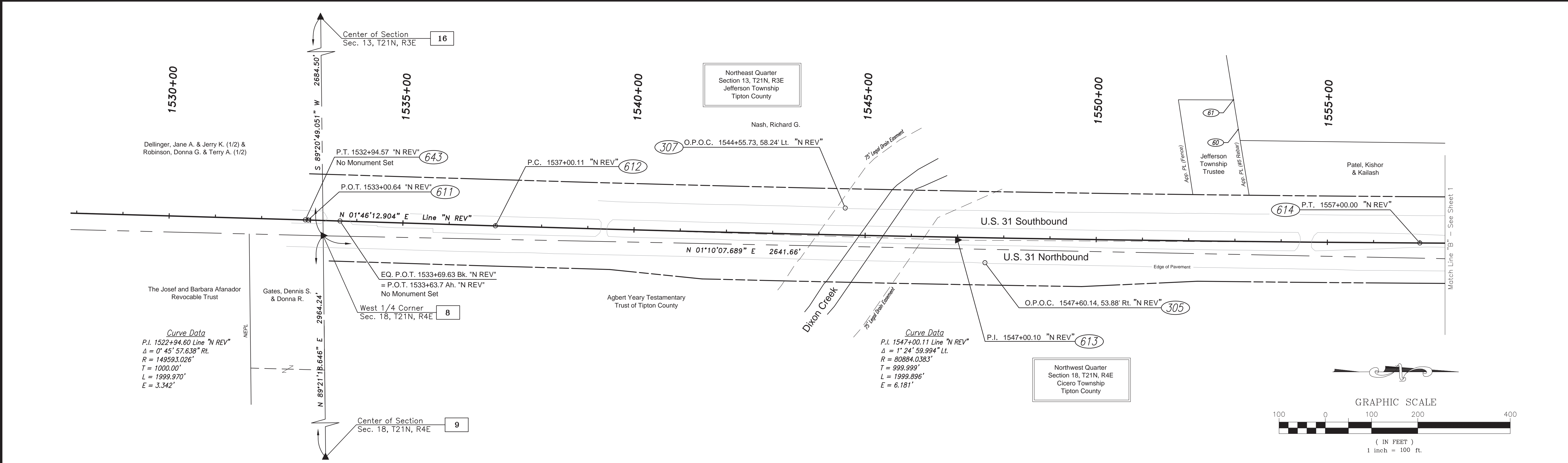
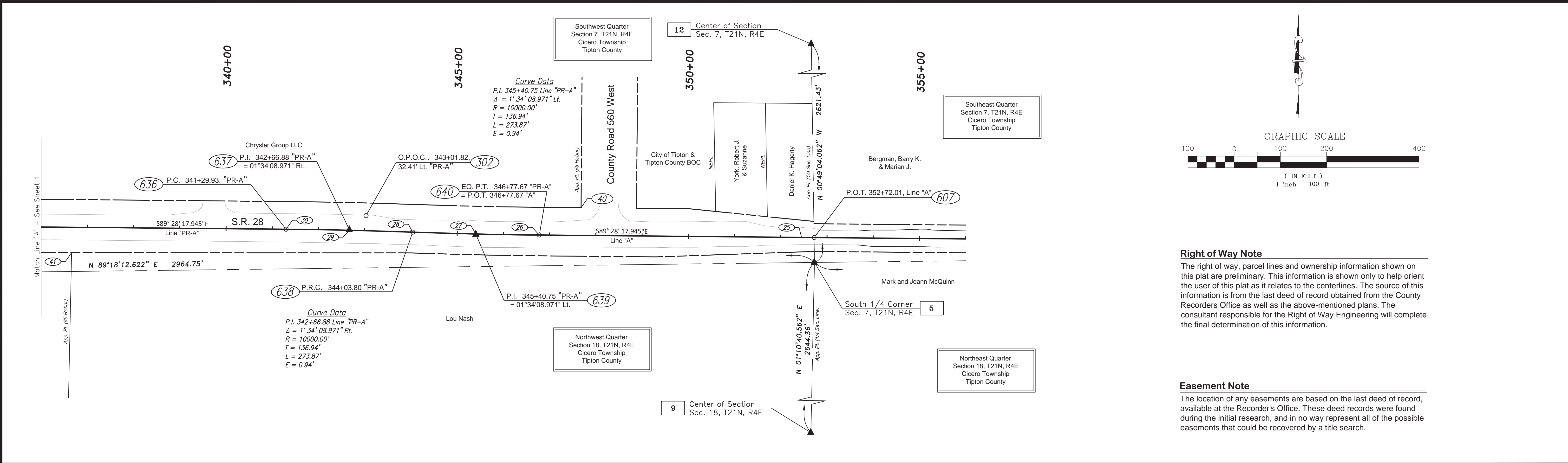


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|--------------------------------------|--|--|--|--|--|
| SURVEY STARTED 07/22/2013 | | | Re-recorded 12/10/2013 as Inst. #2013-3030, Bk. 85, Pg. 626, in the Office of the Recorder of Tipton County | | |
| SURVEY COMPLETED 09/26/2013 | | | Revision 12/9/2013 - Revised Points 600, 612, 614, 634, 637, and 641. Revised Distances 1-18, 11-17, 17-18, and 19-17. | | |
| ROUTE PLAT SHEETS 1 OF 5 | | | Previously Recorded 10/02/2013 as Inst. #2013-2465, Bk. 84, Pg. 203, in the Office of the Recorder of Tipton County | | |
| SURVEYOR STATEMENT | | | THIS SURVEY, TO THE BEST OF MY KNOWLEDGE AND BELIEF, IS EXECUTED ACCORDING TO THE PROVISIONS OF TITLE 865 I.A.C. 1-12-20 THROUGH 1-12-26 REGARDING ROUTE SURVEYS, EXCEPT THAT ANY DATA SHOWN REGARDING THE LOCATION OR DESCRIPTION OF THE EXISTING PARCELS IS NOT A PART OF THIS SURVEY. | | |
| INDIANA DEPARTMENT OF TRANSPORTATION | | | LOCATION CONTROL ROUTE SURVEY Roadway Improvements to US 31 and SR 28 for the Proposed Interchange | | |
| HORIZONTAL SCALE 1"=100' | | | PLAN SHEETS 6 OF 41 | | |
| COUNTY Tipton | | | PROJECT 0138231700ST3 | | |
| SURVEY BOOK | | | CONTRACT IR-35914 | | |



