

August 26, 2020

Traffic Impact Study

Pesidential 9300 Coope: Chapel Road (KY 864) Louisville, KY

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Prepared for

Louisville Metro Planning Commission Kentucky Transportation Cabinet





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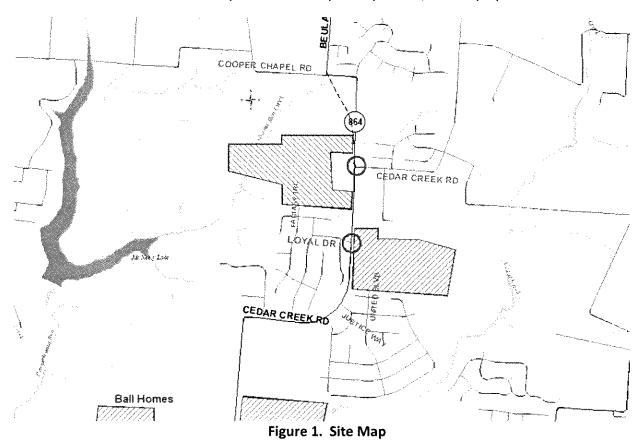


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INTRODUCTION

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The site plan for the proposed residential development shows 88 single-family lots and 432 apartments on Cooper Chapel Road (KY 864) at the intersection of Cedar Creek Road in Louisville, KY. **Figure 1** displays a map of the site. Access to the site will be from two entrances, one on Copper Chapel Road and one on Cedar Creek Road (KY 864). A connection will be made to Fantasy Trail to the south. The purpose of this study is to examine the traffic impacts of the development upon the adjacent highway system. For this study, the impact area was defined to be the intersections of Cedar Creek Road with Loyal Drive and Cooper Chapel Road, and the proposed entrances.



EXISTING CONDITIONS

Cedar Creek Road, KY 864, is a state-maintained road with an estimated 2020 ADT of 2,400 vehicles per day between KY 2053 (Mt. Washington Road) and Cooper Chapel Road as estimated from the 2018 count at Kentucky Transportation Cabinet (KYTC) at station 279. The KYTC functional classification is Urban Major Collector. The road is a two-lane highway with ten-foot lanes with three-foot shoulders through the study area (provided by the Kentucky Transportation Cabinet). The speed limit is 35 mph. There are no sidewalks. The intersection at Loyal Drive is controlled with a stop sign on Loyal Drive. The intersection with Cedar Creek Road is controlled with a stop sign on Cedar Creek Road.

Peak hour traffic count for the intersection of Cedar Creek Road at Loyal Drive was obtained on Wednesday, January 15, 2020. The a.m. peak hour occurred between 7:00 and 8:00 and the p.m. peak hour occurred between 4:45 and

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5:45. The turning movement data for the intersection of Cooper Chapel Road at Cedar Creek Road is from the KYTC traffic forecast for Cooper Chapel Road improvements (5-481.0) dated January 2013. The 2013 volumes have been project to 2020. **Figure 2** illustrates the existing a.m. and p.m. peak hour traffic volumes. The Appendix contains the full count data.

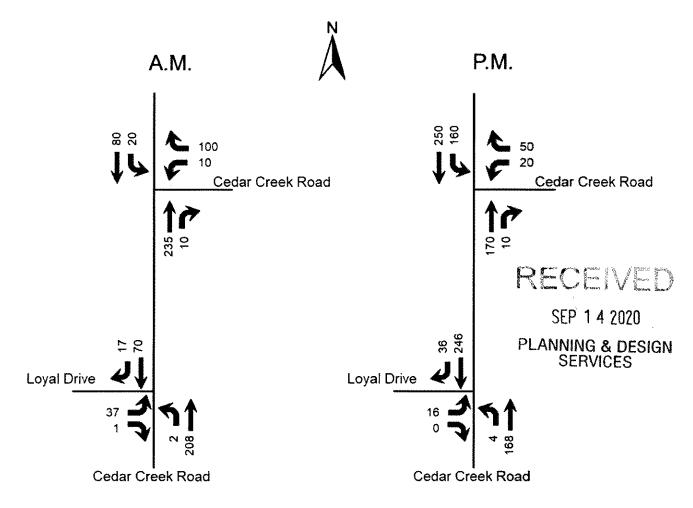


Figure 2. Existing Peak Hour Volumes

FUTURE CONDITIONS

The project completion date is 2024. An annual growth rate of 2 percent was applied to the 2020 thru volumes. This was determined by the historical growth at KYTC station 279. Trip generation for 523 lots from approved subdivisions to the south were included (see Appendix for detail). Trip generation for the remaining 62 lots to be accessed from Loyal Drive have been included on Loyal Drive. The Kentucky Transportation Cabinet and Louisville Metro will be constructing improvements to Cooper Chapel Road north to Beulah Church Road. This project will include a two-way left-turn lane. **Figure 3** displays the 2024 No Build peak hour volumes.

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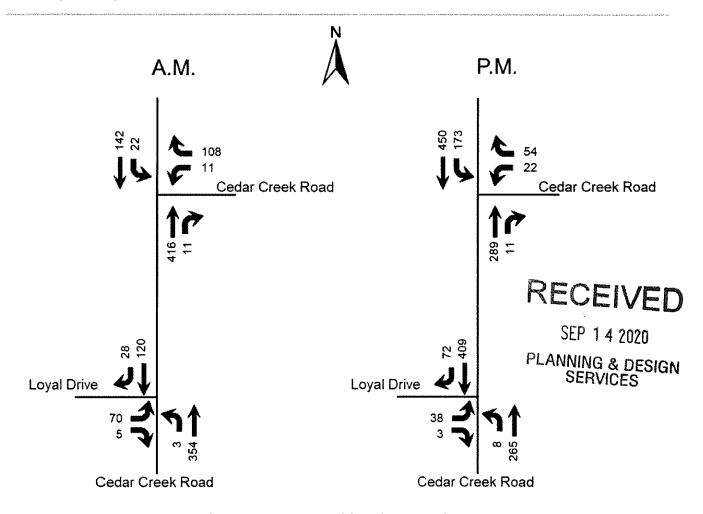


Figure 3. 2024 No Build Peak Hour Volumes

TRIP GENERATION

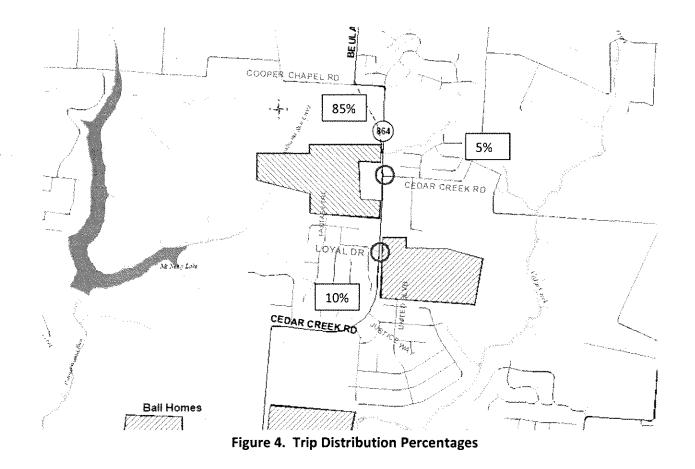
The Institute of Transportation Engineers <u>Trip Generation Manual</u>, 10th Edition contains trip generation rates for a wide range of developments. The land uses of "Single-Family Detached (210)" and "Multifamily Housing (Mid-Rise) (221)" were reviewed and determined to be the best match. The trip generation results are listed in **Table 1**. The trips were assigned to the highway network with the percentages shown in **Figure 4**. **Figure 5** shows the trips generated by this development and distributed throughout the road network during the peak hours. **Figure 6** displays the individual turning movements for the peak hours when the development is completed.

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Table 1. Peak Hour Trips Generated by Site

	A.M. I	Peak	Hour	P.M. Peak Hour					
Land Use	Trips	In	Out	Trips	ln	Out			
Single-Family (88 units)	67	17	50	180	110	70			
Multifamily (432 units)	144	37	107	180	110	70			
TOTAL	211	54	157	270	167	103			



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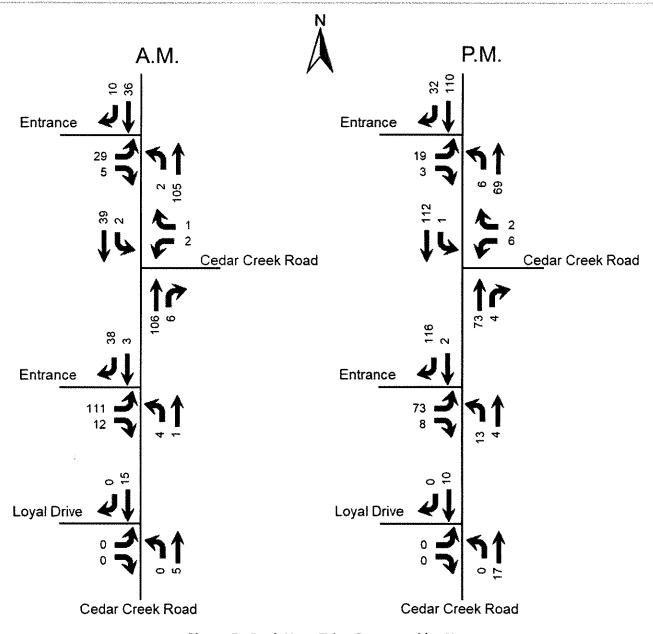


Figure 5. Peak Hour Trips Generated by Site

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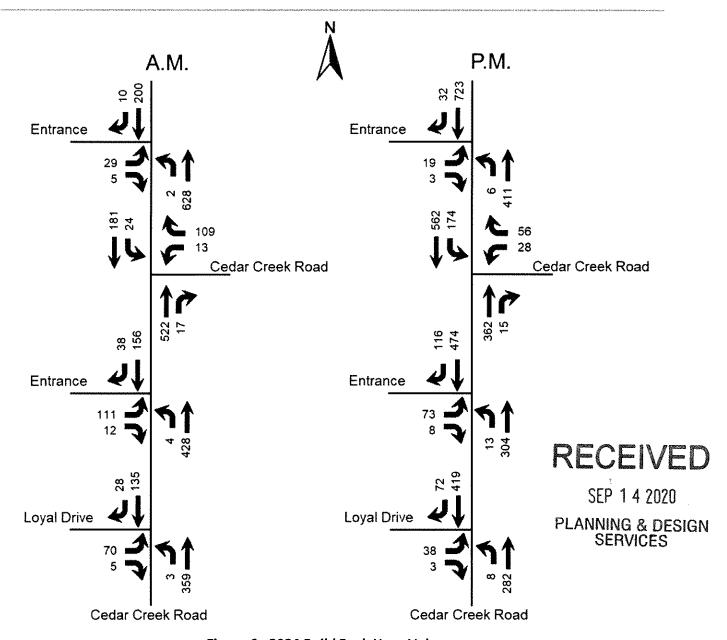


Figure 6. 2024 Build Peak Hour Volumes

ANALYSIS

The qualitative measure of operation for a roadway facility or intersection is evaluated by assigning a "Level of Service". Level of Service is a ranking scale from A through F, "A" is the best operating condition and "F" is the worst. Level of Service results depend upon the facility that is analyzed. In this case, the Level of Service is based upon the total delay experienced for lanes at stop-controlled intersections.

