

September 24, 2020

Tina Wawskiewicz, P.E.
City of Dublin Engineering
6555 Shier Rings Road
Dublin, OH 43016

RE: Disposition of Comments for Traffic Memo for the Proposed Mixed-Use Development Located at Shier Rings Road & Avery Road – Submittal Dated 3/13/2020

The comments provided by the City of Dublin for the traffic memo submitted on March 13, 2020 for the Proposed Mixed-Use Development are provided below. Carpenter Marty Transportation (CM) responses to each comment are provided in red.

- 1) The City maintains the requirement for the Avery Road access (Site Drive 2) to be converted to right-in/right-out in the future. The updated study (dated March 2020) reflects more site trips and longer expected delays in the PM peak hour than the earlier version of the study (dates July 2019), which does not support changing this requirement.
CM Response: Noted. It is our understanding that this access will be maintained as a full access unless there are operational issues in the future.
- 2) The developer will need to extend the existing Avery Road median nose in conjunction with the northbound left turn lane extension.
CM Response: Will comply.
- 3) The developer will be responsible for installing the eastbound right turn lane on Shier Rings Road as the site develops. This will ensure the warranted infrastructure is in place in the future, when the Avery Road median is extended and converts the site access at Avery Road into right-in/right-out only.
CM Response: Will comply.
- 4) Please compare the ITE Trip Generation land use number 960 with the assumed ITE land use number 945 for the gas station and determine the most appropriate land use to apply for this site.
CM Response: LUC 960 and 945 were compared and it was determined that LUC 945 is most appropriate given the unique nature of the site. While the gross floor area of the convenience market may appear to put the site into the LUC 960 category, the proposed site will have a restaurant with a drive-through in the building. It is assumed that, due to the restaurant, only the more common convenience items will be sold, rather than the extensive items described for LUC 960. Additionally, the

description of LUC 945 specifically calls out sites having a car wash on the property. The gas station/convenience store, restaurant(s), and car wash were all generated separately to produce conservative results.

- 5) Please note there is only one site studied in the ITE Trip Generation for land use number 948 (car wash) calculated with the square footage. Please check the other independent variables for comparison.
CM Response: The independent variable used to generate trips for LUC 948 was changed from 3,190 SF GFA to 1 Car Wash Tunnel.
- 6) Please add the sum for exiting and entering trips to Table 3.
CM Response: Complied.
- 7) Please discuss the internal and pass-by trips in the text.
CM Response: Complied.
- 8) Please note in the Analysis section that each movement should normally be mitigated, if the level of service is not considered acceptable.
CM Response: Complied.
- 9) Please add a graphic (stick figure) for the results described at the top of page 5, for the turn lanes needed under each scenario.
CM Response: Complied.
- 10) Please summarize the results of the queue analysis before or after Tables 6 and 7. It appears both driveways will experience blocking. It will be difficult for drivers to enter and exit the site during these peak times, projected to occur from opening day at both access points.
CM Response: A summary of the queuing results was added after the tables. Additionally, the paragraph in the 'Conclusions & Recommendations' has been expanded.
- 11) Since the eastbound left turn exiting the Avery Road access point will cross multiple lanes, the time gap needs to be adjusted in the calculations, in accordance with the City of Dublin Intersection Sight Distance policy.
CM Response: The sight distance triangle for left turning vehicles out of Site Drive 2 when the drive is a full access was extended to 615' to comply with Intersection Sight Distance policy. $\text{Intersection Sight Distance} = 45 \text{ MPH} * 1.47 * (7.5 + 0.5 ((66-24)/12))$
- 12) Carry the ISD triangles through the site planning process, to avoid conflicts with proposed signs and/or landscaping.
CM Response: Noted.
- 13) Please review the labels for AM and PM on the volume plates.
CM Response: Typos were corrected.

14) Please note, the building setback line is established by the width of the planned right-of-way measured from the centerline of the road per 153.072(B). Required expansion of right-of-way will impact the development standards and therefore the site layout. (The applicable Code section is attached for reference.)

CM Response: Noted. This comment was provided to the developer.