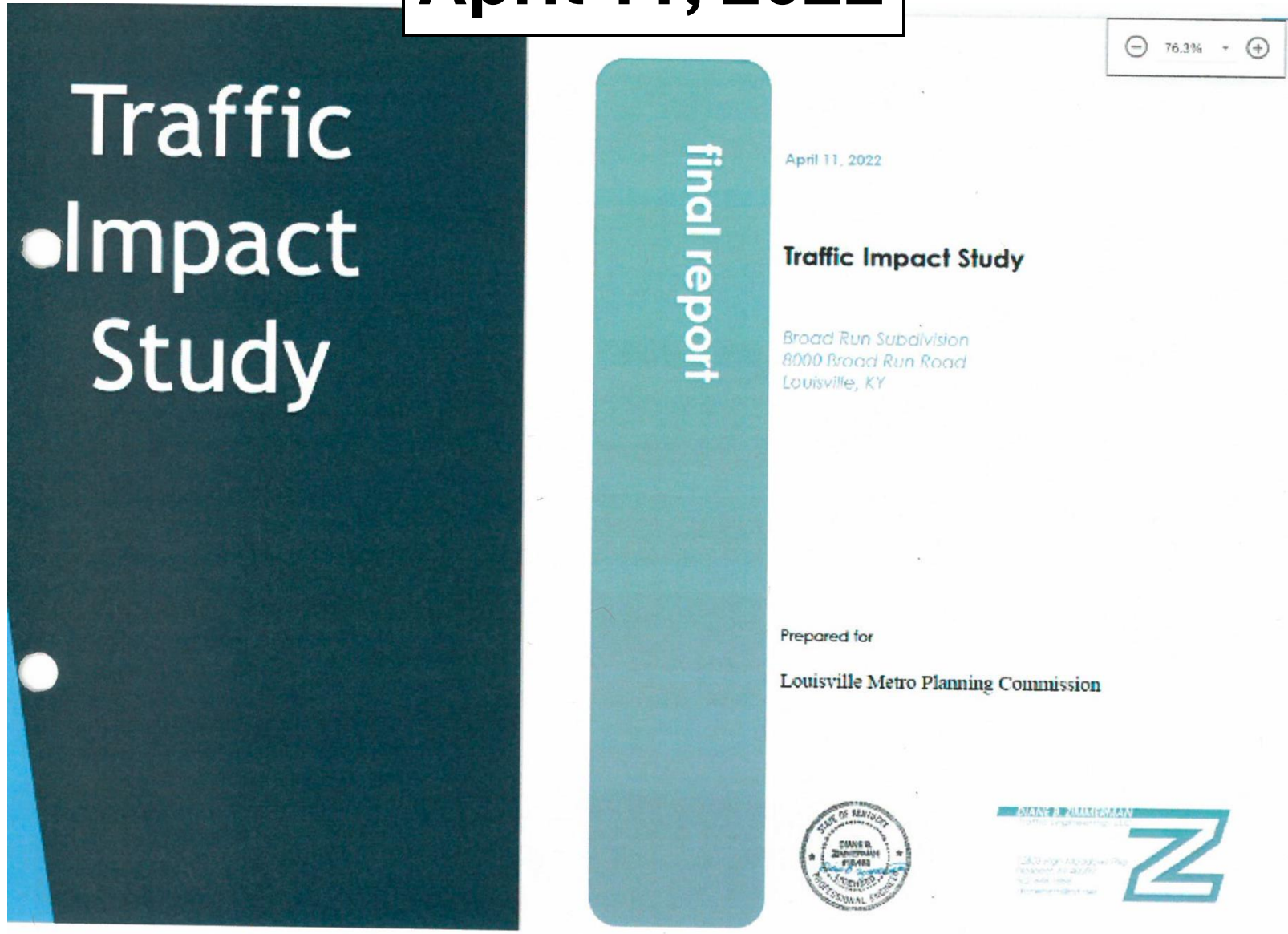


24-ZONE-0112

The LD&T Committee shall review the plan for issues requiring clarification

2.7.1.D.1.c.iii

April 11, 2022



April 11, 2022

Table 2. Peak Hour Level of Service

	A.M.			P.M.		
Approach	2021 Existing	2028 No Build	2028 Build	2021 Existing	2028 No Build	2028 Build
Billtown Road at Seatonville Road						
Seatonville Road Eastbound	A 8.0	A 8.1	A 8.5	A 7.6	A 7.7	A 7.8
Billtown Road Southbound	B 12.3	B 12.9	C 16.0	C 16.9	C 19.4	E 40.4
Seatonville Road at Broad Run Road						
Seatonville Road Westbound (left)	A 8.2	A 8.3	A 8.0	A 7.9	A 7.9	A 8.7
Broad Run Road Northbound	B 11.1	B 11.4	C 15.6	B 14.4	C 15.4	C 21.7
Seatonville Road at Brentlinger Lane						
Seatonville Road Westbound (left)	A 7.4	A 7.4	A 7.5	A 8.5	A 8.7	A 9.1
Brentlinger Lane Eastbound	A 9.4	A 9.5	A 9.7	B 11.2	B 11.8	B 12.9