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To evaluate the impact of the proposed development, the vehicle delays at the intersections were determined using procedures detailed in the <u>Highway Capacity Manual</u>, 6th edition. Future delays and Level of Service were determined for the intersections using the HCS Streets (version 7.9) software. The delays and Level of Service are summarized in **Table 2**.

Table 2. Peak Hour Level of Service

		A.M.			P.M.	
Approach	2020	2024	2024	2020	2024	2024
Approach	Existing	No Build	Build	Existing	No Build	Build
Cooper Chapel Road at Entrance (N)						
Entrance Eastbound			С			C
Littrance Lastbound			15.1			18.2
Cooper Chapel Road Northbound (left)			Α			Α
Cooper Onaper Road Northboding (ICIT)			7.7			9.8
Cooper Chapel Road at Cedar Creek Road						
Cedar Creek Road Westbound	В	В	В	В	В	С
Cedar Creek Road Westbound	10.7	14.0	16.7	12.1	14.8	18.2
Cooper Chapel Road Southbound (left)	Α	Α	Α	Α	Α	Α
Cooper Chaper Noad Southbound (left)	7.9	8.6	9.0	7.9	8.6	9.0
Cedar Creek Road at Loyal Drive						
Loyal Drive Eastbound	В	В	В	В	С	С
Loyar Drive Eastbourid	11.0	14.4	14.8	12.3	17.6	18.3
Cedar Creek Road Northbound (left)	Α	Α	Α	Α	Α	Α
Cedar Creek (Coad Northbourid (left)	7.4	7.6	7.6	7.9	8.6	8.6
Cedar Creek Road at Entrance						
Entrance Eastbound			С			С
Entrance Eastboung			18.7			22.8
Cedar Creek Road Northbound (left)			Α			Α
Cedal Creek (Coad (Volthbodild (left)			7.7			9.0

Key: Level of Service, Delay in seconds per vehicle

The entrances were evaluated for turn lanes using the Kentucky Transportation Cabinet <u>Highway Design Guidance Manual</u> dated July, 2020. The traffic impact policy requires using volumes for ten years beyond opening date, or 2034. The 2034 volumes were determined by using 2% annual growth from the 2020 volumes and adding trip generation for all the recently approved lots (770 total). See appendix for trip generation. Figure 7 is the 2034 No Build and Figure 8 is the Build. The volumes in Figure 8 were utilized to determine turn lane requirements. The south entrance will require a southbound right turn lane. Table 3 displays the level of service results for 2034.

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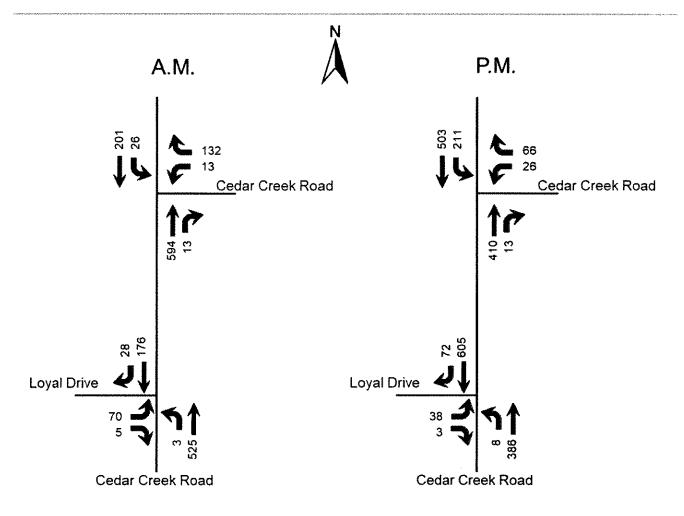


Figure 7. 2034 No Build Peak Hour Volumes

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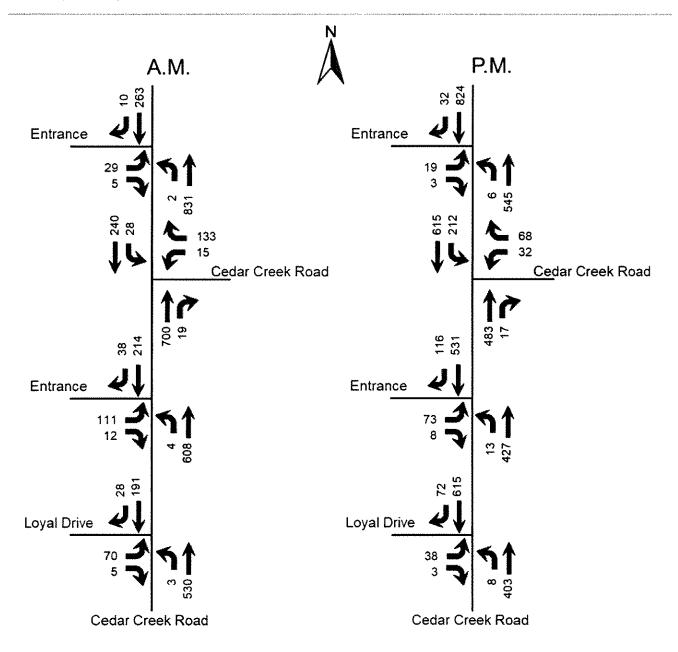


Figure 8. 2034 Build Peak Hour Volumes

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Table 3. Peak Hour Level of Service 2034

		A.M.			P.M.	
Approach	2020	2034	2034	2020	2034	2034
Approach	Existing	No Build	Build	Existing	No Build	Build
Cooper Chapel Road at Entrance (N)						
Entrance Eastbound			С			С
Entrance Lastboard			18.8			21.4
Cooper Chapel Road Northbound (left)			Α			В
			7.9			10.3
Cooper Chapel Road at Cedar Creek Road						
Cedar Creek Road Westbound	В	С	D	В	С	D
Cedar Creek Road Westbodild	10.7	20.5	27.0	12.1	19.1	25.1
Cooper Chapel Road Southbound (left)	Α	Α	Α	Α	Α	Α
Cooper Chaper Noad Southboulid (left)	7.9	9.4	10.0	7.9	9.5	10.0
Cedar Creek Road at Loyal Drive						
Loyal Drive Eastbound	В	С	С	В	D	D
Loyal Drive Eastbodild	11.0	20.2	21.0	12.3	28.8	30.2
Cedar Creek Road Northbound (left)	Α	Α	Α	Α	Α	Α
Cedar Creek Road Northbourid (left)	7.4	7.7	7.8	7.9	9.4	9.4
Cedar Creek Road at Entrance						
Entrance Eastbound			D			D
Littance Lastounu			32.1			32.8
Cadar Crook Road Northbound (loft)			Α			Α
Cedar Creek Road Northbound (left)			7.9			9.3

CONCLUSIONS

Based upon the volume of traffic generated by the development and the amount of traffic forecasted for the year 2034, there will be a slight impact to the existing highway network. A southbound right-turn lane will be required at the south entrance. No other improvements are required.

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APPENDIX

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8300 Cooper Chapel Road Traffic Impact Study

Jefferson County, KY

Classified Turn Movement Count

Site 6 of 6

KY-864 Cedar Creek Rd (North)

KY-864 Cedar Creek Rd (South) Loyal Dr

Lat/Long

Weather

38.099388°, -85.614268°

Cloudy

Date

Wednesday, January 15, 2020

Marr Traffic

41 Peabody Street, Nashville, TN 37210
10 Glenlake Parkway, Suite 130, Atlanta, GA 30328
555 Fayetteville Street, Suite 201, Raleigh, NC 27601
1229 South Shelby Street, Louisville, KY 40203
6565 North MacArthur Boulevard, Suite 225, Dallas, TX 75039

hello@marrtraffic.com www.marrtraffic.com

1 (800) 615-3765

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	K	Y-864 Ce	dar Creek	Rd (Nort	h)	K	Y-864 Ce	dar Creek	Rd (Sou	th)			Loyal Dr			
	U-Tum	Thru	Right	Peds	App	U-Tum	Left	Thru	Peds	App	U-Tum	Left	Right	Peds	App	Int
0700 - 0715	0	11	6	0	17	0	0	64	0	64	0	18	1	0	19	100
0715 - 0730	0	19	4	0	23	0	1	69	0	70	0	11	0	0	11	104
0730 - 0745	0	12	2	0	14	0	0	30	0	30	0	3	0	0	3	47
0745 - 0800	0	28	5	0	33	0	. 1	45	0	46	0	5	0	0	- 5	84
0800 - 0815	0	17	4	0	21	0	0	45	Ö	45	0	7	0	0	7	73
0815 - 0830	0	21	3	0	24	0	0	40	0	40	0	7	1	0	- 8	72
0830 - 0845	0	12	1	0	13	0	0	41	0	41	0	4	0	0	4	58
0845 - 0900	0	14	5	0	19	0	1	31	0	32	0	7	1	0	8	59
1600 - 1615	0	46	12	0	58	0	0	35	0	35	0	4	0	0	4	97
1615 - 1630	0	51	5	0	56	0	0	24	0	24	0	4	0	0	4	84
1630 - 1645	0	55	10	0	65	0	1	38	0	39	0	9	0	0	9	113
1645 - 1700	0	65	11	0	76	0	1	33	0	34	0	2	0	0	2	112
1700 - 1715	0	54	5	0	59	0	1	74	0	75	0	4	0	2	- 6	140
1715 - 1730	0	59	8	0	67	0	0	33	0	33	0	4	0	0	4	104
1730 - 1745	0	68	12	0	80	0	2	28	0	30	0	6	0	0	6	116
1745 - 1800	0	52	5	1	58	0	1	38	0	39	0	7	4	0	11	108

