

Thompson Road Corridor Study

Linden Rd. to Fenton Rd. Corridor

Fenton Township, Michigan

April 10th, 2024



Introductions

Fenton Township

- Vince Lorraine – Township Supervisor
- Mike Deem – Zoning Administrator

Genesee County Road Commission

- Alex Patsy– Engineering Director

Michigan Department of Transportation (MDOT)

- Jay Reithel – Region Planner

RS Engineering (Design Consultant)

- Brian Smith, P.E. - Project Manager
- Alex Oosterhoff, P.E. - Road Design Engineer
- Ron Pretty, P.E. – Traffic & Safety Engineer
- Jason Whitten - Lead Environmental (WSP)

Agenda

Presentation

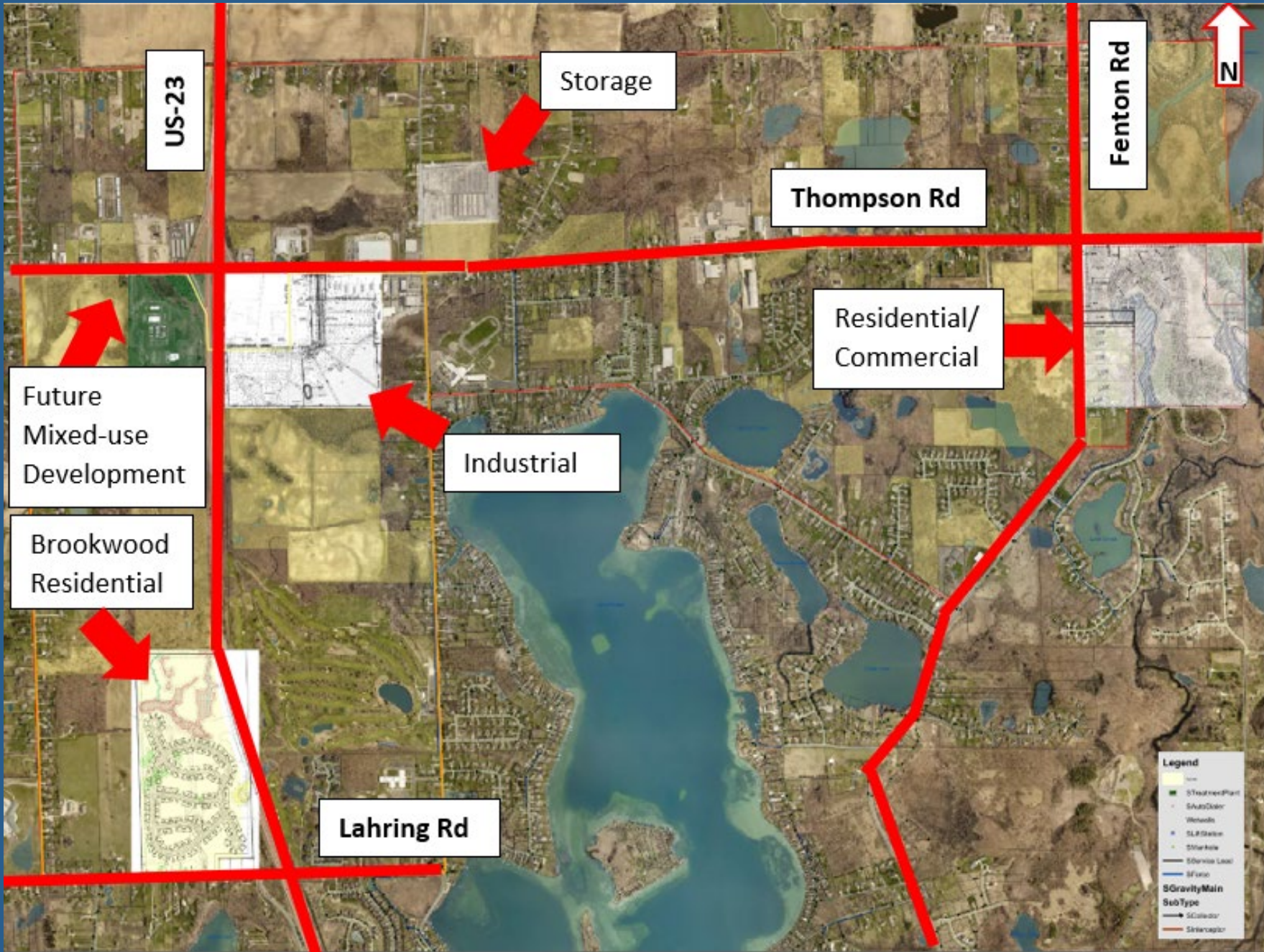
- History/Need – Fenton Twp.
- Existing Conditions
- Study Overview
- Existing Conditions
- Phase 1: Roundabouts at US-23
- Phase 1: Left-Turn Lane, US-23 to Jennings
- NEPA & NEPA Next Steps
- Phase 2 Overview
- Project Schedule

