



EXISTING DRIVEWAY TO LEONARD ST. SHOULD BE RELOCATED TO FUTURE SHARED DRIVEWAY TO EAST WHEN OPPORTUNITY ARISES

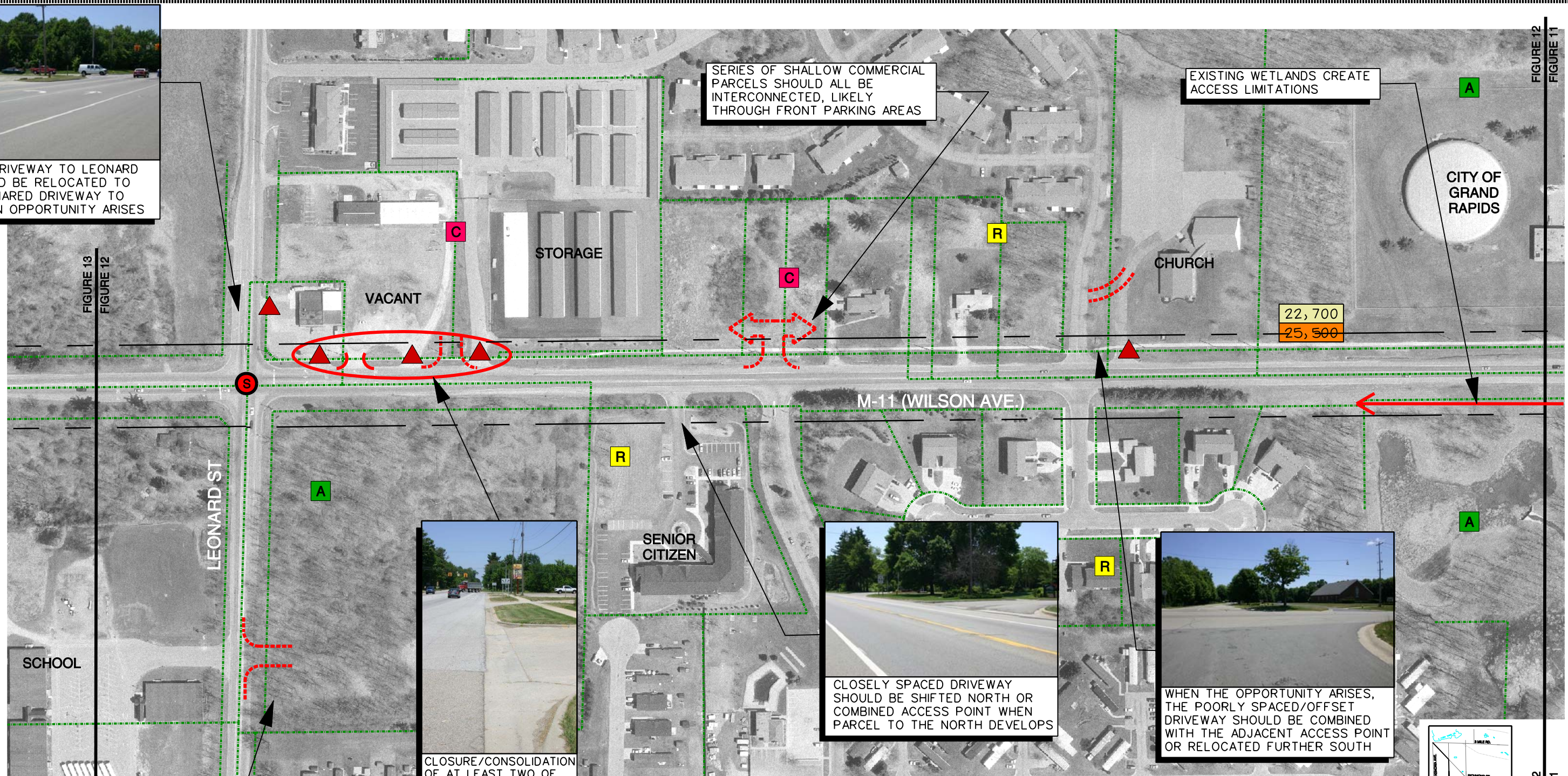


FIGURE 13
FIGURE 12

FUTURE ACCESS TO THIS SITE SHOULD BE OFF LEONARD ST. ONLY UNLESS SHARED WITH USES TO THE SOUTH

CLOSURE/CONSOLIDATION OF AT LEAST TWO OF THE FOUR CLOSELY-SPACED DRIVEWAYS NEEDS TO OCCUR AS SOON AS POSSIBLE. BEST LOCATIONS FOR FINAL SHARED DRIVES WILL BE CENTERED ON, ADJACENT TO PROPERTY LINES AND BASED ON DESIGN OF DEVELOPMENT

GENERAL ZONING LEGEND

- C COMMERCIAL
- O OFFICE
- R RESIDENTIAL
- I INDUSTRIAL
- A AGRICULTURAL
- M MIXED USE

LEGEND

- ▲ CLOSE/CONSOLIDATE DRIVEWAY
- RECOMMENDED ACCESS LOCATION
- SPEED LIMIT 55
- S F SIGNAL OR FLASHING BEACON
- PARCEL LINES (NOTE: PARCEL LINES AND RIGHT-OF-WAY INFORMATION PROVIDED BY REGIS)
- 80' SERVICE DRIVE SETBACK
- 18,000 18,000
- 2004 AVERAGE DAILY TRAFFIC
- 2030 PROJECTED DAILY TRAFFIC (GVMC)

FIGURE 12
M-11 (WILSON AVENUE)
ACCESS MANAGEMENT PLAN

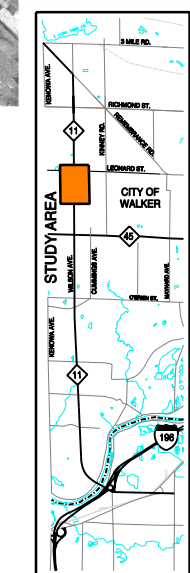
CITY OF WALKER

SCALE 1"=200'



ProgressiveAE LSL Planning, Inc.

CRASH & VOLUME DATA PROVIDED BY M.D.O.T.
AERIAL PHOTOGRAPHY PROVIDED BY REGIS
DATE OF PHOTOGRAPHY: 2004



SUBAREA
LOCATION MAP
NO SCALE

FIGURE 12
FIGURE 11