Key: Level of Service, Delay in seconds per vehicle

December 2, 2024

final report

December 2, 2024

Traffic Impact Study

The Reserves at Parklands Phase 2
8000 Broad Run Road
Louisville, KY ☒

Prepared for

Louisville Metro Planning Commission



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December 2, 2024

Table 2. Peak Hour Level of Service

	A.M.			P.M.		
Approach	2024 Existing	2032 No Build	2032 Build	2024 Existing	2032 No Build	2032 Build
Billtown Road at Seatonville Road						
Seatonville Road Eastbound	A 8.9	A 9.7	B 10.6	A 7.6	A 7.8	A 8.0
Billtown Road Southbound	C 21.2	F 50.3	F 61.2	C 16.6	E 36.1	C 18.9
Seatonville Road at Broad Run Road						
Seatonville Road Westbound (left)	A 8.6	A 9.0	A 9.2	A 7.9	A 8.6	A 9.6
Broad Run Road Northbound	B 14.8	C 21.9	F 124.5	B 14.3	C 23.9	F 250.2
Seatonville Road at Brentlinger Lane						
Seatonville Road Westbound (left)	A 7.7	A 7.9	A 8.1	A 8.4	A 8.9	A 9.3
Brentlinger Lane Eastbound	B 12.0	B 13.5	B 14.8	B 11.9	B 13.8	C 16.0

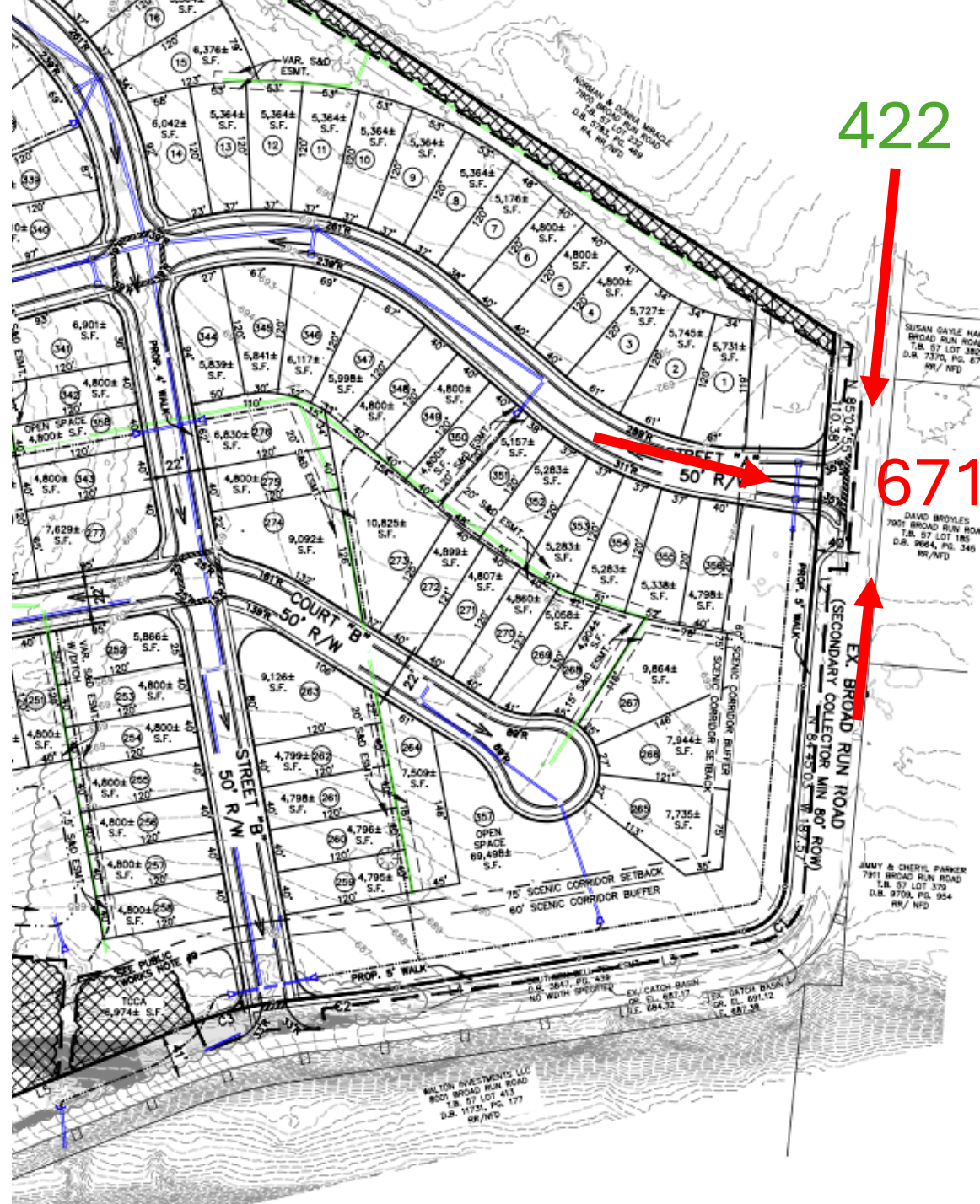
Key: Level of Service, Delay in seconds per vehicle