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|--------------------------------------|--|--|--|--|--|
| SURVEY STARTED 07/22/2013 | | | Re-recorded 12/10/2013 as Inst. #2013-3030, Bk. 85, Pg. 626, in the Office of the Recorder of Tipton County | | |
| SURVEY COMPLETED 09/26/2013 | | | Revision 12/9/2013 - Revised Points 600, 612, 614, 634, 637, and 641. Revised Distances 1-18, 11-17, 17-18, and 19-17. | | |
| ROUTE PLAT SHEETS 2 OF 5 | | | Previously Recorded 10/02/2013 as Inst. #2013-2465, Bk. 84, Pg. 203, in the Office of the Recorder of Tipton County | | |
| SURVEYOR STATEMENT | | | THIS SURVEY, TO THE BEST OF MY KNOWLEDGE AND BELIEF, IS EXECUTED ACCORDING TO THE PROVISIONS OF TITLE 865 I.A.C. 1-12-20 THROUGH 1-12-26 REGARDING ROUTE SURVEYS, EXCEPT THAT ANY DATA SHOWN REGARDING THE LOCATION OR DESCRIPTION OF THE EXISTING PARCELS IS NOT A PART OF THIS SURVEY. | | |
| INDIANA DEPARTMENT OF TRANSPORTATION | | | LOCATION CONTROL ROUTE SURVEY Roadway Improvements to US 31 and SR 28 for the Proposed Interchange | | |
| HORIZONTAL SCALE 1"=100' | | | BRIDGE FILE DESIGNATION 1382317 | | |
| COUNTY Tipton | | | PLAN SHEETS 7 OF 41 | | |
| CONTRACT IR-35914 | | | PROJECT 0138231700ST3 | | |



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| SURVEY STARTED | 07/22/2013 |
| SURVEY COMPLETED | 09/26/2013 |
| ROUTE PLAT SHEETS | 3 OF 5 |

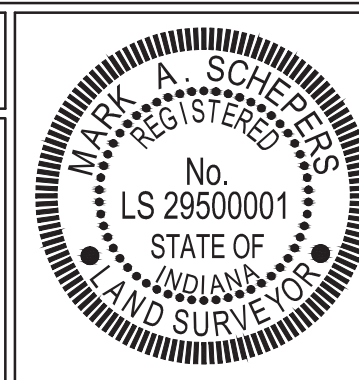
Re-recorded 12/10/2013 as Inst. #2013-3030, Bk. 85, Pg. 626, in the Office of the Recorder of Tipton County

Revision 12/9/2013 - Revised Points 600, 612, 614, 634, 637, and 641. Revised Distances 1-18, 11-17, 17-18, and 19-17.

Previously Recorded 10/02/2013 as Inst. #2013-2465, Bk. 84, Pg. 203, in the Office of the Recorder of Tipton County

SURVEYOR STATEMENT

THIS SURVEY, TO THE BEST OF MY KNOWLEDGE AND BELIEF, IS EXECUTED ACCORDING TO THE PROVISIONS OF TITLE 865 I.A.C. 1-12-20 THROUGH 1-12-26 REGARDING ROUTE SURVEYS, EXCEPT THAT ANY DATA SHOWN REGARDING THE LOCATION OR DESCRIPTION OF THE EXISTING PARCELS IS NOT A PART OF THIS SURVEY.



8415 East 56th St.
Indianapolis, IN 46216
PH. 317.544.4996
FAX 317.544.4997

RECOMMENDED FOR APPROVAL

SIGNATURE *Mark A. Schepers* 12/09/2013
MARK A. SCHEPERS, PLS DATE

INDIANA DEPARTMENT OF TRANSPORTATION

LOCATION CONTROL ROUTE SURVEY

Roadway Improvements to US 31 and SR 28
for the Proposed Interchange

| | |
|------------------|---------------|
| HORIZONTAL SCALE | 1"=100' |
| COUNTY | INDIANA |
| Tipton | 1382317 |
| SURVEY BOOK | PLAN SHEETS |
| CONTRACT | 8 OF 41 |
| IR-35914 | 0138231700ST3 |

Surveyor's Report

General Information

Located in Sections 7 and 18, T21N, R4E, Cicero Township, and Sections 12 and 13, T21N, R3E, Jefferson Township, Tipton County, Indiana.

The purpose of this survey is to collect data for the preparation of construction and right of way plans. This is not a property retracement survey. Any apparent property and subdivision lines or corners are based on physical evidence or testimony. For example, a fence between two houses could be noted as an apparent property line. Monument reference ties are shown on the route survey plat.

This Location Control Route Survey Plat is largely based on a previous LCRSP by USI Consultants completed on May 22, 2007, and recorded as Instrument #20070001222, Misc. Record 68, Pages 602-604, in the Office of the Tipton County Recorder. The Section Corner and Alignment Monuments on said plat were either recovered or reset as noted hereon. The report for each monument was left as originally reported, with any revisions stated at the end of each monument.

Field measurements for this survey were in accordance with the specifications outlined in 865 IAC 1-12. Measurements are shown to the nearest 0.001 feet, coordinates to the nearest 0.0001 feet, and the bearings to the 0.001 seconds, not to indicate the precision of the work, but to allow for closure and adjustment by others if desired. Units are US Survey Feet unless otherwise noted.

Horizontal Control

The horizontal control and basis of bearing for this project are based on the Indiana State Plane Coordinate (SPC) System, East Zone, (1301) North American Datum of 1983, Adjustment Year (2010), US Survey Feet. Said system was ascertained by Real Time Kinematic (RTK) GPS observations from the INDOT InCORS Network (incors.in.gov). These SPC values were grounded and translated to a local coordinate system. This grounded system will govern the project for design, right of way computations, and layout. The relationship between the SPC and the project coordinates are as follows:

Coordinate System : US State Plane 1983 (at ground)
Zone : Indiana East (1301)
Datum : NAD 1983 (2010)
Ellipsoid Name : GRS 80
Geoid Model : Geoid 12A

Local site settings

Project latitude : 40°16'30.50361"N
Project longitude : 86°07'38.25863"W
Project height : 783.200sft
Ground scale factor : 1.00005182491602
False northing offset : 1791260.132sft
False easting offset : 159556.074sft

Autodesk Civil 3D Transformation Settings

Zone Description : NAD83 Indiana State Plane, East Zone, US Foot
Apply Trans. Setting : Checked
Grid Factor : Checked
User Defined : 0.99994817776966300
Local Northing : 40000.000
Local Easting : 40000.000
Grid Northing : 1831260.132
Grid Easting : 199556.074

The InCORS Network was used to measure dual RTK vectors on all control points and section corners. These dual vectors were compared and adjusted using a least squares analysis software.

Reference Monumentation:

Section Corners - See also References Sheet 3 and coordinate list hereon - Estimated relative positional accuracy of these points due to random errors in the measurement of these monuments is +/- 0.10 feet.

