

Luckett, Jay P

From: Brown, Jeffrey E
Sent: Tuesday, July 24, 2018 4:05 PM
To: Bill Bardenwerper
Cc: Reverman, Joe; Stuber, Elizabeth W.; Luckett, Jay P; Liu, Emily
Subject: RE: Public Hearing re: Rehl Road and Plantside Drive connection

Bill,
Public Works has reviewed the analysis and will require the construction of a left turn lane from Rehl Rd to the new Plantside Dr connection being proposed with this application. The turn lane will need to be constructed with a 75' storage length, a 50' bay taper and an approach taper at $(WS^2)/60$. Improvements will also be required on the east side of the intersection to taper back to the two lane Rehl Rd using the $(WS^2)/60$ formula.

Jeffrey Brown, PE

From: Bill Bardenwerper <wbb@bardlaw.net>
Sent: Thursday, July 19, 2018 3:37 PM
To: Liu, Emily <emily.liu@louisvilleky.gov>; Reverman, Joe <Joe.Reverman@louisvilleky.gov>; Luckett, Jay P <Jay.Luckett@louisvilleky.gov>
Cc: 'Greg Oakley (greg@hollenbach-oakley.com)' <greg@hollenbach-oakley.com>; 'Diane B. Zimmerman (dianezim@att.net)' <dianezim@att.net>; David Mindel <dmindel@mindelscott.com>; Nick Pregliasco <nrp@bardlaw.net>; Brown, Jeffrey E <Jeffrey.Brown@louisvilleky.gov>; beth.stuber@louisvilleky.gov
Subject: Public Hearing re: Rehl Road and Plantside Drive connection

Emily, Joe & Jay: I am attaching a letter correcting mine of July 16 to make proper reference to the correct docket number and binding element.

I appreciate you docketing this for the August 2 Public Hearing.

In addition to my corrected letter, I also want to clarify something important. Although it will be a great thing if and when Plantside Drive to the north of Rehl Road and the Urton Lane Corridor to the south of Rehl Road one day connect all the way from Shelbyville Road (via Blankenbaker Parkway to Bluegrass Parkway/Tucker Station Road or Plantside Drive to the new Urton Lane corridor) to Taylorsville Road. But given the fact that Blankenbaker Station IV (which is to the south of Rehl Road) theoretically might never happen if the remaining road infrastructure in it is never built, it never ever was a precondition for opening Plantside Drive at Rehl Road. When Blankenbaker Station II to the north was conceived and approved, Blankenbaker Station IV to the south was barely, if at all, a gleam in anyone's eye. Therefore, Blankenbaker Station II would not even have been proposed had it been dependent in any way, shape or form on Blankenbaker Station IV and its ultimate additional road infrastructure. The reason I emphasize this is because all of the Urton Lane corridor road infrastructure to the south of Rehl Road, while very much a good thing, cannot be a prerequisite to the completion of Blankenbaker Station II and its connection to Rehl Road.

Thank you very much again for your kind consideration.

Bill Bardenwerper
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