



PLAN REVIEW COMMENTS

Project: Gahanna Sheetz Development

Date: 6/20/2022

Review Type: Traffic Impact Study Review #1

Designer: Carpenter Marty Transportation

Reviewers: City of Gahanna - Jared Groves

GPD Group – Curtis Deibel, PE, RSP2; Scott Seaman, PE;

Document	Page #	Comment #	Comment	Type	Reviewer	Designer Disposition	COH Response	Reviewer Response
Traffic Impact Study - Review 1	1	1	General Review Comments: Confirmation of the building's square footage and the number of fueling stations are needed prior to revising the trip generation with the correct land use and the base traffic volumes with the comments provided on the study. It appears that most of the study analysis will change with these updated values. GPD did not specifically review the capacity analyses, signal and turn lane warrants nor the recommendations but provide comments on the process of these analysis tasks for the revised report.	Text Box	Scott Seaman	The study has been updated to reflect the correct square footage and number of fueling stations.		
Traffic Impact Study - Review 1	6	2	See comments in Appendix C.	Callout	Curtis Deibel	Noted.		
Traffic Impact Study - Review 1	7	3	See comments in Appendix D.	Callout	Curtis Deibel	Noted.		
Traffic Impact Study - Review 1	8	4	Signal warrant analysis found that the signal is not warranted under the 'No-Build' conditions but is under the 'Build' conditions. More consideration needs to be given to signalizing the intersection.	Callout	Curtis Deibel	Additional analysis was included for a signalized scenario.		
Traffic Impact Study - Review 1	8	5	If this analysis remains the same after the volume updates are complete, the development is shown to be degrading the intersection from LOS E to LOS F. The results for a signalized analysis need to be shown and valid reasoning would need to be provided to justify the intersection to remain unsignalized.	Callout	Curtis Deibel	A signalized analysis has been added to the study.		
Traffic Impact Study - Review 1	9	6	These recommendations will need to be updated based on the updated traffic volumes and analysis. My initial take - why be willing to construct the right turn lane on Johnstown Road but not on Morse Road. Johnstown is a similar roadway with no right turn lanes at locations either.	Callout	Curtis Deibel	Analyses and recommendations have been updated. No right turn lanes are recommended anymore.		
Traffic Impact Study - Review 1	12	7	The scoping meeting checklist document from 1/21/22 (the day after this site plan was published) shows the that total building square footage is 6,070 square foot with 12 fueling positions. This shows a 6,131 square foot building with 16 fueling positions. The TIS needs to accurately reflect the size of the development to ensure the correct number of trips are being generated. All analysis needs to be updated.	Callout	Curtis Deibel	Analysis has been updated.		
Traffic Impact Study - Review 1	37	8	I agree with the use of a 1% annual growth rate.	Text Box	Curtis Deibel	Thank you!		
Traffic Impact Study - Review 1	39	9	Site Plan shows 16 fueling positions even though MOU shows 12.	Callout	Curtis Deibel	Trip generation has been updated.		
Traffic Impact Study - Review 1	39	10	MOU shows these values, which totals to 6,070 sq ft. Site plan shows 6,131 sq ft.	Callout	Curtis Deibel	Trip generation has been updated.		
Traffic Impact Study - Review 1	39	11	This trip generation needs to be updated to accurately generate trips based on what is shown on the site plan, which appears to have changed since the MOU was prepared. In GPD's experience with similar land uses, trips for the proposed convenience store / gas station should be generated using only Land Use Code 945 based on the square footage of the convenience store (6,131 according to site plan) while making sure you are using the correct subcategory (VFP 16-24).	Text Box	Curtis Deibel	Trip generation has been updated.		
Traffic Impact Study - Review 1	45	12	Site Plan shows 16 fueling positions even though MOU shows 12.	Callout	Curtis Deibel	Trip generation has been updated.		
Traffic Impact Study - Review 1	45	13	MOU shows these values, which totals to 6,070 sq ft. Site plan shows 6,131 sq ft.	Callout	Curtis Deibel	Trip generation has been updated.		