1 - Northwest Closing Corner of Section 7, Township 21 North, Range 4 East - Reference Ties were available from the Office of the Tipton County Surveyor. No monument was called for on the reference ties, but two of the four reference ties were found. A Mag Nail was found per survey provided by The Schneider Corporation for an ALTA survey dated January 19, 2007, Project No. 6412.001. Uncertainty in this monument is 4 feet as referenced on said survey. Monument was reset with a Mag Spike during this survey.

2 - North Quarter Corner of Section 7, Township 21 North, Range 4 East - Ties were available from the Office of the Tipton County Surveyor. No monument was called for on the reference ties, and none of the reference ties were found. A 5/8" Capped Rebar stamped "Firm 0001" was found per said survey by The Schneider Corporation. Uncertainty in this monument as being the true corner is 3 feet as referenced on said survey. Monument was reset with a 5/8" Capped Rebar stamped "Firm 0018" during this survey.

3 - Northeast Corner of Section 7, Township 21 North, Range 4 East - Ties were available from the Office of the Tipton County Surveyor. The reference ties call for a PK Nail. A Mag Nail was found. Said survey by The Schneider Corporation indicated a Mag Nail was set per reference ties. Uncertainty in this monument as being the true corner is negligible. Monument was reset with MAG Spike during this survey.

4 - Southwest Closing Corner of Section 7, Township 21 North, Range 4 East - No Ties were available from the Office of the Tipton County Surveyor. A Mag Nail was found per said survey by The Schneider Corporation. Uncertainty in this monument is 5 feet as referenced on said survey. Monument was reset with a Mag Spike during this survey.

5 - South Quarter Corner of Section 7, Township 21 North, Range 4 East - Ties were available from the Office of the Tipton County Surveyor. These ties call for a "6 inch Rebar over Stone". A #5 Rebar was found per said survey by The Schneider Corporation. One reference ties was found and the record distance to it was within 0.3' of the measured distance. Uncertainty in this monument is negligible.

6 - Southeast Corner of Section 7, Township 21 North, Range 4 East - Ties were available from the Office of the Tipton County Surveyor. A Brass Pin was called for on said ties. A Mag Nail was found. Two of the four ties were found. The monument found at this corner was within 0.1 feet of the found ties. Uncertainty in this monument is negligible.

7 - East Quarter Corner of Section 18, Township 21 North, Range 4 East - Ties were available from the Office of the Tipton County Surveyor. A Stone was called for and found. All four reference ties were called for and found. The Stone was within 0.4' of the record distances to said ties. Uncertainty in this monument is negligible.

8 - West Quarter Corner of Section 18, T21N, R4E - No Monument was found. Said corner was reestablished from several record deeds and found monuments. Deed Record 125, page 23 (Dennis Scott Gates and Donna Raye Gates) called a Brass Pin to mark said section corner, none was found. Said deed commenced at said corner and went east on the half section line, 290.1 feet to a head post, said post was found (#209). Said deed then called for another head post on the half section line 1194.0 feet east of the previously mentioned post, said post was found (#518) with a capped rebar stamped "Mitchell" on the north side (#517). The record distance between these posts agreed with the record distance within 0.05 feet. A distance of 1484.10 feet (290.1' + 1194.0' per record) was held from the post #518 to fix the section corner in an east west direction. Deed Record 104, page 12 (Agbert Yeary) called for an Iron Pin to mark the subject section corner, none was found. Said deed began at the subject section corner and then went east 1357 feet to a point. A post was found (#520) witnessed by a capped rebar stamped "Mitchell" at the anticipated location of the deed call. This record deed did not call for this post but it is believed that this post was intended to mark the "point" referenced in said deed. Said post agreed with the distance used to fix the subject corner's east west direction, described above, within 1 foot and was consistent with lines of occupation observed in the field and by aerial photos. Said deed also called for a distance of 2645.00 feet between the Northwest corner of said section and the subject section corner. This was done so in said deed by the following call "*thence south 292 feet, thence west 397 feet to the centerline of U.S. Highway #31, said point being 178 feet south of the northwest corner of the northwest quarter of said Section 18, thence south on the centerline of said highway to the place of beginning being 2467 feet*". The call "*thence south 292 feet, thence west 397 feet*" describes around a parcel of land that was later surveyed by Wyatt Johnson, LS, Job number 93-104, recorded as Miscellaneous Book 49, page 564 in the Office of the Tipton County Recorder. Several rebar monuments were recovered per said survey. Three rebar were found on the south line of said survey which coincides with the line called as "*thence west 397 feet to the centerline of U.S. Highway #31, said point being 178 feet south of the northwest corner of the northwest quarter of said Section 18*". A line was projected through said rebar to the apparent centerline of the North bound lane of US 31, which is believed to be the historical centerline of said highway. There was a difference of 3.33 feet between the call per deed and survey from this line to the Northwest Corner of said section, which was established by Steve W. Reeves, LS of The Schneider Corporation. Mr. Reeves established the Northwest Corner by using deeds and monuments in the Northeast Quarter of Section 13, T21N, R4E per his Surveyor's Report. The subject corner was fixed in a North South location by the distance of 2467, from the south line of the aforementioned record survey by Wyatt Johnson. This North South location agreed with the fence posts locations found and reference in Deed Record 125, page 23 (Dennis Scott Gates and Donna Raye Gates) along the south line of the Northwest Quarter of said section.

There was another possible location for this corner; a brass plug was called out as the section corner by station and offset in a field book for Indiana State Highway Commission Project F-24-(12) dated March of 1958. These two locations agreed with each other in a North South direction within 0.2 feet, but disagreed in an East West direction within 3.7 feet.

Both locations were excavated down to the concrete surface of US 31, no monuments were found. The station and offset location from the field book was not used due to the consistency in the aforementioned deed calls and found monuments. The uncertainty in this section corner's location due to consistencies with deed dimensions, previous surveys and found monuments is estimated to be 1.00 feet; however there is some additional uncertainty due to inconsistencies between the established location and the reported location in the aforementioned field book, therefore the total estimated uncertainty in this corner location is 3.7 feet. A 2" Survey Marker Nail was set flush in the Northbound Lane at this corner. Monument was reset with a Mag Spike during this survey.

9 - Center of Section 18, Township 21 North, Range 4 East - No ties were available for this corner from the Office of the Tipton County Surveyor. Old County Survey Notes indicate a Stone was set at this corner. None was found. A survey by Wyatt Johnson, Dated: August 3, 1992, referenced a "headpost" at this corner. None was found. The intersection of the North, South, East and West Quarter Corners was consistent with fence line occupation to the west, but to the east varied by as much as 14 feet with fence line occupation. The intersection of the Quarter Corners was used as a basis for the location of the Center of Section for this survey. Uncertainty in the location of this corner being the true corner is 20 feet due to the difference in dimensions for the east line of the Southwest Quarter of said survey by Wyatt Johnson.

