

S² 34-16-1E
Lot 2 Richwood Est.
(3461EB)

COUNTY

PURGE FILE

COUNTY RD. 100 N.

***** JOB # 83

COORDINATE FILE 3461EA

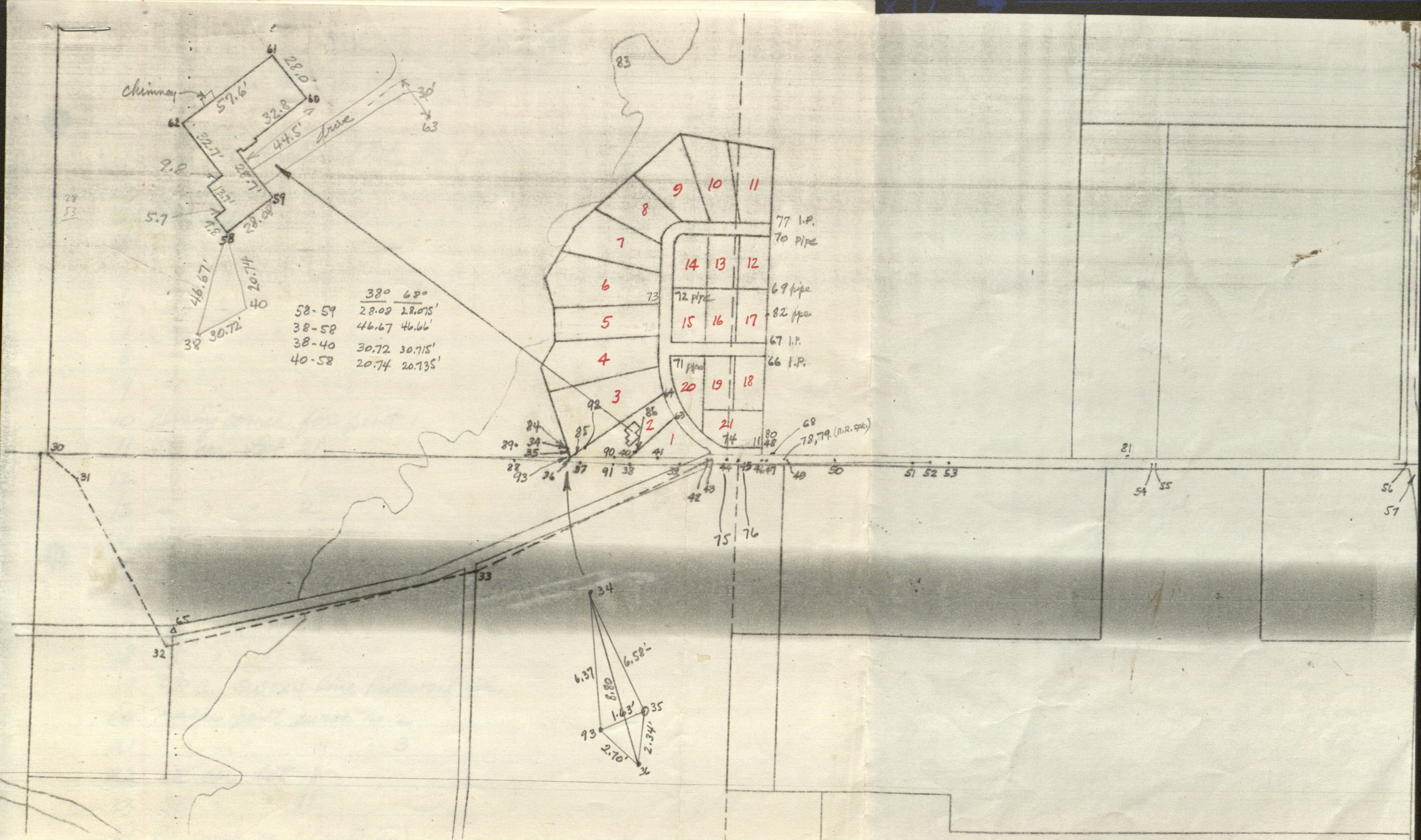
LENGTH = 500 POINTS

TIME ON FILE: 1 28 50

↑ FILE NO LONGER EXISTS.↑

S² 34-16-1E
Lot 2 Richwood Est.
(3461EB)

COUNTY



Hendricks County
 Lot 2 Richwood Estates, Sec. 1
 34-16-1E

- 1 SE cor. Richwood Est., Sec. 1 (see 46, the point no. used)
- 2 SW " " " " (see 93, the point no. used)
- 3 cor. of " " " " " "
- 4 " " " " " " "
- 5 " " " " " " "
- 6 " " " " " " "
- 7 " " " " " " "
- 8 " " " " " " "
- 9 " " " " " " "
- 10 closing corner for point 1
- 11 SE cor. Lot 21
- 12 " " " 1
- 13 " " " 2
- 14 NW " " 3
- 15 P.C. on W Richwood dr. (not a tan to curve)
- 16 N cor. Lot 3
- 17 N " " 2
- 18 E " " 2
- 19 P.R.C. SWERN line Richwood dr.
- 20 radius point curve no. 2
- 21 " " " " 3
- 22 NE cor. Lot 18
- 23 SE " " 11
- 24 P.I. curve no. 1 (outside)
- 25 NW cor. Lot 19
- 26 S " " 20
- 27 " " " 21
- 28 NW " " 20
- 29 NE " " 4
- 30 my T post for SW cor. 34-16-1E
- 31 temp. point
- 32 " "

- 33 temp. point (nail & cap)
- 34 I.P. found for W. Richwood Est. at N. R/W taking
- 35 pipe found for SW cor. Lot 3 Richwood (not used)
- 36 I.P. " " " " " " " set by John H. Silnes 11-25-83 (not used)
- 37 I.P. " at P.C. 37+87.38 "B"
- 38 I.P. " " P.I. 39+80.57 "B"
- 39 I.P. " " P.T. 41+73.62 "B"
- 40 I.P. " for W. cor. Lot 1 set by John H. Silnes 11-25-83 (not used)
- 41 P.I. 40+98.01 "A" (stake rotten; point 0.01' S of center of S face of stake)
- 42 prop. cor. stone
- 43 I.P. found for SE cor. lot 1 (position after straightening eastward) (used)
- 44 S² Mile Stone 34-16-1E
- 45 N² " " 3-15-1E
- 46 final calc. loc. at SE cor. Richwood Est., Sec. 1.
- 47 P-K nail found
- 48 I.P. found for SE cor. lot 21 (leaning W but shot taken on top however) ^(see 80)
- 49 prop. cor. stone
- 50 P-K nail at Sta. 48+00 "A" (not used)
- 51 road nail at P.C. 51+08.83 "B"
- 52 calc. position P.I. 51+80.43 "B"
- 53 " " P.T. 52+52.02 "B" = P.O.T. 52+51.08 "A"
- 54 metal detected in line with fence S.
- 55 in line with fence N.
- 56 Type "B" mont. at SE cor. 34-16-1E
- 57 stone found at NE " 3-15-1E
- 58
- 59 } corners of Wm Peters house
- 60 }
- 61 }
- 62 }
- 63 I.P. for E cor. lot 2 set by John H. Silnes 11-25-83 (not used)
- 64 + cut in gutter for N cor. lot 2 cut by Silnes " " " (not used)

- 65 R.R. spk. found over stone * 33R.E + NSW 34R from Cn. W NW 43-15-1E
- 66 I.P. found for NE cor. lot 18 Richwood Estate, Sec. 1
- 67 " " " SE " " 17 " " " "
- 68 temp. point in vicinity of SE cor. of " " " "
- 69 " (or pipe) found " SE cor. lot 12 " " " "
- 70 pipe " " NE " " " " " "
- 71 " " " NW " " 20 " " " "
- 72 " (bit over) " " NW " " 15 " " " "
- 73 " " " NE " " 5 " " " "
- 74 metal detected for S " " 21 " " " " (found to be false)
- 75 P-K nail found for S² mile 34-16-1E (close but not exact)
- 76 " " " " N² " 3-15-1E (" " " ")
- 77 I.P. found for SE. cor lot 11 Richwood Estate, Sec. 2
- 78 P-K nail in line with fence S (called F' in Westover survey 1976)
- 79 R.R. spk. found in line with fence S. (" H " " " ")
- 80 position of 48 from my notes of 3-9-76 before the I.P. was knocked W.
- 81 temp. point in front of Deagan house 1414' E. of 41 (unmarked)
- 82 pipe found in ~~E~~ Richwood Est., Sec. 1
- 83 radius point of curve for P.I. 39+80.57 "B"
- 84 true ~~E~~ sec. (30-44) at W Richwood Est., Sec. 1.
- 85 " " " at NWRN line of lot 2
- 86 " " " " SERN " " " 2
- 87 " " " " ~~E~~ Richwood Est. as originally laid out (93-43)
- 88 Sta. 36+00 "B"
- 89 " 38+00, 50' left, "B"
- 90 " 39+50, true sec. line left, "B"
- 91 " 39+50 "B"
- 92 ~~N~~ project RIW at NWRN line lot 2
- 93 I.P. found for SW cor. lot 2 (taken for SW cor. in this survey)
- 94 ~~E~~ sec. at E. end of taking from lot 2 (according to RIW grant)
- 95 NWRN line lot 2 25.04 NE of 85 (" " " ")

* according to two of my ties of 1976.

Plans: Dean, Longest & Neff, Inc., for Bridge Proj.
BRS-8032() checked for alignment.

P.I. 51+79.93 "B" probably should read P.I. 51+80.43 "B"
to give full 1200.00' semi-tan list. from previous P.I. &
to conform with the stations of the P.C. and P.T. Assume
51+80.43 is correct and check curve data.

R=5,729.5780
D=0.5960
DELTA=1.2555

Plans
L=143.1878 143.19'
T=71.5976 71.60'
C=143.1841
M=0.4473
E=0.4473 0.45'

Sec. cor. 16+78.71, 0.07' Rt. should read 0.13' Rt.

" " 17+78.71, 0.13' " " " 16+78.71, 0.13' Rt. "A"

Check closure of Lines "A" and "B" at P.O.T. 52+51.08 "A"
= P.T. 52+52.02 "B":

21+76.84	1	***	90.2915	***	88.3315	***
	1000.000	***	605.080	***	1200.000	***
	1000.000	***	969.627	***	970.250	***
	2	***	2920.700	***	4002.227	***
23+23.81	4	***	89.5954	***	89.5910	***
	88.2749	***	1153.070	***	71.600	***
	146.970	***	969.662	***	970.267	***
	1003.941	***	4073.770	***	4073.827	***
27+17.64	1146.917	***	1	***		
	91.5115	***	21+76.84	1000.000		
	393.830	***		1000.000		
	991.199	***	2	***		
33+52.29	1540.541	***	4	***		
	91.0255	***	90.5343	***		
	634.650	***	603.750	***		
	979.586	***	990.567	***		
34+92.93	2175.085	***	27+80.59	1603.676		
	91.5738	***		92.2459		
	140.640	***		1200.000		
	974.774	***		939.971		
	2315.642	***	39+80.57	2802.609		

Errors:
Lat. 0.605'
Dep. 0.057'



Scale
Hor. 1" = 300'
Vert. 1" = 10'

21+76.84

0°00'41"

90°33'15" 3073.971'

90°33'56" 3073.920'

P.T. 52+52.02 "B"

0.057' 0.605'

P.O.T. 52+51.08 "A"

P.T.	1	970.267	***
52+52.02 "B"	2	4073.827	***
	5		***
21+76.84		1000.000	***
		1000.000	***
		270.3315	***
		3073.971	***
P.O.T.		969.662	***
52+51.08 "A"		4073.770	***
		90.3356	***
		3073.920	***

Check design of Richwood Estates, Sec. 1:

COUNTY RD. 100 N.
 ***** JOB # 83
 COORDINATE FILE 3461EA
 LENGTH = 500 POINTS
 TIME ON FILE: 0 00 03

BOUNDARY

***** FIELD TRAVERSE *****

REF BRG	NW	90 00 00
1	1,000.000	1,000.000
	AR	0 00 00
	757.060	
	NW	90 00 00
2	1,000.000	242.940
	AL	108 17 00
	363.700	
	NW	18 17 00
3	1,345.339	128.841
	AL	133 00 00
	110.000	
	NE	28 43 00
4	1,441.810	181.694
	AL	212 21 00
	135.400	
	NW	3 38 00
5	1,576.938	173.114

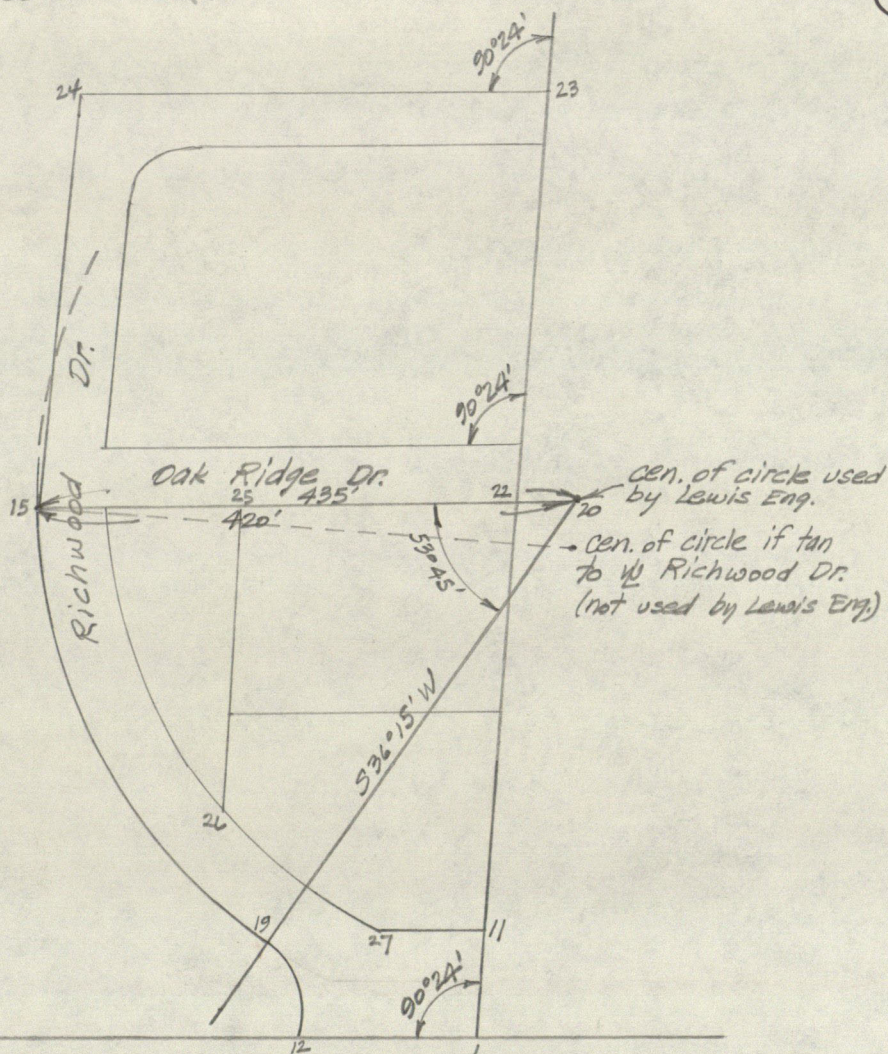
PRELIMINARY

	AL	200 34 00	
	127.400		
	NW	24 12 00	
6	1,693.142	120.889	
	AL	126 49 00	
	224.500		
	NE	28 59 00	
7	1,889.526	229.672	
	AL	162 01 00	
	563.540		
	NE	46 58 00	
8	2,274.099	641.595	
	AL	129 06 00	
	370.430		
	SE	82 08 00	
9	2,223.399	1,008.539	
	AL	97 28 00	
	1223.460		
	SW	0 24 00	
10	999.968	999.998	
	SW	0 24 00	
REF BRG			
	1,000.000	1,000.000	

Closure satisfactory. no adj. necessary. Let error fall in north part away from the survey.

