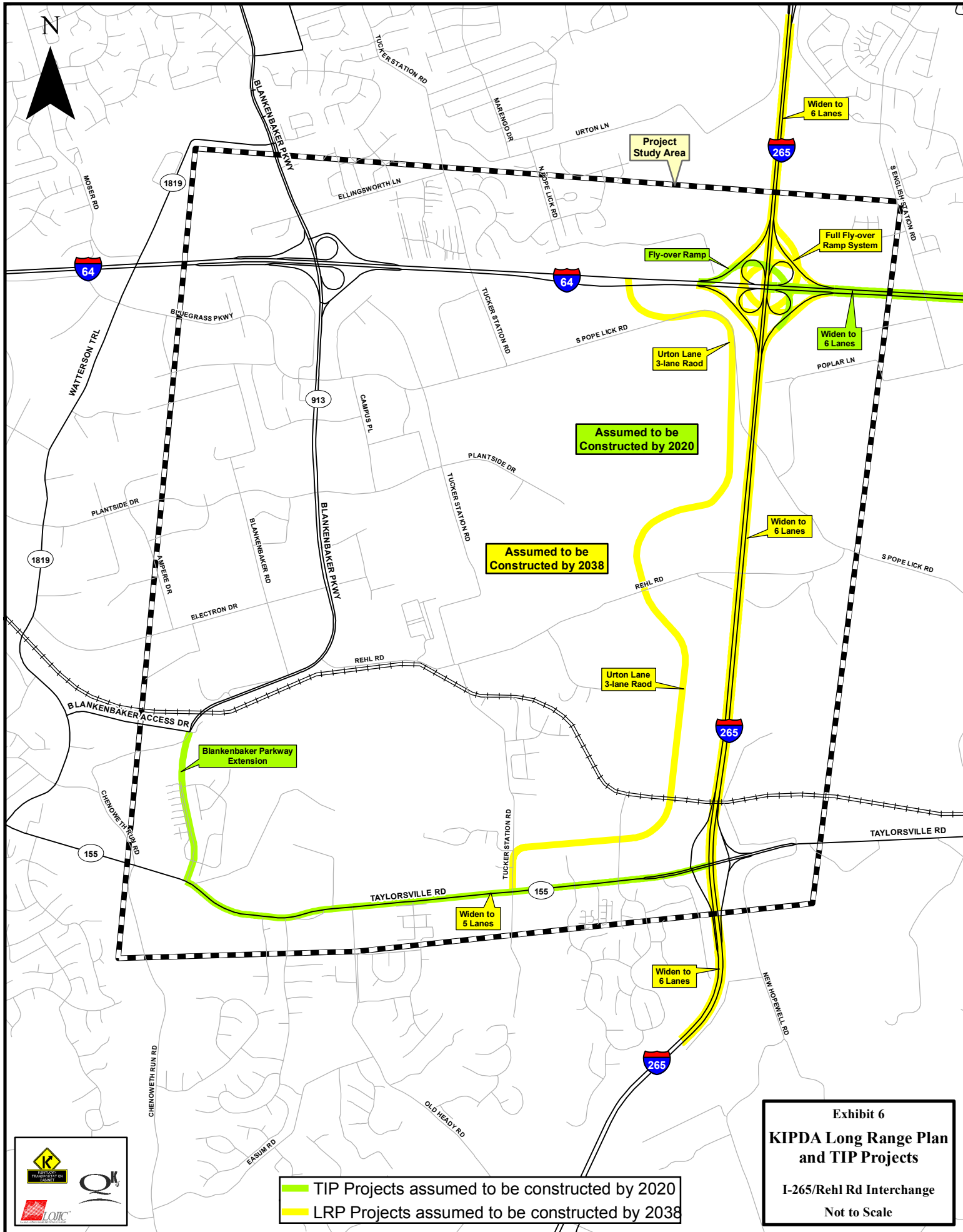


Exhibit 6
KIPDA Long Range Plan
and TIP Projects
I-265/Rehl Rd Interchange
Not to Scale

I-265**KIPDA 1514**

Construct a new interchange on I-265 at Rehl Road.

Project Purpose:

Project will improve access to the rapidly developing area between I-64 and Billtown Road. The interchange will provide interstate access and relieve demand at the Taylorsville Road/I-265 interchange.

Contact Agency: Lou. Metro PW

County : Jefferson

Project Cost: \$31,586,181

Estimated Open to Public Year: 2012

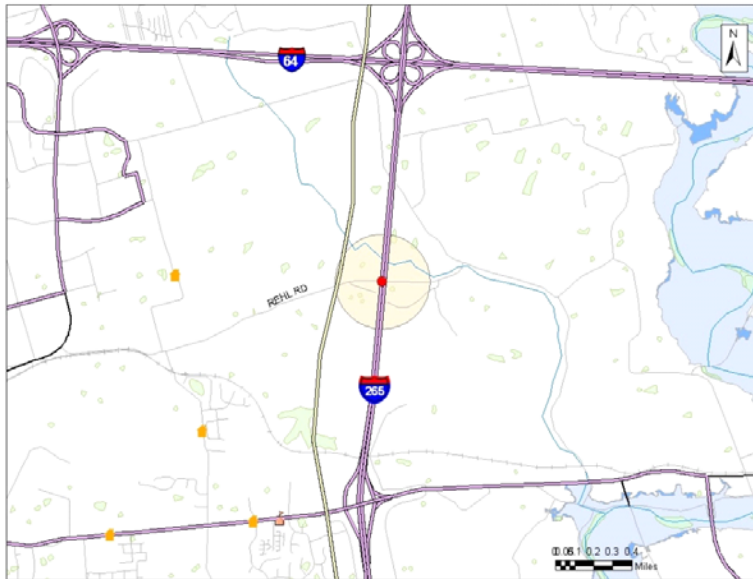
State ID #: 0

Regional Priority ☐

Included in AQ Analysis / Regionally Significant ☒

Bicycle Accomodations ☐

Pedestrian Accomodations ☐

A M E N D M E N T

Description of Amendments

4 2007 Add project to the Plan.

Project Type: OPERATIONS

Description: Reconstruct I-265 (Gene Snyder Freeway) interchange at US 60 (Shelbyville Road).

Purpose: This project will reduce traffic congestion and improve safety.

