

N² 20-16-2E INDPLS. RACEWAY PK.

\$1000 for W. entrance

INDIANAPOLIS RACEWAY PARK
9700 CRAWFORDSVILLE ROAD - P.O. BOX 34377
INDIANAPOLIS, INDIANA 46234



10-12-85

"Bob"
ROBERT M. DANIELS
General Manager

PHONE (317) 291-4090

291-4095
Call in estimate on or before Oct. 18
give him:

Accu-Air Surveys, Inc.

P.O. Box 63

1220 "A" Ave.

Freeman Field

Seymour, IN 47274

812-522-2300

INDIANAPOLIS RACEWAY PARK
9700 CRAWFORDSVILLE ROAD - P.O. BOX 34377
INDIANAPOLIS, INDIANA 46234



JEFF DAKIN
Superintendent
Maintenance Office
(317) 291-7691

PHONE (317) 291-4090

TOPOGRAPHIC SURVEYS
DRAINAGE LEVELS
LOT SURVEYS

STANLEY M. SHARTLE

REGISTERED PROFESSIONAL ENGINEER
REGISTERED LAND SURVEYOR

R.R.1. BOX 33

STILESVILLE, IND. 46180

SUBDIVISION OF FA
ACCIDENT SURV
LAND PL

Plat of Survey

ORDERED BY DOUG LAWRENCE, P.E., FOR

INDIANAPOLIS RACEWAY PARK
IN SECTIONS 17 & 20, T.16 N., R.2 E.

Robert M. Daniels, General Manager
Jeff Dakin, Supt. Maintenance

West line SE4 SW4 Sec. 17
C. R. 1025 E

POINT OF BEGINNING

PIPE SET

559°06'00"E 300.00'

NORTH

N 1°06'01"W 274.29'

1.855 ACRES TO LINE A
1.866 ACRES TO LINE B

Scale: 1" = 40'

SW cor. SE4 SW4 Sec. 17

NW cor. NE4 NW4 Sec. 20

STONE FOUND

U. S. 136
CENTER LINE

95°44'33" to Line A
96°02'00" to Line B
Pipes set to mark Lines A and B are 0.15 feet apart.

SECTION LINE

EXPLANATION

THIS SURVEY is for the purpose of determining and staking the boundaries of the so-called 2.023-acre parcel described in that certain corporate warranty deed from Indiana Raceway Park, Inc., to National Hot Rod Association dated August 8, 1980, and recorded in Deed Record 265, pages 47-49, in the office of the Recorder of Hendricks County, Indiana.

POINT OF BEGINNING shown hereon is described in the aforesaid deed as follows: From the southwest corner of said Section 17 [Township 16 North, Range 2 East], measure North along west line thereof 1126.02 feet to the center line of State Road #136; thence Southeastwardly in and along said center line 1567.43 feet to the east line of the Southwest Quarter of the Southwest Quarter of said Section 17, to the point of beginning.

BEARINGS shown hereon are based on the bearing system for Indiana State Highway Commission (now Indiana Department of Highways) Project 107, Section C, dated 1927, for the construction of the highway now designated as U. S. 136.

AREA OF UNCERTAIN OWNERSHIP between Lines A and B shown hereon results from a latent ambiguity in the legal description of the surveyed parcel as contained in the aforesaid deed. The southeast corner of the parcel is required by the description to be not less than 60 feet east of the west line of the East Half of the Northwest Quarter of Section 20. The 69.6-foot deed distance, measured along the railroad right of way line, places the corner 60.01 feet east, which complies with the minimum 60-foot specification. However, the 96-degree 02-minute angle in the preceding call increases the 69.6-foot distance to 71.82 feet. Being unable to ascertain which is the correct call, the undersigned staked both lines.

THE CONSOLIDATED RAIL CORPORATION

W. line NE4 NW4 Sec. 20

HOLE DRILLED IN CONCRETE FOOTING FOR END POST OF CHAIN LINK TYPE FENCE ON

180°54'59"W
69.60'

71.82'

60.01'

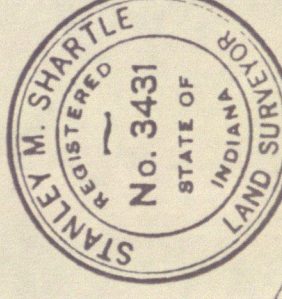
PIPE SET
PIPE SET

33'

33'

33'

33'



The foregoing property is subject to all recorded and recorded contracts, easements, right-of-ways, alleys, roads, and highways which may affect same by specific limitation or reservations not herein described.

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

Given under my hand and seal

JUNE 25, 1986

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

STANLEY M. SHARTLE

REGISTERED PROFESSIONAL ENGINEER
REGISTERED LAND SURVEYOR

R. R. 1, BOX 33

STILESVILLE, IND. 46180

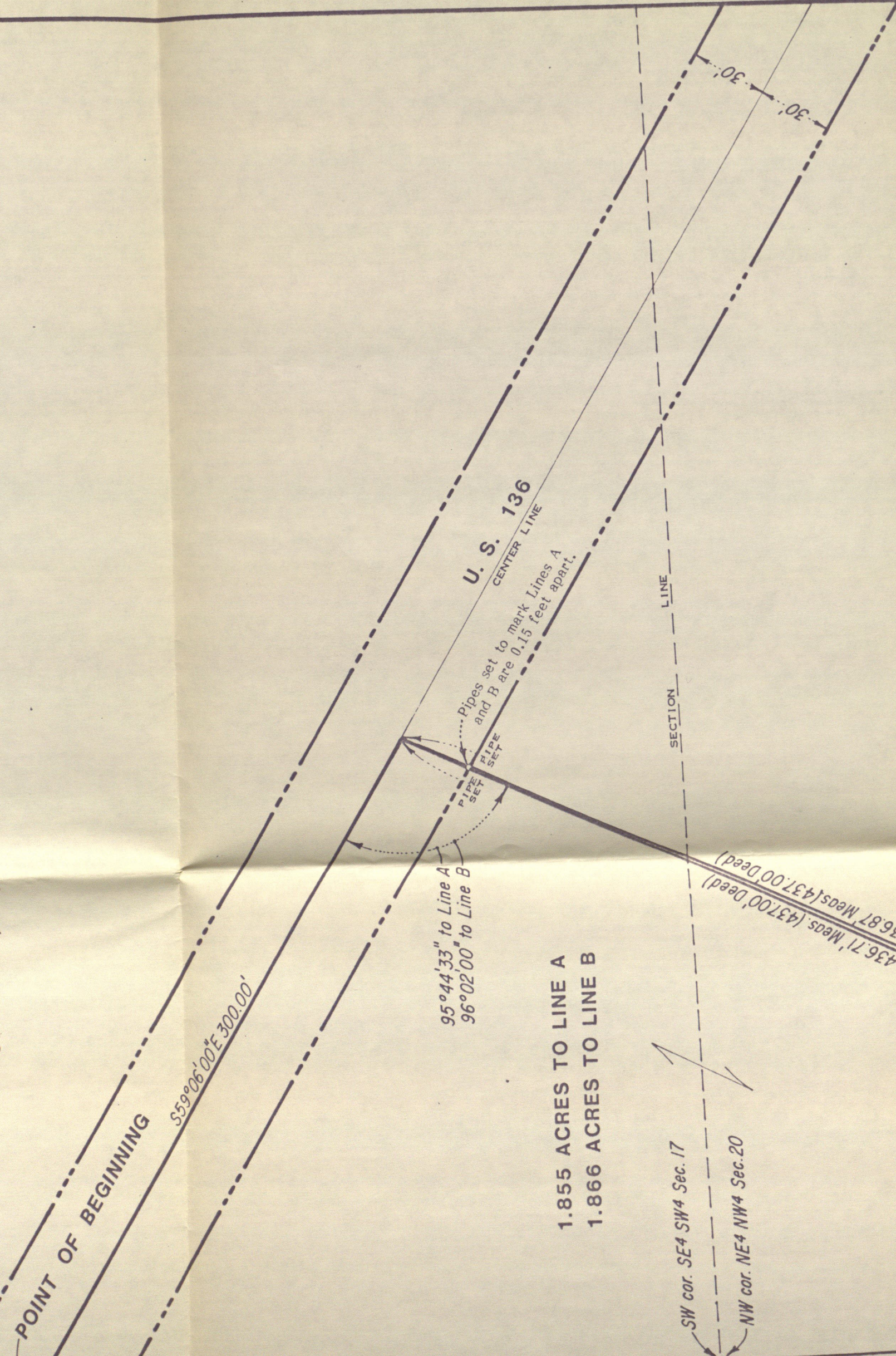
SUBDIVISION OF FARMS
ACCIDENT SURVEYS
LAND PLATS

Plat of Survey

ORDERED BY DOUG LAWRENCE, P.E., FOR

INDIANAPOLIS RACEWAY PARK
IN SECTIONS 17 & 20, T.16 N., R.2 E.

Robert M. Daniels, General Manager
Jeff Dakin, Supt. Maintenance



1.855 ACRES TO LINE A
1.866 ACRES TO LINE B

EXPLANATION

THIS SURVEY is for the purpose of determining and staking the boundaries of the so-called 2.023-acre parcel described in that certain corporate warranty deed from Indiana Raceway Park, Inc., to National Hot Rod Association dated August 8, 1980, and recorded in Deed Record 265, pages 47-49, in the office of the Recorder of Hendricks County, Indiana.

POINT OF BEGINNING shown hereon is described in the aforesaid deed as follows: From the southwest corner of said Section 17 [Township 16 North, Range 2 East], measure North along west line thereof 1126.02 feet to the center line of State Road #136; thence Southeastwardly in and along said center line 1567.43 feet to the east line of the Southwest Quarter of the Southwest Quarter of said Section 17, to the point of beginning.

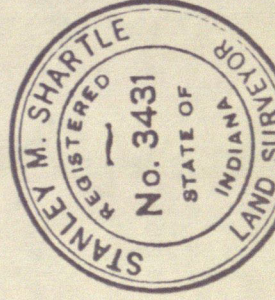
BEARINGS shown hereon are based on the bearing system for Indiana State Highway Commission (now Indiana Department of Highways) Project 107, Section C, dated 1927, for the construction of the highway now designated as U. S. 136.

AREA OF UNCERTAIN OWNERSHIP between Lines A and B shown hereon results from a latent ambiguity in the legal description of the surveyed parcel as contained in the aforesaid deed. The southeast corner of the parcel is required by the description to be not less than 60 feet east of the west line of the East Half of the Northwest Quarter of Section 20. The 69.6-foot deed distance, measured along the railroad right of way line, places the corner 60.01 feet east, which complies with the minimum 60-foot specification. However, the 96-degree 02-minute angle in the preceding call increases the 69.6-foot distance to 71.82 feet. Being unable to ascertain which is the correct call, the undersigned staked both lines.

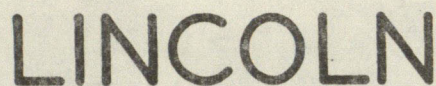
The foregoing property is subject to all recorded and unrecorded contracts, easements, right-of-ways, alleys, roads, streets, and highways which may affect same by specific limitations or reservations not herein described.

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 JUNE 25, 1986



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



STANLEY M. SHARTLE
REGISTERED PROFESSIONAL ENGINEER
REGISTERED LAND SURVEYOR

SHEET _____ OF _____

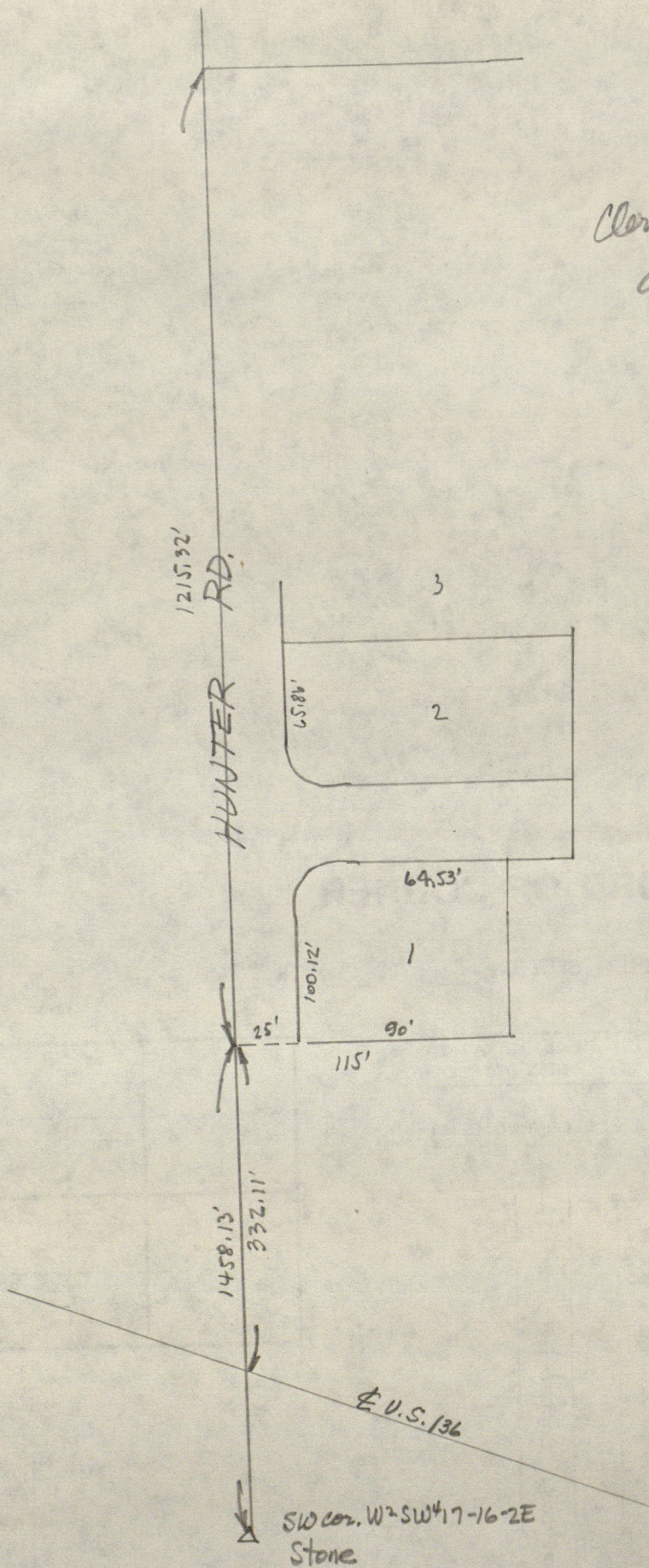
Job Indpls. Raceway Park Date 6-4-86 Hg. _____ Temp. _____