Plat check continued:

(4)



Check the above by comparing computed distances 25-26 and 11-27 with plat distances:

PRELIMINARY

```
***** COGO ****
ENTER & ASSIGN
1      1,000.000      1,000.000
START
1      1,000.000      1,000.000
S.S.  NE  0 24 00
      40.000
11     1,039.999      1,000.279
TRAV  NE  0 24 00
      410.000
22     1,409.990      1,002.862
S.S.  NW  90 00 00
      420.000
15     1,409.990      582.862
```

```
S.S.  NW  90 00 00
      240.000
25     1,409.990      762.862
TRAV  SE  90 00 00
      15.000
20     1,409.990      1,017.862
S.S.  SW  36 15 00
      435.000
19     1,059.187      760.643
S.S.  SW  36 15 00
      500.000
21     1,006.768      722.207
START
25     1409.990      762.862
```


B-D SW 0 24 00
286.669
26 1,123.328 760.861

B-D NE 41 52 38
385.000
20 1,409.990 1,017.862

START
11 1,039.999 1,000.279

B-D NW 90 00 00
88.867
27 1,039.999 911.412

B-D NE 16 03 04
385.000
20 1,409.990 1,017.862

START
1 1,000.000 1,000.000

B-D NW 90 00 00
213.146
12 1,000.000 786.854

B-D NW 84 01 25
65.000
21 1,006.768 722.207

START
15 1,409.990 582.862

RADIUS PT
20 1,409.990 1,017.862

DELTA - 5 21 39
R = 435.000A = 40.700 C = 40.
685 T = 20.365

P.O.C.
16 1,369.349 584.765

RADIUS PT
20 1,409.990 1,017.862

START
16 1,369.349 584.765

RADIUS PT
20 1,409.990 1,017.862

DELTA - 14 29 19
R = 435.000A = 110.000 C = 109.
707 T = 55.295

P.O.C.
17 1,262.286 608.706

P.O.C.
18 1,164.618 658.672

INV SE 44 02 38
146.676
19 1,059.187 760.643

PRELIMINARY

RADIUS PT
20 1,409.990 1,017.862

DELTA 19 24 43
R = 435.000A = 147.300 C = 146.
676 T = 74.403

P.O.C.
18 1,164.618 658.672

START
19 1,059.187 760.643

RADIUS PT
21 1,006.768 722.207

DELTA 59 43 35
R = 65.000A = 67.757 C = 64.
731 T = 37.321

P.O.C.
12 1,000.000 786.854

START
2 71.717 363.700.000

ENTER & ASSIGN
2 1,000.000 242.940
3 1,345.339 128.841
4 1,441.810 181.694
5 1,576.935 173.114
6 1,693.142 120.889
7 1,889.526 229.672
8 2,274.099 641.595
9 2,223.399 1,008.539
10 999.968 999.998

START
2 1,000.000 242.940

TRAV NW 18 17 00
243.700
14 1,231.397 166.487

INV NE 71 44 49
440.439
16 1,369.349 584.765

INV SE 12 36 18
109.707
17 1,262.286 608.706

INV SW 54 21 22
450.088
2 1,000.000 242.940

TRAV SE 90 00 00
235.000
13 1,000.000 477.940

INV NE 47 40 17
244.465
18 1,164.618 658.672

6

INV SE 44 02 38
146.676
19 1,059.187 760.643

INV SE 23 53 12
64.731
12 1,000.000 786.854

INV NW 90 00 00
308.914
13 1,000.000 477.940

START 22 1,409.990 1,002.862

TRAV NW 90 00 00
370.000
28 1,409.990 632.862

RADIUS PT
20 1,409.990 1,017.862

DELTA - 48 07 22
R= 385.000A= 323.362 C= 313.
941 T= 171.908

P.O.C.
26 1,123.328 760.861

RADIUS PT
20 1,409.990 1,017.862

DELTA - 25 49 34
R= 385.000A= 173.539 C= 172.
074 T= 88.269

P.O.C.
27 1,039.999 911.412

START 15 1,409.990 582.862

TRAV NE 0 24 00
74.300
29 1,484.288 583.381

INV SW 83 57 48
403.927
4 1,441.810 181.694

LOT SUMMARY
2 1,000.000 242.940

NE 54 21 22
450.088
17 1,262.287 608.706

RADIAL BRG IN: NE 70 09 02

DELTA - 14 29 19
R= 435.000A= 110.000 C= 109.
707 T= 55.295

RADIAL BRG OUT: SW 55 39 43

RADIUS PT
20 1,409.991 1,017.862

P.C. TO P.T.
SE 27 05 38
109.707
18 1,164.619 658.672

SW 47 40 17
244.465
13 1,000.000 477.940

NW 90 00 00
235.000
2 1,000.000 242.940

2 1,000.000 242.940

SW 54 22 03

0.000 CLOSING LINE
1,039.553 DIST TRAV

2,678,823.849 PRECISION

AREA 43503 SF .9987 ACRES

TIME FOR THIS RUN: 1 18 24
TOTAL TIME ON FILE: 28 50
COORDINATES STORED
LIST

1	1,000.000	1,000.000
2	1,000.000	242.940
3	1,345.339	128.841
4	1,441.810	181.694
5	1,576.935	173.114
6	1,693.142	120.889
7	1,889.526	229.672
8	2,274.099	641.595
9	2,223.399	1,008.539
10	999.968	999.998
11	1,039.999	1,000.279
12	1,000.000	786.854
13	1,000.000	477.940
14	1,231.397	166.487
15	1,409.990	582.862
16	1,369.349	584.765
17	1,262.286	608.706
18	1,164.618	658.672
19	1,059.187	760.643
20	1,409.990	1,017.862
21	1,006.768	722.207
22	1,409.990	1,002.862
25	1,409.990	762.862
26	1,123.328	760.861
27	1,039.999	911.412
28	1,409.990	632.862
29	1,484.288	583.381

PRELIMINARY

Brg. of 2-17 by B.L. & N., Inc.
= N 55° 15' 28" E (see R/W grant for Parcel 10)
N 54° 21' 22" E by me.

Check to see if B.L. & N. used 40.00'
for arc 15-16 (instead of 40.70' that
I used to make 24-15 correct):

PRELIMINARY

234° 16' 14" = S 54° 16' 14" W

Try arc 15-16 = 40.00' and the center of the circle is
tan to NW Richwood Drive (see sketch p. 4):

R=435.0000
D=13.1017
DELTA=19.4526

L=150.0000
T=75.7521
C=149.2579
M=6.4495
E=6.5466

15-17

P 1

20 [1 1409.990 ***
2 1017.862 ***
4 250.1434 ***
435.000 ***
trial 17 [1262.945 ***
608.469 ***
2 ***
5 ***
2 [1000.000 ***
242.940 ***
trial 17-2 [234.1614 ***
450.279 ***

234° 12' 44" = S 54° 12' 44" W

15 [1 1409.990 ***
2 582.862 ***
4 90.2400 ***
435.000 ***
trial 20 [1406.953 ***
1017.851 ***
250.3834 ***
435.000 ***
trial 17 [1262.769 ***
607.442 ***
2 ***
5 ***
2 [1000.000 ***
242.940 ***
trial 17-2 [234.1244 ***
449.343 ***

Try 15 $50^{\circ}24'W$ $0.70'$ * of its previously calc. position
and use $15-16 = 40.00'$ and a radius brg. of EAST from
15:

* Agree with tan portion of $\$$ lot 4 but
contradicts $T = 100.70'$ at curve No. 1
(outside).

$$234^{\circ}20'33'' = S54^{\circ}20'33''W$$

do not find a way to
verify B.L. & N's $N55^{\circ}15'28''E$
directly from the plat of
Richwood Estates, Sec. 1.

PRELIMINARY

Try for brg. equation on $\$$ add:

$\$ = N90^{\circ}00'00''W$ assumed in my calc.

$\$ = N89^{\circ}18'05''W$ by B.L. & N. (verified by me on deed
of easement = R/W grant
for Parce 10 - which see)

$$\text{My brg. of } 2-17 = N54^{\circ}21'22''E$$

$$0^{\circ}41'55''$$

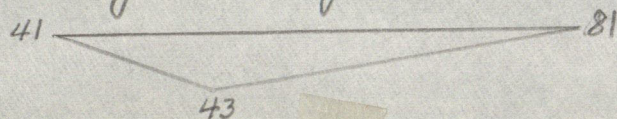
Equivalent B.L. & N. brg = $N55^{\circ}03'17''E$ if B.L. & N. used the same
line as Lewis Ing. for $\$$ Richwood Est. (which is unlikely).
Solution unavailable without field work.

	1	***
15	[1409.990	***
	582.862	***
	2	***
	4	***
	180.2400	***
	0.700	***
trial 15	[1409.290	***
	582.857	***
	90.0000	***
	435.000	***
trial 20	[1409.290	***
	1017.857	***
	250.1434	***
	435.000	***
trial 17	[1262.245	***
	608.464	***
	2	***
	5	***
2	[1000.000	***
	242.940	***
trial 17-2	[234.2033	***
	449.867	***

BEGIN FIELD NOTE PROCESSING

(9)

Adjust triangle 41-43-81:



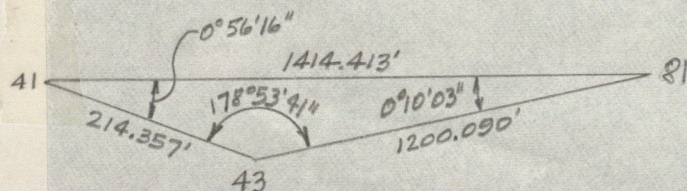
	observed	
41	0°56'11" +02"	0°56'13"
43	178 53 42 +02"	178 53 44
81	0 10 00 +03"	0 10 03
	179°59'53" +07"	180°00'00"

P 1

1	***
41 [0.000	***
0.000	***
2	***
4	***
90.0000	***
1414.402	***
81 [0.000	***
1414.402	***
269.4957	***
1200.100	***
43 [-3.508	***
214.307	***
270.5613	***
214.367	***
closure on 41 [-0.003	***
-0.031	***

	observed	adjusted
41-81	1414.402 +0.011	1414.413'
81-43	1200.100 -0.010	1200.090
43-41	214.367 -0.010	214.357

41 [0.000	***
0.000	***
2	***
4	***
90.0000	***
1414.413	***
81 [0.000	***
1414.413	***
269.4957	***
1200.090	***
43 [-3.508	***
214.328	***
270.5616	***
214.357	***
41 [-7.903-05	***
-1.607-04	***



FINAL TRIANGLE

Compute brg. and length of 30-44 and rotate to
brg. used by Bean, longest & ref (S89°18'05"E):
Use trial azimuth of 160°00'00" for 30-31:

START		
30	1,000.000	1,000.000
TRAV SE 20 00 00		
132.590		
31	875.406	1,045.348
TRAV SE 34 59 04		
751.149		
32	259.984	1,476.023
TRAV NE 77 29 44		
1190.169		
33	517.674	2,637.960
TRAV NE 65 05 48		
1060.779		
43	964.356	3,600.107

TRAV NW 89 47 17		
214.357		
41	965.149	3,385.752
TRAV SE 89 20 25		
276.037		
44	961.970	3,661.770
INV NW 89 10 53		
2662.042		
30	1,000.000	1,000.000

See p.10 for FINAL TRAVERSE

Corrections of directions at 41 to fit adjustment
of triangle 41-43-81;

9A

1 Sta.	2 Observed Direction	3 Fixed Direction	4 Diff. (3-2)	5 mean diff. x-1	6 final (3+5)	7 final (0° at Sta. 78)
78	0°00'00"					↑
50	0 00 28					*
51	0 06 49					↓
43	0 06 59	0 06 59	00"	+02"	0 07 01	0 07 01
45	0 21 36					↑
76	0 21 45					
75	0 32 58					
44	0 33 53					
39	18 44 35					
38	165 37 47					
37	175 56 32					
40	179 06 55					
36	179 32 42					
35	179 55 27					
34	180 50 22					*
58	187 57 24					
59	199 18 46					
73	269 44 30					
72	274 03 25					
64	274 31 50					
71	276 23 01					
63	293 16 09					
48	354 29 07					
68	357 27 38					
R.O.	359 08 15					↓
81	359 10 48	359 10 43	-05"	+02"	359 10 45	359 10 45
79	359 53 14					↑*

2 | +05"
+02'5
use 02"

* use col. 2

Corrections of directions at 43 to fit adjustment 9B
 of triangle 41-43-81:

1	2	3	4	5	6	7
Sta.	Observed Direction	Fixed Direction	Diff. (3-2)	mean diff. X-1	final (3+5)	final (0° at 33)
33	0° 00' 00"					
38	19 52 12					
41	25 06 55	25 06 55	00"			
61	43 57 15					
63	73 54 27					
64	78 34 43					
81	204 00 37	204 00 36	-01"			

$$\begin{array}{r} 2 \overline{) -01} \\ \hline \end{array}$$
 negligible
 $\frac{1}{2}"$ (no corrections needed)

Corrections of directions at 81 to fit adjustment
 of triangle 41-43-81:

1	2	3	4	5	6
41	0° 00' 00"	0° 00' 00"	00"	+01	0° 00' 00"
56	181 28 24			-01	181 28 23
43	359 50 00	359 49 57	-03	+01	359 49 57

$$\begin{array}{r} 2 \overline{) -03} \\ \hline \end{array}$$
 $-01.5" \text{ (use } 1")$

N89°18'05"W = brg. assigned to 44-30 by B.L. & N., Inc.

N89 10 53 W = " calc. above

0°07'12" = amount of CCW rotation necessary to orient the foregoing traverse to the B.L. & N. brg. system.

BEGIN FINAL BEARINGS

START			
30	1,000.000	1,000.000	
TRAV	SE 20 07 12		
	132.590		
31	875.501	1,045.609	
TRAV	SE 35 06 16		
	751.149		
32	260.983	1,477.572	
TRAV	NE 77 22 32		
	1190.169		
33	521.105	2,638.967	
TRAV	NE 64 58 36		
	1060.779		
43	969.801	3,600.176	
TRAV	NW 89 54 29		
	214.357		
41	970.145	3,385.819	
TRAV	SE 89 27 37		
	276.037		
44	967.545	3,661.844	
INV	NW 89 18 05 ✓		
	2662.042		
30	1,000.000	1,000.000	

AZIMUTHS

P 6

at 43 {

33	244.58360	***
38	264.5048	***
41	270.0531	***
61	288.5551	***
63	318.5303	***
64	323.3319	***
81	88.5912	***

{

73	89.58300	***
79	89.5144	***
81	89.0915	***
51	90.0519	***
50	89.5858	***
68	87.2608	***
48	84.2737	***
43	90.0531	***
63	23.1439	***
64	4.3020	***
38	255.3617	***
40	269.0525	***

at 41 {

R.O.	89.0645	***
39	108.4305	***
37	265.5502	***
36	269.3112	***
35	269.5357	***
34	270.4852	***
59	289.1716	***
58	277.5554	***
44	90.3223	***
45	90.2006	***
75	90.3128	***
76	90.2015	***
71	6.2131	***
72	4.0155	***
73	359.4300	***

at 81 {

41	269.09150	***
43	268.5912	***
56	90.3738	***

at 68 {

41	267.26000	***
66	358.4802	***
67	358.5753	***
082	359.1416	***
69	359.2234	***
70	359.3619	***
74	280.2208	***
77	359.3909	***

Compute coordinates of numbered points.

Consider first the SE cor. of lot 21 in Richwood Est, Sec. 1:

Point No.

Description

- 11 Final computed SE cor. of lot
48 I.P. ~~found~~ as found 1-2-84 knocked over westward
80 Same I.P. as " 3-9-76 vertical (position calc. from my notes of 1976)

START
41 970.145 3,385.819

S.S. NE 84 27 37
415.400
48 1,010.246 3,799.279

TRAV NE 84 28 00
415.590
80 1,010.219 3,799.473

START
41 970.145 3,385.819

S.S. NE 89 58 30
513.407
78 970.369 3,899.226

S.S. NE 89 51 44
514.803
79 971.383 3,900.621

S.S. NE 89 09 15
1414.413
81 991.025 4,800.078

S.S. SE 89 54 41
1009.910
51 968.584 4,395.728

S.S. NE 89 58 58
702.048
50 970.356 4,087.867

S.S. NE 87 26 08
424.493
68 989.139 3,809.887

S.S. NE 23 14 39
178.900
63 1,134.524 3,456.422

S.S. NE 4 30 20
262.808
64 1,232.141 3,406.465

S.S. SW 75 36 17 see below
121.990
38 939.818 3,267.660

S.S. SW 89 05 25 (See p. 17)
107.209.070
40 968.443 3,278.624

S.S. SE 71 16 55
79.169
39 944.739 3,460.801

S.S. SW 85 55 02
311.979
37 947.933 3,074.632

S.S. SW 89 31 12
342.051
36 967.280 3,043.780

S.S. SW 89 53 57
342.583
35 969.543 3,043.237

S.S. NW 89 11 08
346.199
34 975.066 3,039.655

S.S. NW 70 42 44
100.543
59 1,003.356 3,290.920

S.S. SE 89 27 37
276.037
44 967.545 3,661.844

S.S. SE 89 39 54
331.047
45 968.210 3,716.861

S.S. SE 89 28 32
276.043
75 967.619 3,661.851

S.S. SE 89 39 45
331.040
76 968.195 3,716.854

S.S. NE 6 21 31
411.499
71 1,379.113 3,431.393

S.S. NE 4 01 55
670.734
72 1,639.219 3,432.981

TRAV NW 0 17 00
603.997
73 1,574.135 3,382.833

START
43 969.801 3,600.176

S.S. SW 84 50 48 *see below*
333.854
38 939.814 3,267.672

ENTER & ASSIGN
38 939.816 3,267.666

38 ABOVE IS MEAN COORDINATE
START
43 969.801 3,600.176

S.S. NW 41 06 57
218.639
63 1,134.520 3,456.403

ENTER & ASSIGN *mean of above*
63 1,134.522 3,456.412

START
43 969.801 3,600.176

TRAV NW 36 26 41
326.129
64 1,232.150 3,406.440

ENTER & ASSIGN *mean of above*
64 1,232.145 3,406.452

START
81 991.025 4,800.078

S.S. SW 88 59 12
1200.090
43 969.801 3,600.176

TRAV SE 89 22 22
1529.145
56 974.286 6,329.132

INV SW 89 51 19
2667.296
44 967.545 3,661.844

START
68 989.139 3,809.887

S.S. NW 1 11 58
391.440
66 1,380.493 3,801.693

S.S. NW 1 02 07
441.025
67 1,430.092 3,801.919

S.S. NW 0 45 44
552.220
82 1,541.310 3,802.541

S.S. NW 0 37 26
650.595
69 1,639.695 3,802.803

S.S. NW 0 23 41
860.870
70 1,849.988 3,803.957

S.S. NW 79 37 52
100.700
74 1,007.263 3,710.832

TRAV NW 0 20 51
911.129
77 1,900.251 3,804.361

Find best fit line for points 80, 66, 67, 82, 69, 70, & 77 using linear regression:

YHAT = 0.000 + 0.000 X

I	X(I)	Y(I)
1	80	1010.2190
2	66	1380.4930
3	67	1430.0920
4	82	1541.3100
5	69	1639.6950
6	70	1849.9880
7	77	1900.2510

AOV: LINEAR REG: CODE 1

SOURCE/DF	SS	MS	F
TOTAL	6	15.8	
REG	1	15.7	15.7 913.5
RESID	5	0.1	0.0

R SQUARE = 0.955

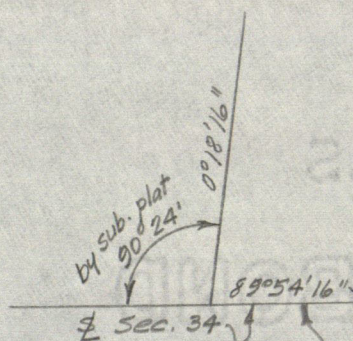
YHAT = 3794.224 + 0.005 X

X(I)	Y(I)	YHAT	RESIDUALS
80	1010.22	3799.47	-0.12
66	1380.49	3801.69	0.13
67	1430.09	3801.92	0.09
82	1541.31	3802.54	0.12
69	1639.70	3802.80	-0.14
70	1849.99	3803.96	-0.11
77	1900.25	3804.36	0.03

P 1

	1	***
S and	[1010.220	***
	[3799.600	***
	2	***
	5	***
N and	[1900.250	***
	[3804.330	***
	0.1816	***
	890.043	**

azimuth of regression line



Actual az. = $89^{\circ}51'19''$
(See p. 12)

Pass a line thru 43
having an azimuth
of $89^{\circ}54'16''$:

	1	***
43	[969.801	***
	[3600.176	***
	89.5416	***
	2	***
80	[1010.219	***
	[3799.473	***
	199.364	***
	-40.086	excellent
35	[969.543	***
	[3043.237	***
	-556.939	***
	-0.671	fair
56	[974.286	***
	[6329.132	***
	2728.960	***
	0.066	excellent

P 4

at S.	1	***
and	[1010.220	***
	[3799.600	***
Regr. line $\rightarrow$ 0.1816		***
	2	***
80	[1010.219	***
	[3799.473	***
	-0.002	***
	-0.127	***
66	[1380.493	***
	[3801.693	***
	370.279	***
	0.126	***
67	[1430.092	***
	[3801.919	***
	419.878	***
	0.088	***
82	[1541.310	***
	[3802.541	***
	531.098	***
	0.119	***
69	[1639.695	***
	[3802.803	***
	629.483	***
	-0.142	***
70	[1849.988	***
	[3803.957	***
	839.779	***
	-0.105	***
77	[1900.251	***
	[3804.361	***
	890.044	***
	0.032	***

Sta. & Offsets from regression line

(1) Point	(2) Plat	(3) Meas.	(4) Diff.
80	0'	0'	0.000'
66	370'	370.279'	+0.279'
67	420'	419.878	-0.122
82	?		
69	630	629.483	-0.517
70	840	839.779	-0.221
77	890	890.044	+0.044
mean =			-0.090'

Try 43-56 for Σ sub and for Σ
sub try passing a line thru the centroid
of the regression line that makes an
angle of $90^{\circ}24'$ (in 4th quadrant) with the
trial Σ . Take centroid at the mean of
the meas. distances in col. 3 above (= 524.910').

