

final report

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Traffic Assessment

Commerce Contractor Park
Commerce Parkway
La Grange, KY

Prepared for

Oldham County Planning and Zoning Commission



DIANE B. ZIMMERMAN
Traffic Engineering, LLC

12803 High Meadows Pike
Prospect, KY 40059
502.648.1858
dianeبزim@att.net



Table of Contents

INTRODUCTION	2
Figure 1. Site Map.....	2
EXISTING CONDITIONS	2
Figure 2. Existing Peak Hour Volumes	3
FUTURE CONDITIONS	3
Figure 3. 2027 No Build Peak Hour Volumes.....	3
TRIP GENERATION	3
Table 1. Peak Hour Trips Generated by Site	4
Figure 4. Peak Hour Trip Distribution	4
Figure 5. Peak Hour Trips Generated by Site.....	5
Figure 6. 2027 Build Peak Hour Volumes	5
ANALYSIS	5
CONCLUSIONS	6
APPENDIX	7

INTRODUCTION

The site plan for a contractor office park on Commerce Parkway in La Grange, KY shows nine buildings with 118,200 square feet of space. **Figure 1** displays a map of the site. Access to the development will be from two entrances Commerce Parkway. Oldham Oaks Road is between the entrances. The purpose of this study is to identify the traffic characteristics of this development and the adjacent road.



Figure 1. Site Map

EXISTING CONDITIONS

Commerce Parkway is maintained by Oldham County with an estimated 2025 Average Annual Daily Traffic (AADT) volume of 4,400 vehicles per day east Oldham Oaks Road, as estimated by applying the K factor of 11.1 from the Kentucky Transportation Cabinet 2019 count at station B31. The road has two eleven-foot lanes with curb and gutter and is identified as a collector in the Oldham County Functional Road Classification report. The speed limit is 45 mph. There is a ten-foot multi-use path on the north side. The intersection with Oldham Oaks Road is controlled with a stop sign on Oldham Oaks Road. There are no turn lanes at the intersection.

Peak hour traffic count for the intersection was obtained from January 2025 as noted in the Commerce Parkway Traffic Study. **Figure 2** illustrates the 2025 peak hour traffic volumes.

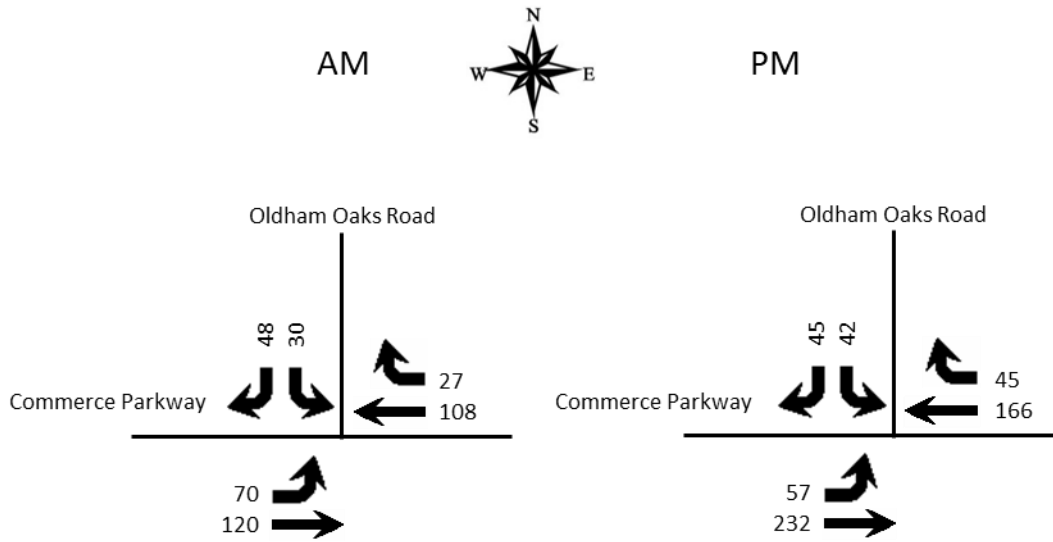


Figure 2. Existing Peak Hour Volumes

FUTURE CONDITIONS

The projected completion and future analysis year for this project is 2027. An annual growth rate of 3.0 percent was applied. **Figure 3** displays the 2027 No Build volumes.

