ARKANSAS DEPARTMENT OF TRANSPORTATION

SCOTT E. BENNETT, P.E. - DIRECTOR

PRELIMINARY DESIGN SCHEMATIC

I-49 PROJECT
CRAWFORD AND SEBASTIAN COUNTIES

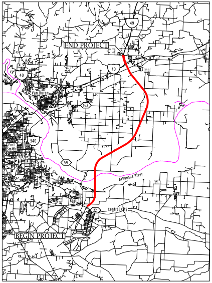
I-49
FROM HIGHWAY 22 TO INTERSTATE 40

PROJECT LENGTH - 14.3 MILES

ROADWAY TYPE	DESIGN SPEED
MAIN LANES	70 MPH
DIRECT CONNECTORS	40 MPH - 50 MPH
DIAGONAL/DIRECTIONAL RAMPS	40 MPH - 50 MPH
LOOP RAMPS	30 MPH - 35 MPH
CROSS STREETS	40 MPH

I-49 PROJECT
HIGHWAY CLASSIFICATION

URBAN FREEWAY


49
END PROJECT
40
Alma
40
Van Buren
162
540
Fort Smith
59
Arkansas River
Barling
22
Central City
BEGIN PROJECT

N

CRAWFORD AND SEBASTIAN COUNTY
NOT TO SCALE

PRELIMINARY SUBJECT TO CHANGE BASED ON FURTHER DEVELOPMENTS RESULTING FROM PUBLIC INPUT AND TECHNICAL REVIEW.

NOT INTENDED FOR CONSTRUCTION, BIDDING OR PERMIT PURPOSES.

DATE APPROVED

DATE SUBMITTED

DATE REVISED

0 100 200
HORIZONTAL
0 20 40
VERTICAL

DATE: APRIL 26, 2018
PREPARED BY HNTB
UNDER THE SUPERVISION OF:
RUSSELL K. OZMER, P.E.

LICENSE NO. 17220

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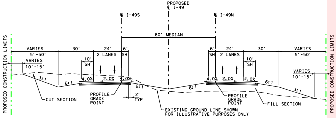
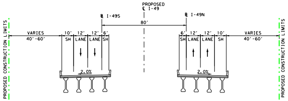
SHEET 5 OF 9

HNTB Corporation
The HNTB Companies
Engineers Architects Planners


PROPOSED
℄ I-49
℄ I-49S
℄ I-49N
80' MEDIAN
PROPOSED CONSTRUCTION LIMITS
VARIES
5'-50'
VARIES
10'-15'
30'
24'
2 LANES
6'
SH
10'
SH
4.0%
2.0%
4.0%
3:1
6:1
6:1
CUT SECTION
PROFILE GRADE POINT
2'
TYP
6'
SH
24'
2 LANES
30'
10'
SH
VARIES
5'-50'
VARIES
10'-15'
4.0%
2.0%
4.0%
6:1
6:1
3:1
PROFILE GRADE POINT
FILL SECTION
EXISTING GROUND LINE SHOWN FOR ILLUSTRATIVE PURPOSES ONLY
PROPOSED CONSTRUCTION LIMITS

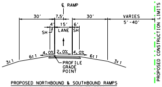
PROPOSED I-49

THIS TYPICAL SECTION DOES NOT REFLECT RAMPS, AUXILIARY LANES OR LANE CONFIGURATION AT INTERSECTIONS.
SECTION IS SHOWN TO ILLUSTRATE TYPICAL LANE CONFIGURATION FOR THE LENGTH OF THIS PROJECT.
SECTION SHOWN ALSO DOES NOT REFLECT CROSS SLOPE CHANGES.

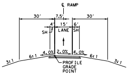

PROPOSED
℄ I-49
℄ I-49S
℄ I-49N
80'
PROPOSED CONSTRUCTION LIMITS
VARIES
40'-60'
10'
SH
12'
LANE
12'
LANE
6'
SH
2.0%
6'
SH
12'
LANE
12'
LANE
10'
SH
2.0%
VARIES
40'-60'
PROPOSED CONSTRUCTION LIMITS

PROPOSED I-49 BRIDGE AT CROSS STREETS AND CREEKS

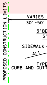
THIS TYPICAL SECTION DOES NOT REFLECT RAMPS, AUXILIARY LANES OR LANE CONFIGURATION AT INTERSECTIONS.
SECTION IS SHOWN TO ILLUSTRATE TYPICAL LANE CONFIGURATION FOR BRIDGE LIMITS OF THIS PROJECT.