Primary Contact Agency: Kentucky Transportation Cabinet

County: Jefferson

State ID #: 41

Project Cost: \$63,000,000

Estimated Open to Public Year: 2010

Regional Priority: NO

Included in AQ Analysis/Regionally Significant: YES

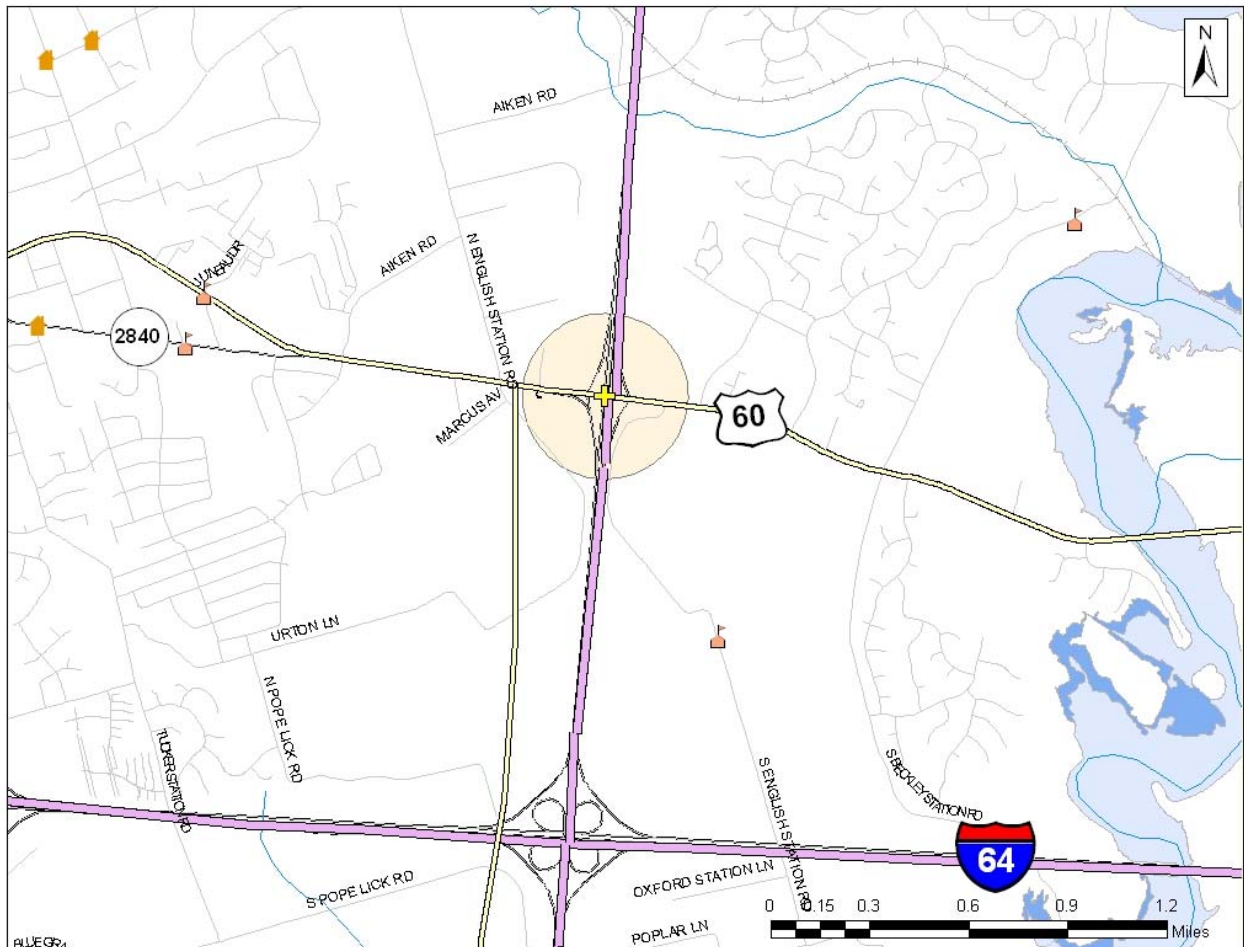
Subject to CMS Review: NO

Within 1/4 Mile or on a Freight Corridor: YES

Within 1/4 Mile or on a Bicycle & Pedestrian Priority Corridor: YES

Includes Bicycle Facilities: NO

Includes Pedestrian Facilities: NO



KIPDA ID # 959

I-265

Project Type: ROADWAY CAPACITY

Description: Widen I-265 from 4 to 6 lanes from US 31E (Bardstown Road) to I-64. Approximately 8.0 miles.

Purpose: Increase capacity.

Primary Contact Agency: Kentucky Transportation Cabinet

County: Jefferson

State ID #:

Project Cost: \$65,000,000

Estimated Open to Public Year: 2020

Regional Priority: YES

Included in AQ Analysis/Regionally Significant: YES

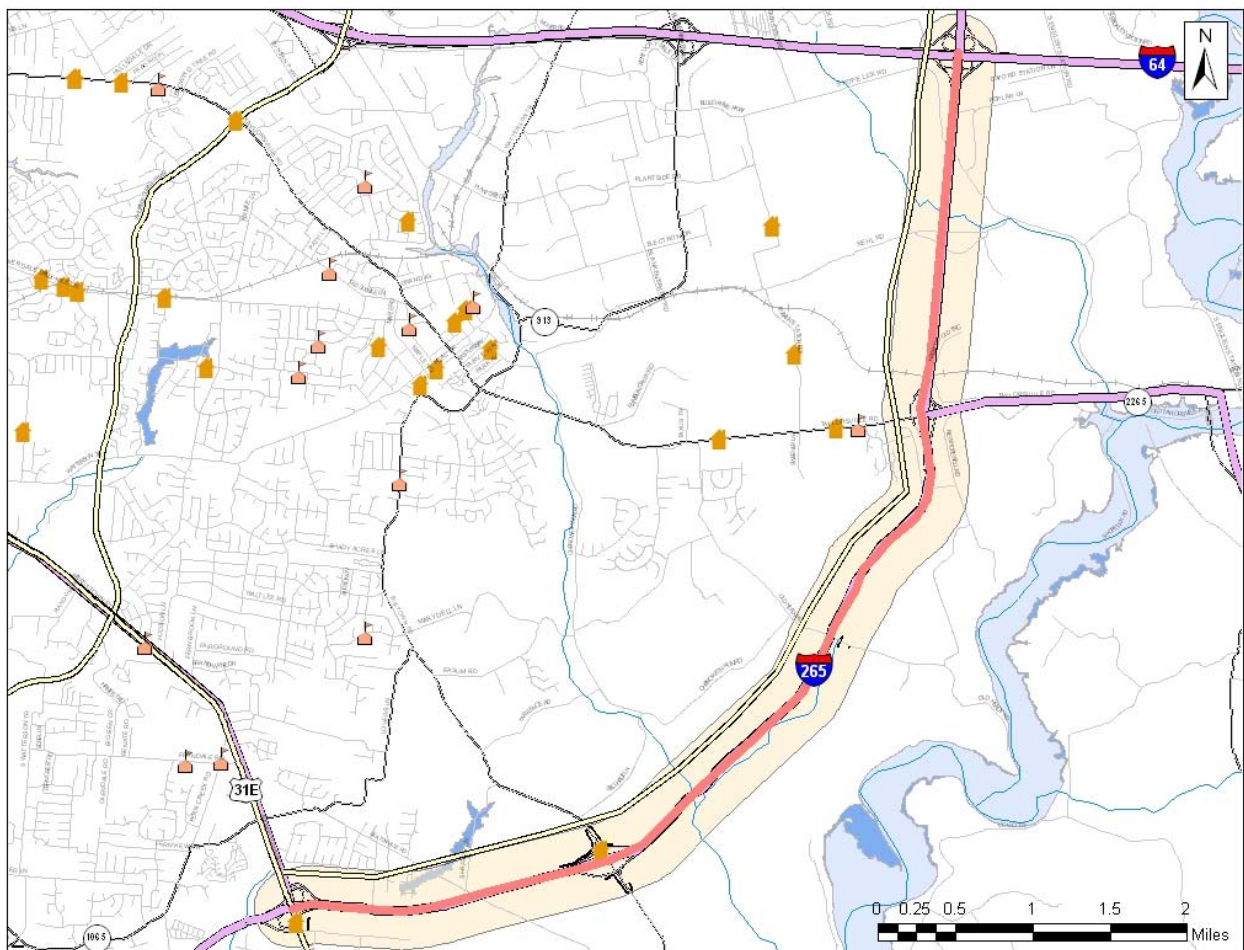
Subject to CMS Review: YES

Within 1/4 Mile or on a Freight Corridor: YES

Within 1/4 Mile or on a Bicycle & Pedestrian Priority Corridor: YES

Includes Bicycle Facilities: NO

Includes Pedestrian Facilities: NO



KIPDA ID # 458**Plantside Drive**

Project Type: ROADWAY CAPACITY

Description: Extend Plantside Drive as a 3 lane collector road (3rd lane will be a center turn lane) from Tucker Station Road to Rehl Road.

