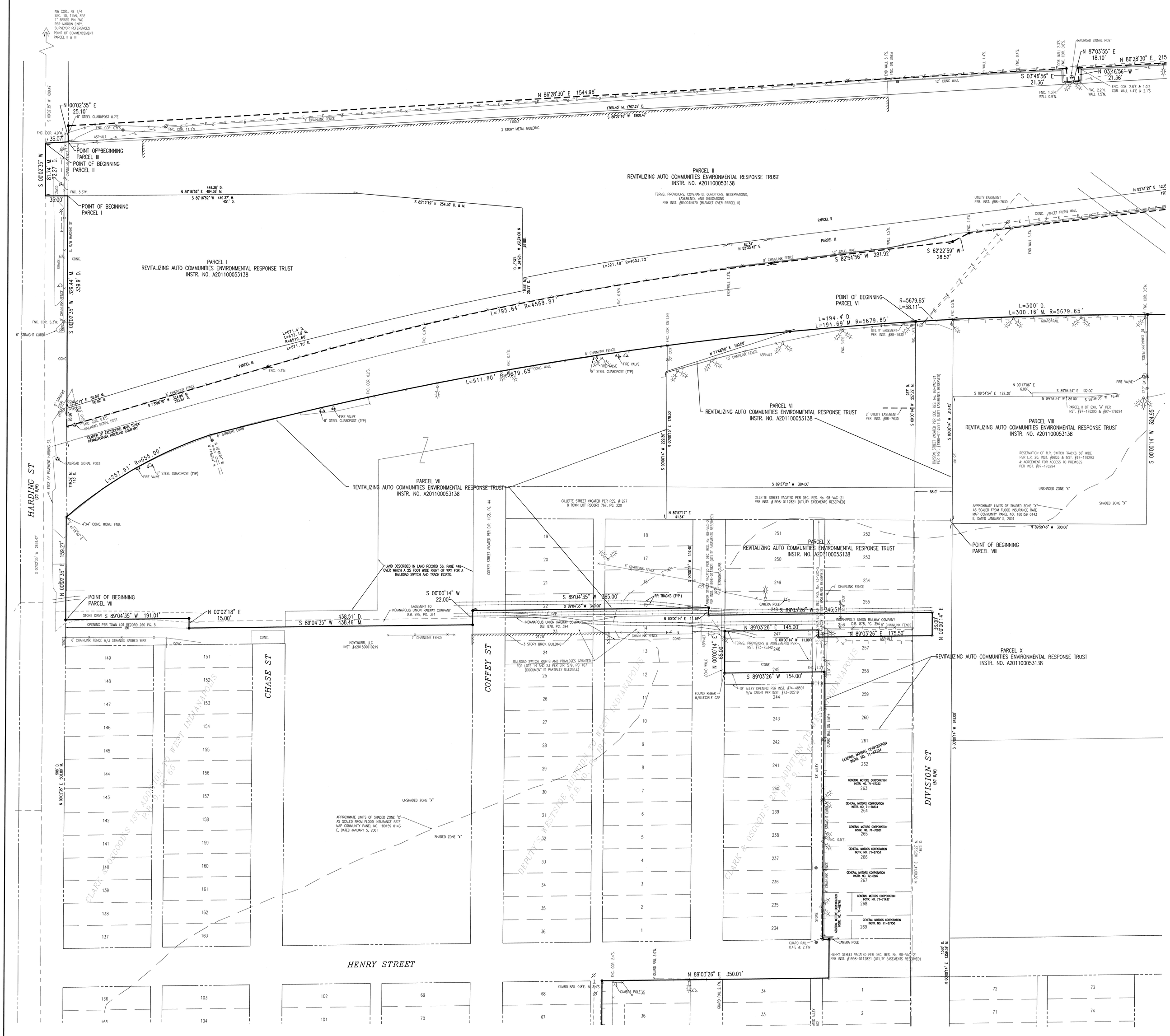


EXISTING FEATURES LEGEND

SS	SANITARY SEWER & MANHOLE		POWER POLE
ST / D	STORM SEWER; END SECTION, INLET & M.H.		GUY WIRE
G	GAS LINE		UTILITY RISER; TELE., ELEC. & CTV
W	WATER LINE		ELECTRIC TRANSFORMER
E	ELECTRIC LINE (AERIAL)		AIR CONDITIONER UNIT
T	TELEPHONE LINE (AERIAL)		STREET LIGHT
CTV	CABLE TELEVISION (AERIAL)		LIGHT POLE
BTC	BURIED TELE. CABLE		FLOOD LIGHT
BEC	BURIED ELEC. CABLE	TS	TRAFFIC MANHOLE AND SIGNAL POLE
X	FENCE LINE (FNC)		FIRE HYDRANT
BCTV	BURIED CABLE TV		VALVE; GAS & WATER
	GUARDRAIL		STREET SIGN
	RIGHT OF WAY LINE (R/W)	W T E	WATER, TELE, AND ELEC. MANHOLE
	EASEMENT LINE		SEWER CLEANOUT
	RAILROAD LINE		ELECTRIC, GAS AND WATER METER
	SWALE LINE		PIPELINE MARKER POST
D.	DEED DIMENSION		MAILBOX
M.	MEASURED DIMENSION		GUARD POST
P.	PLAT DIMENSION		SPRINKLER HEAD
R.	RADIUS		IRRIGATION CONTROL BOX
L.	ARC LENGTH		MONITORING WELL
H.H.	HANDHOLE		FIRE SERVICE STAND PIPE
FND.	FOUND		GAS VENT PIPE
CONC.	CONCRETE		SEPTIC TANK LID
ASPH.	ASPHALT		WELL CAP
TC	TOP OF CASTING ELEVATION	1234	SITE ADDRESS
IE	INVERT ELEVATION		AIR RELIEF VALVE
FFE	FINISH FLOOR ELEVATION		UNDERGROUND TANK FILLER PIPE
TBM	TEMPORARY BENCHMARK		

● DENOTES A 5/8" DIA. REBAR WITH YELLOW PLASTIC CAP SET, CAP STAMPED "CRIPE FIRM NO. 0055" UNLESS OTHERWISE NOTED.

○ DENOTES A MAG NAIL WITH WASHER SET. WASHER STAMPED "CRIPE FIRM NO. 0055" UNLESS OTHERWISE NOTED.

NOTES:

(1) THIS SURVEY REFLECTS ABOVE GROUND INDICATIONS OF UTILITIES (INCLUDING, BUT NOT LIMITED TO, MANHOLES, INLETS, VALVES, AND MARKS MADE UPON THE GROUND BY OTHERS), AS WELL AS INFORMATION AVAILABLE FROM UTILITY COMPANIES. THE SURVEYOR MAKES NO GUARANTEE THAT THE UNDERGROUND UTILITIES SHOWN COMPRISE ALL SUCH UTILITIES IN THE AREA, EITHER IN SERVICE OR ABANDONED. FURTHER, THE SURVEYOR DOES NOT WARRANT THE UNDERGROUND UTILITIES SHOWN ARE OF THE SIZE, CAPACITY, OR IN THE EXACT LOCATION INDICATED, ALTHOUGH HE DOES CERTIFY THAT THEY ARE LOCATED AS ACCURATELY AS POSSIBLE FROM THE INFORMATION PROVIDED. THE SURVEYOR HAS NOT PHYSICALLY LOCATED THE UNDERGROUND UTILITIES. THE EXACT LOCATION, SIZES, AND CAPACITIES OF EXISTING UNDERGROUND UTILITIES SHOULD BE FIELD VERIFIED PRIOR TO ANY CONSTRUCTION ACTIVITIES.

(2) EXCEPT AS EXPLICITLY SHOWN, DETAILED, OR LISTED ON THE FACE OF THIS DOCUMENT, PAUL I. CRIPE, INC. HAS NOT INVESTIGATED THIS SITE FOR FLOOD PLAINS, WETLANDS, ZONING, ENVIRONMENTAL CONTAMINATION, OR ANY OTHER ISSUES NOT SPECIFICALLY SET FORTH HEREIN. ANY ADDITIONAL ISSUES NOT EXPLICITLY DESCRIBED IN THE CONTRACTED SCOPE OF SERVICES FOR THE PREPARATION OF THE CURRENT VERSION OF THIS DOCUMENT WERE NOT INVESTIGATED.

(3) AREA OF THE ENTIRE SURVEYED PROPERTY (PARCEL I THROUGH XI) IS 106.164 ACRES, MORE OR LESS.

(4) TITLE COMMITMENT EXCEPTION #17, INSTRUMENT NUMBER 77-011658 IS BLANKET IN NATURE ACROSS ALL PARCELS OF THE SURVEYED PROPERTY.

