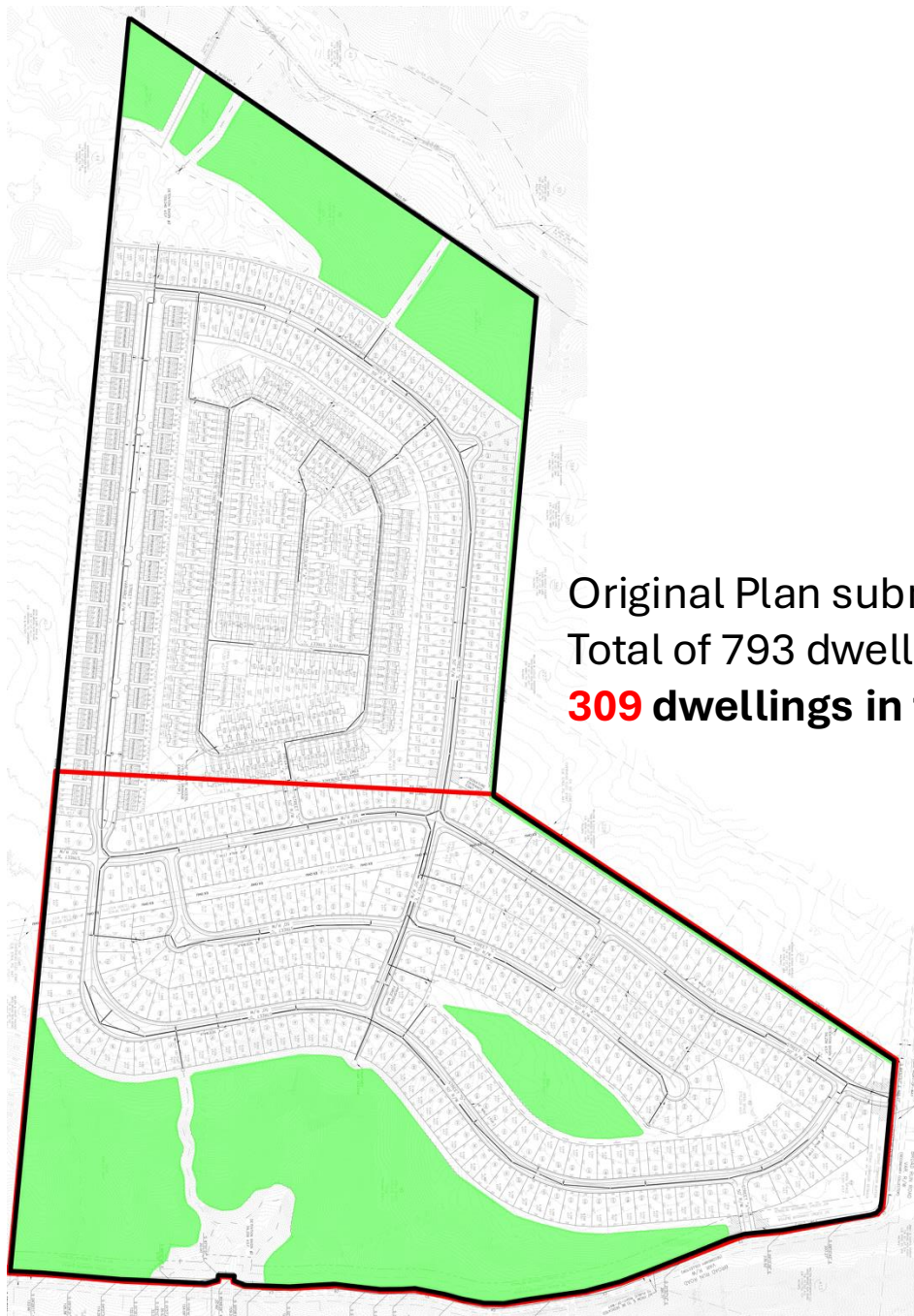