Purpose: Extend Plantside Drive on new 3 lane alignment from Tucker Station Road to Rehl Road to address future travel needs.

Primary Contact Agency: Louisville Metro Public Works

County: Jefferson

State ID #:

Project Cost: \$7,000,000

Estimated Open to Public Year: 2010

Regional Priority: YES

Included in AQ Analysis/Regionally Significant: YES

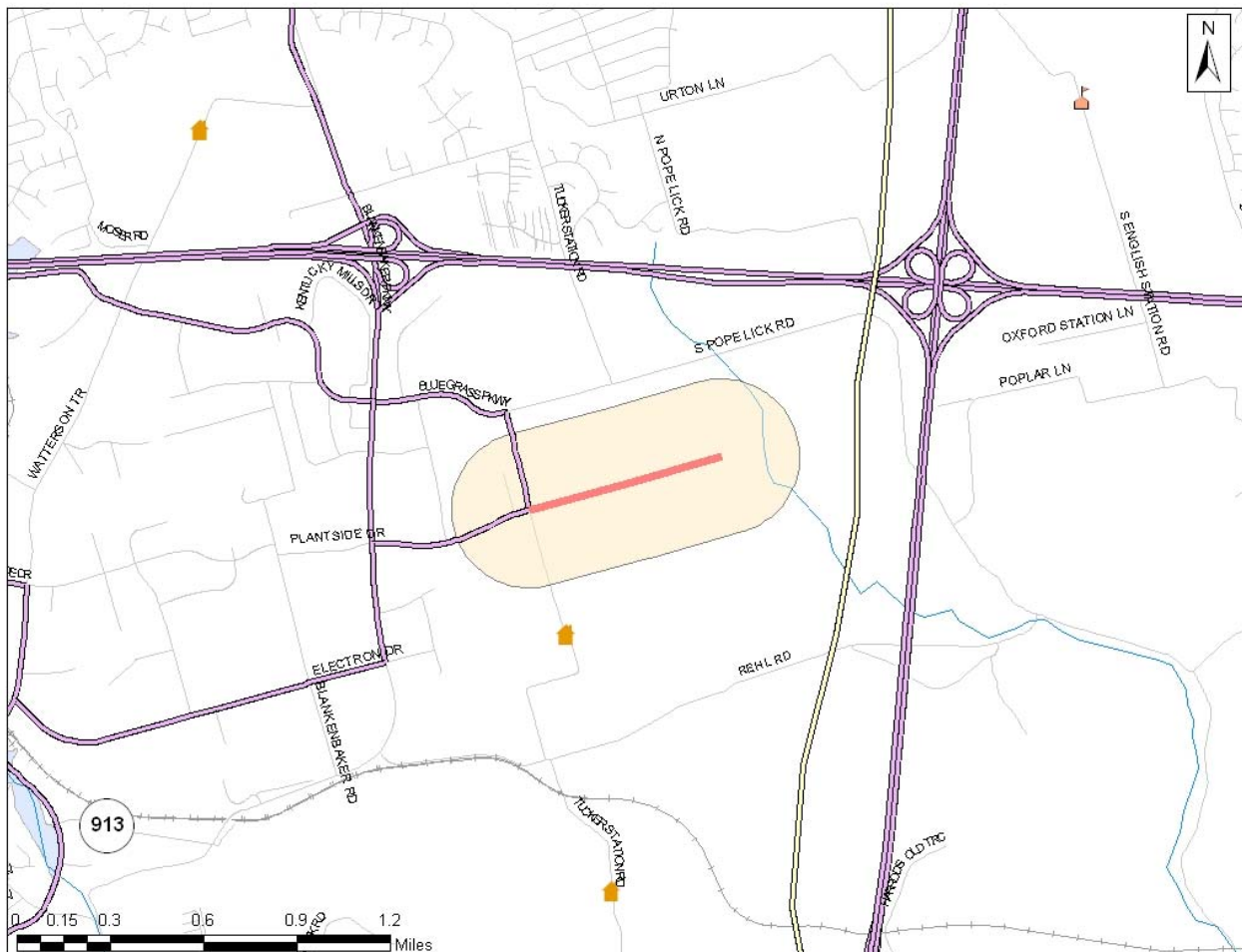
Subject to CMS Review: YES

Within 1/4 Mile or on a Freight Corridor: NO

Within 1/4 Mile or on a Bicycle & Pedestrian Priority Corridor: NO

Includes Bicycle Facilities: YES

Includes Pedestrian Facilities: YES



Rehl Road**KIPDA ID # 462****Project Type:** OPERATIONS

Description: Reconstruct Rehl Road as a 2 lane road (no additional lanes) from KY 913 (Blankenbaker Parkway) to S. Pope Lick Road.

Purpose: Rehl Road is an east-west corridor that intersects with Blankenbaker Lane on the west and South Pope Lick Road and English Station Road on the east. At its junction with I-265, a new interchange is being proposed. Traffic volumes are expected to increase on Rehl Road nearly 500% from 2009 to 2020.

Primary Contact Agency: Louisville Metro Public Works

County: Jefferson

State ID #:

Project Cost: \$9,000,000

Estimated Open to Public Year: 2015

Regional Priority: YES

Included in AQ Analysis/Regionally Significant: NO

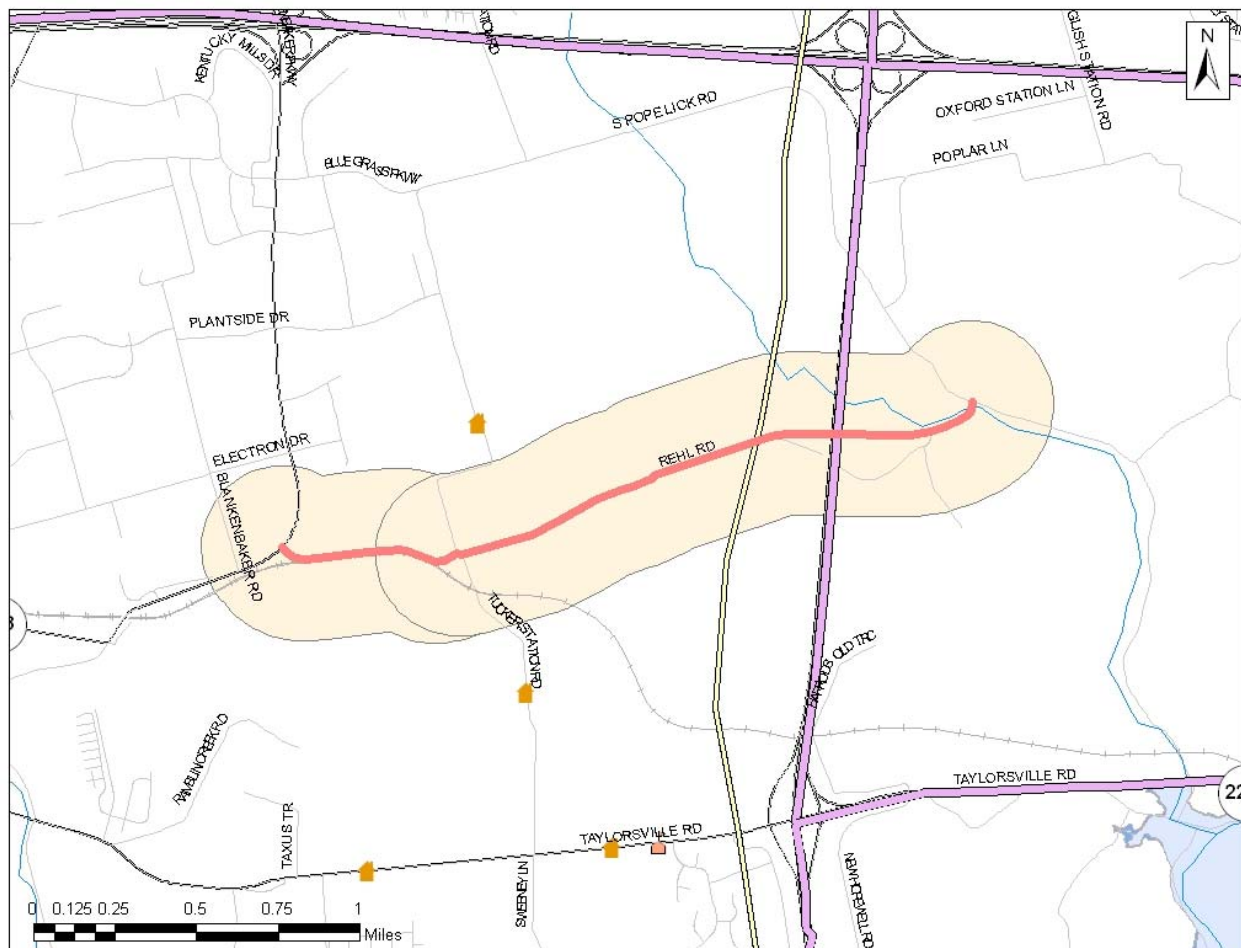
Subject to CMS Review: NO

Within 1/4 Mile or on a Freight Corridor: YES

Within 1/4 Mile or on a Bicycle & Pedestrian Priority Corridor: YES

Includes Bicycle Facilities: NO

Includes Pedestrian Facilities: NO



Tucker Station Road

KIPDA ID # 472

Project Type: OPERATIONS

Description: Reconstruct Tucker Station Road as a 2 lane road (no additional lanes) from Rehl Road to Ellingsworth Lane & improve intersections (S. Pope Lick, Rehl Road & Ellingsworth Lane).

Purpose: Tucker Station Road is a narrow 2 lane collector extending from U. S. 60 to KY 155 (Taylorsville Road). It is the only non-interstate route which crosses I-64 between Blankenbaker and English Station roads. With planned development in the Urton Lane corridor, it should be able to relieve some traffic demand if an Urton Lane-Tucker Station Road-Ellingsworth Road connection is made. It would serve increased development south of I-64 near Rehl Road as well.

Primary Contact Agency: Louisville Metro Public Works

County: Jefferson

State ID #:

Project Cost: \$9,000,000

Estimated Open to Public Year: 2020

Regional Priority: YES

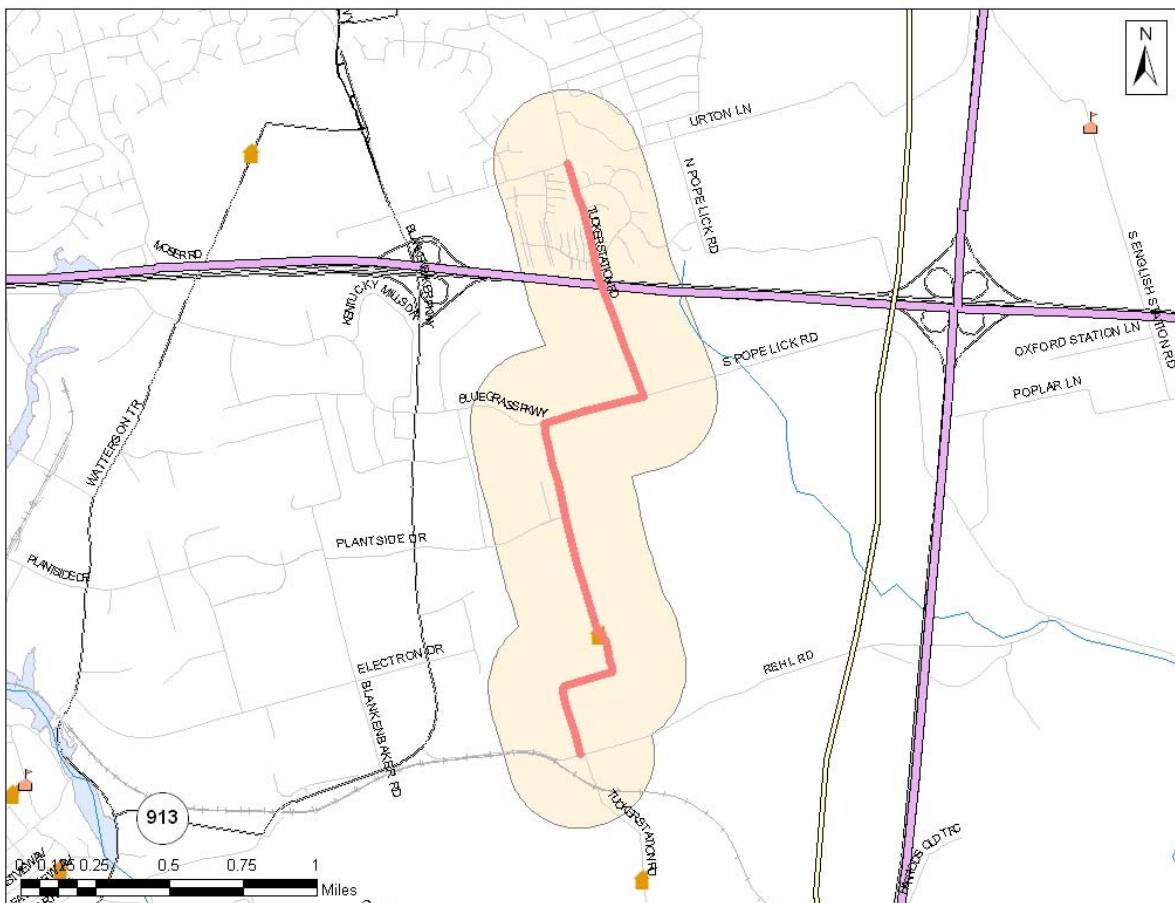
Included in AQ Analysis/Regionally Significant: NO

Subject to CMS Review: NO

Within 1/4 Mile or on a Freight Corridor: YES

Within 1/4 Mile or on a Bicycle & Pedestrian Priority Corridor: NO

Inc



Urton Lane Corridor Study**KIPDA ID # 473****Project Type:** STUDY

Description: Urton Lane Corridor Study from US 60 (Shelbyville Road) to north or south of I-64 or further south to KY 1065 (Seatonville Road). Implement recommendations for corridor study beginning with protective ROW purchase.

Purpose: Urton Lane begins on the north at the US 60 - English Station Road intersection in Middletown, north of I-64. Several developments are currently planned between US 60 and I-64 along the route. Currently Urton Lane is a narrow 2 lane facility with poor geometrics. By extending Urton Lane south of I-64, traffic from the proposed developments could access Blankenbaker Road/I-64 via Rehl Road and I-265 via KY 155 (Taylorsville Road). An Urton Lane extension to Seatonville Road would open hundreds of acres to development and provide a parallel route to I-265 which could be used to divert incident related traffic.