DRAWN BY: T.P.M. & P.K.	SCALE: 1"=50'
CONCEPT CK. BY & DATE:	FIELD CK. BY & DATE:
CERTIFIED BY: Paul Klodzen	
NAME: PAUL KLODZEN, PLS #20400015	DATE: 7-10-2013

PAUL E. KLODZEN REGISTERED No. 20400015 STATE OF INDIANA LAND SURVEYOR

ARCHITECTURE • EQUIPMENT PLANNING • STRUCTURAL ENGINEERING • CIVIL ENGINEERING • MECHANICAL ENGINEERING • ELECTRICAL ENGINEERING • LAND SURVEYING • LANDSCAPE ARCHITECTURE • OWNERS REPRESENTATION

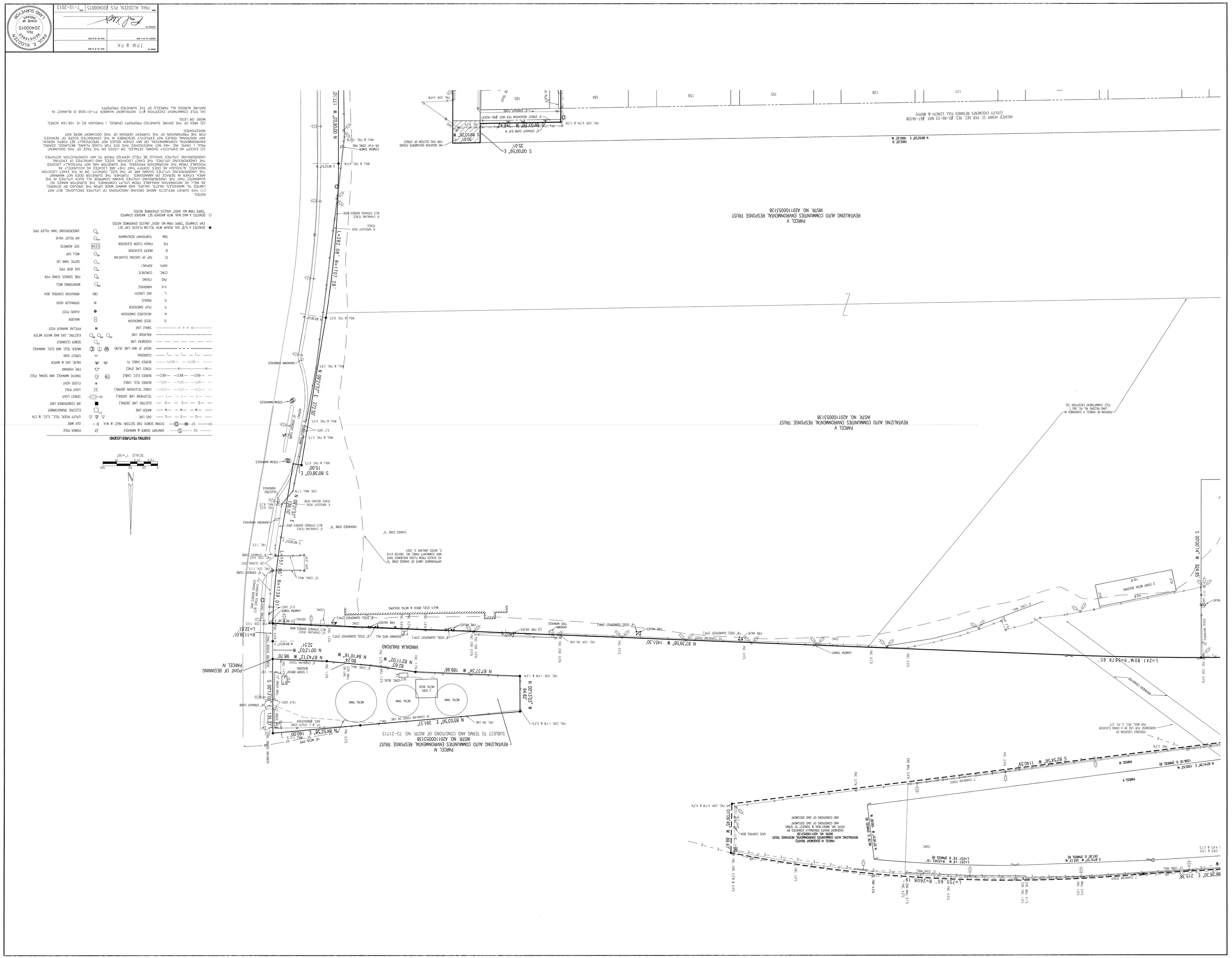
3939 PRIORITY WAY SOUTH DRIVE, SUITE 400
INDIANAPOLIS, INDIANA 46240
(317) 844-1573 FAX (317) 844-5444
E-Mail cripe@cripe.com

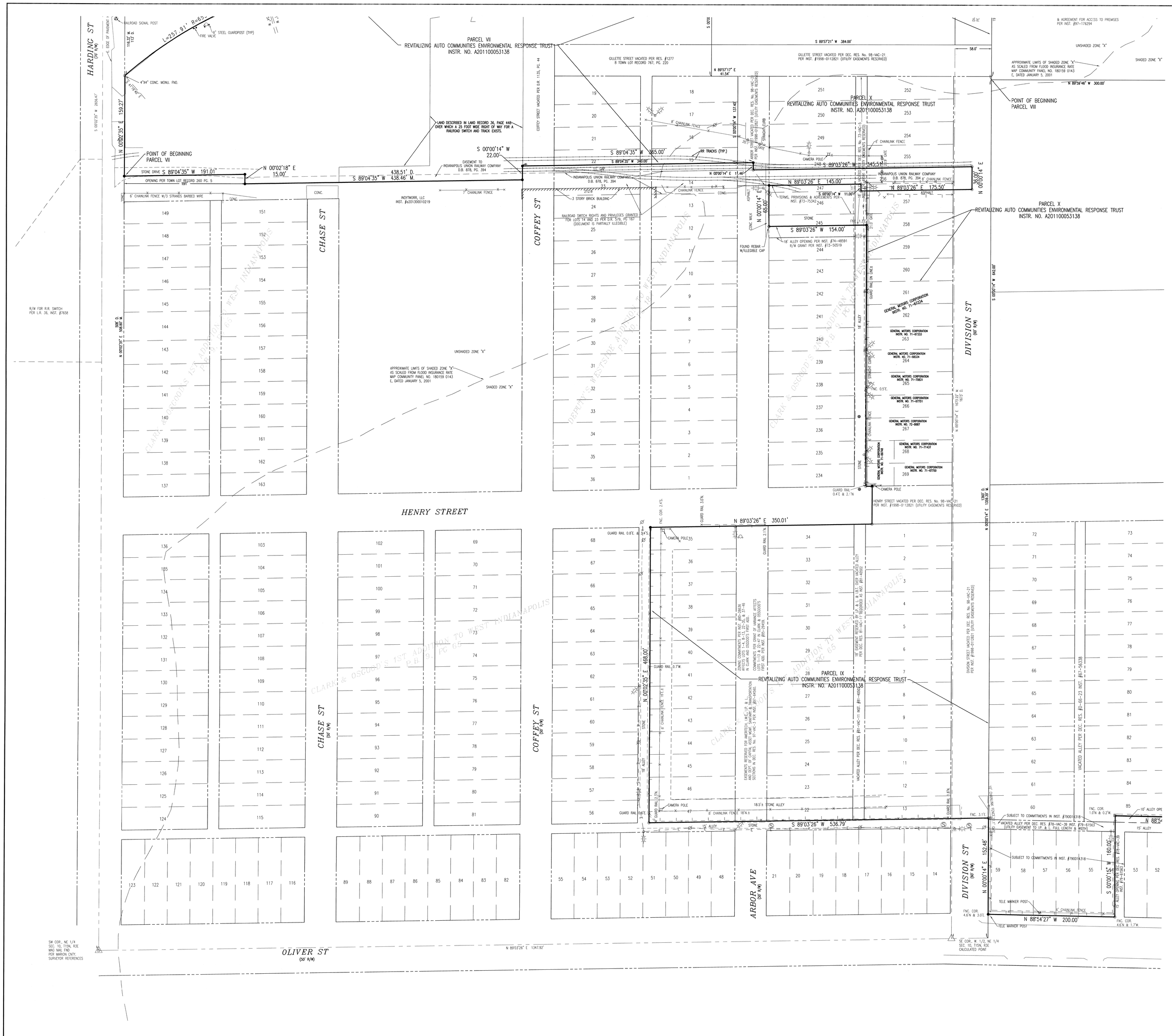
Cripe® Architects • Engineers
Solutions by Design Since 1937

Revisions			
By:	Date:	Description:	
By:	Date:	Description:	

TRULE 12' BOUNDARY SURVEY
GM INDIANAPOLIS STAMPING PLANT
RACER TRUST
2930 EGORE ROAD
YPSILANTI, MI 48198
PHONE: FAX:

Legal Description: CENTER TWP., MARION CO.			
Section: 10 & 11	Township: 15-N	Range: 3-E	
Scale: 1"=50'	Record Owner: REVITALIZING AUTO COMMUNITIES ENVIRONMENTAL RESPONSE TRUST		
Sheet No. 1 of 5			
Project Number: 0110363-30100			


