

Pecan Valley D and Quail Run Ro

CONTROL PLAN

NOTES:
1. THESE SIGNS ARE TO BE IN ADDITION TO ALL EXISTING SIGNS.

2. REFER TO THE MANUAL ON UNIFORM TRAFFIC CONTROL DEVICES (MUTCD) FOR PLACEMENT AND DIMENSIONS OF ALL SIGNS.

N.T.S.

3. ROADWAY ALIGNMENT AND DISTANCES ARE SHOWN FOR ILLUSTRATION PURPOSES ONLY. SIGN PLACEMENT SHALL BE PER THE MUTCD, PER DIMENSION ON THE SIGN, OR PER DISTANCES LABELED ON THIS SHEET.

<u>BENCHMARKS</u>

- 1. X-CUT IN CONCRETE LOCATED ON THE TOP OF CURB AT THE MID POINT OF A CURVE RETURN ON THE NORTH SIDE OF N. LAKESHORE DRIVE AT THE INTERSECTION WITH S.H. 205, 5' SOUTHEAST OF A POWER POLE. ELEVATION: 477.90'
- 2. ALUMINUM CAP FOUND IN CONCRETE LABELED, "FLOODWAY BOUNDARY" LOCATED ON THE SOUTHEAST SIDE OF N. LAKESHORE DRIVE, 72' SOUTHWEST FROM A PEDESTRIAN COLUMN ON SOUTHEAST END OF A BRIDGE, 23' EAST OF BACK OF CURB.
- 3. X-CUT IN CONCRETE LOCATED AT THE INTERSECTION OF THE EAST R.O.W. LINE OF RANDOM OAKS DRIVE AND THE NORTH R.O.W. LINE OF QUAIL RUN ROAD, 53' NORTHEAST OF A POWER POLE ON THE SOUTH SIDE OF QUAIL RUN ROAD. ELEVATION: 471.31'

RECORD DRAWING
THIS RECORD DRAWING HEREIN REFLECTS TO
THE BEST OF THE DESIGN ENGINEER'S
KNOWLEDGE, THE APPROXIMATE LOCATION OF
THE CONSTRUCTED WORK, USING
INFORMATION AS PROVIDED BY THE

CONTRACTORS AND SURVEYED GRADES.

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