Open House (One-on-One)



Purpose & Need

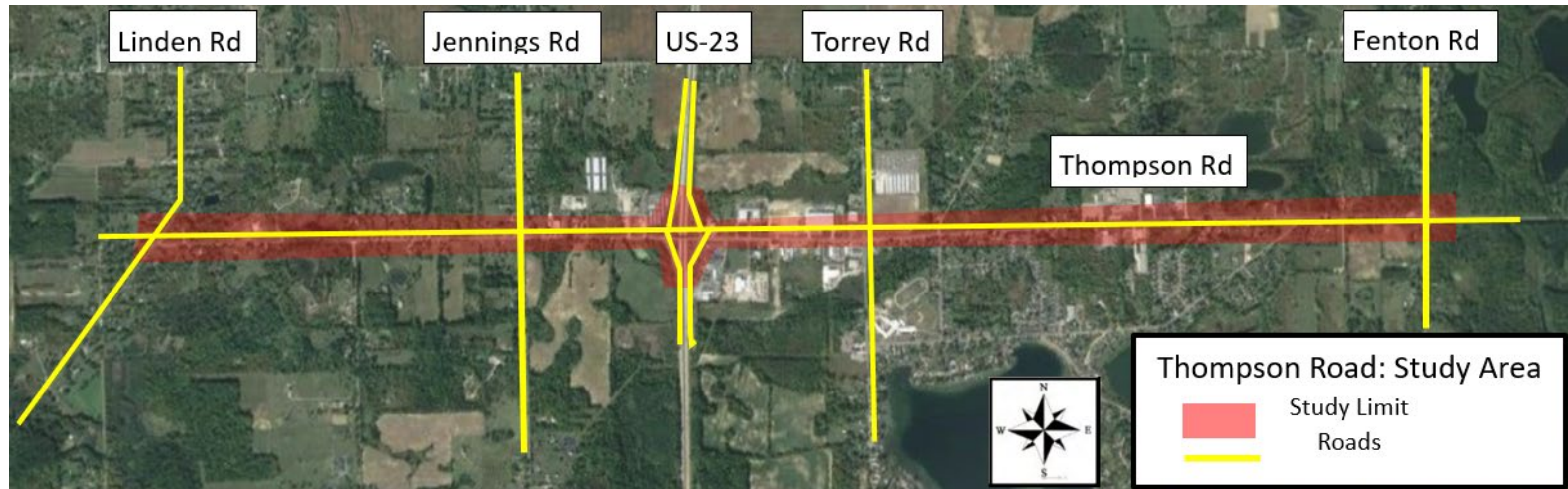
- ➡ Help facilitate economic growth along Corridor, especially with recent water main construction.
- ➡ Address existing and estimated future traffic congestion, specifically at the US-23 interchange.
- ➡ Improve safety along Corridor for all users through the proposed transportation improvements.
- ➡ Enhance access, mobility, and safety for developments on and adjacent to Corridor.
- ➡ Consider non-motorized facility improvements and accommodations.



Funding: Fenton Township was awarded an MEDC grant focused on improving the economic vitality of the Corridor.

Study Overview

- Limits are Linden Road to Fenton Road, including the interchange over US-23.
- Corridor is mainly a two-lane undivided minor arterial roadway with 50 mph speed limit.
- Evaluating existing and anticipated future traffic issues and crash concerns.
- Developing alternatives that best address Purpose & Need, within MEDC grant amount.
- Considering recent and permitted development.



Thompson Road Corridor Study – Fenton Township, MI

Existing Conditions – Bridge & Traffic

Bridge Condition – Thompson over US-23

- Interchange layout has limited capacity.
- Bridge has been deemed functionally obsolete and in poor condition.
- No programmed MDOT project for replacement.

Traffic Congestion

- NB and SB US-23 exit ramp backups to US-23.
- Thompson backups from one US-23 ramp signal through the other.
- Minor traffic concerns at Linden, Jennings, and Torrey.