℄ RAMP
30'
7.5'
30'
VARIES
5'-40'
4'
15'
6'
SH
LANE
SH
4.0%
2.0%
4.0%
3:1
6:1
6:1
3:1
PROFILE GRADE POINT
PROPOSED CONSTRUCTION LIMITS

PROPOSED NORTHBOUND & SOUTHBOUND RAMPS
SHOWN IN DIRECTION OF TRAFFIC


℄ RAMP
30'
7.5'
30'
4'
15'
6'
SH
LANE
SH
4.0%
2.0%
4.0%
3:1
6:1
6:1
3:1
PROFILE GRADE POINT

PROPOSED NORTHBOUND & SOUTHBOUND LOOP RAMPS
SHOWN IN DIRECTION OF TRAFFIC


PROPOSED CONSTRUCTION LIMITS
VARIES
30'-50'
SIDEWALK
4:1
CURB AND

CURVE NO.	STATION	COORDINATE		BEARING / DELTA	LENGTH	TANGENT	RADIUS
		NORTHING	EASTING		(FT)	(FT)	(FT)
℄ I-49 ML (DESIGN SPEED: 70 MPH)							
I-49 ML C-4	P.C. 613+00.99	408845.3699	653667.2748	N 23°05'15.14" E			
	P.I. 645+95.35	411875.8694	654959.1133	61°50'27.57" LT	5936.3091	3294.3549	5500
	P.T. 672+37.30	414444.9614	652896.9444	N 38°45'12.44" W			

CURVE NO.	STATION	COORDINATE		BEARING / DELTA	LENGTH	TANGENT	RADIUS
		NORTHING	EASTING		(FT)	(FT)	(FT)
℄ CLEAR CREEK RD (DESIGN SPEED: 40 MPH)							
CLEAR CREEK RD C-1	P.C. 10+91.04	406783.22	650394.6818	S 87°36'58.44" E			
	P.I. 12+44.86	406776.8223	650548.3659	3°35'45.58" LT	307.5335	153.8172	4900
	P.R.C. 13+98.57	406780.0764	650702.1487	N 88°47'15.98" E			
CLEAR CREEK RD C-2	P.R.C. 13+98.57	406780.0764	650702.1487	N 88°47'15.98" E			
	P.I. 18+40.81	406789.4322	651144.2825	7°47'03.60" RT	883.1046	442.2328	6500
	P.R.C. 22+81.68	406738.8171	651583.6092	S 83°25'40.42" E			
CLEAR CREEK RD C-3	P.R.C. 22+81.68	406738.8171	651583.6092	S 83°25'40.42" E			
	P.I. 24+60.85	406718.3098	651761.6073	4°11'18.02" LT	358.1915	179.1756	4900
	P.T. 26+39.87	406710.8575	651940.6278	S 87°36'58.44" E			
CLEAR CREEK RD C-4	P.C. 37+00.97	406666.7236	653000.8105	S 87°36'58.44" E			
	P.I. 37+79.13	406663.4727	653078.9013	1°49'39.58" LT	156.3036	78.1584	4900
	P.T. 38+57.27	406662.7142	653157.056	S 89°26'38.02" E			
CLEAR CREEK RD C-5	P.C. 46+89.79	406654.634	653989.5318	S 89°26'38.02" E			
	P.I. 49+11.65	406652.4807	654211.3834	5°11'05.76" RT	443.4213	221.8621	4900
	P.R.C. 51+33.21	406630.2873	654432.1327	S 84°15'32.26" E			
CLEAR CREEK RD C-6	P.R.C. 51+33.21	406630.2873	654432.1327	S 84°15'32.26" E			
	P.I. 52+53.47	406618.2574	654551.7887	2°48'42.56" LT	240.4702	120.2593	4900
	P.T. 53+73.68	406612.1119	654671.8909	S 87°04'14.82" E			