PM PEAK TOTAL	0	246	36	0	282	0	4	168	0	172	0	16	0	2	18	472
1730 - 1745	0	68	12	0	80	0	2	28	0	30	0	6	0	0	6	116
1715 - 1730	0	59	8	0	67	0	0	33	0	33	0	4	0	0	4	104
1700 - 1715	0	54	5	0	59	0	1	74	0	75	0	4	0	2	-6	140
1645 - 1700	0	65	11	0	76	0	1	33	0	34	0	2	0	0	2	. 112
AM PEAK TOTAL	0	70	17	0	87	0	2	208	0	210	0	37	1	0	38	335
0745 - 0800	0	28	5	0	33	0	1	45	0	46	0	5	0	0	5	84
0730 - 0745	0	12	2	0	14	0	0	30	0	30	0	3	0	0	3	47
0715 - 0730	0	19	4	0	23	0	1	69	0	70	0	11	0	0	11	104
0700 - 0715	0	11	6	0	17	0	0	64	0	-64	0	18	1	0	19	100

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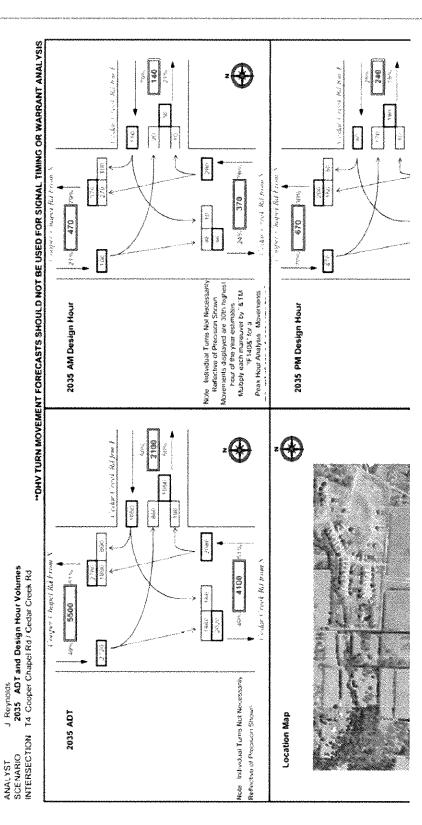
NOTE K-Factors, Directional Distributors, and Peak Hour Factors were determined from a 2008 Turning Movement Count. All and PM DHVs represent 30th fighest hour estimates for each turn maneuver.

Widen Beulah Church Rd

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ITEM NUMBER MARS NUMBER

REQUEST DATE 12/1/2012



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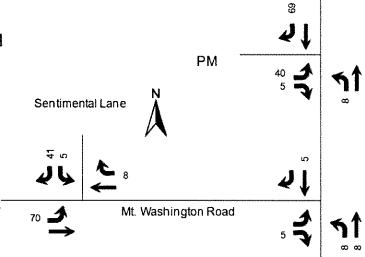
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Cedar Creek Road

Figure 5. Peak Hour Trips Generated by Site

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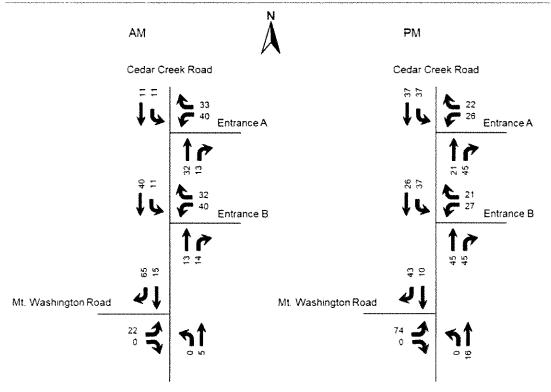


Figure 5. Peak Hour Trips Generated by Site

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Heritage Creek Extension Cedar Creek Road Traffic Impact Study

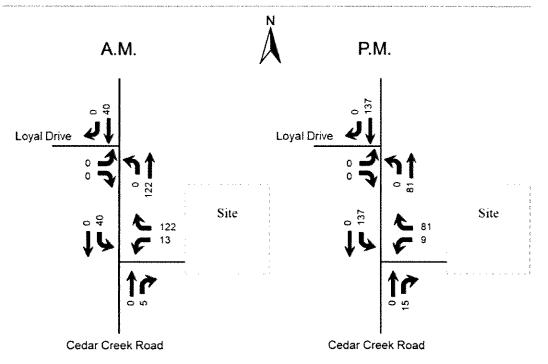


Figure 5. Peak Hour Trips Generated by Site

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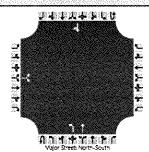
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Page 18

HCS Reports

	HCS7 Two-Way Sto	p-Control Report	
General Information		Site Information	
Analyst	DBZ	Intersection	Cooper Chapel at Ent N
Agency/Co.	Diane B Zimmerman Traffic Engineering	Jurisdiction	
Date Performed	8/26/2020	East/West Street	Entrance North
Analysis Year	2024	North/South Street	Cooper Chapel Road
Time Analyzed	AM Peak	Peak Hour Factor	0.81
Intersection Orientation	North-South	Analysis Time Period (hrs)	0.25
Project Description	8300 Cooper Chapel	20m00-0000-000-000-000-000-000-000-000-0	

Lanes



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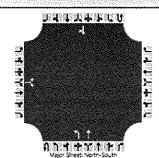
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Approach		Eastb	ound			Westi	bound			North	bound		drotes	South	nbound	
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Priority	1	10	11	12	<u> </u>	7	8	9	10	1	2	3	40	4	5	6
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	HCS7 Two-Way Sto	p-Control Report	
General Information		Site Information	
Analyst	DBZ	Intersection	Cooper Chapel at Ent N
Agency/Co.	Diane B Zimmerman Traffic Engineering	Jurisdiction	
Date Performed	8/26/2920	East/West Street	Entrance North
Analysis Year	2034	North/South Street	Cooper Chapel Road
Time Analyzed	AM Peak	Peak Hour Factor	0.81
Intersection Orientation	North-South	Analysis Time Period (hrs)	0.25
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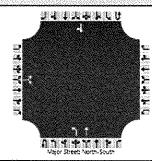
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Approach	4	Eastb	ound			Westi	oound			North	bound			South	bound	
Movement	U	L	Т	R	U	Ĺ	Т	R	υ	L	T	R	U	Ī.	T	R
Priority		10	11	12		7	8	9	10	1	2	3	4U	4	5	6
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Configuration	1		LR					COLUMN TO SERVICE	***************************************	L	T	 	*		<u> </u>	TR
Volume (veh/h)		29		5		***************************************		***********************		2	831	-		-	263	10
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Base Critical Headway (sec) Critical Headway (sec) Base Follow-Up Headway (sec) Follow-Up Headway (sec) Delay, Queue Length, an Flow Rate, v (veh/h) Capacity, c (veh/h) v/c Ratio		7.1 6.40 3.5 3.50	42 303 0,14	6.20 3.3 3.30						2.2 2.20 2.20 2 1233 0.00						
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	HCS7 Two-Way Sto	p-Control Report	
General Information		Site Information	
Analyst	DBZ	Intersection	Cooper Chapel at Ent N
Agency/Co.	Diane B Zimmerman Traffic Engineering	Jurisdiction	
Date Performed	8/26/2020	East/West Street	Entrance North
Analysis Year	2024	North/South Street	Cooper Chapel Road
Time Analyzed	PM Peak	Peak Hour Factor	0.84
Intersection Orientation	North-South	Analysis Time Period (hrs)	0.25
Project Description	8300 Cooper Chapei		



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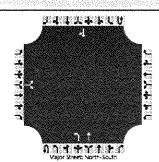
Approach		Eastb	ound			West	bound			North	bound		Para Para Para Para Para Para Para Para	South	bound	
Movement	U	L	T	R	U	T	Т	R	U	L	т	R	U	TL	T	R
Priority		10	11	12		7	8	9	1Ü	1	2	3	4U	4	5	6
Number of Lanes		0	1	0		0	0	0	0	1	1	0	0	0	1	0
Configuration			LR	1			The state of the s			L	T					TR
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Percent Heavy Vehicles (%)		0	**************************************	0						0				1	1	
Proportion Time Blocked		1	1			1		1		•			-			
Percent Grade (%)			0			-2					******************	Sur-cause			***************************************	.3.000
Right Turn Channelized		***********						***************************************		***********		***************************************	*		54,335	**********
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Follow-Up Headway (sec)		3.50		3.30		1	1.00			2.20		1	1			131.43
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Capacity, c (veh/h)	1	1	298			*************************************	1			764	***************************************	<u> </u>			-	
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Level of Service (LOS)	1	1	3 -	ž	8	9	8	B 1,1		4		2		3		