At _____

Point	Direction	ZA	Observed slope distance	Mean	Hor. distance
2 2 ~ 19'± SW of E.U.S. 136	3 0°00'00"	89 43 00	1052.88 .90 .90	.893	1052.880
	4 0 14 06 ^{15 18 13} 13	89 51 45	2420.40 .40 .41	.403	2420.396
	6 121 31 24	90 14 40	1028.29 .31	.30	1028.291
	7 122 08 19	90 11 16	1377.96 .99 .97	.973	1377.966
	11 174 08 46	89 59 55	569.85 .86 .91 .00 570 .06 .08	.07	570.0705
	10 174 02 10	90 03 11	498.51 .50 .53	.513	498.513
	9 174 56 55	90 21 48	269.01 .99 .02 .00	.010	269.005
	5 303 18 14	89 49 00	1641.08 1640.98	.03	1641.022
	R.O. 0 32 24	↗ arrow on sign	.	.	USE MEAN 570.06'
11	2 0 00 00	90 07 37	570.02 .07 .07	.053	570.052 ←
	306 36 15	⊥ R.R. track	.	.	
	126 37 37	⊥ R.R. track	.	.	
7	2 0 00 00		.	.	
	8 173 40 00	90 15 57	3101.37 ^{2.20 2.21 2.68} 2.40 3445 (?) malfunction		try 3102.2'
9	2 0 00 00		.	.	
	1 307 43 05		.	.	44.08
			.	.	
14	12 0 00 00	90 08 32	1679.45 .46	.455	1677.450
	R.O. 0 08 15	TV antenna	.	.	
	13 62 24 01 ^{23 59} 00	90 00 14	88.96 .97 2989.03	.987	2988.987
	11 124 22 27	89 55 29	1321.12 .13 .11	.12	1321.119
	124 21 56	⊥ C.R.	.	.	
11	304 23 13	R.R. ⊥ 3/4 mi.	.	.	
			.	.	
	2 0 00 00		.	.	
13	14 126 37 35		.	.	
			.	.	
	15 0 00 00		130.01' @ 84°	.	130.024'
13	14 240 43 19 ¹⁵ 17		.	.	
	16 182 25 57		.	.	

Clermont Heights, Sec. 1

Allen V. Fox
Sept. 7, 1955



(20)
636+69 to P.I. = S59°06'E 1358.2'
120°54'

(17) P.I. 650+27.2

R=7,639.4373
D=0.4500
DELTA=5.1200
P.T.-T=650+26.7237
L=693.3333
T=346.9048
C=693.0954
M=7.8643
E=7.8724

P.C. 646+80.2952

P.T. 653+73.6285

(18) P.I. 665+02.4

R=11,459.1559
D=0.3000
DELTA=2.3500
P.T.-T=665+02.3125
L=516.6667
T=258.3771
C=516.6229
M=2.9118
E=2.9125

P.C. 662+44.0229

P.T. 667+60.6896

P.I. to P.I. = S64°18'E 1475.6763'
115°42'

(19) P.I. 682+80.8

R=11,459.1559
D=0.3000
DELTA=3.1700
P.T.-T=682+80.6203
L=516.6667
T=258.3771
C=516.6229
M=2.9118
E=2.9125

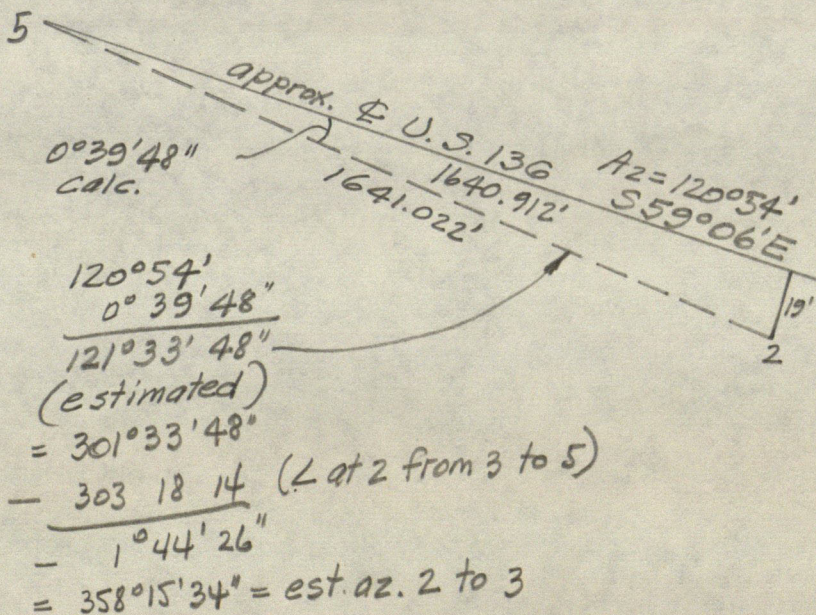
P.C. 679+52.3768

P.T. 686+09.0435

P.I. to P.I. = S61°43'E 1778.4875'
P.I. to P.C. = S61°43'E 1450.0643'
66°53'
113°07'

P 1

	1	***
20	3000.0000	***
	2000.0000	***
	2	***
	4	***
	120.54000	***
	1358.2000	***
17	2302.5083	***
	3165.4238	***
	115.42800	***
	1475.6767	***
18	1662.5670	***
	4495.1218	***
	113.07000	***
	1450.0643	***
21	1093.2658	***
	5828.7566	***
	203.07000	***
	11459.1559	***
22	-9445.8039	***
	1329.8385	***



(2)

TRIAL AZIMUTHS

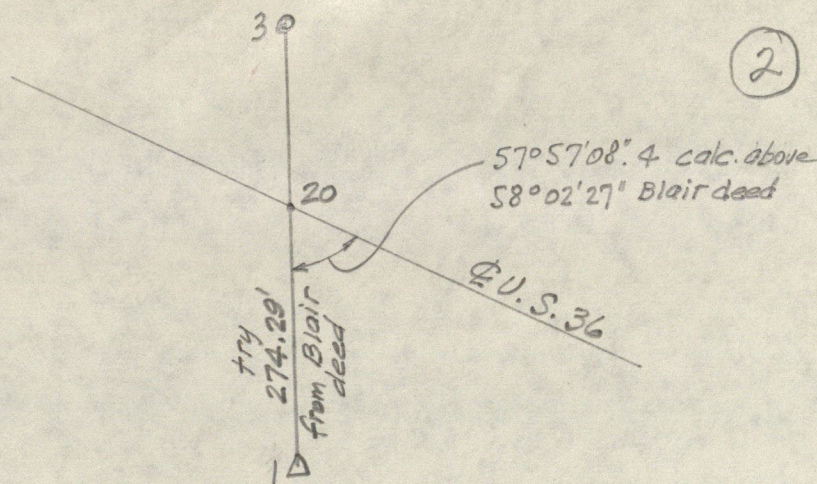
P 6

2	{	3	358.153400	***
		6	119.4658	***
		7	120.2353	***
7	{	2	300.235300	***
		8	114.0353	***

2	{	3	358.153400	***
		9	173.1229	***

9	{	2	353.122900	***
		1	300.5534	***

Estimate 2 at $\frac{2975.0000}{2015.0000}$



Try Blair deed angle $58^{\circ}02'27''$
 $\therefore 1 \text{ to } 3 = 358^{\circ}56'27''$
 $1 \text{ to } 3 \text{ at left} = 358 \ 51 \ 08.4$
 rotate $0^{\circ}05'18.6 \text{ CW}$

P 1

2	[	1	2975.0000	***
		2	2015.0000	***
		3	358.15340	***
		4	1052.8000	***
		5	4027.3942	***
		6	1983.0201	***
		7	173.12290	***
		8	269.0050	***
		9	2707.8028	***
		10	2046.8137	***
		11	300.55340	***
		12	44.0000	***
		13	2730.5370	***
		14	2009.0005	***
		15	4027.3942	***
		16	1983.0201	***
		17	358.51084	***
		18	1297.1174	***

20	[	1	3000.0000	***
		2	2000.0000	***
		3	178.56270	***
		4	274.2900	***
		5	2725.7569	***
		6	2005.0702	***
		7	121.00526	***
		8	44.0000	***
		9	2703.0444	***
		10	2042.8484	***
		11	353.17476	***
		12	269.0050	***
		13	2970.2103	***
		14	2011.4473	***
		15	358.20526	***
		16	1052.8000	***
		17	4022.6527	***
		18	1981.0930	***
		19	2725.7569	***
		20	2005.0702	***
		21	178.56270	***
		22	1297.1174	***

TRIAL AZIMUTHS

P 6

2	{	3	358.205260	***
		4	358.350560	***
		6	119.521660	***
		7	120.291160	***
		11	172.293860	***
		10	172.230260	***
		9	173.174760	***
		5	301.390660	***
		R.O.	358.531660	***

P 1

1 ***
 2 [2970.2103 ***
 2011.4473 ***
 3 ***
 4 ***
 301.39066 ***
 1641.0220 ***
 3831.3468 ***
 5 [614.5231 ***
 119.52166 ***
 1028.2910 ***
 2458.0668 ***
 6 [2903.1263 ***
 2 ***
 4 ***
 120.29116 ***
 1377.9660 ***
 2271.1183 ***
 7 [3198.9071 ***
 114.09116 ***
 3102.2000 ***
 1001.7656 ***
 8 [6029.5234 *
 2 *
 5 *

22 [-9445.8039 *
 1329.8385 ***
 8-22 [204.13116 ***
 11455.9481 ***

$R = 11459.1557$
 $\text{diff} = 3.2078'$

P 4

1 ***
 20 [3000.00000 ***
 2000.00000 ***
 120.54000 ***
 2 ***
 5 [3831.34680 ***
 614.52310 ***
 sta./offset [-1615.75998 ***
 -1.84997 ***
 2 [2970.21030 ***
 2011.44730 ***
 sta./offset [25.12077 ***
 19.68284 ***
 6 [2458.06680 ***
 2903.12630 ***
 sta./offset [1053.24604 ***
 1.22125 ***

1.85'

0.5

(3)

20

2

Calc. 19.68'
man. about 19'

1.22'

3.21'

8'

Hold State Highway Bearings

" 20 at 3000, 2000

" Clear dead distance of 274.29 betw. 20 and 1

Rotate my bearing $0^{\circ}02'27.6''$ CCW so 8 will
 fall on E.V.S. 136 and so that 5 and 6 will
 be closer to E.V.S. 136.

FINAL AZIMUTHS

P 6

2 { 3 358.182500 ***
 4 358.3238 ***
 6 119.4949 ***
 7 120.2644 ***
 11 172.2711 ***
 10 172.2035 ***
 9 173.1520 ***
 5 301.3639 ***
 R.O. 358.5049 ***

358.18250 ***

1052.8800 ***

3 [4022.6389 ***
 1980.3612 ***

2 ***

5 ***

1 [2725.7606 ***
 2005.2665 ***3-1 [178.53594 ***
 1297.1174 ***

P 1

1 ***
 20 [3000.0000 ***
 2000.0000 ***
 2 ***
 4 ***
 178.53594 ***
 274.2900 ***
 1 [2725.7606 ***
 2005.2665 ***
 120.58250 ***
 44.0800 ***
 9 [2703.0751 ***
 2043.0609 ***
 353.15200 ***
 269.0050 ***
 2 [2970.2185 ***
 2011.4686 ***

1 ***
 2 [2970.2185 ***
 2011.4686 ***

3 ***

4 ***

301.36390 ***

5 [1641.0220 ***
 3830.3552 ***

613.9286 ***

119.49490 ***

1028.2910 ***

6 [2458.7132 ***
 2903.5138 ***

2 ***

4 ***

120.26440 ***

1377.9660 ***

7 [2271.9764 ***
 3199.4283 ***


```

114.06440 ***
3102.2000 ***
8 [ 1004.6496 ***
   6030.9522 ***
     2 ***
     5 ***
22 [-9445.8039 ***
   1329.8385 ***
   204.13138 ***
8-22 [11459.1644 ***

```

$R = 11459.1559$
diff. 0.0085

```

P 6
11 { 2 352.271100 ***
     23 299.032350 ***
     14 119.044600 ***

```

```

P 6
14 { 12 174.421900 ***
     R.O. 174.5034 ***
     13 237.0619 ***
     11 299.0446 ***
     24 299.0415 ***
     25 119.0532 ***

```

```

P 4
1 ***
20 [ 3000.00000 ***
    2000.00000 ***
    120.54000 ***
     2 ***
5 [ 3030.35520 ***
   613.92860 ***
sta./offset [-1615.76087 ***
             -0.69381 ***
2 [ 2970.21050 ***
   2011.46860 ***
sta./offset [ 25.13483 ***
             19.66486 ***
6 [ 2458.71320 ***
   2903.51380 ***
sta./offset [ 1053.24658 ***
             0.46760 *

```

The above test is
satisfactory.