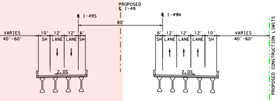
CURVE NO.	STATION	COORDINATE		BEARING / DELTA	LENGTH	TANGENT	RADIUS
		NORTHING	EASTING		(FT)	(FT)	(FT)
℄ NE LOOP RAMP AT CLEAR CREEK RD (DESIGN SPEED: 30 MPH)							
NE LP AT CC C-1	P.C. 10+00.00	406635.0617	652943.9367	S 87°36'58.44" E			
	P.I. 12+88.45	406623.0641	653232.1411	95°56'23.02" RT	435.3607	288.454	260
	P.T. 14+35.36	406337.6486	653190.3839	S 8°19'24.58" W			
NE LP AT CC C-2	P.C. 15+59.24	406215.0769	653172.4513	S 8°19'24.58" W			
	P.I. 16+64.00	406111.4181	653157.2857	4°00'00.00" RT	209.4395	104.7623	3000
	P.T. 17+68.68	406009.0697	653134.9262	S 12°19'24.58" W			
NE LP AT CC C-3	P.C. 19+23.54	405857.7772	653101.8741	S 12°19'24.58" W			
	P.I. 22+00.16	405587.5328	653042.8351	91°23'14.46" RT	430.6527	276.6182	270
	P.C.C. 23+54.19	405653.0974	652774.0994	N 76°17'20.96" W			
NE LP AT CC C-4	P.C.C. 23+54.19	405653.0974	652774.0994	N 76°17'20.96" W			
	P.I. 26+30.81	405718.662	652505.3637	91°23'14.46" RT	430.6527	276.6182	270
	P.T. 27+84.84	405985.7316	652577.4155	N 15°05'53.50" E			
NE LP AT CC C-5	P.C. 29+72.17	406166.5899	652626.2087	N 15°05'53.50" E			
	P.I. 31+46.75	406335.1468	652671.6832	7°59'21.63" RT	348.6008	174.5834	2500
	P.T. 33+20.77	406495.7472	652740.1438	N 23°05'15.14" E			

CURVE NO.	STATION	COORDINATE		BEARING / DELTA	LENGTH	TANGENT	RADIUS
		NORTHING	EASTING		(FT)	(FT)	(FT)
℄ SE RAMP AT CLEAR CREEK RD (DESIGN SPEED: 50 MPH)							
SE RP AT CC C-1	P.C. 10+00.00	403969.0071	651663.0473	N 23°05'15.14" E			
	P.I. 12+14.76	404166.5688	651747.2637	4°00'00.00" RT	429.351	214.7627	6150
	P.T. 14+29.35	404357.7746	651845.0562	N 27°05'15.14" E			
SE RP AT CC C-2	P.C. 16+68.01	404570.2532	651953.7287	N 27°05'15.14" E			
	P.I. 21+34.08	404985.2023	652165.955	29°02'00.30" RT	912.1117	466.0717	1800
	P.T. 25+80.12	405245.0101	652552.8953	N 56°07'15.44" E			
SE RP AT CC C-3	P.C. 29+90.17	405473.5883	652893.3245	N 56°07'15.44" E			
	P.I. 32+71.55	405630.4413	653126.9309	43°47'50.85" LT	535.0869	281.3802	700
	P.T. 35+25.25	405905.3379	653186.9861	N 12°19'24.58" E			

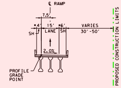
CURVE NO.	STATION	COORDINATE		BEARING / DELTA	LENGTH	TANGENT	RADIUS
		NORTHING	EASTING		(FT)	(FT)	(FT)
℄ NW RAMP AT CLEAR CREEK RD (DESIGN SPEED: 50 MPH)							
NW RP AT CC C-1	P.C. 11+41.41	406866.8434	651711.0412	N 11°59'09.67" E			
	P.I. 15+23.95	407241.0442	651790.4847	51°06'43.28" RT	713.6584	382.5409	800
	P.T. 18+55.07	407414.1306	652131.6277	N 63°05'52.95" E			
NW RP AT CC C-2	P.C. 23+80.38	407651.8182	652600.0959	N 63°05'52.95" E			
	P.I. 29+65.62	407916.6177	653122	36°01'19.13" LT	1131.6639	585.2372	1800
	P.T. 35+12.05	408437.7147	653388.3841	N 27°04'33.82" E			
NW RP AT CC C-3	P.C. 37+66.65	408664.4104	653504.2707	N 27°04'33.82" E			
	P.I. 39+72.91	408848.0657	653598.155	5°54'13.35" LT	412.1566	206.2608	4000
	P.T. 41+78.80	409040.4036	653672.6512	N 21°10'20.47" E			