Primary Contact Agency: Louisville Metro Public Works

County: Jefferson

State ID #:

Project Cost: \$850,000

Estimated Open to Public Year: 2020

Regional Priority: NO

Included in AQ Analysis/Regionally Significant: NO

Subject to CMS Review: NO

Within 1/4 Mile or on a Freight Corridor: YES

Within 1/4 Mile or on a Bicycle & Pedestrian Priority Corridor: YES

Includes Bicycle Facilities: N/A

Includes Pedestrian Facilities: N/A

Project Type: ROADWAY CAPACITY

Description: Extend & widen Urton Lane from 2 to 3 lanes (3rd lane will be a center turn lane) from north of I-64 to Seatonville Road.

Purpose: Urton Lane begins on the north at the US 60 - English Station Road intersection in Middletown, north of I-64. Several developments are planned between US 60 and I-64 along the route. Currently Urton Lane is a narrow 2 lane facility with poor geometrics. By extending Urton Lane south of I-64, traffic from the proposed developments could access Blankenbaker Road/I-64 via Rehl Road and I-265 via KY 155 (Taylorsville Road). An Urton Lane extension from north of I-64 to Seatonville Road would open hundreds of acres to development and provide a parallel route to I-265 which could be used to divert incident related traffic.

Primary Contact Agency: Louisville Metro Public Works

County: Jefferson

State ID #:

Project Cost: \$31,500,000

Estimated Open to Public Year: 2020

Regional Priority: YES

Included in AQ Analysis/Regionally Significant: YES

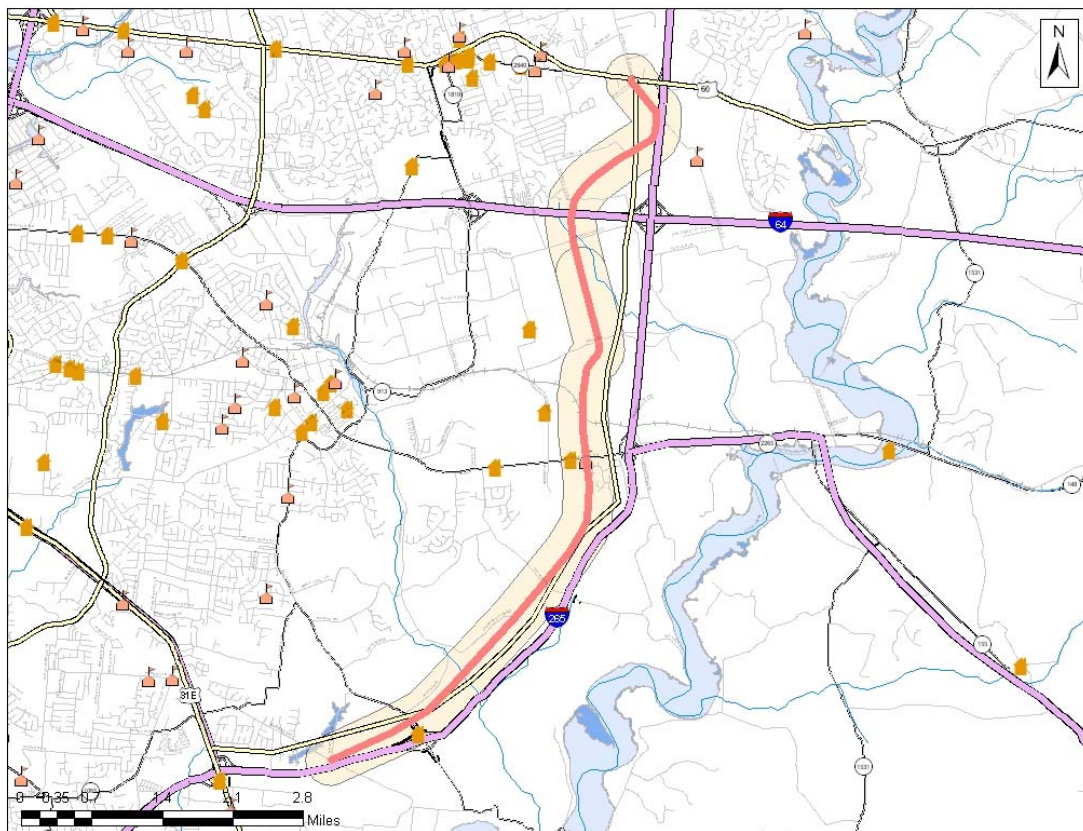
Subject to CMS Review: YES

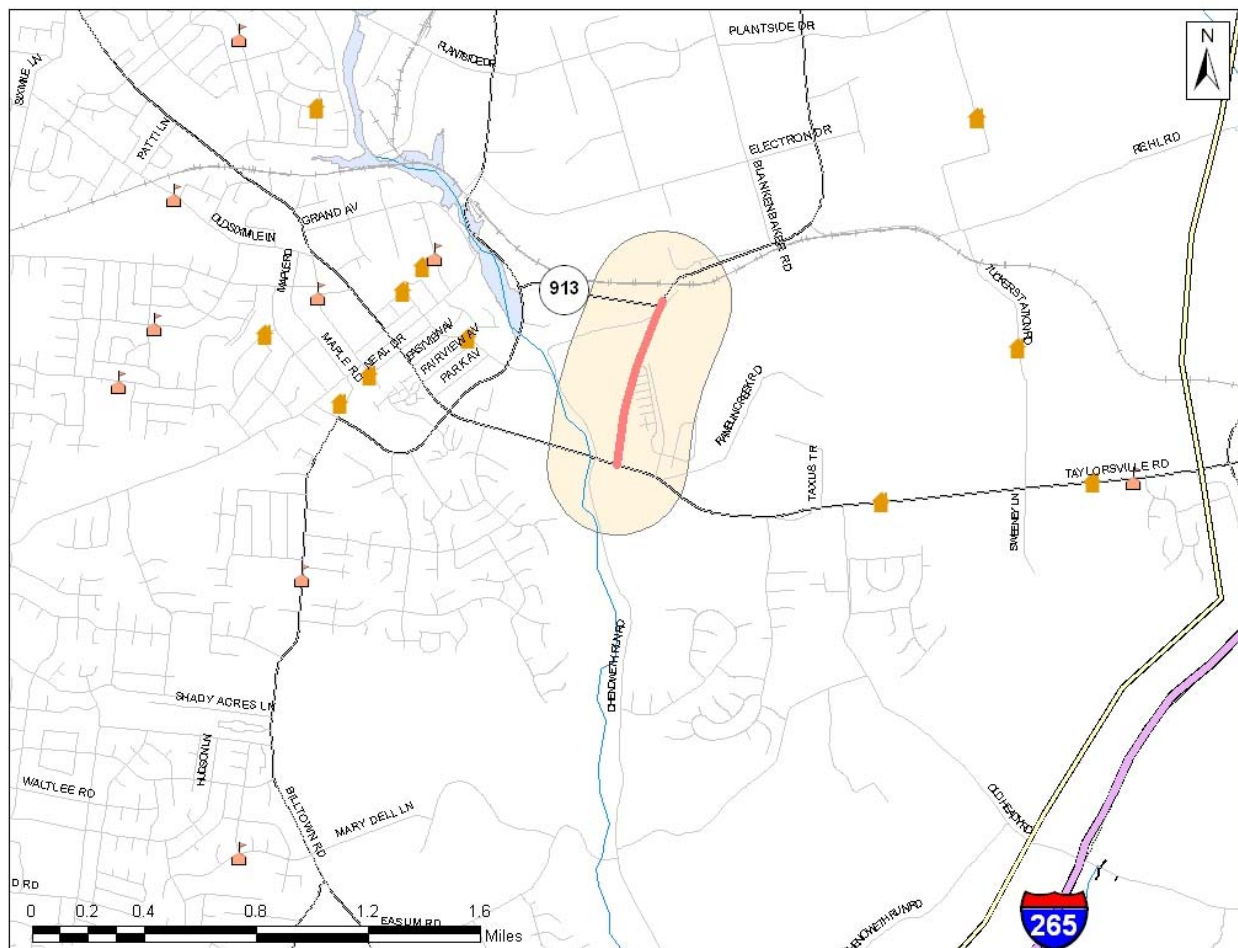
Within 1/4 Mile or on a Freight Corridor: YES