5

**** COORDINATE FILE SYSTEM ****

FILE CREATED:

COORDINATE FILE:2062EA LENGTH= 80 POINTS; TIME ON FILE: 0 00 00.00
INDPLS. RACEWAY PARK ***** JOB #1986

COORDINATE FILE:2062EA LENGTH = 80 POINTS; TIME ON FILE: 0 00 00.00
INDPLS. RACEWAY PARK ***** JOB #1986

***** COGO *****

FROM TYPE	BEARING	DISTANCE	TO	NORTHING	EASTING
-----------	---------	----------	----	----------	---------

ENTER & ASSIGN

			1	2,725.76060	2,005.26650
			2	2,970.21850	2,011.46860
			3	4,022.63890	1,980.36120
			5	3,830.35520	613.92860
			6	2,458.71320	2,903.51380
			7	2,271.97640	3,199.42830
			8	1,004.64960	6,030.95220
			17	2,302.50830	3,165.42380
			18	1,662.56780	4,495.12180
			20	3,000.00000	2,000.00000
			21	1,093.26580	5,828.75660
			22	-9,445.80390	1,329.83850
START			2	2,970.21850	2,011.46860
2 S.S. NA 358 32 38.00	2420.39600	4	5,389.83291	1,949.96344	
2 S.S. NA 172 20 35.00	498.51300	10	2,476.15044	2,077.89120	
2 TRAV NA 172 27 11.00	570.06100	11	2,405.09561	2,086.33954	
11 S.S. NA 299 03 23.50	1650.00000	23	3,206.45487	644.00694	
11 TRAV NA 119 04 46.00	1321.11900	14	1,763.00288	3,240.92706	
14 S.S. NA 299 04 15.00	3000.00000	24	3,220.67443	618.86802	
14 S.S. NA 119 05 32.00	4000.00000	25	-181.86418	6,736.28000	
14 S.S. NA 174 42 19.00	1697.45000	12	72.79555	3,397.56582	
14 TRAV NA 237 06 19.00	2988.98700	13	139.69268	731.16466	
13 TRAV NA 176 23 02.00	130.02400	15	9.92756	739.36542	
START		13	139.69268	731.16466	
13 B-D NA 358 48 59.00	2542.18746	16	2,681.33773	678.65211	
16 B-D NA 178 41 53.01	2672.10000	15	9.92756	739.36542	
15 INV NA 88 38 42.63	2658.94373	12	72.79555	3,397.56582	
12 TRAV NA 268 38 42.63	1329.47186	26	41.36155	2,068.46562	
26 INV NA 358 39 04.78	2685.14290	1	2,725.76060	2,005.26650	
1 S.S. NA 268 04 55.62	1327.35795	16	2,681.33773	678.65211	
1 S.S. NA 358 53 59.37	274.28996	20	3,000.00000	2,000.00000	
1 S.S. NA 358 48 38.80	2664.64627	4	5,389.83291	1,949.96344	
1 INV NA 358 53 59.37	1297.11742	3	4,022.63890	1,980.36120	
3 INV NA 358 43 34.73	1367.53190	4	5,389.83291	1,949.96344	

ENTER & ASSIGN

		9	2,703.07510	2,043.06090
OFFSETS FROM A LINE		1	2,725.76060	2,005.26650

BASE BRG NA 358 53 59.37

PT	BASE DIST	OFFSET
2	244.29375	10.89467
20	274.28996	0.00000

3 1297.11742 0.00000
 4 2664.64305 -4.14135
 OFFSETS FROM A LINE

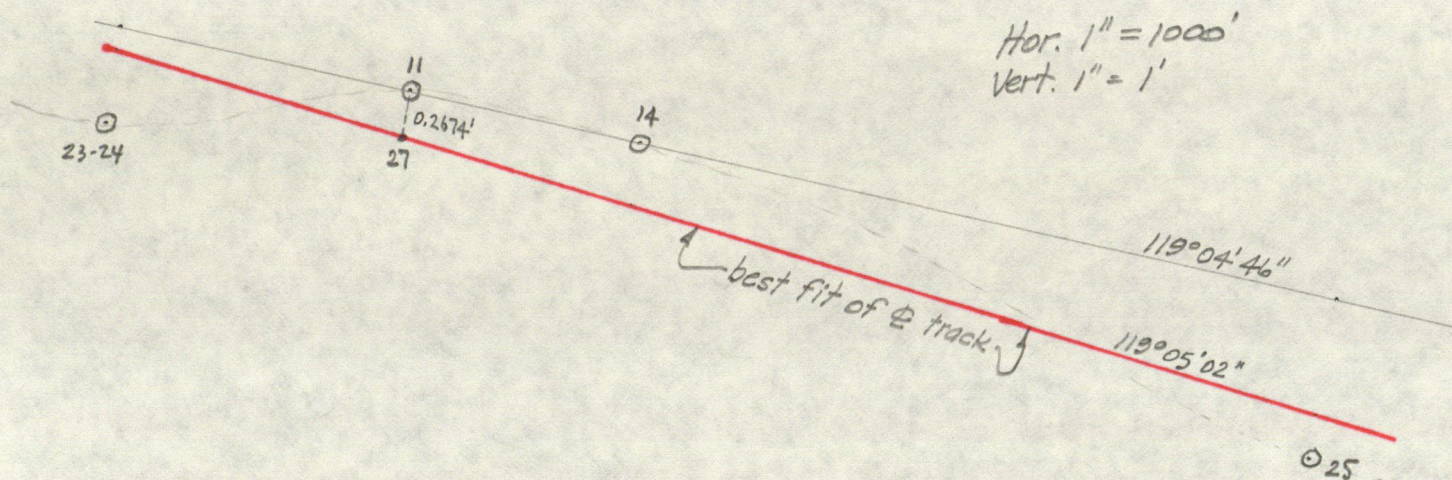
11 2,405.09561 2,086.33954

BASE BRG NA 119 04 46.00

PT	BASE DIST	OFFSET
24	-1678.88097	0.45088
23	-1649.99987	0.65995
11	0.00000	0.00000
14	1321.11900	0.00000
25	5321.11890	0.89206

Combine into -1664.44042, 0.555415

TIME FOR THIS RUN: 0 48 35.77; TOTAL TIME ON FILE: 0 48 35.77
 COORDINATES STORED



Linear Regression:

	X(I)	Y(I)
1	-1664.4404	-0.5554
2	0.0000	0.0000
3	1321.1190	0.0000
4	5321.1189	-0.8921

ADV: LINEAR REG: CODE 1

SOURCE/DF	SS	MS	F
TOTAL 3	0.6		
REG 1	0.2	0.2	0.7
RESID 2	0.4	0.2	
R SQUARE =	0.264		

YHAT = -0.2674 + -0.000075876 X

X(I)	Y(I)	YHAT	RESIDUALS
	-0.555	-0.141	-0.414
0.000	0.000	-0.267	0.267
1321.119	0.000	-0.368	0.368
5321.119	-0.892	-0.671	-0.221

$119^{\circ}04'46''$
 $= 0^{\circ}00'15''.65$
 $119^{\circ}05'01''.65$

COORDINATE FILE: 2062EA LENGTH = 80 POINTS; TIME ON FILE: 1 02 40.56
INDPLS. RACEWAY PARK ***** JOB #1986

***** COGO *****

FROM TYPE	BEARING	DISTANCE	TO	NORTHING	EASTING
START			11	2,405.09561	2,086.33954
11 TRAV SW	29 04 46.00	0.26740	27	2,404.86191	2,086.20958
27 B-B NA	299 05 02.00	85.09115	28	2,446.22384	2,011.84767
28 B-B NA	358 39 04.78	279.61422	1	2,725.76060	2,005.26650
START			28	2,446.22384	2,011.84767
OFFSET INTERSECTION					
NA 119 05 02.00	-33.00000				
NA 358 39 04.78	0.00000				
START			29	2,484.48627	2,010.94685
29 TRAV NA	119 05 02.00	69.60000	30	2,450.65443	2,071.77091
OFFSETS FROM A LINE			26	41.36155	2,068.46562
BASE BRG NA 358 39 04.78					
PT BASE DIST OFFSET					
30 2408.54764	60.01093				
1 2685.14290	0.00000				
					<i>(60.00' min. by deed; 60.01' is O.K.)</i>
START			20	3,000.00000	2,000.00000
20 TRAV NA	120 54 00.00	300.00000	31	2,845.93762	2,257.41947
START			31	2,845.93762	2,257.41947
OFFSET INTERSECTION					
NA 120 54 00.00	30.00000				
NA 205 09 27.18	0.00000				
START			32	2,818.64640	2,244.60189
OFFSET INTERSECTION			20	3,000.00000	2,000.00000
NA 120 54 00.00	30.00000				
NA 178 53 59.37	0.00000				
START			33	2,964.63110	2,000.67923
LOT SUMMARY					
N 1°06' 01" W 1	NA 358 53 59.37	274.28996	1	2,725.76060	2,005.26650
S 59°06' 00" E 20	NA 120 54 00.00	300.00000	20	3,000.00000	2,000.00000
S 25°09' 27" W 31	NA 205 09 27.18	436.70836	31	2,845.93762	2,257.41947
N 60 54 58 W 30	NA 299 05 02.00	69.60000	30	2,450.65443	2,071.77090
N 1°20' 55" W 29	NA 358 39 04.78	241.34119	29	2,484.48627	2,010.94684
			1	2,725.76060	2,005.26649
			1	2,725.76060	2,005.26650
	NA 96 15 53.97	0.00001			
	1,321.940 DIST TRAV				
	PERFECT CLOSURE				
AREA	80813.72 SF	1.8552 ACRES			

LIST					
	1	2,725.76060	2,005.26650		
	2	2,970.21850	2,011.46860		
	3	4,022.63890	1,980.36120		
	4	5,389.83291	1,949.96344		

5	3,830.35520	613.92860
6	2,458.71320	2,903.51380
7	2,271.97640	3,199.42830
8	1,004.64960	6,030.95220
9	2,703.07510	2,043.06090
10	2,476.15044	2,077.89120
11	2,405.09561	2,086.33954
12	72.79555	3,397.56582
13	139.69268	731.16466
14	1,763.00288	3,240.92706
15	9.92756	739.36542
16	2,681.33773	678.65211
17	2,302.50830	3,165.42380
18	1,662.56780	4,495.12180
20	3,000.00000	2,000.00000
21	1,093.26580	5,828.75660
22	-9,445.80390	1,329.83850
23	3,206.45487	644.00694
24	3,220.67443	618.86802
25	-181.86418	6,736.28000
26	41.36155	2,068.46562
27	2,404.86191	2,086.20958
28	2,446.22384	2,011.84767
29	2,484.48627	2,010.94685
30	2,450.65443	2,071.77091
31	2,845.93762	2,257.41947
32	2,818.64640	2,244.60189
33	2,964.63110	2,000.67923

TIME FOR THIS RUN: 0 13 05.64; TOTAL TIME ON FILE: 1 15 46.21
COORDINATES STORED

COORDINATE FILE: 2062EA LENGTH = 80 POINTS; TIME ON FILE: 1 15 46.21
INDPLS. RACEWAY PARK ***** JOB #1986

***** COGO *****

FROM TYPE	BEARING	DISTANCE	TO	NORTHING	EASTING
START			31	2,845.93762	2,257.41947
31 B-B SW 24 52 00.00		436.86622	34	2,449.57379	2,073.71371
34 B-B NW 60 54 58.00		71.82311	29	2,484.48627	2,010.94685
START			31	2,845.93762	2,257.41947
OFFSET INTERSECTION					
NW 59 06 00.00	-30.000000				
SW 24 52 00.00	0.000000				
			35	2,818.56735	2,244.73396

LOT SUMMARY

1	NW	1 06 00.63	274.28996	1	2,725.76060	2,005.26650
20	SE	59 06 00.00	300.00000	20	3,000.00000	2,000.00000
31	SW	24 52 00.00	436.86622	31	2,845.93762	2,257.41947
34	NW	60 54 58.00	71.82311	34	2,449.57379	2,073.71371
29	NW	1 20 55.22	241.34119	29	2,484.48626	2,010.94685
				1	2,725.76059	2,005.26650
				1	2,725.76060	2,005.26650
	NE	1 55 36.69	0.00001			

1,324.320 DIST TRAV

CLOSING LINE

PERFECT CLOSURE

AREA 81298.01 SF 1.8663 ACRES

START			1	2,725.76060	2,005.26650
1 TRAV NA 0 00 00.00		0.00000	0	2,725.76060	2,005.26650

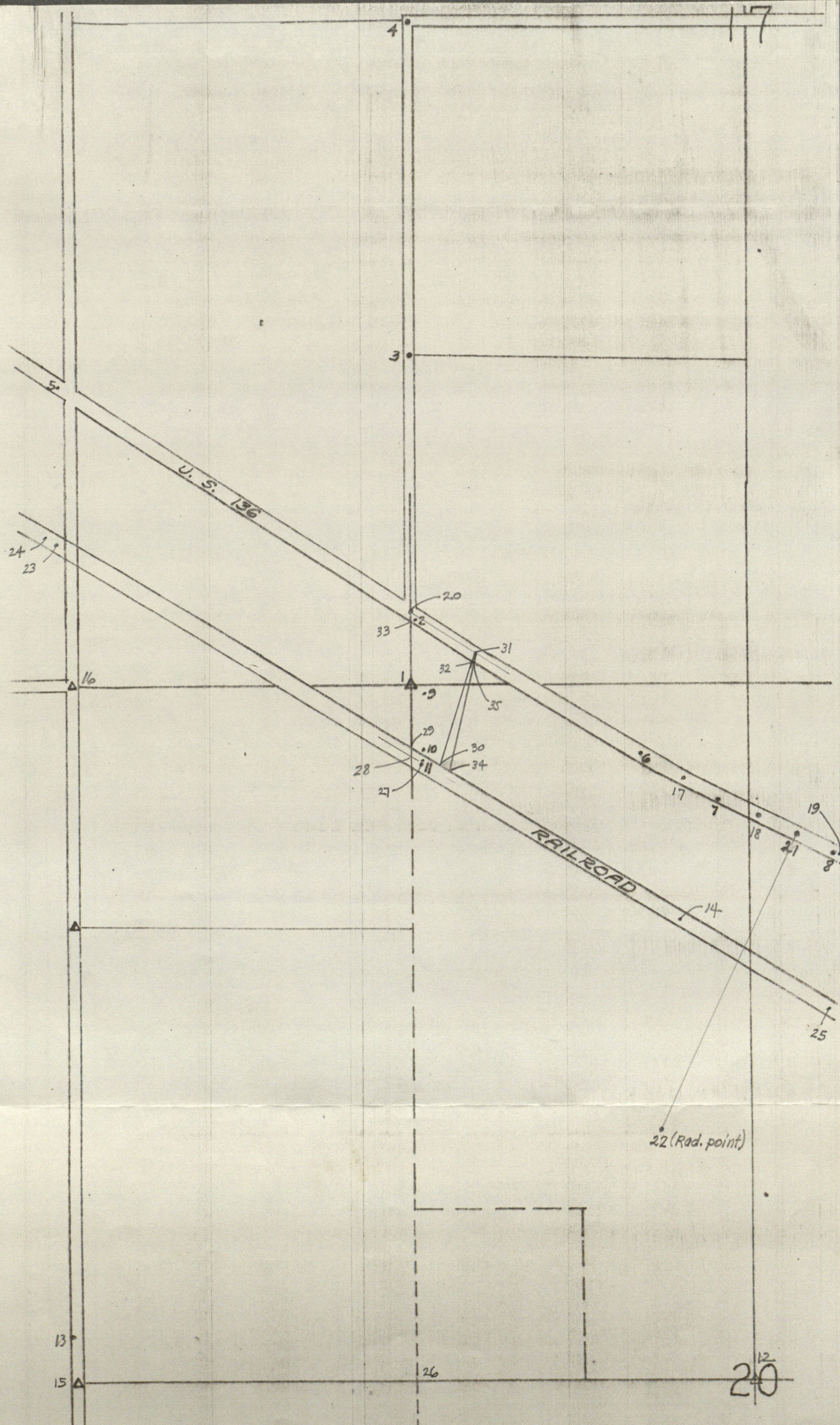
START			2	2,970.21850	2,011.46860
2 S.S. NA 242 37 19.62		12.15029	33	2,964.63110	2,000.67923
2 S.S. NA 123 01 47.98		278.07415	32	2,818.64640	2,244.60189
2 S.S. NA 123 01 43.74		278.22796	35	2,818.56735	2,244.73396
2 S.S. NA 173 22 46.86		523.05181	30	2,450.65443	2,071.77091
2 INV NA 173 10 56.73		524.35233	34	2,449.57379	2,073.71371