10 - East Quarter Corner of Section 7, Township 21 North, Range 4 East - Ties were available from the Office of the Tipton County Surveyor. A Stone was called for and found. All of the 3 reference ties were available and were within 0.2 feet of record dimensions. Uncertainty in monument is negligible.

11 - West Quarter Corner of Section 7, Township 21 North, Range 4 East - No ties were available for this corner from the Office of the Tipton County Surveyor. A Mag Nail was found at this corner per survey by The Schneider Corporation, Dated January 19, 2007. Uncertainty in this monument is 4 feet as referenced on said survey. Monument was reset with a Mag Spike during this survey.

12 - Center of Section 7, Township 21 North, Range 4 East - No ties were available from the Office of the Tipton County Surveyor. A Wood Post was found per said survey by The Schneider Corporation. Uncertainty in this monument is 24 feet due to the difference in the location of this monument and the intersection of the North, South, East, and West Quarter Corners.

14 - South Quarter Corner of Section 18, Township 21 North, Range 4 East - No ties were available from the Office of the Tipton County Surveyor. A Wood Post was found at this corner per survey by Wyatt Johnson, Dated: August 3, 1992. Uncertainty in this monument as being the true corner is 20 feet due to the difference of dimensions of the east line of the Southwest Quarter as referenced on said survey.

15 - South Quarter Corner of Section 13, Township 21 North, Range 3 East - No ties were available from the Office of the Tipton County Surveyor. An 8"x8" Wood Post was found at this location. The area around the post was searched and probed, but no other evidence was found. Said post was accepted as the best available evidence of this corner.

16 - Center of Section 13, Township 21 North, Range 3 East - Reference Ties were available from the Office of the Tipton County Surveyor. Only two of the ties were found. A Mag Spike was set at the crossing of these two ties.

17 - Center of Section 12, Township 21 North, Range 3 East - No ties were available from the Office of the Tipton County Surveyor. An 8"x8" Wood Post was found at this location. The area around the post was searched and probed, but no other evidence was found. Said post was accepted as the best available evidence of this corner.

18 - North Quarter Corner of Section 12, Township 21 North, Range 3 East - A Cut "x" on Stone was found per County Surveyors Ties

19 - North Quarter Corner of Section 13, Township 21 North, Range 3 East - No ties were available from the Office of the Tipton County Surveyor. The County Surveyor's Office provided State Plane Coordinates for this position, but currently there is no monument at this position.

20 - Southwest Corner of Section 18, Township 21 North, Range 4 East - No ties were available from the Office of the Tipton County Surveyor. A "GNF" was called out as the section corner by station and offset on the plans for Indiana State Highway Commission Project F-24-(12) dated March of 1958. Boat Spikes (#21 and #22) were found defining the tangent in the area of this corner. Said Boat Spikes agreed within 0.5 feet of the plan distance. A MAG Spike was set per called for station-offset from Point #22. The uncertainty in this monument is 0.5 feet based on said discrepancy.

Existing Alignments

Line "A" - State Road 28 - Plans were provided by INDOT for Indiana State Highway Commission Project No. 167, dated 1928. Iron pins were shown on said plans monumenting the centerline alignment. These were searched for, but none were found. Edges of concrete were located along the tangent line between P.T. 331+30.00 and P.C. 374+12.50. Best fit lines were calculated from said concrete edges. They were then split to establish the tangent section for this portion of State Road 28. Stationing was established by using topographic features from said plans. This tangent line was extended to P.I. 327+30.00. Record angle was used to establish the next tangent section to the west. The concrete edges were located west of the intersection of State Road 28 and US 31. A centerline was establish by split and compared to the tangent line by record angle. The two lines were within 0.10 feet of each other. The record angle was used for the alignment west of the curve. To the east the alignment was extended to P.C. 374+12.50.

Line "PR-A" - State Road 28 - Plans were provided by INDOT for Project Des. No. 0710291, which the previously mentioned LCRSP was executed for. Said alignment was re-established mathematically from said project per ties to Line "A". Brass Plugs in monument boxes were located along said alignment and their positions are reported in the Point Table.

Line "N REV" and "N" - US 31 - Plans were provided by INDOT for Indiana State Highway Department F-Project No. 24, dated 1958, and Indiana State Highway Commission TQF Project No. 153-2, dated 1973. Iron Pins were referenced on both plans. They were searched for, and 3 Boat Spikes were found; P.O.T. 1506+75.8 (#22), P.I. 1522+94.6 (#21), and P.I. 1605+22.9 (#24). The distance between #21 and #22 was 0.51 feet short of the plan distance and the distance from the intersection of Line "N" with Line "S-38-N" to #24 was 0.14 feet short of the plan distance. Field books were also provided by INDOT from F-Project No. 24. These books had measurements to the edges of concrete of the north bound lane of US 31. These were located, but did not match the dimensions in the field books. The cross sections on said plans indicated the east edge of concrete of the south bound lane was 25 feet from Lines "N REV" and "N". These were excavated and used, along with said Boat Spikes, as a basis for the location of said alignments. Concrete edges were measured at 3 separate places along US 31 between its intersection with State Road 28 to 3350' north thereof. A best fit line was calculated from these points, offset 25 feet, and extended to Line "S-38-N" for State Road 28 (referenced above). Stationing was established at the intersection of Line "S-38-N" at P.O.T. 1560+83.10 (#601). Record distances and record angle were used to establish the curve at P.I. 1547+00.00 (#613) and the tangent section of Line "N REV" between P.T. 1532+94.60 (#611) and P.C. 1537+00.00 (#612). This tangent section was 24.97 feet from the edge of concrete of the south bound lane of US 31 at P.C. 1537+00.00 (#611). These alignments equated at P.O.T. 1564+60.20 (#615) and Line "N" was extended to P.O.T. 1574+39.80 (#616).

Line "S-38-N" - State Road 28 -Plans were provided by INDOT for Indiana State Highway Department F-Project No. 24, dated 1958, and Indiana State Highway Commission TQF Project No. 153-2, dated 1973. This alignment was established at P.O.T 5+00.00 at the intersection with Line "A" and Line "N REV" (referenced above). It was extended 500 feet to the east and west parallel with the tangent line of Line "A" west of P.C. 323+30.00 (#602). There was no indication from either said plans or the field books that this alignment followed along the curve of Line "A".

See also Alignment References on Sheet 3.

