MATCHLINE - SEE SHEET 10

EXISTING TREES TO REMAIN - USE CAUTION TO PRESERVE TREE LINE

CAUTION! EXISTING GAS AND ELECTRIC LINE IN AREA. CONTRACTOR TO VERIFY DEPTH AND COORDINATE CROSSINGS.

EXISTING UTILITY POLE (TYP.)

COMED / HORIZON EASEMENT

Metal Transformer Tower

CARY-GROVE PARK

EXISTING TREES IN THIS AREA TO REMAIN - USE CAUTION TO PRESERVE TREE LINE

EDGE OF TREES

CLEARING AND GRUBBING (MINIMUM AMOUNT NEEDED TO CONSTRUCT TRAIL)

Fnd. Iron Rod

TREE SURVEY NOT PERFORMED IN THIS AREA. SOME TREE REMOVAL IS EXPECTED. NUMBER OF TREES TO BE DETERMINED BY CARY PARK DISTRICT PRIOR TO CLEARING AND GRUBBING

NORTH

0 50 100

SCALE AS SHOWN

MATCHLINE - SEE THIS SHEET

MATCHLINE - SEE THIS SHEET

CAUTION! EXISTING GAS AND ELECTRIC LINE IN AREA. CONTRACTOR TO VERIFY DEPTH AND COORDINATE CROSSINGS.

Metal Transformer Tower

Fnd. Iron Rod

EXISTING TREES IN THIS AREA TO REMAIN - USE CAUTION TO PRESERVE TREE LINE

Sta 100 / Type: Iron Pipe N 2340.7781 E 1233.6510 Elev: 854.96

EXISTING TREES IN THIS AREA TO REMAIN - USE CAUTION TO PRESERVE TREE LINE

190' COMED/HORIZON EASEMENT

EXISTING TREES TO REMAINN THIS AREA - USE CAUTION TO PRESERVE TREE LINE

Metal Transformer

Metal Transformer Tower

Three Oaks Road

SE CORNER OF THE W 1/2 OF THE NW 1/4 OF SEC. 7-43-9

WERE DEDICATED JULY 7TH 1988 PER DOC # R88-027558

NORTH

0 50 100

SCALE AS SHOWN

Call Before You Dig JULIE 1-800-892-0123

DEMOLITION LEGEND:

- ASPHALT PAVEMENT AND CONCRETE REMOVAL
- CLEARING AND GRUBBING
- TREE REMOVAL
- TREE PROTECTION, SEE DETAIL SHEET 55
- CURB AND GUTTER REMOVAL
- PAVEMENT MARKING REMOVAL
- PROPOSED TRAIL
- EXISTING TREE LINE

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, 2006 ("THE TOPO") WAS BASED ON MH 46 ON PAGE 23 OF 36 ON THE MANHARD 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. HAS NEVER SUPPLIED THIS INFORMATION. HOWEVER, HAEGER ENGINEERING, LLC. DID CHECK INTO MH 46 ELEVATION WITH ITS RTK GPS UNIT THAT IS BASED ON KARA COMPANY'S RTK CORS REFERENCE NETWORK USING NAVD 88 (GEOID 03) AS ITS REFERENCE DATUM. HAEGER ENGINEERING, LLC. FOUND MH 46 ELEVATION (861.40) TO BE 0.11' HIGHER THAN THAT MEASURED WITH THE GPS EQUIPMENT (861.34) USING NAVD 88 (GEOID 03) AS THE REFERENCE DATUM. BASED ON THE GPS MEASURED HEIGHT THE CONVERSION TO NGVD 29 ELEVATION FOR MH 46 USING NGS VERTCON CONVERSION 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:

NAVD 88 (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 #46 FROM THE ASBUILT RECORD DRAWINGS BY MANHARD CONSULING 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 OF #100
DESCRIPTION: IRON PIPE.
LOCATION: 1000' EAST OF THE INTERSECTION OF 1ST AND THREE OAKS ROAD, 584' NORTH OF THE NORTH SIDE OF THREE OAKS ROAD, 31' NORTHEAST OF STORM MANHOLE, AND 28' NORTHWEST OF POWER POLE.
ELEVATION: 854.94

HE OF #
DESCRIPTION: "PK" NAIL IN EDGE OF PAVEMENT.
LOCATION: 592' WEST OF THE INTERSECTION OF RAWSON BRIDGE ROAD AND MINK TRAIL, 45' SOUTHWEST OF TREE, 27' SOUTHEAST OF IRON ROD, AND 10' SOUTH OF CONCRETE WALK.
ELEVATION: 860.97

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

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Drawing name: K:\Civ_LDEV\Cary Park District\Cary Park District_Bike Trail\2 Design\CADD\PLANS 03 Existing Conditions and Demo.dwg DIST 11 Oct 02, 2009 15:55am by: mbeckure

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

EXISTING CONDITIONS AND DEMOLITION

STA. 29+00 TO STA. 39+00
STA. 39+00 TO 48+89.55

SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
06-P4001-00-BR	MCHENRY	64	11
FED. ROAD DIST. NO. 1	ILLINOIS	CONTRACT NO. 63333	