December 2, 2024

Table 2. Peak Hour Level of Service

	Today	Phase 1	Phase 2	P.M.		
Approach	2024 Existing	2032 No Build	2032 Build	2024 Existing	2032 No Build	2032 Build
Billtown Road at Seatonville Road						
Seatonville Road Eastbound	A 8.9	A 9.7	B 10.6	A 7.6	A 7.8	A 8.0
Billtown Road Southbound	C 21.2	F 50.3	F 61.2	C 16.6	E 36.1	C 18.9
Seatonville Road at Broad Run Road						
Seatonville Road Westbound (left)	A 8.6	A 9.0	A 9.2	A 7.9	A 8.6	A 9.6
Broad Run Road Northbound	B 14.8	C 21.9	F 124.5	B 14.3	C 23.9	F 250.2
Seatonville Road at Brentlinger Lane						
Seatonville Road Westbound (left)	A 7.7	A 7.9	A 8.1	A 8.4	A 8.9	A 9.3
Brentlinger Lane Eastbound	B 12.0	B 13.5	B 14.8	B 11.9	B 13.8	C 16.0

Key: Level of Service, Delay in seconds per vehicle



Broad Run Subdivision Broad Run Road Traffic Impact Study

Phase 1

Table 1. Peak Hour Trips Generated by Site

Land Use	A.M. Peak Hour			P.M. Peak Hour		
	Trips	In	Out	Trips	In	Out
Single Family Detached (243 lots)	167	43	124	229	144	85
Multi-family Low-Rise (190 units)	82	20	62	102	64	38
TOTAL	249	186	63	331	208	123

Reserves at Parklands Phase 2 Traffic Impact Study

Phase 2

Table 1. Peak Hour Trips Generated by Site

Land Use	A.M. Peak Hour			P.M. Peak Hour		
	Trips	In	Out	Trips	In	Out
Single Family Detached (370 lots)	245	61	184	340	214	126

671 Trips

A deceleration lane with capacity is needed

KIPDA Traffic 2022 counts

- Broad Run Rd at Seatonville had a traffic count of 1,600
- Broad Run Rd at Floyds Fork had a traffic count of 1,200

