

CROSBY FARMS SUBDIVISION LEFT-TURN ANALYSIS



MINDEL SCOTT

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Prepared for:
Metro Public Works and Transportation Planning

Engineer:
David A. Mindel, P.E, PLS
Mindel Scott
5151 Jefferson Boulevard
Louisville, Kentucky 40219

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INTRODUCTION

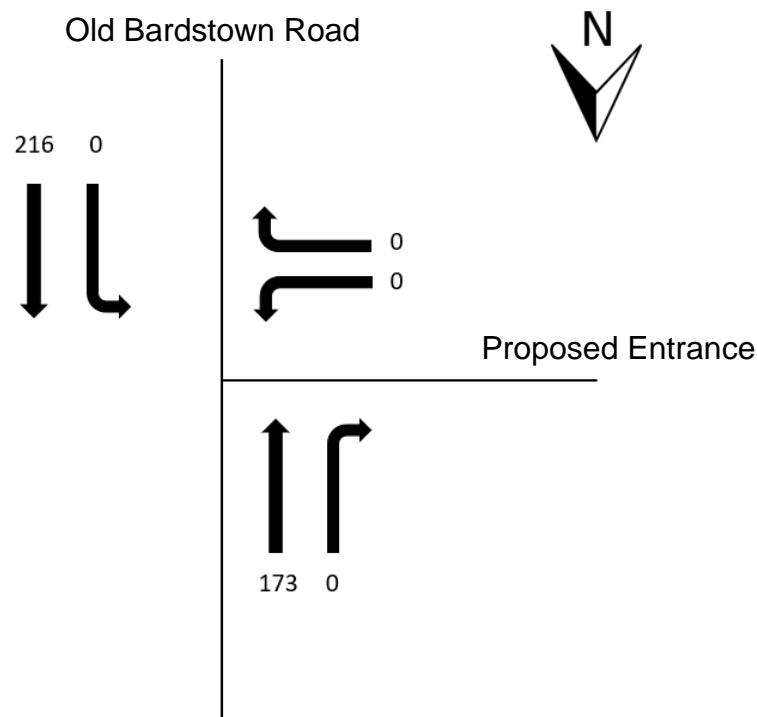
The preliminary development plan for the proposed subdivision, Crosby Farms, is located at 9300 Old Bardstown Road in Louisville, Kentucky. The proposed plan shows 120 buildable lots with 9 non-buildable lots. **Exhibit 1** shows the site location of the proposed project. The primary access to the development will be from Old Bardstown Road while there will be a secondary access to the proposed neighborhood through the existing Kaufman Farm Road which is a part of the Tuscany development by Fischer Homes. The purpose of this study is to compare the traffic generated by this proposed subdivision to the Kentucky Transportation Cabinet's Auxiliary Turn Lane Guidance and to confirm whether a left turn lane is warranted on Old Bardstown Road.



EXISTING CONDITIONS

Old Bardstown Road is maintained by the Louisville Metro. Using the Kentucky Transportation Cabinet's Interactive Traffic Count map, the estimated 2019 annual average daily traffic count (AADT) is 4,519 vehicles per day between the intersection of Hillock Drive and Old Bardstown Road and the intersection of Thixton Lane and Old Bardstown Road. The estimated K-Factor for Old Bardstown Road is 0.13, which represents the proportion of annual average daily traffic occurring within an hour. Old Bardstown Road is a two-lane road with ten-foot-wide lanes and a three-foot shoulder. There are no sidewalks present.

Analysis of both the A.M. and P.M. hour movement counts for the proposed intersection were done for Old Bardstown Road with respect to the proposed entrance. This information was collected on Wednesday, April 21st, 2021. The A.M. times were collected between 7 A.M. and 9 A.M. whereas the P.M. times were collected between 4 P.M. and 6 P.M. The P.M. peak hour occurred between 5:00 P.M. and 6:00 P.M. **Figure 2** below will show the 2021 peak hour traffic volume counts.



