

FRUITLAND TOWNSHIP BOARD MEETING
Fruitland Township Hall
Monday, November 17, 2025
6:00 p.m. in Person and VIA ZOOM

AGENDA

CALL TO ORDER - REMINDER TO PLEASE SILENCE ALL CELL PHONES

PLEDGE OF ALLEGIANCE (Please Stand)

ACCEPT OR AMEND – November 17, 2025, Agenda

PUBLIC COMMENT – *Please state your name and address. Please limit your comments to three (3) minutes*

ANNOUNCEMENTS/COMMUNICATIONS

- a. Master Plan Steering Committee – 11/13 meeting update
- b. Berry Junction Trail Meeting – 11/12 update
- c. FFTT – 11/13 agenda and update
- d. Ambulance Services – meeting with WLAA Board 11/19 – working to confirm meeting with Trinity EMS
- e. Clean Boats Clean Lakes letter
- f. Whitehall Rd/Riley Thompson Rd intersection – Traffic Analysis and Safety Review (draft)
- g. ZBA meeting 11/10 – variance request approvals

CONSENT AGENDA

- a. October 2025 Treasurer reports – Revenue and Expenditure - Fund 101 Revenue \$439,956.02; Expenditure \$362,247.33; Fund 120 Revenue \$300,058.07; Expenditure \$346,689.82 Fund 130 (Public works) Expenditure \$300.00; Fund 145 Equipment Replacement Fund Revenue \$50.00; Fund 470 (Building and Site) Expenditure \$5,721.00
- b. October 2025 Clerk reports – Check Disbursement
- c. Minutes – October 14, 2025, Work Session; October 20, 2025, Regular Board Meeting

UNFINISHED BUSINESS

- a. Additions to Maintenance Staff – Action item
- b. Park Commission – approved conventional build

NEW BUSINESS

- a. Consent Judgment – 3319 Scenic Dr – Beck’s
- b. Planning Commission definition of a basement
- c. Planning Commission Zoning Change – Mark White – MHP to HDR
- d. FFTT – R63 changes – hunting - 2 Board members to work with FFTT/Dave Rice
- e. Park Commission – open position – Doug Potts is their choice

PUBLIC COMMENT *Please state your name and address. Please limit your comments to three (3) minutes.*

BOARD COMMENTS/DISCUSSION/ADJOURNMENT

ANNOUNCEMENTS

COMMUNICATIONS



Outlook

Friends of Fruitland Township Trails Update

From David Rice <fruitlandtrails@gmail.com>

Date Mon 11/10/2025 7:01 PM

To Bob Pachman <winger911@charter.net>; Kimon Kotos <kimonkotos@icloud.com>; JoAnn Barrett <thedogalwaywins@gmail.com>; Pam Goodman <psagoodman@aol.com>; Debbie Pachman <playglady@charter.net>; Justin Roggero <treasurer@fruitlandmi.gov>; Jess DeYoung <jessdawn83@gmail.com>; David Rice <red40000@gmail.com>; Merl & Pat Schlaack <schlaackpa@gmail.com>; Terrie Hampel <terrieham@live.com>; Carol Taylor <ctonthego@yahoo.com>; Rosalie Mancier <rosalmnc@gmail.com>

 2 attachments (517 KB)

FFTT Meeting Agenda 11-13-25.pdf; JoAnn VOY.JPG;

Friends,

Our monthly meeting is this Thursday - agenda is attached and you are encouraged to attend and get involved. Meeting is in the Township Hall and starts at 5:00PM.

The activity at the Duck Creek Natural Area has been quite heavy this past month with many walkers enjoying the trails and the very colorful leaves. The Duck Lake Road Parking Lot has been at capacity numerous times - especially on weekends.

The Trail Stewards have been keeping the pathways cleared and leaves have been blown off the stone trails and the bridges and boardwalks a couple times. They will be done once more - AFTER today's lake effect snow goes away. I think last weekend was the final leaf show for this year. We are thinking about hosting a snowshoe event in January - stay tuned.

I have also attached a photo of our vice president JoAnn Barrett. She has been very busy this year on projects throughout the Western Michigan area and has been recognized as Volunteer of the Year for the MIchigan Nature Association. Congratulations JoAnn!!

Regards to all!

Dave Rice

President - FFTT



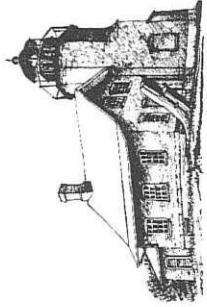
FRIENDS of FRUITLAND TOWNSHIP TRAILS

Friends Monthly Meeting: November 13th, 2025 @ 5:00PM

Location: Fruitland Township's Townhall

AGENDA

- Review & Accept FFTT meeting minutes
- Treasurer's Report
- Announcements
 - RP 2nd Grade classes to visit DCNA on November 17th
 - JoAnn Barrett – MI Nature Association Volunteer of the Year Award
- Old Business
 - DCNA Simonelli Road sign – Brian Update
 - Donor Acknowledgement on Bridges Signage
 - Numbered Signs on Bridges
 - Simonelli Road Parking Area Improvements
 - Invasive Species Mitigation in DCNA
 - Autumn Olive Workday
- New Business
 - White cedar planting on south side – November 24th
 - Volunteers needed
 - Future projects in DCNA and beyond
 - Benches in South Blue Trail clearing - 10?
 - Roller for Stone trails
 - Interpretive signage
 - Historical Signage – Terrie H
 - Township Ordinance R63 – Hunting revisions
- Comments??
- Next Month's Meeting
 - Thursday, December 11th @ 5:00 PM @ Fruitland Township's Township Hall



Fruitland Township
White River Light Station Museum

FRUITLAND TOWNSHIP

4545 Nestrom Road • Whitehall, Michigan 49461

P: (231) 766-3208 | F: (231) 766-3027

www.fruitlandmi.gov

Fruitland Township

4545 Nestrom Road

Whitehall, MI 49461

(231) 766-3208

November 6, 2025

To Whom It May Concern,

Fruitland Township grants permission to the White Lake Association to replace the invasive species removal tools on the *Clean Boats, Clean Lakes* station located at the Fruitland Township boat launch.

The Township also authorizes the White Lake Association to hold outreach and educational activities at the boat launch to engage boaters in preventing the spread of aquatic invasive species and to distribute related informational materials.

We appreciate the White Lake Association's continued partnership and dedication to protecting the health and quality of White Lake.