4:3 North to South

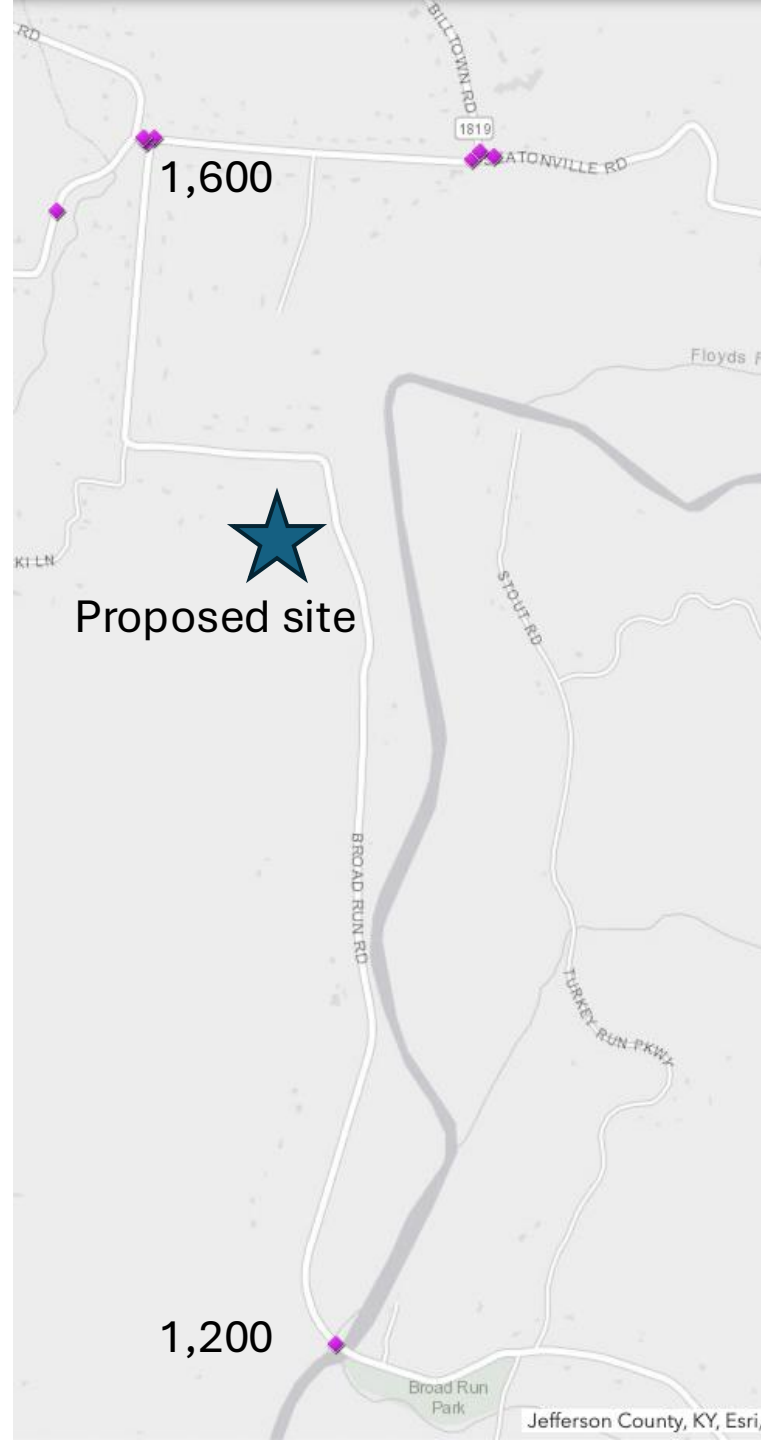




Figure 4. Trip Distribution Percentages

LDC 7.3.10

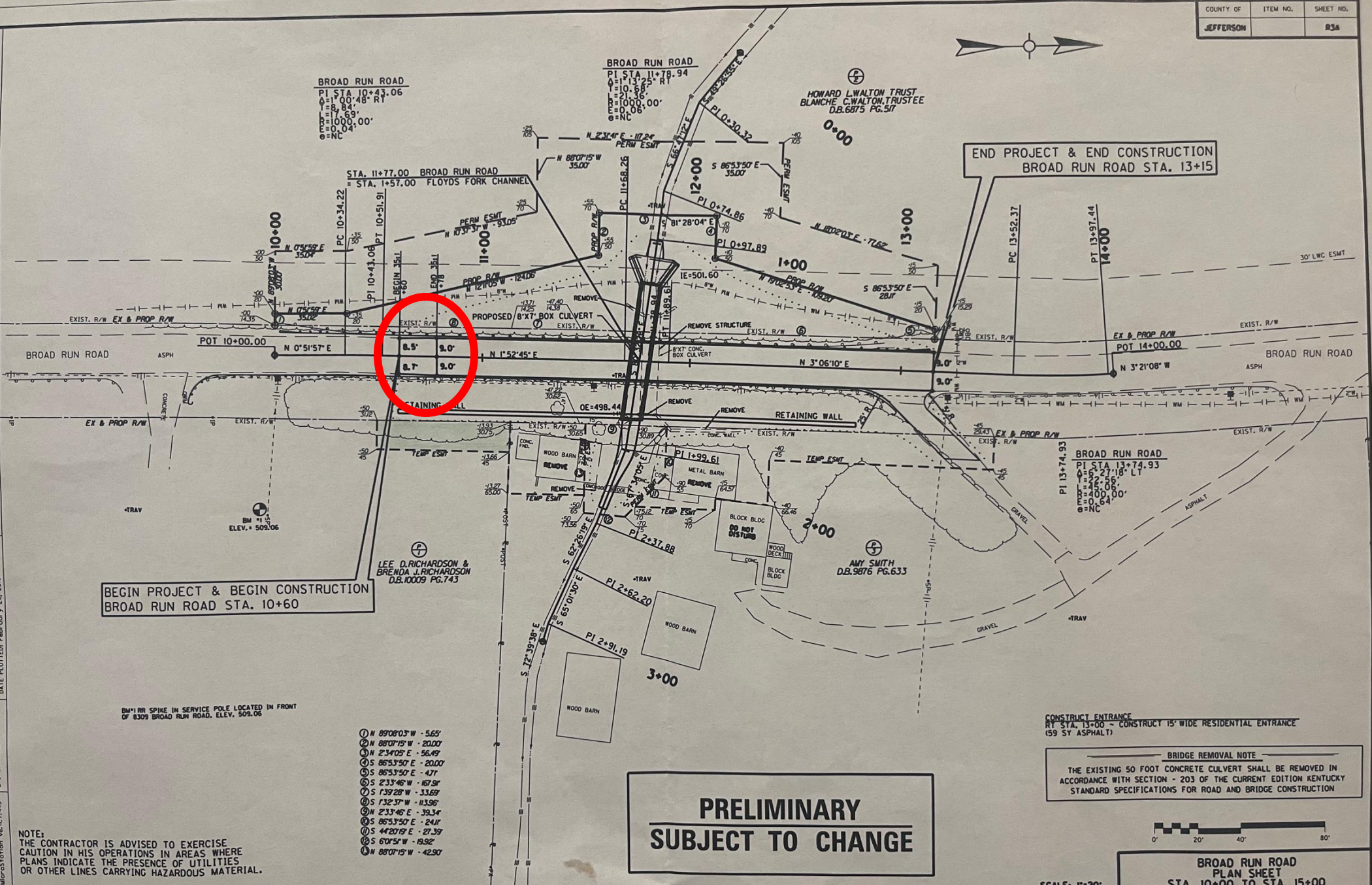
...the street or combination of streets providing most direct means of access to an arterial level street shall have a minimum roadway width of 18 feet of pavement.

