

N. 1/16 NOTE:

Found ties on P.P. to N.W., Shot Sil. Enc. Post, and also 100% buried RCP to N. All 3, together w/ found Nail E. (assum. a 2' offset stringline) fit location, and FND.

KESS to file Corner Cert. (G.T. / C.W. fnd. 10/01/03, in addition to P.I.) for Survey N.E. KESS lacked research & IDOT failed to reference?

Fnd. Rbr. "NOT" per road record geom., nor w/ respect to that fnd. for IDOT ref. painted stations in field, 09/30/03.

1319.91' (M)
VS. 1320.44' (R)
BK. 197, pp 21-25
& 1320.32 1929 Plans

SECT. # 3-90-11

2640.74' (M)
VS. 2641.44' (R)

PC 308+77.3 Old
= 325+00.0 New

SPOT 308' (M)
VS. 90'30" R.

E/W 1/4 NOTE:
Found #5 Rebar of same type as to N., which was incorrect.

Overall, rebar seems to fit very respective w/ record road data. Field Book #197, p. 22 says PI=Conc. Mon. W. 1/4 Sect. #2.

Still potential fnd. bar not being same as historical C.M. Grades say another -1.5 dp. than rebar, w/ field excv. to old road bed.

SECT. # 2-90-11

2642.15' (M)
VS. 2642.7' (R)

SPOT 308' (M)
VS. 90'30" R.

PT 320+15.3 Old
= 346+00.0 New

PC 319+58.3 Old
= 325+00.0 New

PT 319+58.3 Old
= 334+00.0 New