START			10	2,476.15044	2,077.89120
10 S.S. NA 193 29 54.17		26.22031	30	2,450.65443	2,071.77091
10 S.S. NA 188 55 58.90		26.90297	34	2,449.57379	2,073.71371
10 S.S. NA 277 05 52.32		67.46134	29	2,484.48627	2,010.94685
10 INV NA 352 20 35.00		498.51300	2	2,970.21850	2,011.46860

OFFSETS FROM A LINE

BASE BRG NA 358 39 04.78			26	41.36155	2,068.46562
PT BASE DIST		OFFSET			
34 2407.42158		61.92775			

TIME FOR THIS RUN: 0 09 45.31; TOTAL TIME ON FILE: 1 25 31.51
COORDINATES STORED



Annapolis Raceway Park

- 1 stone found at Cen. N. NW⁴ 20-16-2E
- 2 temp. point (nail & cap)
- 3 pipe found (no stone nearby)
- 4 " " (" " ")
- 5 approx. E pavement U.S. 136
- 6 " " " " " "
- 7 temp. point (unmarked)
- 8 mont. on county line at E U.S. 136
- 9 temp. point (unmarked)
- 10 " " (" ")
- 11 " " (rail in cross tie midway betw. rails)
- 12 Trotter's stone found at Cen. Sec. 20
- 13 temp. point (nail & cap)
- 14 temp. point (rail in cross tie midway betw. rails)
- 15 stone at W. qtr. cor. Sec. 20
- 16 " " NW cor. Sec. 20 (R.R. spk. above)
- 17 P.I. 650+27.2 U.S. 136
- 18 P.I. 665+02.4 " "
- 19 P.I. 682+80.8 " "
- 20 W E²SW⁴ 17-16-2E at E U.S. 136 (unmarked)
- 21 P.C. 679+52.3768 U.S. 136
- 22 radius point of curve starting at 21
- 23 E of railroad track 1650' NW of 11
- 24 " " " " 3000' " " 14
- 25 " " " " 4000' SE " "
- 26 computed position of Cen. S. NW⁴ 20-16-2E
- 27 E railroad from best fit of irregular track E
- 28 " " at W E²NW⁴ 20
- 29 NERN R/W line railroad at W E²NW⁴ 20
- 30 " " " " 69.6' SE of 29
- 31 E U.S. 136 300' SE of 20
- 32 SWRN R/W line U.S. 136 where intersected by 30-31
- 33 " " " " " " " " W E²SW⁴ 17-16-2E
- 34 NERN R/W " R.R. where 96°02' dead angle intersects
- 35 SWRN " " U.S. 136 where intersected by 31-34

174/102 Stream to Blair 9 Mar. 1957

Rt SW SW 170 Rt NW NW 20-16-2E From SW cor. 17 N on $\frac{1}{4}$
1126.02' to E $\frac{1}{2}$ & C'ville Rd (U.S. 136); S57°47'10"E on E 1024.04' to
P.O.B.; cont. last course. S43.39' to E SW SW 17; S0°15'17"W on
 $\frac{1}{4}$ 274.29' to SE cor.; S0°00'50"S* into Sec. 20, 242.43' to N Rd;
N 59°29'40"W on N 534.44'; N0°12'50"E 535.10' to beg. S. 563 ac.

246/461 Harvey to Lawrence W. & Ruth P. 10000 h4w 18 Mar. 1977

Rt W NE 80-46-2E Com. on E $\frac{1}{2}$ $\frac{1}{4}$ @ E 21W P&ERR; NWLY on E 1100.45';
NELY 533.45' to E C'ville Rd. (U.S. 136), rd point being NWLY on rd. E 916.1' from
E $\frac{1}{2}$ $\frac{1}{4}$; NWLY on E 282.27' to P.O.B.; defl. L 90°32'45" & run SWLY
223.79'; defl. R 87°33'45" & run NWLY 76.46'; defl. R. 85°09'30" & run NELY
229.91' to E C'ville Rd.; defl. R 97°49'30" & run SELY on E 105.53' to beg.,
0.470 ac. $\pm$

* S0°00'50"W req'd. for proper closure and acreage. See
attached computations.

Examination of description in Blair and
174/102

P 3

6	***
2000.000	***
2000.000	***
2	***
57.4710	***
122.1250	***
543.390	***
1710.329	***
2459.743	***
3	***
0.1517	***
180.1517	***
274.290	***
1436.042	***
2458.523	***
② 2nd quad	***
0.0050	***
179.5910	***
242.430	***
1193.612	***
2458.582	***
4	***
59.2940	***
300.3020	***
534.440	***
1464.905	***
1998.119	***
1	***
0.1250	***
0.1250	***
535.100	***
2000.001	***
2000.117	***
0.001	***
0.117	***
89.2018	***
0.117	***
2129.650	***
18228	***
242443.885	***
5.566	***
5	***

6	***
2000.000	***
2000.000	***
2	***
57.4710	***
122.1250	***
543.390	***
1710.329	***
2459.743	***
3	***
0.1517	***
180.1517	***
274.290	***
1436.042	***
2458.523	***
③ 2nd quad	***
0.0050	***
180.0050	***
242.430	***
1193.612	***
2458.465	***
4	***
59.2940	***
300.3020	***
534.440	***
1464.905	***
1998.002	***
1	***
0.1250	***
0.1250	***
535.100	***
2000.001	***
1999.999	***
0.001	***
-0.001	***
332.1230	***
0.002	***
2129.650	***
1396583	***
242289.349	***
5.562	***
5	***

**BROWNSBURG ENGINEERS
AND ASSOCIATES**

BROWNSBURG, INDIANA

852-4904
P.O. BOX 282 BROWNSBURG.

SHARTLE STANLEY
RR #1 STILES VILLE

DEAR SIR:

THIS IS TO CONFIRM OUR CONVERSATION
ABOUT SURVEYING AT INDIANAPOLIS
RACEWAY PARK, OUTSIDE OF CLERMONT.
PLEASE SURVEY MAIN ENTRANCE, (FROM
RAIL ROAD TRACKS TO US-136) PLACING
3 WOODEN STAKES ON EACH SIDE.
(PROPERTY LINES) THE COST FOR THE ABOVE
WORK WAS AGREED TO BE \$1000.00. I
IRP WOULD ALSO LIKE A PLOT OF THIS
AREA FOR FUTURE REFERENCE. (THIS COST
IS ABOVE THE \$1000.00 MENTIONED ABOVE)

PLEASE COMPLETE THIS WORK AS SOON
AS YOU ARE ABLE. IRP WOULD LIKE TO
CLEAR THE FENCE LINES.

THANK YOU
DOUG LAWRENCE P.E.

CORPORATE WARRANTY DEED

BOOK 265 PAGE 47

THIS INDENTURE WITNESSETH, That INDIANAPOLIS RACEWAY PARK, INC.

_____ ("Grantor"), a corporation organized and existing under the laws of the State of Indiana, CONVEYS AND WARRANTS to

NATIONAL HOT ROD ASSOCIATION

of Los Angeles County, in the State of California, for the

sum of One-----Dollars (\$ 1.00)

and other valuable consideration, the receipt of which is hereby acknowledged, the following

XXXXXX real estate in Hendricks County, in the State of Indiana; that is described on Exhibit A attached hereto.

Subject to a mortgage from Grantor to The Indiana National Bank, of Indianapolis, Indiana, dated June 17, 1965, recorded June 19, 1965, in Mortgage Record 170, pages 241-246, Hendricks County records, in the original principal amount of \$332,000.00, which Grantee assumes and agrees to pay.

Subject to real estate taxes for 1979, due and payable in May and November, 1980, and thereafter, which Grantee assumes and agrees to pay.

Subject to all legal highways, rights-of-way, easements, restrictions and limitations of record.

ENTERED FOR RECORD

BOOK

265 AUG 13 1980 47-9

Marville Abbott

HENDRICKS COUNTY

Indiana Gross Income Tax on
Sale of Real Estate

Paid by

Indianapolis Raceway Park, Inc. Grantor

Date Pd. 8-12-80 Amt. Pd. 28780.87

Treasurer's Receipt # 259851

Hendricks County

Entered for taxation this 12th

August 1980

William C. Graham

AUDITOR HENDRICKS COUNTY

The undersigned persons executing this deed on behalf of Grantor represent and certify that they are duly elected officers of Grantor and have been fully empowered, by proper resolution of the Board of Directors of Grantor, to execute and deliver this deed; that Grantor has full corporate capacity to convey the real estate described herein; and that all necessary corporate action for the making of such conveyance has been taken and done.

IN WITNESS WHEREOF, Grantor has caused this deed to be executed this 8th

day of August, 1980.

INDIANAPOLIS RACEWAY PARK, INC.
(Name of Corporation)

(SEAL) ATTEST

By

William C. Graham
Signature

William C. Graham, Secretary

Printed Name, and Office

By

Robert B. McConnell
Signature

Robert B. McConnell, Vice President

Printed Name, and Office

STATE OF INDIANA

COUNTY OF MARION

SS:

Before me, a Notary Public in and for said County and State, personally appeared William C. Graham and Robert B. McConnell, the

Secretary

and Vice President

respectively of

Indianapolis Raceway Park, Inc.

who acknowledged

execution of the foregoing Deed for and on behalf of said Grantor, and who, having been duly sworn, stated that the representations therein contained are true.

Witness my hand and Notarial Seal this 8th day of August, 1980

My Commission Expires August 24

Signature

Printed

Gordon D. Wishard
Gordon D. Wishard

Notary Public

attorney at law.

This instrument was prepared by

Notary Public's county of residence: Marion

A part of Lot 6, Villa Farms, a subdivision of Hendricks County, Indiana, and a part of the Northwest quarter of Section 20, Township 16 North, Range 2 East, Hendricks County, Indiana, the foregoing more particularly described as follows:

1. All of said Lot 6 except 400.00 feet off of the west end thereof, as cut off by a line parallel to the west line of said quarter section as per plat thereof, recorded in Plat Book 3, pages 134 and 135 in the Office of the Recorder of Hendricks County, Indiana, said part of Lot 6 containing 1.570 acres, more or less.
2. Said part of said quarter section, beginning at a point 1755.60 feet north and 400.15 feet east of the southwest corner of said quarter section; thence North parallel to the west line of said quarter section for a distance of 39.89 feet; thence in an easterly direction on and along the south line of said Lot 6 for a distance of 935.65 feet to a point in the east line of said Lot 6; thence South parallel to the west line of said quarter section for a distance of 132.75 feet; thence west parallel to the south line of said quarter section for a distance of 930.60 feet to the point of beginning, containing 1.844 acres, more or less; subject, however, to any and all legal highways and rights-of-way. The total acreage of the two tracts described above is 3.414 acres, more or less.

Also described as follows:

All of that part of Lot Number Six (6) except four hundred feet off the entire west side of said lot, as measured by parallel lines four hundred (400) feet distant from the west line thereof, of said Lot No. 6 in Villa Farms, being a subdivision of a part of the Northwest quarter of the Northwest quarter of Section 20, Township 16 North of Range 2 East, which plat is recorded in the Office of the Recorder of Hendricks County, Indiana, in Plat Book No. 3 pages 134 and 135, and the land conveyed herein is described in metes and bounds as follows:

Beginning at a point 1920.65 feet North of 400 feet East of the Southwest corner of the Northwest quarter of Section 20, Township 16 North of Range 2 East in Hendricks County, Indiana, which beginning point is 400 feet from the West line of said Lot No. 6 and on the North line thereof, thence East on said North line a distance of 929.6 feet to the Northeast corner of said lot; thence South on the East line of said lot a distance of 24.52 feet; thence southwesterly on and along the south line of said lot to a point 935.65 feet distant; thence North, parallel with the west line of said lot a distance of 122.61 feet to the place of beginning, containing in all 1.570 acres, more or less;

ALSO: An adjacent triangular piece of land, located in said quarter section, described as follows:

Beginning at a point 1755.60 feet north and 400.15 feet east of the southwest corner of said quarter section; thence North parallel to the west line of said quarter section, for a distance of 39.89 feet; thence in an easterly direction on and along the south line of said Lot 6 for a distance of 935.65 feet to a point in the east line of said Lot 6; thence South parallel to the west line of said quarter section for a distance of 132.75 feet; thence west parallel to the south line of said quarter section for a distance of 930.60 feet to the point of beginning, containing 1.844 acres, more or less.

ALSO:

A part of the West half of the Northwest quarter of Section 20, Township 16 North, Range 2 East, more particularly described as follows:

Beginning at a point which is eight hundred twenty-five (825) feet north of the west half mile stone, thence East parallel with half section line four hundred (400) feet to place of beginning; thence east parallel with half section line nine hundred twenty-five and ninety-four hundredths (925.94) feet; thence North parallel with west section line nine hundred thirty and sixty hundredths (930.60) feet; thence west parallel with half section line nine hundred twenty-five and ninety-four hundredths (925.94) feet; thence South parallel with west section line nine hundred thirty and sixty hundredths (930.60) feet to place of beginning, containing nineteen and seven hundred eighty-one thousandths (19.781) acres, more or less.

