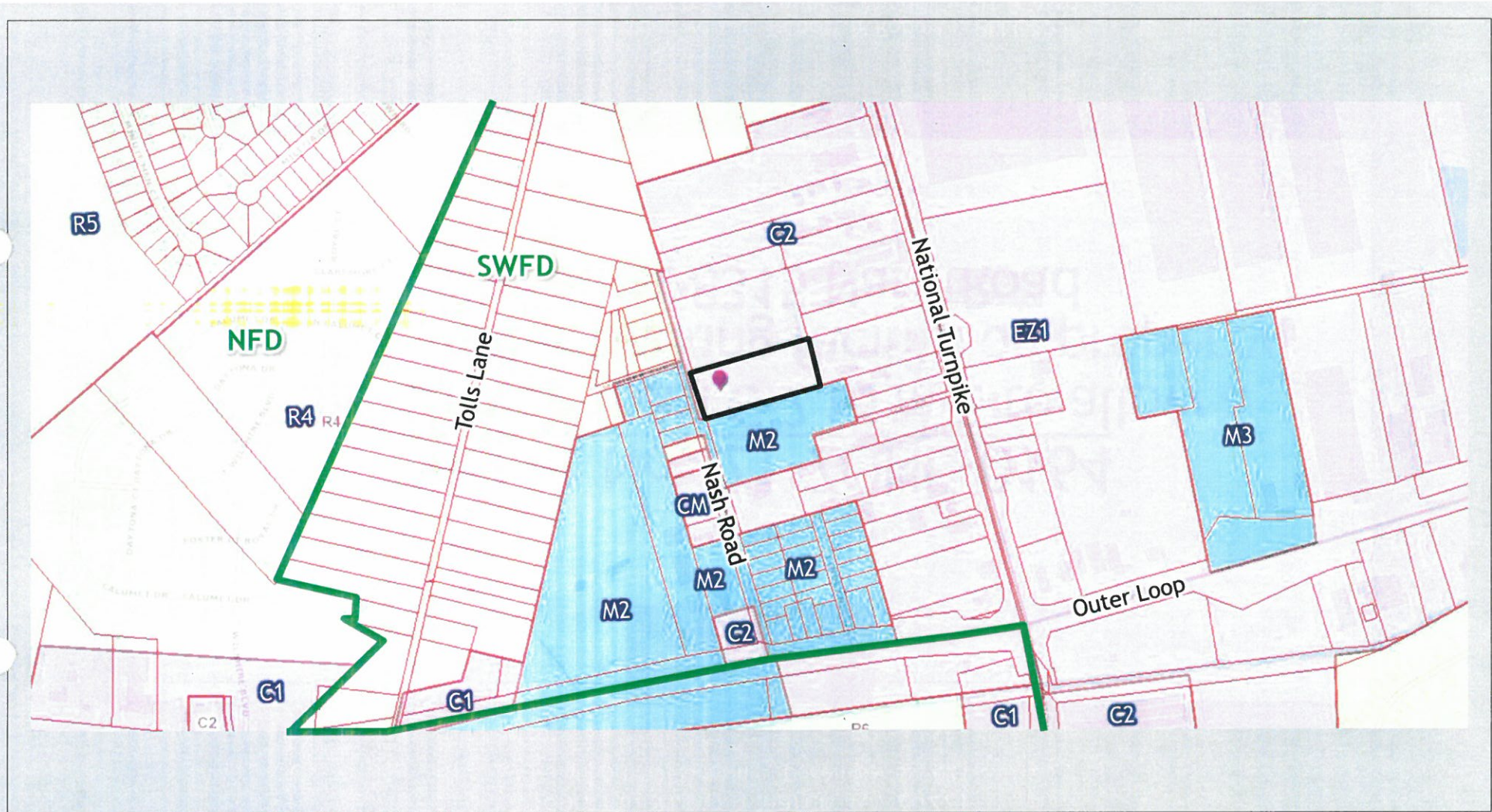


Louisville Metro Land Development & Transportation Committee - April 14, 2022
(continued from March 10, 2022)
Neighborhood Meeting - December 6, 2021

Docket No. 21-ZONE-0164
Zone Change from C-2 to M-2 to allow a
tractor trailer parking facility on property
located at 8315 Nash Road

Attorneys: Bardenwerper Talbott & Roberts, PLLC
Land Planners, Landscape Architects & Engineers: Mindel Scott & Associates, Inc.