P 1

	1	***
S. and	[1010.220	***
	[3799.600	***
	2	***
	4	***
	0.1816	***
	524.910	***
Centroid	[1535.123	***
	[3802.389	***

	1	***
43	[969.801	***
	[3600.176	***
	2	***
	5	***
56	[974.286	***
	[6329.132	***
	89.5421	***
43-56	[2728.960	***

89°54'21" = trial £ Richwood Est., Sec. 1
 89°36'00" = 180°00'00" - 90°24'00" (see plat of sub.)
 0°18'21" = £ of sub.

(14)

Compare trial £ with
 physical evidence
 found:

P 2

1	***
43 [969.801	***
3600.176	***
89.5421	***
0.1821	***
centroid [1535.123	***
3802.389	***
199.197	***
565.003	***
trial 46 [970.128	***
3799.373	***

1	***
trial 46 [970.128	***
3799.373	***
" £ sub. 269.5421	***
2	***
74 [1007.263	***
3710.832	***
88.480	***
s/o [37.280	***
40 [968.443	***
3278.624	***
520.751	***
s/o [-0.829	***
36 [967.280	***
3043.780	***
755.597	***
s/o [-1.606	***
35 [969.543	***
3043.237	***
756.136	***
s/o [0.658	***

58 [986.469	***
3268.492	***
s/o [530.853	***
17.213	***

93 [969.037	***
3041.724	***
s/o [757.650	***
0.154	***

compare trial £ with
 i.p.'s and pipes found:

P 4

Flat Dist.	Diff.
M-P	
1	***
trial 46 [970.128	***
3799.373	***
0.1821	***
2	***
80 [1010.219	***
3799.473	***
sta./offset [40.091	***
-0.114	***
66 [1380.493	***
3801.693	***
s/o [410.372	***
0.130	***
67 [1430.092	***
3801.919	***
s/o [459.971	***
0.091	***
82 [1541.310	***
3802.541	***
s/o [571.191	***
0.119	***
69 [1639.695	***
3802.803	***
s/o [669.576	***
-0.144	***
70 [1849.988	***
3803.957	***
s/o [879.872	***
-0.113	***
77 [1900.251	***
3804.361	***
s/o [930.136	***
0.023	***

Using trial £ & £
 compare pipes at
 71, 72 & 73 with
 computed locations
 of corners:

P 1

1	***
trial 46 [970.128	***
3799.373	***
2	***
4	***
0.1821	***
410.000	***
22 [1380.122	1380.493
3801.561	3801.693
269.5421	***
370.000	***
28 [1379.514	1379.113
3431.562	3431.393

0.1821	***
260.000	***
NW cor. lot 15 [1639.510	1639.219
3432.950	3432.931
269.5421	***
50.000	***
W Street [1639.428	***
3382.950	***
180.1821	***
65.700	***
SE cor. lot 6 [1573.729	1574.135
3382.599	3382.833

$\sum \text{offset}^2 = 0.086$

$\sum (M-P)^2 = 0.362$

Try 93-43 for $\angle$ sub and for $\angle$ sub try passing a line thru the centroid of the regression line that makes an angle of $90^\circ 24'$ (in the 4th quadrant) with the trial $\angle$.

(15)

$89^\circ 55' 18'' = \text{trial } \angle \text{ Richmond Est., Sen. 1}$

$89^\circ 36' 00'' = 180^\circ 00' 00'' - 90^\circ 24' 00'' \text{ (see sub. plat)}$

$0^\circ 19' 18'' = \angle \text{ sub.}$

P 1

	1	***
93	969.037	***
	3041.724	***
	2	***
	5	***
43	969.801	***
	3600.176	***
93-43	89.5518	***
	558.453	*

P 2

	1	***
43	969.801	***
	3600.176	***
	89.5518	***
	0.1918	***
centroid	1535.123	***
	3802.389	***
	199.041	***
	565.059	***
trial 46	970.073	***
	3799.217	***

P 4

	1	***
trial 46	970.073	***
	3799.217	***
trial 46	0.1918	***
	2	***
80	1010.219	***
	3799.473	***
s/o	40.147	***
	0.031	***
66	1380.493	***
	3801.693	***
s/o	410.427	***
	0.172	***
67	1430.092	***
	3801.919	***
s/o	460.027	***
	0.119	***
82	1541.310	***
	3802.541	***
s/o	571.247	***
	0.117	***
69	1639.695	***
	3802.803	***
s/o	669.632	***
	-0.173	***

70	1849.988	***
	3803.957	***
s/o	879.928	***
	-0.200	***
77	1900.251	***
	3804.361	***
s/o	930.192	***
	-0.078	***

$$\Sigma \text{offsets}^2 = 0.134 \quad \Sigma (M-P)^2 = 0.382$$

Using trial $\angle$ & $\angle$
compare paper at
71, 72 & 73 with
computed locations
of corners:

M-P

+0.147'

+0.427'

+0.027'

-0.368

P 1

	1	***
trial 46	970.073	***
	3799.217	***
	2	***
	4	***
	0.1918	***
	410.000	***
	1380.067	***
	3801.519	***
22	269.5518	***
	370.000	***
28	1379.561	***
	3431.519	***
	0.1918	***
	260.000	***
NW cor	1639.557	***
lot 15	3432.979	***
	269.5518	***
	50.000	***
W street	1639.488	***
	3382.979	***

	180.1918	***
	65.700	***
SE cor.	1573.789	***
lot 6	3382.610	***
	1574.135	***
	3382.833	***

START	38 (P1)	
D-O	NE	939.816
		3,267.666
58	46	1,000.51
D-O	NE	986.469
		3,268.492
59	53	01.20
		1,003.356
		3,290.920

NORTHINGS

USING LINE 43-56					USING LINE 93-43				
(1)	(2)				(1)	(2)			
Sta.	Calc.	Sta.	Stake	(2)-(1)	Sta.	Calc.	Sta.	Stake	(2)-(1)
22	1380.122	66	1380.493	+0.371	22	1380.067	66	1380.493	+0.426
28	1379.514	71	1379.113	-0.401	28	1379.561	71	1379.113	-0.448
NW cor. Lot 15	1639.510	72	1639.219	-0.291	NW cor. Lot 15	1639.557	72	1639.219	-0.338
SE cor. Lot 6	1573.729	73	1574.135	+0.406	SE cor. Lot 6	1573.789	73	1574.135	+0.346
$\sum v^2 = 0.548$					$\sum v^2 = 0.616$				

EASTINGS

USING LINE 43-56					USING LINE 93-43				
(1)	(2)				(1)	(2)			
Sta.	Calc.	Sta.	Stake	(2)-(1)	Sta.	Calc.	Sta.	Stake	(2)-(1)
22	3801.561	66	3801.693	+0.132	22	3801.519	66	3801.693	+0.174
28	3431.562	71	3431.393	-0.169	28	3431.519	71	3431.393	-0.126
NW cor. Lot 15	3432.950	72	3432.981	+0.031	NW cor. Lot 15	3432.979	72	3432.981	+0.002
SE cor. Lot 6	3382.599	73	3382.833	+0.234	SE cor. Lot 6	3382.610	73	3382.833	+0.223
$\sum v^2 = 0.102$					$\sum v^2 = 0.096$				

The above comparisons show that line 43-56 gives a slightly better fit between the plat and the stakes found than does line 93-43. However, the difference is small and I am convinced that point 93 is one of the original subdivision stakes as is 43. The monument at 56 did not exist when the subdivision was laid out. I restored that corner in 1976 from my ties of 25 years earlier when the original stone was in place. The present type "B" monument was installed by the State Highway to replace the pipe I set in 1976. Line 93-43 prolonged Ely passes 0.754' S of the monument. That is not an excessive misclosure and I think 93-43 is preferable to 43-56 and is adopted for this survey.

P 4

	1	
43	[969.801	***
	[3600.176	***
	[89.5518	***
	2	***
56	[974.286	***
	[6329.132	***
	[2728.960	***
S/O	[-0.754	

(North of line 93-43)

ENTER & ASSIGN
46 970.073 3,799.217
93 969.037 3,041.724

START
46 970.073 3,799.217

TRAV NE 0 19 18 *along E sub*
410.000
22 1,380.067 3,801.519

TRAV NE 89 55 18
15.000
20 1,380.087 3,816.519

TRAV SW 89 55 18
435.000
15 1,379.492 3,381.519

RADIUS PT
20 1,380.087 3,816.519

DELTA - 19 50 58
R = 435.000A = 150.700 C = 149.
948 T = 76.113

P.O.C.
17 1,231.824 3,407.565

RADIUS PT
20 1,380.087 3,816.519

DELTA - 14 29 19
R = 435.000A = 110.300 C = 109.
707 T = 55.295

P.O.C.
18 1,134.224 3,457.664

RADIUS PT
20 1,380.087 3,816.519

DELTA - 19 24 43
R = 435.000A = 147.379 C = 146.
675 T = 74.403

P.O.C.
19 1,028.933 3,559.778

START
46 970.073 3,799.217

INV SW 89 55 18
757.494 *(157.06' by plat)*
93 969.037 3,041.724

TRAV NE 89 55 18
235.000
13 969.358 3,276.724

LOT SUMMARY *(Peters lot before R/W taking)*
93 969.037 3,041.724

NE 54 18 36
450.441
17 1,231.824 3,407.566

RADIAL BRG IN: NE 70 04 20

DELTA - 14 29 19
R = 435.000A = 110.300 C = 109.
707 T = 55.295

RADIAL BRG OUT: SW 55 35 01

RADIUS PT
20 1,380.087 3,816.519

P.C. TO P.T.
SE 27 10 19
109.707
18 1,134.224 3,457.665

SW 47 39 41
244.786
13 969.358 3,276.725

SW 89 55 18
235.000
93 969.037 3,041.725

93 969.037 3,041.724

NW 79 50 41

0.001 CLOSING LINE
1,040.227 DIST TRAV

1,052,267.866 PRECISION

AREA 43524 SF .9992 ACRES

OFFSETS FROM A LINE *(SE Sec. 34)*

44 967.545 3,661.844
BASE BRG NE 00 51 19

POINT	BASE DIST	OFFSET
45	55.018	-0.526
46	137.379	-2.181
78	237.388	-2.224
79	238.786	-3.235
50	426.028	-1.735
51	733.884	0.815
56	2667.296	-0.003

CORRECTION FOR POINT 40

START
41 970.145 3,385.819

TRAV SW 89 05 25
107.070
40 968.446 3,278.763

START
58 986.469 3,268.492

INV SE 29 40 39
20.745
40 968.446 3,278.763

INV SW 21 11 12
30.705
38 (P.I.) 939.816 3,267.666

INV NE 88 32 21
1128.429
51 968.584 4,395.728

OFFSETS FROM A LINE (Line "B")
38 939.816 3,267.666
BASE BRG NE 88 32 21

POINT	BASE DIST	OFFSET
39	193.191	0.000
41	118.888	-27.307
43	333.167	-21.499
44	394.757	-17.671
45	449.773	-16.933
50	820.713	-9.620

START
38 (P.I.) 939.816 3,267.666

TRAV NE 88 32 21 *along Line "B"*
1200.000
52 970.408 4,467.276

INV SW 89 59 10 *along Line "A"*
1081.457
41 970.145 3,385.819

$\Delta = 1^{\circ}25'54".76$ by plans
 $\Delta = 1^{\circ}26'49"$ by Shartle

OFFSETS FROM A LINE (Line "A")
41 970.145 3,385.819
BASE BRG NE 89 59 10

POINT	BASE DIST	OFFSET
39	74.969	25.422
43	214.357	0.396
44	276.024	2.667
45	331.041	2.016
46	413.397	0.173
50	702.048	-0.040
78	513.407	-0.099
79	514.802	-1.113
51	1009.908	1.806
52	1081.457	-0.001
56	2943.313	-3.427
38	-118.161	30.301

START
38 939.816 3,267.666

TRAV NE 88 32 21 *along Line "B"*
193.191
39 (P.T.) 944.741 3,460.794

TRAV NW 1 27 39
5729.578
83 6,672.457 3,314.727

S.S. SW 0 27 57
5686.176
58 986.469 3,268.492

S.S. SW 0 14 26
5669.151
59 1,003.356 3,290.920

S.S. SW 0 21 40
5704.125
40 968.446 3,278.763

S.S. SE 0 42 51
5702.755
41 970.145 3,385.819

START
38 939.816 3,267.666

TRAV NW 87 35 55 *along Line "B"*
193.191
37 947.911 3,074.645

START
83 6,672.457 3,314.727

INV SW 0 22 54
5703.225

13 969.358 3,276.724

START
36 967.287 3,043.780

INV NW 49 35 44
2.701
93 969.037 3,041.724

INV NW 18 54 55
6.381
34 975.073 3,039.656

INV SE 32 57 27
6.583
35 969.549 3,043.237

S.S. SE 13 30 19
2.327
36 967.287 3,043.780

INV SW 71 17 51
1.597
93 969.037 3,041.724

B-B NW 18 21 42
6.421
84 975.131 3,039.701

B-B SE 89 18 05 *along E SW¹ Sec. 34*
622.189
44 967.545 3,661.844

START 93 969.037 3,041.724

B-B NE 54 18 36
10.230
85 975.005 3,050.033

B-B SE 89 18 05 *along E sec.*
611.857
44 967.545 3,661.844

B-B NW 89 18 05 *along E sec.*
382.027
86 972.203 3,279.846

B-B SW 47 39 41
4.224
13 969.358 3,276.724

B-B NE 89 55 18 *along E sub. as stated*
212.597
87 969.649 3,489.320

B-B SE 89 18 05 *along E sec.*
172.537
44 967.545 3,661.844

LOT SUMMARY (*Peters lot North of sec. line*)
85 975.005 3,050.033

NE 54 18 36
440.210
17 1,231.824 3,407.565

RADIAL BRG IN: NE 70 04 20

DELTA - 14 29 19
R = 435.000A = 110.000 C = 109.
707 T = 55.295

RADIAL BRG OUT: SW 55 35 01

RADIUS PT
20 1,380.087 3,816.519

P.C. TO P.T.
SE 27 10 19
109.707
18 1,134.224 3,457.665

SW 47 39 41
240.562
86 972.203 3,279.847

NW 89 18 05 *along E sec.*
229.830
85 975.005 3,050.034

NW 53 57 40

0.001 CLOSING LINE
1,020.602 DIST TRAV

1,260,755.773 PRECISION

AREA 42493 SF .9755 ACRES

START 38 939.816 3,267.666

TRAV NW 87 35 55 *along Line "B"*
380.570
88 955.762 2,887.430

TRAV NE 2 24 05
50.000
89 1,005.718 2,889.525

START 37 947.911 3,074.645

RADIUS PT
83 6,672.457 3,314.727

DELTA - 1 37 34
R = 5729.578A = 162.621 C = 162.
616 T = 81.316

P.O.C.
91 943.403 3,237.198

B-B NE 0 46 31
29.318
90 972.718 3,237.594

B-B SE 89 18 05 *along E sec.*
424.281
44 967.545 3,661.844

START 90 972.718 3,237.594

INV NW 84 35 03
349.630
89 1,005.718 2,889.525

B-B SE 84 35 03
180.370
92 988.694 3,069.090

B-B SW 54 18 36
23.463
85 975.005 3,050.033

LOT SUMMARY (*R/W taking N. of sec. line*)
85 975.005 3,050.033

NE 54 18 36
23.463
92 988.694 3,069.089

SE 84 35 03
169.260
90 972.718 3,237.594

NW 89 18 05

187.575

85 975.005 3,050.033

85 975.005 3,050.033

SE 86 37 29

0.000 CLOSING LINE
380.298 DIST TRAV

1,111,060.663 PRECISION

AREA 1305 SF .0300 ACRES

OFFSETS FROM A LINE (~~E~~ SW⁴ Sec. 34)

44 967.545 3,661.844
BASE BRG NW 89 18 05

POINT	BASE DIST	OFFSET
43	61.691	1.504
39	200.757	-25.254
41	276.036	-0.765
40	383.064	-3.771
38	393.811	-32.533
13	385.114	-2.883
59	371.333	31.286
58	393.554	14.126
37	586.917	-26.793
36	618.015	-7.795
35	618.586	-5.539
34	622.234	-0.059
93	620.092	-6.069
30	2662.042	-0.003

OFFSETS FROM A LINE (Line "B")