STAKING SHEET

(9)

COORDINATE FILE: 2062EA LENGTH = 80 POINTS; TIME ON FILE: 1 15 46.21
INDPLS. RACEWAY PARK ***** JOB #1986

7182
6960
2.22

***** COGO *****

FROM TYPE	BEARING	DISTANCE	TO	NORTHING	EASTING
START			31	2,845.93762	2,257.41947
31 B-B SW	24 52 00.00	436.86622	34	2,449.57379	2,073.71371
34 B-B NW	60 54 58.00	71.82311	29	2,484.48627	2,010.94685
START			31	2,845.93762	2,257.41947
OFFSET INTERSECTION					
NW 59 06 00.00	-30.00000				
SW 24 52 00.00	0.00000				
			35	2,818.56735	2,244.73396

LOT SUMMARY

1	NW	1 06 00.63	274.28996	20	3,000.00000	2,000.00000
20	SE	59 06 00.00	300.00000	31	2,845.93762	2,257.41947
31	SW	24 52 00.00	436.86622	34	2,449.57379	2,073.71371
34	NW	60 54 58.00	71.82311	29	2,484.48626	2,010.94685
29	NW	1 20 55.22	241.34119	1	2,725.76059	2,005.26650
				1	2,725.76060	2,005.26650
	NE	1 55 36.69	0.00001			

1,324.320 DIST TRAV

PERFECT CLOSURE

AREA 81298.01 SF 1.8663 ACRES

6.2
63
186
67
1302
1116
12662

277 12 06
277 05 52
06 14

START			1	2,725.76060	2,005.26650
1 TRAV NA	0 00 00.00	0.00000	0	2,725.76060	2,005.26650
2	358°/8'25"		3		

START			2	2,970.21850	2,011.46860
2 S.S. NA	242 37 19.62	12.15029	33	2,964.63110	2,000.67923
2 S.S. NA	123 01 47.98	278.07415	32	2,818.64640	2,244.60189
2 S.S. NA	123 01 43.74	278.22796	35	2,818.56735	2,244.73396
2 S.S. NA	173 22 46.86	523.05181	30	2,450.65443	2,071.77091
2 INV NA	173 10 56.73	524.35233	34	2,449.57379	2,073.71371

START			10	2,476.15044	2,077.89120
10 S.S. NA	193 29 54.17	26.22031	30	2,450.65443	2,071.77091
10 S.S. NA	188 55 58.90	26.90297	34	2,449.57379	2,073.71371
10 S.S. NA	277 05 52.32	67.46134	29	2,484.48627	2,010.94685
10 INV NA	352 20 35.00	498.51300	2	2,970.21850	2,011.46860

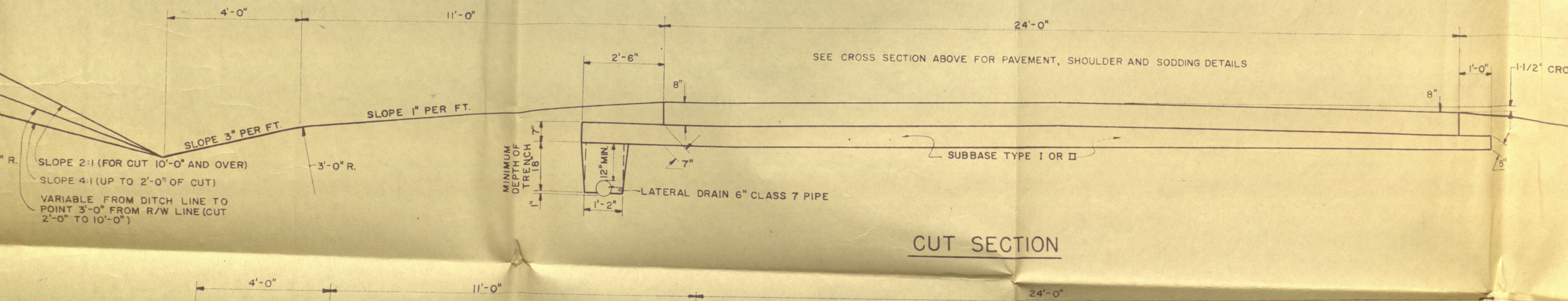
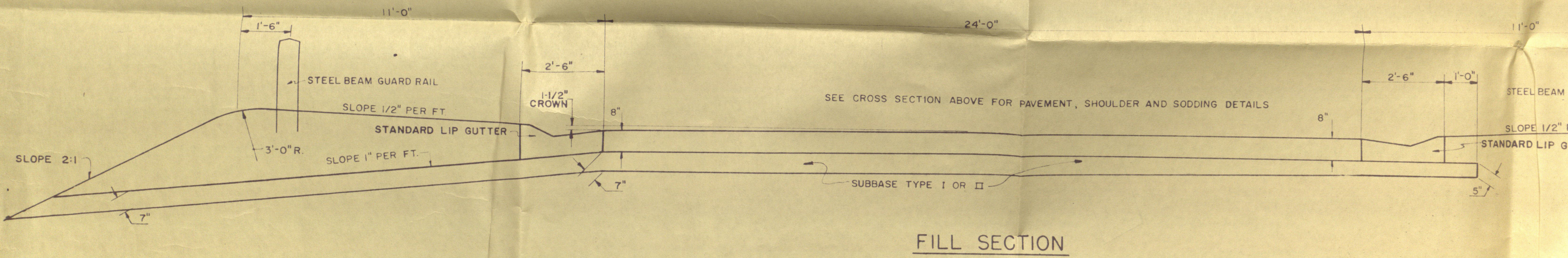
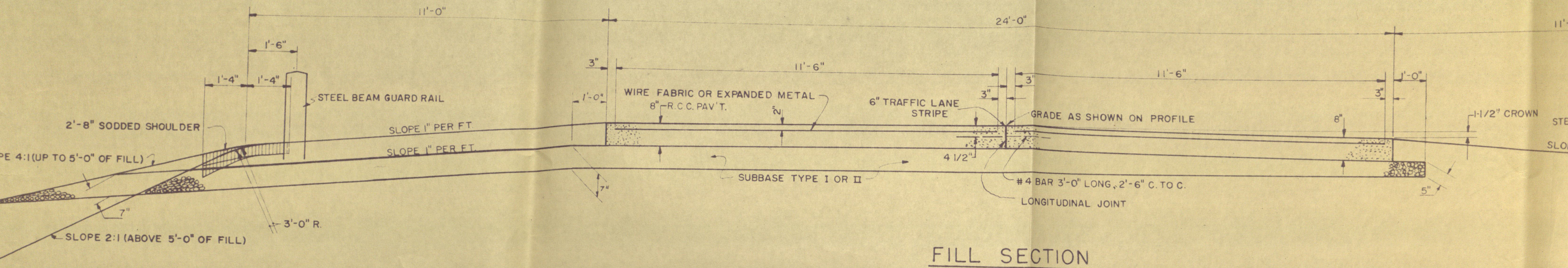
OFFSETS FROM A LINE

26 41.36155 2,068.46562

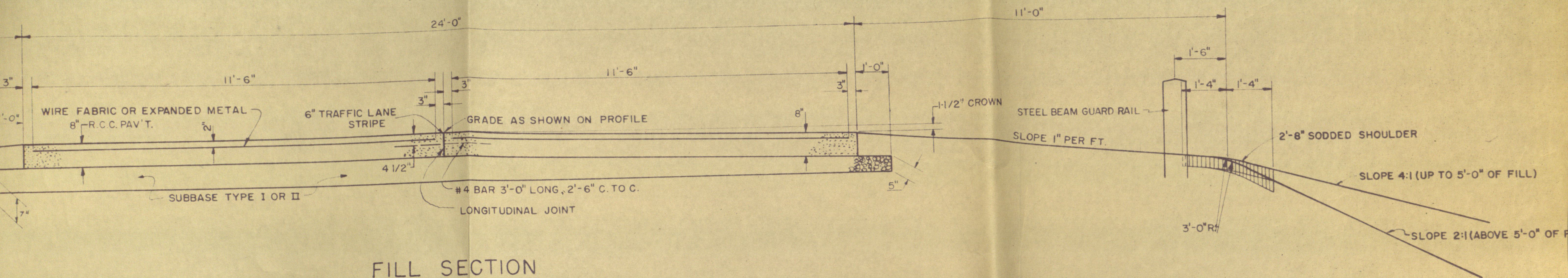
BASE BRG NA 358 39 04.78

PT	BASE DIST	OFFSET
34	2407.42158	61.92775

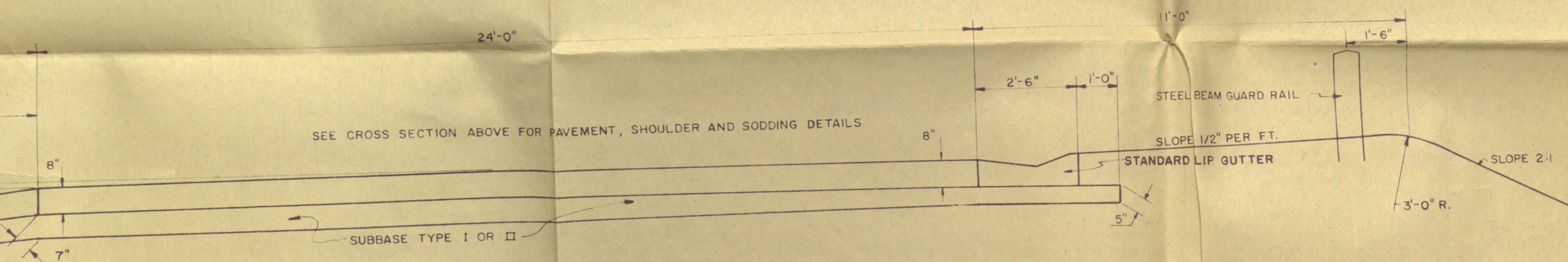
TIME FOR THIS RUN: 0 09 45.31; TOTAL TIME ON FILE: 1 25 31.51
COORDINATES STORED



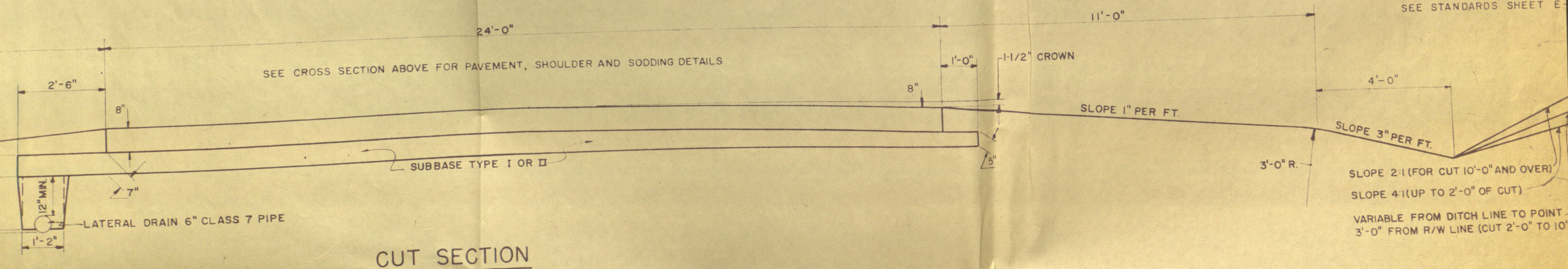
FEDERAL ROAD DIVISION NO.	STATE	PROJ. NO.	FISCAL YEAR	SHEET NO.
4	IND.	1-02-5(4)	1958	3



FILL SECTION



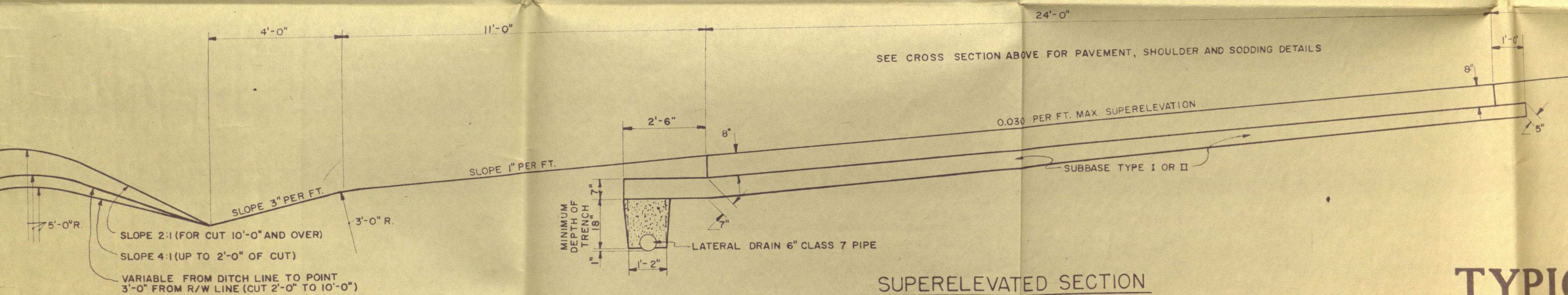
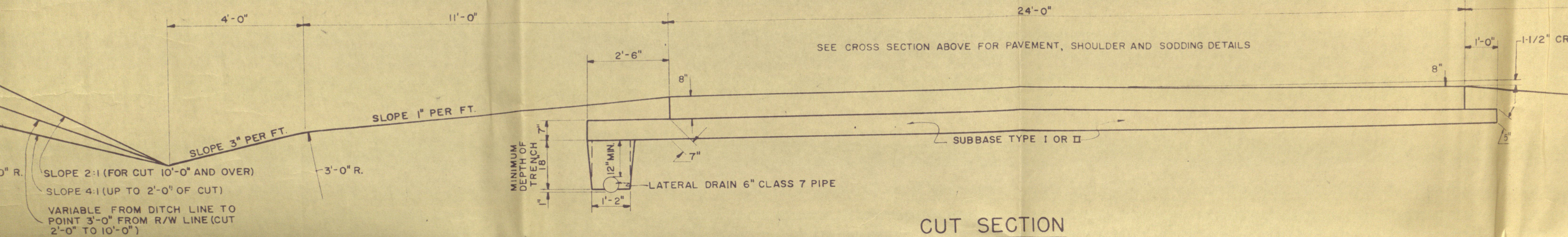
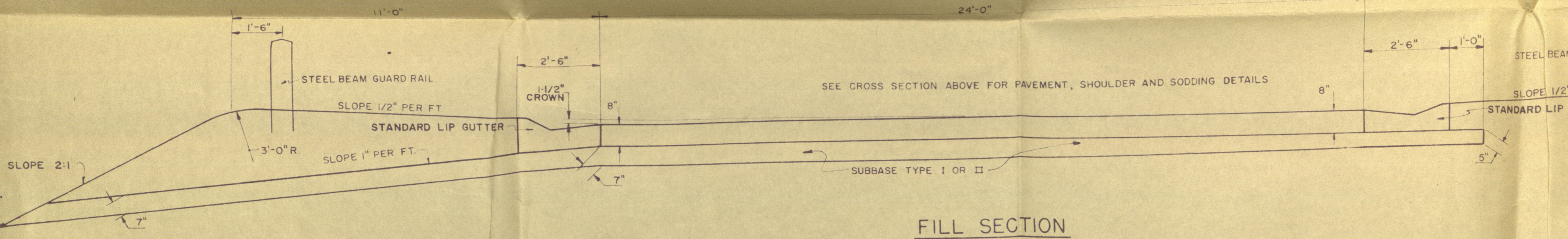
FILL SECTION



CUT SECTION

NOTE:

FOR STANDARD LIP GUTTER SEE MISCELLANEOUS STANDARDS SHEET E. FOR LOCATION OF STANDARD LIP GUTTER SEE PLAN & PROFILE SHEET. FOR STEEL BEAM GUARD RAIL SEE STANDARDS SHEET G.R. FOR LOCATION OF STEEL BEAM GUARD RAIL SEE PLAN & PROFILE SHEET. WHERE ANY PART OF A FILL 2:1 SLOPE, THAT SLOPE SHALL BE CONTINUED THROUGHOUT THE FILL. CUT TO BE DIFFERENCE IN ELEVATION BETWEEN DITCH LINE AND ORIGINAL GROUND. POINT 3'-0" FROM R/W LINE. A GUIDE POST (TYPE 'A') IS TO BE LOCATED AT THE OUTLET OF SUBSURFACE DRAIN IN ORDER TO PRESERVE THE LOCATION OF THE SUBSURFACE DRAIN. FOR STANDARD SUBSURFACE DRAIN SEE MISCELLANEOUS STANDARDS SHEET E. FOR LOCATION OF STANDARD SUBSURFACE DRAIN SEE TABLE ON SHEET E. FOR DETAIL OF PAVEMENT SEE STANDARDS SHEET E.