"RULE 12" BOUNDARY SURVEY
GM INDIANAPOLIS STAMPING PLANT
RACER TRUST
2930 ECORSE ROAD
YPSILANTI, MI 49198
Cripe
3939 PRIORITY WAY SOUTH DRIVE, SUITE 400
INDIANAPOLIS, INDIANA 46240
(317) 844-7744 FAX (317) 704-4444
E-MAIL: info@cripe-inc.com
Architects • Engineers
Seasons to Design Since 1957
ARCHITECTURE
EQUIPMENT PLANNING
MECHANICAL ENGINEERING
CIVIL ENGINEERING
LAND SURVEYING
INTERIORS
OWNER'S REPRESENTATION
REVITALIZING AUTO COMMUNITIES ENVIRONMENTAL RESPONSE TRUST
CENTER TWP., MARION CO.
10 & 11
15-N
3-E
1"=50'
01D363-3D10
2 of 5
PAUL E. KLOOZEN
No. 20400015
STATE OF INDIANA
LAND SURVEYOR
PAUL KLOOZEN, PLS #20400015
7-10-2013
T.P.M. & P.K.
NOTES:
(1) THIS SURVEY REFLECTS ABOVE GROUND INDICATIONS OF UTILITIES (NCLUDING, BUT NOT LIMITED TO, MANHOLES, INLETS, VALVES, AND MARKS MADE UPON THE GROUND BY OTHERS), AS WELL AS INFORMATION AVAILABLE FROM UTILITY COMPANIES. THE SURVEYOR MAKES NO GUARANTEE THAT THE UNDERGROUND UTILITIES SHOWN COMPRISE ALL SUCH UTILITIES IN THE AREA EITHER IN SERVICE OR ABANDONED. FURTHER, THE SURVEYOR DOES NOT WARRANT THE UNDERGROUND UTILITIES SHOWN ARE OF THE SIZE, CAPACITY, OR IN THE EXACT LOCATION POSSIBLE FROM THE INFORMATION PROVIDED. THE SURVEYOR HAS NOT PHYSICALLY LOCATED INDICATED ALTHOUGH THE DOES CERTIFY THAT ARE LOCATED AS ACCURATELY AS POSSIBLE FROM THE INFORMATION PROVIDED.
(2) EXCEPT AS EXPLICTLY SHOWN, DETAILED, OR LISTED ON THE FACE OF THIS DOCUMENT, THE UNDERGROUND UTILITIES SHOULD BE FIELD VERIFIED PRIOR TO ANY CONSTRUCTION ACTIVITIES.
PAUL V. CHEE, INC. HAS NOT INVESTIGATED THIS SITE FOR FLOOD PLAINS, WETLANDS, ZONING, ENVIRONMENTAL CONTAMINATION, OR ANY OTHER ISSUES NOT SPECIFICALLY SET FORTH HEREIN. ANY ADDITIONAL ISSUES NOT EXPLICTLY DESCRIBED IN THE CONTRACTED SCOPE OF SERVICES FOR THE PREPARATION OF THE CURRENT VERSION OF THIS DOCUMENT WERE NOT INVESTIGATED.
(3) AREA OF THE ENTIRE SURVEYED PROPERTY (PARCEL I THROUGH XI) IS 106.164 ACRES, MORE OR LESS.
(4) TITLE COMMITMENT EXCEPTION #12: INSTRUMENT NUMBER 77-011658 IS BLANKET IN NATURE ACROSS ALL PARCELS OF THE SURVEYED PROPERTY.
EXISTING FEATURES LEGEND
SS — SANITARY SEWER & MANHOLE
ST — STORM SEWER END SECTION, INLET & M.H.
GAS LINE
UTILITY RISER, TELE., ELEC. & CTV
GUY WIRE
POWER POLE
WATER LINE
ELECTRIC TRANSFORMER
ELECTRIC LINE (AERIAL)
AIR CONDITIONER UNIT
CABLE TELEVISION (AERIAL)
TELEPHONE LINE (AERIAL)
STREET LIGHT
LIGHT POLE
BURIED TELE. CABLE
BURIED ELEC. CABLE
FLOOD LIGHT
TRAFFIC MANHOLE AND SIGNAL POLE
BURIED CABLE TV
VALVE, GAS & WATER
FENCE LINE (TYP.)
FIRE HYDRANT
ROAD OF WAY LINE (R/W)
WATER, TELE. AND ELEC. MANHOLE
CURBREAK
STREET SIGN
RAILROAD LINE
ELECTRIC, GAS AND WATER METER
CASEMENT LINE
STREET CLEANOUT
MAILBOX
DEED DIMENSION
SMALL LINE
PROPELINE MARKER POST
MEASURED DIMENSION
SPRINKLER HEAD
PLAT DIMENSION
GUARD POST
RADIUS
IRRIGATION CONTROL BOX
ARC LENGTH
HANDHOLE
FIRE SERVICE SIAMESE PIPE
FOUND
MOUNTRING BELL
CONCRETE
SEPTIC TANK LID
ASPHALT
GAS VENT PIPE
TOP OF CASING ELEVATION
SITE ADDRESS
FINISH FLOOR ELEVATION
BELL CAP
INVERT ELEVATION
AIR RELIEF VALVE
TEMPORARY BENCHMARK
UNDERGROUND TANK FILLER PIPE
DENOTES A 5/8" DIA REBAR WITH YELLOW PLASTIC CAP SET STAMPED "DPRE FRM NO 0055", UNLESS OTHERWISE NOTED.
DENOTES A NAIL WITH WASHER SET WASHER STAMPED "DPRE FRM NO 0055", UNLESS OTHERWISE NOTED.
PARCEL V
REVITALIZING AUTO COMMUNITIES ENVIRONMENTAL RESPONSE TRUST
INSTR. NO. A20110005138
PARCEL IV
REVITALIZING AUTO COMMUNITIES ENVIRONMENTAL RESPONSE TRUST
INSTR. NO. A20110005138
SUBJECT TO TERMS AND CONDITIONS OF INSTR. NO. 70-21715
PARCEL II (EASEMENT RIGHTS)
REVITALIZING AUTO COMMUNITIES ENVIRONMENTAL RESPONSE TRUST
INSTR. NO. A20110005138
SUBJECT TO TERMS AND CONDITIONS OF SAID DOCUMENT
PARCEL III
POINT OF BEGINNING PARCEL IV
VANDALIA RAILROAD
N 00°06'00" W 171.10'
S 00°00'59" E 35.01'
N 00°06'26" E 166.27'
L=282.08' R=1707.28'
S 80°38'03" E 15.00'
N 08°21'57" E 272.57'
N 87°39'58" W 145.30'
L=241.80M' R=5679.65'
S 00°00'14" W 324.95'
S 82°46'56" W 114.59'
N 62°41'30" E 1205.57 M
1206.07' D (PARCEL III)
S 87°37'34" W 189.98'
N 87°43'12" W 98.70'
N 84°10'16" W
N 82°11'02" W
N 00°13'03" W 64.82'
N 85°03'50" E 291.57'
S 01°09'45" W 89.47'
S 87°37'37" W 242.17' M
242.30' D (PARCEL III)
L=257.26' D (PARCEL III)
L=255.60' R=2608.19'
86°28'30" E 215.38'
L=139.01' R=1139.01'
S 00°13'03" E 135.51'
N 87°52'58" E 160.00'
S 89°03'26" W 20.01'
N 89°03'26" W 166.47'
S 89°37'58" W
N 00°06'00" W
MALL & FNC. 4.5'N
MALL & FNC. 6.5'E
MALL & FNC. 2.5'E
MALL & FNC. 5.1'E
MALL & FNC. 6.1'E
MALL & FNC. 4.5'E
MALL & FNC. 7.5'E
FNC. COR. 6.3'N & 2.3'W
FNC. COR. 4.7'W & 4.3'N
FNC. COR. 1.1'W & 1.2'N
FNC. COR. ON LINE
FNC. COR. ON LINE
CONC. BRIDGE OVER RAILROAD
CONC. BRIDGE OVER RAILROAD
CHECK TOWER
METAL TANK
METAL TANK
METAL TANK
METAL BLDG
GATE CONTROL BOX
2 STORY METAL BUILDING
1432F
2 STORY BRICK BUILDING
1432F
MULTI LEVEL BRICK & METAL BUILDING
OVERHEAD CONVEYOR
OVERHEAD CONVEYOR
POSSIBLE LOCATION OF AGREEMENT FOR USE OF A GAS ELEVATION PER MDC REC. 3, PG. 377
POSITION OF PARCEL V CONTAINED IN LAND RECORD 46 PG. 562 (title commitment exception 16)
VACATED HENRY ST. PER DEC. REC. 10-06-23 INST. 167-56338
(UTILITY EASEMENTS RETAINED FULL LENGTH & WIDTH)
NO VARIANCE DOCUMENTS FOUND ON THIS SECTION OF SPECT
SHADED ZONE 'X'
UNSHADED ZONE 'X'
APPROXIMATE LIMITS OF SHADED ZONE 'X' AS SCALED FROM FLOOD HAZARDS MAP COMMUNITY PANEL NO. 180139 0143 E, DATED JANUARY 5, 2001
SCALE: 1"=50'
0 25 50 100
N



SCALE: 1"=50'