Existing Conditions – Crashes

Crash Analysis

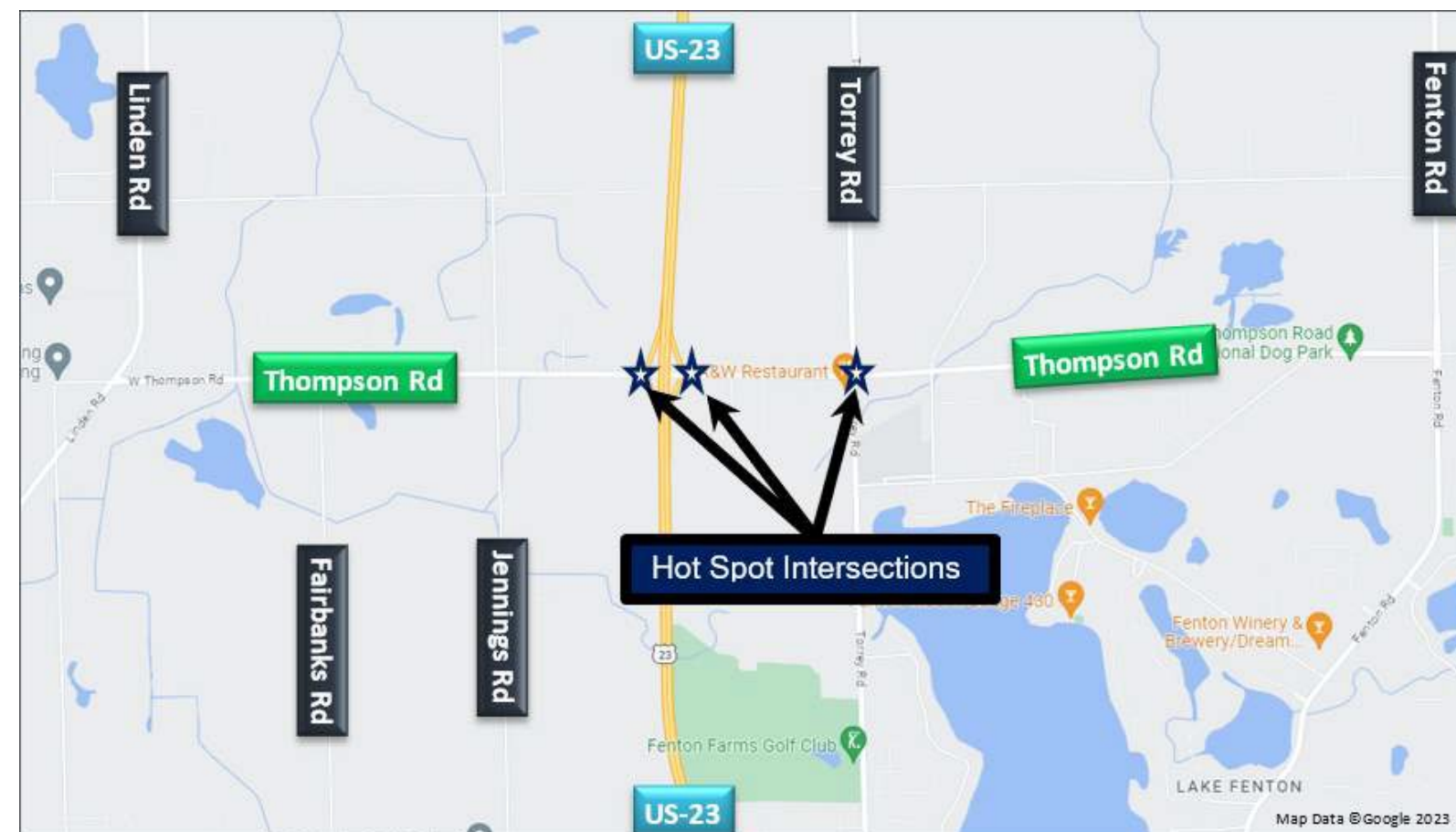
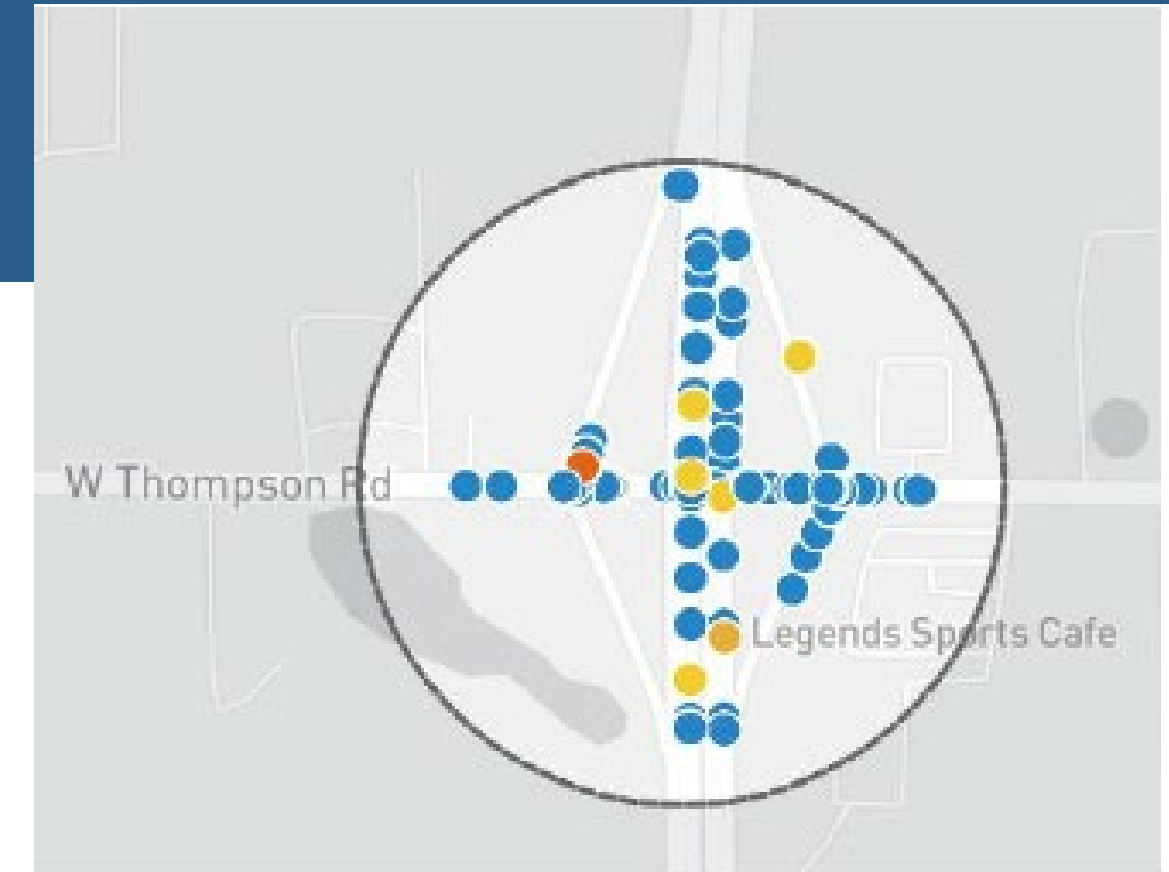
- 136 crashes from 2018-2022, with no fatalities but 8 confirmed injuries.
- US-23 interchange ramp and Torrey Road intersections all have crash rates over statewide averages.