Sincerely,


Jeff Marcinkowski

Supervisor - Fruitland Township

Township Board:

Jeff Marcinkowski (Supervisor) | Alexa Steffes (Clerk) | Justin Roggero (Treasurer)

Trustees:

Brent Brower | Sondra Cross | Michael Holman | Christopher VanOosterhout

VIA EMAIL: supervisor@fruitlandmi.gov

To: Fruitland Township

From: Jacob Swanson, PE, PTOE
Fleis & VandenBrink

Date: November 10, 2025

Re: Whitehall Road & Riley-Thompson Road
Fruitland Township, Michigan
Traffic Analysis and Safety Review

1 INTRODUCTION

An evaluation of the Whitehall Road & Riley-Thompson Road intersection in Fruitland Township, Michigan was performed pursuant to the requests of Fruitland Township to evaluate the traffic and safety at this intersection. The intersection experiences high traffic volumes during the peak summer months, as it is located adjacent to the Michigan Adventure Amusement Park, as shown in the attached **Figure 1**. The Township identified concerns regarding the intersection sight distance and vehicles speeds along Whitehall Road. This study has been performed to evaluate the existing safety and operations of the intersection and identify improvements, as necessary.

The scope of work for this study was developed based on the requirements of Fruitland Township, Fleis & VandenBrink's (F&V) knowledge of the study area, understanding of the development program, professional experience, and accepted traffic engineering practices. The study analyses were completed using Synchro/SimTraffic (Version 12) traffic analysis software. Sources of data for this study include F&V subconsultant Quality Counts, LLC (QC), the Muskegon County Road Commission (MCRC), and the Michigan Department of Transportation (MDOT).

2 BACKGROUND DATA

2.1 EXISTING ROAD NETWORK

The existing lane use and traffic control at the study intersection of Whitehall Road & Riley-Thompson Road is shown in the attached **Figure 2**; additional roadway information is summarized in **Table 1** and discussed below.

Table 1: Roadway Information

Roadway Segment	Whitehall Road		Riley-Thompson Road	
	North of Riley-Thompson Rd.	South of Riley-Thompson Rd.	East of Whitehall Rd.	West of Whitehall Rd.
Number of Lanes	2 Lanes (NB / SB)		2 Lanes (EB / WB)	
Functional Classification	Major Collector		Major Collector	Local Road
Roadway Jurisdiction	MCRC		MCRC	
Speed Limit (prima facie)	55-mph		55-mph	
Traffic Volumes (MDOT 2024 AADT)	7,189 vpd	5,478 vpd	1,571 vpd	N/A

2.2 SPEED DATA ANALYSIS

Speed data collection was performed by MCRC between July 22, 2025, through July 29, 2025, along both Whitehall Road and Riley-Thompson Road. The vehicular speeds are summarized in **Table 2 a**. The results show that the observed 85th percentile speeds are above the 55-mph speed limit, with the exception of Riley-Thompson Road, west of Whitehall Road.

Table 2: Speed Data Summary (mph)

Count Location	Direction	85 th % Speed	50 th % Speed
Whitehall Road 900 ft North of Riley-Thompson Road	Northbound	54	49
	Southbound	73	66
	2-Way	69	55
Whitehall Road 990 ft South of Riley-Thompson Road	Northbound	74	67
	Southbound	53	49
	2-Way	70	55
Riley -Thompson Road 1,015 ft East of Whitehall Road	Eastbound	44	39
	Westbound	73	63
	2-Way	68	48
Riley -Thompson Road 915 ft West of Whitehall Road	Eastbound	46	40
	Westbound	49	43
	2-Way	48	42

2.3 EXISTING TRAFFIC VOLUMES

F&V subconsultant QC collected existing 12-hour weekday and weekend Turning Movement Count (TMC) data at **Whitehall Road & Riley-Thompson Road** intersection on Thursday, August 28, 2025, and on Saturday, August 30, 2025, respectively. During the collection of the TMC data, Peak Hour Factors (PHFs), pedestrian and bicycle volumes, and commercial truck percentages were recorded and used in the traffic analysis. The peak hours for the adjacent study roadway network were observed to generally occur as summarized below:

Weekday PM	Saturday MD	Saturday PM
5:15 PM to 6:15 PM	10:45 AM to 11:45 AM	5:15 PM to 6:15 AM

The existing 2025 peak hour traffic volumes used in the analysis are shown in the attached **Figure 3**. Additionally, the MCRC collected daily traffic volumes between July 22, 2025, through July 29, 2025, along both Whitehall Road and Riley-Thompson Road. The traffic volume data are summarized in **Table 3** and was compared to the TMC data collected at Whitehall Road & Riley-Thompson used in this evaluation. The results shows that the traffic volumes represent a typical summer peak condition at the study intersection.

Table 3: Traffic Volume Summary (vpd)

Count Location	Direction	ADT (vpd)
Whitehall Road 900 ft North of Riley-Thompson Road	Northbound	4,064
	Southbound	3,999
	2-Way	8,063
Whitehall Road 990 ft South of Riley-Thompson Road	Northbound	3,323
	Southbound	3,391
	2-Way	6,714
Riley -Thompson Road 1,015 ft East of Whitehall Road	Eastbound	1,440
	Westbound	1,656
	2-Way	3,096
Riley -Thompson Road 915 ft West of Whitehall Road	Eastbound	246
	Westbound	316
	2-Way	562

3 EXISTING CONDITIONS (2025)

3.1 EXISTING CONDITIONS ANALYSIS

Existing peak hour vehicle delays and Levels of Service (LOS) were calculated at the study intersection using Synchro/SimTraffic (Version 12) traffic analysis software. This analysis was based on the existing lane use and traffic control shown in the attached **Figure 2**, the existing peak hour traffic volumes shown in the attached **Figure 3**, and the methodologies presented in the *Highway Capacity Manual, 7th Edition* (HCM7).

Descriptions of LOS "A" through "F" as defined in the HCM, are attached. Typically, LOS D is considered acceptable, with LOS A representing minimal delay and LOS F indicating failing conditions. Additionally, SimTraffic network simulations were reviewed to evaluate network operations and vehicle queues. The results of the existing conditions analysis are attached and summarized in **Table 4**.

Table 4: Existing Intersection Operations

Intersection	Control	Approach	Existing Conditions					
			PM Peak		SAT MD Peak		SAT PM Peak	
			Delay (s/veh)	LOS	Delay (s/veh)	LOS	Delay (s/veh)	LOS
Whitehall Road & Riley-Thompson Road	Stop (Minor)	EB	19.9	C	20.3	C	21.0	C
		WBTL	21.9	C	23.1	C	25.9	D
		WBR	12.9	B	11.2	B	10.0	B
		NB	7.7	A	0.0*	A	7.9	A
		SB	9.0	A	8.6	A	8.1	A

* Indicates no vehicle volumes present.

The results of the existing conditions analysis indicates that all approaches and movements at the study intersection of **Whitehall Road & Riley-Thompson Road** are currently operating acceptably, at LOS D or better, during all (PM, SAT MD, & SAT PM) peak hours. Review of SimTraffic network simulations also indicates acceptable operations; vehicles along stop-controlled approaches were observed to find adequate gaps within through traffic along Whitehall Road, without experiencing significant delays or excessive vehicle queueing.