CURVE NO.	STATION	COORDINATE		BEARING / DELTA	LENGTH	TANGENT	RADIUS
		NORTHING	EASTING		(FT)	(FT)	(FT)
℄ SW RAMP AT CLEAR CREEK RD (DESIGN SPEED: 50 MPH)							
SW RP AT CC C-1	P.C. 10+00.00	403928.9804	651497.0566	N 23°05'15.14" E			
	P.I. 12+14.76	404126.5421	651581.2731	4°00'00.00" LT	429.351	214.7627	6150
	P.T. 14+29.35	404329.4972	651651.5031	N 19°05'15.14" E			
SW RP AT CC C-2	P.C. 17+07.11	404591.9895	651742.3353	N 19°05'15.14" E			
	P.I. 21+74.44	405033.6194	651895.1558	34°36'31.42" LT	906.0544	467.3233	1500
	P.T. 26+13.17	405483.9002	651770.1026	N 15°31'16.28" W			
SW RP AT CC C-3	P.C. 31+39.80	405991.3283	651629.1782	N 15°31'16.28" W			
	P.I. 33+60.09	406203.5833	651570.2301	27°30'25.96" RT	432.0822	220.2886	900
	P.T. 35+71.89	406419.0693	651615.9781	N 11°59'09.67" E			

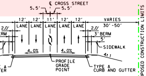
CURVE NO.	STATION	COORDINATE		BEARING / DELTA	LENGTH	TANGENT	RADIUS
		NORTHING	EASTING		(FT)	(FT)	(FT)
℄ SW LOOP RAMP AT CLEAR CREEK RD (DESIGN SPEED: 30 MPH)							
SW LP AT CC C-1	P.C. 11+78.50	406683.3157	652671.1722	S 23°05'15.14" W			
	P.I. 13+18.19	406554.8203	652616.3973	4°00'00.00" RT	279.2527	139.6831	4000
	P.T. 14+57.76	406430.4588	652552.7924	S 27°05'15.14" W			
SW LP AT CC C-2	P.C. 18+38.32	406091.6398	652379.5029	S 27°05'15.14" W			
	P.I. 23+28.32	405655.3883	652156.3815	104°24'43.01" RT	692.4863	489.9985	380
	P.C.C. 25+30.81	405980.0678	651789.3914	N 48°30'01.85" W			
SW LP AT CC C-3	P.C.C. 25+30.81	405980.0678	651789.3914	N 48°30'01.85" W			
	P.I. 30+20.80	406304.7474	651422.4013	104°24'43.01" RT	692.4863	489.9985	380
	P.C.C. 32+23.29	406579.3787	651828.2044	N 55°54'41.16" E			
SW LP AT CC C-4	P.C.C. 32+23.29	406579.3787	651828.2044	N 55°54'41.16" E			
	P.I. 33+94.95	406675.5899	651970.3689	36°28'20.40" RT	331.649	171.6606	521
	P.T. 35+54.94	406668.4501	652141.881	S 87°36'58.44" E			


PROPOSED
℄ I-49
℄ I-49S
℄ I-49N
80'
VARIES
40'-60'
10'
12'
12'
6'
SH
LANE
LANE
SH
6'
12'
12'
12'
10'
SH
LANE
LANE
LANE
SH
VARIES
40'-60'
2.0%
2.0%
PROPOSED CONSTRUCTION LIMITS

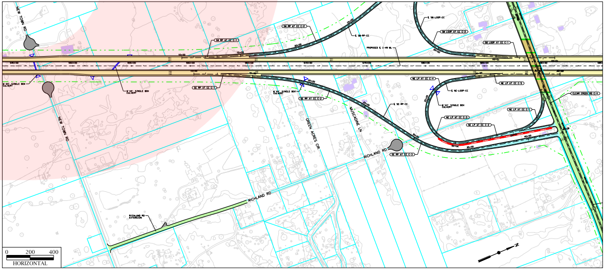
PROPOSED I-49
SHOWN IN DIRECTION OF TRAFFIC