➡ 46% of crashes are rear-end crashes.



Crashes are likely due to:

- Speeding
- Congestion at US-23 interchange
- Sight distance at US-23 interchange
- Congestion at Torrey Road signal
- Limited streetlighting



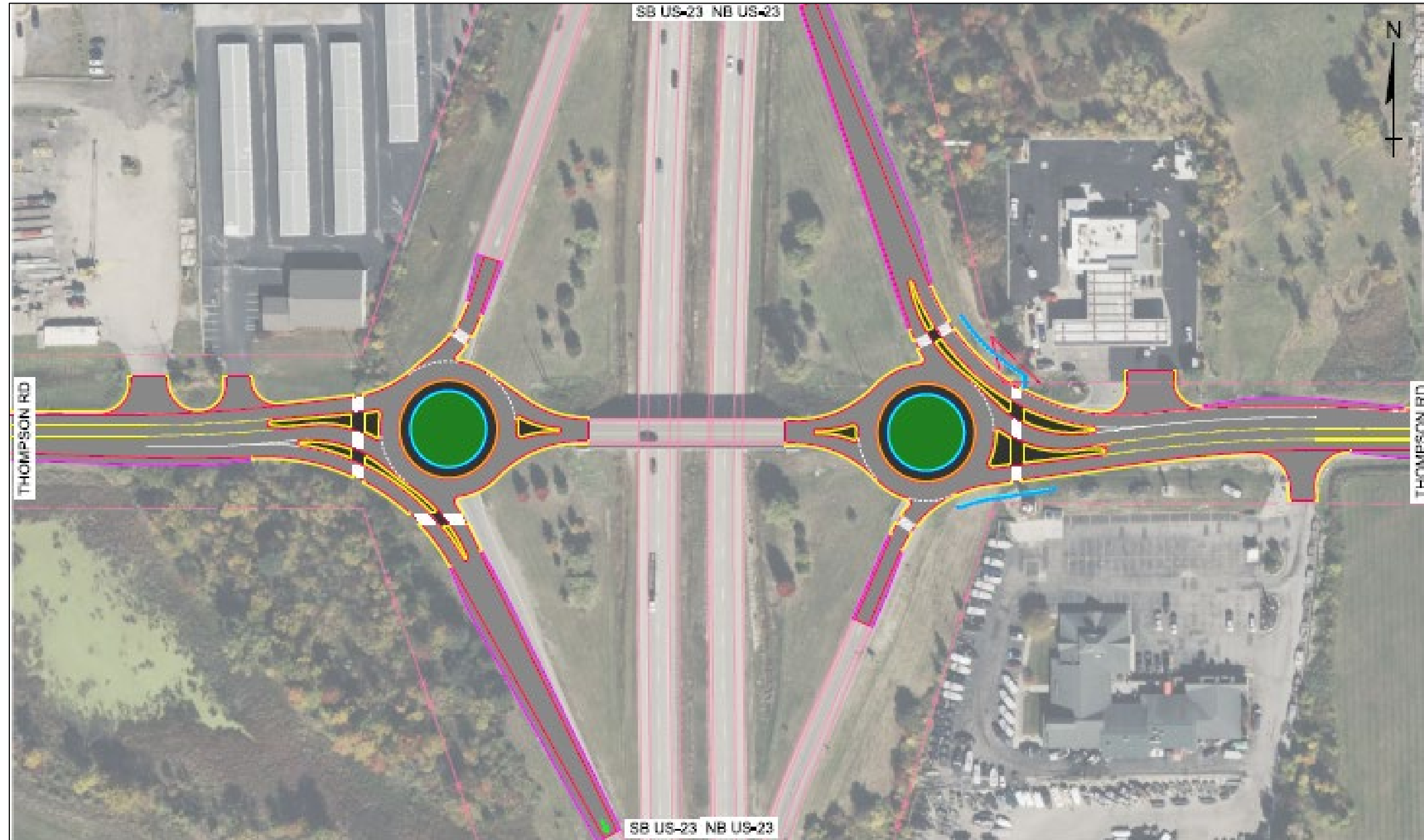