3.2 SIGHT DISTANCE ANALYSIS

An intersection sight distance (ISD) and stopping sight distance (SSD) evaluation was performed at the Whitehall Road & Riley-Thompson Road intersection, in order to determine if there is adequate sight distance, based on the requirements outlined in the American Association of State Highway and Transportation Officials (AASHTO), 2018, *Geometric Design of Highways and Streets*. Additionally, MCRC performed a recent (2025) speed study for this area, resulting in 85th percentile speeds of approximately 65-mph along Whitehall Road.

According to *Section 9.5 – Intersection Sight Distance*, an ISD of 720-feet is required for a left-turn or right-turn from a complete stop position, based on 85th percentile speeds of 65-mph; additionally, a SSD of 645-feet is required. Additionally, the AASHTO manual states that the "vertex (decision point) of the departure sight triangle on the minor road should be 18-feet from the edge of the major-road traveled way". This gives an accurate depiction of driver behavior when preparing to make a turn from a minor roadway.

- There is adequate SSD provided for this intersection, as shown in the attached **Figure 4**.
- The ISD areas of concern are shown in **Exhibits 1 & 2**. Review of the west leg of this intersection shows that there is adequate intersection sight distance in both directions.

The results of the Intersection Sight Distance (ISD) evaluation indicates that there are obstructions, both permanent and temporary, for drivers looking north and south along the study section of Whitehall Road.

- Looking north: The existing shoulder area adjacent to the east side of Whitehall Road is utilized as an ad-hoc pick-up/drop-off lane for the Michigan's Adventure park. Vehicles avoid paying the parking lot fee by waiting on the shoulder and using the area (highlighted in blue/yellow) as a pick-up and drop-off area. These vehicles obstruct the line-of-sight for motorists turning from Riley-Thompson Road. The shoulder is signed appropriately with "No Parking, Stopping, or Standing" signage; however, there is currently minimal enforcement.

- Looking south: There are trees and vegetation, southeast of this intersection, which are obstructing the line-of-sight for motorists turning from Riley-Thompson Road.

Recommendations

- The shoulder parking should be eliminated on Whitehall Road. This can be accomplished through increased enforcement of the existing signage. Alternative options to be considered include:
 - Temporary Quick Kurb (or similar device) installation during the summer months, to eliminate the use of the shoulder within the sight triangle area.
 - Work with Michigan's Adventure to provide an area within their parking lot to accommodate pick-up/drop-off operations outside of the road ROW.
- The existing vegetation within the clear vision triangles should be trimmed and/or removed.

Exhibit 1: Intersection Sight Distance – North

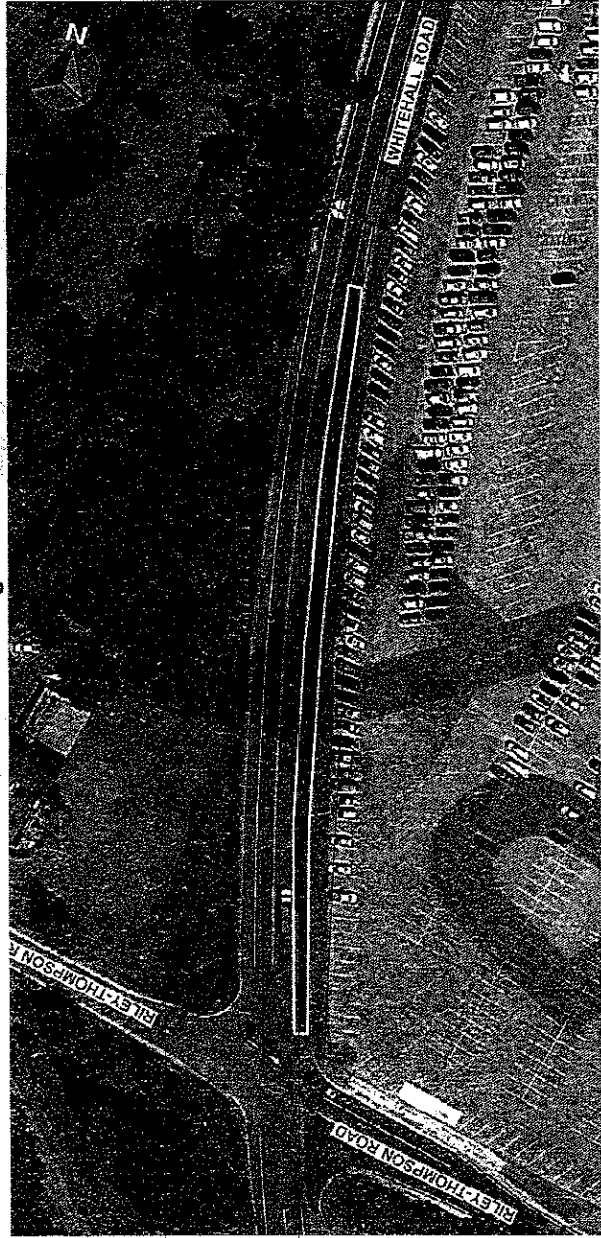
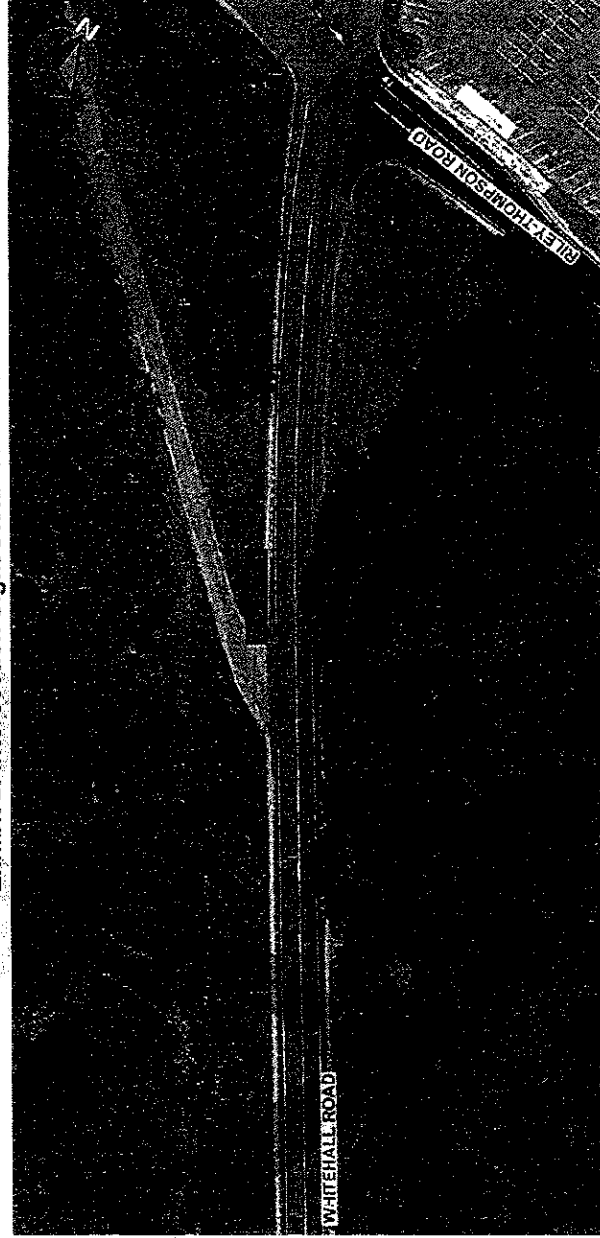


Exhibit 2: Intersection Sight Distance – South



4 SAFETY REVIEW

4.1 CRASH ANALYSIS

A crash analysis was conducted at the study intersection of **Whitehall Road & Riley-Thompson Road**, based on the most recent **seven years** (January 1, 2019 to August 28, 2025) of available data. The crash data was provided by the MCRC for use in this analysis. The results of the crash analysis is summarized by crash type in **Table 5** and is summarized by worst injury involved in the crash in **Table 6**; the results are discussed below.

