

PROJECT OBJECTIVE:
Provide access road and parking for future interpretive facilities

Suggested development proposals are implementations and refinements of the original master plan concepts and proposals. Development guidelines will stress harmonious integration of the man-made elements into the natural environment thereby providing the park user with a quality park experience.

DESIGN NOTES:

The following comments are included to clarify design concepts governing the major areas of development.

Access Road and Parking: The proposed access road to the interpretive center complex is designed to fit the terrain. Vehicle travel is kept at a moderate speed since the road design incorporates short tangents and minimal cut and fill. The road is not designed for high speeds. The parking lot is a one-way system with 45° angle parking. The capacity of parking lot is 60 automobiles and 5 buses. The lot is sited at the base of the existing sand dunes. The center area of the parking lot has been preserved in its natural condition in an effort to unobtrusively integrate the parking into the site. The number of parking stalls may be increased if future demands warrant an increase.

Proposed Interpretive Development: Development of the interpretive facilities will include an interpretive building/orientation center, hard surface walks, and foot trails. The area delineated on the plan encompasses the site for the interpretive development and takes into consideration the natural aspects of the site as well as the functional relationships which exist between the parking area, the existing foot trails, and the proposed interpretive complex. Refinement of the building siting and pedestrian circulation systems to the interpretive center will be accomplished once the architectural and site plans are finalized.

CONSTRUCTION NOTES:

The following data is recorded as a guideline for basic engineering and construction purposes. Distances and angular measurements have been scaled from this drawing and computed, figures submitted are accurate at this scale.

A. R = 348'	B. R = 473'	C. R = 210'	D. R = 172'	E. R = 141'
A = 63°	A = 48°	A = 109°	A = 85°	A = 66°
L = 383'	L = 396'	L = 400'	L = 264'	L = 162'

R = Radius A = Angle L = Arc Length

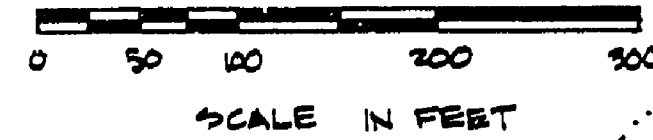
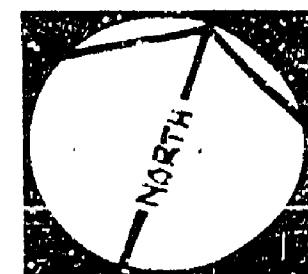
Construction involve: in this first phase of development consists of:

- 2320 linear feet of roadway to the interpretive area
- 60 car/5 bus capacity parking lot

Final road alignment will be field checked and minor adjustments will be made according to on site conditions which might dictate such adjustments. Trees will not be removed beyond a line 5 feet lateral distance from the edge of the road surface.

LEGEND:

- DECIDUOUS VEGETATION
- EVERGREEN VEGETATION
- CONTOURS / 2 FT INTERVALS
- EXISTING
- PROPOSED



REVIEWED BY: James Moore 4/18/72
IN CHARGE, PARK DESIGN DATE

APPROVED BY: [Signature] 4-26-72
CHIEF, PARKS DIVISION DATE

LAKE MICHIGAN
EL. - 578.0'

BEGINNING POINT OF NEW CONSTRUCTION

EXISTING PARK ENTRANCE ROAD / HWY 16

PEDESTRIAN ACCESS - TRAIL SYSTEM
1 FOOT BRIDGE FROM CAMPGROUND AREA

GENERAL AREA OF DEVELOPMENT FOR THE INTERPRETIVE CENTER

FUTURE INTERSECTION

EXISTING ROAD ALIGNMENT TO DRIVE AREA PROPOSED FOR HAMLIN LAKE

SURVEYED BY - <u>STRECHT</u>	DRAWN BY - <u>ZINCK</u>	NO. <u>085 72</u> DATE <u>4-18-72</u> BY <u>STRECHT</u>	REVISIONS	NO. DATE BY	REVISIONS	MICHIGAN DEPARTMENT OF NATURAL RESOURCES	DEVELOPMENT PLAN	LUDINGTON STATE PARK AREA ON PARK	PROJECT NO.
DESIGNED BY - <u>ZINCK</u>	CHECKED BY - <u>PEW 72</u>	DATE <u>4-18-72</u>	1. MAY 73. R. V. E. SITE LOCATION/INTERPRETIVE BLDG.	2.			SHEET TITLE	INTERPRETIVE / ROAD & PARKING DEVELOPMENT PROJECT	SHEET <u>1</u> OF <u>2</u> PLAN NO. <u>L-132</u>