

July 27, 2023

VIA EMAIL [jordan@alrigusa.com](mailto:jordan@alrigusa.com)

Mr. Jordan Chapman  
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**RE: Response to Comments - Chick-Fil-A Plainfield TIS**

Fleis & VandenBrink (F&V) staff has completed this letter in response to comments provided by Town of Plainfield their e-mail correspondence dated Friday, July 7, 2023, regarding their review of the F&V Traffic Impact Study dated June 26, 2023. The comments related to the traffic study provided by Town of Plainfield and the corresponding F&V responses are summarized herein.

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**Town of Plainfield Comment #1:** *Under Section 2.1, title **Manchester Drive**, the last sentence should read that Manchester connects to Clarks Creek Road, which then runs north to connect to Perry Road.*

**F&V Response:** Noted. The TIS was revised with the additional language.

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**Town of Plainfield Comment #2:** *Under Section 4.1, a comment is made that no planned background developments were identified by the Town. It is worthwhile to note here that the Town has provided a study (emailed 11/2/22) that was completed in 2022 which included previously collected traffic data, volume forecasts, and improvement recommendations for this area. That might not fit the description for 'background developments'...but is important to acknowledge the Town's efforts and expectations for increased traffic volumes.*

**F&V Response:** Noted. The TIS was revised and includes discussion of the traffic study provided by the Town.

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**Town of Plainfield Comment #3:** *Under Section 7.1, last bullet point on Page 4, was that intended to read '...could be restriped to provide a dedicated southbound right-turn lane...?'*

**F&V Response:** Noted.

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**Town of Plainfield Comment #4:** *Under Section 8.1, the report discusses available storage length. My fairly unofficial estimate (using Google Earth) from my initial review memo offered a distance of 55' from the centerpoint of the Chick-fil-A exit lane to the termination of markings at the intersection. With drive proximity to a street intersection being a key concern, can you please provide a graphic that illustrates how your team is determining some key dimensions in this area in relation to your proposed drive placement and the intersection?*

**F&V Response:** Exhibit 2 has been added to the revised TIS that shows the projected queue lengths as they relate to the adjacent intersection.

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**Town of Plainfield Comment #5:** *Just a typo, but on Page 7, both Tables are number 'Table 7'.*

**F&V Response:** Noted. The TIS was updated with the corrected table numbers.

**Town of Plainfield Comment #6:** *Please clarify whether the Weekday queueing figures from Novi, MI represent the maximum queueing experienced. Report indicates data collected on Saturday, and local indication has been that Saturday mid-day is the peak here.*

**F&V Response:** The TIS was updated and includes the SAT data collected at the Michigan site.

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**Town of Plainfield Comment #7:** *Exhibit 2 reflects an egress drive with two right-turning lanes. This would be a change from the original submission. I'm not seeing that the report recommends two exit lanes...or even that left turns be prohibited...but the figures/counts seem to indicate right turn only out of the site. Please clarify the intent.*

**F&V Response:** A single right-turn lane exiting the site is proposed and was evaluated in the TIS. The proposed development plan has been updated to show the proposed egress site access.

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**Town of Plainfield Comment #8:** *I don't want to speak too strongly for A&F, but in general, they took no exception to the calculation methods, including trip generation, distribution, pass-by rate, etc.*

**F&V Response:** Noted.

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**Town of Plainfield Comment #9:** *A&F, as well as myself, generally agree in the conclusion that the site design provides sufficient stacking.*

**F&V Response:** Noted.

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**Town of Plainfield Comment #10:** *A&F is recommending against adjacent left turn lanes due to safety concerns experienced in similar instances. Would utilizing a TWLTL create new conflicts from expected queuing distances?*

**F&V Response:** Review of the existing pavement markings shows that the southbound left-turn lane can remain as-is. A back-to-back left-turn was reviewed as an option, however in order to accommodate the existing uses on Cambridge Way, it is recommended to maintain the existing center left-turn lane. The existing geometry provides the necessary storage length to accommodate the existing and future left-turning movements on Cambridge Way at the site driveway and Manchester Drive.

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**Town of Plainfield Comment #11:** *A&F is approximating queuing room for SB lefts on Cambridge to Manchester to be ~60' max, and understanding the report to indicate that vehicles would be stacked onsite at the Chickfil- A egress drive (2-3 vehicles) during peak hour waiting for the Cambridge queue (1-2 vehicles) to empty. Is this understanding generally consistent with data in Table 6? In general, A&F has cited the same concern as the Town regarding the proximity of the proposed egress drive with the intersection.*

**F&V Response:** The projected vehicle queueing is shown on Exhibit 2. In order to encourage vehicles to utilize the turn lane at the intersection, centerline hardening is recommended. This mitigation will inhibit the ability for vehicles to exit the Chick-fil-A driveway and access Manchester Drive without entering the southbound left-turn lane.

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**Town of Plainfield Comment #12:** *Given observations of 70% of trips to Novi, MI store were drive-thru; this leaves 58 store visits in that same hour. I am counting 48 parking spaces at this proposed site. Recognizing that store visits might not be a full-hour, but also that Chick-fil-A's require heavy staffing that would seek to have vehicles parked throughout this entire peak period, there seems to be a potential parking concern. Can you please provide thoughts on this consideration...including the number of peak staffing expected?*

**F&V Response:** Chick-fil-A has provided 48 spaces including 2 barrier free spaces in order to meet the demands of customers dining in the restaurant. The Town Ordinance indicates that 1 space is required per 5 seats: Indoor – 74 seats, Outdoor – 24 seats, Total of 98 seats =  $98/5 = 20$  spaces required

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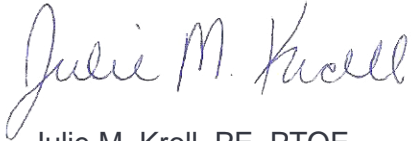
Additionally, the applicant has secured an additional 14 spaces on the south property adjacent to the site currently occupied by Narita Japanese Restaurant. Chick-fil-A will be utilizing those spaces for employees and typically has 15-20 employees onsite during a standard shift. The revised site plan shows the designated employee spaces.

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Please let me know if there are any further questions or comments related to the letter.

Sincerely,

FLEIS & VANDENBRINK

A handwritten signature in cursive script that reads "Julie M. Kroll".

Julie M. Kroll, PE, PTOE  
Traffic Engineering, Group Manager