Table 5: Crash Type Summary

Head-On Left-Turn	Angle	Rear-End	Sideswipe – Same Direction	Total
3	5	2	1	11
27%	46%	18%	9%	100%

Table 6: Worst Injury Involved in Crash Summary

PDO Only	"Type-C" Injury	"Type-B" Injury	"Type-A" Injury	Fatality (K)	Total
5	4	1	0	1	11

- The majority of the crashes were Angle (46%) and Head-On Left-Turn (27%); the remaining crashes were Rear-End (18%) and Sideswipe – Same Direction (9%).
- The fatal crash involved two (2) fatalities and the "Type-B" injury crash involved two (2) "Type-B" injuries; both crashes were the result of Head-On Left-Turn crash types, caused by a vehicle along the minor roadway approach failing to yield to right-of-way traffic.
- The four (4) "Type-C" injury crashes were all the results of Angle crash types, caused by vehicles along the minor roadway approaches failing to yield to right-of-way traffic.

Review of the crash history indicates that the majority of the reported crashes were caused by minor-street traffic failing to yield to right-of-way traffic.

The recent (2025) speed study for this area resulted in 85th percentile speeds of 73-74 mph along the Whitehall Road approach to this intersection. This higher speed of travel for motorists in the area is likely a contributing factor to the severity of the crashes in the area and at this study intersection. Therefore, the following improvements were identified for consideration and evaluation, in order to improve the safety at this intersection:

- Geometric Modifications (Offset Intersection)
- Intersection Signalization
- Roundabout

5 INTERSECTION IMPROVEMENT ANALYSIS

Mitigation measures were investigated, in order to improve the safety and operations at the study intersection of **Whitehall Road & Riley-Thompson Road**. The mitigation measures included traffic control modifications and the resulting impact on the intersection operations is further discussed below:

5.1 GEOMETRIC MODIFICATIONS (OFFSET INTERSECTION)

The MCRC identified a potential change to the intersection geometry, which would create an offset intersection, as shown in the attached **Figure 5**. This geometric modification would create two (2) separate 3-leg intersections and eliminate the sight-distance limitations at the intersection, which are created by the existing skewed intersection.

Review of this improvement indicates that two (2) offset intersections would require land acquisition costs, while only providing a moderate improvement to the safety and operations. Therefore, this improvement (offset intersections) is not recommended at this time.

5.2 INTERSECTION SIGNALIZATION

A traffic signal warrant analysis was performed in accordance with the current *Michigan Manual on Uniform Traffic Control Devices* (MMUTCD), which documents eight warrants by which traffic signal control may or should be considered. Warrant 1 (Eight-Hour Volumes), Warrant 2 (Four-Hour Volumes), Warrant 3 (Peak-Hour Volumes), and Warrant 7 (Crash Experience) were evaluated. The results of the signal warrant analysis are summarized in **Table 7** and discussed below; the signal warrant charts are attached for reference.

Warrant 1 (8-Hour Volumes)

According to the MMUTCD, Warrant 1, Condition A is intended for application at locations where a large volume of intersecting traffic is the principal reason to consider installing a traffic signal. Condition B is intended for applications where Condition A is not satisfied and where the major street traffic volume is so heavy, that traffic on a minor intersecting street suffers excessive delay or conflict in entering the major street. It is intended that Warrant 1 be treated as a single warrant, where Warrant 1 is satisfied if either Conditions A or B are met.

Warrant 2 (4-Hour Volumes)

The Four-Hour signal warrant condition is intended to be applied where the volume of intersecting traffic is the principal reason to consider installing a traffic signal. The need for a signal shall be considered if, for each of any four hours of an average day, the approach volumes fall above the applicable curve in Figure 4C-2.

Warrant 3 (Peak-Hour Volume)

The Peak Hour signal warrant condition is intended for use at a location where traffic conditions are such that for a minimum of 1 hour of an average day, the minor-street traffic suffers undue delay when entering or crossing the major street. The need for a traffic control signal shall be considered if at any hour of an average day, the approach volumes fall above the applicable curve in Figure 4C-4.

Warrant 7 (Crash Experience)

The Crash Experience warrant conditions are intended to be applied where the severity and frequency of crashes are the principal reasons to consider a traffic control signal. F&V completed a crash review for the study intersection, based on the most recent five years (2020-2025) of available historical crash data, obtained from the Michigan Traffic Crash Facts (MTCF) website.

Summary

- The results of the signal warrant analysis indicates that a traffic signal is NOI warranted or recommended at the study intersection of Whitehall Road & Riley-Thompson Road.

Table 7: Signal Warrant Analysis Summary

Whitehall Road & Riley-Thompson Road		Weekday	Saturday
Warrant 1: Eight-Hour	Hours Met	NO	NO
	Warrant Met	0	0
Condition A	Hours Met	NO	NO
	Warrant Met	NO	NO
Condition B	Hours Met	0	1
	Warrant Met	NO	NO
Warrant 2: Four-Hour	Hours Met	0	0
	Warrant Met	NO	NO
Warrant 3: Peak Hour	Hours Met	0	0
	Warrant Met	NO	NO
Warrant 7: Crash Experience	Warrant Met	NO	NO

5.3 ROUNDABOUT

A single lane roundabout was investigated to determine how this mitigation measure would impact the operations and safety at the study intersection. The future peak hour vehicle delays and Levels of Service (LOS) were evaluated, with roundabout control, using Synchro/SimTraffic (Version 12) traffic analysis software. This analysis was based on the recommended lane use and traffic control shown in the attached **Figure 2**, the existing peak hour traffic volumes shown in the attached **Figure 3**, and the methodologies presented in the HCM7. The results of the future improvements analysis are attached and summarized in **Table 8**.

