





LEGEND

DETOUR ROUTE (SOUTH BOUND)

NORTH-BOUND FULL ACCESS

TEMPORARY SOUTH-BOUND CLOSURE

NOTE:

DURING PHASE I AS SHOWN ON SHEET C-500, THE EXISTING ASPHALT STREET WILL ACT AS A ONE-LANE, ONE DIRECTION ROAD (NOT DEPICTED ON THIS SHEET). DURING PHASE II AS SHOWN ON SHEET C-500, NORTHBOUND TRAFFIC WILL CONTINUE ALONG OAK GROVE ROAD, ACTING AS A ONE-WAY STREET.
SOUTHBOUND TRAFFIC WILL BE REDIRECTED ALONG THE DETOUR SHOWN FOR BOTH PHASE I & II SHOWN ON

CONTRACTOR IS RESPONSIBLE FOR PROVIDING ADEQUATE SAFEGUARDS AT ALL TIMES DURING CONSTRUCTION. ALL BARRICADES, WORKING SIGNS, LIGHT DEVICES, ETC. FOR THE GUIDANCE AND PROTECTION OF THE TRAVELING PUBLIC SHALL CONFORM TO THE TEXAS MANUAL OF UNIFORM TRAFFIC CONTROL. DEVICES AS CURRENTLY AMENDED, TEXAS DEPARTMENT OF HIGHWAYS AND PUBLIC TRANSPORTATION.

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CODY BREWER

CON OUR

SHEET NUMBER

C-501

Know what's below.

Call before you dig.

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EXISTING UNDERGROUND UTILITIES. CONTRACTOR TO VERIFY EXACT LOCATION

PRIOR TO ANY TRENCHING

OR EXCAVATION.



MAG NAIL W/ SHINER "YP CONTROL POINT, BEING ON THE NORTHEAST CURB OF THE ALBERTSONS DRIVEWAY AND ALBERTSONS DRIVE INTERSECTION, ±100' NORTH WEST OF A STOP SIGN, ±170' SOUTH OF A FIRE HYDRANT AND ±15' EAST OF THE CENTERLINE OF ALBERTSONS DRIVE.

ELEV: 691.38'

MAG NAIL W/ SHINER "YP CONTROL POINT, BEING SET AT THE SOUTHEAST CORNER OF A CURB INLET ON THE EAST SIDE OF ALBERTSONS DRIVE, ±5' SOUTH OF A STORM DRAIN MANHOLE, ±10 NORTH OF A FIRE HYDRANT AND ±13' NORTHWEST OF A WATER VALVE.

ELEV: 687.90'

The bearing system for this survey is based on the Texas Coordinate System of 1983, North Central Zone 4202 based on observations made on January 29, 2019 with an applied combined scale factor of 1.00012.