EXISTING FEATURES LEGEND

SANITARY SEWER & MANHOLE	POWER POLE
STORM SEWER; END SECTION, INLET & M.H.	GUY WIRE
GAS LINE	UTILITY RISER; TELE., ELEC. & CTV
WATER LINE	ELECTRIC TRANSFORMER
ELECTRIC LINE (AERIAL)	AIR CONDITIONER UNIT
TELEPHONE LINE (AERIAL)	STREET LIGHT
CABLE TELEVISION (AERIAL)	LIGHT POLE
BURIED TELE. CABLE	FLOOD LIGHT
BURIED ELEC. CABLE	TRAFFIC MANHOLE AND SIGNAL POLE
FENCE LINE (TNC)	FIRE HYDRANT
BURIED CABLE TV	VALVE; GAS & WATER
GUARDRAIL	STREET SIGN
RIGHT OF WAY LINE (R/W)	WATER, TELE, AND ELEC. MANHOLE
EASEMENT LINE	SEWER CLEANOUT
RAILROAD LINE	ELECTRIC, GAS AND WATER METER
SWALE LINE	PIPELINE MARKER POST
D. DEED DIMENSION	MAILBOX
M. MEASURED DIMENSION	GUARD POST
P. PLAT DIMENSION	SPRINKLER HEAD
R. RADIUS	IRRIGATION CONTROL BOX
L. ARC LENGTH	MONITORING WELL
H.H. HANDHOLE	FIRE SERVICE STAND PIPE
FND. FOUND	GAS VENT PIPE
CONC. CONCRETE	SEPTIC TANK LID
ASPH. ASPHALT	WELL CAP
TC TOP OF CASTING ELEVATION	SITE ADDRESS
IE INVERT ELEVATION	AIR RELIEF VALVE
FFE FINISH FLOOR ELEVATION	UNDERGROUND TANK FILLER PIPE
TBM TEMPORARY BENCHMARK	

● DENOTES A 5/8" DIA. REBAR WITH YELLOW PLASTIC CAP SET. CAP STAMPED "CRIPE FIRM NO. 0055" UNLESS OTHERWISE NOTED.

○ DENOTES A MAG NAIL WITH WASHER SET. WASHER STAMPED "CRIPE FIRM NO. 0055" UNLESS OTHERWISE NOTED.

NOTES:

(1) THIS SURVEY REFLECTS ABOVE GROUND INDICATIONS OF UTILITIES (INCLUDING, BUT NOT LIMITED TO, MANHOLES, INLETS, VALVES, AND MARKS MADE UPON THE GROUND BY OTHERS), AS WELL AS INFORMATION AVAILABLE FROM UTILITY COMPANIES. THE SURVEYOR MAKES NO GUARANTEE THAT THE UNDERGROUND UTILITIES SHOWN COMPRISE ALL SUCH UTILITIES IN THE AREA, EITHER IN SERVICE OR ABANDONED. FURTHER, THE SURVEYOR DOES NOT WARRANT THE UNDERGROUND UTILITIES SHOWN ARE OF THE SIZE, CAPACITY, OR IN THE EXACT LOCATION INDICATED, ALTHOUGH HE DOES CERTIFY THAT THEY ARE LOCATED AS ACCURATELY AS POSSIBLE FROM THE INFORMATION PROVIDED. THE SURVEYOR HAS NOT PHYSICALLY LOCATED THE UNDERGROUND UTILITIES. THE EXACT LOCATION, SIZES, AND CAPACITIES OF EXISTING UNDERGROUND UTILITIES SHOULD BE FIELD VERIFIED PRIOR TO ANY CONSTRUCTION ACTIVITIES.

(2) EXCEPT AS EXPLICITLY SHOWN, DETAILED, OR LISTED ON THE FACE OF THIS DOCUMENT, PAUL I. CRIPE, INC. HAS NOT INVESTIGATED THIS SITE FOR FLOOD PLAINS, WETLANDS, ZONING, ENVIRONMENTAL CONTAMINATION, OR ANY OTHER ISSUES NOT SPECIFICALLY SET FORTH HEREIN. ANY ADDITIONAL ISSUES NOT EXPLICITLY DESCRIBED IN THE CONTRACTED SCOPE OF SERVICES FOR THE PREPARATION OF THE CURRENT VERSION OF THIS DOCUMENT WERE NOT INVESTIGATED.

(3) AREA OF THE ENTIRE SURVEYED PROPERTY (PARCEL I THROUGH XI) IS 106.164 ACRES, MORE OR LESS.

(4) TITLE COMMITMENT EXCEPTION #17, INSTRUMENT NUMBER 77-011658 IS BLANKET IN NATURE AFFECTS ALL PARCELS OF THE SURVEYED PROPERTY

Revisions			
By:	Date:	Description:	

ARCHITECTURE
CIVIL ENGINEERING
INTERIOR DESIGN
STRUCTURAL ENGINEERING
LAND PLANNING
LAND SURVEYING
GIS
OWNER'S REPRESENTATION

3939 PROPERTY WAY, SOUTH DRIVE, SUITE 400
INDIANAPOLIS, INDIANA 46241
(317) 844-4777 FAX (317) 704-4464
E-MAIL: CRIPE@CRIPEINC.BIZ

Cripe®
Architects • Engineers
Solutions by Design Since 1897

"RULE 12" BOUNDARY SURVEY
GM INDIANAPOLIS STAMPING PLANT

RACER TRUST

2930 ECORSE ROAD
YPSILANTI, MI 49198

FOR:

PHONE:

Legal Township:	CENTER TWP., MARION CO.		
Section: 10 & 11	Township: 15-N	Range: 3-E	
Record Owner:	REVITALIZING AUTO COMMUNITIES ENVIRONMENTAL RESPONSE TRUST		

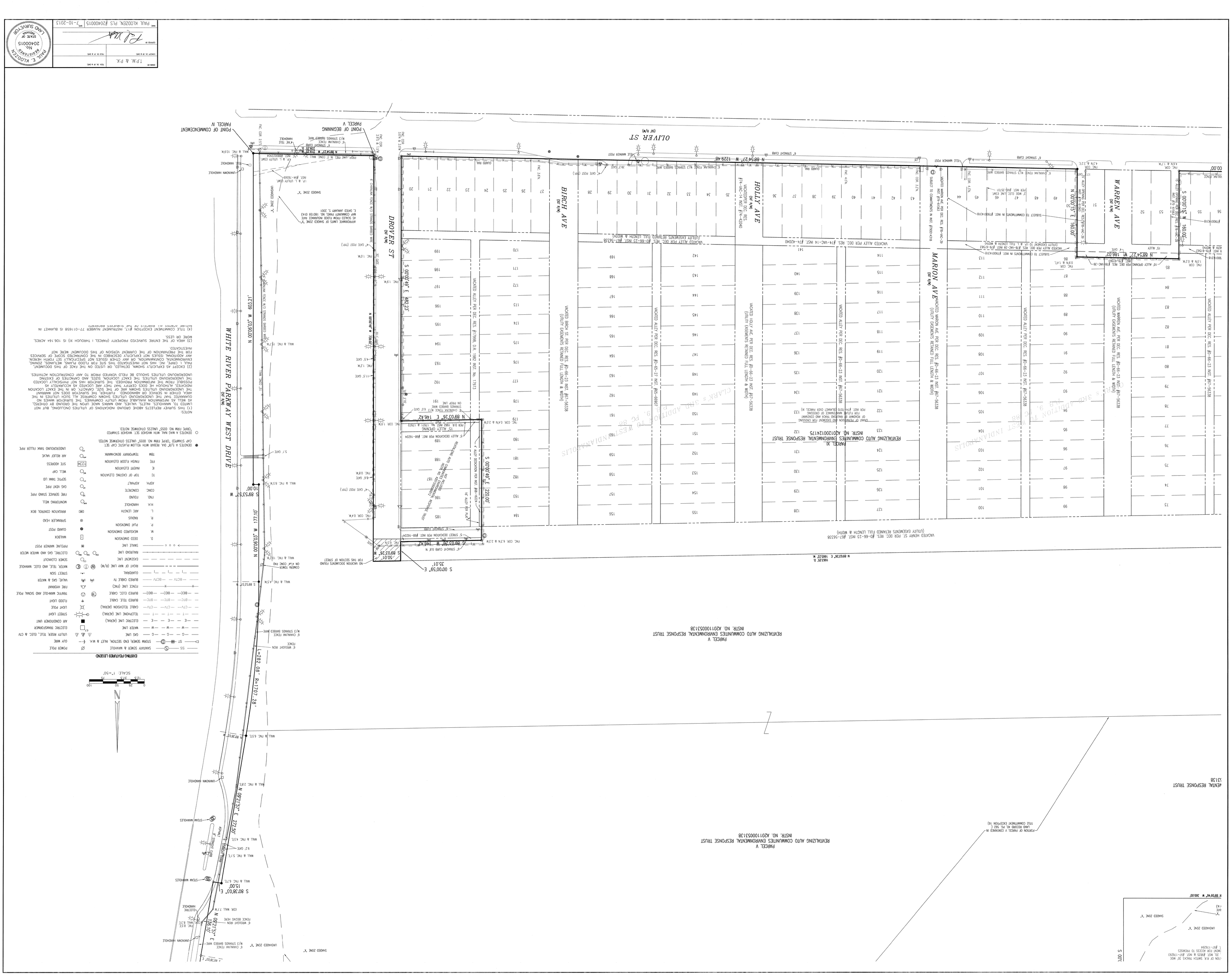
Scale: 1"=50'