2022 - FUTURE CONDITIONS

The projected completion year of this project is 2022 therefore the analysis for this project will be done for the year 2022. The volumes along Old Bardstown Road are projected to increase by 2 percent per year based upon historical growth. The P.M. peak hour flow is as followed:

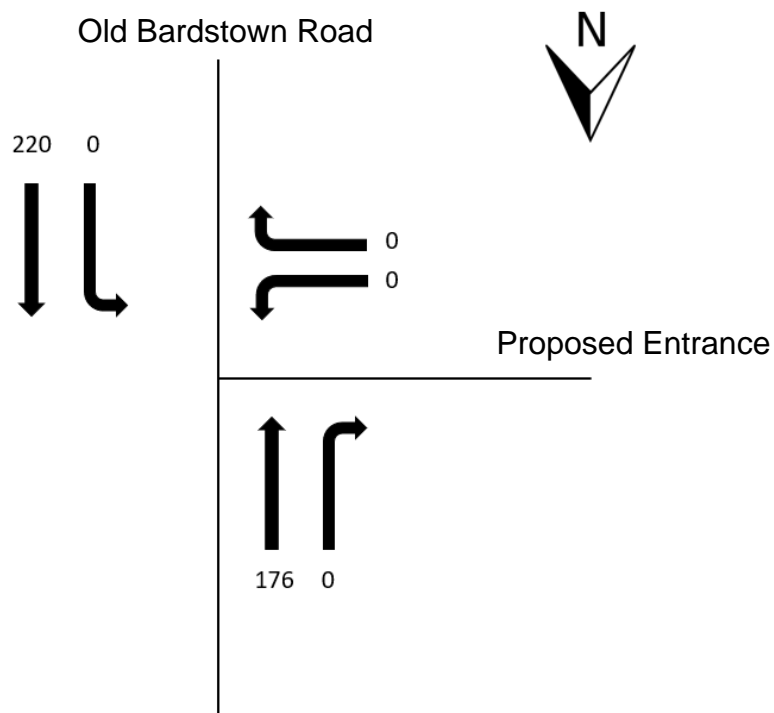


Figure 3. 2022 No Build Peak Hour Volumes

TRIP GENERATION

The Institute of Transportation Engineers **Trip Generation** Manual, 10th Edition contains trip generations rate for a wide range of land uses. This specific development will call for ITE Item Code 210 which explicitly is reserved for Single-Family Detached houses. We have reviewed and determined this to be the best fit for the Crosby Farms development. The trip generation results are listed in **Table 1**. The trip generations were assigned with 60 percent to the South and 40 percent to the North based on historical analysis. **Figure 4** will show the trips generated by this development through the peak hour. **Figure 5** will display the individual turning movements that are expected for the year 2022 for the peak hour when the development is complete.

	A.M. Peak Hour			P.M. Peak Hour		
Land Use	Trips	In	Out	Trips	In	Out
Single Family Detached (120 Lots)	90	23	67	121	76	45

Table 1. Peak Hour Trips Generated by Site

Trip Generation Equations that have been used are as followed:

AM Peak Hour – $T = 0.71(X) + 4.80$; Under the assumption of 25% Entering, 75% Exiting

PM Peak Hour – $\ln(T) = 0.96 \ln(X) + 0.20$; Under the assumption of 63% Entering, 37% Exiting

The P.M Peak Hour Trip Generation count is:

