



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](http://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.



District	Trips	% of Total
J1	743	2.1%
J2	430	1.2%
J4	241	0.7%
J6	219	0.6%
J7	288	0.8%
J8	316	0.9%
J10	299	0.8%

Created by KIPDA July 2008 (AHR)

Copyright (c) 2008, Kentuckiana Regional Planning & Development Agency (KIPDA). All rights reserved.

No part of this may be reproduced or transmitted in any form or by any means, electronic or mechanical, including photocopying or recording, or by any information storage or retrieval system, except as expressly permitted in writing by KIPDA.

LIMITATION OF LIABILITY: KIPDA has no indication or reason to believe that there are any inaccuracies or defects in information incorporated in this work and make NO REPRESENTATIONS OF ANY KIND, INCLUDING, BUT NOT LIMITED TO, THE WARRANTIES OF MERCHANTABILITY OR FITNESS FOR A PARTICULAR USE, NOR ARE ANY SUCH WARRANTIES TO BE IMPLIED, WITH RESPECT TO THE INFORMATION OR DATA, FURNISHED HEREIN.

# 2030 Rehl No-Build

Total Trips to Study Area / % of Total





District	Trips	% of Total
J1	733	2.0%
J2	422	1.2%
J4	236	0.7%
J6	215	0.6%
J7	284	0.8%
J8	308	0.9%
J10	292	0.8%

Created by KIPDA July 2008 (AHR)

Copyright (c) 2008, Kentuckiana Regional Planning & Development Agency (KIPDA). All rights reserved.

No part of this may be reproduced or transmitted in any form or by any means, electronic or mechanical, including photocopying or recording, or by any information storage or retrieval system, except as expressly permitted in writing by KIPDA.

LIMITATION OF LIABILITY: KIPDA has no indication or reason to believe that there are any inaccuracies or defects in information incorporated in this work and make NO REPRESENTATIONS OF ANY KIND, INCLUDING, BUT NOT LIMITED TO, THE WARRANTIES OF MERCHANTABILITY OR FITNESS FOR A PARTICULAR USE, NOR ARE ANY SUCH WARRANTIES TO BE IMPLIED, WITH RESPECT TO THE INFORMATION OR DATA, FURNISHED HEREIN.

# 2030 Rehl Build

Total Trips to Study Area / % of Total



<b>RehNew</b>												
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%	0.00%	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	3.00%	3.00%	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		0.00%		0.00%	4,600	
I-265 SB on-ramp @ Rehl Rd				5,200		5,000		0.00%		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%	0.00%	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	0.00%	0.00%	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%	0.00%	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	3.00%	0.00%	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	3.00%	3.00%	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

<b>Reh/New</b>									
<b>Link Description</b>	<b>2020 Build</b>	<b>2020 NoBuild</b>	<b>2030 Build</b>	<b>2030 NoBuild</b>	<b>2038 Build</b>	<b>2038 NoBuild</b>	<b>2020-2030 Build Growth</b>	<b>2020-2030 NoBuild Growth</b>	<b>2020-2030 Average Growth</b>
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%