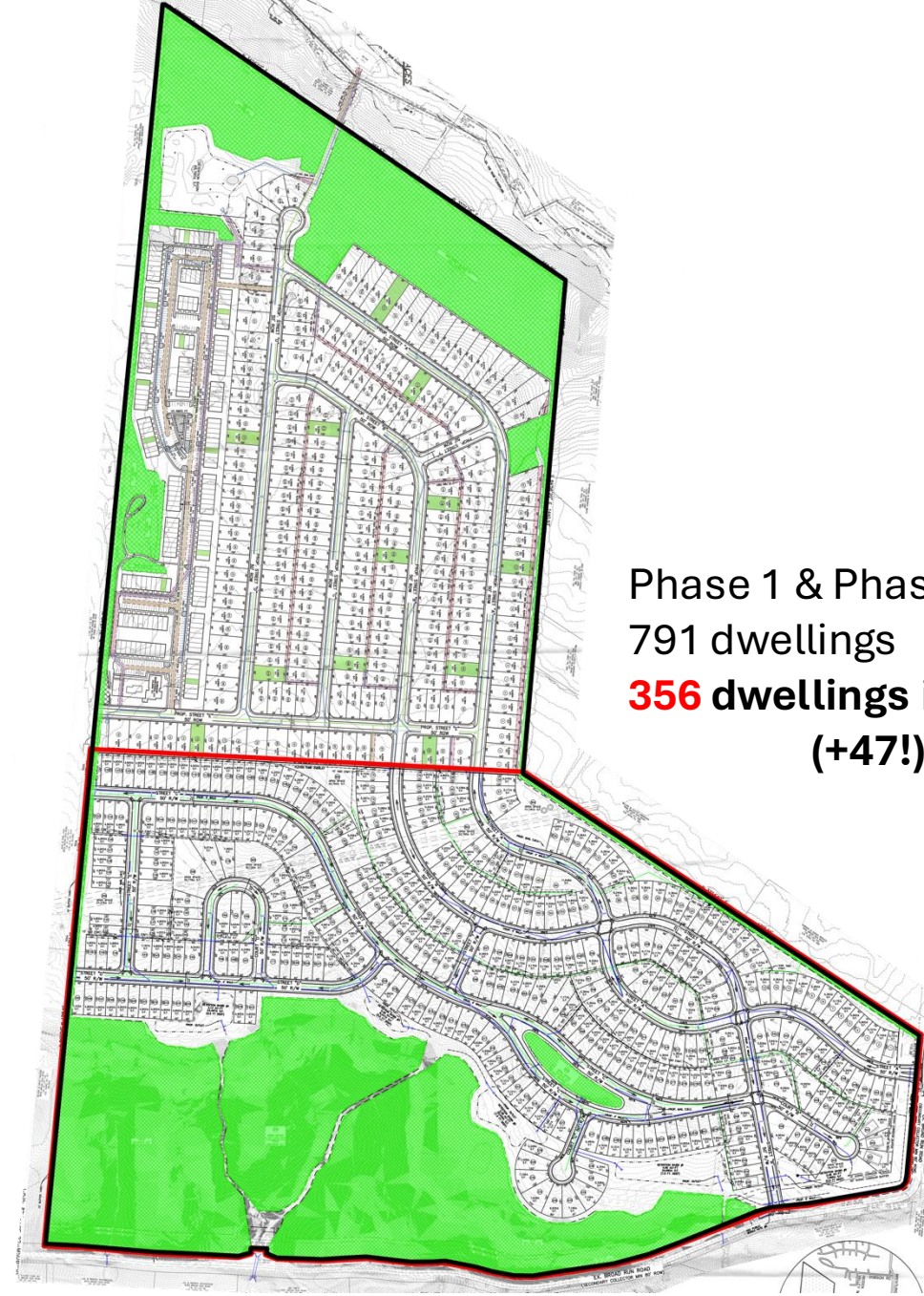