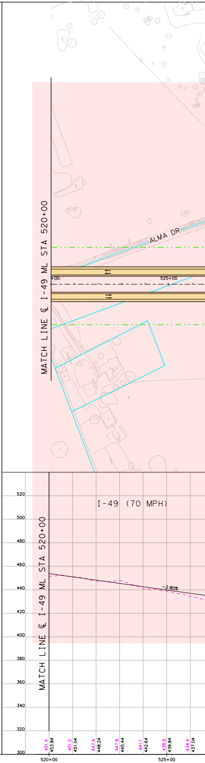

℄ RAMP
7.5'
*4'
15'
*6'
SH
LANE
SH
VARIES
30'-50'
2.0%
PROFILE
GRADE
POINT
PROPOSED CONSTRUCTION LIMITS

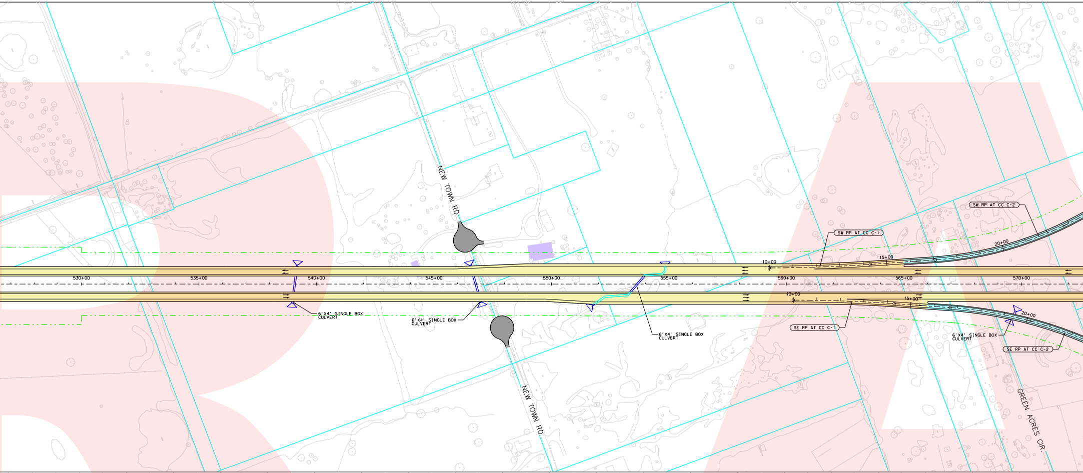
SED NORTHBOUND & SOUTHBOUND RAMPS AT BRIDGE
SHOWN IN DIRECTION OF TRAFFIC
* SHOULDERS ALTERNATE
TO OBTAIN SSD

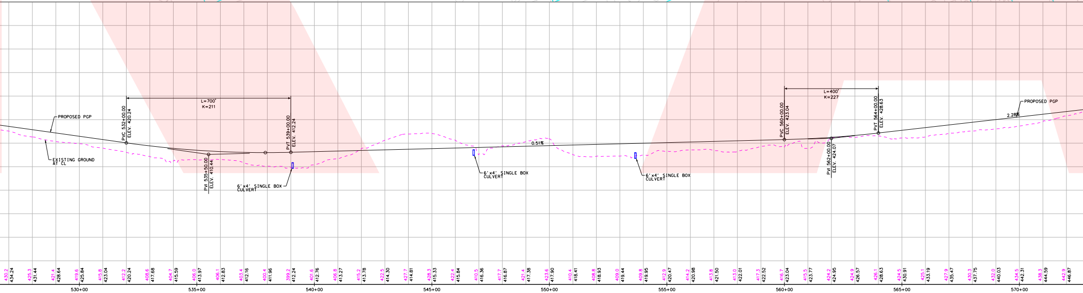

℄ CROSS STREET
5.5'
5.5'
12'
12'
11'
12'
12'
VARIES
2.0'
LANE
LANE
LANE
LANE
LANE
2.0'
30'-50'
RM
3' BERM
5'
SIDEWALK
4:1
4.0%
4.0%
PROFILE
GRADE
POINT
TYPE A
CURB AND GUTTER
A
TER
PROPOSED CONSTRUCTION LIMITS