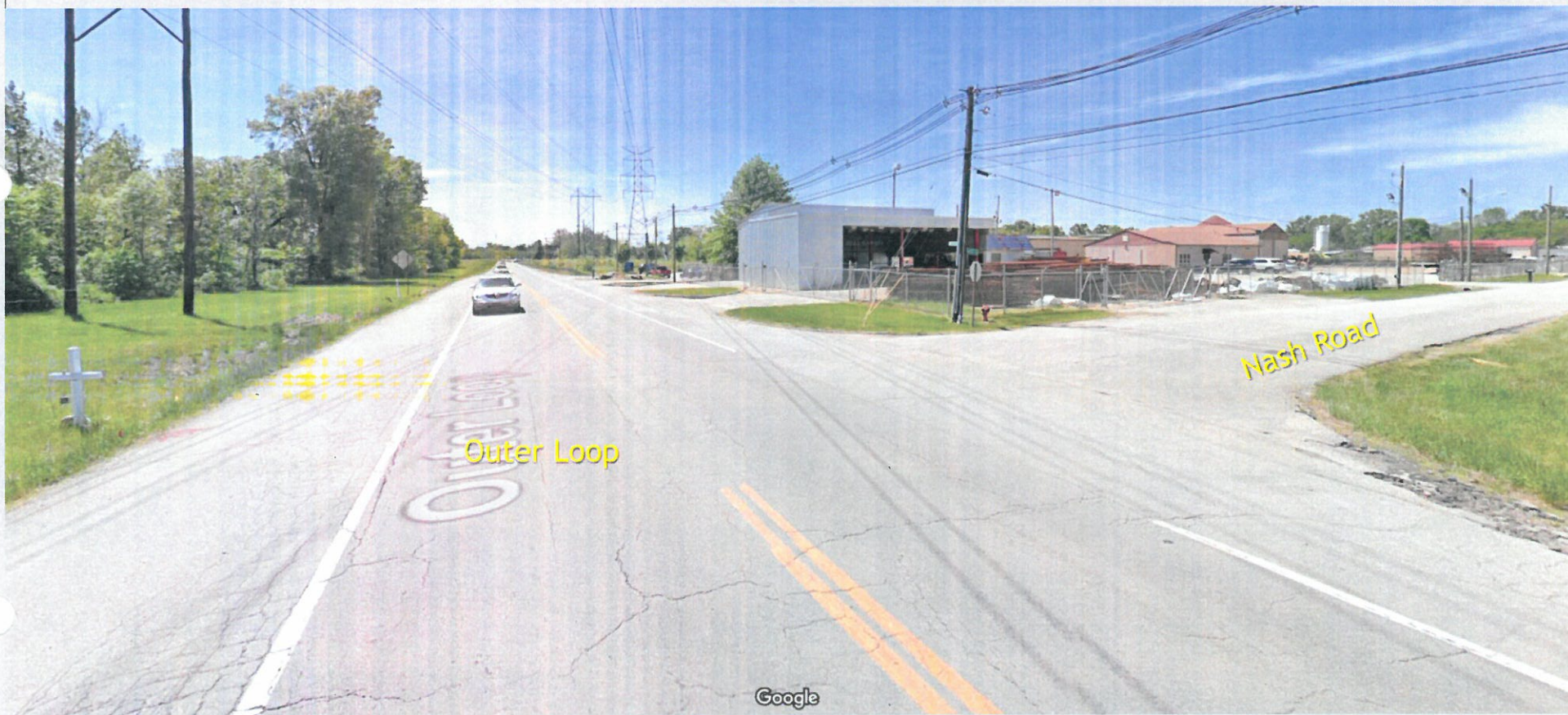
View of Nash Road, looking south towards Outer Loop. Site is to the left.



View of Nash Road, looking north. Site is to the right.



View of Nash Road, looking north. Site is to the right.



View of Outer Loop at Nash Road, looking west.

Fairdale Fire Department

FAIRDALE FIRE DISTRICT
P.O. BOX 66
FAIRDALE, KENTUCKY 40118
OFFICE 502-366-0122
FAX 502-375-0175



March 18, 2022

Kathy M. Linares
Mindel Scott
5151 Jefferson Blvd
Louisville, KY 40219

RE: Drum Trucking LLC., 8315 Nash Road

Miss. Linares,

Good morning, I pray that you Friday is going well. I did an on-sight visit located at 8315 Nash Road. The conditional use as a parking lot for commercial vehicles. The vehicles will not have hazardous materials nor Flammable liquids.

The property will not have any permanent or portable structures at this time. If there is to be any future structures. They will have to meet any codes and regulations from but not limited to Local, State, and Federal regulations that apply.

As the Authority having Jurisdiction for the Fairdale Fire Protection District at the above listed date have no issues nor concerns with the proposed plans.

Please feel free to contact my office if you require any other assistance in this matter

Sincerely

Darrell W. Roy
Colonel / Fire Chief

Letter from Fairdale Fire Department



ECS SOUTHEAST, LLP

Geotechnical • Construction Materials • Environmental • Facilities

"Setting the Standard for Service"

Attention: Mr. Salihbeg Fehratbegovic
8912 Talon Ridge Drive
Louisville, Kentucky 40229

C/O: Mindel Scott
5151 Jefferson Boulevard
Louisville, Kentucky 40219

Reference: Pavement Evaluation Letter
Drum Trucking – Nash Road Pavement Evaluation
8315 Nash Road
Louisville, Jefferson County, Kentucky 40214
ECS Project No. 61-2707

Dear Mr. Fehratbegovic:

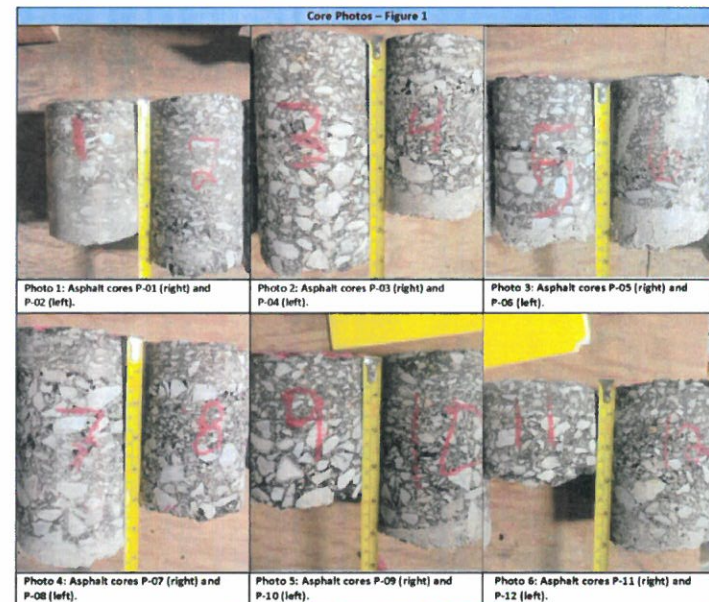
ECS Southeast, LLP (ECS) has completed the pavement evaluation for the above-referenced project. Our services were performed in general accordance with ECS Proposal No. 61-P2658, dated March 18, 2022. It is our understanding that the existing asphalt pavement along Nash Road in Louisville, Jefferson County, Kentucky could experience an increase in traffic loading from semi-tractor trailers due to new construction along Nash Road. The existing pavement section is unknown. Therefore, the suitability of the existing pavement for an increase to 12 semi-tractor trailers loaded and unloaded daily was evaluated.

SUBSURFACE SUMMARY

On March 15, 2022, twelve (12) pavement cores were advanced along approximately 1200 feet of Nash Road. The approximate locations are shown on the attached **Pavement Coring Location Diagram**. The approximate locations were established onsite by ECS, spaced approximately 75 to 100 feet, and positioned in alternating left and right lanes of the road. A four (4) inch core barrel was extended to the underlying granular base. A combination of hand augering and a concrete hammer drill bit (18 inch long) was extended below the asphalt to confirm a minimum of 8 inches of crushed stone granular base. The results at each location are summarized below.

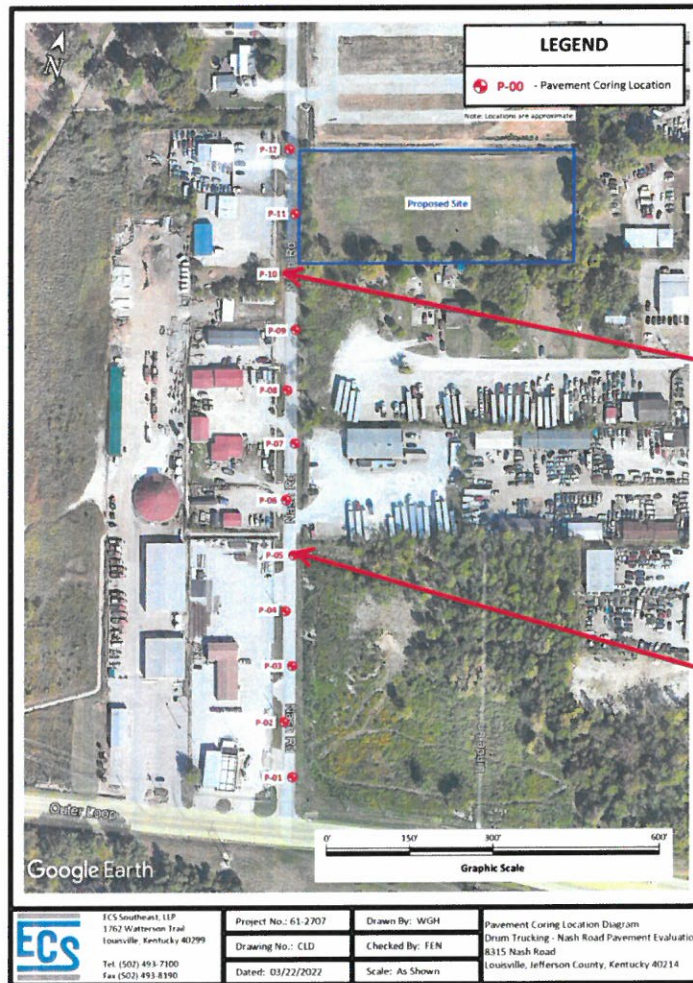
SUMMARY OF SUBSURFACE CONDITIONS		
LOCATION	TOTAL ASPHALT THICKNESS (in)	GRANULAR BASE (in)
P-01	5	37+
P-02	6	9+
P-03	7	10+
P-04	5 1/4	8+
P-05	5 1/4	8+
P-06	5 1/4	8+
P-07	7	8+
P-08	5 1/4	9+
P-09	4	9+
P-10	5	9+
P-11	2 1/4	9+
P-12	5	8+

In general, the surface materials consisted of approximately 4 to 7 inches (average of approximately 5 1/4 inches) of asphalt pavement. However, approximately 2 1/4 inches of total asphalt thickness was encountered at P-11. The existing wearing base (surface asphalt) was approximately 1 to 4 inches with a binder or base (base asphalt) of approximately 1 to 6 inches. The existing asphalt was underlain by at least 8 inches of crushed stone and extended to more than 37 inches at P-01. Due to the depth of gravel and the limitations of the available equipment, the gravel base was not penetrated in any of the coring locations. The crushed typically consisted of fine to coarse grained gravel approximately 1/4 to 1 1/4 inches with varying amounts of fines (sand to clay-sized material). No signs of significant distress were observed in the pavement cores. Refer to the **Core Photos - Figure 1** for photos of the cores recovered.



