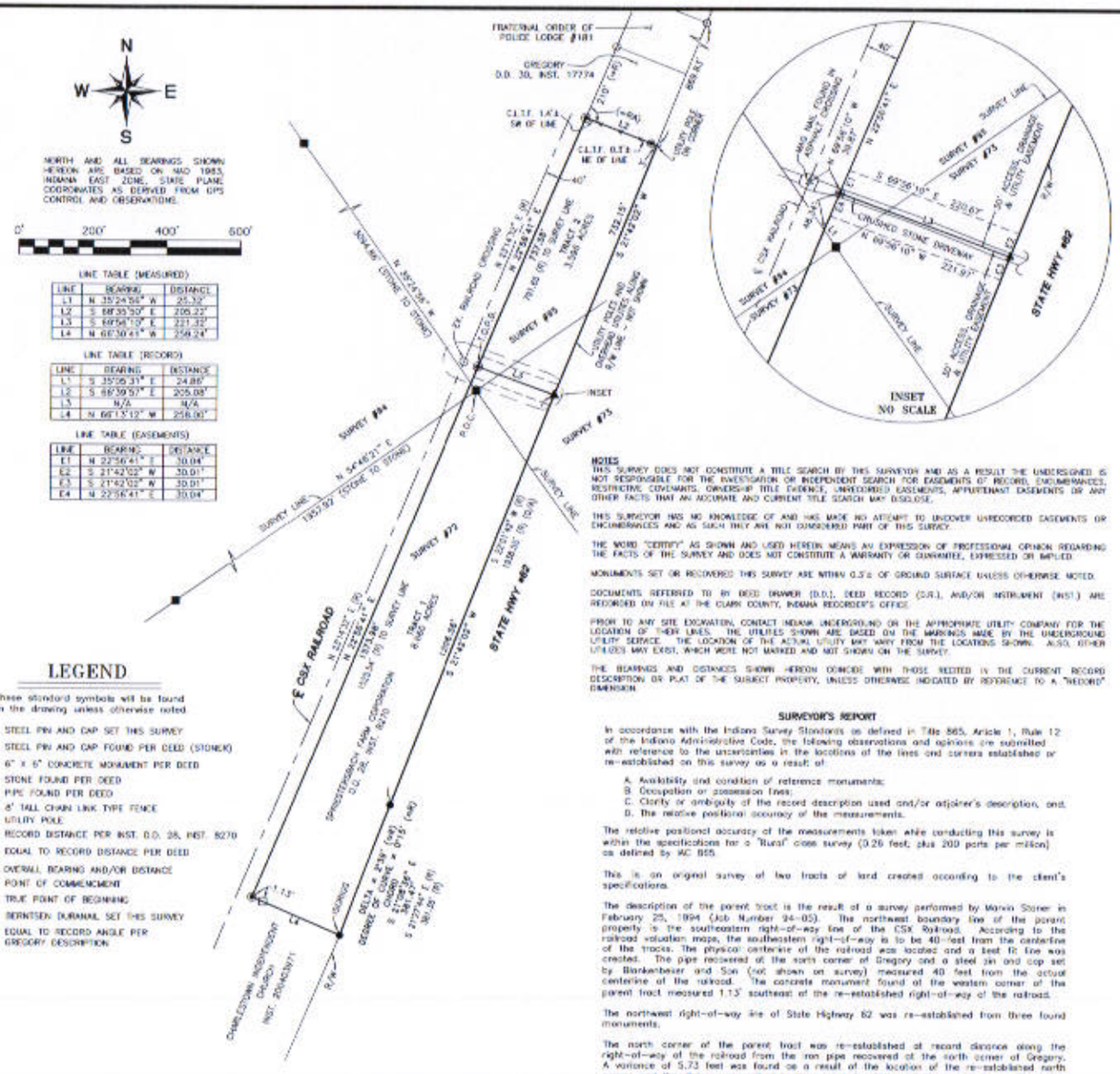

LEGEND

These standard symbols will be found in the drawing unless otherwise noted.

- ◉ STEEL PIN AND CAP SET THIS SURVEY
- ● STEEL PIN AND CAP FOUND PER DEED (STONE/R)
- □ 6" x 6" CONCRETE MONUMENT PER DEED
- ■ STONE FOUND PER DEED
- ○ PIPE FOUND PER DEED
- C.L.T.F. 6' TALL CHAIN LINK TYPE FENCE
- UTILITY POLE
- (R) RECORD DISTANCE PER INST. D.D. 28, INST. 9270
- (=R) EQUAL TO RECORD DISTANCE PER DEED
- O/A OVERALL BEARING AND/OR DISTANCE
- P.O.C. POINT OF COMMENCEMENT
- T.P.O.B. TRUE POINT OF BEGINNING
- ▲ BERNTSEN DURANAL SET THIS SURVEY
- (=R) EQUAL TO RECORD ANGLE PER GREGORY DESCRIPTION

