

# Memo

To: Plainfield Plan Commission  
From: Scott Singleton, Director of Transportation  
cc: Tim Belcher, Executive Director of Development Services  
Eric Berg, Senior Planner  
Date: November 1, 2018  
Re: CASE NO. DP-18-023

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This memo is being provided to the Plainfield Plan Commission to supplement materials provided to the Commission as part of the referenced Case No. The intent of the memo is to provide additional insight as to what road & related infrastructure improvements may occur in the future that would affect the proposed and surrounding development.

The proposed improvements by Granite-REIT are in general accordance with the traffic analysis and expected use assumed for the AllPoints Midwest industrial park. The property has access to AllPoints Court which is a private road with shared ownership between Granite-REIT (as Granite REIT America, Inc.) and Duke Realty (as Duke AllPoints Indy, LLC). AllPoints Court has access to AllPoints Parkway, which is a public street.

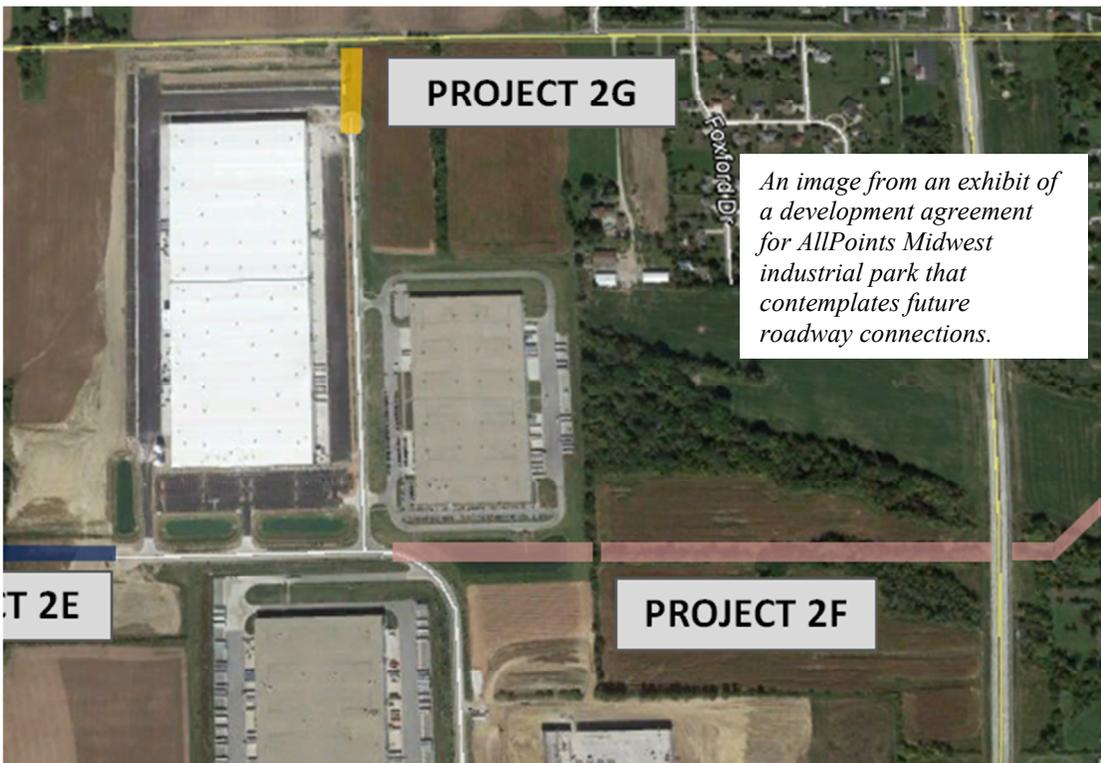
The parcel to the south of the proposed development is owned by the same entity, Granite REIT American, Inc. The developer has proposed to eliminate an existing point of access to the current building in favor of creating a new point of access that will serve a shared spine roadway between the two properties. The developer will be required to create an ingress/egress easement over this shared roadway to ensure that a transfer of ownership would not impact the overall intended use of the road nor allow the road to not be maintained.

The proposed development has a second point of access located further north near the existing cul-de-sac. The developer has cooperated in locating his access point here in order to accommodate a potential future change in the local roadway network that could see AllPoints Court connect to CR 100 S in the future. This connection is not an inevitably, but most parties agree that it would provide some level of benefit to nearby parcels and the local network. Note additional comments below about the potential for this connection being made.

With the two access points as proposed, the site is expected to perform in accordance with typical industrial service levels experienced at other sites.

As noted above, there are expected benefits if AllPoints Court were to connect to CR 100 S in the future. In fact, the Town of Avon is currently making preparations to improve CR 100 S to a 4-lane roadway with controlled access restrictions that would only allow access at 3 proposed roundabout locations. For details, I would refer you to the attached handout Avon recently prepared for a public meeting about the project.

The current project design for CR 100 S would place a roundabout immediately north of the cul-de-sac of AllPoints Court. This creates an opportunity to make a connection in the future. In fact, while this connection was not relied upon for the development of the AllPoints Midwest industrial park, it was contemplated as part of an overall development agreement the Town has with the joint-venture of Duke/Browning (see Project 2G below). Also included within that development agreement is a potential connection that would connect AllPoints Parkway directly to Ronald Reagan Parkway (shown below as Project 2F).