Right of Way

The right of way shown hereon along State Road 28 west of U.S. 31 is per plans for INDOT Project No. 167. This extends throughout the entire project except in an area just west of the intersection of State Road 28 and US 31 as shown hereon. The right of way in this area is per INDOT plans for F-Project No. 24. No deeds for transfer of this right of way were provided by INDOT. Therefore, edge of pavement has been shown hereon for any possible prescriptive easement. The right of way shown hereon along State Road 28 east of U.S. 31 is per plans for INDOT Project Des. No. 0710291.

The east Right of Way for Line "N REV" and "N" (US 31) per is per plans for TQF Project No. 153-2. No deeds for the transfer of this right of way were provided by INDOT. Therefore, edge of pavement has been shown hereon for any possible prescriptive easement.

The parcel lines and ownership information shown on this plat are preliminary. This information is shown only to help orient the user of this plat as it relates to the centerlines. The source of this information is from the last deed of record obtained from the Office of the Recorder of Tipton County. The consultant for Right of Way Engineering will complete final determination of this information.

Unless otherwise noted on the face of this survey, there was no physical evidence used for the location of Property Lines or Ownership. Therefore, the location of any title, property, or ownership lines shown hereon should not be used by others to represent the same.

Legal Drains

Dixon Creek is a legal drain per the Tipton County Surveyor's Office. The easement is shown hereon as 75 feet from the top of bank.

The Anna Micheal Tile is described as "*Commencing 1320 feet East and 660 feet South of the Northwest Corner of the Southwest Quarter*" and "*thence in a Southerly direction to its intersection with Dixon Creek*" per documents provided by the Engineer's Office of Tipton County. From a phone conversation with the Tipton County Surveyor, a search was recently made for the tile locating this drain, but was not found. Also, there is an ongoing project to relocate this drain at the time of this survey. The existing drain has been shown hereon as scaled from documents provided by the Office of the Tipton County Surveyor.




Also, per documents provided by the Office of the Tipton County Surveyor, the S.W. Glass Tile extends across the Southwest and Southeast Quarters of Section 7. It crosses State Road 28 approximately 640 feet east of County Road 500 West (East Line of Section 7). The R. Mettum Tile extends through the Northeast and Southeast Quarters of Section 7 and intersects the Glass Tile approximately 1220 feet north of State Road 28 and 1320 feet west of County Road 500 West.

Easement Note

The location of any easements are based on the last deed of record, available at the Recorder's Office. These deed records were found during the initial research, and in no way represent all of the possible easements that could be recovered by a title search.

Redaction Statement

I affirm, under the penalties for perjury, that I have taken reasonable care to redact each Social Security number in this document, unless required by law.

| | | | | | | | | | | | | | | | | |
|-------------------|--|--|--|--|--|--|--|--|--------------------------------------|--|--|------------------|---------------|-------------|-------------|--|
| SURVEY STARTED | | | Re-recorded 12/10/2013 as Inst. #2013-3030, Bk. 85, Pg. 626, in the Office of the Recorder of Tipton County | SURVEYOR STATEMENT | | |  |  <div>8415 East 56th St. Indianapolis, IN 46216 PH. 317.544.4996 FAX 317.544.4997</div> | INDIANA DEPARTMENT OF TRANSPORTATION | | | HORIZONTAL SCALE | | BRIDGE FILE | | |
| 07/22/2013 | | | | | | | | | | | | 1"=100' | | | | |
| SURVEY COMPLETED | | | Revision 12/9/2013 - Revised Points 600, 612, 614, 634, 637, and 641. Revised Distances 1-18, 11-17, 17-18, and 19-17. | THIS SURVEY, TO THE BEST OF MY KNOWLEDGE AND BELIEF, IS EXECUTED ACCORDING TO THE PROVISIONS OF TITLE 865 I.A.C. 1-12-20 THROUGH 1-12-26 REGARDING ROUTE SURVEYS, EXCEPT THAT ANY DATA SHOWN REGARDING THE LOCATION OR DESCRIPTION OF THE EXISTING PARCELS IS NOT A PART OF THIS SURVEY. | | | RECOMMENDED FOR APPROVAL  SIGNATURE MARK A. SCHEEPERS, PLS. DATE 12/09/2013 | | | LOCATION CONTROL ROUTE SURVEY Roadway Improvements to US 31 and SR 28 for the Proposed Interchange | | | COUNTY | | DESIGNATION | |
| 09/26/2013 | | | | | | | | | | | | | Tipton | | 1382317 | |
| ROUTE PLAT SHEETS | | | Previously Recorded 10/02/2013 as Inst. #2013-2465, Bk. 84, Pg. 203, in the Office of the Recorder of Tipton County | | | | | | | | | | SURVEY BOOK | | PLAN SHEETS | |
| 4 OF 5 | | | | | | | | | | | | | 9 OF 41 | | | |
| | | | | | | | | | | CONTRACT | | | PROJECT | | | |
| | | | | | | | | | | IR-35914 | | | 0138231700ST3 | | | |