24-ZONE-0112



Original Plan submitted in 2021:
Total of 793 dwellings
309 dwellings in the DRO



Phase 1 & Phase 2:
791 dwellings
356 dwellings in the DRO (+47!)

final report

April 11, 2022

Traffic Impact Study

Broad Run Subdivision
8000 Broad Run Road
Louisville, KY

Prepared for

Louisville Metro Planning Commission



BRR Phase 1
Studied
April 13, 2021

Published
April 11, 2022

Phase 1

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

final report

December 2, 2024
Revised April 10, 2025

Traffic Impact Study

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

Prepared for
Louisville Metro Planning Commission



BRR Phase 2

Studied
April 16, 2024

Published
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

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

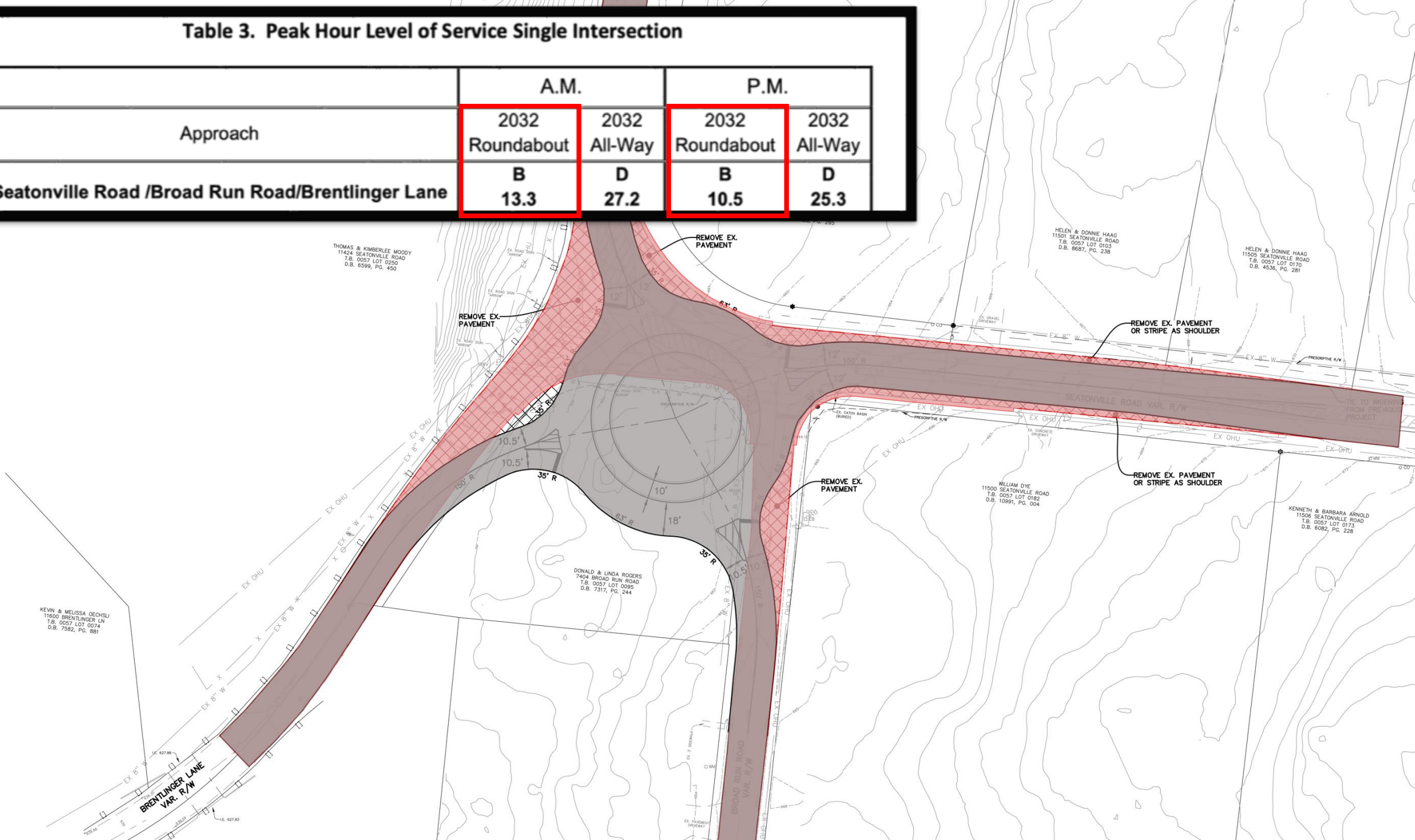
CONCLUSIONS

Based upon the volume of traffic generated by the development and the amount of traffic forecasted for the year 2032, there will be a manageable impact to the existing highway network, with Levels of Service remaining within acceptable limits. The northern entrance on Broad Run Road meets the volume warrant to install a right turn lane.

Due to the delays and short distance between Brentlinger Lane and Broad Run Road on Seatonville Road, the intersections need to be reconfigured into a single intersection to improve safety and provide adequate capacity for all vehicles. The current design of adding turn lanes on Seatonville Road will only be able to accommodate traffic from 149 number of households in Phase 2.

