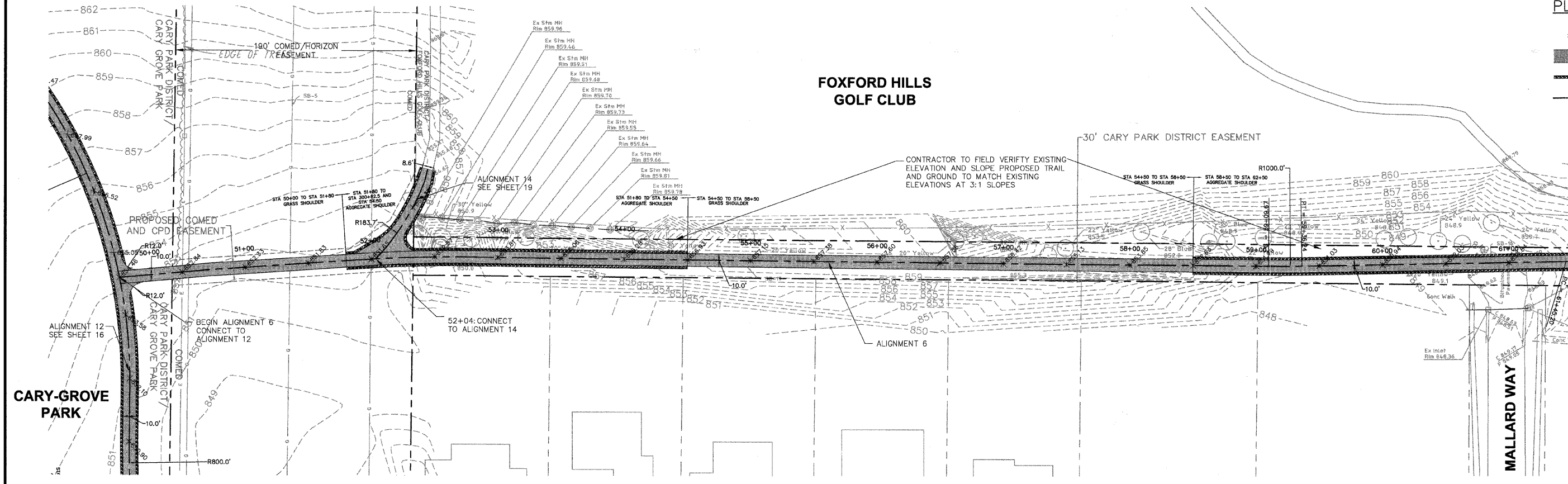


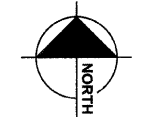
PLAN LEGEND:

- PROPOSED SPOT ELEVATIONS
- PROPOSED BIKE TRAIL
- PROPOSED AGGREGATE SHOULDER
- PROPERTY LINE

FOXFORD HILLS GOLF CLUB

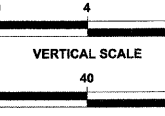
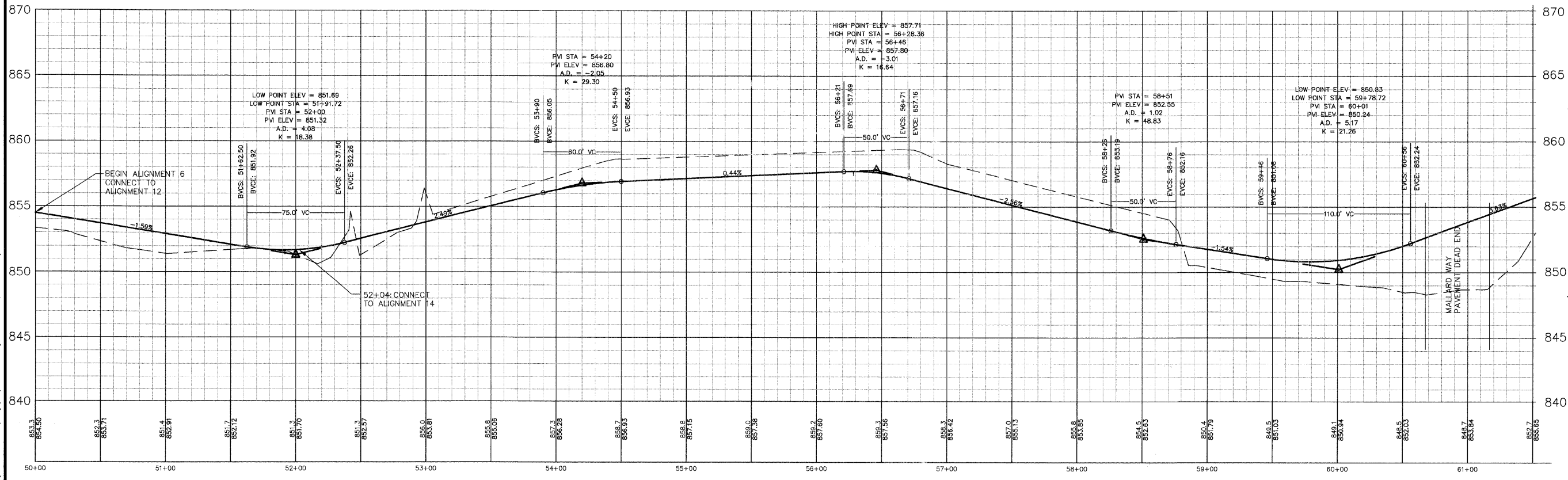