LINE TABLE (MEASURED)

LINE	BEARING	DISTANCE
L1	N 35°24'56" W	25.32'
L2	S 68°35'50" E	205.22'
L3	S 69°56'10" E	221.32'
L4	N 66°30'41" W	259.24'

LINE TABLE (RECORD)

LINE	BEARING	DISTANCE
L1	S 35°05'31" E	24.86'
L2	S 68°39'57" E	205.08'
L3	N/A	N/A
L4	N 66°13'12" W	258.00'

LINE TABLE (EASEMENTS)

LINE	BEARING	DISTANCE
E1	N 22°56'41" E	30.04'
E2	S 21°42'02" W	30.01'
E3	S 21°42'02" W	30.01'
E4	N 22°56'41" E	30.04'

I, Harold L. Hart, hereby certify that I have surveyed the subject tract shown and that this survey was executed according to the standards set forth in Title 865, Article 1, Rule 12 of the Indiana Administrative Code to the best of my knowledge and belief. Field work was completed on 6-27-12.

Registered Land Surveyor No. 29800020

NOTES

THIS SURVEY DOES NOT CONSTITUTE A TITLE SEARCH BY THIS SURVEYOR AND AS A RESULT THE UNDERSIGNED IS NOT RESPONSIBLE FOR THE INVESTIGATION OR INDEPENDENT SEARCH FOR EASEMENTS OF RECORD, ENCUMBRANCES, RESTRICTIVE COVENANTS, OWNERSHIP TITLE EVIDENCE, UNRECORDED EASEMENTS, APPURTENANT EASEMENTS OR ANY OTHER FACTS THAT AN ACCURATE AND CURRENT TITLE SEARCH MAY DISCLOSE.

THIS SURVEYOR HAS NO KNOWLEDGE OF AND HAS MADE NO ATTEMPT TO UNCOVER UNRECORDED EASEMENTS OR ENCUMBRANCES AND AS SUCH THEY ARE NOT CONSIDERED PART OF THIS SURVEY.

THE WORD "CERTIFY" AS SHOWN AND USED HEREIN MEANS AN EXPRESSION OF PROFESSIONAL OPINION REGARDING THE FACTS OF THE SURVEY AND DOES NOT CONSTITUTE A WARRANTY OR GUARANTEE, EXPRESSED OR IMPLIED.

MONUMENTS SET OR RECOVERED THIS SURVEY ARE WITHIN 0.3'± OF GROUND SURFACE UNLESS OTHERWISE NOTED.

DOCUMENTS REFERRED TO BY DEED DRAWER (D.D.), DEED RECORD (D.R.), AND/OR INSTRUMENT (INST.) ARE RECORDED ON FILE AT THE CLARK COUNTY, INDIANA RECORDER'S OFFICE.

PRIOR TO ANY SITE EXCAVATION, CONTACT INDIANA UNDERGROUND OR THE APPROPRIATE UTILITY COMPANY FOR THE LOCATION OF THEIR LINES. THE UTILITIES SHOWN ARE BASED ON THE MARKINGS MADE BY THE UNDERGROUND UTILITY SERVICE. THE LOCATION OF THE ACTUAL UTILITY MAY VARY FROM THE LOCATIONS SHOWN. ALSO, OTHER UTILITIES MAY EXIST, WHICH WERE NOT MARKED AND NOT SHOWN ON THE SURVEY.

THE BEARINGS AND DISTANCES SHOWN HEREON COINCIDE WITH THOSE RECITED IN THE CURRENT RECORD DESCRIPTION OR PLAT OF THE SUBJECT PROPERTY, UNLESS OTHERWISE INDICATED BY REFERENCE TO A "RECORD" DIMENSION.

SURVEYOR'S REPORT

In accordance with the Indiana Survey Standards as defined in Title 865, Article 1, Rule 12 of the Indiana Administrative Code, the following observations and opinions are submitted with reference to the uncertainties in the locations of the lines and corners established or re-established on this survey as a result of:

A. Availability and condition of reference monuments;
B. Occupation or possession lines;
C. Clarity or ambiguity of the record description used and/or adjoiner's description, and
D. The relative positional accuracy of the measurements.

The relative positional accuracy of the measurements taken while conducting this survey is within the specifications for a "Rural" class survey (0.26 feet, plus 200 parts per million) as defined by IAC 865.

This is an original survey of two tracts of land created according to the client's specifications.

