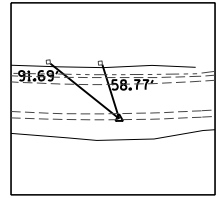
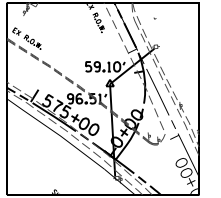


CONTROL POINT #316
SET 60D
N 2034293.968
E 979027.127
ELEV 917.53



CONTROL POINT #315
SET 60D
N 2034231.483
E 978298.971
ELEV 915.99



CONTROL POINT #307
SET MAG
N 2034045.656
E 980059.196
ELEV 921.80

US ROUTE 14
PROP. CURVE P-AL14-6
PI STA. = 557+53.02
 $\Delta = 17^\circ 49' 56''$ (LT)
D = 2° 29' 41"
R = 2,296.58'
T = 360.30'
L = 714.77'
E = 28.09'
e = 3.02%
T.R. = 78'
S.E. RUN = 117.78'
P.C. STA = 553+92.72
P.T. STA = 561+07.50

PROP. CURVE P-AL14-7
PI STA. = 572+85.49
 $\Delta = 56^\circ 10' 00''$ (RT)
D = 4° 39' 25"
R = 1,230.31'
T = 656.47'
L = 1,206.07'
E = 164.18'
e = 3.87%
T.R. = 70.12'
S.E. RUN = 190.4'
P.C. STA = 566+29.02
P.T. STA = 578+35.09

LENNY DRIVE
PROP. CURVE P-LEN-1
PI STA. = 0+78.91
 $\Delta = 62^\circ 33' 55''$ (LT)
D = 57° 17' 45"
R = 100'
T = 60.76'
L = 109.20'
E = 17.01'
P.C. STA = 0+18.15
P.T. STA = 1+27.35

BENCHMARK #356
ARROW BOTTOM FIRE HYDRANT ACROSS FROM DRIVEWAY OF 8717 US ROUTE 14 SOUTH OF HIGH TENSION WIRES
ELEV. 917.26

BENCHMARK #355
BENT RAILROAD SPIKE IN POWER POLE ACROSS FROM OFFICE BUILDING AT 8600 US ROUTE 14 ON SOUTHERLY SIDE OF ROAD
ELEV. 922.04

BENCHMARK #354
CHISELED "X" ON FLARED END SECTION ALONG SOUTHERLY SIDE OF US ROUTE 14 +/-60'EASTERLY OF CURVE SIGN
ELEV. 909.09

BENCHMARK #352
CHISELED "X" LOCATED ON SOUTHSIDE OF ENTRANCE TO SKAJA BACHMANN FUNERAL HOME ON LIGHT POLE BASE
ELEV. 921.68

BENCHMARK #353
SPIKE IN POWER POLE AT 7919 VIRGINIA STREET ON SOUTH SIDE OF ROAD WEST OF PARK NATIONAL BANK
ELEV. 916.99

ALIGNMENT COORDINATES - US ROUTE 14

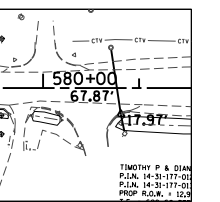
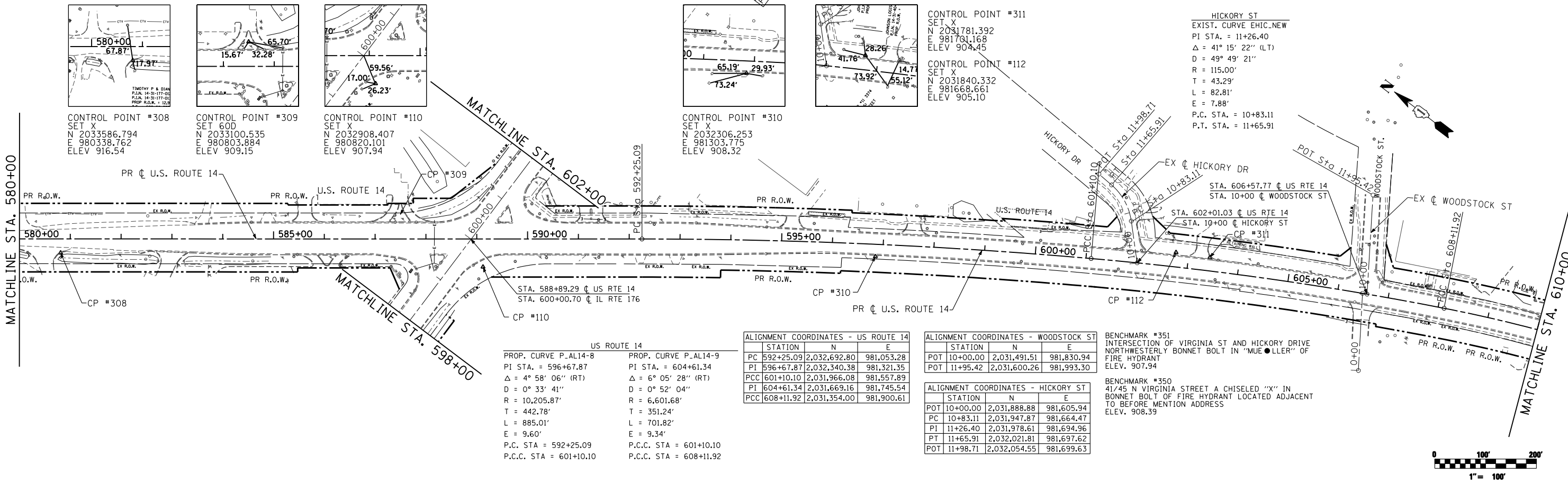
STATION	N	E
PC 553+92.72	2,034,319.28	977,929.78
PI 557+53.02	2,034,229.64	978,278.75
PT 561+07.50	2,034,251.18	978,638.41
PC 566+29.02	2,034,282.35	979,159.00
PI 572+85.49	2,034,321.58	979,814.29
PT 578+35.09	2,033,799.10	980,211.73