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	HCS7 Two-Way Sto	pe-Control Report	
General Information		Site Information	
Analyst	DBZ	Intersection	Cooper Chapel at Ent N
Agency/Co.	Diane 8 Zimmerman Traffic Engineering	Jurisdiction	
Date Performed	8/26/2020	East/West Street	Entrance North
Analysis Year	2034	North/South Street	Cooper Chapel Road
Time Analyzed	PM Peak	Peak Hour Factor	0.84
Intersection Orientation	North-South	Analysis Time Period (hrs)	0.25
Project Description	8300 Cooper Chapel	0000 1 000 000 000 000 000 000 000 000 000 00	Ленен мето осого жили пред си посе со може со



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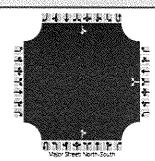
Approach	Ε.	astbouni	1		West	bound		Carrier Control	North	bound		***************************************	South	bound	
Movement	UI	. 1	R	U	L.	T	R	U	ŧ.	T	R	U	L	T	R
Priority	1:) 1	1 12	1	7	8	9	1U	1	2	3	4U	4	5	6
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Configuration	- Land	L	₹					-	L	T					TR
Volume (veh/h)	1 1)	3				-		6	545				824	32
Percent Heavy Vehicles (%)			0	-					0						
Proportion Time Blocked															-
Percent Grade (%)		0	***************************************			***************************************	tagar mt et set in toe fraction		COCC-1000-CMC+034-VA	************	dimension access		S anto Contro S 0040-44	Seria feriamen kun ua	Kamawanamaa
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	HCS7 Two-Way Sto	p-Control Report	
General Information		Site Information	
Analyst	DBZ	Intersection	Cooper Chapel at Cedar Cr
Agency/Co.	Diane B Zimmerman Traffic Engineering	Jurisdiction	
Date Performed	8/26/2020	East/West Street	Cedar Creek Road
Analysis Year	2020	North/South Street	Cooper Chapel Road
Time Analyzed	AM Peak	Peak Hour Factor	0.81
Intersection Orientation	North-South	Analysis Time Period (hrs)	0.25
Project Description		***************************************	n Bandarda eta 1848 eta 1866 kata da eta 1844 eta 1844 eta 1846 eta 1844 eta 1844 eta 1844 eta 1844 eta 1844 e Bandarda eta 1848 eta 1846 eta 1844 eta 1844 eta 1846 eta



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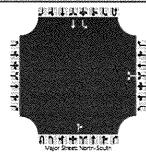
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Approach		East	oound		*	West	bound			North	bound			South	bound	
Movement	U	L	T	R	U	L	ं र्	R	U	L	Т	R	U	L	T	R
Priority	Д ининия	10	11	12		7	8	9	1U	1	2	3	4U	4	5	6
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Percent Heavy Vehicles (%)				-	-	3		3	-	Control Desamo		***************************************		3		Ť
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Right Turn Channelized			***************************************					i i				***************************************		***************************************		dia.
Median Type Storage				Undi	vided		**************	***************************************		13A-113H3RCA (1-11H23A)3/	ASASHA (ASAS ASAS ASAS AS	Market Melmoco ra	Sainten en e			************
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Base Critical Headway (sec)						7.1		6.2						4.1		
Critical Headway (sec)	Ì			Ī		6.43		6.23						4.13		T
Base Follow-Up Headway (sec)						3.5		3.3		***************************************				2.2		
Follow-Up Headway (sec)						3.53		3.33						2.23		
Delay, Queue Length, and	Leve	l of S	ervice		value V. Vil				100 KO LE					400		
Flow Rate, v (veh/h)				-	1	T	123							25	ľ	-
Capacity, c (veh/h)					***************************************	\$50CENDOOMHOOMH	750	***************************************						1286		1
v/c Ratio		-				Partitude Service	0.16	\$		***************************************	-			0.02	·	
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Level of Service (LOS)		<u> </u>	Ī	1			В					***************************************		A		
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	HCS7 Two-Way Sto	p-Control Report	
General Information		Site Information	
Analyst	DBZ	Intersection	Cooper Chapel at Cedar Cr
Agency/Co.	Diane B Zimmerman Traffic Engineering	Jurisdiction	
Date Performed	8/26/2020	East/West Street	Cedar Creek Road
Analysis Year	2024	North/South Street	Cooper Chapel Road
Time Analyzed	AM Peak No Build	Peak Hour Factor	C.81
Intersection Orientation	North-South	Analysis Time Period (hrs)	0.25
Project Description		99999999999999999999999999999999999999	



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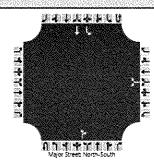
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Vehicle Volumes and Adju	stme	nts					West Address								AFDERICA ON THE OTHER AND	FEACH DAMPHING
Approach	*************	Eastb	ound	elliminist mei estersialisikus	Postanovanova.	Westi	bound	·········		North	bound	MONOTHIC MON ESCLA		South	bound	
Movement	U	L	T	R	U	F	T	R	U	L	T	R	U	L	T	R
Priority	CHINGSCHIANES	10	11	12		7	8	9	10	1	2	3	4U	4	5	6
Number of Lanes		0	0	0		0	1	0	0	0	1	0	C	1	1	0
Configuration		and the second	irent-cisioni vikralinia evi	Emmily interest and a	_		LR				-	TR	-	L	T	**********
Volume (veh/h)	1 1 1 1		***************************************			11	1	108		1.7.	415	11	11.1	22	142	
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Proportion Time Blocked	POWER CONTRACTOR OF THE PARTY O	No. of Concession, Name of	o/www.com/articles.com									Tool of the latest and the latest an	1,111	6469		
Percent Grade (%)	Mediculation in Secured	hatamatakan mahainti		i i i i i i i i i i i i i i i i i i i			0	- Contraction of the Contraction		Economic Services	de mara de comunicación de la co			****************	issumment and	MATERIAL MAT
Right Turn Channelized	hiriniyin indi Anderinin ke			den habananan name	¢.nma.unccia.uu		****	**************	<u> </u>	OCCUPATION AND ADDRESS OF THE PARTY OF THE P	***************************************			**************************************	downastwoodaytuven	Nest Control Control
Median Type Storage	***************************************			Left	Only		************	eren version de producero		mannionovamor	****	***************************************	 	NGO-richosophesissus	NIII OO	***************************************
Critical and Follow-up He	adwa	ys .							******							***************************************
Base Critical Headway (sec)						7.1		6.2						4.1	***************************************	N Feed eeth Printer een
Critical Headway (sec)						6.43		6.23						4.13	***************************************	Ni-com/estoubus
Base Follow-Up Headway (sec)					-	3.5	See-summanee	3.3					~~~	2.2		interferential Alberton
Follow-Up Headway (sec)			***			3.53	-	3.33		-				2.23	CHILICINEMENTERCINCICS	***********
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Capacity, c (veh/h)		·	***************************************		f	†	545							1035		
v/c Ratio	***************************************	ennovamenosed	***************************************	-	-		0.27	in the second			-	-	***************************************	0.03		
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Control Delay (s/veh)			***************************************				14.0						***************************************	8.6		
Level of Service (LOS)	******		************	-		1	В	1	-					A	M-PERING MINISTER	************************
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	HCS7 Two-Way Stop	p-Control Report	
General Information		Site Information	
Analyst	DBZ	Intersection	Cooper Chapel at Cedar Cr
Agency/Co.	Diane B Zimmerman Traffic Engineering	Jurisdiction	
Date Performed	8/26/2020	East/West Street	Cedar Creek Road
Analysis Year	2024.	North/South Street	Cooper Chapel Road
Time Analyzed	AM Peak Build	Peak Hour Factor	C.81
Intersection Orientation	North-South	Analysis Time Period (hrs)	0.25
Project Description		·	



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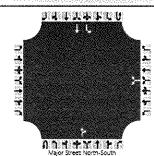
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Priority		10	11	12		7	8	9	טר	1	2	3	4U	4	5	6
Number of Lanes		0	0	0		0	1	0	0	0	1	0	0	1	1	0
Configuration							LR					TR		L	T	
Volume (veh/h)		and r	10000	10000	<u> </u>	13	14/14/2	109	<u> </u>		522	17	2/00	24	181	1833/10
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Proportion Time Blocked			1											1000		1993
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Critical and Follow-up He	adwa	ys														
Base Critical Headway (sec)						7.1		6.2						4.1		
Critical Headway (sec)						6.43		6.23	1	**************************************	1	**************************************		4.13		
Base Follow-Up Headway (sec)		A-104-0				3.5		3.3						2.2		1
Follow-Up Headway (sec)		<u> </u>				3.53		3.33	. <u> </u>					2.23		1
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Capacity, c (veh/h)	Distriction of the Party of the			**************		Armtonio de la constante de la	456	***************************************	1		ĺ	***************************************	1	919		
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Level of Service (LOS)						·/	С		<u> </u>			OCCUSIONISC SPRINGERS	deniminous. 1	A	†*************************************	1
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Approach LOS								>								

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	HCS7 Two-Way Sto	p-Control Report	
General Information		Site Information	
Analyst	DBZ	Intersection	Cooper Chapel at Cedar Cr
Agency/Co.	Diane B Zimmerman Traffic Engineering	Jurisdiction	The second secon
Date Performed	8/26/2020	East/West Street	Cedar Creek Road
Analysis Year	2034	North/South Street	Cooper Chapel Road
Time Analyzed	AM Peak No Build	Peak Hour Factor	C.81
Intersection Orientation	North-South	Analysis Time Period (hrs)	0.25
Project Description		######################################	Комінтов і по поточно пот



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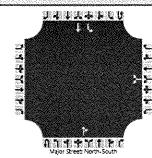
PLANNING & DESIGN SERVICES

Approach	-	Eastt	ound			Westl	ound			North	bound			South	bound	
Movement	υ	L	T	R	Ü	Ļ	T	R	U	l.	Т	R	П	L	Т	R
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Median Type Storage				Left	Only	***************************************	***********				***********	······································	Y	*20*000		*******
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	HCS7 Two-Way Sto	p-Control Report	
General Information		Site Information	
Analyst	D9Z	Intersection	Cooper Chapel at Cedar Cr
Agency/Co.	Diane B Zimmerman Traffic Engineering	Jurisdiction	
Date Performed	8/25/2020	East/West Street	Cedar Creek Road
Analysis Year	2034	North/South Street	Cooper Chapel Road
Time Analyzed	AM Peak Build	Peak Hour Factor	0.81
Intersection Orientation	North-South	Analysis Time Period (hrs)	0.25
Project Description			



