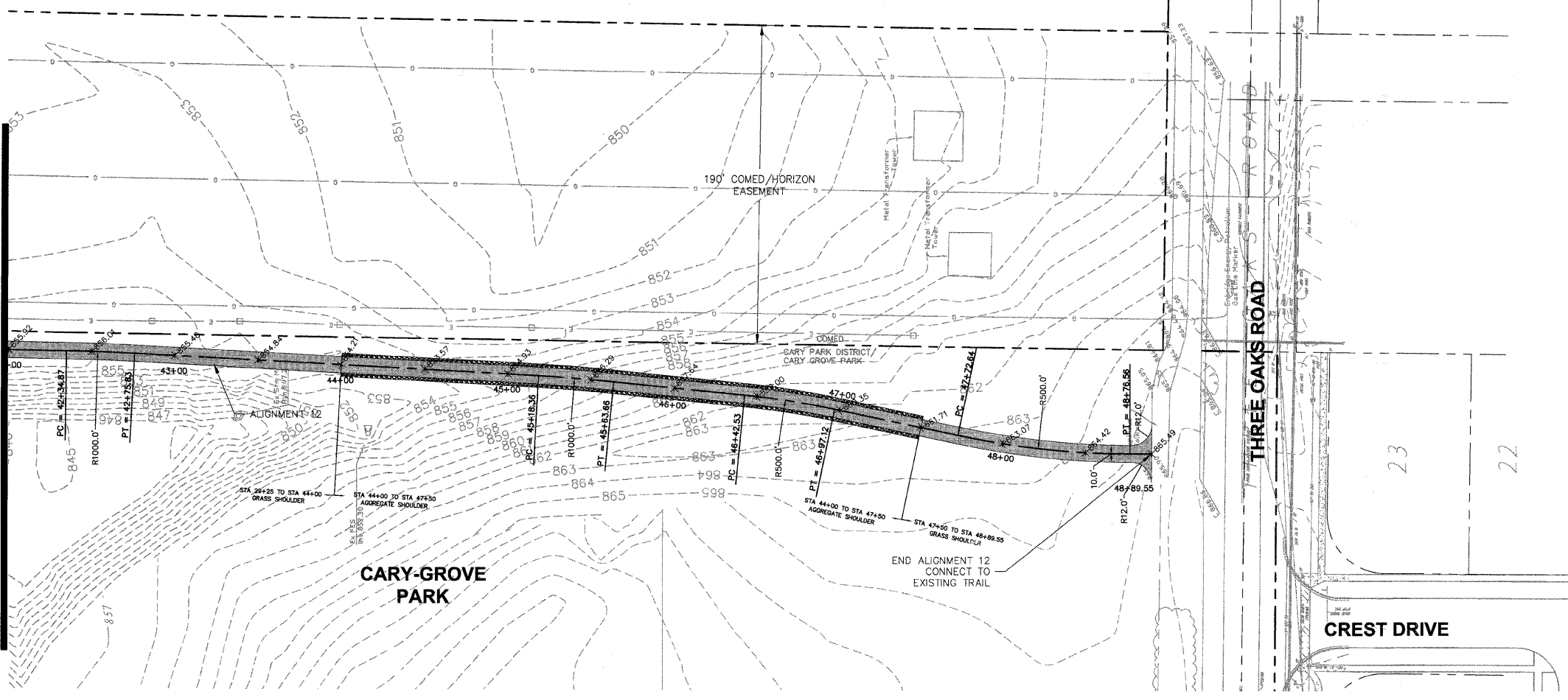


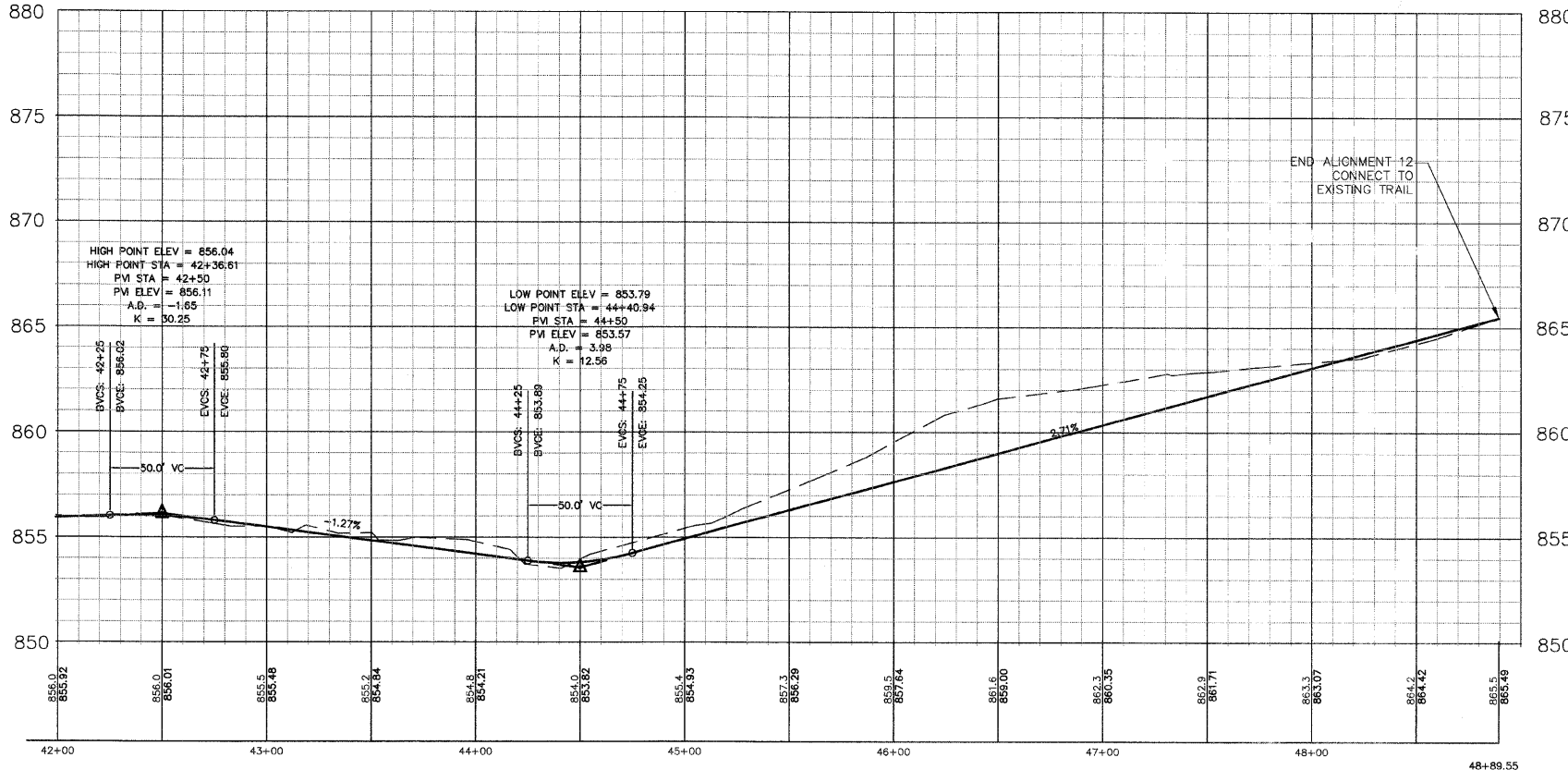
MATCHLINE - SEE SHEET 17



**PLAN LEGEND:**

	PROPOSED SPOT ELEVATIONS
	PROPOSED BIKE TRAIL
	PROPOSED AGGREGATE SHOULDER
	PROPERTY LINE

**CARY COMMUNITY TRAIL ALIGNMENT 12 - STA. 42+00 TO 48+89.55**



**VERTICAL SCALE**

0 4 8

**HORIZONTAL SCALE**

0 40 80

**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, 2009 ("THE TOPO") WAS BASED ON MH 46 ON PAGE 25 OF 36 ON THE MANHARD CONSULTING LTD. RECORD DRAWINGS FOR FOXFORD HILLS SUBDIVISION - PHASE 1 DATED MARCH 4, 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 MH 46 ELEVATION WITH ITS RTK GPS UNIT THAT IS BASED ON KARA COMPANY'S RTK CORS REFERENCE NETWORK USING NAD 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 NAD 83 (GEOID 03) AS THE REFERENCE DATUM. BASED ON THE GPS MEASURED HEIGHT THE CONVERSION TO NGVD 29 ELEVATION FOR MH 46 USING NAD 83 WOULD BE 861.52 (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:

NAD 83 (GEOID 03)-LOWER TOPO 0.11' (WITH AN ACCURACY OF PLUS OR MINUS 0.05')

NGVD 29-RAISE TOPO 0.07' (WITH AN ACCURACY OF PLUS OR MINUS 0.05')

**BENCHMARKS**

**SOURCE BENCHMARK**  
 DESCRIPTION: MANHOLE #48 FROM THE ASBUILT RECORD DRAWINGS BY MANHARD 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

**SIT BENCHMARKS**  
 HE CP #100  
 DESCRIPTION: IRON PIPE  