ALIGNMENT COORDINATES - LENNY DRIVE

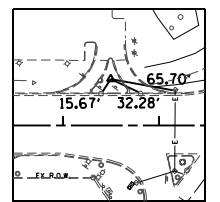
STATION	N	E
POT 0+00	2033966.87	980057.62
PC 0+18.15	2033980.33	980069.79
PI 0+78.91	2034025.40	980110.54
PT 1+27.35	2034082.33	980089.31
POT 4+39.21	2034374.54	979980.35

ALIGNMENT COORDINATES - RIDGEFIELD ROAD SOUTH

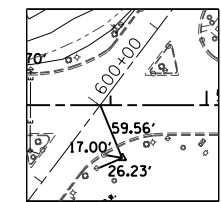
STATION	N	E
POT 900+00	2034275.155	979384.255



CONTROL POINT #308
SET X
N 2033586.794
E 980338.762
ELEV 916.54



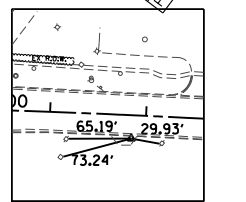
CONTROL POINT #309
SET 60D
N 2033100.535
E 980803.884
ELEV 909.15



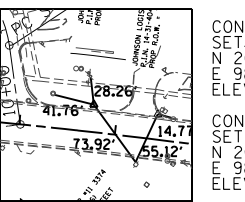
CONTROL POINT #110
SET X
N 2032908.407
E 980820.101
ELEV 907.94

US ROUTE 14
PROP. CURVE P-AL14-8
PI STA. = 596+67.87
 $\Delta = 4^\circ 58' 06''$ (RT)
D = 0° 33' 41"
R = 10,205.87'
T = 442.78'
L = 885.01'
E = 9.60'
P.C. STA = 592+25.09
P.C.C. STA = 601+10.10

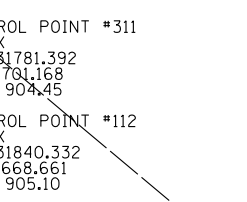
PROP. CURVE P-AL14-9
PI STA. = 604+61.34
 $\Delta = 6^\circ 05' 28''$ (RT)
D = 0° 52' 04"
R = 6,601.68'
T = 351.24'
L = 701.82'
E = 9.34'
P.C.C. STA = 601+10.10
P.C.C. STA = 608+11.92



CONTROL POINT #310
SET X
N 2032306.253
E 981303.775
ELEV 908.32



CONTROL POINT #311
SET X
N 2031781.392
E 981701.168
ELEV 904.45



CONTROL POINT #112
SET X
N 2031840.332
E 981668.661
ELEV 905.10

HICKORY ST
EXIST. CURVE EHC-NEW
PI STA. = 11+26.40
 $\Delta = 41^\circ 15' 22''$ (LT)
D = 49° 49' 21"
R = 115.00'
T = 43.29'
L = 82.81'
E = 7.88'
P.C. STA. = 10+83.11
P.T. STA. = 11+65.91

ALIGNMENT COORDINATES - US ROUTE 14

STATION	N	E
PC 592+25.09	2,032,692.80	981,053.28
PI 596+67.87	2,032,340.38	981,321.35
PCC 601+10.10	2,031,966.08	981,557.89
PI 604+61.34	2,031,669.16	981,745.54
PCC 608+11.92	2,031,354.00	981,900.61

ALIGNMENT COORDINATES - WOODSTOCK ST

STATION	N	E
POT 10+00.00	2,031,491.51	981,830.94
POT 11+95.42	2,031,600.26	981,993.30

ALIGNMENT COORDINATES - HICKORY ST

STATION	N	E
POT 10+00.00	2,031,888.88	981,605.94
PC 10+83.11	2,031,947.87	981,664.47
PI 11+26.40	2,031,978.61	981,694.96
PT 11+65.91	2,032,021.81	981,697.62
POT 11+98.71	2,032,054.55	981,699.63

BENCHMARK #351
INTERSECTION OF VIRGINIA ST AND HICKORY DRIVE NORTHWESTERLY BONNET BOLT IN "MUELLER" OF FIRE HYDRANT
ELEV. 907.94

BENCHMARK #350
41/45 N VIRGINIA STREET A CHISELED "X" IN BONNET BOLT OF FIRE HYDRANT LOCATED ADJACENT TO BEFORE MENTION ADDRESS
ELEV. 908.39