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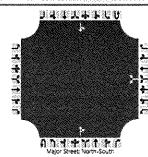
Approach		East	pound			West	bound			North	bound		ON THE PROPERTY OF THE PROPERT	South	bound	
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	HCS7 Two-Way Stop	o-Control Report	
General Information		Site Information	
Analyst	DBZ	Intersection	Cooper Chapel at Cedar Cr
Agency/Co.	Diane 8 Zimmerman Traffic Engineering	Jurisdiction	
Date Performed	8/26/2020	East/West Street	Cedar Creek Road
Analysis Year	2020	North/South Street	Cooper Chapel Road
Time Analyzed	PM Peak	Peak Hour Factor	0.84
Intersection Orientation	North-South	Analysis Time Period (hrs)	0.25
Project Description	учть основные	Sporter and the state of the st	ttt mit til dittatt til til statt state st



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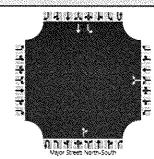
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Base Follow-Up Headway (sec)						3.5		3.3						2.2		
Follow-Up Headway (sec)						3.53		3.33		and the same of th				2.23		<u> </u>
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v/c Ratio			P -M-1040-1040-1040-1040-1040-1040-1040-10	- Constitution of the Cons	all common common	-	0,14	-	- Contractive Cont	gernessensensensen E		SHECKEN SHIRE		0.12	geneante/zonematerens	George
95% Queue Length, Q _{es} (veh)							0.5						-	0.4		
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	HCS7 Two-Way Sto	p-Control Report	
General Information		Site Information	
Analyst	DBZ	intersection	Cooper Chapel at Cedar Cr
Agency/Co.	Diane B Zimmerman Traffic Engineering	Jurisdiction	
Date Performed	8/26/2020	East/West Street	Cedar Creek Road
Analysis Year	2024	North/South Street	Cooper Chapel Road
Time Analyzed	PM Peak No Build	Peak Hour Factor	0.34
Intersection Orientation	North-South	Analysis Time Period (hrs)	0.25
Project Description			



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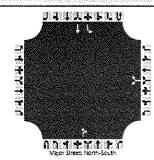
Approach		East	ound			West	bound			North	bound			South	bound	
Movement	U.	T	Т	R	U.	L	T	R	U	L	T	R	U	L	T	R
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Approach LOS

	HCS7 Two-Way Sto	pp-Control Report								
General Information		Site Information								
Analyst	DBZ	Intersection	Cooper Chapel at Cedar Cr							
Agency/Co.	Diane B Zimmerman Traffic Engineering	Jurisdiction								
Date Performed	3/26/2020	East/West Street	Cedar Creek Road							
Analysis Year	2024	North/South Street	Cooper Chapel Road							
Time Analyzed	PM Peak Build	Peak Hour Factor	0.84							
Intersection Orientation	North-South	Analysis Time Period (hrs)	0.25							
Project Description		ikki ka fi Antinate et kitalake ki dakata ki dakata ki dati Kera alia kidara ki Banik eda anada ake anada a ki Marin ki da ki	Стителя по профессов на предергатический предергатической предергатической предергатической предергатической пред							



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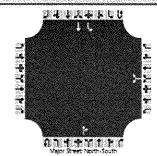
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PLANNING & DESIGN
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Approach		Eastb	ound			West	bound			North	bound			South	bound	
Movement	U	Ĺ	T	R	U	L	T	R	Ü	L	T	R	U	L	T	R
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Critical and Follow-up H Base Critical Headway (sec) Critical Headway (sec) Base Follow-Up Headway (sec)			rvice			6.43 3.5		6.23 3.3						4.13 2.2		
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Critical and Follow-up H Base Critical Headway (sec) Critical Headway (sec) Base Follow-Up Headway (sec) Follow-Up Headway (sec) Delay, Queue Length, an Flow Rate, v (veh/h)			Prvice			6.43 3.5	-	6.23 3.3						4.13 2.2 2.23 2.23		
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HCS TWSC Version 7.9 Cedar Creek PM 24 B.xtw Generated: 8/26/2020 2:53:44 PM

	HCS7 Two-Way Stop-Control Report										
General Information		Site Information									
Anaiyst	DBZ	Intersection	Cooper Chapel at Cedar Cr								
Agency/Co.	Diane B Zimmerman Traffic Engineering	Jurisdiction									
Date Performed	8/26/2020	East/West Street	Cedar Creek Road								
Analysis Year	2034	North/South Street	Cooper Chapel Road								
Time Analyzed	PM Peak No Build	Peak Hour Factor	0.84								
Intersection Orientation	North-South	Analysis Time Period (hrs)	0.25								
Project Description											



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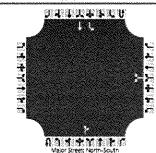
PLANNING & DESIGN SERVICES

Approach		Eastt	oound			West	bound			North	bound			South	bound	
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Percent Heavy Vehicles (%)	***************************************		<u> </u>	1		3	*******	3			**************************************	5.i	-	3	1	
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						3.5 3.53		3.3 3.33						2.2		
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Base Follow-Up Headway (sec) Follow-Up Headway (sec) Delay, Queue Length, and Flow Rate, v (veh/h) Capacity, c (veh/h)	Leve	T of Si	Brvice				364							2.23 251 1056		
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HCS 100 TWSC Version 7.9 Cedar Creek PM 34 NB.xtw Generated: 8/26/2020 2:55:05 PM

	HCS7 Two-Way Sto	op-Control Report							
General Information		Site Information							
Anaiyst	DBZ	Intersection	Cooper Chapei at Cedar Cr						
Agency/Co.	Diane B Zimmerman Traffic Engineering	Jurisdiction	The state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the s						
Date Performed	8/26/2020	East/West Street	Cedar Creek Road						
Analysis Year	2034	North/South Street	Cooper Chapel Road						
Time Analyzed	PM Peak Build	Peak Hour Factor	0.84						
Intersection Chentation	North-South	Analysis Time Period (hrs)	0.25						
Project Description		aanseleessaanseleennassaanseleennassaanseleennassaanseleennassaanseleennassaanseleennassaanseleennassaa	Finencia (AAN) visitatis y kiritatis deli kiritatis ini tataka marana marana marana marana marana marana marana Tataka marana marana marana marana marana marana marana marana marana marana marana marana marana marana maran						



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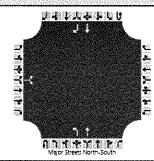
PLANNING & DESIGN SERVICES

Vehicle Volumes and Adju	stmei	nts														GM - 10109
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Priority		10	11	12		7	8	9	1U	1	2	3	4U	4	5	6
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Percent Heavy Vehicles (%)		nemantaintembried		pelmmemminin		3		3		AND AND THE		•	************	3		
Proportion Time Blocked				***************************************										***	43.5	
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	HCS7 Two-Way Sto	p-Control Report	
General Information		Site Information	
Anaiyst	DBZ	Intersection	Cooper Chape! at Ent S
Agency/Co.	Diane B Zimmerman Traffic Engineering	Jurisdiction	
Date Performed	8/26/2020	East/West Street	Entrance South
Analysis Year	2024	North/South Street	Cooper Chapel Road
Time Analyzed	AM Peak	Peak Hour Factor	0.81
Intersection Orientation	North-South	Analysis Time Period (hrs)	0.25
Project Description	8300 Cooper Chapet	~~ ~	



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PLANNING & DESIGN SERVICES

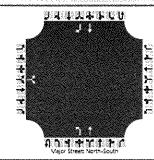
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	Site Information	
DBZ	intersection	Cooper Chapel at Ent S
Diane B Zimmerman Traffic Engineering	Jurisdiction	The state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the s
8/26/2020	East/West Street	Entrance South
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AM Peak	Peak Hour Factor	0.81
North-South	Analysis Time Period (hrs)	0.25
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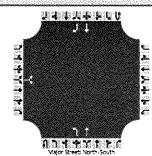
PLANNING & DESIGN SERVICES

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Approach LOS])	VA					1		······································		†	S tricted and in the second		*************	

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HCS184 TWSC Version 7.9 Ent S AM 34.xtw Generated: 8/26/2020 5:08:51 PM

	HCS7 Two-Way Sto	p-Control Report	
General Information		Site Information	
Anaiyst	DBZ	Intersection	Cooper Chapel at Ent S
Agency/Co.	Diane B Zimmerman Traffic Engineering	Jurisdiction	
Date Performed	8/26/2020	East/West Street	Entrance South
Analysis Year	2024	North/South Street	Cooper Chapel Road
Time Analyzed	PM Peak	Peak Hour Factor	0.84
Intersection Orientation	North-South	Analysis Time Period (hrs)	0.25
Project Description	8300 Cooper Chapel	3- 	



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PLANNING & DESIGN SERVICES

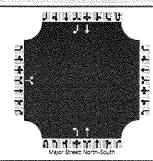
Vehicle Volumes and Adju	ıstme	nts									500 (S00)							
Approach	Eastbound				Westbound			1	North	bound	***************************************	Southbound						
Movement	U	T L	T	R	U	L	T	T R	U	L	T	R	U	T L	T	R		
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Critical Headway (sec)		6.40	-	6.20		1	1	1		4.10		1	Process.	1	1			
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95% Queue Length, Q ₉₅ (veh)		-	1,4	1	1	1	1	\$	1	0.1		1	1	1	1			
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	HCS7 Two-Way Sto	HCS7 Two-Way Stop-Control Report								
General Information		Site Information								
Anaiyst	DBZ	Intersection	Cooper Chapel at Ent S							
Agency/Co.	Diane B Zimmerman Traffic Engineering	Jurisdiction								
Date Performed	3/26/2020	East/West Street	Entrance South							
Analysis Year	2034	North/South Street	Cooper Chapel Road							
Time Analyzed	PM Peak	Peak Hour Factor	0.84							
Intersection Orientation	North-South	Analysis Time Period (hrs)	0.25							
Project Description	8300 Cooper Chapel	ncoage concurrent dammin and commission misself confessible who depth is the dep	Построительной применент в применент применент по применент применент применент применент применент применент							