Sheet No. 3 of 5

Project Number: 0110363-30100

DRAWN BY: T.P.M. & P.K.	REVIEW: OK. BY & DATE:
CONCEPT: OK. BY & DATE:	FIELD: OK. BY & DATE:
CERTIFIED BY: Paul Klodzen	
NAME: PAUL KLODZEN, PLS #20400015	DATE: 7-10-2013

PAUL E. KLODZEN
REGISTERED
No. 20400015
STATE OF INDIANA
LAND SURVEYOR


"RULE 12" BOUNDARY SURVEY
GM INDIANAPOLIS STAMPING PLANT
RACER TRUST
2930 ECORSE ROAD
YPSILANTI, MI 49198
Cripe
3939 PRIORITY WAY SOUTH DRIVE, SUITE 400
INDIANAPOLIS, INDIANA 46240
(317) 844-5777 FAX (317) 704-4464
E-Mail: info@cripe-tpc.com
Architects · Engineers
Access to Imagination
ARCHITECTURE
EQUIPMENT PLANNING
PROJECT MANAGEMENT
CIVIL ENGINEERING
PLANNING
AND SURVEYING
CLIENT SERVICES
CENTER TWP., MARION CO.
REVITALIZING AUTO COMMUNITIES ENVIRONMENTAL RESPONSE TRUST
Project Number 011043-30100
4 of 5
Scale: 1"=50'
PAUL E. KLOZEN REGISTERED No. 8204000015 STATE OF INDIANA LAND SURVEYOR
PAUL KLOZEN, PLS #20400015
7-10-2013
TPM, & P.K.
WHITE RIVER PARKWAY WEST DRIVE
DROVER ST
BIRCH AVE
HOLLY AVE
WARREN AVE
MARION AVE
OLIVER ST
POINT OF COMMENCEMENT PARCEL IV
POINT OF BEGINNING PARCEL V
PARCEL V REVITALIZING AUTO COMMUNITIES ENVIRONMENTAL RESPONSE TRUST INSTR. NO. A201100053138
PARCEL X REVITALIZING AUTO COMMUNITIES ENVIRONMENTAL RESPONSE TRUST INSTR. NO. A201200124175
EXISTING FEATURES LEGEND
SCALE 1"=50'

From Instrument No. A201100053138:

PARCEL I:
Situated in the Northeast Quarter (NE 1/4) of Section Ten (10) Township Fifteen (15) North, Range Three (3) East more particularly described as follows:

From the intersection of the Southerly line of Washington Street with the Easterly line of Harding Street in said City, measure Southerly One Thousand Two Hundred and Thirty-two and two tenths (1232.2) feet along the Easterly line of Harding Street for the place of beginning; thence continue the last described course measure Three Hundred and Thirty-nine and nine tenths (339.9) feet; thence deflecting One Hundred Seven (107) degrees and Three (3) minutes to the left measure Northeasterly Fifty-six (56) feet along Grantor's Southerly property line; thence measure Northeasterly Six Hundred Seventy-one and four tenths (671.4) feet along said Southerly property line which is also the Northerly property line of Pennsylvania Railroad Company same being on a curve to the right having a radius of Six Thousand Five Hundred Nineteen and six tenths (6519.6) feet and being parallel with and Fifty (50) feet distant measured Northwesterly at right angles to the center line of said Pennsylvania Railroad Company's Eastward main tract; thence deflecting Seventy-eight (78) degrees and Fifty-one (51) minutes to the left measure Northerly One Hundred Thirty-five and seven tenths (135.7) feet; thence deflecting Eighty-four (84) degrees and Thirty (30) minutes to the left measure Northwesterly Two Hundred Fifty-four and five tenths (254.5) feet parallel with and Forty (40) feet distant measured Southwesterly at right angles to the center line of the Grantor's so called latter track; thence deflecting Five (5) degrees and Thirty (30) minutes to the left measure Westerly Four Hundred Fifty-one (451) feet to the place of beginning; containing Three and Eighty-five Hundredths (3.85) acres, more or less.

PARCEL II:
All that certain piece or parcel of land, being a part of the Northeast Quarter of Section 10, Township 15 North, Range 3 East, situated in the City of Indianapolis, County of Marion and State of Indiana, being more particularly bounded and described in accordance with a Plat of Survey prepared by Sal C. Miller, Registered Land Surveyor No. 3788, of Mid-States Engineering Co., Inc., Job no. 380-276, dated October 22, 1981, as follows:

Commencing at the Northwest corner of said Northeast Quarter-Section; thence South 00° 59' 33" West along the West line thereof 690.42 feet to the point of beginning of the herein-described parcel; thence continuing South 00° 59' 33" West along said West line 72.27 feet; thence from the following three courses along the north anc east lines of a certain 3.85 acre tract described in Quitclaim Deed recorded as Instrument No. 15439-61 in the Office of the Recorder of said County: (1) South 88° 40' 26" East 484.36 feet: (2) South 84° 12' 40" East 254.50 feet; (3) South 00° 14' 39" West 108.61 feet to a point on a curve concave southerly, having a central angle of 03° 58' 26" and a radius of 4633.72 feet; thence easterly along said curve an arc distance of 321.40 feet (said arc being subtended by a chord having a bearing of North 81° 15' 59" East and a length of 321.33 feet); thence North 83° 30' 40" East 62.34 feet; thence North 83° 38' 27" East 1205.53 feet; thence North 06° 21' 33" West 100.00 feet to a point on a curve concave southerly, having a central angle of 05° 42' 16" and a radius of 2583.19 feet; thence westerly along said curve, being 50 feet south of the centerline of the main track of railroad of Consolidated Rail Corporation (formerly Cleveland, Cincinnati, Chicago and St. Louis Railway Company) known as the main line Indianapolis to St. Louis and identified in Line Code 8305 in the records of the United States Railway Association, an arc distance of 257.19 feet (said arc being subtended by a chord having a bearing of North 86° 29' 54" West and a length of 257.08 feet); thence South 88° 48' 35" West 247.13 feet; thence South 87° 24' 14" West, parallel with and 50 feet south of said centerline 1800.47 feet to the point of beginning, containing 8.314 acres, more or less.

PARCEL III: (Easement rights)
An easement for sidetrack, driveway, fence, underground and overhead utilities, overhead conveyor and for fire water line and no other purposes in, on under over, through and across:

All that certain piece or parcel of land, being a part of the Northeast Quarter of Section 10, Township 15 North, Range 3 East, situated in the City of Indianapolis, County of Marion and State of Indiana, being more particularly bounded and described in accordance with a Plat of Survey prepared by Dewitt Clinton Keeler, Registered Land Surveyor No. 50263 of Keeler-Webb Associates, Suite 100, Park 11, 5850 West 85th Street, Indianapolis, Indiana, dated April 25, 1986, as follows:
Commencing at the northwest corner of the Northeast Quarter Section; thence South 01° 07' 10" East along the west line thereof, 690.42 feet to a PK nail; thence North 85° 16' 54" East a distance of 35.07 feet to a concrete monument on the east right of way of Harding Street, the point of Beginning; thence North 01° 07' 10" West, a distance of 25.10 feet to a point; thence North 85° 18' 45" East, parallel to and 25 feet southerly from the centerline of the near track of railroad of Consolidated Rail Corporation, a distance of 1544.9636 feet to a point; thence South 04° 56' 41" East, 21.36 feet to a point; thence North 85° 54' 0" East, a distance of 18.0979 feet to a point; thence North 04° 56' 41" West, a distance of 21.36 feet to a point; thence North 85° 18' 45" East, parallel to and 25 feet from said centerline a distance of 215.3785 feet to a point; thence along a curve to the right concentric with and 25 feet from said centerline, having a radius of 2,608.19 feet, central angle of 16° 35' 65", a long chord of 752.96 feet and a long chord bearing of South 88° 08' 47" East, a distance of 755.5995 feet to a point; thence South 00° 00' 00" West, a distance of 89.4719 feet to a point; thence South 81° 45' 11" West parallel to and 20 feet northerly from the centerline of the near track of railroad of Consolidated Rail Corporation, a distance of 1140.5891 feet to a point; thence South 61° 13' 14" West, a distance of 28.52 feet to a point; thence South 81° 45' 11" West, parallel to and 10 feet from said centerline, a distance of 281.9251 feet to a point; thence along a curve to the left, concentric with and 10 feet from said centerline, having a radius of 4569.81 feet, a central angle of 9° 58' 32", a long chord 794.63 feet and a long chord bearing of South 76° 58' 01" West, a distance of 795.64 feet to a point; thence South 71° 58' 45" West, parallel to anc 10 feet from said centerline, a distance of 323.81 feet to a point on east line of Harding Street; thence North 01° 07' 10" West along said east line, a distance of 27.34 feet to a concentric [concrete] monument; thence North 71° 44' 35" East, a distance of 56.02 feet to a concrete monument; thence northeasterly along a curve to the right, having a radius of 6519.60 feet, a central angle of 05° 54' 11", a long chord of 671.40 feet and a long chord bearing of North 74° 45' 18" East, a distance of 671.6970 feet to a concrete monument; thence North 01° 44' 04 East, a distance of 25.77 feet to a concrete monument; thence along a curve to the right, having a radius of 4633.72 feet, a central angle of 3° 58' 27", a long chord of 321.34 feet and a long chord bearing of North 78° 50' 47" East, a distance of 321.4 feet to a concrete monument; thence North 81° 24' 40" East, a distance of 62.34 feet to a concrete monument; thence North 81° 35' 13" East, a distance of 1206.10 feet to a concrete monument; thence North 08° 25' 09" West, a distance of 99.79 feet to a concrete monument; thence southwesterly along a curve to the left, having a radius of 2583.19 feet, a central angle of 05° 42' 22", a long chord of 257.16 feet and a long chord bearing of North 88° 32' 58" West, a distance of 257.26 feet to a concrete monument; thence South 86° 41' 15" West, a distance of 247.30 feet to a concrete monument; thence South 85° 17' 08" West, a distance of 1767.27 feet to a concrete monument, the point of beginning, containing 3.4374 acres, more or less.

