

## **DISPOSITION OF ODOT DISTRICT 6 COMMENTS**

DHL Facility - Traffic Volume Forecast  
Village of Ashville, Pickaway County, Ohio

This disposition of comments has been prepared in regard to comments received for the DHL Facility - Traffic Volume Forecast that was dated April 1, 2022. The comments were included in an email from Andrew Hurst, dated April 21, 2022. The comments will be shown in bold. We offer the following comments regarding how each comment was addressed in the revised DHL-Facility Traffic Volume Forecast dated May 4, 2022.

- **General comments**

- **Include Pickaway County, Ashville, and South Bloomfield on all submissions.**

All submissions will also be sent to Pickaway County, Ashville, and South Bloomfield as requested.

- **List the maintenance responsibility for all intersections.**

The maintenance responsibilities are listed on Page 4 of the revised report.

- **Have the state routes been annexed into Ashville at the site entrances?**

The site access locations are located within the Village of Ashville.

- **A 2030 (or whatever year the site is fully built) analysis should be included.**

Traffic forecasts for the year 2030 have been included in the revised TIS.

- **Trip Generation**

- **Include the Sheetz TIS trips and distribution from their study rather than using generated numbers. This study has already been approved and Sheetz is currently under construction. The sections with no Sheetz traffic can be removed.**

The Sheetz site generated trips from the approved TIS have been added to all No-Build background traffic volume forecasts. A copy of the site generated traffic figures from the TIS is included in Appendix F. The sections with no Sheetz traffic have been removed.

- **Include the US 23 and SR 316 development as non-site traffic. This study has not been approved and is subject to change. We are currently waiting on an updated version of the study that may increase the southbound left turn volume at US 23 and SR 316.**

The US23/SR316 Mixed-Use Development site generated trips from the TIS have been added to all No-Build background traffic volume forecasts. A copy of the site generated traffic figures from the TIS is included in Appendix G.

- **Site trips**

- **Have the sectors for each warehouse been determined yet? There is a wide range in trip totals depending on the sector.**

The sectors for each building have not been determined. The weighted average of the 5 highest sectors was used to provide a conservative estimate of future site generated traffic.

- **Why are the truck trips reduced like the vehicle trips? Do truck counts or percentages exist for the other sites used in the trip generation?**

The truck volumes have been revised based on data obtained from DHL for the two highest sectors for truck traffic. A copy of the provided data can be seen in Appendix C.

- **This is substantially lower than ITE Trip Generation. Are there any counts from other DHL sites that could validate the lower trip totals?**

The DHL provided data for the basis of the trip generation calculations can be found in Appendix C. It is our opinion that the type of facility being analyzed does not align with the available land uses found in the **ITE Trip Generation Manual**. The facility does not function like a Fed-Ex/UPS distribution center where packages are unloaded and re-loaded immediately to another vehicle for delivery. Product is expected to arrive at the facility and typically requires sorting and re-packaging that will not occur with the turnaround time that would be expected from a Fed-Ex/UPS type facility. It is our opinion that the supplied DHL personnel data for the various sectors provides a reasonable basis for forecasting the expected vehicle trips entering and exiting the site as employees arrive and depart for their shifts.

- **Trip Distribution**

- **Truck trip distribution**

- **Why is all of the truck traffic coming from the north on 23? Wouldn't at least some of it come from the south? Could there be other paths from the north as well? Explain further.**

The truck distribution has been revised to include northbound and southbound truck trips on US Route 23. Page 16 of the report details the revised truck distribution.

- **Will truck access be restricted from 316? Some of the truck trips coming from the south and/or with a destination closer to 316 likely will at least try to use this entrance.**

Truck access will be restricted at the SR 316 access location. The developer intends to use way-finding signage both on-site and off-site to direct all truck traffic to the SR 752 access location.

- **Trips coming to/from the west on SR 316 may favor SR 752 to avoid congestion within South Bloomfield.**

The vehicle distribution has been revised to use SR 752 to avoid congestion within South Bloomfield.

- **Trips coming to/from the south on US 23 may favor SR 316 and the connector road to avoid congestion within South Bloomfield**

The vehicle distribution for northbound and southbound vehicle traffic on US 23 has been revised to use the connector roadway to avoid the section of US 23 between SR 752 and SR 316.

- **Why are the from/to trip distributions so different, especially on US 23? The counts on 23 are highly directional towards Columbus in the AM, and likely do not match the traffic pattern of the vehicles entering the site. Aren't most of the car trips workers going to/from home?**

The vehicle distribution has been revised in order to reflect the directional flow towards in Columbus in the AM while assuming that the vehicle trips are expected to be primary trips made by people coming to and from DHL for work. The trips were therefore assumed to enter and exit the study area via the same route. The revised distribution is detailed on Page 14 of the revised report.

- **Traffic volume plates**

- **Traffic volumes appear to be balanced where needed.**

No revision necessary.

- **Show breaks where volumes are not balanced.**

Breaks have been added to all report figures where the volumes between intersections have not been balanced.

- **Optionally, volumes can be rounded to the nearest 10.**

The No-Build volumes have been rounded to the nearest 10.