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July 17, 2024

Mr. Steve Taylor
City Administrator
City of Cold Spring
5694 E Alexandria Pike
Cold Spring, KY 41076

RE: Traffic Impact Study for DAV Site Development

Dear Steve,

Per your request, below is a summary of the key findings from the Traffic Impact Study (TIS), currently under review by the Kentucky Transportation Cabinet, for the first phase of the proposed AI. Neyer development on the former DAV headquarters site.

We have performed this study in accordance with KYTC traffic impact study guidelines and have worked closely with KYTC District 6 on several other studies across Northern Kentucky. Similarly, we have partnered with AI. Neyer on several studies in the area. For this study, we have analyzed existing traffic conditions around the site, projected future growth in the area, identified the potential impacts the traffic generated by the proposed development may have on local traffic patterns, and recommended infrastructure improvements aimed at mitigating these impacts.

Based upon these recommendations, we feel the proposed traffic improvements for the first phase of the development plan align with the local traffic regulations and contribute positively to the community's infrastructure. Anticipated benefits include:

- *Reducing the potential for side-impact collisions* by directing primary access through a signalized intersection with controlled cross-traffic turning movements at Monterey Lane.
- *Reducing queuing on Hwy 27* by utilizing the existing curb-cut as a limited-access (Right-in / Right-out) entry, redirecting a volume of northbound vehicles that would otherwise enter the development at the signalized access point at Monterey Lane.
- *Reducing the potential for head-on collisions* by repurposing over 270 feet of the existing two-way center left turn lane adjacent to the site.
- *Improving traffic flow on Hwy 27* through the installation of a new deceleration/right-turn lane on Hwy 27 at Monterey Lane and the extension of the existing right-in / right-out turn lane opposite Medocino Court.
- *Reducing the potential for rear-end collisions* through the installation and extension of turn lanes at both Hwy 27 access points into the development.



Furthermore, the study shows that the majority of traffic associated with this development is traveling in the opposite direction of congestion, resulting in *minimal degradation in "level of service"* (a traffic engineering term used to characterize operating conditions of roads and intersections).

The study itself is not final until the Kentucky Transportation Cabinet provides their concurrence. Modifications may be made with input from the personnel at the Cabinet, which we will share if such direction is received.

We are committed to addressing any concerns and ensuring that the project integrates seamlessly into the existing transportation network. Please let us know if you have any questions or would like to discuss our findings in more detail.

Sincerely,

PRIME AE Group, Inc.

Mike Yeager, PE, MPA

Director of Transportation / Kentucky