PARCEL IV:
All that part of land situated in the City of Indianapolis, County of Marion and State of Indiana, being a part of the Northwest Quarter of Section 11, Township 15 North, Range 3 East, more particularly described as follows:

Commencing at the intersection of the West line of White River Parkway West Drive as conveyed to the City of Indianapolis by deed recorded August 26, 1915, in Land Record 61, page 274, in the Office of the Recorder of Marion County, Indiana, with the North line of Oliver Avenue, which is 40.00 feet North from the center line thereof (the next ten courses to the place of beginning are along the said West line of White River Parkway West Drive); thence North 00 degrees 25 minutes 42 seconds West 603.21 feet; thence South 89 degrees 34 minutes 18 seconds West 10.00 feet; thence North 00 degrees 25 minutes 42 seconds West 177.10 feet, to the beginning of a curve having a radius of 1707.28 feet, the radius point of which, bears North 89 degrees 34 minutes 18 seconds East; thence northerly, along the said curve, 282.08 feet to a point which bears North 80 degrees 57 minutes 42 seconds West from the said radius point; thence North 09 degrees 02 minutes 18 seconds East 272.50 feet; thence South 80 degrees 57 minutes 42 seconds East 15.00 feet; thence North 09 degrees 02 minutes 18 seconds East 136.10 feet to the beginning of a curve having a radius of 1139.01 feet, the radius point of which bears North 80 degrees 57 minutes 42 seconds West; thence Northerly along said curve 157.90 feet to a point in the South property line of the original 100 foot wide strip of land of The Philadelphia, Baltimore and Washington Railroad Company (formerly known as the Vandalia Railroad), said South property line bears North 87 degrees 58 minutes 48 seconds West, and said point bears South 88 degrees 54 minutes 17 seconds East from the said radius point; continue thence Northerly, along said curve, 32.61 feet to a point which bears North 89 degrees 27 minutes 18 seconds East from the said radius point; thence North 00 degrees 32 minutes 42 seconds West 32.51 feet to the Place of Beginning; thence North 88 degrees 02 minutes 51 seconds West 98.70 feet; thence North 84 degrees 29 minutes 55 seconds West 80.24 feet; thence North 82 degrees 30 minutes 41 seconds West 82.63 feet; thence North 87 degrees 57 minutes 13 seconds West 189.98 feet; thence North 00 degrees 32 minutes 42 seconds West 64.82 feet; thence North 84 degrees 44 minutes 11 seconds East 291.57 feet; thence North 84 degrees 33 minutes 19 seconds East 160.00 feet to the said West line of White River Parkway West Drive; thence South 00 degrees 32 minutes 42 seconds East along the said West line, 135.37 feet to the place of beginning, containing 1.022 acres, more or less.

PARCEL V:
That part of the east one-half of the northeast one-quarter of Section Ten (10), and part of the west one-half of the northwest one-quarter and part of the west one-half of the southwest one-quarter of Section Eleven (11), Township Fifteen (15) North, Range Three (3) East, in Marion County, State of Indiana, described as follows:

Beginning at the northeast corner of Drover Street and Oliver Avenue and extending east along the north line of Oliver Avenue 239.25 feet to the west line of the west drive of White River Parkway; thence in a northerly direction along said west line 603.21 feet and continuing on said right-of-way west 10 feet; north 177.10 feet, continuing in a northerly direction along the arc of a circle having for its radius 1707.28 feet for a distance of 282.10 feet; thence tangent to this curve 272.50 feet, thence easterly in right angle to the last described line 15 feet; thence in a northerly direction at right angles to the last described line 136.10 feet; thence continuing along the west line of said west drive curving to the left along the arc of a circle having for its radius 1139.01 feet for a distance of 156.20 feet to the south right-of-way line of the Vandalia Railroad; thence in a westerly direction along said right-of-way line 1688.90 feet to a point 300 feet east of the east line of Division Street; thence south parallel to Division Street 324.95 feet; thence west 300 feet to the east line pf [of]Division Street to a point 642 feet north of the north line of Henry Street; thence south along the east line of Division Street 642 feet to the north line of Henry Street; thence west along the north line of Henry Street 1663.25 feet to the east line of Drover Street; thence south on the east line of Drover Street to the place of beginning. Together with that portion of vacated Division Street adjoining said property as set forth in the Declaratory Resolution 98-VAC-21 recorded July 6, 1998 as Instrument No. 98-112821.

PARCEL VI:
Part of the West Half of the Northeast Quarter of Section 10, Township 15 North, Range 3 East in Marion County, Indiana, more particularly described as follows:

Beginning at a point on the South right of way line of the Terre Haute and Indianapolis Railroad Company which said point lies on the East line of said Half Quarter Section at a point North 00 degrees 16 minutes 52 seconds West 1673.22 feet (measured) 1673 feet (Deed) from the Southeast corner of said Half Quarter Section; thence along the East line of said Half Quarter Section South 00 degrees 16 minutes 52 seconds East 257.72 feet (measured) 257 feet (Deed) to the North line of Gillett Street; thence along the North line of Gillett Street South 89 degrees 40 minutes 15 seconds West 384.00 feet; thence parallel with the East line of said Half Quarter Section North 00 degrees 16 minutes 52 seconds West 179.30 feet; thence North 71 degrees 31 minutes 45 seconds East 200.00 feet to a point on said South railroad right of way line, said point lies on a curve having a radius of 5679.65 feet; the radius point of which bears South 06 degrees 04 minutes 07 seconds East; thence Eastery along said curve and right of way 194.69 feet (measured) 194.4 feet (Deed) to a point which bears North 04 degrees 06 minutes 17 seconds West from said radius point which is the Point of Beginning. Together with that portion of vacated Division Street adjoining said property as set forth in the Declaratory Resolution 98-VAC-21 recorded July 6, 1998 as Instrument No. 98-112821.

PARCEL VII:
A part of the West Half of the Northeast Quarter of Section 10, a part of Lot 150 in Clark and Osgoods First Addition to West Indianapolis and a part of Deputy's Westside Addition to West Indianapolis, all in Township 15 North, Range 3 East in Marion County, Indiana, being more particularly described as follows:

Beginning at a point on the East line of Harding Street that is 508.0 feet North of the North line of Henry Street as platted by Clark and Osgoods First Addition to West Indianapolis as recorded in Plat Book 9, page 65 in the Office of the Recorder of said County (said point also being 24.00 feet North of the Southwest corner of Lot 150 in said Clark and Osgoods First Addition and 35.00 feet East of the West line of said Half Quarter Section; Thence North 00 degrees 14 minutes and 48 seconds West along said East right of way 159.27 feet to a point on the South property line of a Deed recorded in Land Record 33, page 79, in said Recorder's Office to the Indianapolis Union Railroad, dated January 7, 1878, said point being North 41 degrees 36 minutes 46 seconds West of the radius point of a 655.0 feet radius curve, said point also being 116.47 feet (113 feet by Deed) South of the center line of the Terre Haute and Indianapolis Railway measured along said East right of way; thence Northeasterly along said 655.0 foot radius curve 257.91 feet to a point that is on the South right of way line of the Terre Haute and Indianapolis Railway and said point being North 19 degrees 03 minutes 07 seconds West of the radius point, (said right of way described in Land Record 33, Page 79 by defection angles from its point of beginning to points on the arc of the property line), said point in South right of way is on a curve having a radius of 5679.65 feet and is North 15 degrees 16 minutes 00 seconds West of its radius point; Thence Easterly along said curve to the right 911.80 feet to a point that is 194.69 feet West of the East line of said Half Quarter Section as measured along said Railroad right of way; Thence South 71 degrees 31 minutes 45 seconds West 200.0 feet to a point that is 384 feet West of said East Half Quarter Line; Thence South 00 degrees 16 minutes 52 seconds East and parallel to said East Half Quarter Line 229.30 feet to a point on the South line of Gillett Street and North line of Lot 18 in Deputy's Westside Addition to West Indianapolis, as recorded in Plat Book 10, Page 184 in the said Recorder's Office (so a point being the Southeast corner of Gillett Street Vacation by Resolution #12778, dated December 14, 1925); Thence North 89 degrees 40 minutes 15 seconds East along the South right of way of Gillett Street 41.59 feet to its intersection with the West right of way line of Arbor Street as platted in Clark and Osgoods Second Addition to West Indianapolis and recorded in Plat Book 9, page 107; Thence South 00 degrees 16 minutes 52 seconds East along the West line of Arbor Street and the East line of Lots 15 through 18 in said Deputy's Addition 137.4 feet to a point 11 feet North of the Southeast corner of Lot 15; Thence South 88 degrees 47 minutes 29 seconds West parallel to and 11 feet North of the South line of Lots 15 and 22 and parallel to the North line of Henry Street 340.0 feet to a point on the West line of Coffey Street (now vacated); Thence South 00 degrees 16 minutes 52 seconds East along said West line 22.0 feet to a point that is 493 feet North of the North line of Henry Street as platted in said Clark and Osgoods First Addition; Thence South 88 degrees 47 minutes 29 seconds West and parallel to the North line of Henry Street 438.51 feet to a point that is 191 feet East of the East line of Harding Street and 25 feet North of the North line of Lot 151 and on the East line of Lot 150 in said Clark and Osgoods First Addition; Thence North 10 degrees 14 minutes 48 seconds West and on the East line of said Lot 150, 15.00 feet to a point 24 feet North of the Southeast corner of said Lot 150 and on the North line of a 40 foot dedication of a public street; Thence South 88 degrees 47 minutes 29 seconds West and along said right of way line 191.0 feet to the point of beginning, containing 7.286 acres, more or less. Together with that portion of vacated Gillette Street and Arbor Avenue adjoining said property as set forth in the Declaratory Resolution 98-VAC-21 recorded July 6, 1998 as Instrument No. 98-112821.

PARCEL VIII:
Situated in Marion County, State of Indiana, more particularly described as follows:
Part of the East Half (1/2) of the Northeast Quarter (1/4) of Section Ten (10), Township Fifteen (15) North, Range Three (3) East, bounded as follows, to-wit:

Beginning on the east line of Osgood (now Division) Street, at a point Thirteen Hundred Sixty (1360) feet north of the south line of said Northeast Quarter Section; thence east at right angles with the said East Line of Osgood Street three hundred (300) feet; thence North parallel with the said east line of Osgood Street 324 - 95/100 feet to the south line of the right-of-way of the Railroad of the Terre Haute and Indianapolis Railroad Company; thence westwardly with the South line of said right-of-way Three Hundred (300) feet to the east line of Osgood Street; thence south on the east line of Osgood Street 316 - 45/100 feet to the place of beginning, containing 2 -1/5 acres, more or less. Together with that portion of vacated Division Street adjoining said property as set forth in the Declaratory Resolution 98-VAC-21 recorded July 6, 1998 as Instrument No. 98-112821.

Except and with the exception and reservation of an Easement and right-of-way thirty (30) feet in width through and upon said described real estate for the construction, use and maintenance of railroad switches, according to an agreement by and between said Railroad Company and Grantor, which said agreement is hereby referred to and made a part hereof the same as if copied herein.

and

All that certain piece or parcel of land situated in the City of Indianapolis, Center Township, in the County of Marion and State of Indiana, bounded and described as follows, viz:

Beginning at a point in a northerly line of land of Consolidated Process Company, Inc. at a distance of one hundred twenty-two feet and three tenths of a foot measured north eight-nine degrees forty-eight minutes East along the line dividing the strip of land thirty feet wide, in tenure of The Pittsburgh, Cincinnati, Chicago and St. Louis Railroad Company occupied by side track Number 110 of said Railroad Company on the North, from said land of the Consolidated Process Company, Inc. on the South, from a point in the easterly line of Division Street, sixty feet wide, said last mentioned point being the distance of one hundred twenty-two feet and three tenths of a foot measured due North eight-nine degrees East of the said easterly line of Division Street, from a steel pipe fence post, common to a corner of said land of Consolidated Process Company, Inc. and common to a corner of land now or formerly of the General Motors Corporation (Chevrolet Commercial Body Division), immediately Southward of a point where the prolongation eastwardly of the southerly line of Gillette Street meets said easterly line of Division Street; Extending from said beginning point the following four courses and distances: the first two thereof being by land in tenure of the said Railroad Company; (1) Due North six feet to a point; (2) North eighty-nine degrees forty-eight minutes East, on a line parallel with cnd distant eight feet measured southwardly and at right angles from a tangent portion of the center line of the said side track Number 110, one hundred thirty-two feet to a point in another northerly line of land of the Consolidated Process Company, Inc.; the following two courses and distances being along the said northerly line of last mentioned land; (3) South eighty-two degrees twenty-two minutes West forty-six feet and four tenths of a foot to a point; and thence (4) South eighty-nine degrees forty-eight minutes West eighty-six feet, more or less, to the place of beginning, containing six hundred fifty-four square feet, more or less. Together with that portion of vacated Division Street adjoining said property as set forth in the Declaratory Resolution 98-VAC-21 recorded July 6, 1998 as Instrument No. 98-112821.

PARCEL IX:
Lots 1 to 13 inclusive and Lots 22 to 47 inclusive in Clark and Osgood's First Addition to the Town of West Indianapolis, now in the City of Indianapolis, as per plat thereof, recorded in Plat Book 9, page 65, in the Office of the Recorder of Marion County, Indiana and the vacated alley adjacent to Lots 1-13 and 22-34 as vacated in Declaratory Resolution 81-VAC-11 recorded June 29, 1981 as Instrument No. 81-40502 and vacated Arbor Avenue adjacent to Lots 22-34 and 35-47 as vacated in Declaratory Resolution 97-VAC-3 recorded May 8, 1997 as Instrument No. 97-64560. Together with that portion of vacated Division Street adjoining said property as set forth in the Declaratory Resolution 98-VAC-21 recorded July 6, 1998 as Instrument No. 98-112821.

PARCEL X:
Lots 245, 246 and the South 11 feet of Lot 247, and Lots 248 through 255, inclusive and Lots 257 through 260 inclusive all in Clark and Osgood's Second Addition to West Indianapolis, now in the City of Indianapolis as per plat thereof recorded in Plat Book 9, page 107 in the Office of the Recorder of Marion County, Indiana and the vacated alley between Lots 245, 246, part 247, 248 through 255, 257 and part 258 as set forth in Declaratory Resolution 73-VAC-5 recorded August 2, 1974 as Instrument No. 97-48591. Together with that portion of vacated Division Street, Henry Street, Gillett Street and Arbor Street adjoining said property as set forth in the Declaratory Resolution 98-VAC-21 recorded July 6, 1998 as Instrument No. 98-112821.

From Instrument No. A201200124175:

PARCEL XI:
Lots 20 through 50 inclusive, 54 through 184 inclusive and 190 through 199 inclusive all in Clark's Third Addition to West Indianapolis, now in the City of Indianapolis, the plat of which is recorded in Plat Book 9, page 88, in the Office of the Recorder of Marion County, Indiana. Together with vacated Streets and alleys as set forth in Declaratory Resolution 17998-Modified recorded in Deed Record 1982, as Instrument No. 17973, Declaratory Resolution D-65-27 recorded December 16, 1965 as Instrument No. 65-65907, Declaratory Resolution D-66-23 recorded November 13, 1967 as Instrument No. 67-56338, Declaratory Resolution 74-VAC-14 recorded July 9, 1974 as Instrument No. 74-42040, Declaratory Resolution 78-VAC-39 recorded August 17, 1979 as Instrument No. 79-61563, and Declaratory Resolution 98-VAC-21 recorded July 6, 1998 as Instrument No. 98-112821.

From Instrument No. A201200086812:

Real property in the City of Indianapolis, County of Marion, State of Indiana, described as follows:

Lots 185, 186, 187, 188 and 189 in Joseph H. Clark's Third Addition to the Town of West Indianapolis, now a part of the City of Indianapolis, as per plat thereof recorded in Plat Book 9, Page 88 in the Office of the Recorder of Marion County, Indiana.

In accordance with Title 865, Article 1, Rule 12, of the Indiana Administrative Code, establishing minimum standards of practice of land surveying in Indiana, effective August 16, 1991, the following observations and opinions are submitted regarding the various uncertainties in the location of the lines and corners established on this survey as a result of:

a) Availability and condition of reference monuments;
b) Clarity or ambiguity of the record description and relationships to adjoiners;
c) Inconsistencies in lines of occupation or possession;
d) The relative positional accuracy of the measurements;

This survey is a retracement survey of land described in Quit Claim Deeds to Revitalizing Auto Communities Environmental Response Trust recorded as Inst. No. A201100053138 and A201200124175 and as Schedule "A" in Lawyers Title Insurance Corporation Commitment No. 09-004046/Revision A. The basis of bearings of this survey is Indiana State Plane Coordinate System - East Zone.