The description of the parent tract is the result of a survey performed by Marvin Stoner in February 25, 1994 (Job Number 94-05). The northeast boundary line of the parent property is the southeastern right-of-way line of the CSX Railroad. According to the railroad valuation maps, the southeastern right-of-way is to be 40-feet from the centerline of the tracks. The physical centerline of the railroad was located and a best fit line was created. The pipe recovered at the north corner of Gregory and a steel pin and cap set by Blankenbeiser and Son (not shown on survey) measured 40 feet from the actual centerline of the railroad. The concrete monument found at the western corner of the parent tract measured 1.13' southeast of the re-established right-of-way of the railroad.

The northwest right-of-way line of State Highway 62 was re-established from three found monuments.

The north corner of the parent tract was re-established at record distance along the right-of-way of the railroad from the iron pipe recovered at the north corner of Gregory. A variance of 5.73 feet was found as a result of the location of the re-established north corner and the distance prescribed in the record description of the parent tract. (According to this surveyor's research, the Gregory tract has senior rights; therefore the deed distance of 210 feet was measured from the pipe recovered at the north corner of Gregory.)

The east corner of the parent tract, being the south corner of Gregory, was re-established at the intersection of the southeast line of Gregory and the northwest right-of-way line of State Highway 62. The bearing of the southeast line of Gregory was re-established as a result of the deed bearings as they relate to the right-of-way line of the railroad.

As a result of the above observation, it is my opinion that the uncertainties in the locations of the lines and corners established on this survey are as follows:

Due to availability and condition of reference monuments: 0 feet up to 0.25 feet.
Due to occupation or possession lines: 0 feet up to 1.4 feet due to the fencing along the northwest line.
Due to clarity or ambiguity of the record description used and/or adjoiner's description: 0 up to 5.73 feet as discussed above.

DESCRIPTION OF TRACT 1

That part Survey Numbers 72, 73, 94, and 95 of the Illinois Grant, Clark County, Indiana being further described as follows:

Commencing at a stone which marks the common corners of Survey Numbers 72, 73, 94 and 95; Thence along the line dividing Survey Numbers 94 and 95, North 35 degrees 24 minutes 56 seconds West, 25.32 feet to the southeast right-of-way line of the CSX Railroad; Thence along said right-of-way line, North 22 degrees 56 minutes 41 seconds East, 48.34 feet to a steel pin and cap the True Point of Beginning.

Thence South 69 degrees 56 minutes 10 seconds East, 221.32 feet to a Berntsen Duranal in the northwest right-of-way line of State Highway 62; Thence along said northwest right-of-way line, South 21 degrees 42 minutes 02 seconds West, 1206.56 feet to a steel pin and cap; Thence continuing along said right-of-way line being a curve to the left having a delta angle of 2 degrees 39 minutes, a degree of curve of 0 degrees 15 minutes, and a chord which bears South 21 degrees 08 minutes 36 seconds West, 38.47 feet to a steel pin and cap; Thence North 65 degrees 30 minutes 41 seconds West, (passing a concrete monument at 258.11 feet) a total distance of 259.24 feet to a steel pin and cap in the southeast right-of-way line of the CSX Railroad; Thence along said right-of-way line, North 22 degrees 56 minutes 41 seconds East, 1573.98 feet to the True Point of Beginning.

The above-described tract of land contains 6.660 acres, which is subject to all rights-of-ways and easements. Said tract is subject to the following 30-foot wide Access, Drainage and Utility Easement:

Commencing at a stone which marks the common corners of Survey Numbers 72, 73, 94 and 95; Thence along the line dividing Survey Numbers 94 and 95, North 35 degrees 24 minutes 56 seconds West, 25.32 feet to the southeast right-of-way line of the CSX Railroad; Thence along said right-of-way line, North 22 degrees 56 minutes 41 seconds East, 48.34 feet to a steel pin and cap the True Point of Beginning.

Thence South 69 degrees 56 minutes 10 seconds East, 221.32 feet to a Berntsen Duranal in the northwest right-of-way line of State Highway 62; Thence along said right-of-way line, South 21 degrees 42 minutes 02 seconds West, 30.01 feet; Thence North 69 degrees 56 minutes 10 seconds West, 221.97 feet to the southeast right-of-way line of the CSX Railroad; Thence along said right-of-way line, North 22 degrees 56 minutes 41 seconds East, 30.04 feet to the True Point of Beginning. Containing 0.153 acres in said easement.

Also, the above-described 6.660-acre tract has the right to use the following 30-foot wide Access, Drainage and Utility Easement: Commencing at a stone which marks the common corners of Survey Numbers 72, 73, 94 and 95; Thence along the line dividing Survey Numbers 94 and 95, North 35 degrees 24 minutes 56 seconds West, 25.32 feet to the southeast right-of-way line of the CSX Railroad; Thence along said right-of-way line, North 22 degrees 56 minutes 41 seconds East, 48.34 feet to a steel pin and cap the True Point of Beginning.