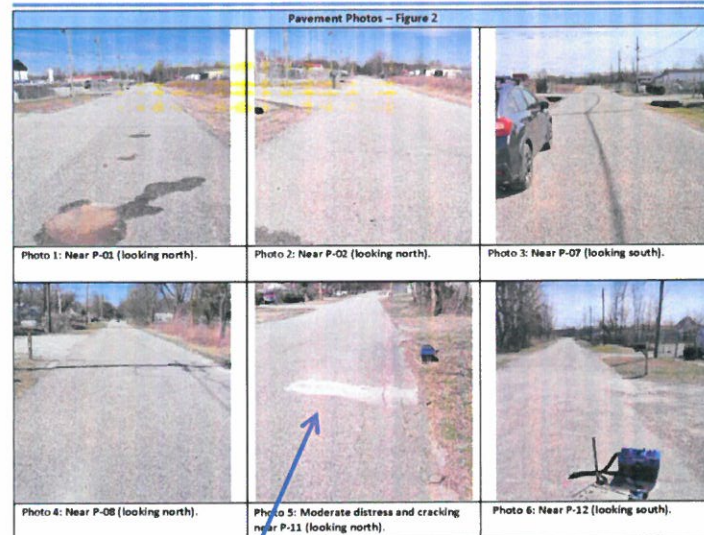
PAVEMENT CONDITIONS

In general, isolated areas of slight transverse/longitudinal cracking, typical of in-use pavements, was observed over most areas and no significant cracks, rutting, or distress was observed over most areas evaluated. However, moderate cracking and degradation was observed in the area near P-11, specially along the east shoulder of the road. Refer to the **Pavement Photos - Figure 2** for photos of the areas cored.



Locations of core samplings

Roadway width minimum is 20.2 ft at sampling locations



CONCLUSIONS AND RECOMMENDATIONS

Based on the conditions observed during the evaluation of the existing pavement, the condition of the pavement appeared to be in good condition compared to typical pavements of a similar age and usage. The existing asphalt pavements in most areas (excluding P-11) were observed to be slightly worn at the surface, but no significant cracks, rutting, or distress was observed over most areas evaluated.

The pavement sections encountered in the pavement coring appeared suitable for the volume of truck traffic (Daily Equivalent 18-kip Axle Loads of 30) based on the provided information (6 loaded and 6 unloaded additional trucks) and traffic conditions at the time of our exploration. However, based on the observed thickness and poor condition of the asphalt pavement near P-11, a 2-inch asphalt overlay should be considered in these areas.

Asphalt pavement, even when designed with an adequate structural section sometimes demand, tight turn applications and requires additional maintenance and repairs. See additional, a

LIMITATIONS

There are certain limitations inherent to all geotechnical explorations and reports. These limitations are discussed below. They should be fully considered prior to using any of the recommendations in this report.

Our exploration identified the subsurface conditions that existed only at the locations and times that the borings were advanced. Given the natural variable characteristics of soil and rock, conditions may vary over short distances, change with time, or be affected by natural events, such as floods or earthquakes, or by human activity, such as past land use or new construction. As such, the information generated during our report may not be representative of all conditions that may exist on the project site now or in the future. We use our professional judgment to render an opinion about the subsurface conditions that may exist in the areas of the site not specifically tested during our exploration based on our review of available field and laboratory data and our past experience with similar subsurface conditions.

This report should be reproduced in its entirety only. Portions of this report should not be separated and used by others. This report and our recommendations were prepared using the generally accepted standards of geotechnical engineers practicing in this region. No other warranty is express or implied.

CLOSING

We appreciate the opportunity to serve as your geotechnical consultants for this project. We look forward to future association with you on this and other projects.

Respectfully submitted,

ECS Southeast, LLP

William Grant-Hess, P.G.
Project Geologist
ghess@ecslimited.com

Liz Blanford Newcomb, P.E.
Principal Engineer
lnewcomb@ecslimited.com

Attachments: Site Location Diagram
Pavement Coring Location Diagram

CONCLUSIONS AND RECOMMENDATIONS

Based on the conditions observed during the evaluation of the existing pavement, the condition of the pavement appeared to be in good condition compared to typical pavements of a similar age and usage. The existing asphalt pavements in most areas (excluding P-11) were observed to be slightly worn at the surface, but no significant cracks, rutting, or distress was observed over most areas evaluated.

The pavement sections encountered in the pavement coring appeared suitable for the volume of truck traffic (Daily Equivalent 18-kip Axle Loads of 30) based on the provided information (6 loaded and 6 unloaded additional trucks) and traffic conditions at the time of our exploration. However, based on the observed thickness and poor condition of the asphalt pavement near P-11, a 2-inch asphalt overlay should be considered in these areas.

Applicant to perform remediation per proposed BE



Proposed Additional Binding Elements



- No trucks or trailers that are required by US Department of Transportation regulations to display a hazardous materials placard shall be parked on the site.
- Applicant to install a 2-inch asphalt overlay in the area of P-11 as shown on the Pavement Evaluation Report.
- Applicant shall use asphalt millings instead of gravel, or a top layer of asphalt millings to mitigate any dust, with same to be approved by Public Works and/or Transportation Planning.