Phase 1: Roundabouts at US-23

Recommended Alternative

- Best addresses Purpose and Need.
- Estimated to be within MEDC grant.

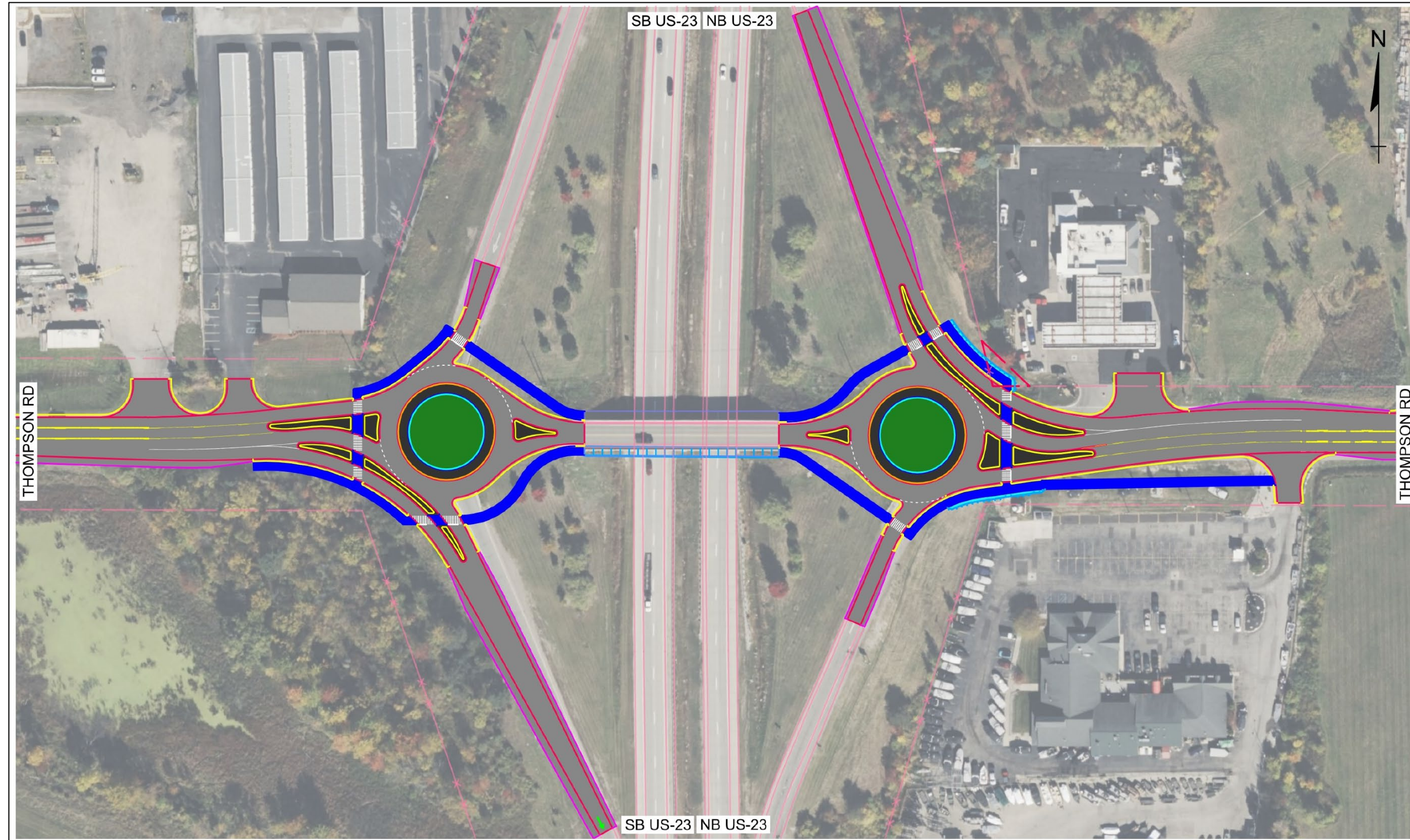
Other Alternatives Considered

- Widen bridge to 3-lane section.
- Widen bridge to 4-lane section.