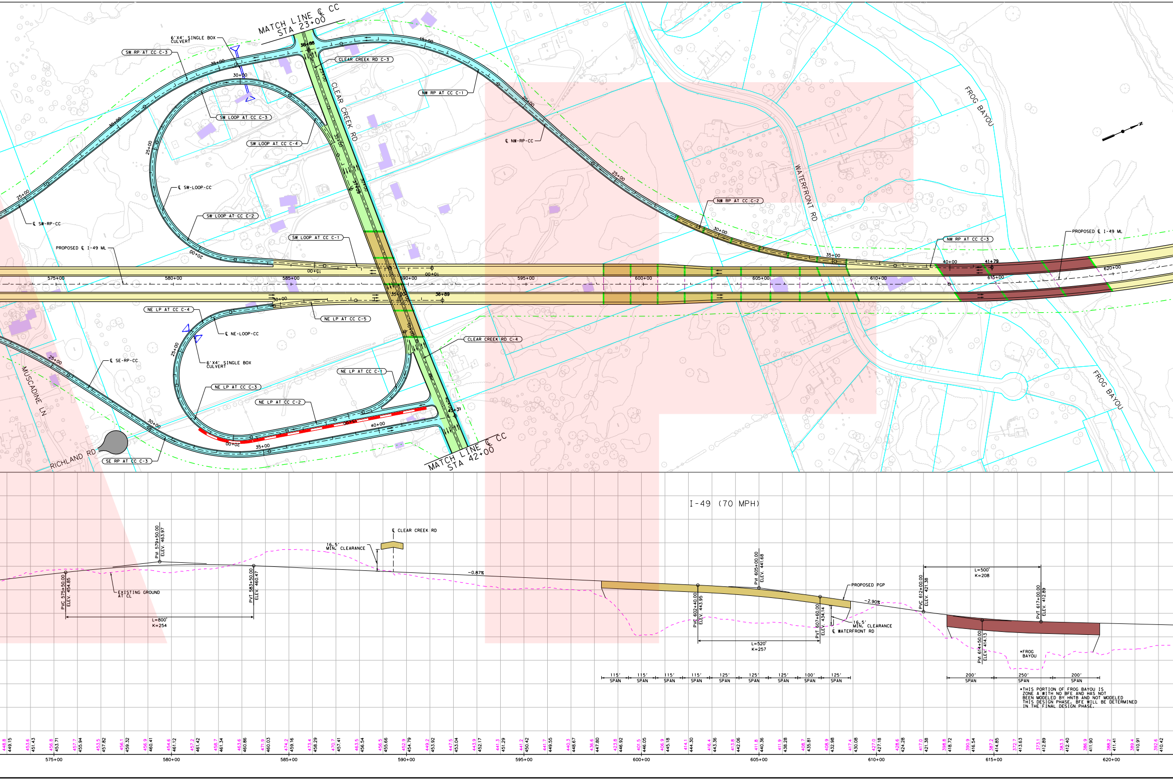
PROPOSED CROSS STREET AT GRADE


NEW TOWN RD
NEW TOWN RD
GREEN ACRES DR
MUSCADINE LN
RICHLAND RD
RICHLAND RD
RICHLAND RD EXTENSION
PROPOSED ℄ I-49 ML
CLEAR CREEK RD C-6
0
200
400
HORIZONTAL
N

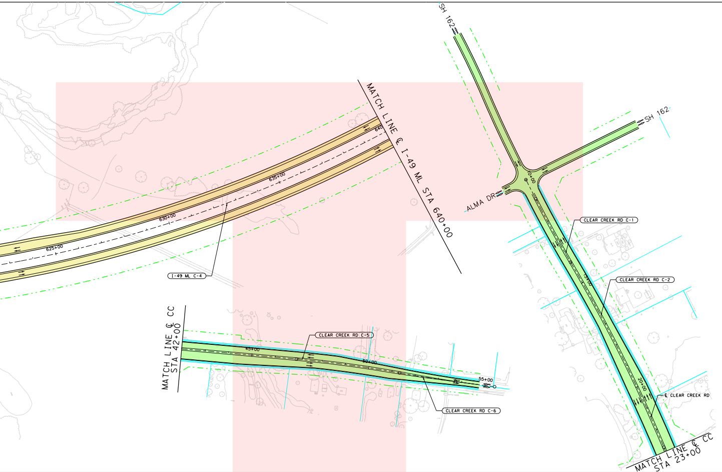

MATCH LINE ℄ I-49 ML STA 520+00
ALMA DR
525+00
I-49 (70 MPH)
520
500
480
460
440
420
400
380
360
340
320
300
-2.80%
520+00
525+00
451.4
453.84
451.2
451.04
447.4
448.24
447.8
445.44
441.1
442.64
439.9
439.84
434.4
437.04


NEW TOWN RD
NEW TOWN RD
GREEN ACRES CIR.
530+00
535+00
540+00
545+00
550+00
555+00
560+00
565+00
570+00
10+00
15+00
20+00
10+00
15+00
20+00
SW RP AT CC C-1
SW RP AT CC C-2
SE RP AT CC C-1
SE RP AT CC C-2
6'X4' SINGLE BOX CULVERT
6'X4' SINGLE BOX CULVERT
6'X4' SINGLE BOX CULVERT
6'X4' SINGLE BOX CULVERT