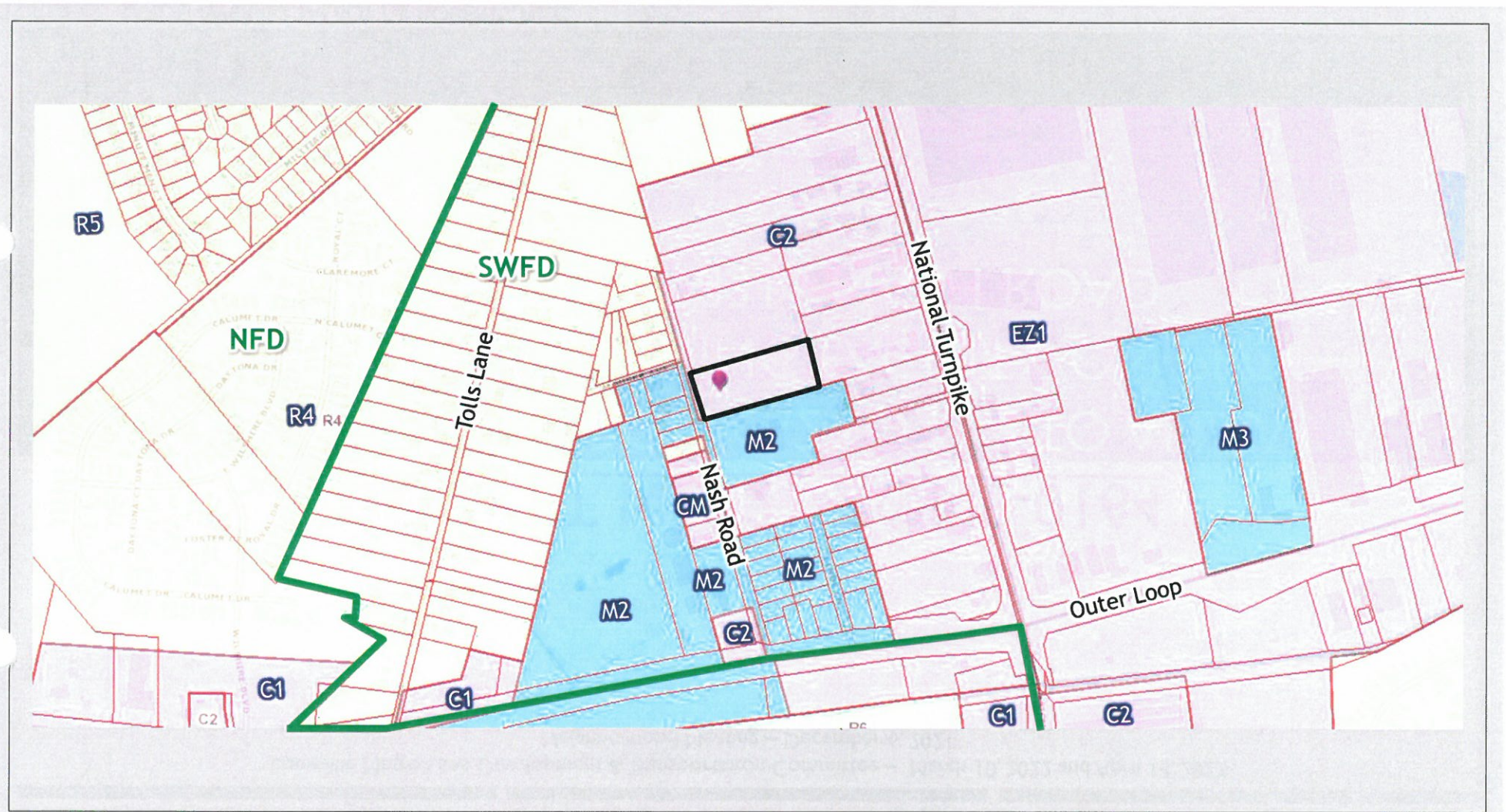
Louisville Metro Planning Commission – May 26, 2022

Louisville Metro Land Development & Transportation Committee – March 10, 2022 and April 14, 2022
Neighborhood Meeting – December 6, 2021

DOCKET NO. 21-ZONE-0164

ZONE CHANGE FROM C-2 TO M-2 TO ALLOW A
TRACTOR TRAILER PARKING FACILITY ON PROPERTY
LOCATED AT 8315 NASH ROAD

ATTORNEYS: BARDENWERPER TALBOTT & ROBERTS, PLLC
LAND PLANNERS, LANDSCAPE ARCHITECTS & ENGINEERS: MINDEL SCOTT & ASSOCIATES, INC.







Area to be improved per
Binding Element

SITE

View of Nash Road, looking south towards Outer Loop. Site is to the left.



View of Nash Road, looking north. Site is to the right.