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Critical Headway (sec)		6.40		6.20						4.10						
Base Follow-Up Headway (sec)	dermentensensen	3.5		3.3	h-Annessaucutensicol	ikundutata Padab ida		SEPARTICO MANAGEM		2.2		*	***************************************	MONTH OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY	decementation of the second	
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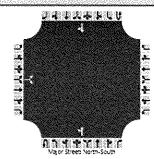
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	HCS7 Two-Way Stop-Control Report											
General Information		Site Information										
Analyst	DBZ	Intersection	Cedar Creek at Loyal Dr									
Agency/Co.	Diane B Zimmerman Traffic Engineering	Jurisdiction										
Date Performed	8/26/2020	East/West Street	Loyal Dr									
Analysis Year	2020	North/South Street	Cedar Creek Rd									
Time Analyzed	AM Peak	Peak Hour Factor	0.81									
Intersection Orientation	North-South	Analysis Time Period (hrs)	0.25									
Project Description	8300 Cedar Creek	**************************************										





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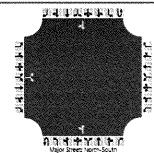
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Median Type Storage			ministri izazla zazla ni		vided	***************************************	************				**********					
Critical and Follow-up He	adwa	ys			VIII				A							
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			4	4												
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Follow-Up Headway (sec) Delay, Queue Length, and Flow Rate, v (veh/h)	Leve	4	47							2						
Follow-Up Headway (sec) Delay, Queue Length, and Flow Rate, v (veh/h) Capacity, c (veh/h)	Leve	4	47 648							2 1496						
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	HCS7 Two-Way Sto	op-Control Report	
General Information		Site Information	
Analyst	DBZ	Intersection	Cedar Creek at Loyal Dr
Agency/Co.	Diane B Zimmerman Traffic Engineering	Jurisdiction	THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE S
Date Performed	8/26/2020	East/West Street	Loyal Dr
Analysis Year	2024	North/South Street	Cedar Creek Rd
Time Analyzed	AM Feak No Build	Peak Hour Factor	0.81
Intersection Orientation	North-South	Analysis Time Period (hrs)	0.25
Project Description	8300 Cedar Creek	лекто-реневиштення малектория некаморейский перадолика до долига на 400 km и может с	(СССССССССССССССССССССССССССССССССССС



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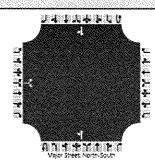
PLANNING & DESIGN SERVICES

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Number of Lanes		0	1	0		0	0	0	0	C	1	0	0	0	1	0
Configuration			LR							LT						TR
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	HCS7 Two-Way Sto	p-Control Report	
General Information		Site Information	
Analyst	DBZ	Intersection	Cedar Creek at Loyal Dr
Agency/Co.	Diane B Zimmerman Traffic Engineering	Jurisdiction	
Date Performed	8/26/2020	East/West Street	Loyal Dr
Analysis Year	2024	North/South Street	Cedar Creek Rd
Time Analyzed	AM Peak Build	Peak Hour Factor	0.81
Intersection Orientation	North-South	Analysis Time Period (hrs)	0.25
Project Description	8300 Cedar Creek	**************************************	395



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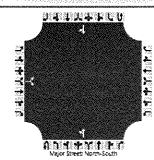
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	HCS7 Two-Way Sto	pp-Control Report	
General Information		Site Information	
Analyst	DBZ	Intersection	Cedar Creek at Loyal Dr
Agency/Co.	Diane B Zimmerman Traffic Engineering	Jurisdiction	
Date Performed	8/26/2020	East/West Street	Loyal Dr
Analysis Year	2034	North/South Street	Cedar Creek Rd
Time Analyzed	AM Peak No Build	Peak Hour Factor	0.81
Intersection Orientation	North-South	Analysis Time Period (hrs)	0.25
Project Description	8300 Cedar Creek	THE MICHIGAN AND AND AND AND AND AND AND AND AND A	ам. Можен и и и и и и и и и и и и и и и и и и и



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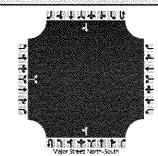
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Follow-Up Headway (sec)		3.50		3.30						2.20				-		
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	HCS7 Two-Way Sto	p-Control Report	
General Information		Site Information	
Analyst	DBZ	Intersection	Cedar Creek at Loyal Dr
Agency/Co.	Diane B Zimmerman Traffic Engineering	Jurisdiction	
Date Performed	8/26/2020	East/West Street	Loyal Dr
Analysis Year	2034	North/South Street	Cedar Creek Rd
Time Analyzed	AM Peak Build	Peak Hour Factor	0.81
Intersection Orientation	North-South (See English Control of Control of Control of Control of Control of Control of Control of Control of Control of Control of Control of Control of Control of Control of Control of Control of Control of Control of Control of Control of Control of Control of Control of Control of Control of Control of Control of Control of Control of Control of Control of Control of Control of Control of Control of Control of Control of Control of Control of Control of Control of Control of Control of Control of Control of Control of Control of Control of Control of Control of Control of Control of Control of Control of Control of Control of Control of Control of Control of Control of Control of Control of Control of Control of Control of Control of Control of Control of Control of Control of Control of Control of Control of Control of Control of Control of Control of Control of Control of Control of Control of Control of Control of Control of Control of Control of Control of Control of Control of Control of Control of Control of Control of Control of Control of Control of Control of Control of Control of Control of Control of Control of Control of Control of Control of Control of Control of Control of Control of Control of Control of Control of Control of Control of Control of Control of Control of Control of Control of Control of Control of Control of Control of Control of Control of Control of Control of Control of Control of Control of Control of Control of Control of Control of Control of Control of Control of Control of Control of Control of Control of Control of Control of Control of Control of Control of Control of Control of Control of Control of Control of Control of Control of Control of Control of Control of Control of Control of Control of Control of Control of Control of Control of Control of Control of Control of Control of Control of Control of Control of Control of Control of Control of Control of Control of Control of Control of Control of Control of Control of Control of Control of Control of Control	Analysis Time Period (hrs)	0.25
Project Description	8300 Cedar Creek	**************************************	



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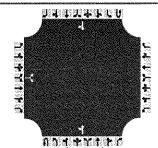
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Priority	-	10	11	12		7	8	9	10	1	2	3	4U	1 4	5	6
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	HCS7 Two-Way Sto	p-Control Report	
General Information		Site Information	
Analyst	DBZ	Intersection	Cedar Creek at Loyal Dr
Agency/Co.	Diane B Zimmerman Traffic Engineering	Jurisdiction	manufacture de control de des control de control de control de control de control de control de control de control de control de control de control de control de control de control de control de control de control de control de control de control de control de control de control de control de control de control de control de control de control de control de control de control de control de control de control de control de control de control de control de control de control de control de control de control de control de control de control de control de control de control de control de control de control de control de control de control de control de control de control de control de control de control de control de control de control de control de control de control de control de control de control de control de control de control de control de control de control de control de control de control de control de control de control de control de control de control de control de control de control de control de control de control de control de control de control de control de control de control de control de control de control de control de control de control de control de control de control de control de control de control de control de control de control de control de control de control de control de control de control de control de control de control de control de control de control de control de control de control de control de control de control de control de control de control de control de control de control de control de control de control de control de control de control de control de control de control de control de control de control de control de control de control de control de control de control de control de control de control de control de control de control de control de control de control de control de control de control de control de control de control de control de control de control de control de control de control de control de control de control de control de control de control de control de con
Date Performed	8/26/2020	East/West Street	Loyal Dr
Analysis Year	2020	North/South Street	Cedar Creek Rd
Time Analyzed	PM Peak	Peak Hour Factor	0.84
Intersection Orientation	North-South	Analysis Time Period (hrs)	0.25
Project Description	8300 Cooper Chapel	des gratum des de des des des des des des des des	



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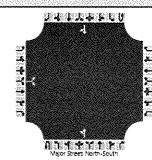
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Base Follow-Up Headway (sec)		3.5		3.3						2.2						
Follow-Up Headway (sec)		3.50		3.30						2.20						-
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95% Queue Length, Q ₉₅ (veh)	<u> </u>		0.1							0.0				<u> </u>		-
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HCS7 Two-Way Stop-Control Report									
General Information		Site Information							
Analyst	DBZ	Intersection	Cedar Creek at Loyal Dr						
Agency/Co.	Diane B Zimmerman Traffic Engineering	Jurisdiction							
Date Performed	8/26/2020	East/West Street	Loyal Dr						
Analysis Year	2024	North/South Street	Cedar Creek Rd						
Time Analyzed	PM Peak No Build	Peak Hour Factor	0.84						
Intersection Orientation	North-South	Analysis Time Period (hrs)	0.25						
Project Description	8300 Cooper Chapel								



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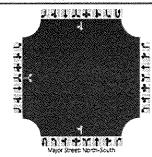
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Priority	4	10	11	12	1	7	8	9	1U	1	2	3	4U	4	5	6	
Number of Lanes		0	1	1 0		0	0	0	0.	0	1	0	0	0	1	10	
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Volume (veh/h)		38		3	1	1				8	265		1		409	72	
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	HCS7 Two-Way Sto	op-Control Report	
General Information		Site Information	
Analyst	D8Z	Intersection	Cedar Creek at Loyal Dr
Agency/Co.	Diane B Zimmerman Traffic Engineering	Jurisdiction	The state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the s
Date Performed	8/26/2020	East/West Street	Loyal Dr
Analysis Year	2024	North/South Street	Cedar Creek Rd
Time Analyzed	PM Peak Build	Peak Hour Factor	0.84
Intersection Orientation	North-South	Analysis Time Period (hrs)	0.25
Project Description	8300 Cooper Chapel	ertektiger-tetteterketeteteteti ik hi ttetiin toomaa ameminer-emininteerma konnetiin	