Table 3. Peak Hour Level of Service Single Intersection

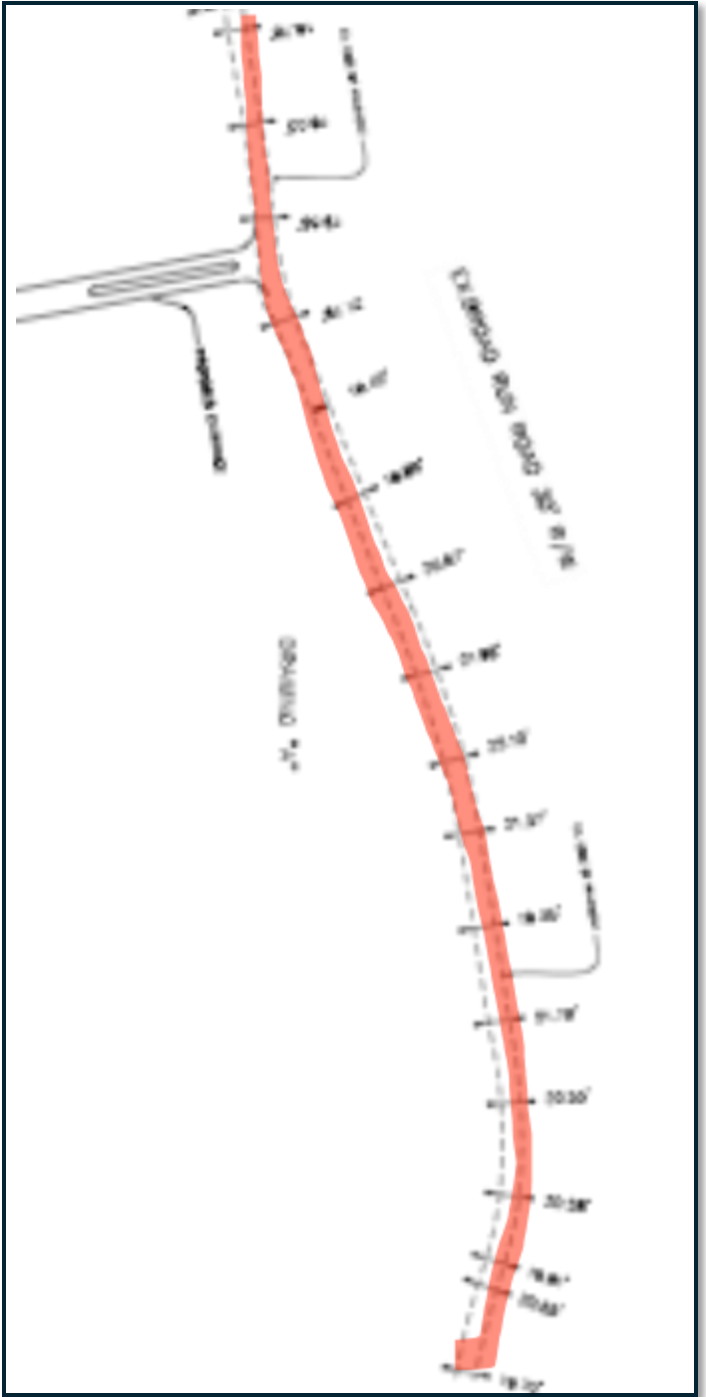
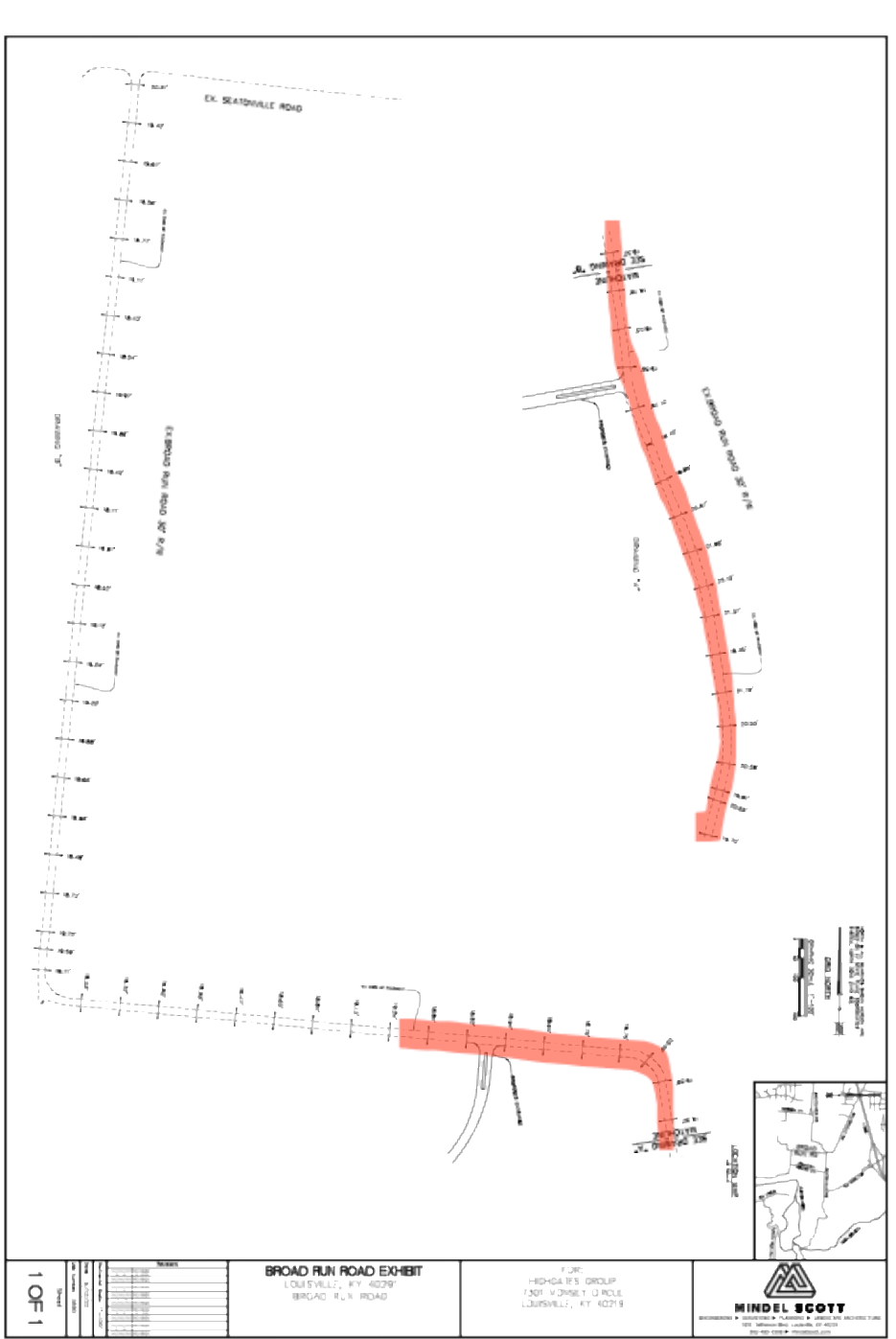
	A.M.		P.M.	
Approach	2032 Roundabout	2032 All-Way	2032 Roundabout	2032 All-Way
Seatonville Road /Broad Run Road/Brentlinger Lane	B 13.3	D 27.2	B 10.5	D 25.3



