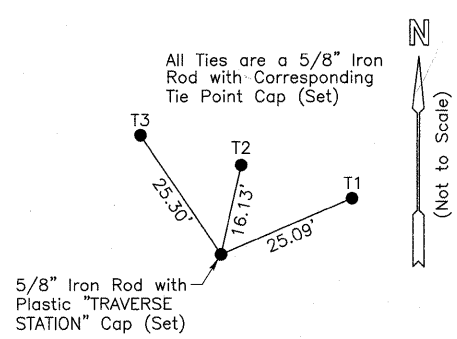


DATE	
BY	
SURVEY	
PLOTTED	
TEMPLATE	
NOTE BOOK	
AREAS CHECKED	
NO.	

DATE	
BY	
SURVEY	
PLOTTED	
TEMPLATE	
NOTE BOOK	
AREAS CHECKED	
NO.	



CONTROL POINT #4
N.2,045,144.487-E.1,050,362.719

PATH CURVE NO. 3
Δ = 62° 21' 35" (LT)
D = 25° 27' 53"
R = 225.00'
T = 136.16'
L = 244.89'
E = 37.99'
PC STA = 119+72.71
PI STA = 121+08.87
PT STA = 122+17.59

GILMORE CURVE NO. 1
Δ = 05° 52' 58.35" (RT)
D = 0° 59' 59.92"
R = 5,729.70'
T = 294.41'
L = 588.30'
E = 7.56'
PC STA = 263+23.80
PI STA = 266+18.21
PT STA = 269+12.10

FORT HILL TRAIL ALIGNMENT DATA

DESCRIPTION	STATION	NORTHING	EASTING
BOA/PC	113+00.00	2044262.4561	1050339.6413
PI	113+12.16	2044272.2718	1050332.4715
PT	113+24.27	2044281.0344	1050324.0472
PC	115+70.96	2044458.8692	1050153.0805
PI	117+25.89	2044570.5553	1050045.7078
PT	117+97.85	2044656.9027	1050174.3423
PC	119+72.71	2044754.3560	1050319.5216
PI	121+08.87	2044830.2413	1050432.5703
PRC	122+17.59	2044965.5933	1050417.7909
PI	124+68.50	2045215.0176	1050390.5557
PT	125+95.50	2045215.0165	1050641.4625
EOA	127+09.32	2045215.0165	1050755.2815

GILMER ROAD ALIGNMENT DATA

DESCRIPTION	STATION	NORTHING	EASTING
BOA/PC	263+23.80	2045603.7396	1049630.2972
PI	266+18.21	2045377.1288	1049818.2440
PT	269+12.10	2045132.4478	1049981.9745
PC	277+20.80	2044460.9961	1050432.6943
PI	284+21.67	2043879.4701	1050823.9092
EOA/PT	291+20.80	2043254.6018	1051141.3381

END PROJECT STA 125+75.0 FORT HILL TRAIL

PATH CURVE NO. 4
Δ = 96° 13' 55" (RT)
D = 25° 27' 53"
R = 225.00'
T = 250.91'
L = 377.90'
E = 112.02'
PC STA = 122+17.59
PI STA = 124+68.50
PT STA = 125+95.50

CONTROL POINT #3
N.2,044,842.838-E.1,050,362.085

CONTROL POINT #2
N.2,044,563.430-E.1,050,388.027

CONSTRUCTION LINE #1 ALIGNMENT DATA (WESTERN BERM)

DESCRIPTION	STATION	NORTHING	EASTING
BOA	300+00.00	2044682.3077	1049669.2285
EOA	303+62.76	2044600.7044	1050022.6912

CONSTRUCTION LINE #2 ALIGNMENT DATA (EASTERN BERM)

DESCRIPTION	STATION	NORTHING	EASTING
BOA	400+00.00	2044810.4659	1050491.6795
EOA	406+60.59	2044544.7997	1051096.4906

PATH CURVE NO. 1
Δ = 07° 43' 36" (LT)
D = 31° 49' 52"
R = 180.00'
T = 12.16'
L = 24.27'
E = 0.41'
PC STA = 113+00.00
PI STA = 113+12.16
PT STA = 113+24.27

GILMER CURVE NO. 2
Δ = 07° 00' 00" (RT)
D = 00° 30' 00"
R = 11,459.20'
T = 700.87'
L = 1,400.00'
E = 21.41'
PC STA = 277+20.80
PI STA = 284+21.67
PT STA = 291+20.80

All Ties are a 5/8" Iron Rod with Corresponding Tie Point Cap (Set)

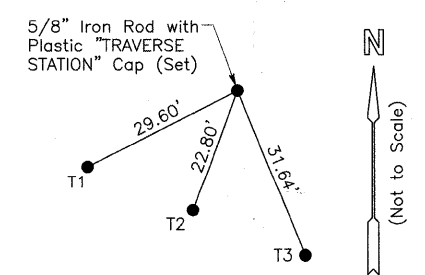
T.B.M. #1
Railroad Spike in Power Pole (Set) on Northeastly Side of Gilmer Road.
Elevation 815.24

Basis of Elevations

Elevations are based on the Found "Benchtie" in Southwest Face of Power Pole on Northeast Side of Gilmer Road, Reference BM for T.B.M. #3-70 as Provided by the Lake County Division of Transportation. Elevation 820.84

Bearings and Coordinates are referenced to the Illinois Coordinate System NAD83, East Zone, as broadcast by the Regional Illinois Global Positioning Network from Reference Station 0020 on May 20, 2008 and on May 22, 2008.

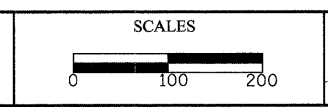
NOTES:
EXISTING ROADWAY CONFIGURATION SHOWN
BOA = BEGINNING OF ALIGNMENT
BOP = BEGINNING OF PROJECT
PC = POINT OF CURVATURE
PRC = POINT OF REVERSE CURVATURE
PT = POINT OF TANGENT
PI = POINT OF INTERSECTION
EOA = END OF ALIGNMENT
EOP = END OF PROJECT
CP = CONTROL POINT
BM = BENCH MARK



CONTROL POINT #1
N.2,044,299.260-E.1,050,164.580

USER NAME = pk	DESIGNED - PK	REVISED -
FILE NAME = ...sheet03 AT\2130_Algm_Tie.dgn	DRAWN - JRR	REVISED -
PLOT SCALE = 100.0000' / IN.	CHECKED - RTM	REVISED -
PLOT DATE = 12/13/2010	DATE - 12/17/2010	REVISED -

STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION



ALIGNMENT, TIES AND BENCHMARKS
FORT HILL TRAIL BIKE PATH UNDERPASS
SHEET NO. 1 OF 1 SHEETS STA. TO STA.

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
3602	08-F3000-07-BT	LAKE	60	6
FED. ROAD DIST. NO. 1 ILLINOIS FED. AID PROJECT				CONTRACT NO. 63422