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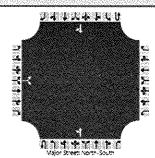
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	HCS7 Two-Way Sto	p-Control Report	
General Information		Site Information	
Analyst	DBZ	Intersection	Cedar Creek at Loyal Dr
Agency/Co.	Diane B Zimmerman Traffic Engineering	Jurisdiction	
Date Performed	8/26/2020	East/West Street	Loyal Dr
Analysis Year	2034	North/South Street	Cedar Creek Rd
Time Analyzed	PM Peak No Build	Peak Hour Factor	0.84
Intersection Orientation	North-South	Analysis Time Period (hrs)	0.25
Project Description	8300 Cooper Chapel	**************************************	



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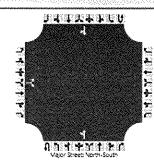
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HCS7 Two-Way Stop-Control Report										
General Information		Site Information								
Analyst	DBZ	Intersection	Cedar Creek at Loyal Dr							
Agency/Co.	Diane B Zimmerman Traffic Engineering	Jurisdiction								
Date Performed	8/26/2020	East/West Street	Loyal Dr							
Analysis Year	2034	North/South Street	Cedar Creek Rd							
Time Analyzed	PM Peak Build	Peak Hour Factor	0.84							
Intersection Orientation	North-South	Analysis Time Period (hrs)	0.25							
Project Description	8300 Cooper Chapel	т <u>караной и континичний каран у чесовителенной предостивности и предоставления и предоставления и предоставления и предоставления и предоставления и предоставления и предоставления и предоставления и предоставления и предоставления и предоставления и предоставления и предоставления и предоставления и предоставления и предоставления и предоставления и предоставления и предоставления и предоставления и предоставления и предоставления и предоставления и предоставления и предоставления и предоставления и предоставления и предоставления и предоставления и предоставления и предоставления и предоставления и предоставления и предоставления и предоставления и предоставления и предоставления и предоставления и предоставления и предоставления и предоставления и предоставления и предоставления и предоставления и предоставления и предоставления и предоставления и предоставления и предоставления и предоставления и предоставления и предоставления и предоставления и предоставления и предоставления и предоставления и предоставления и предоставления и предоставления и предоставления и предоставления и предоставления и предоставления и предоставления и предоставления и предоставления и предоставления и предоставления и предоставления и предоставления и предоставления и предоставления и предоставления и предоставления и предоставления и предоставления и предоставления и предоставления и предоставления и предоставления и предоставления и предоставления и предоставления и предоставления и предоставления и предоставления и предоставления и предоставления и предоставления и предоставления и предоставления и предоставления и предоставления и предоставления и предоставления и предоставления и предоставления и предоставления и предоставления и предоставления и предоставления и предоставления и предоставления и предоставления и предоставления и предоставления и предоставления и предоставления и предоставления и предоставления и предоставления и предоставления и предоставления и предоставления и предоставления и предоставления и предостав</u>	000 first man (1965 - 1964)							



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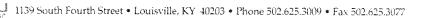
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December 30, 2019

Ms. Ramona Vasta LDG Development, LLC 1469 South Fourth Street Louisville, Kentucky 40208 RVasta@ldgdevelopment.com

Subject:

Water/Wetland Delineation Summary Report 8300 Cooper Chapel Road Property

Jefferson County, Kentucky Redwing Proposal No.: 19-213

Dear Ms. Vasta:

Redwing Ecological Services, Inc. (Redwing) is pleased to provide LDG Development, LLC (LDG) with this Water/Wetland Delineation Summary Report for the 8300 Cooper Chapel Road Property located in southern Jefferson County, Kentucky. The goal of these services was to identify the location and extent of jurisdictional water/wetland features within the project boundary in order to assist LDG with development planning for this project.

Based on the delineation, jurisdictional water/wetland features present within the project boundary include:

- two perennial streams totaling 2,167 linear feet (0.497 acre)
- one intermittent stream totaling 1,091 linear feet (0.150 acre)
- nine ephemeral streams totaling 2,041 linear feet (0.113 acres)

In addition, the mature wooded portions of the site represent suitable summer roosting habitat for the federally endangered Indiana bat (*Myotis sodalis*) and the federally threatened northern long-eared bat (*Myotis septentrionalis*). There are several cedar/limestone glades along Perennial Stream 1 and Intermittent Stream 1, which represent potential habitat for Kentucky glade cress (*Leavenworthia exigua var. laciniata*). This report presents the study methodology, results, and a discussion of development-related issues.

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METHODOLOGY

The delineation included in-house and field components. In-house research involved review of the USGS topographic quadrangle map, aerial photography, the Jefferson County soil survey, and Federal Emergency Management Agency (FEMA) floodplain mapping. Following review of these materials, Redwing conducted a field delineation on December 10, 2019 to identify the location and extent of jurisdictional waters/wetlands on the project site. The presence of jurisdictional streams and open water bodies was evaluated based on ordinary high-water mark (OHWM), defined bed and bank features, and flow regimes. The quality of the perennial and intermittent streams within the project area was evaluated using the Rapid Bioassessment Protocol developed by the U.S. Environmental Protection Agency. Potential wetland areas were investigated using the Routine On-Site Determination Method as defined in the Regional Supplement to the Corps of Engineers Wetland Delineation Manual: Eastern Mountains and Piedmont Region - Version 2.0 (April 2012). This technique uses a multi-parameter approach that requires positive evidence of three criteria: wetland hydrology, hydric soils, and hydrophytic vegetation. This delineation has not been verified by the U.S. Army Corps of Engineers (USACE), who holds final authority over determinations of the location and extent of jurisdictional waters/wetlands. Additionally, Redwing assessed the site for the presence of suitable habitat for federally threatened/endangered (T/E) species.

RESULTS

The approximately 75-acre site is located immediately west of the Cedar Creek Road and Cooper Chapel Road intersection in Jefferson County, Kentucky. This site consists primarily of wooded areas, old fields, and stream corridors. The streams within the project boundary are tributaries to McNeely Lake and Pennsylvania Run, which are located just downstream. The water/wetland features delineated within the project boundary are depicted on Figure 1 and summarized in the following table.

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Feature	Length (feet)	Stream Width (feet)	Area (acres)	Status
Perennial Stream 1	1,090	9	0.225	Jurisdictional
Perennial Stream 2	1,077	11	0.272	Jurisdictional
Perennial Stream Total	2,167		0.497	
Intermittent Stream 1	1,091	6	0.150	Jurisdictional
Intermittent Stream Total	1,091		0.150	er ann an air an Saidean 1970 i 1985 (1987) ann an air
Ephemeral Stream 1	106	2	0.005	Jurisdictional
Ephemeral Stream 2	82	2	0.004	Jurisdictional
Ephemeral Stream 3	36	3.5	0.003	Jurisdictional
Ephemeral Stream 4	90	1.5	0.003	Jurisdictional
Ephemeral Stream 5	374	1.5	0.013	Jurisdictional
Ephemeral Stream 6	825	3	0.057	Jurisdictional
Ephemeral Stream 7	188	2.5	0.011	Jurisdictional
Ephemeral Stream 8	136	2.5	0.008	Jurisdictional
Ephemeral Stream 9	204	2	0.009	Jurisdictional
Ephemeral Stream Total	2,041		0.113	
Jurisdictional Features Total	5,299	8 (0) (2) (1) (1)	0.760	

DISCUSSION

Jurisdictional waters of the U.S., including wetlands, are defined by 33 CFR Part 328.3 and are protected by Section 404 of the Clean Water Act (33 USC 1344), which is administered and enforced by the USACE. Many water/wetland impacts are also regulated by the Kentucky Division of Water (KDOW) – Water Quality Certification (WQC) Section. Current permitting thresholds are as follows:

- Impacts to less than 0.5 acre of waters/wetlands and 300 feet of stream can be authorized under a Nationwide Permit (NWP). This requires submittal of a Preconstruction Notification to the USACE. The USACE can issue a waiver for greater than 300 feet of stream impacts to be authorized under the NWP program.
- Impacts to greater than 0.5 acre of waters or significantly greater than 300 feet of stream require an Individual Section 404 Permit from the USACE.
- Impacts to less than 0.5 acre of wetland and 300 feet of intermittent/perennial stream will qualify for a General WQC and no coordination with KDOW-WQC Section is required.
- Impacts to greater than 0.5 acre of wetland or 300 feet of intermittent/perennial stream will require Individual WQC from the KDOW.
- Impacts to greater than 300 feet of stream and/or 0.1 acre of waters will require compensatory mitigation.

A NWP generally requires three to six months to obtain, depending on agency backlog, while an Individual Section 404 Permit with the USACE often requires six to 12 months to complete. Individual

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Section 401 WQCs with the KDOW can generally be completed within the federal time frames. Mitigation for poor quality perennial, intermittent and ephemeral streams require multipliers of 1.5, 1.0 and 0.5, respectively. Current stream mitigation rates in the Salt River Service Area for mitigation banks or the ILF program are approximately \$325 to \$400 per foot/credit, respectively.

Under the Section 404 permitting process, the USACE determines if consultation with the U.S. Fish and Wildlife Service (USFWS) or the State Historic Preservation Office (SHPO) is required to address potential impacts to T/E species or significant archaeological/historic features, respectively. We are not aware of any archaeological features or studies that have been done on the site; however, a survey may be required during review of the permit application. The major T/E issues of concern are the clearing of suitable Indiana bat and northern long-eared bat summer habitat and impacting Kentucky glade cress habitat. Based on maps released by the USFWS, the project is located in a Known Habitat Zone for the Indiana bat. Suitable summer habitat for the Indiana and northern long-eared bats is represented within the mature woods through the site. Impacts to this habitat will likely require consultation with the USFWS and could include a Biological Assessment, limiting clearing to the unoccupied period (October 15 to March 31), conducting presence/absence surveys, and/or paying a per-acre fee. Kentucky glade cress potential habitat within the project boundary includes cedar/limestone glades, which consist of shallow soils interlaid with flat-bedded limestone areas. A spring flowering season (late February through April) survey will likely be required by the USFWS for this species.