38 939.816 3,267.666
BASE BRG NW 87 35 55

POINT	BASE DIST	OFFSET
36	224.840	18.066
35	225.478	20.304
34	229.287	25.673
93	226.968	19.728

TIME FOR THIS RUN: 1 15 37

TOTAL TIME ON FILE: 5 35 19

COORDINATES STORED

LIST

2	968.884	3,042.314
11	1,010.127	3,799.587
13	969.358	3,276.724
15	1,379.492	3,381.519
17	1,231.824	3,407.565
18	1,134.224	3,457.664
19	1,028.933	3,559.778
20	1,380.087	3,816.519
22	1,380.067	3,801.519
30	1,000.000	1,000.000
31	875.501	1,045.609
32	260.983	1,477.572
33	521.105	2,638.967
34	975.073	3,039.656
35	969.549	3,043.237

36	967.287	3,043.780
37	947.911	3,074.645
38	939.816	3,267.666
39	944.741	3,460.794
40	968.446	3,278.763
41	970.145	3,385.819
43	969.801	3,600.176
44	967.545	3,661.844
45	968.210	3,716.861
46	970.073	3,799.217
48	1,010.246	3,799.279
50	970.356	4,087.867
51	968.584	4,395.728
52	970.408	4,467.276
56	974.286	6,329.132
58	986.469	3,268.492
59	1,003.356	3,290.920
63	1,134.522	3,456.412
64	1,232.145	3,406.452
66	1,380.493	3,801.693
67	1,430.092	3,801.919
68	989.139	3,809.887
69	1,639.695	3,802.803
70	1,849.988	3,803.957
71	1,379.113	3,431.393
72	1,639.219	3,432.981
73	1,574.135	3,382.833
74	1,007.263	3,710.832
75	967.619	3,661.851
76	968.195	3,716.854
77	1,900.251	3,804.361
78	970.369	3,899.226
79	971.383	3,900.621
80	1,010.219	3,799.473
81	991.025	4,800.078
82	1,541.310	3,802.541
83	6,672.457	3,314.727
84	975.131	3,039.701
85	975.005	3,050.033
86	972.203	3,279.846
87	969.649	3,489.320
88	955.762	2,887.430
89	1,005.718	2,889.525
90	972.718	3,237.594
91	943.403	3,237.198
92	988.694	3,069.090
93	969.037	3,041.724

P 4

1 ***
46 [970.073 ***
3799.217 ***
Substation 269.5518 ***
2 ***
44 [967.545 ***
3661.844 ***
137.376 ***
S/O [-2.340 ***
986.469 ***
58 [3268.492 ***
530.702 ***
S/O [17.122 *

HENDRICKS COUNTY BRIDGE 54
 ***** JOB # 1
 COORDINATE FILE 3461EB
 LENGTH = 500 POINTS
 TIME ON FILE: 5 35 19

FOR STAKING R/W LINES:

***** COGO *****

START
 85 975.005 3,050.033

TRAV NE 54 18 36
 25.040
 95 989.614 3,070.370

INV SW 64 40 00
 33.983
 34 975.073 3,039.656

INV NE 65 10 02
 32.433
 92 988.694 3,069.090

INV SW 54 18 36
 23.463
 85 975.005 3,050.033

S.S. NW 89 37 35
 10.378
 34 975.073 3,039.656

TRAV SE 89 18 05
 195.630
 94 972.620 3,245.649

INV SE 33 52 07
 39.508
 38 939.816 3,267.666

INV NW 42 25 34
 44.574
 90 972.718 3,237.594

INV SE 89 18 05
 8.055
 94 972.620 3,245.649

This survey

41 [1 ***
 970.145 ***
 3385.819 ***
 2 ***
 5 ***

56 [974.286 ***
 6329.132 ***

41-56 [89.5510 ***
 2943.316 ***

Waterover survey

(41) A [1 ***
 9961.940 ***
 13597.348 ***
 2 ***
 5 ***

(56) M [9906.616 ***
 16540.270 ***

A-M [91.0437 ***
 2943.442 ***

a computer prog. for the least squares adj. (22)
 of trilaterated quadrilateral 34-35-36-93 was not
 available until after the computations for this survey
 were completed. The quad. was adj. by B.K. Meade's
 prog. on 1-24-84!

QUAD ADJUSTMENT

SIDE 1=

2.3400 ***

SIDE 2=

8.8000 ***

SIDE 3=

6.5800 ***

SIDE 4=

2.7000 ***

SIDE 5=

6.3700 ***

SIDE 6=

1.6300 ***

LAT. DEG.=

0. ***

RESIDUALS

-0.0018 ***

0.0029 ***

-0.0018 ***

-0.0013 ***

-0.0011 ***

0.0007 ***

ADJ. DISTANCES

2.3382 ***

8.8029 ***

6.5782 ***

2.6987 ***

6.3689 ***

1.6307 ***

SPHERICAL ANGLES D.MS

TRIANGLE ABC

ANGLE A=

5.2518283 ***

ANGLE B=

159.0945580 ***

ANGLE C=

15.2456138 ***

TRIANGLE ACD

ANGLE A=

8.5541749 ***

ANGLE C=

21.2907314 ***

ANGLE D=

149.3510936 ***

TRIANGLE ABD

ANGLE A=

14.2109258 ***

ANGLE B=

75.3024991 ***

ANGLE D=

90.0025750 ***

TRIANGLE CDB

ANGLE C=

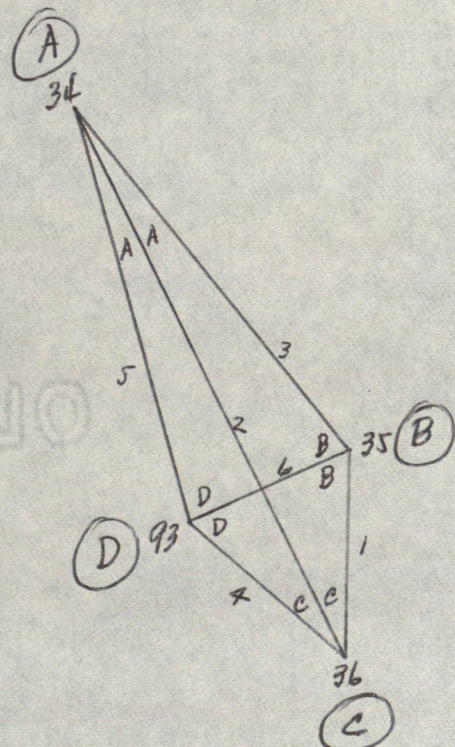
36.5428738 ***

ANGLE D=

59.2631861 ***

ANGLE B=

83.3859401 ***



Check the previous coords.
 of 93!

	1	***
36	967.287	***
	3043.780	***
	3	***
	5	***
34	975.073	***
	3039.656	***
	332.0528	***
36-34	8.811	***
	2	***
	4	***
	310.3621	***
	2.699	***
93	969.043	***
	3041.731	***

* Δ too small for spherical excess.

Angle C in $\Delta ACD \rightarrow 36-34 = 332^{\circ}05'28''$
 $\frac{21\ 29\ 07}{310^{\circ}36'21''}$

93 previously computed $\begin{bmatrix} 969.037 \\ 3041.724 \end{bmatrix}$ USE

STANLEY M. SHARTLE

REGISTERED PROFESSIONAL ENGINEER
REGISTERED LAND SURVEYOR

R. R. 1, BOX 33
STILESVILLE, IND. 46180

Plat of Survey

IN SECTION 34, T.16 N., R.1 E. OF

LOT 2 IN RICHWOOD ESTATES, SECTION ONE

SHOWING THE RIGHT OF WAY REQUIRED FOR BRIDGE 54 UNDER PROJECT BRS-8032()
SURVEYED BY ORDER OF WALTER F. REEDER, HENDRICKS COUNTY HIGHWAY ENGINEER

Explanation

1. This survey determines the boundaries of Lot 2 in Richwood Estates, Section One; the location of the building improvements on said lot; and shows the positions of the proposed center line and right of way line of relocated County Road 100 North relative to said boundaries and building improvements.

2. This survey assumes the coordinates of the steel post at the southwest corner of Section 34 to be North 1000.00 feet and East 1000.00 feet. Bearings shown hereon are oriented to the meridian chosen for use in the legal descriptions contained in the documents prepared by Hendricks County for the acquisition of rights of way for the subject project; namely, that the south line of the Southwest Quarter of said Section 34 bears North 89 degrees 18 minutes 05 seconds West.

3. The south line of the Southwest Quarter of said Section 34 was taken as a straight line connecting the steel post at the southwest corner of said quarter section and the stone at the southeast corner thereof.

4. The word "plat" hereon means the plat of Richwood Estates, Section One, as entered for record in Plat Book 8, page 63, in the Office of the Recorder of Hendricks County, Indiana.

5. Original corner stakes found show that an error was made in laying out the plat which caused portions of Lots 1, 2 and 3 to encroach upon the lands of abutters (see ENCROACHMENT on the annexed drawing). In this resurvey, original lot corners found beyond the boundaries of the subdivision determine only the direction of the lines between said three lots, but not their termini. The true lot corners were taken as the intersections of said lot lines and the true south line of the Southwest Quarter of Section 34.

6. The right of way taking from Lot 2 as indicated on the annexed drawing is as specified on the project plans and is a critique of the legal description that appears in the right of way grant executed by the owner of Lot 2.

7. Lot 2 is subject to all existing rights of way and other easements.

8. Boundary monuments found and set during this survey are described as follows:

No.	North	East	Description
1	1231.82'	3407.56'	Railroad spike set in blacktop pavement.
2	1134.22	3457.66	3/4x12" square-head lag screw set flush.
3	972.20	3279.85	" " " " " " " "
4	975.00	3050.03	" " " " " " " "
5	1232.14	3406.45	New cross found cut into concrete.
6	1134.52	3456.41	Rebar found flush. Recently set.
7	969.80	3600.18	Orig. rebar found for SE corner Lot 1.
8	968.45	3278.76	Rebar found flush. Recently set.
9	969.55	3043.24	Pipe found showing 2 inches.
10	967.29	3043.78	Rebar found showing 1 inch. Recently set.
11	969.04	3041.72	Orig. rebar found for west corner Lot 2.
12	975.07	3039.66	Rebar found showing 1 inch.

I, the undersigned, do hereby certify that I have surveyed the above described property in accordance with the official records, and that this plat is a true representation of said survey.

Given under my hand and seal JANUARY 12, 1984

Stanley M. Shartle
Stanley M. Shartle, Registered Land
Surveyor No. 3431, State of Indiana

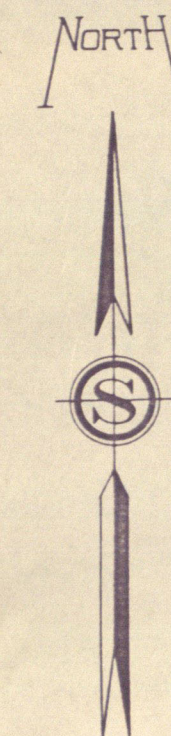
3

N 54° 18' 36" E 450.44' (445.01' plat)
N 54° 18' 36" E 440.21'

20' DRAINAGE EASEMENT

2

240.56' dimension on plat)



Scale: 1" = 20'

N 70° 04' 20" E

RICHWOOD

UTILITY

BUILDING

EASEMENT

LINE

STANLEY M. SHARTLE

REGISTERED PROFESSIONAL ENGINEER

REGISTERED LAND SURVEYOR

R. R. 1, BOX 33

STILESVILLE, IND. 46180

Plat of Survey

IN SECTION 34, T.16 N., R.1 E. OF

IN RICHWOOD ESTATES, SECTION ONE

SHOWING THE RIGHT OF WAY REQUIRED FOR BRIDGE 54 UNDER PROJECT BRS-8032()

ORDERED BY ORDER OF WALTER F. REEDER, HENDRICKS COUNTY HIGHWAY ENGINEER

Explanation

Shows the boundaries of Lot 2 in Richwood Estates, the location of the building improvements, the positions of the proposed center line of relocated County Road 100 North and building improvements.

Shows the coordinates of the steel post at the intersection of Section 34 to be North 1000.00 feet and shown hereon are oriented to the meridian. The legal descriptions contained in the Hendricks County for the acquisition of the project; namely, that the south line of said Section 34 bears North 89° 15' 15" West.

The Southwest Quarter of said Section 34 is shown connecting the steel post at the quarter section and the stone at the quarter section.

This means the plat of Richwood Estates is for record in Plat Book 8, page 10 of Hendricks County, Indiana.

The survey shows that an error was made caused portions of Lots 1, 2 and 3 abutters (see ENCROACHMENT on the survey, original lot corners found subdivision determine only the dimensions of said three lots, but not their true area were taken as the intersections of the south line of the Southwest Quarter

6. The right of way taking from Lot 2 as indicated on the annexed drawing is as specified on the project plans and is a critique of the legal description that appears in the right of way grant executed by the owner of Lot 2.

7. Lot 2 is subject to all existing rights of way and other easements.

8. Boundary monuments found and set during this survey are described as follows:

No.	North	East	Description
1	1231.82'	3407.56'	Railroad spike set in blacktop pavement.
2	1134.22'	3457.66'	3/4x12" square-head lag screw set flush.
3	972.20'	3279.85'	" " " " " " " "
4	975.00'	3050.03'	" " " " " " " "
5	1232.14'	3406.45'	New cross found cut into concrete.
6	1134.52'	3456.41'	Rebar found flush. Recently set.
7	969.80'	3600.18'	Orig. rebar found for SE corner Lot 1.
8	968.45'	3278.76'	Rebar found flush. Recently set.
9	969.55'	3043.24'	Pipe found showing 2 inches.
10	967.29'	3043.78'	Rebar found showing 1 inch. Recently set.
11	969.04'	3041.72'	Orig. rebar found for west corner Lot 2.
12	975.07'	3039.66'	Rebar found showing 1 inch.

I certify that I have surveyed the land in accordance with the official records, and the plat is a true and correct representation of said survey.

JANUARY 12, 1984

Stanley M. Shartle
Stanley M. Shartle, Registered Land Surveyor
No. 3431, State of Indiana

3

N 54° 18' 36" E 450.44' (445.01' plat)
N 54° 18' 36" E 440.21'

20' DRAINAGE EASEMENT

2

240.56' dimension on plat)

NORTH

Scale: 1" = 20'

N 70° 04' 20" E Rad.

RICHWOOD

N 55° 35' 01" E Rad.

DRIVE

EASEMENT

LINE

$\Delta = 14^{\circ}29'19''$ Lt.
 $R = 435.00'$
 $L = 110.00'$
 $T = 55.295'$

UTILITY

BUILDING

drive

50'

line and right of way line of relocated County Road 100 North relative to said boundaries and building improvements.

2. This survey assumes the coordinates of the steel post at the southwest corner of Section 34 to be North 1000.00 feet and East 1000.00 feet. Bearings shown hereon are oriented to the meridian chosen for use in the legal descriptions contained in the documents prepared by Hendricks County for the acquisition of rights of way for the subject project; namely, that the south line of the Southwest Quarter of said Section 34 bears North.89 degrees 18 minutes 05 seconds West.

3. The south line of the Southwest Quarter of said Section 34 was taken as a straight line connecting the steel post at the southwest corner of said quarter section and the stone at the southeast corner thereof.

4. The word "plat" hereon means the plat of Richwood Estates, Section One, as entered for record in Plat Book 8, page 63, in the Office of the Recorder of Hendricks County, Indiana.

5. Original corner stakes found show that an error was made in laying out the plat which caused portions of Lots 1, 2 and 3 to encroach upon the lands of abutters (see ENCROACHMENT on the annexed drawing). In this resurvey, original lot corners found beyond the boundaries of the subdivision determine only the direction of the lines between said three lots, but not their termini. The true lot corners were taken as the intersections of said lot lines and the true south line of the Southwest Quarter of Section 34.

I, the undersigned, do hereby certify that I have surveyed the above described property in accordance with the official records, and that this plat is a true representation of said survey.

Given under my hand and seal JANUARY 12, 1984



Stanley M. Shartle
Stanley M. Shartle, Registered Land
Surveyor No. 3431, State of Indiana

3

7. Lot 2 is subject to all existing rights of way and other easements.

8. Boundary monuments found and set during this survey are described as follows:

No.	North	East	Description
1	1231.82'	3407.56'	Railroad spike set in blacktop pavement.
2	1134.22	3457.66	3/4x12" square-head lag screw set flush.
3	972.20	3279.85	" " " " " " " "
4	975.00	3050.03	" " " " " " " "
5	1232.14	3406.45	New cross found cut into concrete.
6	1134.52	3456.41	Rebar found flush. Recently set.
7	969.80	3600.18	Orig. rebar found for SE corner Lot 1.
8	968.45	3278.76	Rebar found flush. Recently set.
9	969.55	3043.24	Pipe found showing 2 inches.
10	967.29	3043.78	Rebar found showing 1 inch. Recently set.
11	969.04	3041.72	Orig. rebar found for west corner Lot 2.
12	975.07	3039.66	Rebar found showing 1 inch.