The within retracement survey is based on, in part, two surveys performed by this firm, Job No. 78127-20005, dated January 2, 1979 (Parcel I), and also Job No. 78127-20027, dated May 10, 1983 (Parcel VI). The Parcel II description contains a cross reference to a survey performed by Mid States Engineering in 1981. Mid States Engineering is out of business, and this survey was not found to have been recorded. The Parcel II description contains a cross reference to a survey performed by Keeler-Webb in 1986. This survey was not found to have been recorded. Keeler Webb was unable to locate this survey in their files either.

A 1 inch brass pin was found per Marion County Surveyor's references and was accepted as marking the Northwest corner of the Northeast Quarter of Section 10, Township 15 North, Range 3 East. The theoretical uncertainty of this corner is, in my opinion negligible.

A mag nail was found per Marion County Surveyor's references and was accepted as marking the Southwest corner of the Northeast Quarter of Section 10, Township 15 North, Range 3 East. The theoretical uncertainty of this corner is, in my opinion negligible.

Parcel I commences at the intersection of the South right of way of Washington Street with the East right of way of Harding Street. From inspecting the corner detail sheet found on said Cripe 1979 survey both Harding Street and Washington Street have been widened and it was determined that this corner would not be reliable for locating the boundaries of Parcel I. Parcel II commences at the Northwest corner of the Northeast Quarter of said Section 10 and utilizes the west line of this quarter section to establish its boundary. The calls in the descriptions of Parcels I and II share common calls. The best available evidence to place parcel I was to use the section corner and section lines and shown in Parcel II and fit Parcels I and II together using these common calls. The South line of Parcel I was held as being 50 feet from the centerline of the east track of the Pennsylvania Railroad. No railroad plans were located for this railroad, nor for other railroads in this area. The 484' call along the South boundary of Parcel II was rotated to match the controlling call and be contiguous with Parcel I.

Comparing the descriptions of Parcels II and III it appears that they are intended to be contiguous, as evidenced by distance calls and radius length calls along the curves being identical, however there are slight discrepancies in the angular relationships between these lines. For this survey the common lines between Parcel II and parcel III were established following the calls in the Parcel II description.

Parcel I commences at the intersection of the West line of White River Parkway and the North line of Oliver Avenue. This corner is referenced in the description for Parcel V as being 239.25 feet from the intersection of the East right of way of Drover Avenue and the North right of way of Oliver Avenue. No plans were found for White River Parkway, although old Indianapolis DOT mapping does show scattered road geometry for this street. Said DOT mapping also indicates that the design centerline of White River Parkway is not in the center of the roadway. It appears that White River Parkway has been improved since the description was written for Parcel V as holding the 239.25 foot distance did not fit existing geometry and improvements; however holding a distance of 219.25 feet as shown in said DOT mapping did fit. This distance was held for establishing the West right of way of White River Parkway at the intersection with the North right of way of Oliver Avenue. The direction of White River Parkway was held along existing improvements. The uncertainty of this location is 0.5 foot.

The lead in call for the description of Parcel VI comes from the Southeast corner of the East half of the Northeast Quarter of said Section 10. There are no county surveyor's ties available for the East quarter corner of this section. This East quarter corner would fall approximately somewhere inside the parking lot of the GM property. There are also no county surveyor's ties available for the Northeast corner of this section, and it would fall approximately inside the parking lot of the Indianapolis Zoo. No further attempt was made to re establish the East quarter corner of this section in order to establish the sixteenth corner that Parcel VI commences from.

The descriptions for Parcels VI and VI have common calls common between them. These two parcels were placed by holding the concrete monument found along the East right of way of Harding Street and rotating to the direction of the east right of way of Harding Street as established by the section line. From this position Parcel VIII was also placed using common calls along the north line projecting the curve geometry from Parcel VI, and also the known Division Street right of way width of 58 feet as shown on said 1983 Cripe survey. Once Parcel VIII was placed the North line of Parcel V could be established by holding the called for corner along the West right of way of White River Parkway and extending it to a point of tangency of the extension of the curve that is along the north boundary of parcels VI, VII, and VIII. The uncertainty of this line is unknown.

Arbor Street, Division Street, Oliver Avenue, and Drover Street were established from physical splits of the existing curbs. However, a large portion of the streets in Clark & Osgood's 1st Addition to West Indianapolis, Clark & Osgood's 2nd Addition to West Indianapolis, and Deputy's Westside Addition To West Indianapolis do not have curbs or have been vacated, specifically, Chase Street, Coffey Street, and Henry Street. It was determined that a physical split of these streets would not be reliable to use for boundary location. These streets were established from platted locations beginning at the intersection of Harding Street and Oliver Avenue. This results in uncertainty of up to 0.8 feet along the South boundary of Parcel VII.

The description in the deed to the Indianapolis Union Railway Company in Deed Record 878, Page 394 is partially illegible. However there is an accompanying map that is part of this instrument. This map appears to show that the north boundary of this deed is along the north lines of lots 14 and 23 in Deputy's Westside Addition To West Indianapolis, resulting in an 11 foot gap with the deed of the surveyed parcel VII.

It is noted that parcel III is referred to as "easement rights" in the current deed to the property, Instrument Number A201100053138. This is in agreement with Instrument Number 880011826 as referenced in title exception #12 in said Lawyer's title commitment, which grants an easement from Consolidated Rail Corporation to General Motors Corporation.

The location of improvements and lines of occupation are as shown on the within survey. No record document was found that vacated the north 25 feet of Drover Street. This location is well within the area occupied. There are no other inconsistencies in lines of occupation.

The relative Positional Accuracy (due to random errors in measurement) of this survey is within that allowable for an Urban Survey (0.07 feet plus 50 ppm) as defined in IAC 865.

A portion of the subject real estate lies within the shaded Zone X (Areas of 500 year flooc; areas of 100 year flood with average depths of less than 1 foot or with drainage areas less than 1 square mile; and areas protected by levees from 100 year flood), as plots by scale on FIRM Flood Insurance Rate Map Community Panel No. 180159 0143 E, City of Indianapolis, Indiana, effective date January 5, 2001.

The within survey is based on, in part, upon title information furnished in Lawyers Title Insurance Corporation Commitment No. 09-004046/Revision A effective date March 23, 2009. No search of the public records, other than subject and adjoining deeds, record plats, and section corner ties was conducted by this surveyor.

I, the undersigned, hereby certify that to the best of my professional knowledge, information and belief the within plat and the survey on which it is based was performed under my supervision and completed on May 22, 2011 in accordance with Title 865, Article 1, Rule 12 of the Indiana Administrative Code, establishing minimum standards for the practice of land surveying in Indiana.

ALSO

I, Paul E. Klodzen, a registered land surveyor, certify to Revitalizing Auto Communities Environmental Response Trust, and Lawyers Title Insurance Corporation that the accompanying survey represents a true and correct stoked boundary survey made by me of the following described property ("Property") completed on the 22nd day of May, 2013:

See legal description this page.

I further certify that:

(i) the boundaries of the Property shown on the survey match the boundaries of the Property owned by Revitalizing Auto Communities Environmental Response Trust as reflected in [title commitment or vesting deed];

(ii) except as shown, there are no visible easements or rights-of-way across the Property or other easements or rights-of-way affecting the Property of which I have been advised (i) have received and reviewed Lawyers Title Insurance Corporation title commitment number 09-004046/Revision A dated March 23, 2009, and all documents disclosed as affecting title by such commitment);

(iii) except as shown, there are no encroachments on adjoining premises, streets or alleys by any of the buildings, structures or other improvements on the Property; and

(iv) except as shown, there are no encroachments on the Property by any buildings, structures or other improvements located on adjoining premises.

DRAWN BY: T.P.M. & P.K. | TECH. CK. (BY & DATE): | CONCEPT CK. (BY & DATE): | FIELD CK. (BY & DATE): | CERTIFIED BY: Paul Klodzen | SIGNATURE: PAUL KLODZEN, PLS #20400015 | DATE: 7-10-2013

PAUL E. KLODZEN REGISTERED No. 20400015 STATE OF INDIANA LAND SURVEYOR

Revision	By	Date	Description

ARCHITECTURE
CIVIL ENGINEERING
INTERIOR DESIGN
STRUCTURAL ENGINEERING
LAND PLANNING
SITE DEVELOPMENT
GIS
IMAGERY REPRESENTATION

Cripe®
Architects • Engineers
Solutions by Design Since 1921

3939 PRIORITY WAY S. DRIVE, SUITE 400
INDIANAPOLIS, INDIANA 46240
(317) 844-6777 FAX (317) 706-6464
E-Mail: info@cripeinc.com

"RULE 12" BOUNDARY SURVEY
GM INDIANAPOLIS STAMPING PLANT

RACER TRUST
2930 ECORSE ROAD
YPSILANTI, MI 48198

FAX:
PHONE:

Twp. Name: CENTER TWP., MARION CO.			
Section: 10 & 11	Township: 15-N	Range: 3-E	
Board Name: REVITALIZING AUTO COMMUNITIES ENVIRONMENTAL RESPONSE TRUST			

Scale: N/A

Sheet No.: 5 of 5

Project Number: 0110363-30100