Table 8: Intersection Operations – Roundabout Analysis

Intersection	Control	Approach	Existing Conditions						Future Conditions w/ Roundabout						Difference					
			PM Peak		SAT MD		SAT PM		PM Peak		SAT MD		SAT PM		PM Peak		SAT MD		SAT PM	
			Delay (s/veh)	LOS	Delay (s/veh)	LOS	Delay (s/veh)	LOS	Delay (s/veh)	LOS	Delay (s/veh)	LOS	Delay (s/veh)	LOS	Delay (s/veh)	LOS	Delay (s/veh)	LOS	Delay (s/veh)	LOS
Whitehall Road & Riley-Thompson Road	Stop (Minor)	EB	19.9	C	20.3	C	21.0	C	4.2	A	4.1	A	4.7	A	-15.7	C→A	-16.2	C→A	-16.3	C→A
		WBTL	21.9	C	23.1	C	25.9	D							-16.0	C→A	-18.2	C→A	-21.2	D→A
		WBR	12.9	B	11.2	B	10.0	B	5.9	A	4.9	A	4.7	A	-7.0	B→A	-6.3	B→A	-5.3	B→A
		NBL	7.7	A	0.0*	A	7.9	A	8.2	A	6.7	A	5.1	A	0.5	-	6.7	-	-2.8	-
		SBL	9.0	A	8.6	A	8.1	A	4.5	A	5.1	A	6.2	A	-4.5	-	-3.5	-	-1.9	-

* Indicates no vehicle volume present

The results of the future conditions with improvements (roundabout) analysis indicates that all approaches and movements at the study intersection of **Whitehall Road & Riley-Thompson Road** are expected to operate at LOS A, during all (PM, SAT MD, & SAT PM) peak hours, with significant reductions in delay along the minor street approaches. Review of SimTraffic network simulations also indicates improved operations; vehicles along the minor street approaches of Riley-Thompson Road were observed to proceed through the intersection without any significant delays or vehicle queues.

6 PREDICTIVE CRASH EVALUATION

A Highway Safety Manual (HSM) analysis was performed, in order to evaluate several of the potential mitigation measures identified for the study intersection of Whitehall Road & Riley-Thompson Road. The analysis included an evaluation of the existing safety of the roadway, as compared to some mitigation measures. The MDOT HSM predictive methods analysis spreadsheet was used to determine the predicted crashes associated with the existing conditions and the potential mitigation alternatives. The results of the analysis are summarized in **Table 9** and the detailed HSM summary sheets are attached for reference.

Table 9: Highway Safety Manual Analysis Summary

Location	Mitigation Measures	Predicted Crashes Per Year	
		Existing	w/ Mitigation
Whitehall Road & Riley-Thompson Road	Flashing Beacon	1.72	1.63
Whitehall Road & Riley-Thompson Road	Signalization	1.72	0.96
Whitehall Road & Riley-Thompson Road	Roundabout	1.72	0.96
			Reduction
			5.23%
			44.19%
			44.19%

7 TIME OF RETURN ANALYSIS

A Time of Return (TOR) analysis was completed for the study intersection of Whitehall Road & Riley-Thompson Road, based on the crash data collected, in order to evaluate the recommended roundabout. The results of the TOR analysis are summarized in **Table 10** and the summary sheets are attached for reference.

Table 10: Time of Return Analysis Summary

Location	Mitigation Measures	Expected Time of Return (Years)
Whitehall Road & Riley-Thompson Road	Roundabout	6.60

The resulting TOR evaluation showed that the construction of a roundabout at the study intersection of Whitehall Road & Riley-Thompson Road has an expected time of return of approximately seven (7) years.

8 CONCLUSIONS

The conclusions of this traffic and safety review are as follows:

- The results of the existing conditions analysis indicates that all approaches and movements at the study intersection are currently operating acceptably, at LOS D or better during all peak hours.
- The results of the Stopping Sight Distance (SSD) evaluation indicates that there is adequate SSD provided for this intersection. The results of the Intersection Sight Distance (ISD) evaluation indicates there are obstructions, both permanent and temporary, for drivers looking north and south along the study section of Whitehall Road.
 - Looking north: The existing shoulder area adjacent to the east side of Whitehall Road is utilized as an ad-hoc pick-up/drop-off lane for the Michigan's Adventure park. These vehicles obstruct the line-of-sight for motorists turning from Riley-Thompson Road. The shoulder is signed appropriately with "No Parking, Stopping, or Standing"; however, there is minimal enforcement.
 - Looking south: There are trees and vegetation, southeast of this intersection, which are obstructing the line-of-sight for motorist turning from Riley-Thompson Road.
- The crash history evaluation at this intersection showed there were 11 crashes over the approximately seven (7) year period. The majority of the crashes were Angle (46%) and Head-On Left-Turn (27%); the remaining crashes were Rear-End (18%) and Sideswipe-Same (9%).
 - A fatal crash involved two (2) fatalities and the "Type-B" injury crash involved two (2) "Type-B" injuries; both crashes were the result of Head-On Left-Turn crash types, caused by a vehicle along the minor roadway approach failing to yield to right-of-way traffic. The speed data collected by MCRC indicates higher speeds (65-mph) along this study section of Whitehall Road, which likely contributed to the crash severity at this intersection.
- Several intersection mitigation measures were considered to improve the intersection safety and operations, including: Offset Intersections, Signalization, and Roundabout.
 - Review of the offset intersection option indicates that two (2) offset intersections would require land acquisition costs, while only providing a moderate improvement to the safety and operations. Therefore, this improvement is not recommended, at this time.
 - A traffic signal is not warranted at this intersection, as none of the warranting criteria are met.
 - The roundabout operational analysis shows that intersection will operate adequately with a single-lane roundabout.
 - Predictive crash evaluation shows an approximately 44% expected reduction in crashes over the existing operations, with the construction of a roundabout at this intersection.
 - The crash severity is expected to decrease with a roundabout, as compared to the existing two-way stop-control.
- A Time of Return (TOR) analysis was completed for the study intersection of Whitehall Road & Riley-Thompson Road, which showed that the construction of a roundabout has an expected time of return of approximately seven (7) years.

10 RECOMMENDATIONS

The recommendations of this traffic and safety review are as follows:

- The shoulder parking area on Whitehall Road should be eliminated. This can be accomplished through increased enforcement of the existing signage. Alternative options to be considered include:
 - Temporary Quick Kurb (or similar device) installation during the summer months, to eliminate the use of the shoulder within the sight triangle area.
 - Work with Michigan's Adventure to provide an area within their parking lot to accommodate pick-up/drop-off operations outside of the road ROW.
- The existing vegetation within the clear vision triangles should be trimmed and/or removed.
- A roundabout should be considered at the Whitehall Road & Riley-Thompson Road intersection, in order to improve the overall intersection safety and operations.

Any questions related to this memorandum, study, analysis, and/or results should be addressed to Fleis & VandenBrink.

I hereby certify that this engineering document was prepared by me or under my direct personal supervision and that I am a duly licensed Professional Engineer under the laws of the State of Michigan.