MATCHLINE - SEE SHEET 21

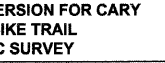


0 40 80
SCALE AS SHOWN

CARY COMMUNITY TRAIL ALIGNMENT 6 - STA. 50+00 TO 61+50



VERTICAL SCALE



HORIZONTAL SCALE

DATUM CONVERSION FOR CARY COMMUNITY BIKE TRAIL TOPOGRAPHIC SURVEY

THE DATUM USED FOR THE CARY COMMUNITY BIKE TRAIL TOPOGRAPHIC SURVEY PERFORMED BY HAEGER ENGINEERING, LLC, DATED FEB. 2, 2008 ("THE TOPO") WAS BASED ON MH 46 ON PAGE 25 OF 36 ON THE MALLARD CONSULTING, LTD. RECORD DRAWINGS FOR FOXFORD HILLS SUBDIVISION PHASE 1 DATED MARCH 6, 2007. THIS DATUM WAS REQUESTED TO BE USED IN ORDER FOR THE TOPO TO STAY CONSISTENT WITH PROJECTS DONE IN THE AREA (FOXFORD HILLS). THE PUBLISHED RECORD ELEVATION FOR MH 46 WAS 861.45 FEET. THIS ELEVATION WAS USED TO ESTABLISH THE ELEVATIONS REPORTED BY THE TOPO. IT IS UNKNOWN TO HAEGER ENGINEERING, LLC AS TO THE SOURCE BENCHMARK OR PUBLISHED DATUM THAT WAS ORIGINALLY USED FOR THE RECORD DRAWINGS OF FOXFORD HILLS SUBDIVISION PROJECT. DUE TO THE FACT HAEGER ENGINEERING, LLC WAS NEVER SUPPLIED THIS INFORMATION, HOWEVER, HAEGER ENGINEERING, LLC DID CHECK WITH MH 46 ELEVATION WITH ITS RTK GPS UNIT THAT IS BASED ON KARA COMPANY'S RTK CORRS REFERENCE NETWORK USING NAVD 83 (GEOID 03) AS ITS REFERENCE DATUM. HAEGER ENGINEERING, LLC FOUND MH 46 ELEVATION (861.45) TO BE 0.11 HIGHER THAN THAT MEASURED WITH THE GPS EQUIPMENT (861.34) USING NAVD 83 (GEOID 03) AS THE REFERENCE DATUM. BASED ON THE GPS MEASUREMENT REPORT THE CONVERSION TO NAVD 28 ELEVATION FOR MH 46 USING NAVS VERTICAL CONVERSION WOULD BE 861.82 (0.07 HIGHER THAN PUBLISHED MH 46 ELEVATION). THEREFORE DUE TO VERTICAL ACCURACY OF THE GPS RTK MEASUREMENT (PLUS OR MINUS 0.05) IT IS UNKNOWN TO HAEGER ENGINEERING, LLC AS TO THE TRUE PUBLISHED DATUM USED FOR THE TOPO WITH OUT BEING SUPPLIED THE SOURCE BENCHMARK OR CONTROL INFORMATION THE FOXFORD HILLS SUBDIVISION WAS BUILT ON.

BASED ON HAEGER ENGINEERING, LLC GPS RTK MEASUREMENT OF MH 46 THE DATUM CONVERSION FOR THE TOPO IS AS FOLLOWS:
NAVD 83 (GEOID 03)-LOWER TOPO 0.11" (WITH AN ACCURACY OF PLUS OR MINUS 0.05)
NAVD 28-RAISE TOPO 0.07" (WITH AN ACCURACY OF PLUS OR MINUS 0.05)

BENCHMARKS

SOURCE BENCHMARK
DESCRIPTION: MANNING #48 FROM THE ASSULT RECORD DRAWINGS BY MALLARD CONSULTING LTD DATED 3-6-07 FOR THE FOXFORD HILLS SUBDIVISION-PHASE 1 IN THE VILLAGE OF CARY ILLINOIS.
LOCATION: 120' NORTHEAST OF THE OAKMAN DRIVE AND PARKSTONE DRIVE INTERSECTION ON OAKMAN DRIVE.
ELEVATION: 861.45

SITE BENCHMARKS
HE CP #10
DESCRIPTION: IRON PIPE
LOCATION: 100' EAST OF THE INTERSECTION OF 1ST AND THREE OAKS ROAD, 584' NORTH OF THE NORTH SIDE OF THREE OAKS ROAD, 31' NORTHEAST OF 3" IRON MANHOLE, AND 26' NORTHWEST OF POWER POLE.
ELEVATION: 854.94

HE CP #1
DESCRIPTION: "2" NAIL IN EDGE OF PAVEMENT.
LOCATION: 522' WEST OF THE INTERSECTION OF RAWSON BRIDGE ROAD AND WINK TRAIL, 45' SOUTHWEST OF TREE 27 SOUTHWEST OF BRON ROAD, AND 10' SOUTH OF CONCRETE WALK.
ELEVATION: 860.57

HE CP #8
DESCRIPTION: RAIL ROAD SPIKE
LOCATION: NORTHWEST CORNER OF INTERSECTION OF CRYSTAL LAKE ROAD AND RAWSON BRIDGE ROAD, 22' SOUTHWEST OF FENCE CORNER, 18' SOUTHWEST OF POWER POLE, AND 11' NORTHWEST OF PAVEMENT.
ELEVATION: 823.23



1-800-892-0123

DESIGNED	JWH
DRAWN	LES
CHECKED	JMM
DATE	10/02/2009

REVISED	
REVISED	
REVISED	
REVISED	

**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

**CARY PARK DISTRICT
CARY COMMUNITY TRAIL**

**TRAIL ALIGNMENT
PLAN & PROFILE
STA. 50+00 TO STA. 61+50**

SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
06-P4001-00-BR	MCHENRY	64	20
FED. ROAD DIST. NO. 1	ILLINOIS	CONTRACT NO. 63333	