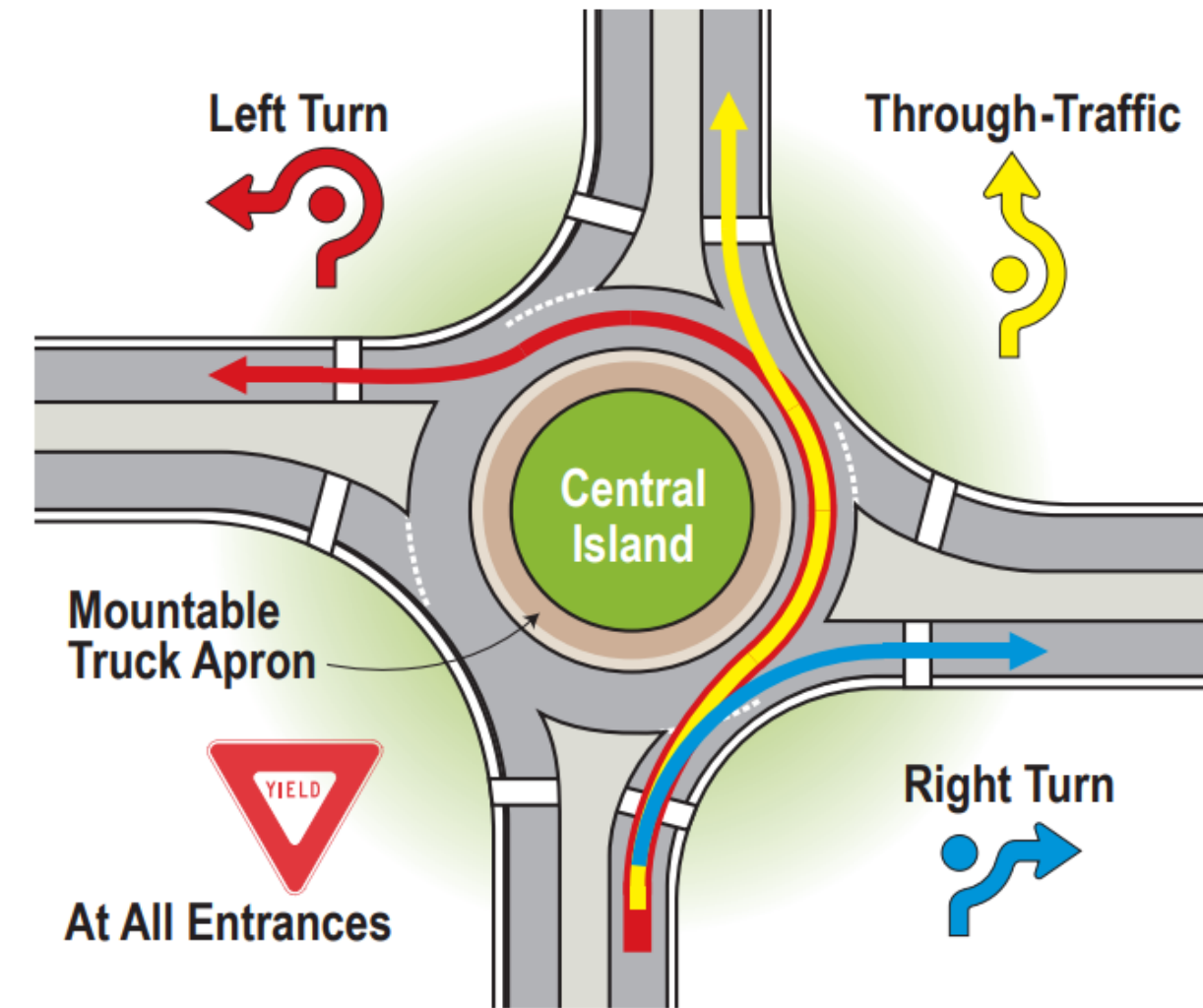
Phase 1: Roundabouts at US-23

- Funding is being evaluated to provide a non-motorized path over US-23.
- Roundabout layout will accommodate future sidewalk.