Within 1/4 Mile or on a Bicycle & Pedestrian Priority Corridor: YES

Includes Bicycle Facilities: NO

Includes Pedestrian Facilities: NO



KY 913 (Blankenbaker Parkway)**KIPDA ID # 220****Project Type:** ROADWAY CAPACITY**Description:** Extend KY 913 (Blankenbaker Parkway) as 5 lane road from Blankenbaker Access Road to KY 155 (Taylorsville Road).**Purpose:** Extend Blankenbaker to provide access to KY 155 (Taylorsville Road).**Primary Contact Agency:** Kentucky Transportation Cabinet**County:** Jefferson**State ID #:** 401**Project Cost:** \$5,446,000**Estimated Open to Public Year:** 2010**Regional Priority:** NO**Included in AQ Analysis/Regionally Significant:** YES**Subject to CMS Review:** NO**Within 1/4 Mile or on a Freight Corridor:** NO**Within 1/4 Mile or on a Bicycle & Pedestrian Priority Corridor:** NO**Includes Bicycle Facilities:** NO**Includes Pedestrian Facilities:** YES

Project Type: ROADWAY CAPACITY

Description: New interchange & connector road from KY 148 to US 60 (Shelbyville Road) with interchange on I-64. Corridor would be in vicinity of Gilliland Road.

Purpose: Provide access to I-64 and KY 1848 in Shelby County.

Primary Contact Agency: Kentucky Transportation Cabinet

County: Jefferson

State ID #:

Project Cost: \$25,000,000

Estimated Open to Public Year: 2015

Regional Priority: NO

Included in AQ Analysis/Regionally Significant: YES

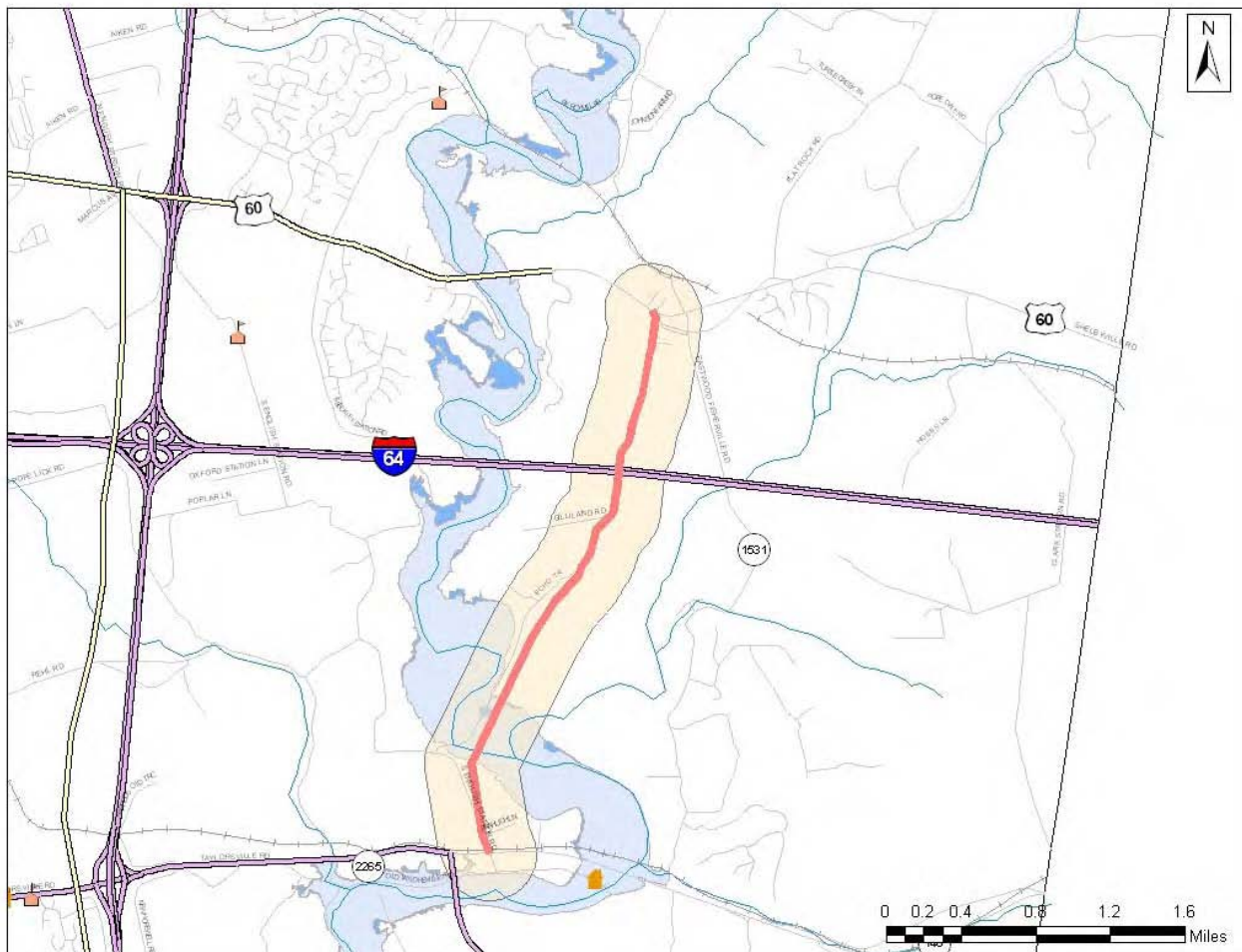
Subject to CMS Review: YES

Within 1/4 Mile or on a Freight Corridor: YES

Within 1/4 Mile or on a Bicycle & Pedestrian Priority Corridor: NO

Includes Bicycle Facilities: NO

Includes Pedestrian Facilities: NO



Estimate 5-41.00

Estimated Cost: \$38,518,392.47

Contingency: 20.00%

Estimated Total: \$46,222,070.96

REHL ROAD INTERCHANGE

Letting Date: 09/04/09

Spec Year: 04

Unit System: E

Work Type: GRADE & DRAIN WITH BRIDGE

Highway Type: INTERSTATE

Urban/Rural Type: URBAN

Season: FALL

County: JEFFERSON

Prepared by RJC on 07/08/08

Checked by DBR on 07/08/08

<u>Line #</u>	<u>Item Number</u>	<u>Quantity</u>	<u>Units</u>	<u>Unit Price</u>	<u>Extension</u>
	<u>Description</u>				
	<u>Supplemental Description</u>				