Local Coordinate and State Plane Coordinate Table

| Point # | Station | Type | Project Northing (Grnd.) | Project Easting (Grnd.) | Ind. SPC Northing (US Feet) | Ind. SPC Easting (US Feet) | Latitude | Longitude |
|---------|--------------------------------|--|--------------------------|-------------------------|-----------------------------|----------------------------|----------------|-----------------|
| 1 | N.W. Cor. Sec. 7-21N-4E | MAG Nail Found at Surface | 45173.9550 | 40147.7221 | 1836433.8189 | 199703.7885 | 40°17'21.6369" | -86°07'36.6995" |
| 2 | N. 1/4 Cor. Sec. 7-21N-4E | #5 Rebar Found at Surface | 45241.2272 | 43000.5296 | 1836501.0875 | 202556.4482 | 40°17'22.4464" | -86°06'59.8923" |
| 3 | N.E. Cor. Sec. 7-21N-4E | MAG Nail Found at Surface | 45305.8457 | 45635.8375 | 1836565.7027 | 205191.6195 | 40°17'23.2158" | -86°06'25.8912" |
| 4 | S.W. Cor. Sec. 7-21N-4E | MAG Nail Found at Surface | 39963.9183 | 40105.1151 | 1831224.0521 | 199661.1837 | 40°16'30.1525" | -86°07'36.9001" |
| 5 | S. 1/4 Cor. Sec. 7-21N-4E | #5 Rebar Found Flush | 39999.9572 | 43069.6438 | 1831260.0892 | 202625.5587 | 40°16'30.6590" | -86°06'58.6573" |
| 6 | S.E. Cor. Sec. 7-21N-4E | MAG Nail Found at Surface | 40029.5337 | 45713.7746 | 1831289.6642 | 205269.5525 | 40°16'31.0824" | -86°06'24.5473" |
| 7 | E. 1/4 Cor. Sec. 18-21N-4E | Stone Found | 37386.0510 | 45670.8770 | 1828646.3185 | 205226.6571 | 40°16'04.9589" | -86°06'24.9314" |
| 8 | W. 1/4 Cor. Sec. 18-21N-4E | MAG Spike Set Flush | 37322.8035 | 40051.2304 | 1828583.0742 | 199607.3017 | 40°16'04.0519" | -86°07'37.4183" |
| 9 | Center of Sec. 18-21N-4E | Calc. Position - See Report | 37356.1630 | 43015.2826 | 1828616.4320 | 202571.2003 | 40°16'04.5319" | -86°06'59.1855" |
| 10 | E. 1/4 Cor. Sec. 7-21N-4E | Stone Found | 42652.4484 | 45674.4875 | 1833912.4430 | 205230.2675 | 40°16'56.9985" | -86°06'25.2223" |
| 11 | W. 1/4 Cor. Sec. 7-21N-4E | MAG Nail Found at Surface | 42536.6487 | 40120.7617 | 1833796.6492 | 199676.8295 | 40°16'55.5754" | -86°07'36.8706" |
| 12 | Center of Sec. 7-21N-4E | Wood Post Found | 42621.1188 | 43032.2289 | 1833881.1149 | 202588.1457 | 40°16'56.5578" | -86°06'59.3116" |
| 14 | S. 1/4 Cor. Sec. 18-21N-4E | Wood Post Found | 34744.0350 | 42961.5730 | 1826004.4394 | 202517.4935 | 40°15'38.7177" | -86°06'59.7074" |
| 15 | S. 1/4 Cor. Sec. 13-21N-3E | 8"x8" Post Found | 34622.0050 | 37319.0020 | 1825882.4157 | 196875.2149 | 40°15'37.2225" | -86°08'12.4780" |
| 16 | Center of Sec. 13-21N-3E | MAG Spike Set Flush | 37292.2070 | 37366.9090 | 1828552.4793 | 196923.1195 | 40°16'03.6103" | -86°08'12.0427" |
| 17 | Center of Sec. 12-21N-3E | 8"x8" Post Found | 42510.9790 | 37398.3190 | 1833770.9809 | 196954.5278 | 40°16'55.1805" | -86°08'11.9945" |
| 18 | N. 1/4 Cor. Sec. 12-21N-3E | Cut "x" on Stone Found | 45157.3290 | 37481.7070 | 1836417.1937 | 197037.9115 | 40°17'21.3344" | -86°08'11.0996" |
| 19 | N. 1/4 Cor. Sec. 13-21N-3E | No Mon. Set - Coord. Provided by Co. Surv. | 39844.6760 | 37421.4840 | 1831104.8160 | 196977.6916 | 40°16'28.8350" | -86°08'11.5132" |
| 20 | S.W. Cor. Sec. 18-21N-3E | Mag Spike Set at Surface | 34758.2505 | 39988.0121 | 1826018.6541 | 199544.0867 | 40°15'38.7073" | -86°07'38.0619" |
| 21 | 1522+94.59, 3.23' Lt. "N REV" | Boat Spike Found 0.7' B.G. | 36284.6060 | 39986.2720 | 1827544.9305 | 199542.3467 | 40°15'53.7897" | -86°07'38.1867" |
| 22 | 1506+76.31, CL "N REV" | Boat Spike Found 1.8' B.G. | 34666.5660 | 39957.7940 | 1825926.9744 | 199513.8702 | 40°15'37.7998" | -86°07'38.4455" |
| 24 | P.I. 1605+22.9 "N" (Plan) | Boat Spike Found 0.5' B.G. | 44517.5770 | 40096.6670 | 1835777.4749 | 199652.7360 | 40°17'15.1484" | -86°07'37.3143" |