$\Delta = 14^{\circ}29'19''$ Lt.
 $R = 435.00'$
 $L = 110.00'$
 $T = 55.295'$

RICHWOOD

UTILITY

BUILDING

EASE

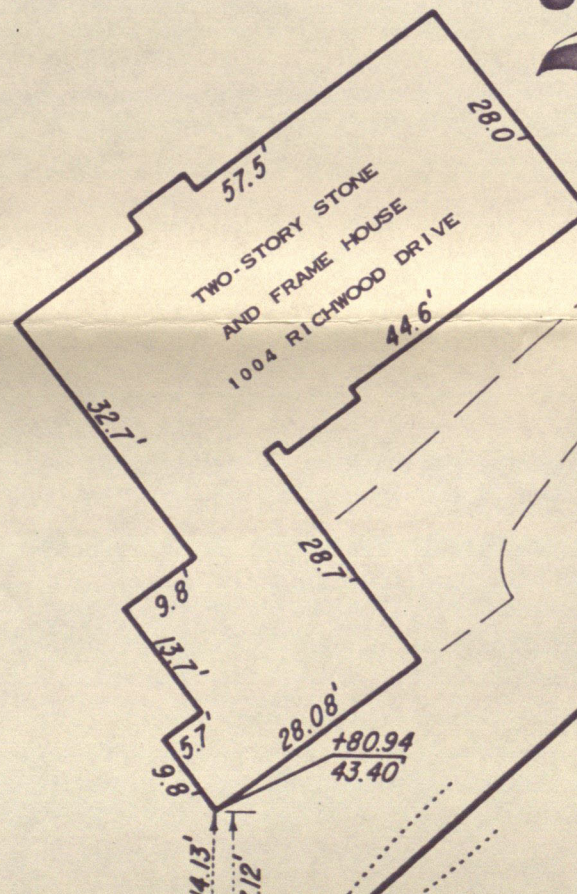
LINE

20' DRAINAGE EASEMENT

2

1

WILLIAM E. PETERS



P.I. 39+80.57 "B"
 $\Delta = 3^{\circ}51'44''$ Lt.
 $D = 1^{\circ}00'00''$
 $R = 5729.58'$
 $L = 386.24'$
 $T = 193.19'$
 $E = 3.26'$
 $S.E. = R.C.$

P.T. 41+73.62 "B"

1305 Sq. Ft.

ENCROACHMENT

TRUE SOUTH LINE OF SECTION AND PROPERTY LINE

SOUTH LINE OF SUBDIVISION AS ORIGINALLY STAKED

Line "B"

P.I. 39+80.57 "B"
I.P.F. found

I.P.F. found

$S87^{\circ}35'55''E$

$S84^{\circ}35'03''E$ 169.26'

187.58'

$N89^{\circ}18'05''W$ 229.83'

$S89^{\circ}55'18''W$ 235.00' (235.00' plat)

+50
29.32' (P.L.)

42.25'

17.12'

9.8'

9.8'

28.08'

28.0'

28.0'

28.0'

28.0'

28.0'

28.0'

28.0'

28.0'

28.0'

28.0'

28.0'

28.0'

28.0'

28.0'

28.0'

7. Lot 2 is subject to all existing rights of way and other easements.

8. Boundary monuments found and set during this survey are described as follows:

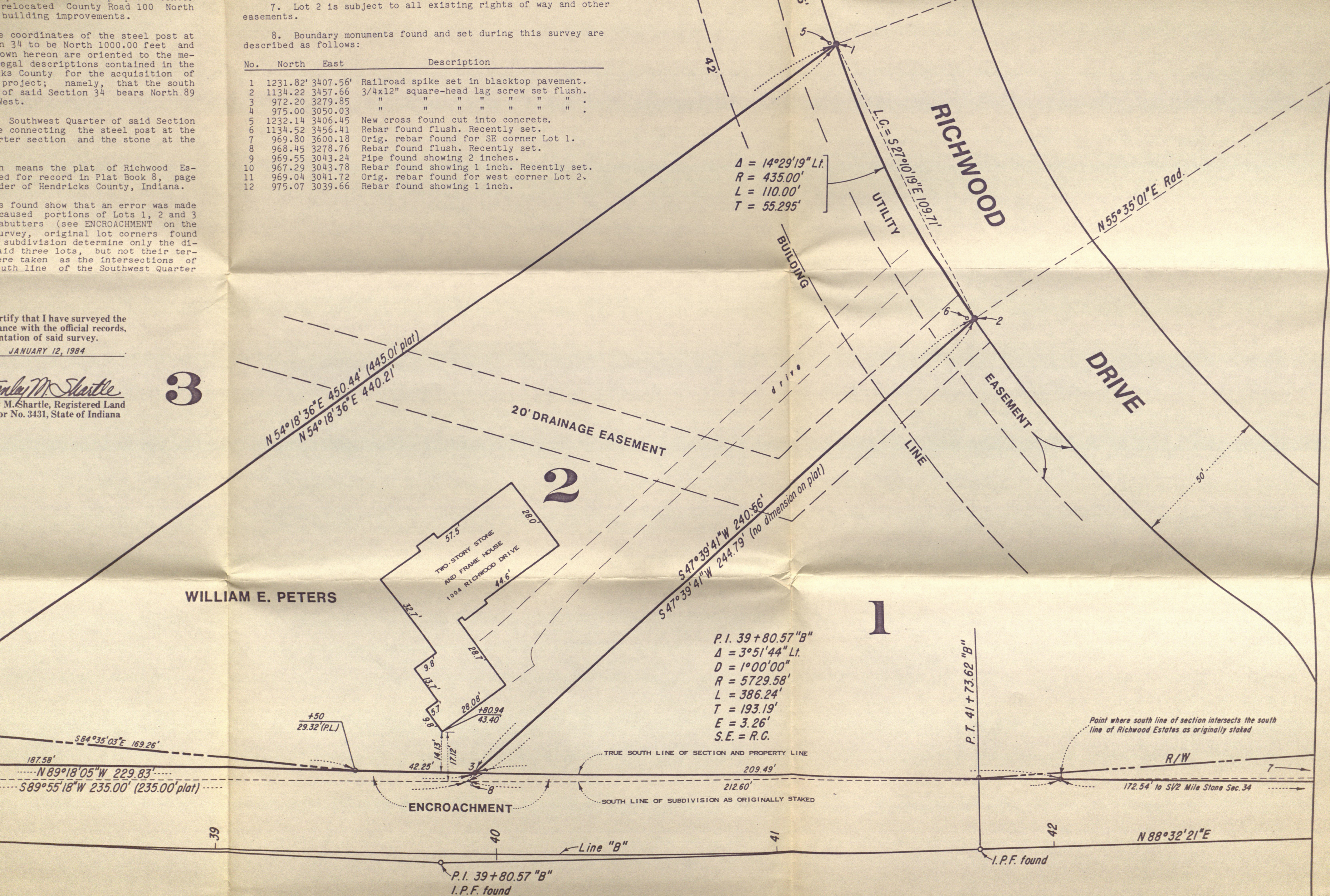
No.	North	East	Description
1	1231.82'	3407.56'	Railroad spike set in blacktop pavement.
2	1134.22	3457.66	3/4x12" square-head lag screw set flush.
3	972.20	3279.85	" " " " " " " "
4	975.00	3050.03	" " " " " " " "
5	1232.14	3406.45	New cross found cut into concrete.
6	1134.52	3456.41	Rebar found flush. Recently set.
7	969.80	3600.18	Orig. rebar found for SE corner Lot 1.
8	968.45	3278.76	Rebar found flush. Recently set.
9	969.55	3043.24	Pipe found showing 2 inches.
10	967.29	3043.78	Rebar found showing 1 inch. Recently set.
11	969.04	3041.72	Orig. rebar found for west corner Lot 2.
12	975.07	3039.66	Rebar found showing 1 inch.

n means the plat of Richwood Es-
ed for record in Plat Book 8, page
der of Hendricks County, Indiana.

certify that I have surveyed the
ance with the official records,
ntation of said survey.

JANUARY 12, 1984

Malay M. Shartle
M. Shartle, Registered Land
or No. 3431, State of Indiana



CURVE NO.	LOCATION	DELTA	RADIUS	TANGENT	LENGTH	L.C.
1	INSIDE OUTSIDE	90°24'	50.00' 100.00'	50.35' 100.70'	78.50' 157.70'	70.96' 141.92'
2	INSIDE OUTSIDE	74°21' 53°45'	385.00' 435.00'	291.97' 220.29'	499.34' 407.62'	465.27' 393.05'
3	INSIDE	66°59'	65.00'	43.01'	75.95'	71.74'

RICHWOOD ESTATES SECTION ONE

I, THE UNDERSIGNED, BEING DULY AUTHORIZED AND LICENSED AS A REGISTERED PROFESSIONAL ENGINEER AND LAND SURVEYOR, WITHIN THE STATE OF INDIANA DO HEREBY CERTIFY THAT THE ATTACHED PLAT AND SURVEY OF "RICHWOOD ESTATES SECTION ONE", IS SITUATED IN WASHINGTON TOWNSHIP, HENDRICKS COUNTY, INDIANA; AND IS A TRUE REPRESENTATION OF A SUBDIVISION OF A PART OF THE SOUTH HALF OF SECTION 34 TOWNSHIP 16 NORTH, RANGE 1 EAST; AND BEING MORE PARTICULARLY DESCRIBED, AS FOLLOWS, TO-WIT:

COMMENCING AT THE SOUTHEAST CORNER OF SAID HALF SECTION; THENCE RUN WEST ON AND ALONG THE SOUTH LINE OF SAID HALF SECTION A DISTANCE OF 2525.00 FEET TO THE BEGINNING POINT OF THIS DESCRIPTION; THENCE CONTINUE ON THE LAST DESCRIBED COURSE A DISTANCE OF 757.06 FEET; THENCE DEFLECT RIGHT 71 DEGREES 43 MINUTES AND RUN NORTHWESTERLY A DISTANCE OF 110.00 FEET; THENCE DEFLECT LEFT 32 DEGREES 21 MINUTES AND RUN NORTHWESTERLY A DISTANCE OF 135.40 FEET; THENCE DEFLECT LEFT 20 DEGREES 34 MINUTES AND RUN NORTHWESTERLY A DISTANCE OF 127.40 FEET; THENCE DEFLECT RIGHT 53 DEGREES 11 MINUTES AND RUN NORTHEASTERLY A DISTANCE OF 224.50 FEET; THENCE DEFLECT RIGHT 17 DEGREES 59 MINUTES AND RUN NORTHEASTERLY A DISTANCE OF 563.54 FEET; THENCE DEFLECT RIGHT 50 DEGREES 54 MINUTES AND RUN SOUTHEASTERLY A DISTANCE OF 370.43 FEET; THENCE DEFLECT RIGHT 82 DEGREES 32 MINUTES AND RUN SOUTH A DISTANCE OF 1223.46 FEET TO THE PLACE BEGINNING, CONTAINING 21.76 ACRES, MORE OR LESS AND SUBJECT TO ALL LEGAL HIGHWAYS, RIGHTS-OF-WAY AND EASEMENTS OF RECORD.

SAID ADDITION CONSISTS OF 21 LOTS, NUMBERED 1 THROUGH 21, THE LOCATIONS AND DIMENSIONS OF THE LOTS, STREETS AND EASEMENTS ARE SHOWN ON THE PLAT; AND ALL DIMENSIONS ARE SHOWN IN FEET AND DECIMAL PARTS THEREOF.

I DO HEREBY CERTIFY THAT ALL THE ABOVE IS TRUE AND CORRECT, AND IN WITNESS THEREOF, DO HEREBY SET MY HAND AND SEAL, THIS 21 DAY OF July 1971.



R.A. Lewis
R. A. LEWIS
REGISTERED LAND SURVEYOR
REGISTERED ENGINEER NO. 13
STATE OF INDIANA

THE UNDERSIGNED DEGAN AND ASSOCIATES INC., REPRESENTED BY ITS CORPORATE OFFICERS JAMES E. DEGAN, PRESIDENT AND FRANCES E. DEGAN, VICE-PRESIDENT, OWNER OF THE REAL ESTATE SHOWN AND DESCRIBED ON THE PLAT HEREON, DO HEREBY CERTIFY THAT WE HAVE LAID OFF, AND SUBDIVIDED; AND DO HEREBY LAYOFF, PLAT AND SUBDIVIDE SAID REAL ESTATE IN ACCORDANCE WITH THE HEREON PLAT.

THIS SUBDIVISION SHALL BE KNOWN AND DESIGNATED AS "RICHWOOD ESTATE SECTION ONE", BEING LOCATED IN WASHINGTON TOWNSHIP, HENDRICKS COUNTY, INDIANA. ALL STREETS NOT HERETOFORE DEDICATED ARE HEREBY DEDICATED TO THE PUBLIC.

James E. Degan
JAMES E. DEGAN
PRESIDENT

Frances E. Degan
FRANCES E. DEGAN
VICE-PRESIDENT

STATE OF INDIANA } ss
COUNTY OF HENDRICKS }
BEFORE ME, A NOTARY PUBLIC IN AND FOR SAID COUNTY AND STATE PERSONALLY APPEARED JAMES E. DEGAN AND FRANCES E. DEGAN REPRESENTING DEGAN AND ASSOCIATES INC., OWNER OF THE ABOVE DESCRIBED REAL ESTATE, AND ACKNOWLEDGED THE EXECUTION OF THE FOREGOING INSTRUMENT AS THEIR VOLUNTARY ACT AND DEED FOR THE USE AND PURPOSE THEREIN EXPRESSED.
WITNESS MY SIGNATURE THIS 19 DAY OF August 1971.
MY COMMISSION EXPIRES June 6, 1973

C. Marie Banister
NOTARY PUBLIC

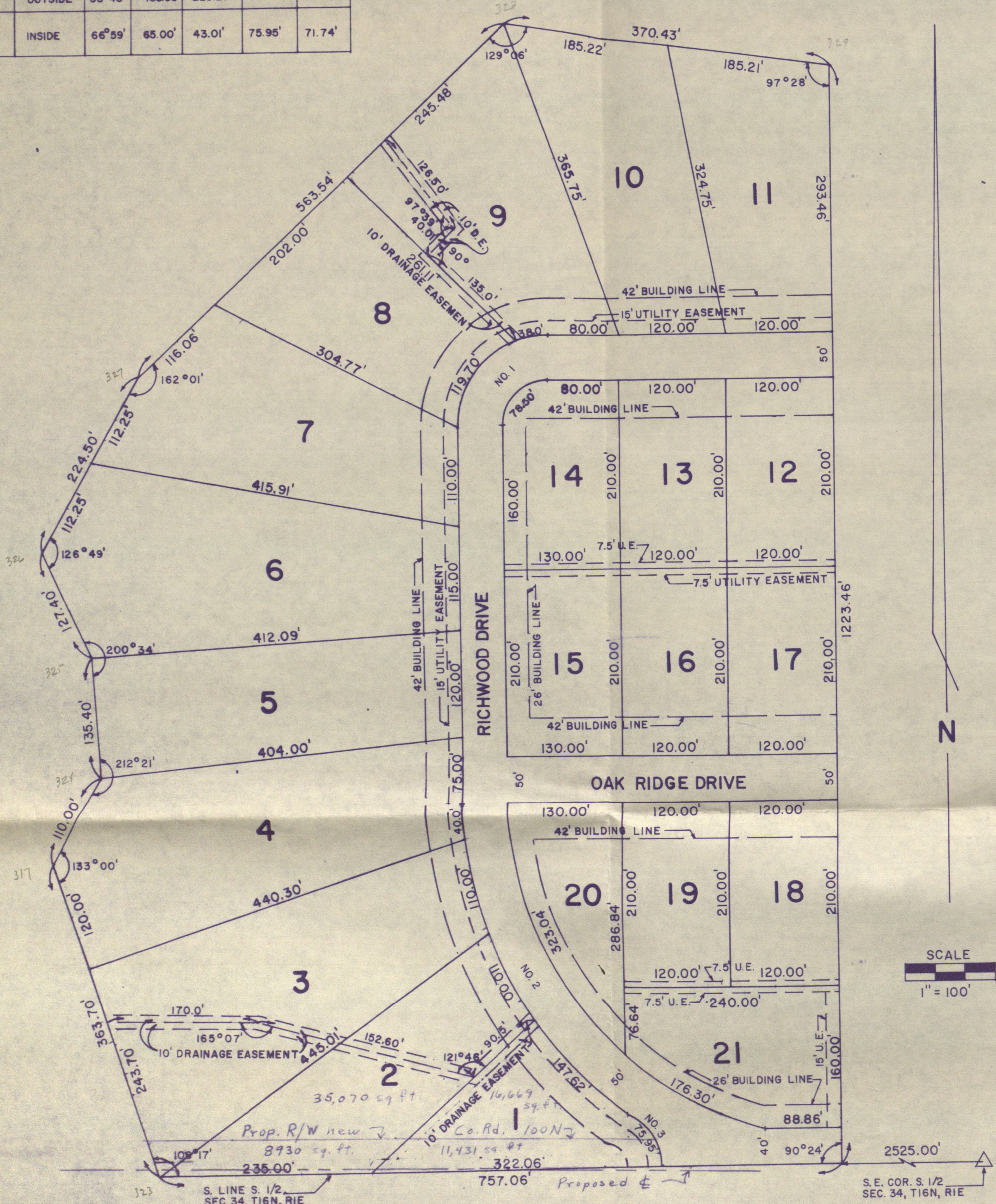
CERTIFICATE

UNDER AUTHORITY PROVIDED BY CHAPTERS 283-ACTS OF 1955, ENACTED BY THE GENERAL ASSEMBLY OF THE STATE OF INDIANA AND ORIGINALLY ADOPTED BY THE BOARD OF COUNTY COMMISSIONERS OF THE COUNTY OF HENDRICKS, INDIANA, THIS PLAT WAS GIVEN OF THE COUNTY OF HENDRICKS AS FOLLOWS:
APPROVED BY COUNTY PLAN COMMISSION AT A MEETING HELD Aug 7, 1971

Duly entered for taxation this 16th day of April 1973
Mary Jane Weather
Auditor, Hendricks County, Ind.
Mary Jane Weather
AUDITOR HENDRICKS COUNTY