Mobility: Goal 3, Policy 9.

*When existing transportation facilities and services are inadequate and public funds are not available to rectify the situation, the developer may be asked to make improvements, roughly **proportional to the projected impact** of the proposed development, to eliminate present inadequacies if such improvements would be the only means by which the development would be considered appropriate at the proposed location.*

LDC Traffic Impact Study Improvements: Written commitments regarding these issues may be incorporated, for plan approval, in the form of binding elements by the developer.



Measuring Broad Run Rd

12. SIGNATURE ENTRANCES LOCATED ALONG DESIGNATED SCENIC CORRIDORS SHALL NOT EXCEED 6" IN HEIGHT OR 50' IN TOTAL LENGTH.

FRONT YARD & STREET SIDE YARD 15' (25' WITH FRONT FACING GARAGES)
SIDE YARD 5'
REAR YARD MIN. 25'

ENGINEER



OWNER
WALTON INVESTMENTS, LLC
2705 AVENUE OF THE WOODS
LOUISVILLE, KY 40241

DEVELOPER
HIGHGATES MANAGEMENT
7301 MONKEY CIRCLE
LOUISVILLE, KY 40219

CHANGE OF ZONING & MAJOR SUBDIVISION PLAN
THE RESERVES AT PARKLANDS
SUBDIVISION PHASE 2
8000 BROAD RUN ROAD, LOUISVILLE, KY 40291
DEED BOOK 11731, PAGE 177

Revisions	
10/14/24	PER AGENCY COMMENTS
10/24/24	PER AGENCY COMMENTS
10/26/24	PER AGENCY COMMENTS
11/16/24	PER AGENCY COMMENTS
2/22/25	PER AGENCY COMMENTS
3/3/25	PER AGENCY COMMENTS
3/31/25	TURN LANE ADDITION
3/31/25	REVISED BAYING

Vertical Scale: N/A
Horizontal Scale: 1"=100'
Date: 8/05/24
Job Number: 3690-300
Sheet
1

CASE #24-ZONE-0112 & 24-MSUB-0013
RELATED CASE #24-ZONEPA-0094
22-MSUB-0001
MSD W.M. #12203



Conclusion

- Increased density in the environmentally sensitive area
- “F” is not an acceptable Level of Service
- Applicant must have a Binding Element to improve intersection
- LDC requires roads to be at least 18', Broad Run Rd is short