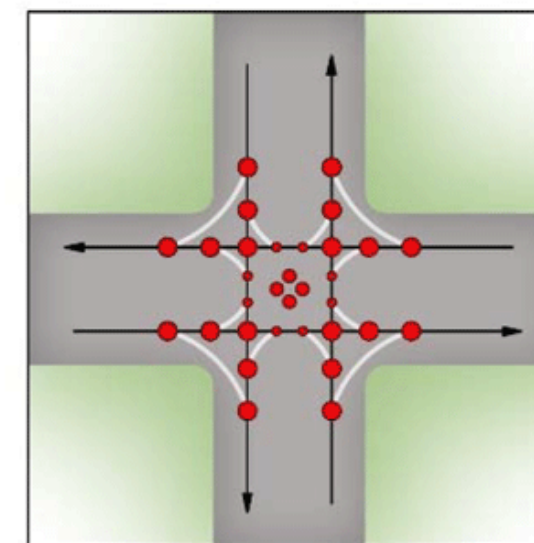


Benefits of a Roundabout

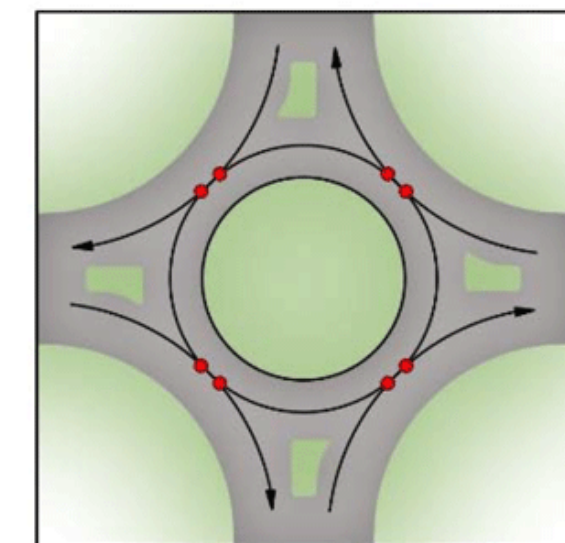
- ✓ Roundabouts reduce all crashes by 55% with fatal and injury-related crashes reduced by 78%.
- ✓ Number and severity of crashes are reduced due to lowering speeds and angle of impact.
- ✓ Operates efficiently with reduced delay and increased capacity over a traditional four-way stop or signalized intersection.
- ✓ Lower operational and maintenance costs compared to a signalized intersection.
- ✓ Improved aesthetics, with landscaped central island and stamped concrete median islands.



With roundabouts, head-on and high-speed right angle collisions are virtually eliminated.



Traditional Intersection



Roundabout

● Potential Vehicle Conflict Point

Phase 1: Center Left-Turn Lane (Jennings to US-23)

- ✓ Reduced rear-end crashes
- ✓ Safer left turns
- ✓ Smoother flow of traffic and increased capacity
- ✓ Important for future development
- ✓ Smooth transition into roundabout



JENNINGS RD



Existing 2-Lane



**Existing 3-Lane
w/ Center Left-Turn Lane**

National Environmental Policy Act (NEPA)

What is the National Environmental Policy Act of 1969 (NEPA)?

- Considers the environmental, social, and economic (SEE) effects before making decisions.
- NEPA applies to any project that uses federal funding or requires federal action or approval
- NEPA has three levels of review, depending on the complexity of a proposed action and its potential impacts:
 - Categorical Exclusion (CE)
 - Environmental Assessment (EA)
 - Environmental Impact Statement (EIS)
- The Thompson Road Corridor project is anticipated to be a Categorical Exclusion

A federal action may be "categorically excluded" from a detailed environmental analysis when the project does not have a significant effect on the human environment.