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Traffic Impact Study - Review 1	45	14	This trip generation needs to be updated to accurately generate trips based on what is shown on the site plan, which appears to have changed since the MOU was prepared.	Text Box	Curtis Deibel	Trip generation has been updated.		
Traffic Impact Study - Review 1	49	15	Please verify that this 5% exiting is assumed to be from the SBL at Site Access 2, then proceeds to use the Morse/Johnstown roundabout and leaves are WB on Morse Road.	Callout	Curtis Deibel	Distribution has been updated.		
Traffic Impact Study - Review 1	49	16	The distribution shows 25% of traffic entering the system from the east but 30% exiting to the east. These should be the same or an explanation should be added to the report text.	Text Box	Curtis Deibel	Distribution has been updated.		
Traffic Impact Study - Review 1	50	17	Pass-by distributions should be specific for each peak hour and be based on the actual percentage of traffic that drives in front of the site access locations.	Text Box	Curtis Deibel	Pass-by distributions have been updated.		
Traffic Impact Study - Review 1	50	18	Why is there an additional 5% exiting Site Access 1 than entering from a pass-by perspective?	Callout	Curtis Deibel	Distribution has been updated.		
Traffic Impact Study - Review 1	50	19	Why is there an additional 5% entering the Private Drive than exiting from a pass-by perspective?	Callout	Curtis Deibel	Distribution has been updated.		
Traffic Impact Study - Review 1	51	20	There is a 182 car imbalance in the EB direction and a 199 imbalance in the WB direction. The accuracy of these counts needs to be verified. A RIRO driveway does exist between the intersections that could impact the EB balancing, there is no reason for the WB imbalance. This imbalance is affecting the accuracy of the thru movements for Site Access 1.	Callout	Curtis Deibel	The Collingwood Pointe Place intersection has been removed from the analysis, therefore removing the imbalance.		
Traffic Impact Study - Review 1	52	21	ODOT Peak Hour to Design Hour Factors were not utilized when creating the 2023 or 2043 traffic volumes. This study should be completed following the ODOT SHAMM volume development process.	Text Box	Curtis Deibel	Complied.		
Traffic Impact Study - Review 1	52	22	Use of the ODOT State Highway Access Management Manual (SHAMM) would better account for the near future traffic that the Morse Road Widening construction and the new Intel manufacturing campus 6 miles away will bring.	rewritten To	Scott Seaman	Noted.		
Traffic Impact Study - Review 1	53	23	Needs to be updated based on Trip Generation and Distribution Comments	Text Box	Curtis Deibel	Complied.		
Traffic Impact Study - Review 1	54	24	Needs to be updated based on Trip Generation and Distribution Comments	Text Box	Curtis Deibel	Complied.		
Traffic Impact Study - Review 1	55	25	Needs to be updated based on Trip Generation and Distribution Comments	Text Box	Curtis Deibel	Complied.		
Traffic Impact Study - Review 1	56	26	ODOT Peak Hour to Design Hour Factors were not utilized when creating the 2023 or 2043 traffic volumes. This study should be completed following the ODOT SHAMM volume development process.	Text Box	Curtis Deibel	Complied.		
Traffic Impact Study - Review 1	57	27	Needs to be updated based on Trip Generation and Distribution Comments	Text Box	Curtis Deibel	Complied.		



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Traffic Impact Study - Review 1	58	28	There is a 112 car imbalance in the EB direction and a 155 imbalance in the WB direction. The accuracy of these counts needs to be verified. A RIRO driveway does exist between the intersections that could impact the EB balancing, however there does not appear to be a reason for the WB imbalance. This imbalance is affecting the accuracy of the thru movements for Site Access 1.	Callout	Curtis Deibel	The Collingwood Pointe Place intersection has been removed from the analysis, therefore removing the imbalance.		
Traffic Impact Study - Review 1	59	29	ODOT Peak Hour to Design Hour Factors were not utilized when creating the 2023 or 2043 traffic volumes. This study should be completed following the ODOT SHAMM volume development process.	Text Box	Curtis Deibel	Complied.		
Traffic Impact Study - Review 1	60	30	Needs to be updated based on Trip Generation and Distribution Comments	Text Box	Curtis Deibel	Complied.		
Traffic Impact Study - Review 1	61	31	Needs to be updated based on Trip Generation and Distribution Comments	Text Box	Curtis Deibel	Complied.		
Traffic Impact Study - Review 1	62	32	Needs to be updated based on Trip Generation and Distribution Comments	Text Box	Curtis Deibel	Complied.		
Traffic Impact Study - Review 1	63	33	ODOT Peak Hour to Design Hour Factors were not utilized when creating the 2023 or 2043 traffic volumes. This study should be completed following the ODOT SHAMM volume development process.	Text Box	Curtis Deibel	Complied.		
Traffic Impact Study - Review 1	64	34	Needs to be updated based on Trip Generation and Distribution Comments	Text Box	Curtis Deibel	Complied.		
Traffic Impact Study - Review 1	65	35	The 'Build' turn lane warrant analysis needs to be updated based on Trip Generation and Distribution Comments. The 'Build' analysis was not reviewed	Text Box	Curtis Deibel	Complied.		
Traffic Impact Study - Review 1	81	36	The 'Build' signal warrant analysis needs to be updated based on Trip Generation and Distribution Comments. The 'Build' analysis was not reviewed.	Text Box	Curtis Deibel	Complied.		
Traffic Impact Study - Review 1	82	37	It appears that the signal warrant analysis was performed using the Horizon Year 2043 volumes. Signal warrants should not be performed looking 20+ years into the future. This analysis should be completed using the Opening Year 2023 volumes.	Callout	Curtis Deibel	Complied.		
Traffic Impact Study - Review 1	88	38	Same comment as the 'No-Build' analysis	Callout	Curtis Deibel	Complied.		
Traffic Impact Study - Review 1	96	39	The 'Build' capacity analysis needs to be updated based on Trip Generation and Distribution Comments. The 'Build' analysis was not reviewed	Text Box	Curtis Deibel	Complied.		



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