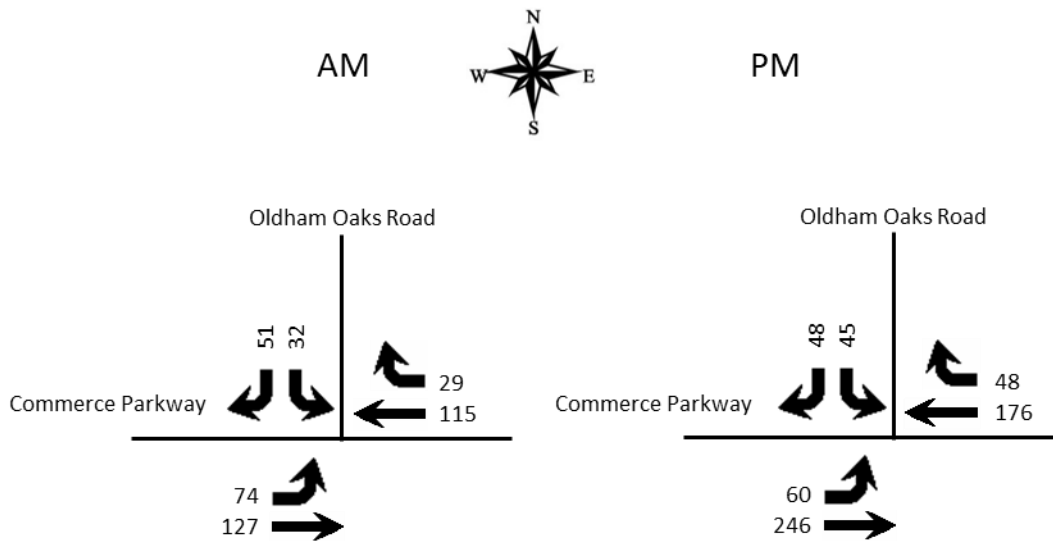


Figure 3. 2027 No Build Peak Hour Volumes

TRIP GENERATION

The Institute of Transportation Engineers Trip Generation Manual, 12th Edition contains trip generation rates for a wide range of developments. The land use of “Specialty Trade Contractor (180),” was reviewed and determined to be

the best match. The trip generation results are listed in **Table 1**. Trips were distributed to the adjacent 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.

Table 1. Peak Hour Trips Generated by Site

Land Use	A.M. Peak Hour			P.M. Peak Hour			Daily Trips
	Trips	In	Out	Trips	In	Out	
Specialty Trade Contractor (106 employees)	65	48	17	76	24	52	253