Group 0001: PAVING

0006	00219	40,491.00	TON	\$54.00	\$2,186,514.00
	CL4 ASPH BASE 1.00D PG76-22				
0009	00335	20,245.00	TON	\$62.00	\$1,255,190.00
	CL4 ASPH SURF 0.50A PG76-22				
0010	00217	69,501.00	TON	\$51.00	\$3,544,551.00
	CL4 ASPH BASE 1.00D PG64-22				
0012	00018	78,732.00	TON	\$46.00	\$3,621,672.00
	DRAINAGE BLANKET-TYPE II-ASPH				
0013	00001	72,433.00	TON	\$16.50	\$1,195,144.50
	DGA BASE				
0014	00358	126.00	TON	\$640.00	\$80,640.00
	ASPHALT CURING SEAL				
0016	00337	16,871.00	TON	\$63.00	\$1,062,873.00
	CL4 ASPH SURF 0.38B PG76-22				
0019	01810	2,710.00	LF	\$19.98	\$54,145.80
	STANDARD CURB AND GUTTER				
Regression price 01810 Active: Y Unit Price: \$19.98					
0179	02720	1,360.00	SQYD	\$52.65	\$71,604.00
	SIDEWALK-4 INCH CONCRETE				
Regression price 02720 Active: Y Unit Price: \$52.65					
0180	03287	8.00	EACH	\$1,633.80	\$13,070.40
	SIDEWALK RAMP TYPE 1				
Average price 03287 Active: Y Unit Price: \$1,633.80					

Total for Group 0001: \$13,085,404.70**Group 0002: ROADWAY**

0058	01000	38,100.00	LF	\$7.90	\$300,990.00
	PERFORATED PIPE-4 INCH				
Regression price 01000 Active: Y Unit Price: \$7.90					
0060	01010	1,020.00	LF	\$12.19	\$12,433.80
	NON-PERFORATED PIPE-4 INCH				
Regression price 01010 Active: Y Unit Price: \$12.19					
0063	01020	32.00	EACH	\$379.91	\$12,157.12
	PERF PIPE HEADWALL TY 1-4 INCH				
0066	01032	30.00	EACH	\$429.24	\$12,877.20
	PERF PIPE HEADWALL TY 4-4 INCH				
Regression price 01032 Active: Y Unit Price: \$429.24					
0068	01310	48.00	LF	\$11.84	\$568.32
	REMOVE PIPE				
Regression price 01310 Active: Y Unit Price: \$11.84					
0069	01740	50.00	EACH	\$113.48	\$5,674.00
	CORED HOLE DRAINAGE BOX CON-4 INCH				
Regression price 01740 Active: Y Unit Price: \$113.48					

<u>Line #</u>	<u>Item Number</u>	<u>Quantity</u>	<u>Units</u>	<u>Unit Price</u>	<u>Extension</u>
<u>Description</u>					
<u>Supplemental Description</u>					
0078	02200	301,000.00	CUYD	\$12.97	\$3,903,970.00
ROADWAY EXCAVATION					
Regression price 02200 Active: Y Unit Price: \$12.97					
0085	02351	12,500.00	LF	\$19.85	\$248,125.00
GUARDRAIL-STEEL W BEAM-S FACE					
Regression price 02351 Active: Y Unit Price: \$19.85					
0090	02367	16.00	EACH	\$2,700.00	\$43,200.00
GUARDRAIL END TREATMENT TYPE 1					
0092	02369	12.00	EACH	\$525.45	\$6,305.40
GUARDRAIL END TREATMENT TYPE 2A					
Regression price 02369 Active: Y Unit Price: \$525.45					
0093	02381	2,100.00	LF	\$1.66	\$3,486.00
REMOVE GUARDRAIL					
Regression price 02381 Active: Y Unit Price: \$1.66					
0095	02363	6.00	EACH	\$2,116.29	\$12,697.74
GUARDRAIL CONNECTOR TO BRIDGE END TY A					
Average price 02363 Active: Y Unit Price: \$2,116.29					
0096	02387	6.00	EACH	\$344.88	\$2,069.28
GUARDRAIL CONNECTOR TO BRIDGE END TY A-1					
0101	02484	2,450.00	TON	\$27.20	\$66,640.00
CHANNEL LINING CLASS III					
Regression price 02484 Active: Y Unit Price: \$27.20					
0102	02545	1.00	LS	\$280,000.00	\$280,000.00
CLEARING AND GRUBBING					
0104	02562	1.00	LS	\$610,000.00	\$610,000.00
SIGNS					
0107	02596	2,200.00	SQYD	\$1.70	\$3,740.00
FABRIC-GEOTEXTILE TYPE I					
Regression price 02596 Active: Y Unit Price: \$1.70					
0108	02599	3,100.00	SQYD	\$2.60	\$8,060.00
FABRIC-GEOTEXTILE TYPE IV					
Regression price 02599 Active: Y Unit Price: \$2.60					
0109	02650	1.00	LS	\$550,000.00	\$550,000.00
MAINTAIN & CONTROL TRAFFIC					
0110	02653	20.00	EACH	\$2,583.54	\$51,670.80
LANE CLOSURE					
0111	02671	4.00	EACH	\$6,179.41	\$24,717.64
VAR MESSAGE SIGN-PORT 3 LINE					
0114	02701	12,000.00	LF	\$2.21	\$26,520.00
TEMPORARY SILT FENCE					
Regression price 02701 Active: Y Unit Price: \$2.21					
0115	02703	216.00	EACH	\$105.07	\$22,695.12
SILT TRAP TYPE A					

<u>Line #</u>	<u>Item Number</u>	<u>Quantity</u>	<u>Units</u>	<u>Unit Price</u>	<u>Extension</u>
<u>Description</u>					
<u>Supplemental Description</u>					
Regression price 02703		Active: Y		Unit Price: \$105.07	
0116	02704	216.00	EACH	\$258.22	\$55,775.52
SILT TRAP TYPE B					
Regression price 02704		Active: Y		Unit Price: \$258.22	
0117	02706	1,296.00	EACH	\$55.77	\$72,277.92
CLEAN SILT TRAP TYPE A					
0119	02707	1,296.00	EACH	\$35.99	\$46,643.04
CLEAN SILT TRAP TYPE B					
0120	20496NS843	73.00	EACH	\$18.00	\$1,314.00
SILT TRAP TYPE C					
0121	20497NS843	292.00	EACH	\$108.00	\$31,536.00
CLEAN SILT TRAP TYPE C					
0122	02625	12.00	EACH	\$336.97	\$4,043.64
REMOVE HEADWALL					
Regression price 02625		Active: Y		Unit Price: \$336.97	
0123	02709	72,000.00	LF	\$0.24	\$17,280.00
CLEAN TEMPORARY SILT FENCE					
Regression price 02709		Active: Y		Unit Price: \$0.24	
0124	02726	1.00	LS	\$400,000.00	\$400,000.00
STAKING					
0126	02731	1.00	LS	\$120,000.00	\$120,000.00
REMOVE STRUCTURE A					
0128	02775	4.00	EACH	\$2,224.34	\$8,897.36
FLASHING ARROW					
Average price 02775		Active: Y		Unit Price: \$2,224.34	
0133	05950	15,000.00	SQYD	\$1.76	\$26,400.00
EROSION CONTROL BLANKET					
Regression price 05950		Active: Y		Unit Price: \$1.76	
0134	05952	315,000.00	SQYD	\$0.15	\$47,250.00
TEMPORARY MULCH					
Regression price 05952		Active: Y		Unit Price: \$0.15	
0135	05953	232,500.00	SQYD	\$0.16	\$37,200.00
TEMP SEEDING AND PROTECTION					
Regression price 05953		Active: Y		Unit Price: \$0.16	
0136	05966	12.00	TON	\$609.49	\$7,313.88
TOPDRESSING FERTILIZER					
Regression price 05966		Active: Y		Unit Price: \$609.49	
0137	05985	232,500.00	SQYD	\$0.31	\$72,075.00
SEEDING AND PROTECTION					
Regression price 05985		Active: Y		Unit Price: \$0.31	
0138	05989	45,000.00	SQYD	\$0.20	\$9,000.00
SPECIAL SEEDING CROWN VETCH					