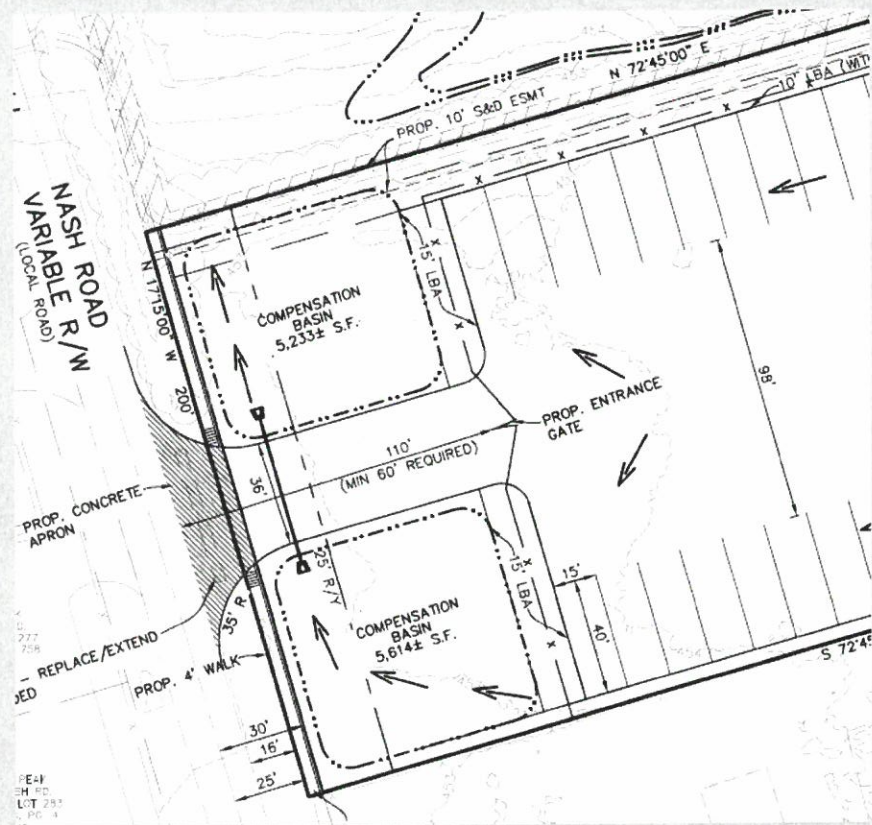


View of Nash Road, looking north. Site is to the right.

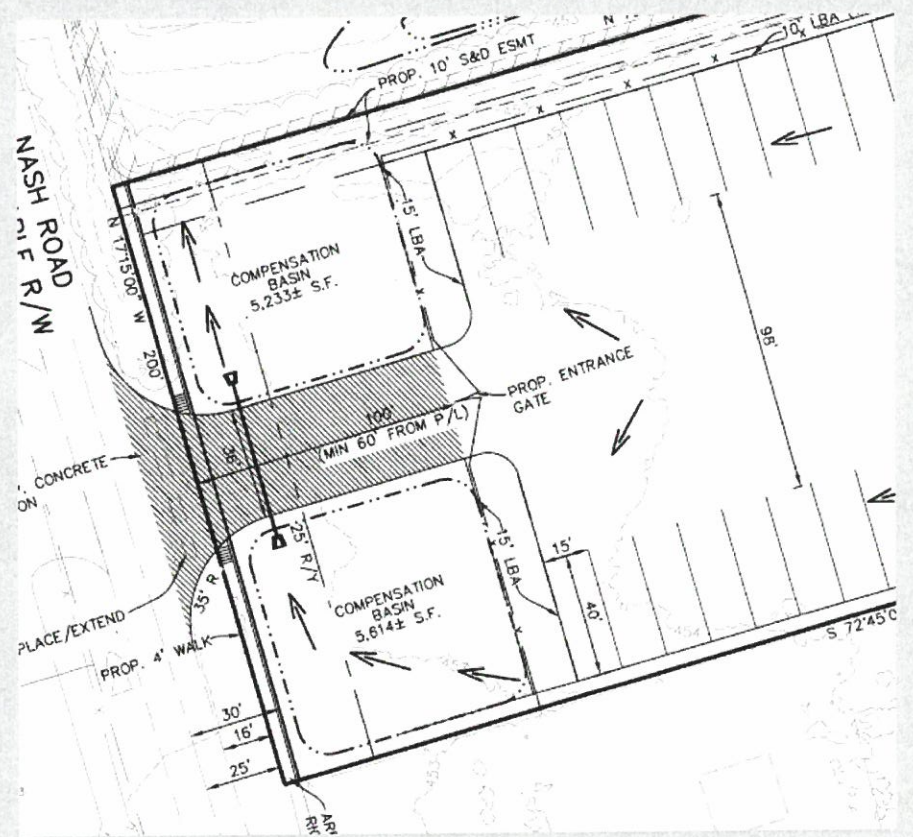


View of Outer Loop at Nash Road, looking west.





Original Plan - Concrete apron only at entrance



Current Plan - Concrete to entrance gate

Fairdale Fire Department

FAIRDALE FIRE DISTRICT
PO BOX 66
FAIRDALE, KENTUCKY 40118
OFFICE 502-366-0122
FAX 502-375-0175



March 18, 2022

Kathy M. Linares
Mindel Scott
5151 Jefferson Blvd
Louisville, KY 40219

RE: Drum Trucking LLC., 8315 Nash Road

Miss. Linares,

Good morning. I pray that you Friday is going well. I did an on-sight visit located at 8315 Nash Road. The conditional use as a parking lot for commercial vehicles. The vehicles will not have hazardous materials nor Flammable liquids.

The property will not have any permanent or portable structures at this time. If there is to be any future structures. They will have to meet any codes and regulations from but not limited to Local, State, and Federal regulations that apply.