Attachments: Figures 1 – 5
Traffic Volume Data
Synchro / Sim Traffic Results
Signal Warrants
HSM / TOR Results

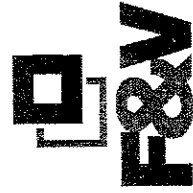
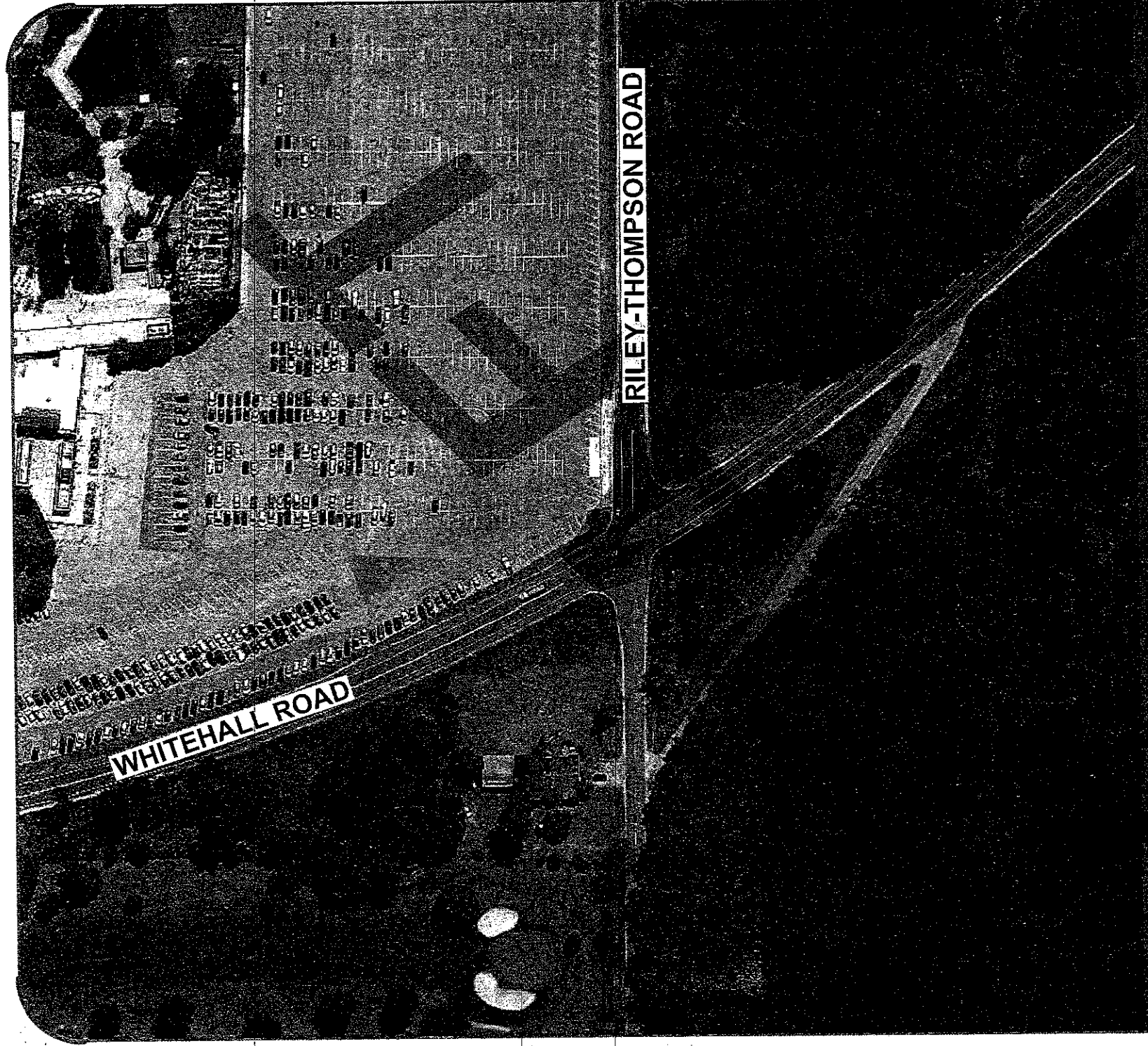


FIGURE 1
SITE LOCATION MAP
 WHITEHALL ROAD & RILEY-THOMPSON ROAD
 - FRUITLAND TOWNSHIP, MI

LEGEND

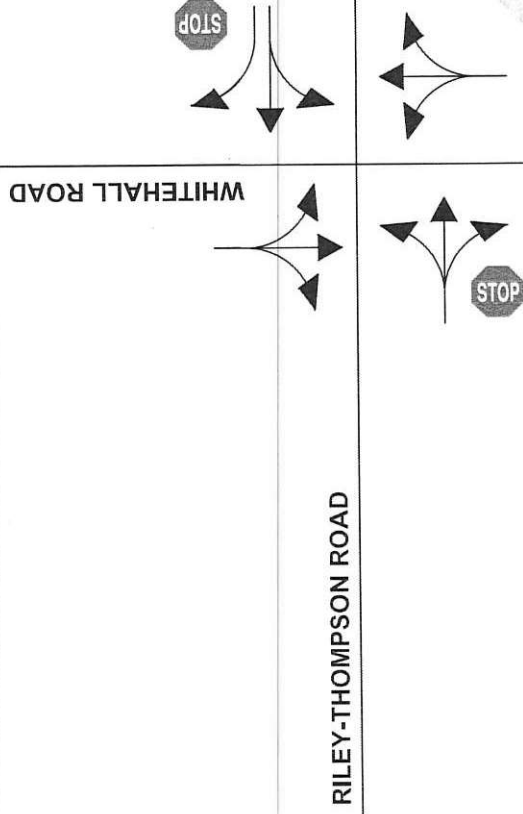


SITE LOCATION

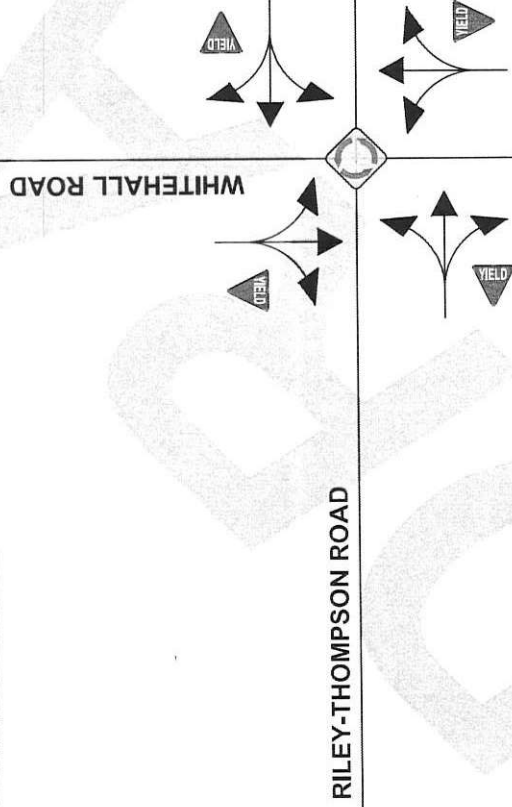


NORTH
 SCALE NOT TO SCALE

EXISTING LUTC (MINOR-STOP)