| 25 | 352+44.99, 0.02' Lt. "A" | Brass Plug in Mon. Box Found | 40054.0670 | 43041.8520 | 1831314.1962 | 202597.7684 | 40°16'31.1922" | -86°06'59.0194" |
| 26 | 346+77.67, 0.03' Lt. "PR-A" | Brass Plug in Mon. Box Found | 40059.3100 | 42474.5290 | 1831319.4389 | 202030.4748 | 40°16'31.2155" | -86°07'06.3388" |
| 27 | 345+40.69, 0.04' Lt. "PR-A" | Brass Plug in Mon. Box Found | 40061.5240 | 42337.6010 | 1831321.6528 | 201893.5539 | 40°16'31.2305" | -86°07'08.1054" |
| 28 | 344+03.80, CL "PR-A" | Brass Plug in Mon. Box Found | 40065.5570 | 42200.7670 | 1831325.6856 | 201756.7270 | 40°16'31.2635" | -86°07'09.8710" |
| 29 | 342+66.87, 0.07' Lt. "PR-A" | Brass Plug in Mon. Box Found | 40069.7000 | 42063.9000 | 1831329.8284 | 201619.8670 | 40°16'31.2975" | -86°07'11.6370" |
| 30 | 341+29.87, 0.04' Lt. "PR-A" | Brass Plug in Mon. Box Found | 40071.8710 | 41926.9220 | 1831331.9993 | 201482.8961 | 40°16'31.3120" | -86°07'13.4043" |
| 31 | 331+29.93, 0.03' Lt. "PR-A" | Brass Plug in Mon. Box Found | 40081.0800 | 40926.9610 | 1831341.2078 | 200482.9870 | 40°16'31.3522" | -86°07'26.3054" |
| 32 | 330+10.08, 0.03' Rt. "PR-A" | Brass Plug in Mon. Box Found | 40081.4130 | 40807.1700 | 1831341.5408 | 200363.2022 | 40°16'31.3494" | -86°07'27.8508" |
| 33 | 328+90.30, 0.07' Lt. "PR-A" | Brass Plug in Mon. Box Found | 40080.4630 | 40687.3530 | 1831340.5908 | 200243.3914 | 40°16'31.3339" | -86°07'29.3965" |
| 34 | 327+89.27, 0.06' Lt. "PR-A" | Brass Plug in Mon. Box Found | 40079.4740 | 40586.3760 | 1831339.6019 | 200142.4196 | 40°16'31.3190" | -86°07'30.6991" |
| 35 | 326+88.37, 0.01' Rt. "PR-A" | Brass Plug in Mon. Box Found | 40079.4420 | 40485.4790 | 1831339.5699 | 200041.5278 | 40°16'31.3135" | -86°07'32.0008" |
| 36 | 324+86.54, 0.04' Lt. "PR-A" | Brass Plug in Mon. Box Found | 40080.5910 | 40283.6440 | 1831340.7188 | 199839.7033 | 40°16'31.3145" | -86°07'34.6047" |
| 37 | 322+77.54, CL "PR-A" | Brass Plug in Mon. Box Found | 40081.6890 | 40074.6530 | 1831341.8168 | 199630.7231 | 40°16'31.3146" | -86°07'37.3010" |
| 40 | 347+67.48, 60.07' Lt. "PR-A" | #5 Rebar W/"Schneider" Cap Found | 40118.5230 | 42564.9140 | 1831378.6489 | 202120.8551 | 40°16'31.8052" | -86°07'05.1766" |
| 41 | 336+66.39, 55.02' Rt. "PR-A" | Bent #5 Rebar Found | 40021.0920 | 41462.9520 | 1831281.2229 | 201018.9502 | 40°16'30.7867" | -86°07'19.3866" |
| 42 | 326+40.47, 60.15' Lt. "PR-A" | #5 Rebar Found | 40139.8590 | 40437.9010 | 1831399.9838 | 199993.9523 | 40°16'31.9081" | -86°07'32.6186" |
| 44 | 1563+06.10, 85.42' Rt. "N REV" | Bent #5 Rebar Found | 40300.4610 | 40155.9790 | 1831560.5774 | 199712.0449 | 40°16'33.4806" | -86°07'36.2665" |
| 45 | 1564+94.57, 86.90' Rt. "N" | 1" Iron Pipe Found | 40488.9320 | 40158.6280 | 1831749.0387 | 199714.6938 | 40°16'35.3431" | -86°07'36.2449" |
| 46 | 1564+94.90, 367.96' Rt. "N" | Bent 1" Iron Pipe Found | 40487.5210 | 40439.6840 | 1831747.6277 | 199995.7352 | 40°16'35.3435" | -86°07'32.6189" |
| 47 | 323+80.85, 31.73' Lt. "PR-A" | #5 Rebar Found | 40112.8580 | 40178.1360 | 1831372.9842 | 199734.2008 | 40°16'31.6279" | -86°07'35.9681" |
| 48 | 1578+94.45, 86.67' Rt. "N" | #5 Rebar W/"Schneider" Cap Found | 41888.7870 | 40167.0370 | 1833148.8211 | 199723.1023 | 40°16'49.1760" | -86°07'36.2302" |
| 49 | 1592+02.10, 87.69' Rt. "N" | #5 Rebar W/"Mitchell" Cap Found | 43196.3980 | 40176.1200 | 1834456.3644 | 199732.1849 | 40°17'02.0974" | -86°07'36.2006" |
| 50 | 1572+25.97, 86.33' Lt. "N" | #5 Rebar W/"Henderson" Cap Found | 41221.3850 | 39989.9070 | 1832481.4537 | 199545.9815 | 40°16'42.5720" | -86°07'38.4707" |