 LOCATION: 1000' EAST OF THE INTERSECTION OF 1ST AND THREE OAKS ROAD, 644' NORTH OF THE NORTH SIDE OF THREE OAKS ROAD, 31' NORTHEAST OF STORM MANHOLE, AND 25' NORTHWEST OF POWER POLE.  
 ELEVATION: 854.94

HE CP #1  
 DESCRIPTION: "T" MARK IN EDGE OF PAVEMENT.  
 LOCATION: 592' WEST OF THE INTERSECTION OF RAWSON BRIDGE ROAD AND MANK TRAIL, 45' SOUTHWEST OF TREE, 27' SOUTHWEST OF IRON ROD, AND 11' SOUTH OF CONCRETE WALK.  
 ELEVATION: 860.97

HE CP #2  
 DESCRIPTION: RAIL ROAD SPIKE.  
 LOCATION: NORTHWEST CORNER OF INTERSECTION OF CRYSTAL LAKE ROAD AND RAWSON BRIDGE ROAD, 22' SOUTHWEST OF FENCE CORNER, 15' SOUTHWEST OF POWER POLE, AND 11' NORTHWEST OF PAVEMENT.  
 ELEVATION: 823.23

This document, together with the concepts and designs presented herein, is prepared only for the specific project and site for which it was prepared. Reuse of this document for any other project without the express written consent of the engineer is prohibited. The engineer shall not be responsible for any errors or omissions in this document.

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

**STATE OF ILLINOIS  
 DEPARTMENT OF TRANSPORTATION**

**CARY PARK DISTRICT  
 CARY COMMUNITY TRAIL**

**TRAIL ALIGNMENT  
 PLAN & PROFILE**  
 STA. 42+00 TO STA. 48+89.55

SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
06-P4001-00-BR	MCHENRY	64	18
FED. ROAD DIST. NO. 1	ILLINOIS	CONTRACT NO. 63333	