3111
ENTERED FOR RECORD
APR 16 1973
HENDRICKS COUNTY

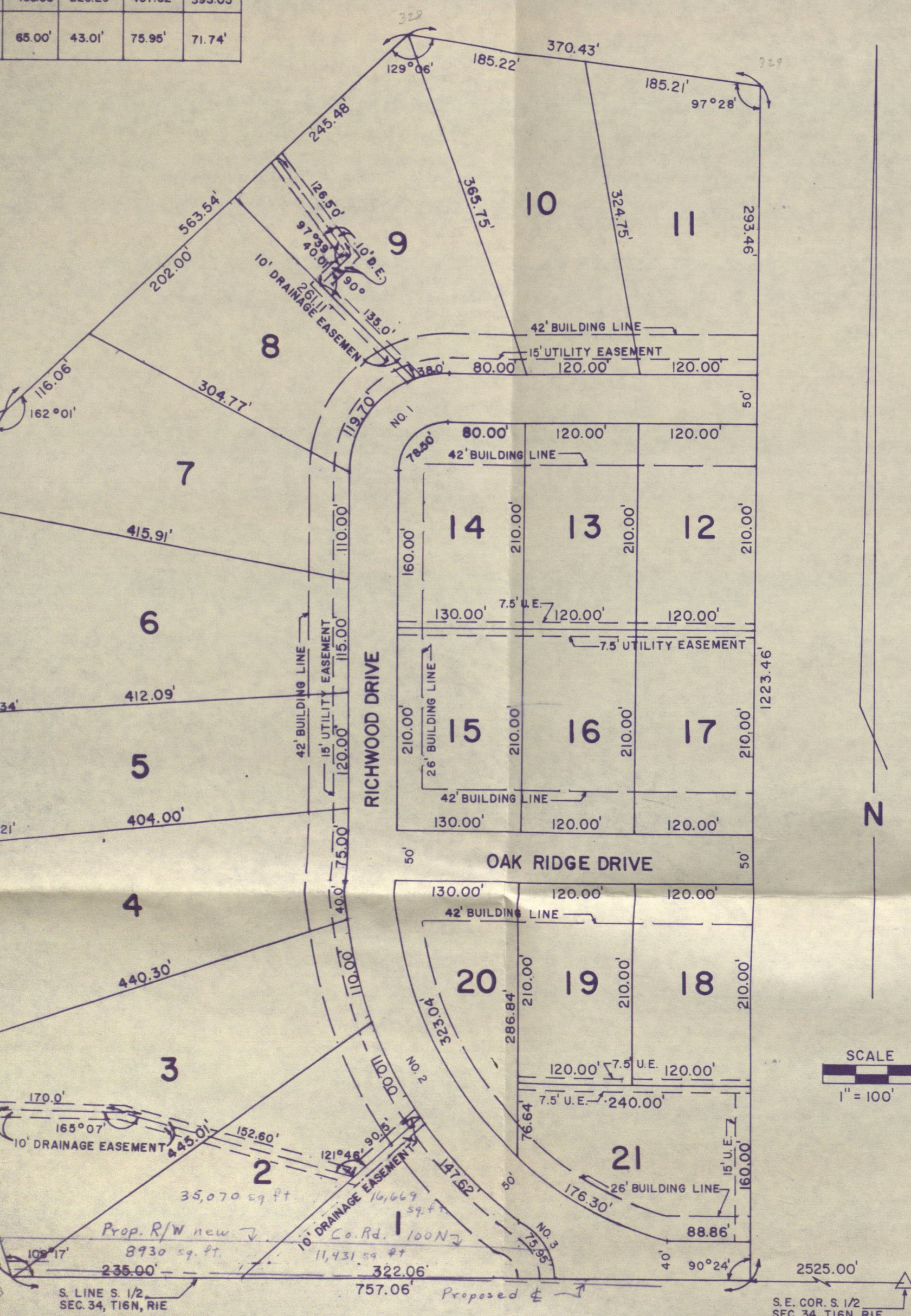
Charles White
PRESIDENT
W.D. Parson
SECRETARY



NOTE: THE MINIMUM FIRST FLOOR ELEVATIONS FOR ALL BUILDINGS SHALL BE 840.00 FEET ABOVE MEAN SEA LEVEL.

RADIUS	TANGENT	LENGTH	L.C.
50.00'	50.35'	78.50'	70.96'
100.00'	100.70'	157.70'	141.92'
385.00'	291.97'	499.34'	465.27'
435.00'	220.29'	407.62'	393.05'
65.00'	43.01'	75.95'	71.74'

RICHWOOD ESTATES SECTION ONE

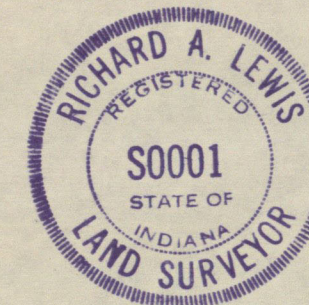


I, THE UNDERSIGNED, BEING DULY AUTHORIZED AND LICENSED AS A REGISTERED PROFESSIONAL ENGINEER AND LAND SURVEYOR, WITHIN THE STATE OF INDIANA DO HEREBY CERTIFY THAT THE ATTACHED PLAT AND SURVEY OF "RICHWOOD ESTATES SECTION ONE", IS SITUATED IN WASHINGTON TOWNSHIP, HENDRICKS COUNTY, INDIANA; AND IS A TRUE REPRESENTATION OF A SUBDIVISION OF A PART OF THE SOUTH HALF OF SECTION 34 TOWNSHIP 16 NORTH, RANGE 1 EAST; AND BEING MORE PARTICULARLY DESCRIBED, AS FOLLOWS, TO-WIT:

COMMENCING AT THE SOUTHEAST CORNER OF SAID HALF SECTION; THENCE RUN WEST ON AND ALONG THE SOUTH LINE OF SAID HALF SECTION A DISTANCE OF 2525.00 FEET TO THE BEGINNING POINT OF THIS DESCRIPTION; THENCE CONTINUE ON THE LAST DESCRIBED COURSE A DISTANCE OF 757.06 FEET; THENCE DEFLECT RIGHT 71 DEGREES 43 MINUTES AND RUN NORTHWESTERLY A DISTANCE OF 363.70 FEET; THENCE DEFLECT LEFT 47 DEGREES 00 MINUTES AND RUN NORTHWESTERLY A DISTANCE OF 110.00 FEET; THENCE DEFLECT LEFT 32 DEGREES 21 MINUTES AND RUN NORTHWESTERLY A DISTANCE OF 135.40 FEET; THENCE DEFLECT LEFT 20 DEGREES 34 MINUTES AND RUN NORTHWESTERLY A DISTANCE OF 127.40 FEET; THENCE DEFLECT RIGHT 53 DEGREES 11 MINUTES AND RUN NORTHEASTERLY A DISTANCE OF 224.50 FEET; THENCE DEFLECT RIGHT 17 DEGREES 59 MINUTES AND RUN NORTHEASTERLY A DISTANCE OF 563.54 FEET; THENCE DEFLECT RIGHT 50 DEGREES 54 MINUTES AND RUN SOUTHEASTERLY A DISTANCE OF 370.43 FEET; THENCE DEFLECT RIGHT 82 DEGREES 32 MINUTES AND RUN SOUTH A DISTANCE OF 1223.46 FEET TO THE PLACE OF BEGINNING, CONTAINING 21.76 ACRES, MORE OR LESS AND SUBJECT TO ALL LEGAL HIGHWAYS, RIGHTS-OF-WAY AND EASEMENTS OF RECORD.

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I DO HEREBY CERTIFY THAT ALL THE ABOVE IS TRUE AND CORRECT, AND IN WITNESS THEREOF, DO HEREBY SET MY HAND AND SEAL, THIS 21 DAY OF July 1971.



R.A. Lewis
R. A. LEWIS
REGISTERED LAND SURVEYOR
REGISTERED ENGINEER NO. 13420
STATE OF INDIANA

THE UNDERSIGNED DEGAN AND ASSOCIATES INC., REPRESENTED BY ITS CORPORATE OFFICERS JAMES E. DEGAN, PRESIDENT AND FRANCES E. DEGAN, VICE-PRESIDENT, OWNER OF THE REAL ESTATE SHOWN AND DESCRIBED ON THE PLAT HEREON, DO HEREBY CERTIFY THAT WE HAVE LAID OFF, PLAT AND SUBDIVIDED; AND DO HEREBY LAYOFF, PLAT AND SUBDIVIDE SAID REAL ESTATE IN ACCORDANCE WITH THE HEREON PLAT.

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James E. Degan
JAMES E. DEGAN
PRESIDENT

Frances E. Degan
FRANCES E. DEGAN
VICE-PRESIDENT

STATE OF INDIANA }
COUNTY OF HENDRICKS } ss
BEFORE ME, A NOTARY PUBLIC IN AND FOR SAID COUNTY AND STATE PERSONALLY APPEARED JAMES E. DEGAN AND FRANCES E. DEGAN REPRESENTING DEGAN AND ASSOCIATES INC., OWNER OF THE ABOVE DESCRIBED REAL ESTATE, AND ACKNOWLEDGED THE EXECUTION OF THE FOREGOING INSTRUMENT AS THEIR VOLUNTARY ACT AND DEED FOR THE USE AND PURPOSE THEREIN EXPRESSED.
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APPROVED BY COUNTY PLAN COMMISSION AT A MEETING HELD Aug 7, 1971

Duly entered for taxation this 16th day of April 1973
Fee \$

Mary Jane Weather
Auditor, Hendricks County, Ind.
Mary Jane Weather
AUDITOR HENDRICKS COUNTY

3111
ENTERED FOR RECORD
BOOK 2 APR 16 1973
PAGES 1-3

Charles Whicker
PRESIDENT

W.D. Parson

NOTE: THE MINIMUM FIRST FLOOR ELEVATIONS FOR ALL BUILDINGS SHALL BE 840.00 FEET ABOVE MEAN SEA LEVEL.

STANLEY M. SHARTLE
REGISTERED PROFESSIONAL ENGINEER
REGISTERED LAND SURVEYOR

SHEET 1 OF 2

Job County 34-16-1E Date 1-2-84 Hg. 29.7" Temp. 40°
(3461EB) At _____

Point	Direction	ZA	Observed slope distance	Mean	Hor. distance
31	30 0°00'00"	92°34'50"	132.73 .72	.725	132.590
	32 165 00 56	90 15 42	751.15 .16 .16	.157	751.149
32	31 0°00'00"		.	.	
	33 112 28 48		.	.	
	65 59 32 30		.	.	42.42
33	32 0 00 00	92 45 44	1191.56 .55 .55	.553	1190.169
	43 167 36 04	89 34 50	1060.81 .81 .80	.807	1060.779
41	78 0 00 00	89 59 24	513.41 .41 .40	.407	513.407
	79 359 53 14	89 59 19	514.75 .80 .80 .81	.803	514.803
	81 359 10 48	89 46 24	1414.42 .41 .41	.413	1414.402
	51 0 06 49	89 58 47	1009.91 .91 .91	.91	1009.910
	50 0 00 28	89 51 38	702.05 .05	.05	702.048
	68 357 27 38	90 03 40	424.49 .50 .49 .49	.493	424.493
	48 354 29 07	90 03 38	415.40 .40 .40	.40	415.400
	43 0 06 59	90 00 00	214.37 .37	.37	214.370 ^{mean} 214.367
	63 293 16 09	90 44 06	178.92 .91	.915	178.900
	64 274 31 50	90 24 26	262.82 .81	.815	262.808
	38 165 37 47	89 56 48	121.99 .99	.99	121.990
	40 179 06 55	90 13 00	107.21 .21	.21	107.209
	R.O. 359 08 15	STAR on newspaper box	.	.	
	39 18 44 35	90 17 02	79.17 .17	.17	79.169
	37 175 56 32	89 53 00	311.98 .98	.98	311.979
	36 179 32 42	89 47 18	342.06 .05 .05	.053	342.051
	35 179 55 27	89 48 04	342.59 .58	.585	342.583
	34 180 50 22	89 50 00	346.20 .20	.20	346.199
	59 199 18 46	92 05 25	100.44 .43 B*	.61	100.543
	58 187 57 24		.	.	
	44 0 33 53	90 04 31	276.04 .03 .03	.037	276.037
	45 0 21 36	90 04 20	331.05 .04 .04	.047	331.047
*Add 0.175' for back of prism held on point					

STANLEY M. SHARTLE
REGISTERED PROFESSIONAL ENGINEER
REGISTERED LAND SURVEYOR

SHEET 2 OF 2

Job County 34-16-1E Date 1-2-84 Hg. 29.7 Temp. 40°
(3461EB) At _____

Point	Direction	ZA	Observed slope distance	Mean	Hor. distance
43 { 33	0°00'00"		.	.	
81 { 81	204 00 37	89 45 59	1200.11 .11 .11	.11	1200.100
41 { 41	25 06 55	90 23 31	214.37 37	.37	214.365 ^{214.367}
38 { 38	19 52 12	90 07 25	333.86 85	.855	333.854
61 { 61	43 57 15		.	.	
63 { 63	73 54 27	90 47 55	218.65 .67	.66	218.639
64 { 64	78 34 43	90 28 14	326.14 .14	.14	326.129
			.	.	
			.	.	1-3-84
81 { 41	0 00 00		.	.	
43 { 43	359 50 00		.	.	
56 { 56	181 28 24	90 18 23	1529.17 .16 .17	.167	1529.145
			.	.	
41 { 78	0 00 00		.	.	
75 { 75	0 32 58	90 04 50	276.03 .05 .05	.043	276.043
76 { 76	0 21 45	90 04 50	331.03 .04 .05 .04	.040	331.040
74 { 74	Obscured		.	.	
71 { 71	276 23 01	89 41 05	411.49 .52	.505	411.499
72 { 72	274 03 25	89 45 37	670.74 .74	.74	670.734
73 { 73	269 44 30	89 49 37	604.00 .00	.00	603.997
			.	.	
			.	.	
68 { 41	0 00 00		.	.	
66 { 66	91 21 54	90 01 31	391.44 .44	.44	391.440
67 { 67	91 31 45	90 02 00	441.02 .03	.025	441.025
82 { 82	91 48 08	90 05 00	552.22 .22	.22	552.220
69 { 69	91 56 26	90 04 04	650.60 .59	.595	650.595
70 { 70	92 10 11	90 00 00	860.87 .87	.87	860.870
74 { 74	12 56 00		.	.	100.7
77 { 77	92 13 01	89 54 02	911.13 .13	.13	911.129
			.	.	
			.	.	

BRS Proj. No. 8032

RIGHT OF WAY GRANT

Section

Str. No. 9809

This indenture witnesseth that the undersigned, as grantors and owners of land in Hendricks County County, Indiana, more definitely described below, through, over and upon which will pass a public highway which it is proposed by The Board of Commissioners of Hendricks County to improve, hereby grant, bargain, warrant and convey to Hendricks County for Right of Way, lands as described below and located by surveys and shown on plans on file in the office of the Auditor of Hendricks County. The description from said plans of said right of way hereby granted is as follows:

PLANS ON ROAD NO. 100N, BRS PROJECT NO. 8032 SEC. STR. NO. 9809

PLANS DATED 1979, which plans are incorporated herein and made a part of this grant.

SEC. 34, T 16N, R 1E, Temp. 0.033 ACRES, MORE OR LESS, ACQUIRED

Descriptions are of parcels of land lying between the plan center line and the plan right of way line on the above designated project.

Measured distances along plan center line are indicated by Station Number and plus.

Widths of parcels are indicated in feet, measured at a right angle from plan center line at designated Station Number and plus; however, when Station Number and plus is followed by the letters P.L.; F.L.; F.D.; L.L. or C/L.S. (indicating property line, Fence Line, Field Division, Lot Line and Center line of Stream respectively) or other identifying notations, it shall mean that the boundary line follows said identified line from plan center line to plan right of way line.

Above explanation is applicable only if center line description is used.

PARCEL 10:

TEMPORARY RIGHT OF WAY

The following described right of way is temporary right of way for construction and will revert to the grantor upon the completion of said project: A part of Lot 2 in Richwood Estates, Section One, the plat of which is recorded in Plat Book 8, page 63 in the Office of the Recorder of Hendricks County, Indiana, described as follows: Beginning at the western corner of said lot; thence North 55 degrees 15 minutes 28 seconds East 25.04 feet along the northwestern line of said lot; thence South 84 degrees 33 minutes 49 seconds East 175.82 feet to the south line of said lot; thence North 89 degrees 18 minutes 05 seconds West 195.63 feet along said south line to the point of beginning and containing 0.033 acres, more or less.

P 1				1	***
				21476.84	1000.000
					1000.000
				2	***
				4	***
				270.0000	***
				465.190	***
				17+11.65"A"	1000.000
					534.810
					0.0000
					0.140
				17+11.65"A"	1000.140
				0.14 LT.	534.810
				SW Cor. 34	2
					5
				S2Mi. 34	967.676
					3196.795
				S2Mi. 34	90.4155
					2662.183

Obvious origin of N89°18'05"W
in above description

S89°18'05"E

STAKING SHEET NO. 1

P 1

	1	***
34	[975.073	***
	[3039.656	***
	2	***
	5	***
85	[975.005	***
	[3050.033	***
34-85	[90.2232	***
	[10.377	***
36	[967.287	***
	[3043.780	***
85-36	[219.0050	***
	[9.933	***
34	[975.073	***
	[3039.656	***
36-34	[332.0528	***
	[8.811	***

