

SHIELDS DRIVE SHOULD BE EXTENDED WEST TO KENNELLY ROAD TO SERVE AS A SERVICE DRIVE FOR FUTURE USES IN THIS SUBAREA

ALIGNMENT OF DRIVEWAYS IS SOUND PRACTICE EXCEPT AT NARROW MEDIAN LOCATIONS WHERE LEFT-TURN MOVEMENTS AND DRIVEWAY-TO-DRIVEWAY MOVEMENTS HAVE UNCLEAR RIGHTS-OF-WAY. OFFSET/REVISE ACCESS POINTS TO IMPROVE SAFETY/OPERATIONS AT THESE LOCATIONS

FUTURE OUTLOT USES MUST HAVE INTERNAL ACCESS ONLY

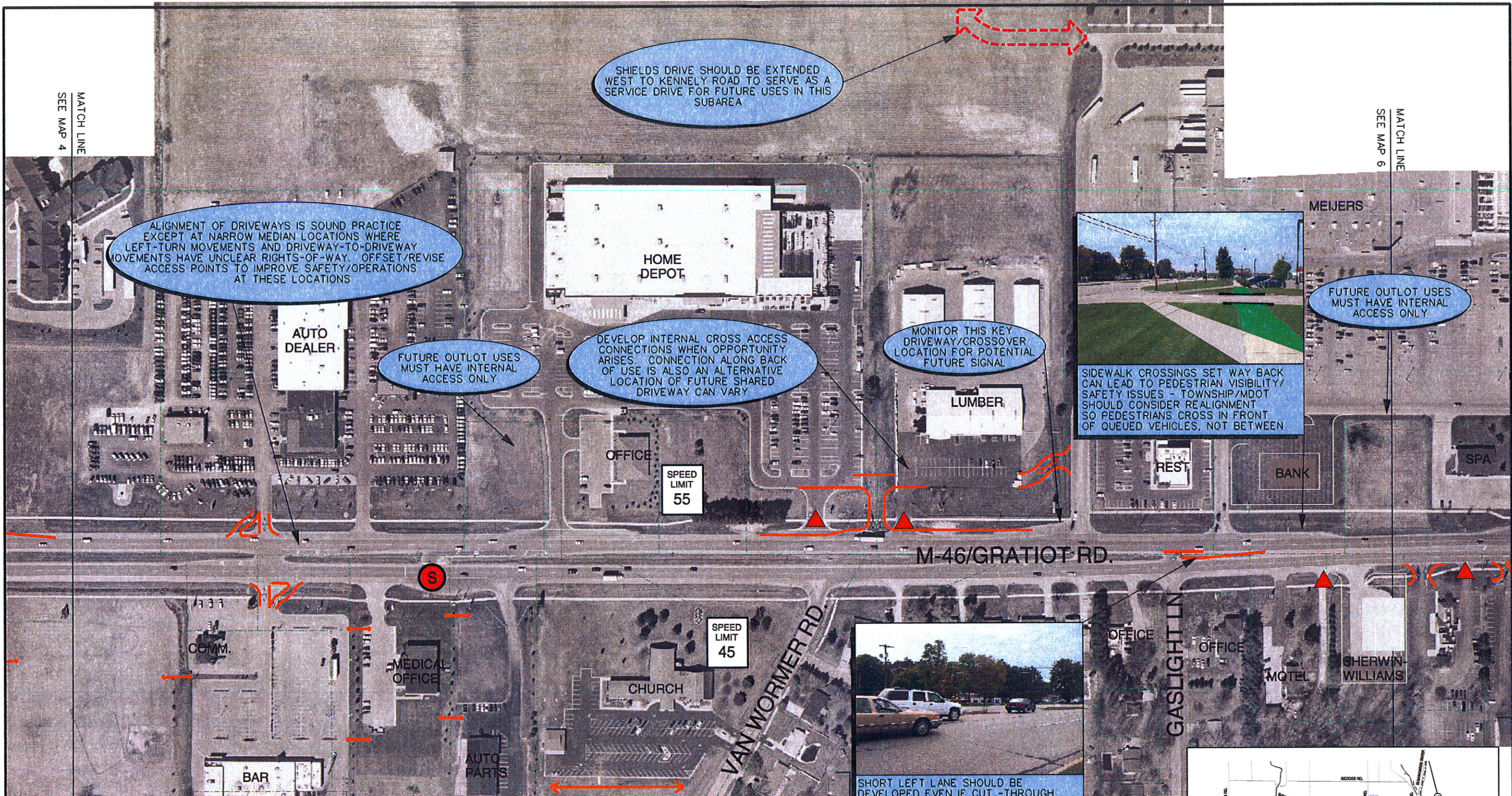
DEVELOP INTERNAL CROSS ACCESS CONNECTIONS WHEN OPPORTUNITY ARISES. CONNECTION ALONG BACK OF USE IS ALSO AN ALTERNATIVE LOCATION OF FUTURE SHARED DRIVEWAY CAN VARY

MONITOR THIS KEY DRIVEWAY/CROSSOVER LOCATION FOR POTENTIAL FUTURE SIGNAL

SIDEWALK CROSSINGS SET WAY BACK CAN LEAD TO PEDESTRIAN VISIBILITY/SAFETY ISSUES - TOWNSHIP/MDOT SHOULD CONSIDER REALIGNMENT SO PEDESTRIANS CROSS IN FRONT OF QUEUED VEHICLES, NOT BETWEEN

FUTURE OUTLOT USES MUST HAVE INTERNAL ACCESS ONLY

SHORT LEFT LANE SHOULD BE DEVELOPED EVEN IF CUT-THROUGH TRAFFIC IS EXPECTED, OR MEDIAN OPENING CLOSED WITH INDIRECT LEFT DEVELOPED DOWNSTREAM WITHIN APPROPRIATE DISTANCE



MAP 5
ACCESS MANAGEMENT PLAN

THOMAS TOWNSHIP
M-46 ACCESS MANAGEMENT PLAN

SCALE 1"=200'



Progressive LSL Planning, Inc.
AERIAL PHOTOGRAPHY PROVIDED BY SAGINAW COUNTY
DATE OF PHOTOGRAPHY: APRIL 2005
TRAFFIC COUNT & CRASH DATA PROVIDED BY MDOT

LEGEND

- CLOSE/ELIMINATE DRIVEWAY
- DRIVEWAY LOCATION RECOMMENDED NEW/REVISED
- POTENTIAL SERVICE DRIVE ALIGNMENT
- DEVELOP INTERNAL CROSS CONNECTION
- REVISED PARKING LAYOUT ALTERNATIVE
- SPEED LIMIT 45
- SIGNAL OR FLASHING BEACON
- INTERSECTION WITH 14+ ANNUAL CRASHES (2004-2006)
- 2007 AVERAGE DAILY TRAFFIC
- SPEED LIMIT IN AREA