As the Authority having Jurisdiction for the Fairdale Fire Protection District at the above listed date have no issues nor concerns with the proposed plans.

Please feel free to contact my office if you require any other assistance in this matter.

Sincerely

Darrell W. Roy
Colonel / Fire Chief

Letter from Fairdale Fire Department



ECS SOUTHEAST, LLP

Geotechnical • Construction Materials • Environmental • Facilities

"Setting the Standard for Service"

March 31, 2022

Attention: Mr. Salihbeg Fehratbegovic
8912 Talon Ridge Drive
Louisville, Kentucky 40229

C/O: Mindel Scott
5151 Jefferson Boulevard
Louisville, Kentucky 40219

Reference: Pavement Evaluation Letter
Drum Trucking – Nash Road Pavement Evaluation
8315 Nash Road
Louisville, Jefferson County, Kentucky 40214
ECS Project No. 61-2707

Dear Mr. Fehratbegovic:

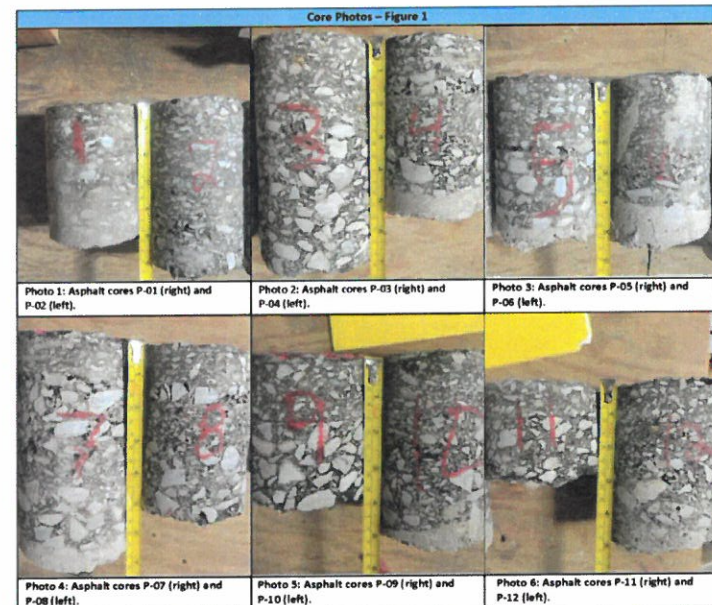
ECS Southeast, LLP (ECS) has completed the pavement evaluation for the above-referenced project. Our services were performed in general accordance with ECS Proposal No. 61-P2658, dated March 18, 2022. It is our understanding that the existing asphalt pavement along Nash Road in Louisville, Jefferson County, Kentucky could experience an increase in traffic loading from semi-tractor trailers due to new construction along Nash Road. The existing pavement section is unknown. Therefore, the suitability of the existing pavement for an increase to 12 semi-tractor trailers loaded and unloaded daily was evaluated.

SUBSURFACE SUMMARY

On March 15, 2022, twelve (12) pavement cores were advanced along approximately 1200 feet of Nash Road. The approximate locations are shown on the attached **Pavement Coring Location Diagram**. The approximate locations were established onsite by ECS, spaced approximately 75 to 100 feet, and positioned in alternating left and right lanes of the road. A four (4) inch core barrel was extended to the underlying granular base. A combination of hand augering and a concrete hammer drill bit (18 inch long) was extended below the asphalt to confirm a minimum of 8 inches of crushed stone granular base. The results at each location are summarized below.

SUMMARY OF SUBSURFACE CONDITIONS		
LOCATION	TOTAL ASPHALT THICKNESS (in)	GRANULAR BASE (in)
P-01	5	37+
P-02	6	9+
P-03	7	10+
P-04	5 1/4	8+
P-05	5 1/4	8+
P-06	5 1/4	8+
P-07	7	8+
P-08	5 1/4	9+
P-09	4	9+
P-10	5	9+
P-11	2 1/4	9+
P-12	5	8+

In general, the surface materials consisted of approximately 4 to 7 inches (average of approximately 5 1/4 inches) of asphalt pavement. However, approximately 2 1/4 inches of total asphalt thickness was encountered at P-11. The existing wearing base (surface asphalt) was approximately 1 to 4 inches with a binder or base (base asphalt) of approximately 1 to 6 inches. The existing asphalt was underlain by at least 8 inches of crushed stone and extended to more than 37 inches at P-01. Due to the depth of gravel and the limitations of the available equipment, the gravel base was not penetrated in any of the coring locations. The crushed typically consisted of fine to coarse grained gravel approximately 1/4 to 1 1/4 inches with varying amounts of fines (sand to clay-sized material). No signs of significant distress were observed in the pavement cores. Refer to the **Core Photos - Figure 1** for photos of the cores recovered.