RECOMMENDED LUTC (ROUNDBABOUT)



NORTH
SCALE: NOT TO SCALE

LEGEND

ROADS

LANE USE

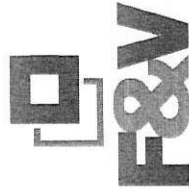
UNSIGNALIZED INTERSECTION

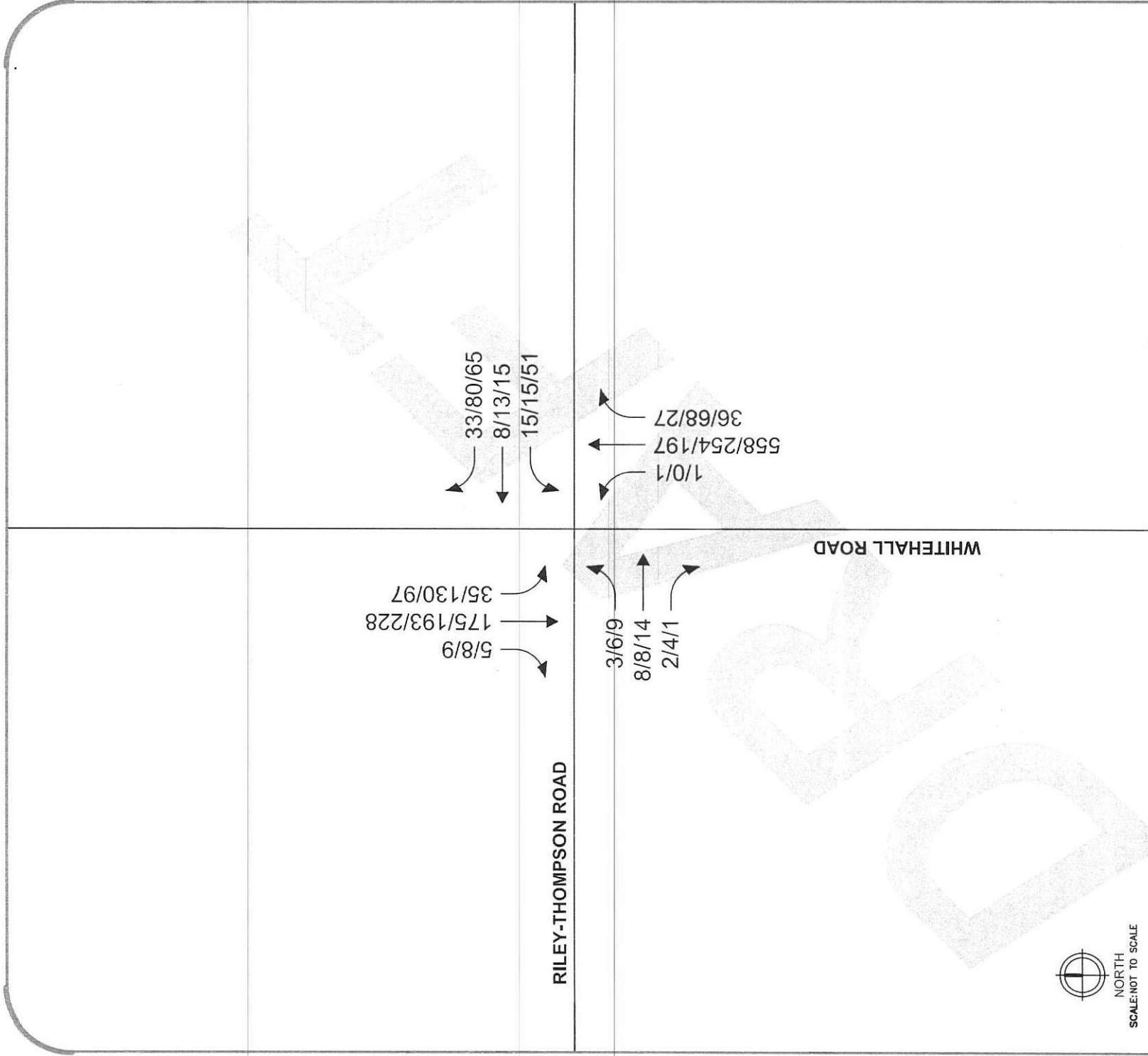
ROUNDABOUT INTERSECTION

YIELD CONTROLLED APPROACH

FIGURE 2
LANE USE AND TRAFFIC CONTROL

WHITEHALL ROAD & RILEY-THOMPSON ROAD
- FRUITLAND TOWNSHIP, MI





NORTH
SCALE: NOT TO SCALE

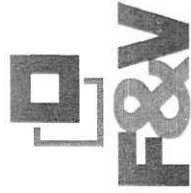
LEGEND

ROADS



TRAFFIC VOLUMES
(PM / SAT MD / SAT PM)

FIGURE 3 EXISTING TRAFFIC VOLUMES (2025)



WHITEHALL ROAD & RILEY-THOMPSON ROAD
- FRUITLAND TOWNSHIP, MI

Figure 4 - Stopping Sight Distance





Figure 5 - Offset Intersection

Fruitland Township
Zoning Board of Appeals
Agenda for the November 10, 2025 Meeting

Call to order

Pledge of Allegiance

Roll Call

Accept or amend November 10, 2025 agenda

Accept or amend October 14, 2025 minutes

Correspondence

NEW BUSINESS

1845 White Lake Dr., Whitehall, MI 49461

61-06-101-100-0002-15

Applicant Alex Berris, 440 W Division, Sparta, MI 49345 for American Gas & Oil, whose property is located at 1845 White Lake Dr, Whitehall, MI 49461 is requesting a variance from Article 17, Section 17.11, subsection "A", numbers 2 and 4 (pursuant to Article XIX Board of Zoning Appeals Section 19.03(C) Duties and Powers of the Zoning Ordinance).

6900 South Shore, Whitehall, MI 49461

61-06-012-300-0025-00

Applicant Willie Josephson, on behalf of James and Haylee Sibley, 6900 South Shore Dr., Whitehall, MI 49461, are requesting a variance from the following Articles, ARTICLE VIIIa Inland Lakes District Section 8.02a, ARTICLE III General Provisions Section 3.31a, Section 3.23b, ARTICLE II Definitions Section 2.01c, Section 2.19 Definitions-S, (pursuant to Article XIX Board of Zoning Appeals Section 19.03(C) Duties and Powers of the Zoning Ordinance).

Adjournment

**FRUITLAND TOWNSHIP
ZONING BOARD OF APPEALS MEETING
NOVEMBER 10, 2025**

CALL TO ORDER

The meeting was called to order at 6:00 p.m.