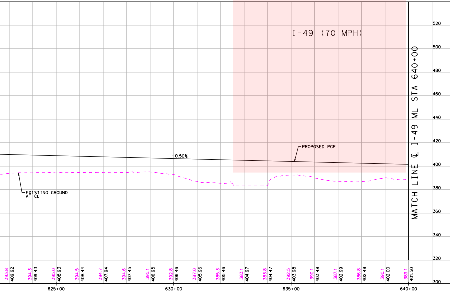

MATCH LINE ℄ CC STA 23+00
6'X4' SINGLE BOX CULVERT
SW RP AT CC C-3
35+00
30+00
38+66
CLEAR CREEK RD C-3
15+00
NW RP AT CC C-1
SW LOOP AT CC C-3
SW LOOP AT CC C-4
CLEAR CREEK RD
20+00
℄ NW-RP-CC
FROG BAYOU
WATERFRONT RD
30+00
25+00
℄ SW-LOOP-CC
SW LOOP AT CC C-2
25+00
℄ SW-RP-CC
NW RP AT CC C-2
SW LOOP AT CC C-1
PROPOSED ℄ I-49 ML
20+00
15+00
10+01
35+00
NW RP AT CC C-3
40+00
41+79
PROPOSED ℄ I-49 ML
575+00
580+00
585+00
590+00
595+00
600+00
605+00
610+00
615+00
620+00
30+00
35+89
NE LP AT CC C-4
NE LP AT CC C-5
℄ NE-LOOP-CC
CLEAR CREEK RD C-4
25+00
℄ SE-RP-CC
6'X4' SINGLE BOX CULVERT
MUSCADINE LN
NE LP AT CC C-1
NE LP AT CC C-3
NE LP AT CC C-2
40+00
20+00
35+00
30+00
RICHLAND RD
SE RP AT CC C-3
MATCH LINE ℄ CC STA 42+00
I-49 (70 MPH)
℄ CLEAR CREEK RD
16.5' MIN. CLEARANCE
PVT 579+50.00 ELEV. 463.97
PVC 575+50.00 ELEV. 454.85
EXISTING GROUND AT CL
L=800' K=254
PVT 583+50.00 ELEV. 460.47
-0.87%
PVI 605+00.00 ELEV. 441.68
PVC 602+40.00 ELEV. 443.95
L=520' K=257
PVT 607+60.00 ELEV. 434.14
PROPOSED PGP
-2.90%
16.5' MIN. CLEARANCE
℄ WATERFRONT RD
L=500' K=208
PVC 612+00.00 ELEV. 421.38
PVT 617+00.00 ELEV. 412.89
PVI 614+50.00 ELEV. 414.13
*FROG BAYOU
115' SPAN
115' SPAN
115' SPAN
115' SPAN
125' SPAN
125' SPAN
125' SPAN
100' SPAN
125' SPAN
200' SPAN
250' SPAN
200' SPAN
448.8 449.15
453.6 451.43
456.8 453.71
457.7 455.94
453.5 457.82
456.1 459.32
456.9 460.41
454.6 461.12
457.2 461.42
458.7 461.34
463.6 460.86
471.9 460.03
474.2 459.16
473.4 458.29
470.7 457.41
463.5 456.54
456.5 455.66
452.9 454.79
449.2 453.92
447.5 453.04
443.9 452.17
441.3 451.29
441.2 450.42
441.7 449.55
440.3 448.67
436.6 447.80
423.8 446.92
401.5 446.05
406.9 445.18
414.1 444.30
416.4 443.36
413.8 442.06
411.8 440.36
411.9 438.28
408.7 435.81
408.9 432.98
417.4 430.08
427.0 427.18
428.6 424.28
417.0 421.38
398.8 418.72
390.9 416.54
387.2 414.85
372.7 413.63
373.1 412.89
383.3 412.40
386.9 411.90
388.2 411.41
389.4 410.91
392.6 410.42
575+00
580+00
585+00
590+00
595+00
600+00
605+00
610+00
615+00
620+00

*THIS PORTION OF FROG BAYOU IS ZONE A WITH NO BFE AND HAS NOT BEEN MODELED BY HNTB AND NOT MODELED THIS DESIGN PHASE. BFE WILL BE DETERMINED IN THE FINAL DESIGN PHASE.