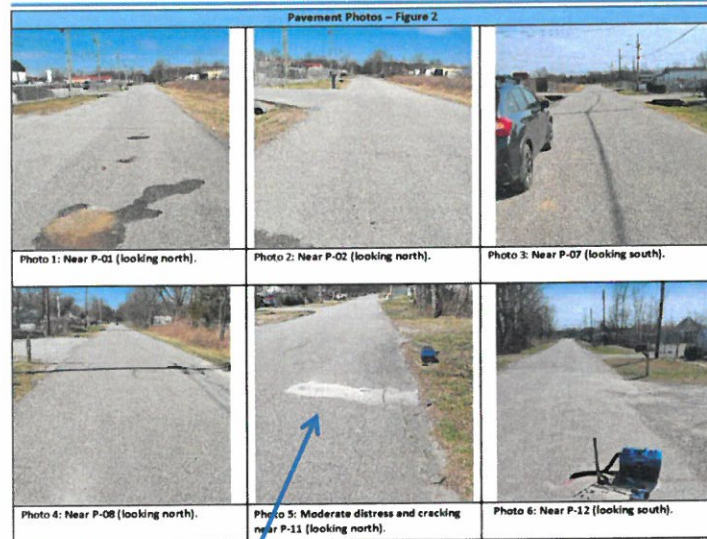
PAVEMENT CONDITIONS

In general, isolated areas of slight transverse/longitudinal cracking, typical of in-use pavements, was observed over most areas and no significant cracks, rutting, or distress was observed over most areas evaluated. However, moderate cracking and degradation was observed in the area near P-11, specially along the east shoulder of the road. Refer to the **Pavement Photos - Figure 2** for photos of the areas cored.



Locations of core samplings

Roadway width minimum is 20.2 ft at sampling locations



CONCLUSIONS AND RECOMMENDATIONS

Based on the conditions observed during the evaluation of the existing pavement, the condition of the pavement appeared to be in good condition compared to typical pavements of a similar age and usage. The existing asphalt pavements in most areas (excluding P-11) were observed to be slightly worn at the surface, but no significant cracks, rutting, or distress was observed over most areas evaluated.

The pavement sections encountered in the pavement coring appeared suitable for the volume of truck traffic (Daily Equivalent 18-kip Axle Loads of 30) based on the provided information (6 loaded and 6 unloaded additional trucks) and traffic conditions at the time of our exploration. However, based on the observed thickness and poor condition of the asphalt pavement near P-11, a 2-inch asphalt overlay should be considered in these areas.

Asphalt pavement, even when designed with an adequate structural section sometimes demand, tight turn applications and requires additional maintenance and repairs. See additional information.

Applicant to perform remediation per proposed BE

CONCLUSIONS AND RECOMMENDATIONS

Based on the conditions observed during the evaluation of the existing pavement, the condition of the pavement appeared to be in good condition compared to typical pavements of a similar age and usage. The existing asphalt pavements in most areas (excluding P-11) were observed to be slightly worn at the surface, but no significant cracks, rutting, or distress was observed over most areas evaluated.

The pavement sections encountered in the pavement coring appeared suitable for the volume of truck traffic (Daily Equivalent 18-kip Axle Loads of 30) based on the provided information (6 loaded and 6 unloaded additional trucks) and traffic conditions at the time of our exploration. However, based on the observed thickness and poor condition of the asphalt pavement near P-11, a 2-inch asphalt overlay should be considered in these areas.

LIMITATIONS

There are certain limitations inherent to all geotechnical explorations and reports. These limitations are discussed below. They should be fully considered prior to using any of the recommendations in this report.

Our exploration identified the subsurface conditions that existed only at the locations and times that the borings were advanced. Given the natural variable characteristics of soil and rock, conditions may vary over short distances, change with time, or be affected by natural events, such as floods or earthquakes, or by human activity, such as past land use or new construction. As such, the information generated during our report may not be representative of all conditions that may exist on the project site now or in the future. We use our professional judgment to render an opinion about the subsurface conditions that may exist in the areas of the site not specifically tested during our exploration based on our review of available field and laboratory data and our past experience with similar subsurface conditions.

This report should be reproduced in its entirety only. Portions of this report should not be separated and used by others. This report and our recommendations were prepared using the generally accepted standards of geotechnical engineers practicing in this region. No other warranty is express or implied.

CLOSING

We appreciate the opportunity to serve as your geotechnical consultants for this project. We look forward to future association with you on this and other projects.

Respectfully submitted,

ECS Southeast, LLP


William Grant Hess, P.G.
Project Geologist
ghess@ecslimited.com


Lit Blandford Newcomb, P.E.
Principal Engineer
lnewcomb@ecslimited.com

Attachments: Site Location Diagram
Pavement Coring Location Diagram

Proposed Additional Binding Elements

- No trucks or trailers that are required by US Department of Transportation regulations to display a hazardous materials placard shall be parked on the site.
- The gate shown on the development plan shall comply with safety requirements for gated connections as determined by Louisville Metro Public Works and the relevant emergency authorities (fire, police, EMS). The applicant shall install a concrete driving surface from Nash Road up to the entrance gate shown on the development plan.
- Applicant to reconstruct Nash Road adjacent to the proposed site to include at minimum 6 inches of asphalt. The work shall include the removal of asphalt and stone 6 inches deep, proof roll the area, and add 4 inches of base, and 2 inches of surface, in the area shown on the Pavement Evaluation Report (being approximately 100' x 20' wide).
- Applicant shall use asphalt millings instead of gravel, or a top layer of asphalt millings to mitigate any dust, with same to be approved by Public Works and/or Transportation Planning. In the event asphalt millings are not approved, mitigation measures for gravel dust control, such as a binding agent, shall be in place to prevent fugitive emissions from reaching existing roads and neighborhoods.