<u>Line #</u>	<u>Item Number</u>	<u>Quantity</u>	<u>Units</u>	<u>Unit Price</u>	<u>Extension</u>
	Description				
	Supplemental Description				

	Regression price 05989		Active: Y		Unit Price: \$0.20
0145	06510	4,500.00	LF	\$0.71	\$3,195.00
	PAVE STRIPING-TEMP PAINT-4 IN				
	Regression price 06510		Active: Y		Unit Price: \$0.71
0146		86,800.00	LF	\$24.03	\$2,085,804.00
	PAVE STRIPING-PERM PAINT-6-IN-W-Y				
0147	06546	3,600.00	LF	\$2.08	\$7,488.00
	PAVE STRIPING-THERMO-12 INCH W				
	Regression price 06546		Active: Y		Unit Price: \$2.08
0148	06591	38.00	EACH	\$24.03	\$913.14
	PAVEMENT MARKER TYPE V-BY				
0150	06589	860.00	EACH	\$20.82	\$17,905.20
	PAVEMENT MARKER TYPE V-MW				
0151	06592	80.00	EACH	\$20.82	\$1,665.60
	PAVEMENT MARKER TYPE V-B W/R				
	Regression price 06592		Active: Y		Unit Price: \$20.82
0152	06593	725.00	EACH	\$19.68	\$14,268.00
	PAVEMENT MARKER TYPE V-B Y/R				
	Regression price 06593		Active: Y		Unit Price: \$19.68
0155	08100	7.00	CUYD	\$1,142.86	\$8,000.02
	CONCRETE-CLASS A				
	Regression price 08100		Active: Y		Unit Price: \$1,142.86
0183	21383ES07	14,500.00	LF	\$275.00	\$3,987,500.00
	CONC MEDIAN BARRIER TY 14C2(50)				
0184	02585	210.00	LF	\$75.68	\$15,892.80
	EDGE KEY				
	Regression price 02585		Active: Y		Unit Price: \$75.68
Total for Group 0002: \$13,308,235.54					

Group 0003: DRAINAGE

0021	00462	3,270.00	LF	\$48.69	\$159,216.30
	CULVERT PIPE-18 INCH				
	Regression price 00462		Active: Y		Unit Price: \$48.69
0022	00464	440.00	LF	\$73.61	\$32,388.40
	CULVERT PIPE-24 INCH				
	Regression price 00464		Active: Y		Unit Price: \$73.61
0027	00441	120.00	LF	\$57.74	\$6,928.80
	ENTRANCE PIPE-18 INCH				
	Regression price 00441		Active: Y		Unit Price: \$57.74
0030	00522	7,600.00	L.F.	\$46.50	\$353,400.00
	18 INCH STORM SEWER				

<u>Line #</u>	<u>Item Number</u>	<u>Quantity</u>	<u>Units</u>	<u>Unit Price</u>	<u>Extension</u>
<u>Description</u>					
<u>Supplemental Description</u>					
0031	00524	4,200.00	L.F.	\$62.00	\$260,400.00
24 INCH STORM SEWER					
0032	01371	8.00	EACH	\$1,264.45	\$10,115.60
METAL END SECTION TY 1-18 INCH					
Average price 01371		Active: Y		Unit Price: \$1,264.45	
0033	00466	450.00	LF	\$61.20	\$27,540.00
CULVERT PIPE-30 INCH					
Regression price 00466		Active: Y		Unit Price: \$61.20	
0034	00469	240.00	LF	\$138.81	\$33,314.40
CULVERT PIPE-42 INCH					
Regression price 00469		Active: Y		Unit Price: \$138.81	
0035	01391	10.00	EACH	\$743.60	\$7,436.00
METAL END SECTION TY 3-18 INCH					
Average price 01391		Active: Y		Unit Price: \$743.60	
0036	01456	10.00	EACH	\$3,586.90	\$35,869.00
CURB BOX INLET TYPE A					
Average price 01456		Active: Y		Unit Price: \$3,586.90	
0037	01394	4.00	EACH	\$2,198.76	\$8,795.04
METAL END SECTION TY 3-30 INCH					
Average price 01394		Active: Y		Unit Price: \$2,198.76	
0038	01490	5.00	EACH	\$2,572.92	\$12,864.60
DROP BOX INLET TYPE 1					
Regression price 01490		Active: Y		Unit Price: \$2,572.92	
0039	01614	10.00	EACH	\$7,100.00	\$71,000.00
CONC MED BARR BOX INLET TY 14A2					
0040	01480	8.00	EACH	\$3,109.44	\$24,875.52
CURB BOX INLET TYPE B					
0042	01642	3.00	EACH	\$1,665.74	\$4,997.22
JUNCTION BOX-18 INCH					
Average price 01642		Active: Y		Unit Price: \$1,665.74	
0043	01644	2.00	EACH	\$2,450.00	\$4,900.00
JUNCTION BOX-30 INCH					
0044	02159	12,000.00	LF	\$0.50	\$6,000.00
TEMPORARY DITCH					
Regression price 02159		Active: Y		Unit Price: \$0.50	
0045		72,000.00	EACH	\$0.01	\$720.00
CLEAN TEMPORARY DITCH					
0046	21261ED	18,000.00	SQYD	\$6.10	\$109,800.00
TURF REINFORCEMENT MAT					
0049	01646	1.00	EACH	\$2,304.59	\$2,304.59
JUNCTION BOX-42 INCH					
Regression price 01646		Active: Y		Unit Price: \$2,304.59	
0050	01615	40.00	EACH	\$7,300.00	\$292,000.00

<u>Line #</u>	<u>Item Number</u>	<u>Quantity</u>	<u>Units</u>	<u>Unit Price</u>	<u>Extension</u>
<u>Description</u>					
<u>Supplemental Description</u>					

CONC MED BARR BOX INLET TY 14B2

0056	08150	250.00	LB	\$2.00	\$500.00
STEEL REINFORCEMENT					

Total for Group 0003: \$1,465,365.47

Group 0004: BRIDGE

0156		1.00	LS	\$525,700.00	\$525,700.00
14 x 6 x 250 RCBC					

0157		1.00	LS	\$1,850,000.00	\$1,850,000.00
34 X 13 X 400 CONC ARCH					

0177		1.00	LS	\$2,353,000.00	\$2,353,000.00
BRIDGE OVER I-265					

0190		1.00	L.S.	\$2,574,000.00	\$2,574,000.00
BRIDGE OVER RAILROAD					

0191		1.00	L.S.	\$1,698,000.00	\$1,698,000.00
BRIDGE OVER TAYLORSVILLE ROAD					

Total for Group 0004: \$9,000,700.00

Group 0019: DEMOBILIZATION &/OR MOBILIZATION

0181	02568	1.00	LS	\$1,105,791.17	\$1,105,791.17
MOBILIZATION					

Reference Price	Active: Y	Unit Price: \$1,105,791.17
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0182	02569	1.00	LS	\$552,895.59	\$552,895.59
DEMOBILIZATION					

Reference Price	Active: Y	Unit Price: \$552,895.59
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Total for Group 0019: \$1,658,686.76