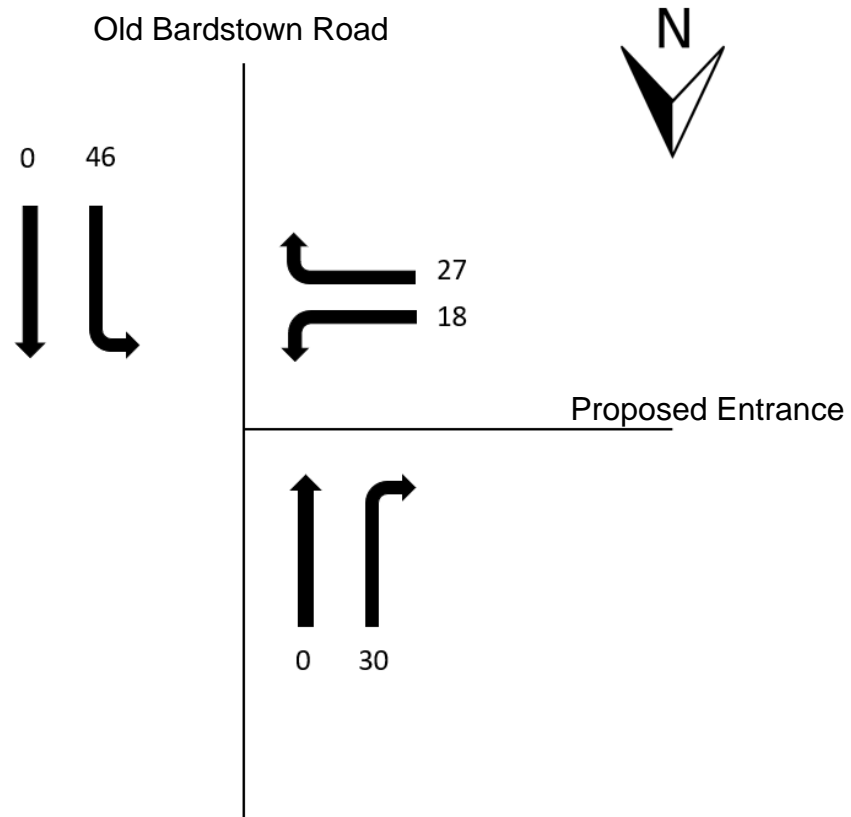


Figure 4. Peak Hour Trips Generated by Site

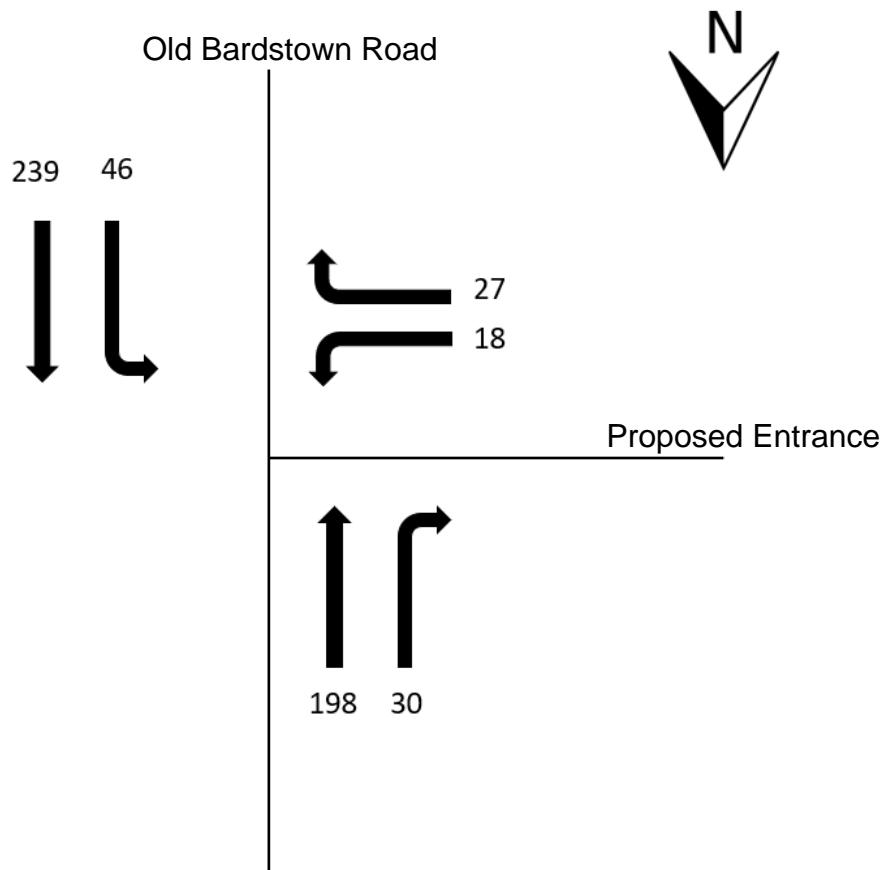
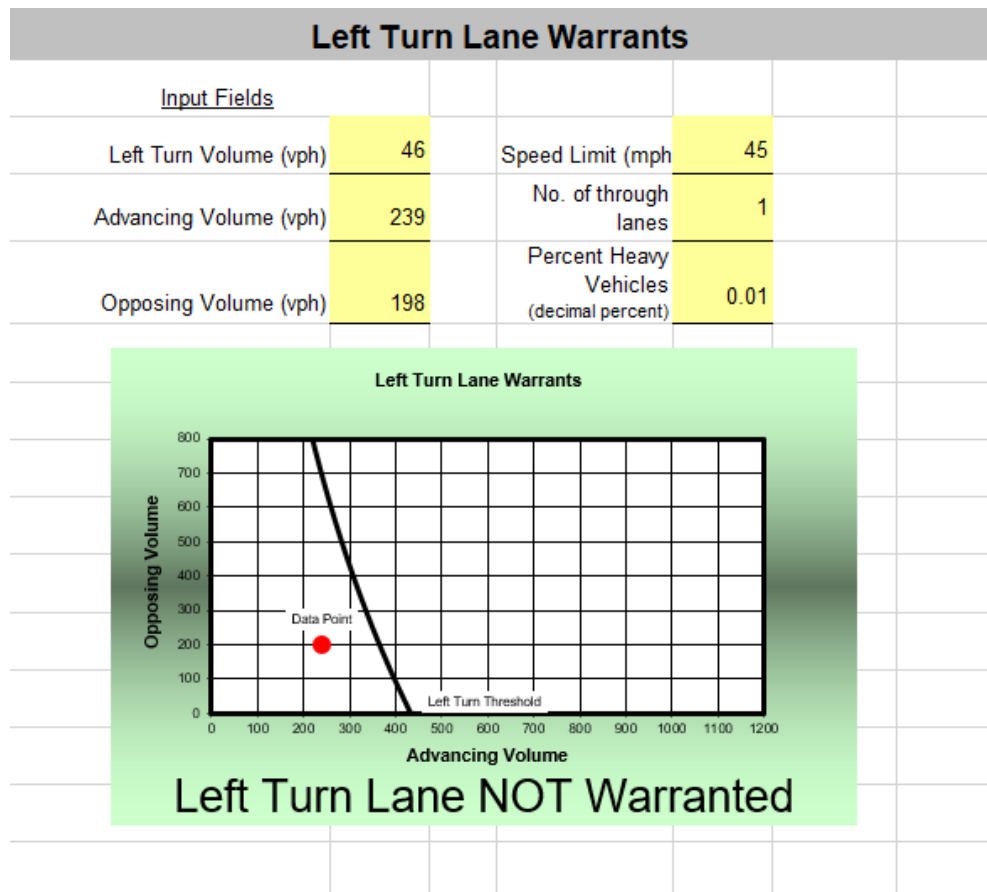


Figure 5. 2022 Build Peak Hour Volumes

ANALYSIS

The proposed entrance was evaluated for a left-turn lane utilizing the Kentucky Transportation Cabinet's Highway Design Manual. Analyzing the volumes from the figure before, no turn lane will be required at the proposed entrance.



Note: This spreadsheet is intended to supplement the guidance provided in the Auxiliary Turn Lane policy outlined in the KYTC Highway Design Manual. This policy should be fully reviewed and understood prior to using this application.

CONCLUSION

The left turn volume does not merit the volume warrant criteria established by the Kentucky Transportation Cabinet for the addition of an additional lane on Old Bardstown Road. Based on this analysis it is recommended that a left-turn lane will not be warranted for the proposed Crosby Farms development.