The Commission may determine, based on input from the Director of Works, that the traffic flow associated with a proposed subdivision will utilize more than one route to one or more arterial streets.

As a result of such determination, the Planning Commission may require that more than one route (street or combination of streets) must have a minimum roadway width of 18 feet.

FILE NAME: G:\PROJECT\N.LOUISVILLE\METRO\5009289 BROAD RUN CULVERT\CAD\PLAN SHEET
USER: BSC Corporation
DATE PLOTTED: February 24, 2016
E-SHEET NAME: 08.11.7.443
MicroStation v8.11.7.443

COUNTY OF	ITEM NO.	SHEET NO.
JEFFERSON		23A



BEGIN PROJECT & BEGIN CONSTRUCTION
BROAD RUN ROAD STA. 10+60

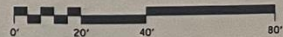
END PROJECT & END CONSTRUCTION
BROAD RUN ROAD STA. 13+15

**PRELIMINARY
SUBJECT TO CHANGE**

CONSTRUCT ENTRANCE
AT STA. 13+00 - CONSTRUCT 15' WIDE RESIDENTIAL ENTRANCE
(59 SY ASPHALT)

BRIDGE REMOVAL NOTE

THE EXISTING 50 FOOT CONCRETE CULVERT SHALL BE REMOVED IN
ACCORDANCE WITH SECTION - 203 OF THE CURRENT EDITION KENTUCKY
STANDARD SPECIFICATIONS FOR ROAD AND BRIDGE CONSTRUCTION



**BROAD RUN ROAD
PLAN SHEET
STA. 10+00 TO STA. 15+00**

SCALE: 1"=20'

NOTE:
THE CONTRACTOR IS ADVISED TO EXERCISE
CAUTION IN HIS OPERATIONS IN AREAS WHERE
PLANS INDICATE THE PRESENCE OF UTILITIES
OR OTHER LINES CARRYING HAZARDOUS MATERIAL.

- ① N 89°08'3" W - 5.65'
- ② N 88°07'15" W - 20.00'
- ③ N 2°34'05" E - 56.49'
- ④ S 86°53'50" E - 20.00'
- ⑤ S 86°53'50" E - 471'
- ⑥ S 2°33'46" W - 167.91'
- ⑦ S 1°39'28" W - 33.69'
- ⑧ S 1°32'37" W - 113.96'
- ⑨ N 2°33'46" E - 39.34'
- ⑩ S 86°53'50" E - 24.11'
- ⑪ S 44°20'19" E - 27.39'
- ⑫ S 60°55' W - 19.92'
- ⑬ N 88°07'15" W - 42.90'

BM "RR SPIKE IN SERVICE POLE LOCATED IN FRONT
OF 8309 BROAD RUN ROAD. ELEV. 509.06