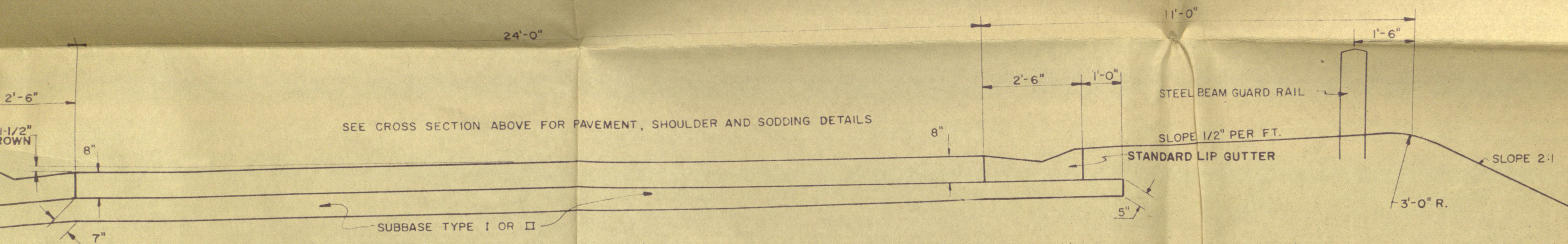
TYPICAL SUBBASE SECTIONS

CENTERVILLE ROAD-LINE S-I-C

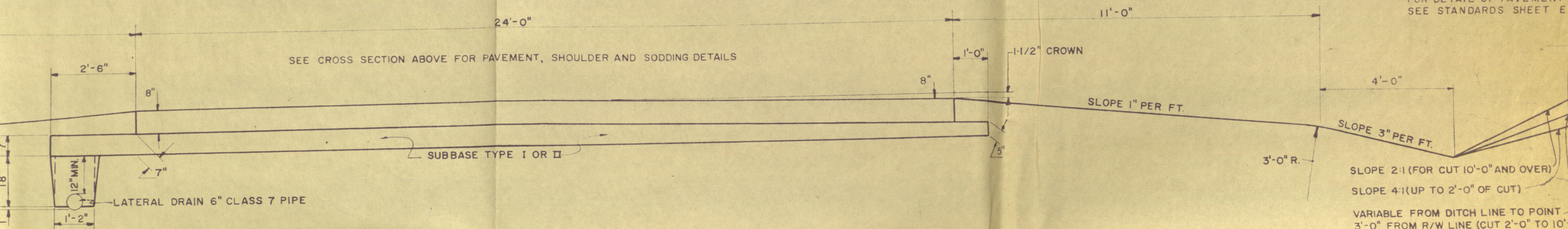
TYPICAL

APPROVED

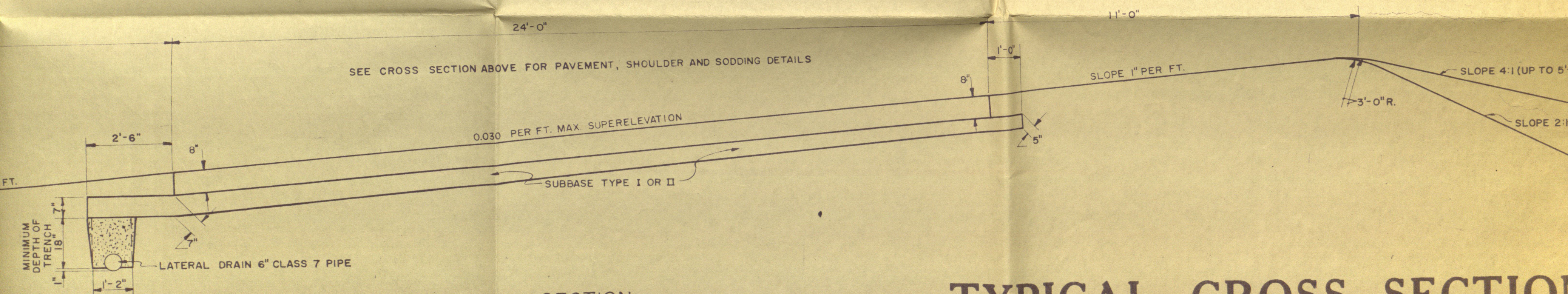
APPROVED
CHIEF ENGINEER



FILL SECTION



CUT SECTION



SUPERELEVATED SECTION

TYPICAL SUBBASE SECTIONS CENTERVILLE ROAD-LINE S-I-C

TYPICAL CROSS SECTION

SCALE:- 1/2" = 1'-0"

APPROVED

CHAIRMAN STATE HIGHWAY DEPARTMENT OF INDIANA

RECOMMENDED FOR APPROVAL

APPROVED

CHIEF ENGINEER STATE HIGHWAY DEPARTMENT OF INDIANA

ENGINEER OF ROAD DESIGN STATE HIGHWAY DEPARTMENT OF INDIANA

NOTE:

FOR STANDARD LIP GUTTER SEE MISCELLANEOUS STANDARDS SHEET 10-1 FOR LOCATION OF STANDARD LIP GUTTER SEE PLAN & PROFILE SHEET FOR STEEL BEAM GUARD RAIL SEE MISCELLANEOUS STANDARDS SHEET 10-1 FOR LOCATION OF STEEL BEAM GUARD RAIL SEE PLAN & PROFILE SHEET WHERE ANY PART OF A FILL CUT TO BE DIFFERENCE IN ELEVATION DITCH LINE AND ORIGINAL GROUND POINT 3'-0" FROM R/W LINE. A GUIDE POST (TYPE 'A') IS TO BE LOCATED AT THE OUTLET OF SUBSURFACE DRAIN LOCATION AS DIRECTED BY THE IN ORDER TO PRESERVE THE THE SUBSURFACE DRAIN. FOR STANDARD SUBSURFACE DRAIN SEE MISCELLANEOUS STANDARDS SHEET 10-1 FOR LOCATION OF STANDARD DRAIN SEE TABLE ON SHEET 10-1 FOR DETAIL OF PAVEMENT SEE STANDARDS SHEET E-1

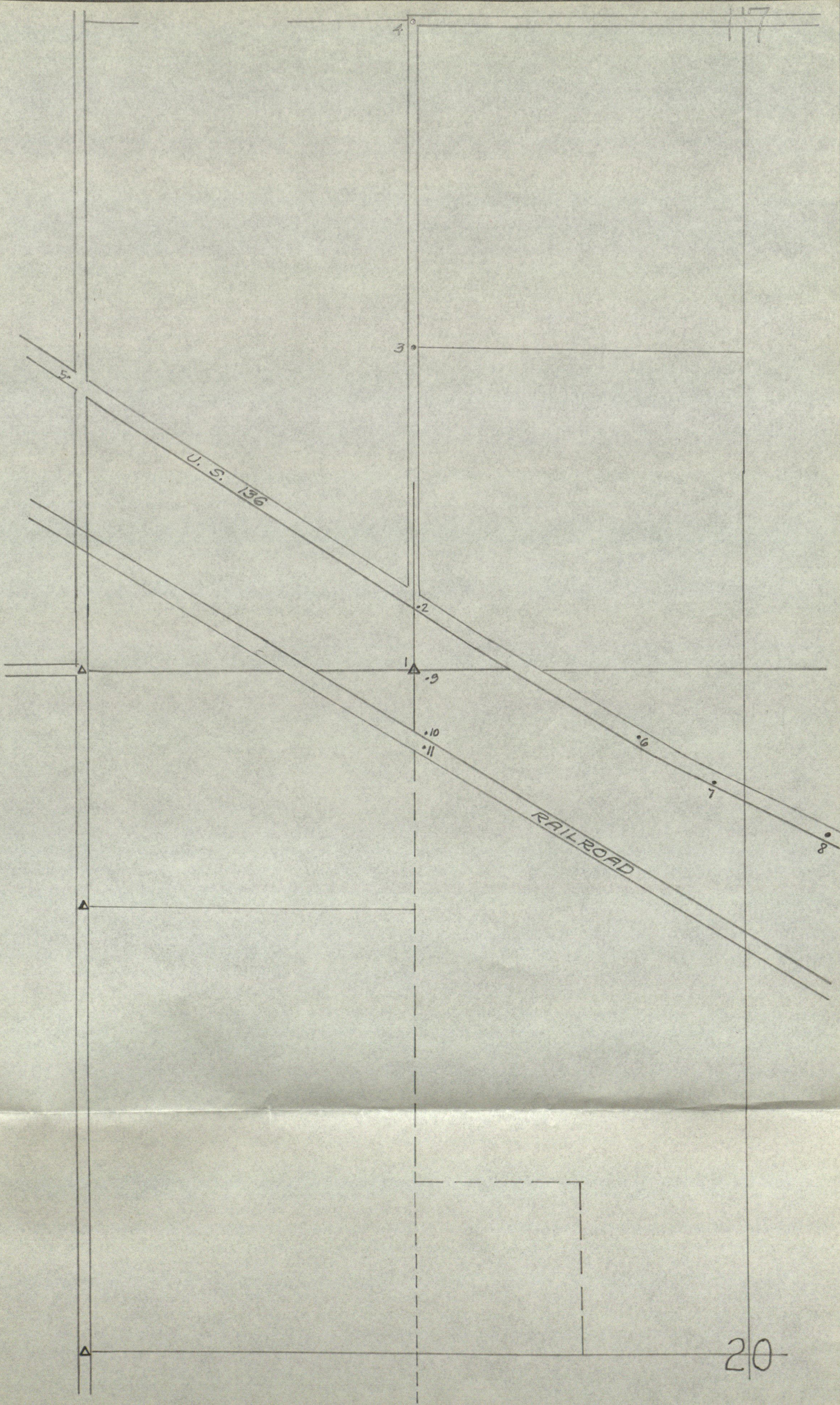
Sug 28 52 51 3 1/2
Creek 10 12 4 1/2 13 1/2
C-20

found
6" deep June 9, 1986
Bur oak 2 S 88 E 12.9'
dead oak 20 S 89 E 16.8'
B oak 24 " 46.3'
B oak 14 S 86 E 18.1'
B oak 30" W 31.2'
Shurtle

12x18
Creek 18 S 35 E 36
JWT

Stone 10x16
Lym 30 5 1/2 E 34
JWT

10.04 1/2
JWT



$$\begin{array}{r} 57 \ 47 \ 10 \\ 5 \ 12 \\ \hline 62 \ 59 \ 10 \\ 2 \ 35 \\ \hline 60 \ 24 \ 10 \\ 3 \ 17 \\ \hline 57 \ 07 \ 10 \end{array}$$

7970+00

7954+44

7939+11

7923+84

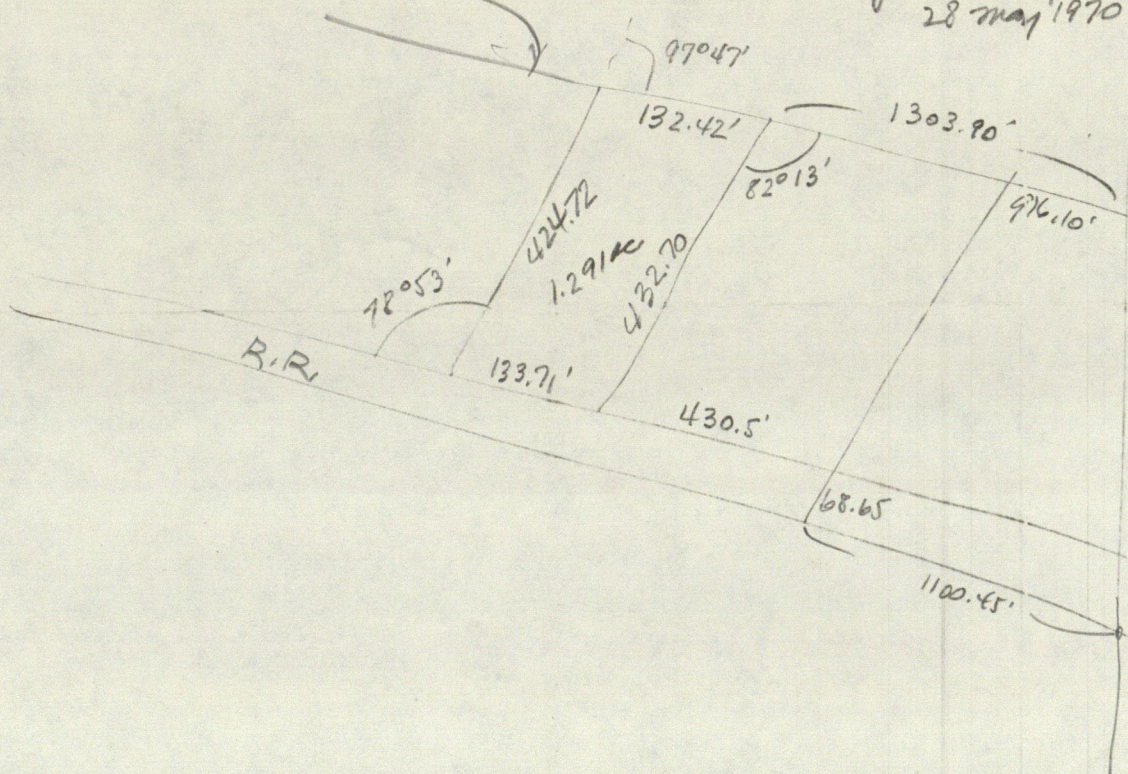
7908+45

7907+70

E. Chiles Rd.

$\frac{213}{506}$

Graham to Indpls. Raceway Park, Inc.
28 May 1970



and authority given in and by an order of the United States Bankruptcy Court, Southern District of Indiana, Indianapolis Division, dated November 7, 1980, a copy of which is attached hereto, and in consideration of the sum of One Dollar (\$1.00), lawful money of the United States paid by the party of the second part, does hereby grant, convey, and release unto the party of the second part, their heirs and assigns forever, the following described real estate:

Shook, Tr., to Richard H. & Betty L. Turpin et al. 14 Nov. 1980

A part of the West one half of the Northeast quarter of Section 20, Township 16 North, Range 2 East, Hendricks County, Indiana, more particularly described as follows: Commencing at the intersection of the East line of said half quarter section and the Southerly right of way line of P. & E. Railroad; thence Northwesterly in and along said Southerly right of way line 1100.45 feet; thence Northeasterly 68.65 feet to a point in the Northerly right of way line of said P. & E. Railroad to the beginning point of this description; thence continuing Northeasterly 464.8 feet to a point in the center line of Crawfordsville Road as the same is now located and established, said point being distant Northwesterly in and along said center line 916.1 feet from the intersection with said East line; thence Northwesterly in and along said centerline 387.8 feet; thence Southwesterly 432.7 feet to a point in said Northerly right of way line of the P. & E. Railroad; thence Southeasterly in and along said Northerly right of way line 430.5 feet to the place of beginning, containing in all 4.02 acres more or less. Subject to all legal highways, rights of way and easements. EXCEPT: A part of the West half of the Northeast quarter of Section 20, Township and Range aforesaid, said part being more particularly described as follows: Commencing at the intersection of the East line of said half quarter section and the Southerly right of way line of the Peoria and Eastern Railroad; thence Northwesterly on and along said Southerly right of way line 1,100.45 feet; thence Northeasterly 533.45 feet to a point on the centerline of Crawfordsville Road (U.S. 136), as now established, said point being distant Northwesterly on and along said centerline 916.1 feet from its intersection with the aforesaid East line of said half quarter section; thence Northwesterly on and along said centerline 282.27 feet to the BEGINNING POINT of this description; thence deflect left 90 degrees 32 minutes 45 seconds and run Southwesterly 223.79 feet; thence deflect right 87 degrees 33 minutes 45 seconds and run Northwesterly 76.46 feet; thence deflect 85 degrees 09 minutes 30 seconds right and run Northeasterly 229.91 feet to a point on the aforesaid centerline of Crawfordsville Road; thence deflect 97 degrees 49 minutes 30 seconds right and run Southeasterly on and along said centerline 105.53 feet to the beginning point of this description, containing in all 0.47 acres, more or less and containing in the tract hereinabove described, after said exception 3.55 acres more or less. Subject to all legal highways, rights-of-way and easements of record.

ENTERED FOR RECORD
BOOK 266 NOV 18 1980
MARVILLE ABBOTT
RECORDED HENDRICKS COUNTY

STANLEY M. SHARTLE

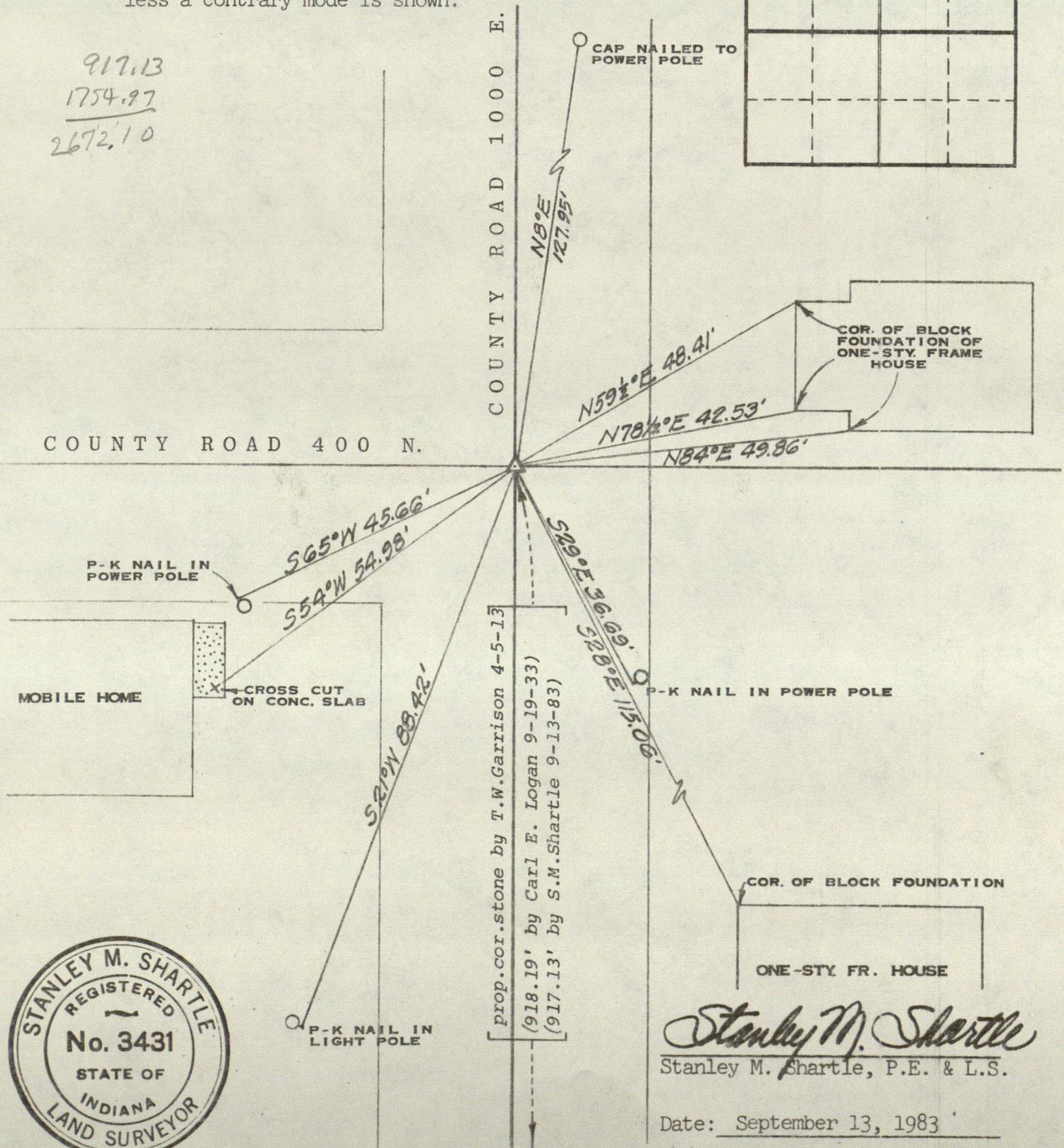
LOCATION OF MONUMENT: SECTION 20, T. 16 N., R. 2 E.

Found: ☒ Set: ☐ Depth: 7 inches

Description: tip of peak on old stone

Bearings to reference objects are magnetic unless a contrary mode is shown.

917.13
1754.87
2672.10



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

Date: September 13, 1983

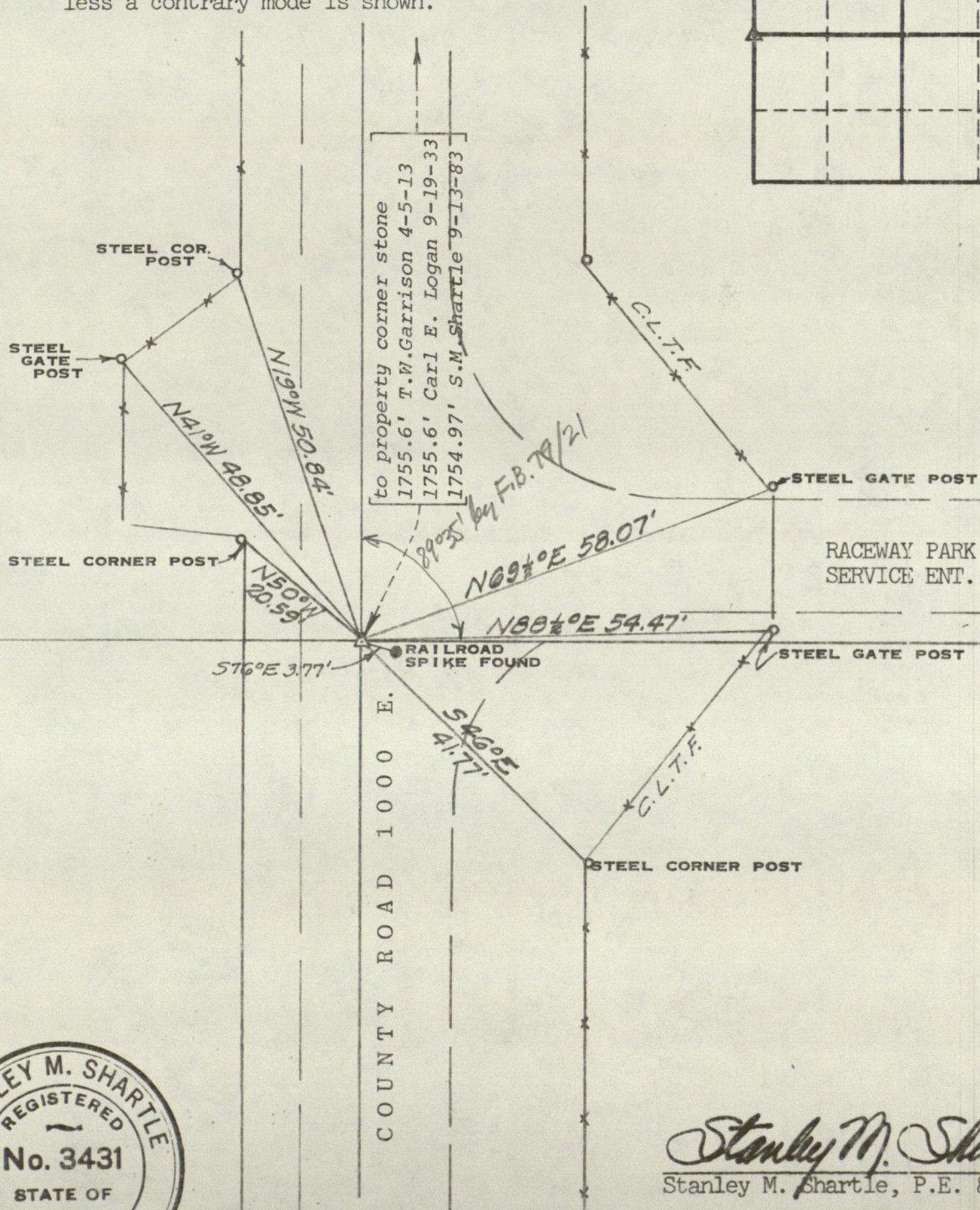
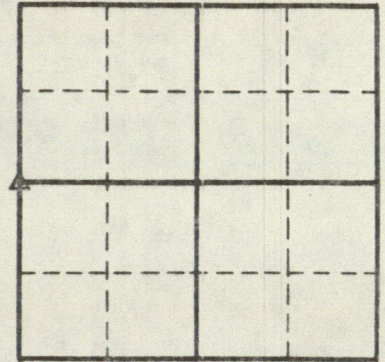
STANLEY M. SHARTLE

LOCATION OF MONUMENT: SECTION 20, T. 16 N., R. 2 E.

Found: ☒ Set: ☐ Depth: 3 inches

Description: hole drilled in old stone

Bearings to reference objects are magnetic unless a contrary mode is shown.



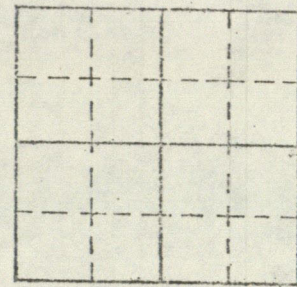
Stanley M. Shartle
Stanley M. Shartle, P.E. & L.S.

Date: September 13, 1983

Should be 37.52' from
 Center of R.R. to P.K.
 Nail on City Line Rd.