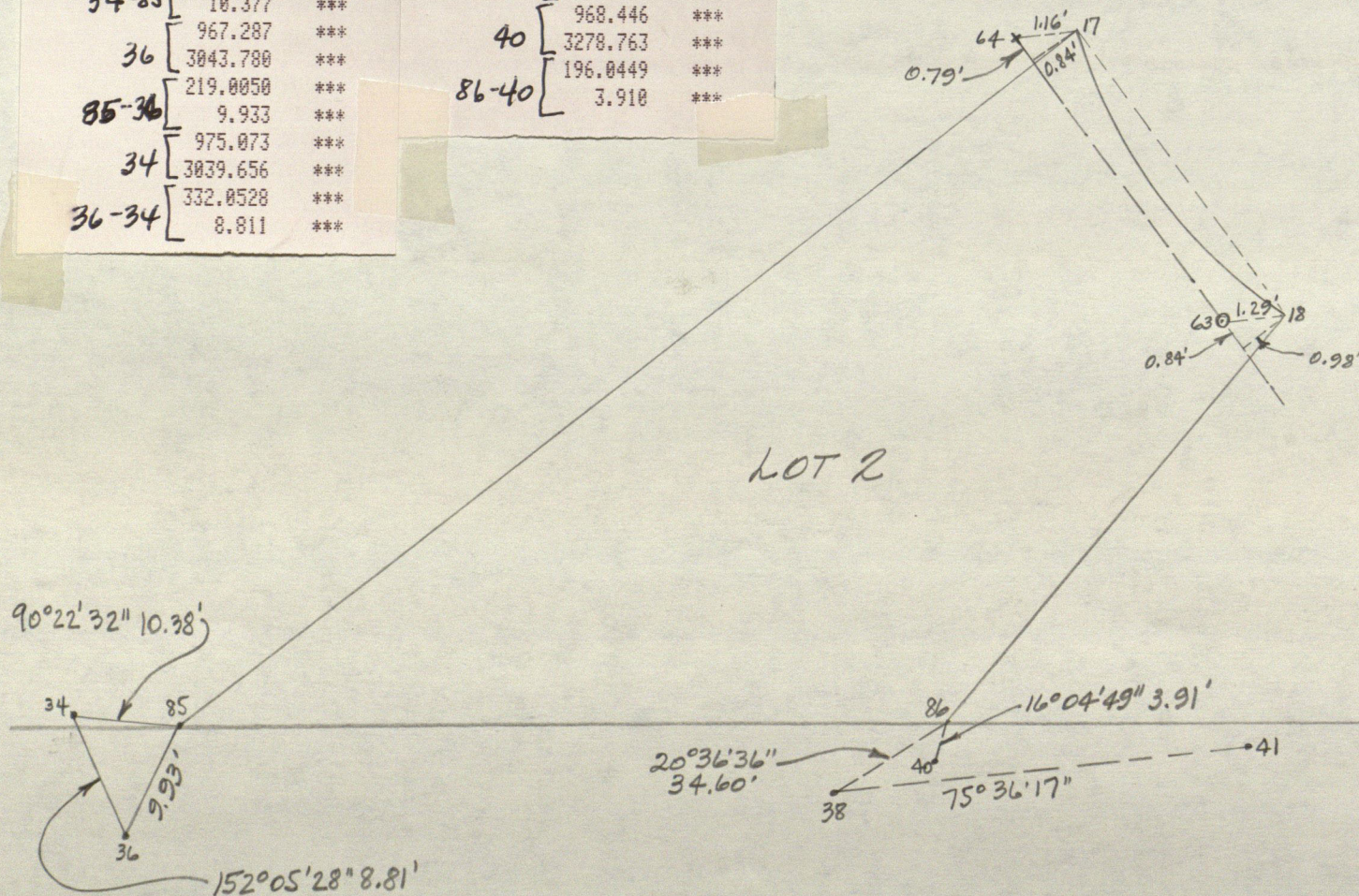
	1	***
38	[939.816	***
	[3267.666	***
	2	***
	5	***
86	[972.203	***
	[3279.846	***
38-86	[20.3636	***
	[34.602	***
40	[968.446	***
	[3278.763	***
86-40	[196.0449	***
	[3.910	***

P 1

	1	***
18	[1134.224	***
	[3457.664	***
	2	***
	5	***
63	[1134.522	***
	[3456.412	***
18-63	[283.2318	***
	[1.287	***
64	[1232.145	***
	[3406.452	***
63-64	[332.5354	***
	[109.664	***
17	[1231.824	***
	[3407.565	***
64-17	[106.0517	***
	[1.158	***

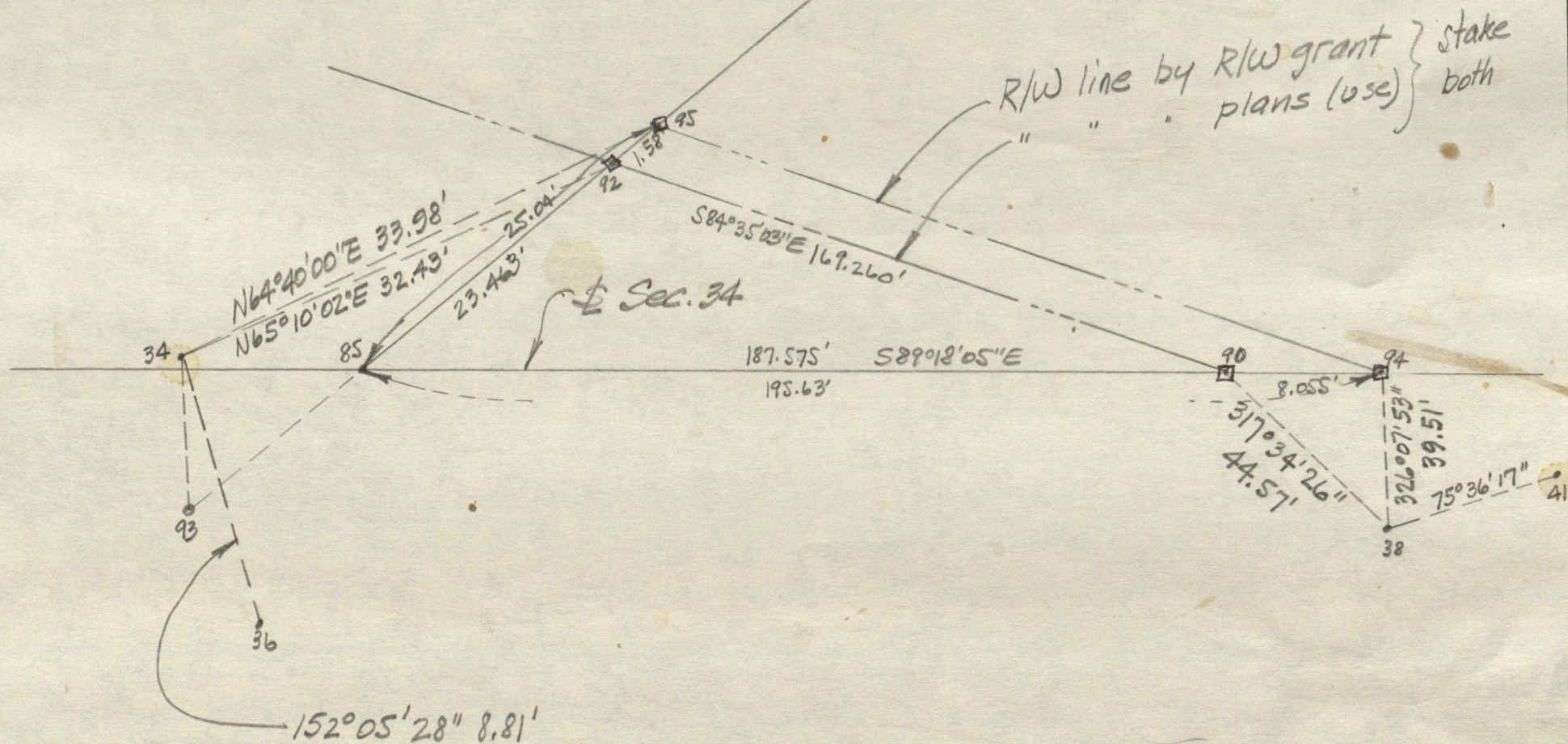
P 4

	1	***
63	[1134.522	***
	[3456.412	***
63-64	[332.5354	***
	[2	***
18	[1134.224	***
	[3457.664	***
S/O	[-0.836	***
	[0.979	***
17	[1231.824	***
	[3407.565	***
S/O	[108.871	***
	[0.844	***



1-24-84

$\square$ = wood hub & lathe set



STAKING SHEET

1-11-84 190°

P 1

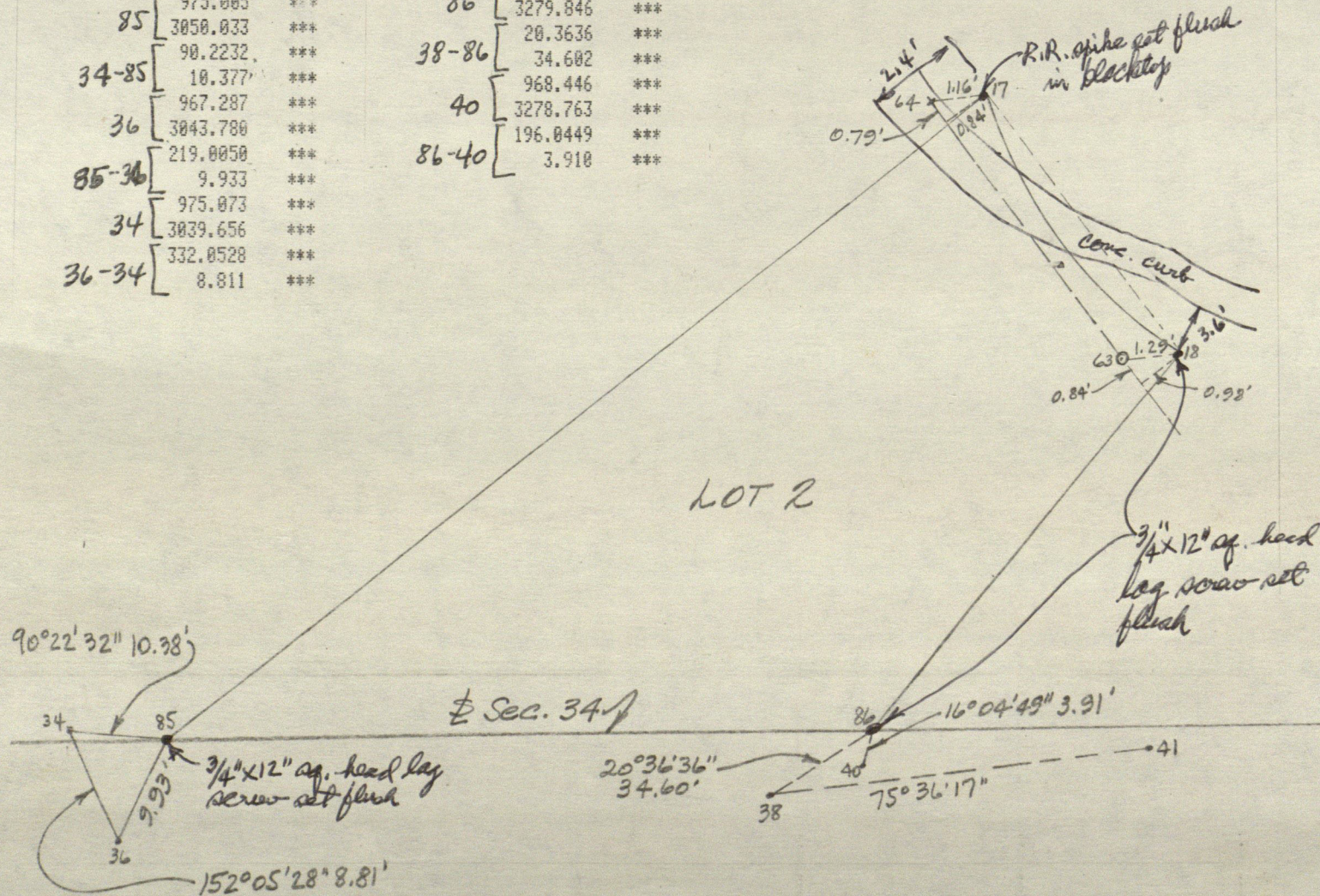
P 1	1	***
34	[975.073	***
	[3039.656	***
	2	***
	5	***
85	[975.005	***
	[3050.033	***
34-85	[90.2232	***
	[10.377	***
36	[967.287	***
	[3043.780	***
85-36	[219.0050	***
	[9.933	***
34	[975.073	***
	[3039.656	***
36-34	[332.0528	***
	[8.811	***

38	[939.816	***
	[3267.666	***
	2	***
	5	***
86	[972.203	***
	[3279.846	***
38-86	[20.3636	***
	[34.602	***
40	[968.446	***
	[3278.763	***
86-40	[196.0449	***
	[3.910	***

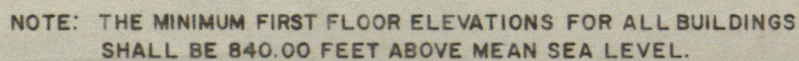
	1	***
18	[1134.224	***
	[3457.664	***
	2	***
	5	***
63	[1134.522	***
	[3456.412	***
18-63	[283.2318	***
	[1.287	***
64	[1232.145	***
	[3406.452	***
63-64	[332.5354	***
	[109.664	***
17	[1231.824	***
	[3407.565	***
64-17	[106.0517	***
	[1.158	***

P 4

	1	***
63	[1134.522	***
	[3456.412	***
63-64	[332.5354	***
	2	***
18	[1134.224	***
	[3457.664	***
s/o	[-0.836	***
	[0.979	***
17	[1231.824	***
	[3407.565	***
s/o	[108.871	***
	[0.844	***



Curve 1 (outside)	Curve 1 (inside)
R=100.0000	R=50.0000
D=57.1745	D=114.3530
DELTA=90.2400	DELTA=90.2400
L=157.7778	L=78.8889
T=100.7006	T=50.3503
C=141.9141	C=70.9571
M=29.5366	M=14.7683
E=41.9176	E=20.9588



PRELIMINARY BRGS. ONLY (~~E~~ SUB. = N0°00'00"E)

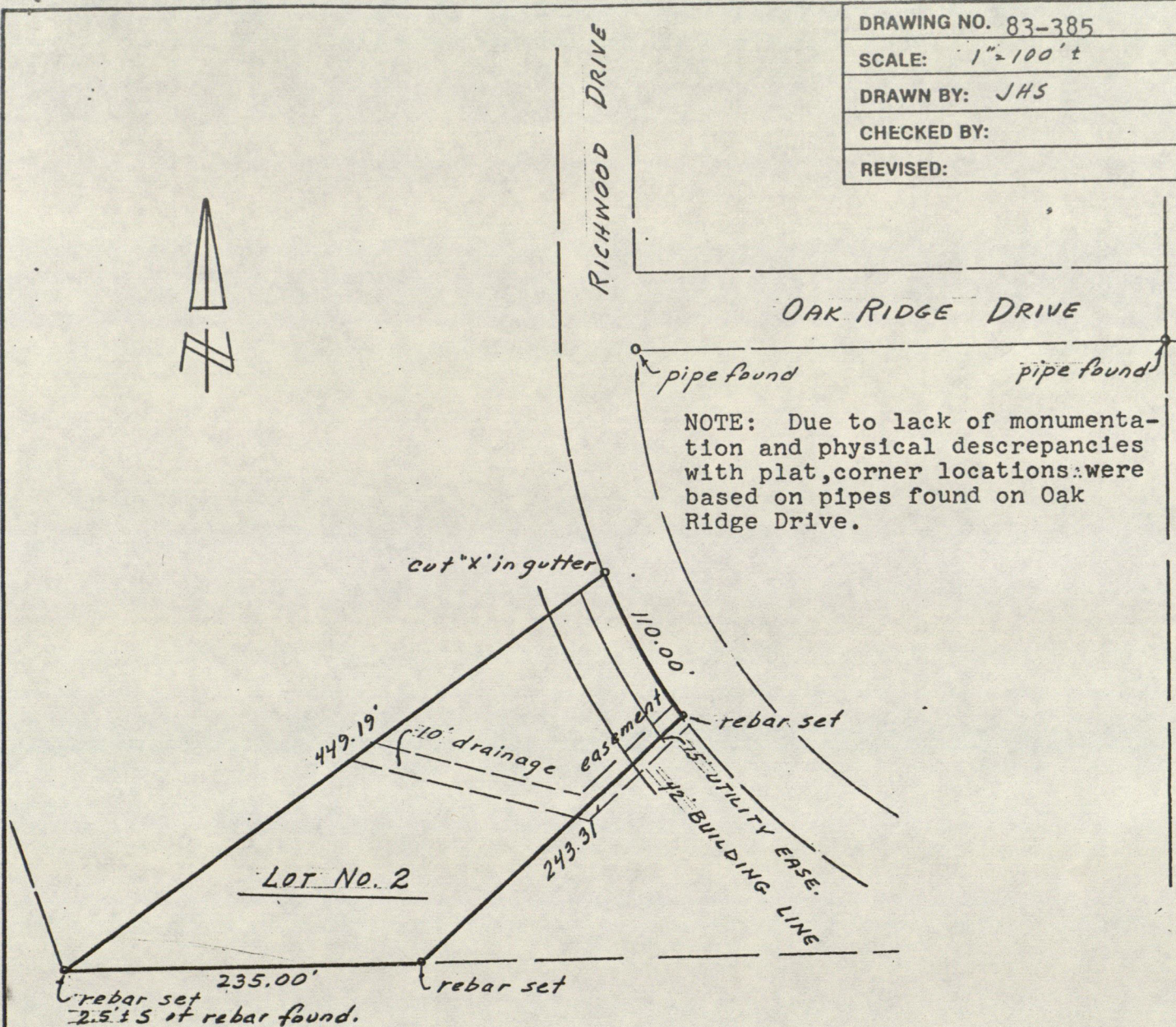
DRAWING NO. 83-385

SCALE: 1"=100'

DRAWN BY: JHS

CHECKED BY:

REVISED:



To: Bill Peters

The above drawing represents a survey prepared under my direction of Lot No. 2 in Richwood Estates Section One as recorded in Plat Book 8 page 63 in the Office of the Recorder of Hendricks County, Indiana.

The corners were established as shown hereon.

USES PIPES ON NORTH
DID NOT FIND THE
SECTION LINE BECAUSE OF
TIME & DISTANCE WASTED
PETERS NOT ENOUGH GOOD WILL TO
MAKE CERTAIN
CHECK:
DISAGREE WITH OUR
SURVEY - DOESN'T THINK
WE CAN LIVE WITH 30' OF
HOUSE CONVICTION.
MAY TAKE INDEPENDENT SURVEY
TO RESOLVE.

Given under my hand and seal this 25th day of November, 19 83

John H. Silnes
 John H. Silnes #S0304

Registered Land Surveyor
 State of Indiana

SITE LINE, INC.
 Land Surveying and Civil Engineering

10 West Main Street, P.O. Box 602, Greenwood, Indiana 46142 • Phone 882-9301



STILESVILLE, IND. 46180

Date _____

STANLEY M. SHARTLE

REGISTERED PROFESSIONAL ENGINEER

RURAL ROUTE 1, BOX 33

STILESVILLE, IND. 46180

LOCATION OF MONUMENT: SECTION 34, T. 16 N., R. 1 E.

