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December 22, 2021

Mr. Scott Singleton  
Director of Transportation  
Town of Plainfield  
206 West Main Street  
Plainfield, Indiana 46168

Re: Hobbs Station Access Review

Dear Mr. Singleton,

Per your request, I have reviewed the updated Hobbs Station access plan for the northeast parcels located at the intersection of Smith Road and Perry Road. This review included land use assumptions from the original report dated November 2021. If there is a significant change in land use or density further review should be conducted to ensure these recommendations are valid. Likewise, a review of geometric conditions should be conducted once the design portion of Smith Road and Perry Road begins. As presently planned, the concept plan shows an access approximately 850 feet to the north of the Smith Road and Perry Road roundabout. Likewise, along the proposed Frontage Road the first access is shown approximately 600 feet to the west of Perry Road. The new proposed concept plan shows a new access point approximately 450 feet to the north of the Smith Road and Perry Road roundabout and an access point approximately 250 to 300 feet west of Perry Road along the proposed Frontage Road.

We reviewed the proposed volumes from Hobbs Station that would access the new access points with respect to the original access points along with the Olthof study. Based on the review of the new proposed access points, the volumes of traffic that will make use of them, and the originally planned access points in respect to Smith Road, Perry Road, and the existing roundabout, the following recommendations are made:

Frontage Road Access Point:

The Frontage Road access point should be limited to a right-in/right-out only access point. The Frontage Road should be developed with a center median to secure no left turns can be made into or out of the access point. A right turn lane should be installed along the Frontage Road for vehicles access this driveway. The access point should consist of one inbound lane and one outbound lane.

Smith Road Access Points:

The Smith Road new access point should be developed approximately 450 feet north of the Smith Road and Perry Road roundabout. It should be developed as a right-in/right-out/left-in only access point. The left-in only lane should be designed as a slotted left with raised median to prohibit vehicles exiting the driveway turning left. This left turn lane should be a minimum of 100 feet and should be designed as a back-to-back left turn lane with the Smith Road original access point. A right turn lane should be installed along Smith Road for vehicles entering from the south. The access point should consist of one inbound lane and one outbound lane.

The Smith Road original access point should be developed as shown on the existing concept plan approximately 850 feet north of the Smith Road and Perry Road roundabout. This access point will be developed as a full turning movement access and will align with the proposed Olthof development access point. The northbound left turn lane should be a minimum of 200 feet. However, this left turn lane will extend to the south and function as a back-to-back left turn lane with the Smith Road new access point.

In conclusion, a review of the volumes and the access points have shown that if the access points are designed and built in the manner described above there will be no negative effect to the existing roadway system, including Smith Road, Perry Road, and the existing roundabout.

If you have any questions, please contact me.

Sincerely  
A&F Engineering Co., LLC



Steven J. Fehribach, P.E.  
President