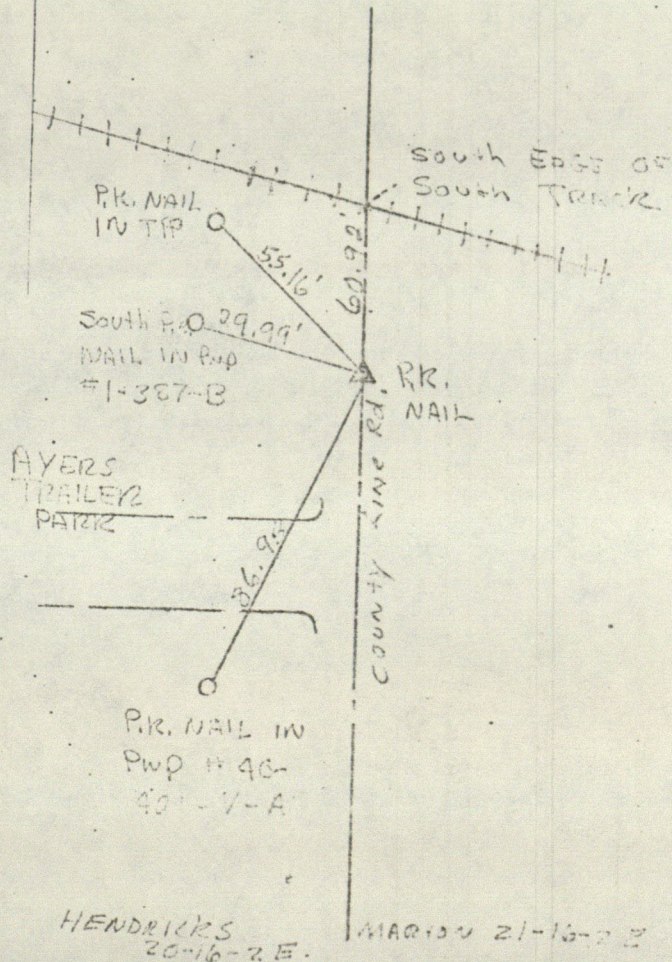
COUNTY

Sec. 20 T 16 N R 2 E



Set by: _____

N



Hendricks County Surveyor

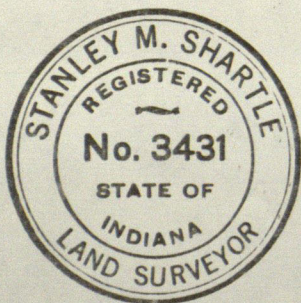
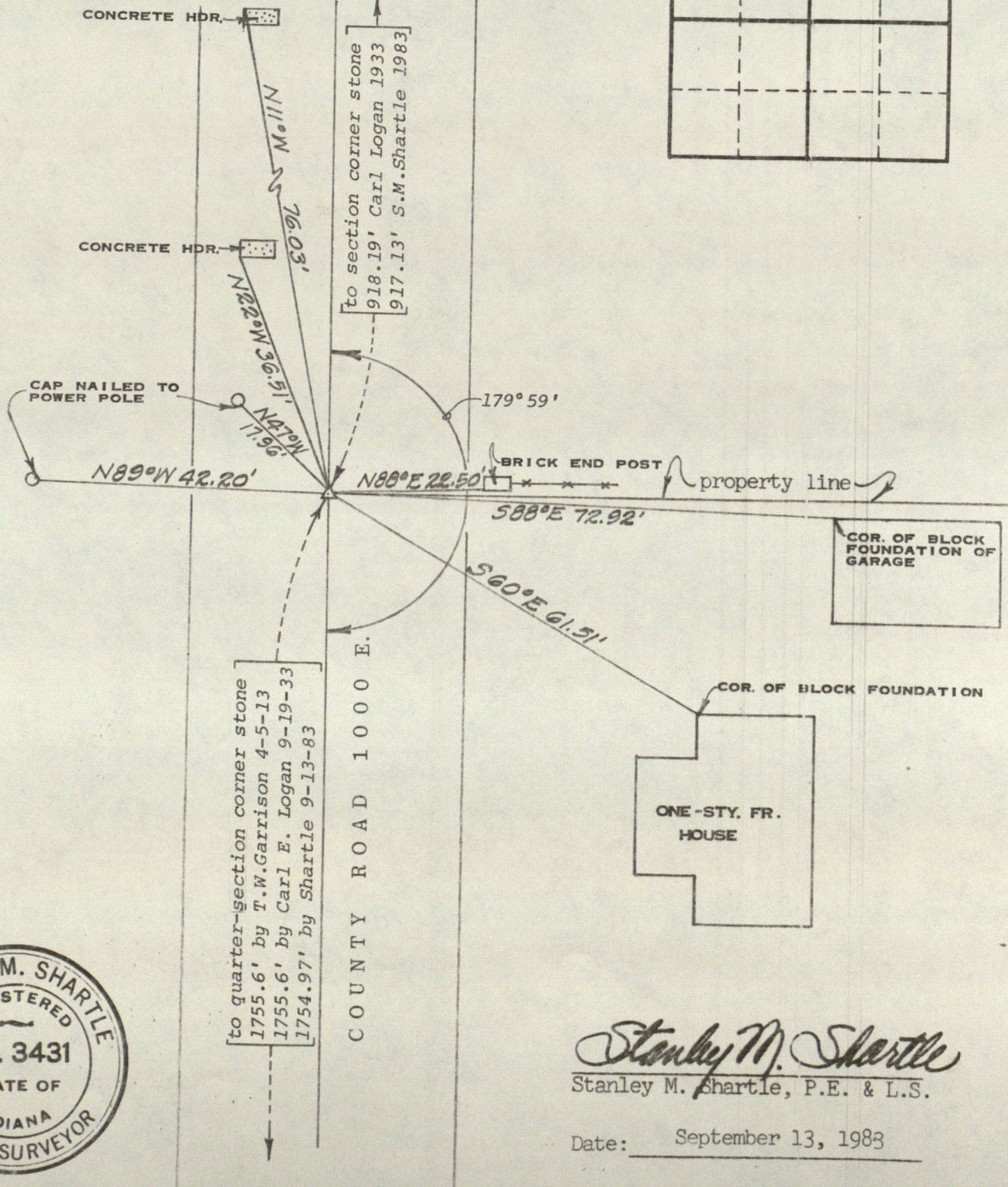
STANLEY M. SHARTLE

LOCATION OF MONUMENT: SECTION 20, T. 16 N., R. 2 E.

Found: ☒ Set: Depth: 3 inches

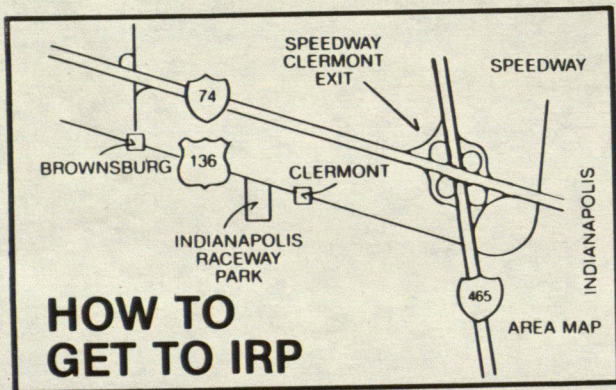
Description: hole drilled in stone

Bearings to reference objects are magnetic unless a contrary mode is shown.

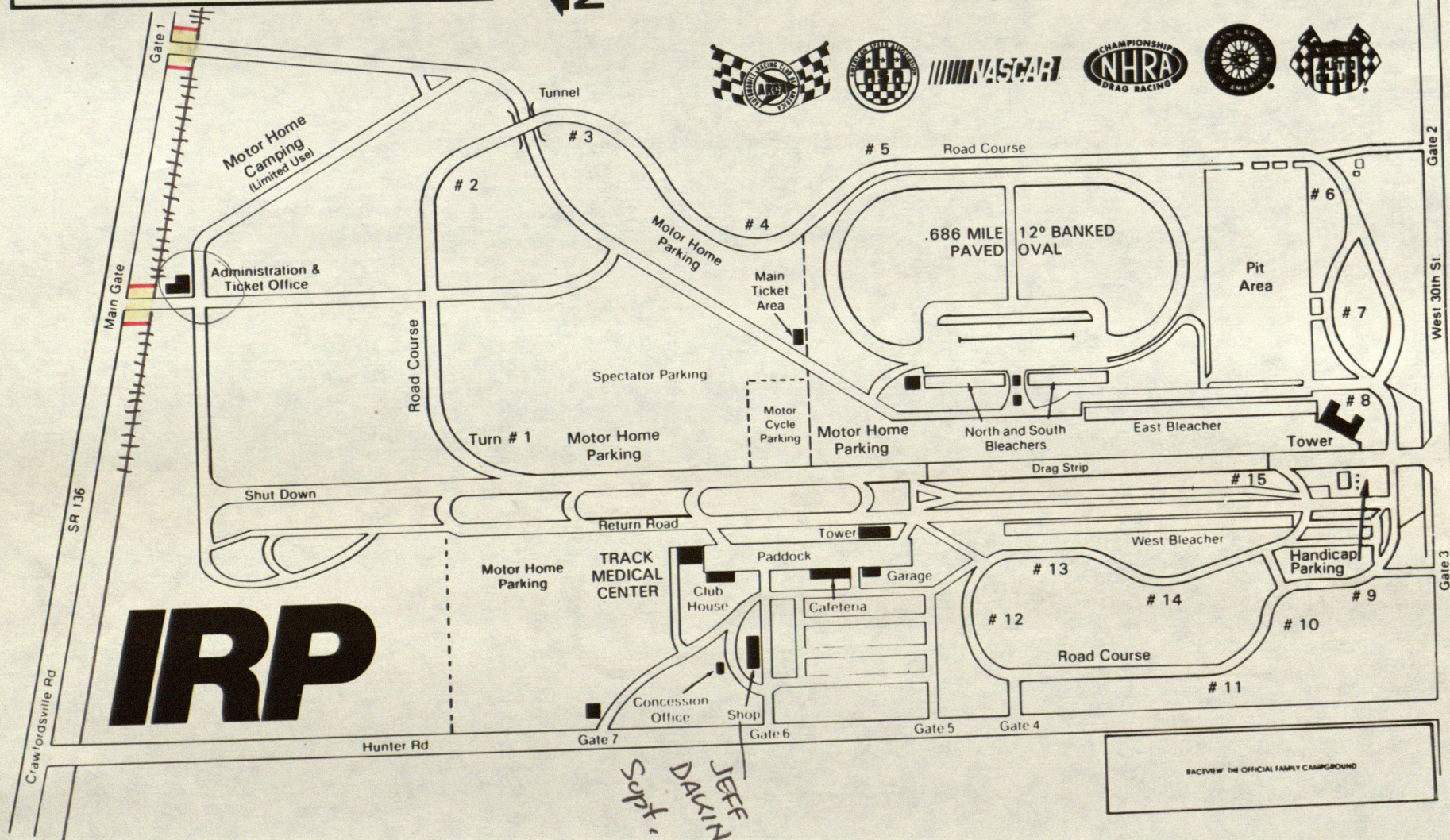
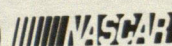


Stanley M. Shartle
Stanley M. Shartle, P.E. & L.S.

Date: September 13, 1983



INDIANAPOLIS RACEWAY PARK
 9700 Crawfordsville Rd.
 P.O. Box 34377
 Indianapolis, Indiana 46234
 317/291-4090



REGISTERED PROFESSIONAL ENGINEER
REGISTERED LAND SURVEYOR
R. R. 1, BOX 33
STILESVILLE, IND. 46180

JOB FOR <u>Maintenance</u>							
DATE	NUMBER OF HOURS WORKED						
	1 Office Work One Man \$25 per hr.	2 Other Office Work \$30 per hr.	3 Field Work One Man \$35 per hr.	4 Field Work Two Men \$50 per hr.	5 Field Work Three Men \$70 per hr.	6 Backhoe Tractor \$35 per hr.	7 Cobra Digger \$8 per hr.
<u>Oct. 15</u>	<u>3.5</u>	<u>4.0</u>					
TOTALS	HRS.	HRS.	HRS.	HRS.	HRS.	HRS.	HRS.
	\$	\$	\$	\$	\$	\$	\$

TOTAL \$_____

COLUMN 1: Work in the Land Surveyor's own office such as pre-survey research, analysis of title descriptions for subject and adjoining, field note reduction, computations, drawing plat (if any), writing and typing descriptions, printing, etc. In proposed subdivisions, making development plan, writing soils report, final plat, application, and other special work is included. Costs are for labor of Registered Land Surveyor, computer use charge, long distance calls, printing, etc.

COLUMN 2: Pre-survey work at courthouse, Indiana State Office building, conferences with attorneys, other surveyors, and Plan Commission. Costs include labor of Registered Land Surveyor, mileage, photocopies of records, etc.

COLUMN 3: At-the-site reconnaissance, preliminary search for landmarks, planning the survey. In proposed subdivisions: street and drainage planning, soils investigation. Costs are for labor of Registered Land Surveyor, mileage, and equipment use. Time to and from the job is charged for.

COLUMNS 4 & 5: At the site: searching for landmarks, surveying, staking. Costs are for labor of field party, mileage, instrument use charge, wood stakes, laths, flagging, nails, etc. Time to and from the job is charged for.

COLUMNS 6 & 7: Operating time only; no charge when machine is at the job site but not in use. Payment for the operator is included in the price per hour for field party.

PHONE 317 - 539-6225

DATE June 26, 1986

PLEASE REMIT TO

STANLEY M. SHARTLE

REGISTERED PROFESSIONAL ENGINEER

REGISTERED LAND SURVEYOR

R. R. 1, BOX 33

STILESVILLE, IND. 46180

TO: Indianapolis Raceway Park, Inc.
c/o Doug Lawrence, P.E.
Brownsburg Engineers and Associates
Brownsburg, Indiana 46112

For professional services rendered as follows:

Staking survey of the main gate parcel of Indianapolis Raceway Park, Inc., as per agreement.....	\$1,000.00.
Drawing plat of survey as per attached sheet.....	130.00.
Total fee.....	\$1,130.00.

Federal identifying number for Form 1099-MISC: 35-1368020

Beginning 30 days after the date stated above, $1\frac{1}{2}\%$ per month (18% annual rate) will be added to this account on any unauthorized unpaid previous balance.

STANLEY M. SHARTLE

REGISTERED PROFESSIONAL ENGINEER
REGISTERED LAND SURVEYOR
R. R. 1, BOX 38
STILESVILLE, IND. 46180

JOB FOR ..Indianapolis Raceway Park, Inc.. (drawing plat only)

DATE	NUMBER OF HOURS WORKED						
	1 Office Work One Man \$25 per hr.	2 Other Office Work \$30 per hr.	3 Field Work One Man \$35 per hr.	4 Field Work Two Men \$50 per hr.	5 Field Work Three Men \$70 per hr.	6 Backhoe Tractor \$35 per hr.	7 Cobra Digger \$8 per hr.
1986							
June 25	5.2						
TOTALS	5.2 HRS. \$130.00	HRS. \$	HRS. \$	HRS. \$	HRS. \$	HRS. \$	HRS. \$

Rates effective June 1, 1985; subject to change without notice.

The above items typically include:

TOTAL \$ 130.00

COLUMN 1: Work in the Land Surveyor's own office such as pre-survey research, analysis of title descriptions for subject and adjoiners, field note reduction, computations, drawing plat (if any), writing and typing descriptions, printing, etc. In proposed subdivisions, making development plan, writing soils report, final plat, application, and other special work is included. Costs are for labor of Registered Land Surveyor, computer use charge, long distance calls, printing, etc.

COLUMN 2: Pre-survey work at courthouse, Indiana State Office building, conferences with attorneys, other surveyors, and Plan Commission. Costs include labor of Registered Land Surveyor, mileage, photocopies of records, etc.

COLUMN 3: At-the-site reconnaissance, preliminary search for landmarks, planning the survey. In proposed subdivisions: street and drainage planning, soils investigation. Costs are for labor of Registered Land Surveyor, mileage, and equipment use. Time to and from the job is charged for.

COLUMNS 4 & 5: At the site: searching for landmarks, surveying, staking. Costs are for labor of field party, mileage, instrument use charge, wood stakes, laths, flagging, nails, etc. Time to and from the job is charged for.

COLUMNS 6 & 7: Operating time only; no charge when machine is at the job site but not in use. Payment for the operator is included in the price per hour for field party.