CONCLUSION

In conclusion, based on Redwing's delineation, jurisdictional water/wetland features present on the site include two perennial streams totaling 2,167 linear feet, one intermittent stream totaling 1,091 linear feet, and nine ephemeral streams totaling 2,041 linear feet. This delineation has not been verified by the USACE. As proposed site design plans are developed, permit requirements and mitigation costs can be further determined.

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Neil Guthals

Senior Ecologist

We appreciate the opportunity to assist you on this important project. Please call Neil Guthals at (502) 625-3009 with any questions on this report or the overall project.

Sincerely,

Zachary T. Triplett Staff Ecologist

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Attachment:

Figure 1 - Water/Wetland Location Map

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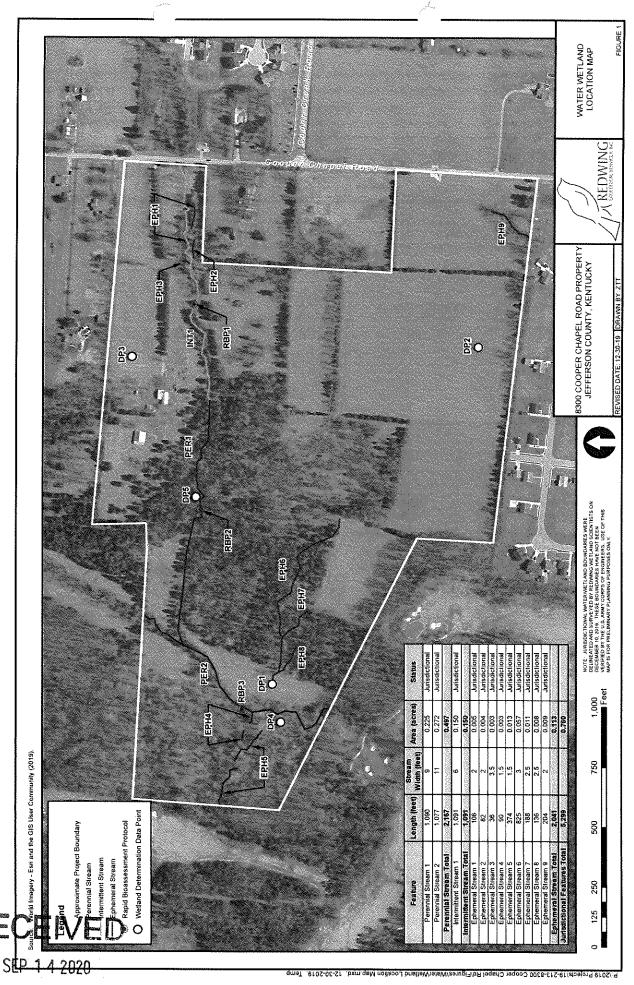
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FIGURE

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GREENBAUM ASSOCIATES, INC. GEOTECHNICAL & MATERIALS ENGINEERS

994 Longfield Avenue Louisville, Kentucky 40215 502/361-8447 FAX 502/361-4793

November 19, 2020

Mr. Chase Durrett LDG Development, LLC 1469 S. 4th Street Louisville, KY 40208

Re:

Slope Stability Survey 8300 Cooper Chapel Road Louisville, Kentucky Project Number 20-174G

Dear Mr. Durrett:

On November 19th, 2020, I, Luke Van Nevel, walked the above referenced property and viewed a number of slopes with a greater than 20-degree inclination. Included is a drawing showing the approximate locations of the slopes (indicated by yellow shading) as well as a drawing showing the geologic mapping taken from the Kentucky Geological Survey. Also included are photos of several of the slopes taken during a walkover of the site.

During the walkover, no evidence was found of slope movement, i.e. no visual indication of landslide.

The formations shown on the section taken from the geologic map are described by the Kentucky Geological Survey are described below. These limestone formations are not prone to landslide activity as some shale formations are.

JEFFERSONVILLE LIMESTONE

Limestone, olive, brownish, and medium to light gray; weathers pale yellowish brown to very light gray and light yellowish gray; fossil fragments abound in matrix of sparry calcite or calcareous mudstone; pyritic; dolomitic in part; prominent stylolites in quarry exposures; scattered banded chert in thin irregular stringers. Abundant whole fossils include large colonial corals in lower part and the brachiopods Brevispirifer gregarius and Paraspirifer acuminatus in upper part. Weathered outcrops are characteristically thin slabs of crossbedded limestone on which fossils are etched in relief. Residuum typically contains silicified brachiopods and solitary corals. Unit disconformable with underlying Louisville Limestone; otherwise obscure contact commonly marked by abrupt transition from coarse grained limestone of Jeffersonville to fine grained dolomitic limestone of underlying unit.

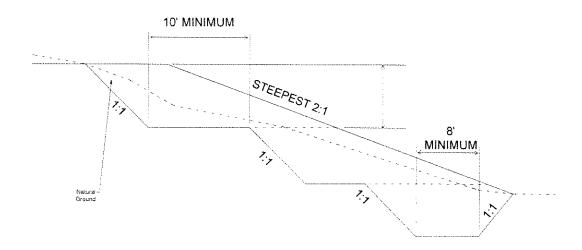
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GREENBAUM ASSOCIATES, INC. GEOTECHNICAL & MATERIALS ENGINEERS

LOUISVILLE LIMESTONE

Dolomitic limestone, light gray, yellowish gray, and light brownish gray, mottled medium dark gray; weathers yellowish gray and grayish orange to very pale orange; micro-grained to fine grained; very thin to thick bedded; stylolitic. Bedding locally nodular or thinly laminated. Six to 10 feet above base is persistent shaly zone 1 to 2 feet thick. Fossils, commonly as casts, include the distinctive chain coral Halysites, the brachiopod Conchidium, stromatoporoids, and colonial corals such as Arachvophyllum and Favosites. Calcite filled joints half an inch wide trend N. 10? E., extend into overlying Jeffersonville Limestone; rare calcite filled vugs as much as 0.5 foot across; chert locally common in discontinuous 0.2 foot thick layers in upper part. Unit forms distinctive northwest inclined plain in southeastern part of quadrangle. Basal contact distinct; exposed at only three localities in quadrangle: in underground mine at quarry northeast of Poplar Level Road interchange of Watterson Expressway, in tributary to Fern Creek in southeastern part of quadrangle, and along Middle Fork Beargrass Creek in Cherokee Park.

The topography of this property is rolling, resulting in substantial cuts and fills. When fill is to be placed on an existing slope it is imperative that the existing slope be benched as shown in the diagram below to prevent the formation of a plane of weakness along which a slope failure can develop. Benching will have to be adjusted as necessary, in consultation with this office, where limestone bedrock is encountered that prevents benching as shown from being achieved



To prevent shallow slips of these slopes downward in elevation, preventative measures must be taken prior to construction. These are: 1) trimming; 2) embedment of geotextile; or 3) emplacement of deep rooting woody vegetation.

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Trimming requires that the fill be placed 18 inches beyond the final fill point. Once fill is complete the top 18 inches of soil must be bladed-off the slope to be removed for use as fill elsewhere.

Embedment of geotextiles requires that a woven-geotextile of uniaxial geogrid be placed vertically every two feet along the outer edge of the fill. This slope reinforcement must extend at least five feet in from the outer edge of the slope.

Soil fill must be no steeper than 2 horizontal to 1 vertical in order that it remain stable. Where there is a sharp angle in the slope, such as near the corner of a building or pavement corner, the slope must be no steeper than 2.5 to 1. If the slope is to be mowed with normal lawncare equipment, it should be no steeper than 3 to 1.

This survey is intended to address existing slopes at this site. This is not a geotechnical investigation and does not include any boring, laboratory testing nor modeling of slope stability to determine factor of safety against sliding.

If you have any questions regarding this study, please call.

Sincerely,

GREENBAUM ASSOCIATES, INC.

Sandor R. Greenbaum

Sandor R. Greenbaum, P.E. Principal Engineer

Luke Van Nevel

Luke Van Nevel Geological Engineering Trainee

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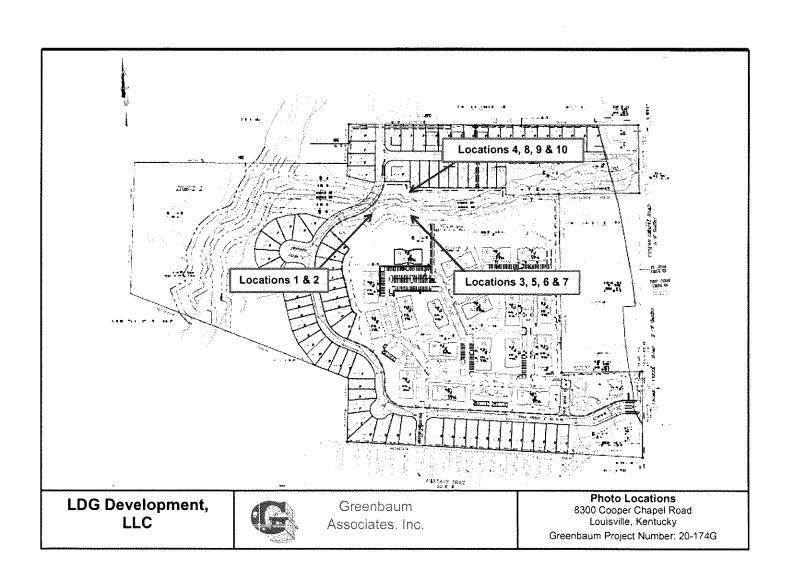


Mary Andrews Mary Langue Anneal

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Louisville Limestone Waldron Shale Laurel Dolomite Site Geology Cooper Chapel Road Property 8300 Cooper Chapel Rd., Louisville, Kentucky LDG Development, LLC Greenbaum Associates, Inc. Greenbaum Project Number: 20-174G

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