Thence continuing along said right-of-way line, North 22 degrees 56 minutes 41 seconds East, 30.04 feet; Thence South 69 degrees 56 minutes 10 seconds East, 220.67 feet to the northwest right-of-way line of State Highway 62; Thence along said right-of-way line, South 21 degrees 42 minutes 02 seconds West, 30.01 feet to a Berntsen Duranal; Thence North 69 degrees 56 minutes 10 seconds West, 221.97 feet to the southeast right-of-way line of the CSX Railroad; Thence along said right-of-way line, North 22 degrees 56 minutes 41 seconds East, 30.04 feet to the True Point of Beginning. Containing 0.153 acres in said easement.

DESCRIPTION OF TRACT 2

That part Survey Numbers 73 and 95 of the Illinois Grant, Clark County, Indiana being further described as follows:

Commencing at a stone which marks the common corners of Survey Numbers 72, 73, 94 and 95; Thence along the line dividing Survey Numbers 94 and 95, North 35 degrees 24 minutes 56 seconds West, 25.32 feet to the southeast right-of-way line of the CSX Railroad; Thence along said right-of-way line, North 22 degrees 56 minutes 41 seconds East, 48.34 feet to a steel pin and cap the True Point of Beginning;

Thence continuing along said right-of-way line, North 22 degrees 56 minutes 41 seconds East, 737.95 feet to a steel pin and cap; Thence South 68 degrees 35 minutes 50 seconds East, (passing a steel pin and cap at 202.22 feet) a total distance of 205.22 feet to the northwest right-of-way line of State Highway 62; Thence along said northwest right-of-way line, South 21 degrees 42 minutes 02 seconds West 752.15 feet to a Berntsen Duranal; Thence North 69 degrees 56 minutes 10 seconds West, 221.32 feet to the True Point of Beginning.

The above-described tract of land contains 3.596 acres, which is subject to all rights-of-ways and easements. Said tract is subject to the following 30-foot wide Access, Drainage and Utility Easement:

Commencing at a stone which marks the common corners of Survey Numbers 72, 73, 94 and 95; Thence along the line dividing Survey Numbers 94 and 95, North 35 degrees 24 minutes 56 seconds West, 25.32 feet to the southeast right-of-way line of the CSX Railroad; Thence along said right-of-way line, North 22 degrees 56 minutes 41 seconds East, 48.34 feet to a steel pin and cap the True Point of Beginning.

Thence continuing along said right-of-way line, North 22 degrees 56 minutes 41 seconds East, 30.04 feet; Thence South 69 degrees 56 minutes 10 seconds East, 220.67 feet to the northwest right-of-way line of State Highway 62; Thence along said right-of-way line, South 21 degrees 42 minutes 02 seconds West, 30.01 feet to a Berntsen Duranal; Thence North 69 degrees 56 minutes 10 seconds East, 221.32 feet to the True Point of Beginning. Containing 0.152 acres in said easement.

Also, the above-described 3.596-acre tract has the right to use the following 30-foot wide Access, Drainage and Utility Easement:

Commencing at a stone which marks the common corners of Survey Numbers 72, 73, 94 and 95; Thence along the line dividing Survey Numbers 94 and 95, North 35 degrees 24 minutes 56 seconds West, 25.32 feet to the southeast right-of-way line of the CSX Railroad; Thence along said right-of-way line, North 22 degrees 56 minutes 41 seconds East, 48.34 feet to a steel pin and cap the True Point of Beginning.

Thence South 69 degrees 56 minutes 10 seconds East, 221.32 feet to a Berntsen Duranal in the northwest right-of-way line of State Highway 62; Thence along said right-of-way line, South 21 degrees 42 minutes 02 seconds West, 30.01 feet; Thence North 69 degrees 56 minutes 10 seconds West, 221.97 feet to the southeast right-of-way line of the CSX Railroad; Thence along said right-of-way line, North 22 degrees 56 minutes 41 seconds East, 30.04 feet to the True Point of Beginning. Containing 0.153 acres in said easement.

HAROLD L. HART
REGISTERED
No. 29800020
STATE OF INDIANA
LAND SURVEYOR

REVISIONS
1)
2)
3)
4)

DATE: 6-29-12
DRAWN: H.L.H.
CHECKED: H.L.H.
SCALE: 1" = 200'
DRAWING NO. 12-28

HART'S
SURVEYING & ENGINEERING, LLC
958 WATER STREET
CHARLESTOWN, IN 47111
(812) 256-7761

SURVEY FOR AND TITLE HOLDER:
SPRIESTERSBACH FARM CORPORATION

SURVEY AND DRAWING OF A PART OF SURVEY NUMBERS 72, 73, 94 AND 95 OF THE ILLINOIS GRANT, CLARK COUNTY, INDIANA

SHEET NO.
1 OF 1

JOB No. 12-28