PLEDGE OF ALLEGIANCE

ROLL CALL

Chairperson Stoffan, Members Schropp, Campeau, Marcinkowski, Warner.

MEMBERS ABSENT

None.

ALSO PRESENT

Mike Baker Zoning Administrator, Anne Stewart Recording Secretary, and 4 interested parties.

AGENDA

Motion by Member Warner, seconded by Member Campeau, **ADOPTED**, to accept the November 10, 2025 agenda as written.

5 AYES

MINUTES

Motion by Member Warner, seconded by Member Marcinkowski, **ADOPTED**, to accept the minutes of October 14, 2025 as amended.

5 AYES

CORRESPONDENCE

No correspondence was received for this meeting. Correspondence was received for the October 14, 2025 in regard to 6900 South Shore which is a continuation tonight.

Chairperson Stoffan explained the purpose and function of the Zoning Board of Appeals.

NEW BUSINESS

1. Applicant Alex Berris, 440 W Division, Sparta, MI 49345 for American Gas & Oil, whose property is located at 1845 White Lake Dr, Whitehall, MI 49461 is requesting a variance from **Article 17, Section 17.11, subsection "A"**, numbers 2 and 4 (pursuant to Article XIX Board of Zoning Appeals Section 19.03(C) Duties and Powers of the Zoning Ordinance).

Motion by Member Warner, seconded by Member Schropp, **ADOPTED**, to open the public hearing at 6:08 p.m.

5 AYES

Mike Baker stated that there were other options available that would remove some parts of the sign to make it closer in line with the ordinance. Chairperson Stoffan questioned if other businesses on White Hall Rd. have signs that exceed the ordinance allowance. Mr. Baker stated that possibly the amusement park. Mr. Alex Berris was present and stated this proposed plan would reduce the current three signs down to two. He stated it would be facing the intersection.

Chairperson Stoffan stated some signs block view when leaving and states she likes the height from the ground of the new sign.

Member Warner questioned placement and if it would be in same spot and questioned the reason for beer and wine lettering on bottom of sign.

Jason Berris was also present and stated that Citgo has set standards for their signs as well as standard height poles. If the poles had to be cut, it would not look right. He stated the sign would be angled to the intersection. Mr. Baker asked if it was standard size at all locations. Mr. Berris stated yes.

Mr. Schropp questioned if the Citgo name could be put on building and not on sign. Mr. Berris stated no due to brand requirement.

Member Warner questioned if new had been put up at other stations. Mr. Berris stated not as of yet.

Member Marcinkowski stated that if the present lengths of the poles had to be cut, it could not obstruct driving view. Mr. Berris stated that proposed gap now is 9 ft. under the sign.

Motion by Member Warner, seconded by Member Marcinkowski, **ADOPTED**, to approve the variance request from **Mr. Alex Berris, 440 W Division, Sparta, MI 49345 for American Gas & Oil, Parcel #61-06-101-100-0002-15** whose property is located at **1845 White Lake Dr, Whitehall, MI 49461** from Article 17, Section 17.11, subsection "A", numbers 2 and 4 (pursuant to Article XIX Board of Zoning Appeals Section 19.03(C) Duties and Powers of the Zoning Ordinance) as requested.

ROLL CALL

EILEEN STOFFAN -	YES
JOHN WARNER -	YES
CINDY CAMPEAU -	YES
JUDY MARCINKOWSKI -	YES
HAROLD SCHROPP -	YES

2. **Applicant Willie Josephson, on behalf of James and Haylee Sibley, 6900 South Shore Dr., Whitehall, MI 49461**, are requesting a variance from the following Articles, **ARTICLE VIIIa Inland Lakes District Section 8.02a, ARTICLE III General Provisions Section 3.31a, Section 3.23b, ARTICLE II Definitions Section 2.01c, Section 2.19 Definitions-S, (pursuant to Article XIX Board of Zoning Appeals Section 19.03(C) Duties and Powers of the Zoning Ordinance).**

Mr. Josephson is present to represent Mr. and Mrs. James Sibley. They have proposed to demolish existing home (which has been done) and build a new home. They are requesting a variance in order to place new home at the average setback rather than the setback stated in the ordinance.

Motion by Member Warner, seconded by Member Marcinkowski, **ADOPTED**, to open the public hearing at 6:34 p.m.

5 AYES

Mr. Baker stated that now that the building is down, he has some concerns with the setback requirements in regard to the drop off at the rear of the property.

Correspondence

1. Letter from Mr. Don Smith, 6918 South Shore Dr., Whitehall who is in support of the project.
2. Letter from Mr. and Mrs. Ron Rosen, 6880 South Shore Dr., Whitehall who is in support of the project.
3. Letter from Mr. and Mrs. Michael Ruback, 6934 South Shore Dr., Whitehall who is in support of the project.

Mr. Josephson, 3425 Lakewood Rd, is present to represent Mr. and Mrs. James Sibley who would like to place the home 40 ft. from road right of way. It would also be placed at an angle. Mr. Josephson also talked to Township attorney Mr. Evan, who he stated said that if there is a discrepancy in the ordinance that the decision should favor the owner. Mr. Josephson also discussed the average setback statement.

Ms. Anne Dake, 6860 South Shore Dr., supports the project.

Mr. Brad VanBergen, 1625 Mears Ave., Whitehall, he is the contractor for this project. He stated it does fit the sight lines and the average setback. He stated there are encumbrances there that would interfere with placement of the home to the ordinance setback.

Mr. Baker discussed the wording using shall in the ordinances.

Motion by Member Marcinkowski, seconded by Member Warner, **ADOPTED**, to close the public hearing at 6:45 p.m.

5 AYES

COMMISSION STATEMENTS

Member Warner stated that after the existing home was demolished and removed, the property looks very different. He stated he understands why homeowner is asking for a variance.

Chairperson Stoffan stated that the Zoning Board of Appeals members are here to deal with the issue directly before them.

Motion by Member Marcinkowski, seconded by Member Schropp, **ADOPTED**, to grant the variance request for Applicant Willie Josephson, on behalf of James and Haylee Sibley, 6900 South Shore Dr., Whitehall, MI 49461, Parcel #61-06-012-300-0025-00 from the following Articles, **ARTICLE VIIIa Inland Lakes District Section 8.02a, ARTICLE III General Provisions Section 3.31a, Section 3.23b, ARTICLE II Definitions Section 2.01c, Section 2.19 Definitions-S, (pursuant to Article XIX Board of Zoning Appeals Section 19.03(C) Duties and Powers of the Zoning Ordinance).**

ROLL CALL

EILEEN STOFFAN -

YES

JOHN WARNER -

YES

JUDY MARCINKOWSKI -

YES

CINDY CAMPEAU -
HAROLD SCHROPP -

NO
YES

Motion by Chairperson Stoffan to adjourn the meeting at 6:53 p.m.

Respectfully submitted,

Anne Stewart
Fruitland Township