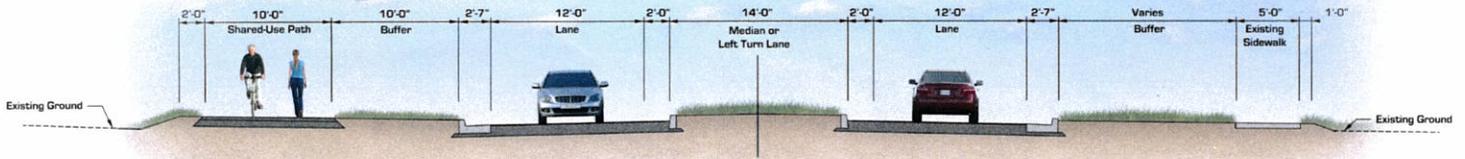


Coordination about the improvements of CR 100 S and these potential connections is ongoing between multiple stakeholders (Towns, County, property owners). The developer is supportive of the connections being made and has agreed to make commitments that would help support their construction. In short, the commitments include for the possibility of:

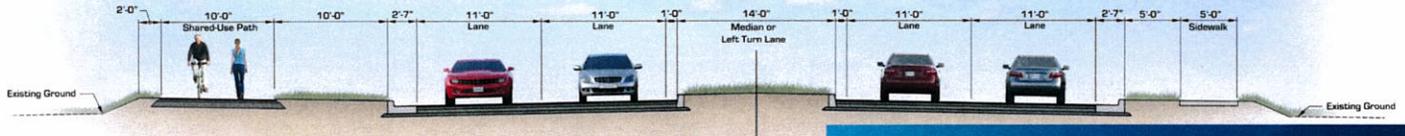
- Dedicating AllPoints Court as public right-of-way
- Constructing an extension of AllPoints Court as part of the proposed development  
*(Note: The developer has made it clear it would not agree to absorb the cost of this improvement)*
- Dedicating property for right-of-way near the proposed Project 2F location

There are many details that will need to be addressed should the involved stakeholders agree to see the referenced connections become committed projects. Due to the potential financial implications, these details are expected to get resolved through coordination with the Town Council, and accordingly, conditions have been recommended to be placed on the development plan, should the Plan Commission decide to vote favorably for the development as its been proposed.

## 2-LANE RECONSTRUCTED ROADWAY - SECTION 1



## 4-LANE RECONSTRUCTED ROADWAY - SECTION 2



# CR 100 S Reconstruction

## From Dan Jones Road to Ronald Reagan Parkway

### PROJECT DETAILS

**Anticipated Completion:** Fall 2020

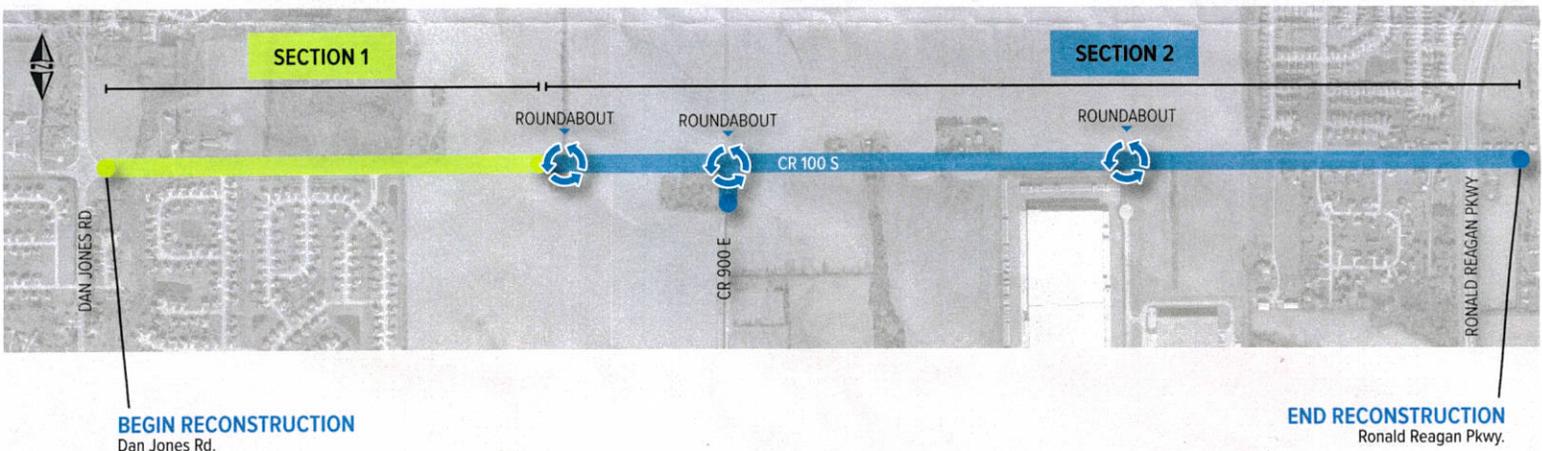
**Design Engineer:** American Structurepoint

**Project Benefits:**

- » Increased safety with speed control measures and roundabout construction
- » Additional roadway traffic capacity
- » Allows for future economic development in the area

Existing safety concerns, along with future traffic demands along CR 100 South, have prompted the Town of Avon to propose the roadway reconstruction of CR 100 S from Dan Jones Road to Ronald Reagan Parkway. This project will allow for a safer roadway (with speed-control measures) and provide a roadway capable of adequately addressing future traffic demands.

This roadway reconstruction project will provide new pavement, curb and gutter, sidewalk and shared-use path, driveways, and storm sewer system. The project will widen the existing roadway from a 2-lane roadway to a 4-lane roadway with a raised grass median. Additional turn lanes and traffic signal modification will be constructed at Ronald Reagan Parkway, and a roundabout will be constructed at CR 900 E along with two additional roundabouts immediately east and west of CR 900 E. Access to all property owners on CR 100 S will be maintained throughout the construction period.



Contact American Structurepoint for more information.

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