SH 162
SH 162
ALMA DR
MATCH LINE ℄ I-49 ML STA 640+00
MATCH LINE ℄ CC STA 42+00
MATCH LINE ℄ CC STA 23+00
I-49 ML C-4
CLEAR CREEK RD C-1
CLEAR CREEK RD C-2
CLEAR CREEK RD C-5
CLEAR CREEK RD C-6
℄ CLEAR CREEK RD
625+00
630+00
635+00
640
45+00
50+00
55+00
20+00
10+00
0+00

LEGEND

🟨	Main Lanes
🟥	Direct Connector
🟩	Cross-Streets
🟦	Ramps (Diagonal/Directional/Loop)
🟨	Concrete Bridge Structure
🟫	Steel Bridge Structure
- · -	Bridge Substructure
- - -	Existing Storm Drain
—	Proposed Storm Drain
⬜	Bicycle / Pedestrian
⬛	Driveway / Cul-De-Sac
🟪	Potential Impacts
🟦	Zone A / AE Floodplain
⬜	Zone X Floodplain
▨	Zone AE Floodway
🟪	Cemetery
- · -	Existing STATE ROW
- · -	Proposed Construction Limits
— · —	Proposed Centerline / Baseline
—	Proposed Retaining Wall
🟩	Project By Others
⊠	Drainage Easement
—	Property Line
⊠	Removal



NOTES:
1. PARCELS SHOWN ARE BASED ON GIS DATA AND HAVE NOT BEEN VERIFIED BY FIELD SURVEY.
2. DESIGN BASED ON LIDAR MAPPING 2017/2018.
3. DESIGN BASED ON AVAILABLE DRAINAGE CONSTRAINT INFORMATION. DETAILED DRAINAGE ANALYSIS TO BE PERFORMED IN SUBSEQUENT PROJECT DEVELOPMENT PHASES.
4. DRIVEWAY LOCATIONS ARE NOT SHOWN AND SUBJECT TO ACCESS MANAGEMENT POLICIES.
5. PROPOSED CONSTRUCTION LIMITS ARE PRELIMINARY AND SUBJECT TO CHANGE.
6. LANE CONFIGURATION LAYOUT AND RAMPING SCHEME IS PRELIMINARY AND SUBJECT TO CHANGE.

ARKANSAS DEPARTMENT OF TRANSPORTATION

SCOTT E. BENNETT, P.E. - DIRECTOR
PRELIMINARY DESIGN SCHEMATIC

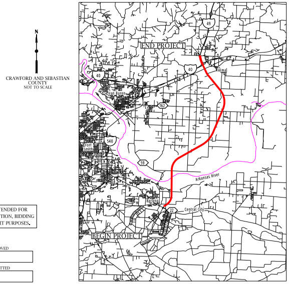
I-49 PROJECT
CRAWFORD AND SEBASTIAN COUNTIES

I-49
FROM HIGHWAY 22 TO INTERSTATE 40

PROJECT LENGTH - 14.3 MILES

ROADWAY TYPE	DESIGN SPEED
MAIN LANES	70 MPH
DIRECT CONNECTORS	40 MPH - 50 MPH
DIAGONAL/DIRECTIONAL RAMPS	40 MPH - 50 MPH
LOOP RAMPS	30 MPH - 35 MPH
CROSS STREETS	40 MPH

I-49 PROJECT
HIGHWAY CLASSIFICATION
URBAN FREEWAY


N
CRAWFORD AND SEBASTIAN COUNTY
NOT TO SCALE
END PROJECT
BEGIN PROJECT
49
40
40
162
540
59
22
Van Buren
Fort Smith
Alma
Barling
Central City
Arkansas River

PRELIMINARY SUBJECT TO CHANGE BASED ON FURTHER DEVELOPMENTS RESULTING FROM PUBLIC INPUT AND TECHNICAL REVIEW.

NOT INTENDED FOR CONSTRUCTION, BIDDING OR PERMIT PURPOSES.

DATE APPROVED
DATE SUBMITTED
DATE REVISED

0 100 200
HORIZONTAL
0 20 40
VERTICAL

DATE: APRIL 26, 2018
PREPARED BY HNTB
UNDER THE SUPERVISION OF:
RUSSELL K. OZMER, P.E.

LICENSE NO. 17220

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SHEET 5 OF 9

HNTB Corporation
The HNTB Companies
Engineers Architects Planners