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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 Traughber	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.

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.

- 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

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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.

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**: S**ince 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

- 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

o 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

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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

File Id: 07403.000 \ Rehl Road
File Name: PTM #1 5-05-08

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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

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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 make at this project team meeting.

END OF MEETING NOTES