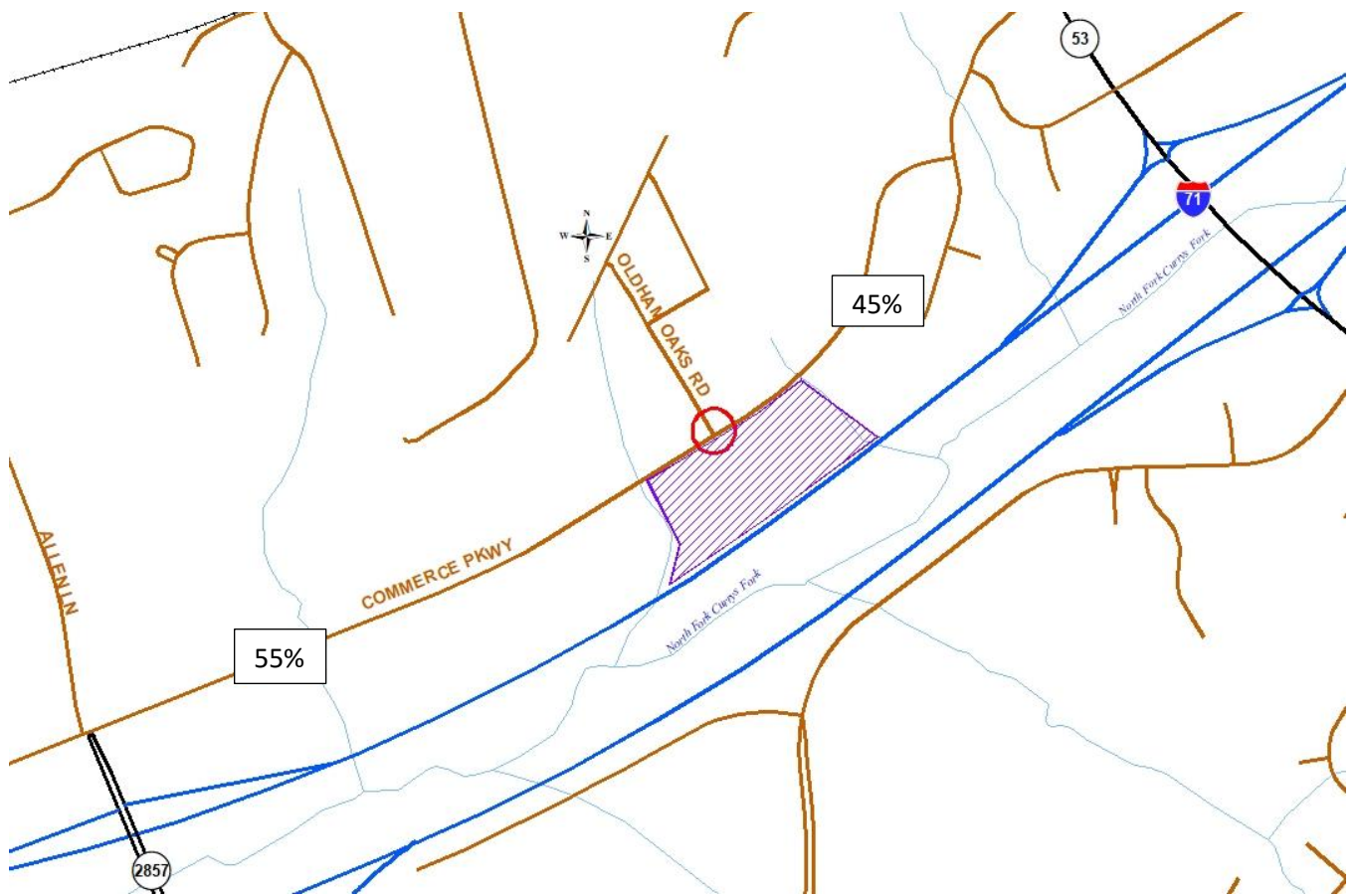


Figure 4. Peak Hour Trip Distribution

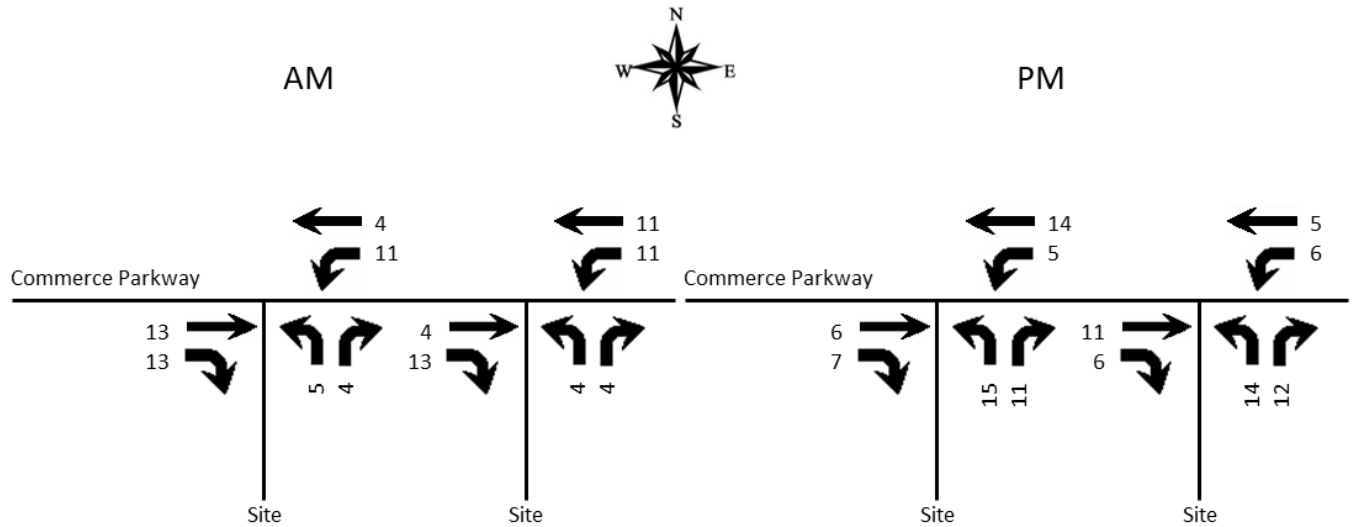


Figure 5. Peak Hour Trips Generated by Site

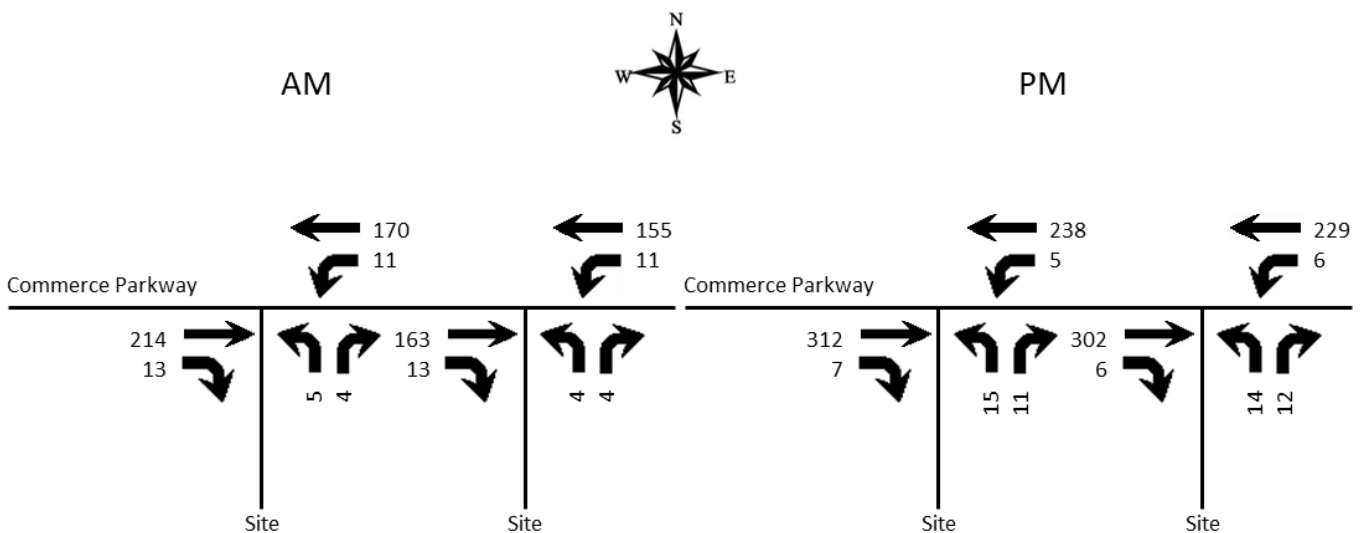


Figure 6. 2027 Build Peak Hour Volumes

ANALYSIS

A traffic shed analysis of this project shows that 100 percent of the traffic from this development will utilize Commerce Parkway. Commerce Parkway was not analyzed in the 2003 Oldham County Thoroughfare Plan. The intersection of Commerce Parkway at Oldham Oaks Road was analyzed in the 2025 Commerce Parkway Traffic Study. The Oldham Oaks Road approach operates currently at Level of Service B. The future analysis year in that study is 2045 and Oldham Oaks Road is projected to operate at Level of Service C.

CONCLUSIONS

Based upon the volume of traffic generated by the site and the amount of traffic forecasted for the year 2027, there will be minimal impact to the existing highway network. No potential problems were identified during the assessment. Therefore, no mitigation for roadway capacity is necessary because of this development.

APPENDIX

Traffic Count
Excerpt from Commerce Parkway Traffic Study
Figure 8