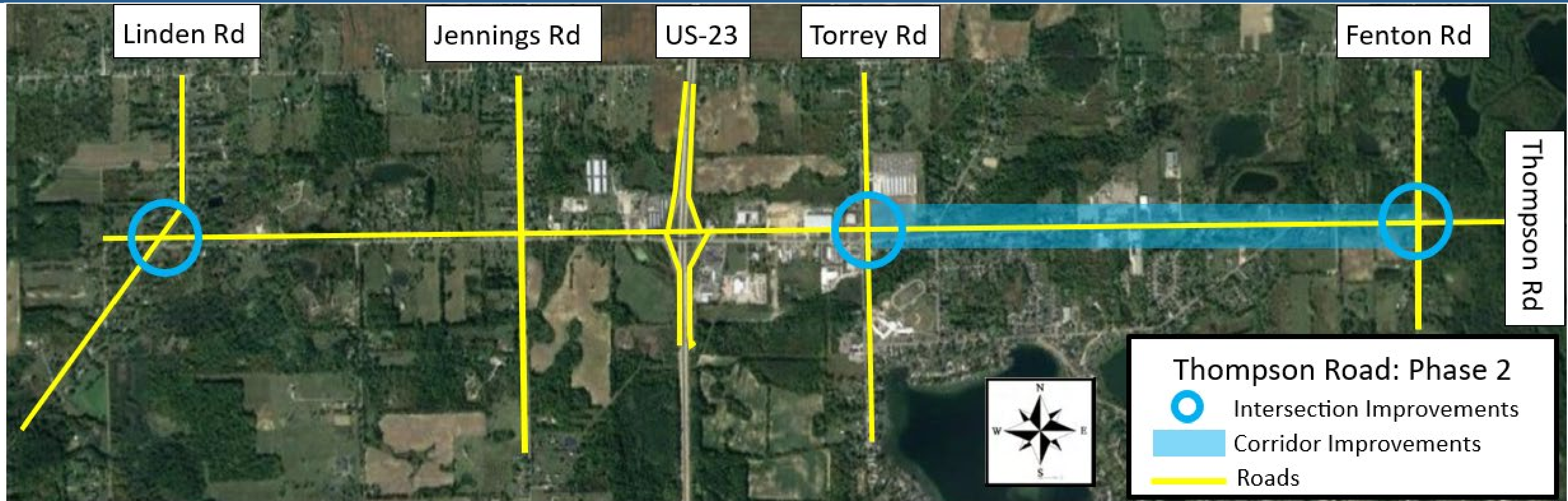
NEPA Next Steps

- ❑ NEPA initiation
- ❑ SEE Initial Investigations
 - Six (6) Creeks/Drains
 - Two (2) Historic Buildings
 - Wetlands
 - Threatened & Endangered Species
 - Floodplain
 - Ten (10) Potential Contaminated Sites
 - One (1) Park
- ❑ Preparation of Categorical Exclusions
- ❑ Permits
 - Part 301, Inland Lakes and Streams
 - Part 303, Wetlands Protection
 - Part 31, Floodplain
 - Soil Erosion/Sedimentation Control (NPDES)



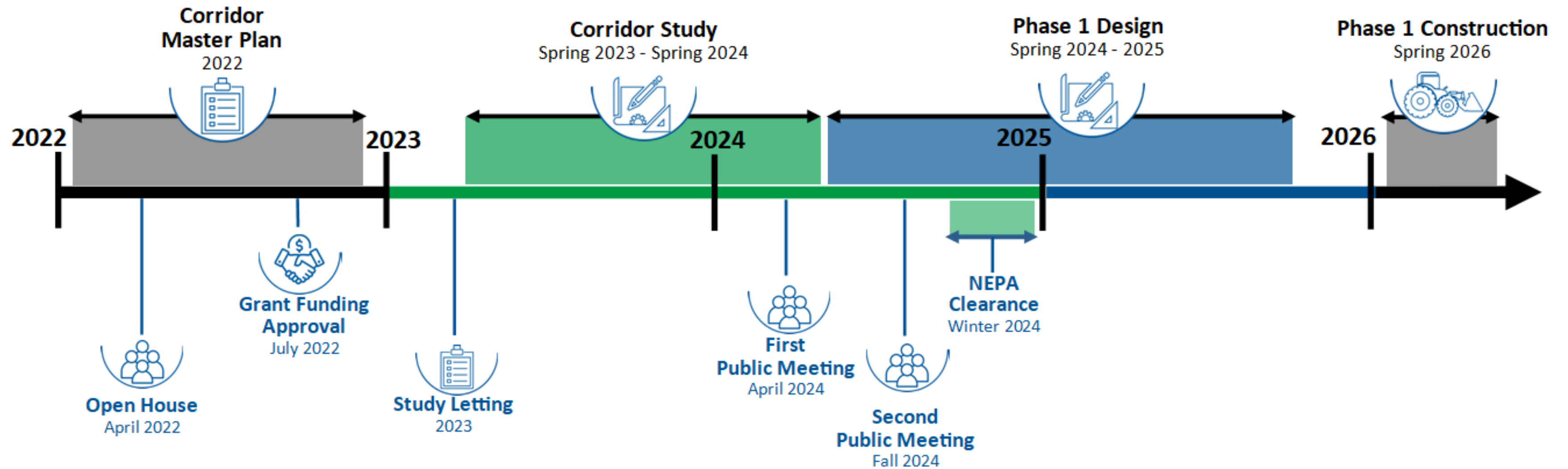
Thompson Road Corridor Study – Fenton Township, MI

Phase 2: Potential Future Improvements



- Intersection Improvements at Linden, Torrey, and Fenton
- Corridor Improvements – Torrey to Fenton

Schedule





Open House



Scan for Project Website

The public comment period is open.

Mike Deem

Zoning Administrator

Fenton Township

mdeem@fentontownship.org

810-629-1537

Register for Fenton Township Newsletter



Fenton Township
GENESEE COUNTY, MICHIGAN