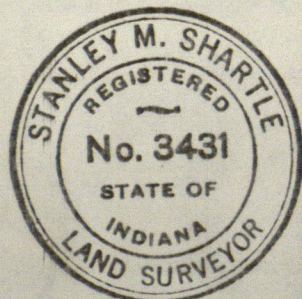
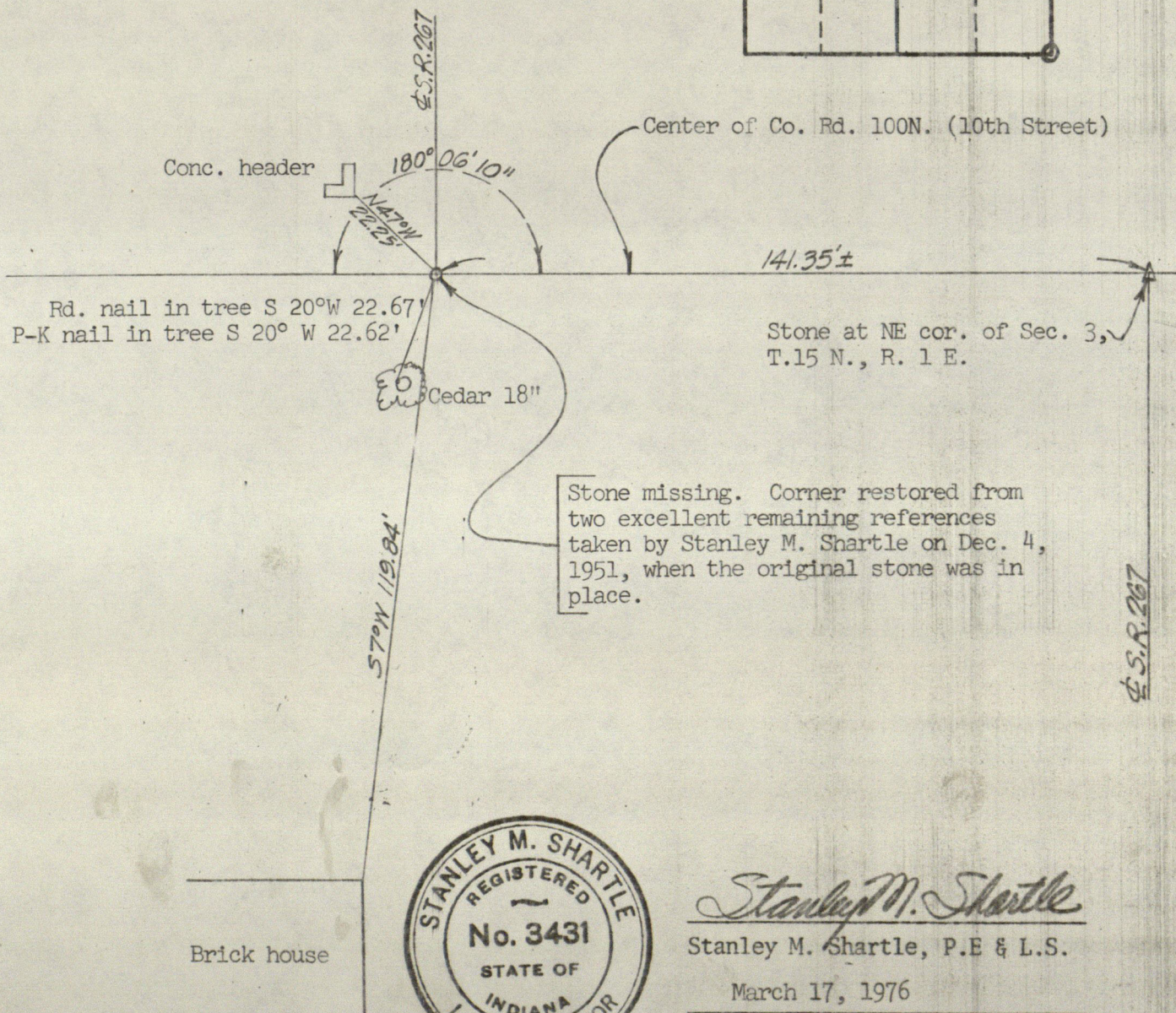
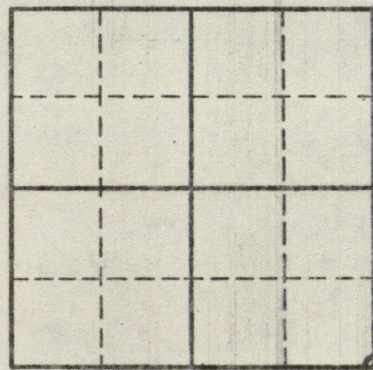
Monument found: Yes ☐ No ☒

Description: 3/4"x36" galv. pipe set

Depth: 3 inches

References taken: March 17, 1976

Comments: Bearings are magnetic.



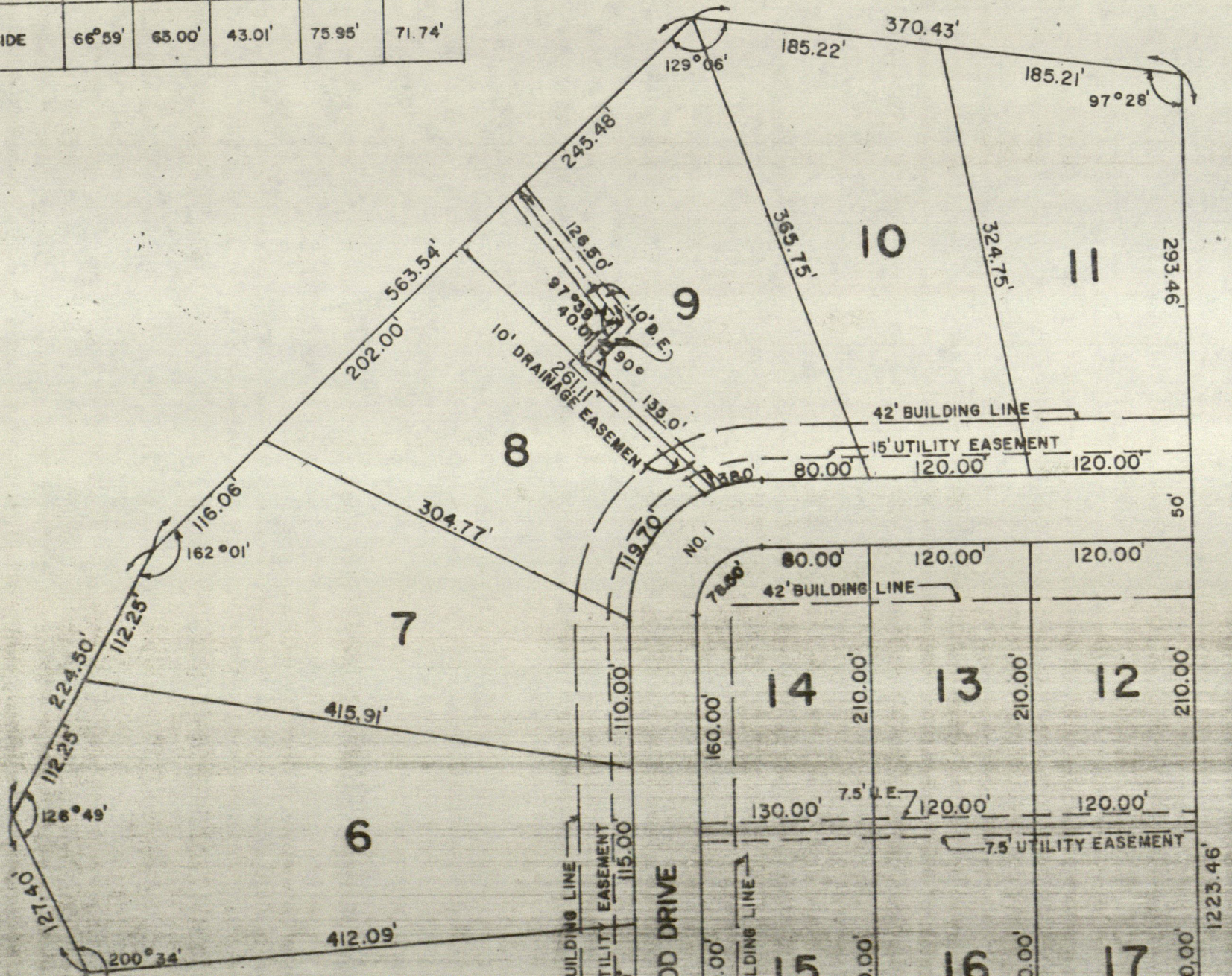
Stanley M. Shartle

Stanley M. Shartle, P.E & L.S.

March 17, 1976

Date

1	OUTSIDE	90°24'	100.00'	100.70'	157.70'	141.92'
2	INSIDE	74°21'	385.00'	291.97'	499.34'	465.27'
	OUTSIDE	53°45'	435.00'	220.29'	407.62'	393.05'
3	INSIDE	66°59'	65.00'	43.01'	75.95'	71.74'



STANLEY M. SHARTLE
 REGISTERED PROFESSIONAL ENGINEER
 RURAL ROUTE 1, BOX 33
 STILESVILLE, IND. 46180

LOCATION OF MONUMENT: SECTION 3, T. 15 N., R. 1 E.

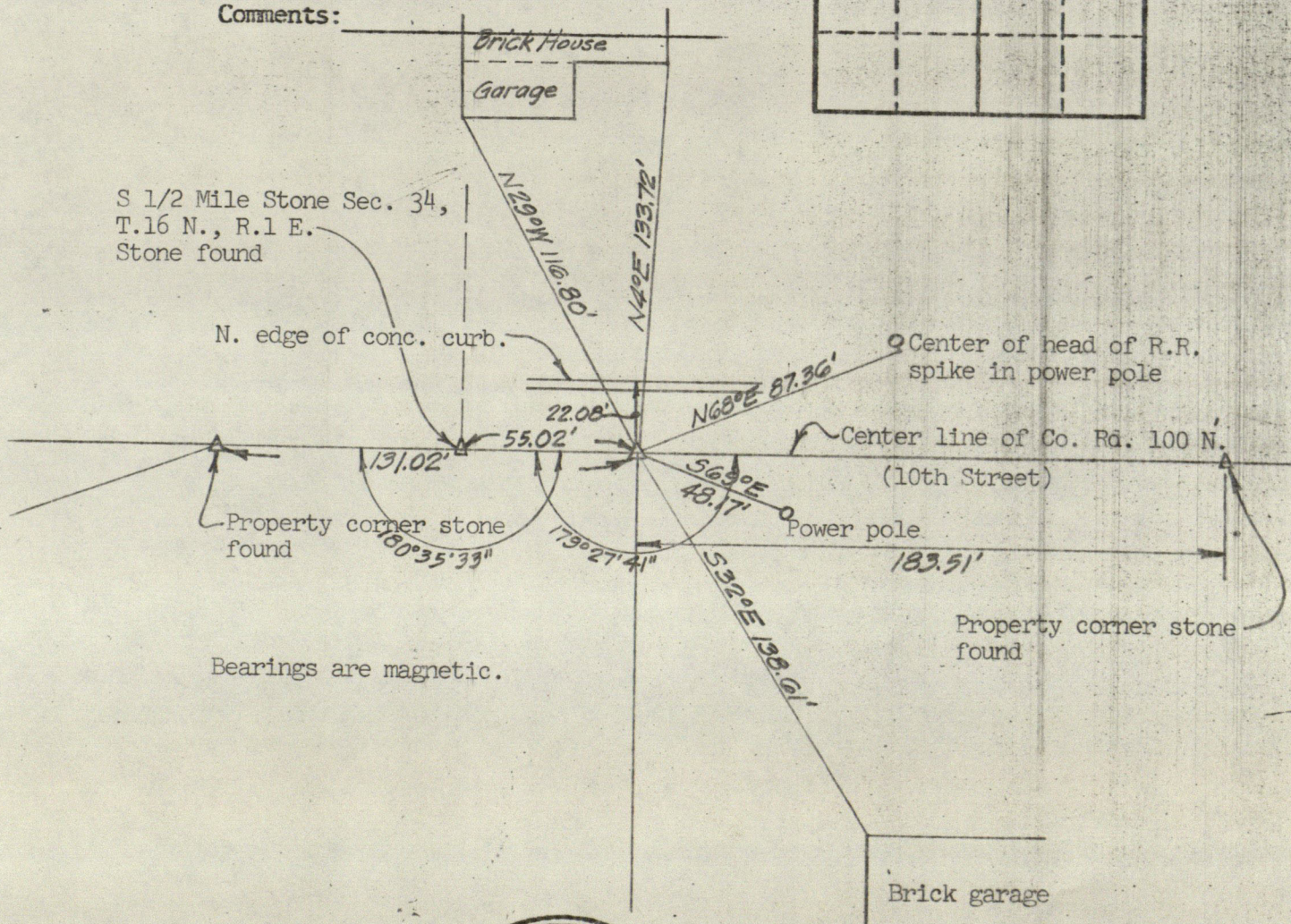
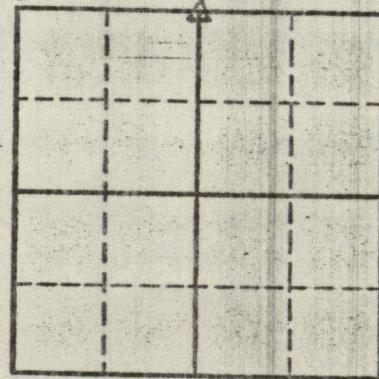
Monument found: Yes ☒ No ☐

Description: Stone with notch

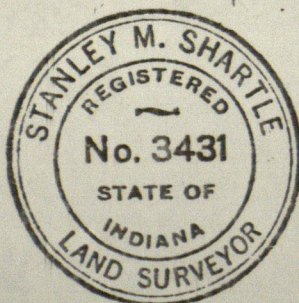
Depth: 5 1/2"

References taken: 3-9-76

Comments:



Bearings are magnetic.



Stanley M. Shartle

Stanley M. Shartle, P.E & L.S.

March 9, 1976

Date

STANLEY M. SHARTLE

REGISTERED PROFESSIONAL ENGINEER

RURAL ROUTE 1, BOX 33

STILESVILLE, IND. 46180

LOCATION OF MONUMENT: SECTION 3, T. 15 N., R. 1 E.

Monument found: Yes ☒ No ☐

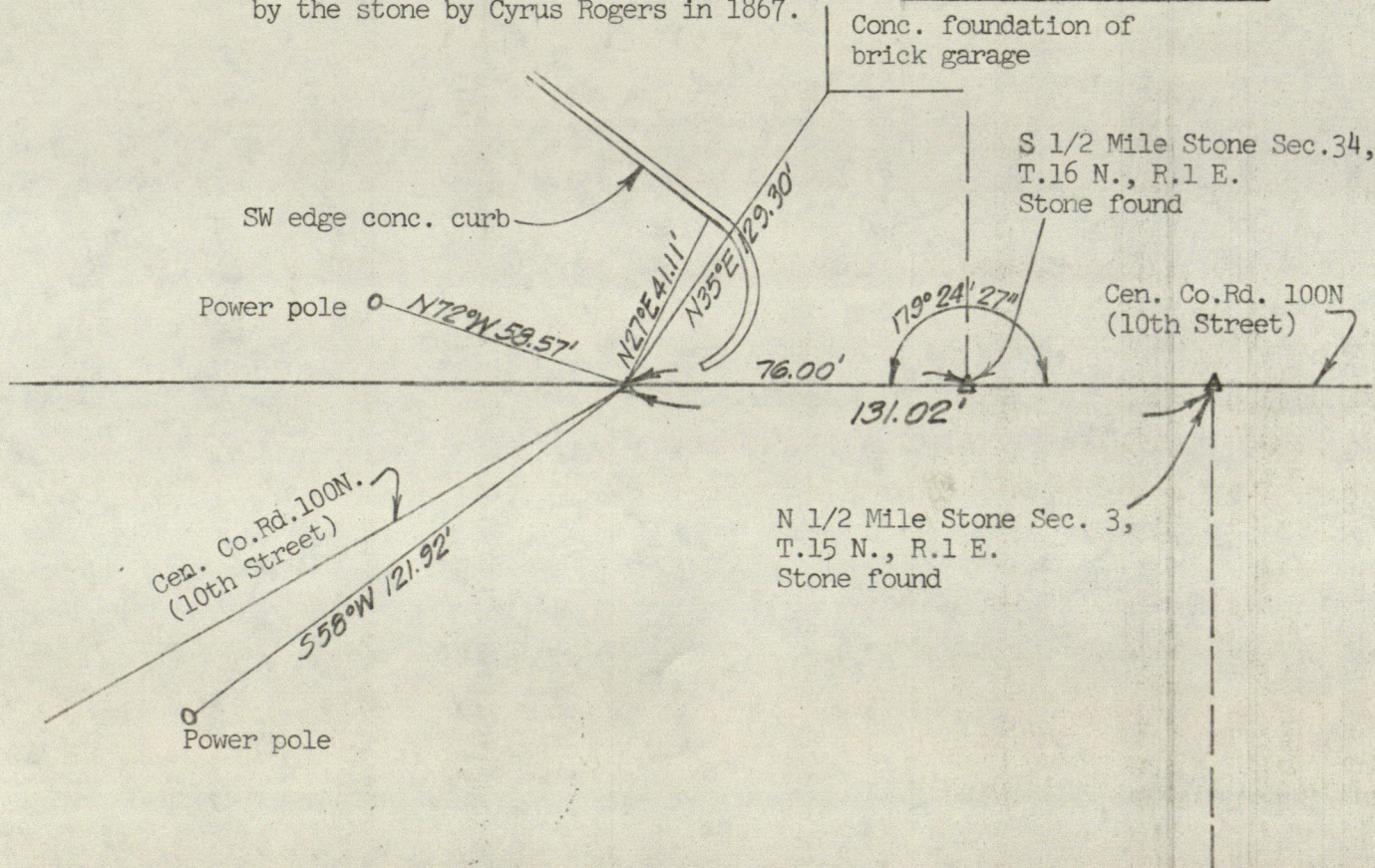
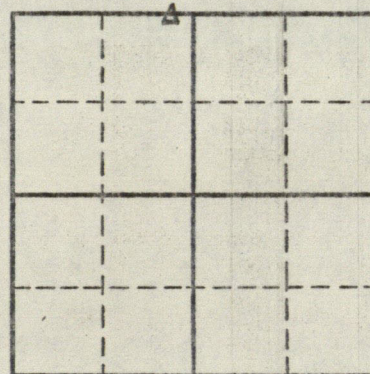
Description: Original stone found

Depth: 9 inches

References taken: March 9, 1976

Comments: Bearings are magnetic

This corner was originally established by Job Hadley April 22, 1846, as was marked by the stone by Cyrus Rogers in 1867.



Stanley M. Shartle

Stanley M. Shartle, P.E & L.S.

March 18, 1976

Date