| Point # | Station | Type | Project Northing (Grnd.) | Project Easting (Grnd.) | Ind. SPC Northing (US Feet) | Ind. SPC Easting (US Feet) | Latitude | Longitude |
|---------|---|--------------------------------------|--------------------------|-------------------------|-----------------------------|----------------------------|----------------|-----------------|
| 51 | 325+63.26, 293.57' Rt. "PR-A" | #5 Rebar W/"Johnson" Cap Found | 39786.5670 | 40358.7700 | 1831046.7101 | 199914.8254 | 40°16'28.4130" | -86°07'33.6159" |
| 52 | 327+03.25, 294.27' Rt. "PR-A" | Bent #5 Rebar W/"Mitchell" Cap Found | 39785.1210 | 40499.1860 | 1831045.2641 | 200055.2341 | 40°16'28.4059" | -86°07'31.8043" |
| 53 | 1557+94.24, 84.76' Rt. "N REV" | Bent #5 Rebar Found | 39788.6220 | 40152.1590 | 1831048.7650 | 199708.2251 | 40°16'28.4227" | -86°07'36.2815" |
| 57 | 312+45.95, 30.27' Rt. "A" | #5 Rebar Found | 40049.6010 | 38942.8730 | 1831309.7304 | 198499.0018 | 40°16'30.9392" | -86°07'51.8999" |
| 58 | 312+43.52, 319.39' Rt. "A" | #5 Rebar W/"Miller" Cap Found | 39760.4790 | 38939.9650 | 1831020.6234 | 198496.0939 | 40°16'28.0822" | -86°07'51.9179" |
| 59 | 310+43.68, 318.93' Rt. "A" | #5 Rebar W/"Miller" Cap Found | 39761.2760 | 38740.1220 | 1831021.4204 | 198296.2613 | 40°16'28.0797" | -86°07'54.4961" |
| 60 | 1553+04.00, 241.39' Lt. "N REV" | #5 Rebar Found | 39301.5860 | 39822.0320 | 1830561.7542 | 199378.1152 | 40°16'23.5932" | -86°07'40.5077" |
| 61 | 1552+93.09, 305.58' Lt. "N REV" | Bent #5 Rebar W/"Mitchell" Cap Found | 39291.4370 | 39757.7250 | 1830551.6057 | 199313.8116 | 40°16'23.4896" | -86°07'41.3366" |
| 300 | O.P.O.T. 1560+04.68, 68.70' Lt. "N REV" | Control Point - #5 Rebar W/Cap | 40000.0000 | 40000.0000 | 1831260.1320 | 199556.0740 | 40°16'30.5036" | -86°07'38.2586" |
| 301 | O.P.O.T. 326+52.26, 52.97' Lt. "PR-A" | Control Point - #5 Rebar W/Cap | 40132.6199 | 40449.6559 | 1831392.7450 | 200005.7066 | 40°16'31.8371" | -86°07'32.4665" |
| 302 | O.P.O.C. 343+01.82, 32.41' Lt. "PR-A" | Control Point - MAG Nail | 40101.1703 | 42099.6913 | 1831361.2971 | 201655.6565 | 40°16'31.6103" | -86°07'11.1773" |
| 303 | O.P.O.T. 332+72.73, 25.19' Lt. "PR-A" | Control Point - MAG Nail | 40104.9247 | 41070.0498 | 1831365.0513 | 200626.0683 | 40°16'31.5951" | -86°07'24.4610" |
| 304 | O.P.O.T. 316+66.42, 29.18' Rt. "PR-A" | Control Point - Boat Spike | 40049.8285 | 39463.3433 | 1831309.9579 | 199019.4451 | 40°16'30.9684" | -86°07'45.1854" |
| 305 | O.P.O.C. 1547+60.14, 53.88' Rt. "N REV" | Control Point - MAG Nail | 38754.1616 | 40109.4368 | 1830014.3582 | 199665.5051 | 40°16'18.1986" | -86°07'36.7633" |
| 306 | O.P.O.T. 1572+31.52, 56.94' Rt. "N" | Control Point - MAG Nail | 41226.0481 | 40133.2134 | 1832486.1166 | 199689.2805 | 40°16'42.6255" | -86°07'36.6222" |
| 307 | O.P.O.C. 1544+55.73, 58.24' Lt. "N REV" | Control Point - MAG Nail | 38452.0241 | 39991.3521 | 1829712.2363 | 199547.4265 | 40°16'15.2070" | -86°07'38.2664" |
| 600 | P.O.T. 316+00.00 "A" | MAG Spike Set Flush | 40079.1161 | 39396.9692 | 1831339.2440 | 198953.0745 | 40°16'31.2543" | -86°07'46.0436" |
| 601 | Equation - See Plat | MAG Spike Set Flush | 40078.0014 | 40069.1868 | 1831338.1293 | 199625.2572 | 40°16'31.2779" | -86°07'37.3713" |
| 607 | P.O.T. 352+72.01 "A" | MAG Spike Set Flush | 40053.8016 | 43068.8752 | 1831313.9308 | 202624.7902 | 40°16'31.1910" | -86°06'58.6707" |
| 611 | P.O.T. 1533+00.64 "N REV" | See #9611 | 37290.1984 | 40017.2361 | 1828550.4708 | 199573.3092 | 40°16'03.7279" | -86°07'37.8546" |
| 612 | P.C. 1537+00.11 "N REV" | See #9612 | 37695.4062 | 40029.7597 | 1828955.6576 | 199585.8322 | 40°16'07.7326" | -86°07'37.7202" |
| 613 | P.I. 1547+00.10 "N REV" | See #9613 | 38694.9277 | 40060.6514 | 1829955.1273 | 199616.7223 | 40°16'17.6108" | -86°07'37.3887" |
| 614 | P.C. 1557+00.00 "N REV" | See #9614 | 39694.9074 | 40066.8226 | 1830955.0552 | 199622.8932 | 40°16'27.4923" | -86°07'37.3761" |
| 615 | Equation - See Plat | See #9615 | 40455.0942 | 40071.5140 | 1831715.2026 | 199627.5843 | 40°16'35.0042" | -86°07'37.3665" |
| 616 | P.O.T. 1574+39.80 "N" | See #9616 | 41434.6755 | 40077.5593 | 1832694.7332 | 199633.6293 | 40°16'44.6841" | -86°07'37.3542" |
| 630 | Equation - See Plat | See #37 | 40081.6878 | 40074.7823 | 1831341.8156 | 199630.8524 | 40°16'31.3146" | -86°07'37.2993" |
| 631 | P.C. 326+88.48 "PR-A" | See #35 | 40079.4532 | 40485.5839 | 1831339.5811 | 200041.6327 | 40°16'31.3136" | -86°07'31.9995" |
| 632 | P.I. 327+89.39 "PR-A" | See #34 | 40078.9043 | 40586.4944 | 1831339.0322 | 200142.5381 | 40°16'31.3133" | -86°07'30.6976" |
| 633 | P.R.C. 328+90.30 "PR-A" | See #33 | 40080.3919 | 40687.3955 | 1831340.5197 | 200243.4339 | 40°16'31.3332" | -86°07'29.3959" |
| 634 | P.I. 330+10.12 "PR-A" | See #32 | 40082.1583 | 40807.2059 | 1831342.2860 | 200363.2381 | 40°16'31.3568" | -86°07'27.8504" |
| 635 | P.T. 331+29.93 "PR-A" | See #31 | 40081.0534 | 40927.0243 | 1831341.1812 | 200483.0502 | 40°16'31.3520" | -86°07'26.3045" |
| 636 | P.C. 341+29.93 "PR-A" | See #30 | 40071.8321 | 41926.9818 | 1831331.9603 | 201482.9559 | 40°16'31.3116" | -86°07'13.4035" |
| 637 | P.I. 342+66.88 "PR-A" | See #29 | 40070.5693 | 42063.9194 | 1831330.6976 | 201619.8865 | 40°16'31.3061" | -86°07'11.6368" |
| 638 | P.R.C. 344+03.80 "PR-A" | See #28 | 40065.5571 | 42200.7711 | 1831325.6857 | 201756.7311 | 40°16'31.2635" | -86°07'09.8709" |
| 639 | P.I. 345+40.75 "PR-A" | See #27 | 40060.5449 | 42337.6229 | 1831320.6738 | 201893.5757 | 40°16'31.2208" | -86°07'08.1051" |
| 640 | Equation - See Plat | See #26 | 40059.2822 | 42474.5605 | 1831319.4111 | 202030.5063 | 40°16'31.2153" | -86°07'06.3384" |
| 641 | P.O.T. 305+00.00 "A" | MAG Spike Set Flush | 40080.9403 | 38296.9707 | 1831341.0681 | 197853.1330 | 40°16'31.2154" | -86°08'00.2348" |
| 642 | Equation - See Plat | No Monument Set | 37359.1587 | 40019.3674 | 1828619.4275 | 199575.4404 | 40°16'04.4095" | -86°07'37.8318" |
| 643 | P.T. 1532+94.70 "N REV" | No Monument Set | 37284.1320 | 40017.0486 | 1828544.4048 | 199573.1217 | 40°16'03.6680" | -86°07'37.8566" |
| 9611 | 1533+00.52, 0.09' Lt. "N REV" | #5 Rebar W/"Firm 0018" Cap Found | 37290.0810 | 40017.1390 | 1828550.3534 | 199573.2121 | 40°16'03.7268" | -86°07'37.8559" |
| 9612 | 1537+00.11, 0.11' Lt. "N REV" | #5 Rebar W/"Firm 0018" Cap Found | 37695.3200 | 40029.6500 | 1828955.5714 | 199585.7225 | 40°16'07.7317" | -86°07'37.7217" |
| 9613 | 1547+00.06, 6.09' Rt. "N REV" | #5 Rebar W/"Firm 0018" Cap Found | 38694.9340 | 40060.5630 | 1829955.1336 | 199616.6339 | 40°16'17.6109" | -86°07'37.3899" |
| 9614 | 1557+00.00, 0.09' Lt. "N REV" | #5 Rebar W/"Firm 0018" Cap Found | 39694.8810 | 40066.7370 | 1830955.0288 | 199622.8075 | 40°16'27.4920" | -86°07'37.3772" |
| 9615 | 1564+60.31, 0.01' Lt. "N" | #5 Rebar W/"Firm 0018" Cap Found | 40455.2080 | 40071.5090 | 1831715.3164 | 199627.5793 | 40°16'35.0054" | -86°07'37.3666" |
| 9616 | 1574+39.71, 0.07' Lt. "N" | #5 Rebar W/"Firm 0018" Cap Found | 41434.5820 | 40077.4870 | 1832694.6397 | 199633.5570 | 40°16'44.6832" | -86°07'37.3551" |