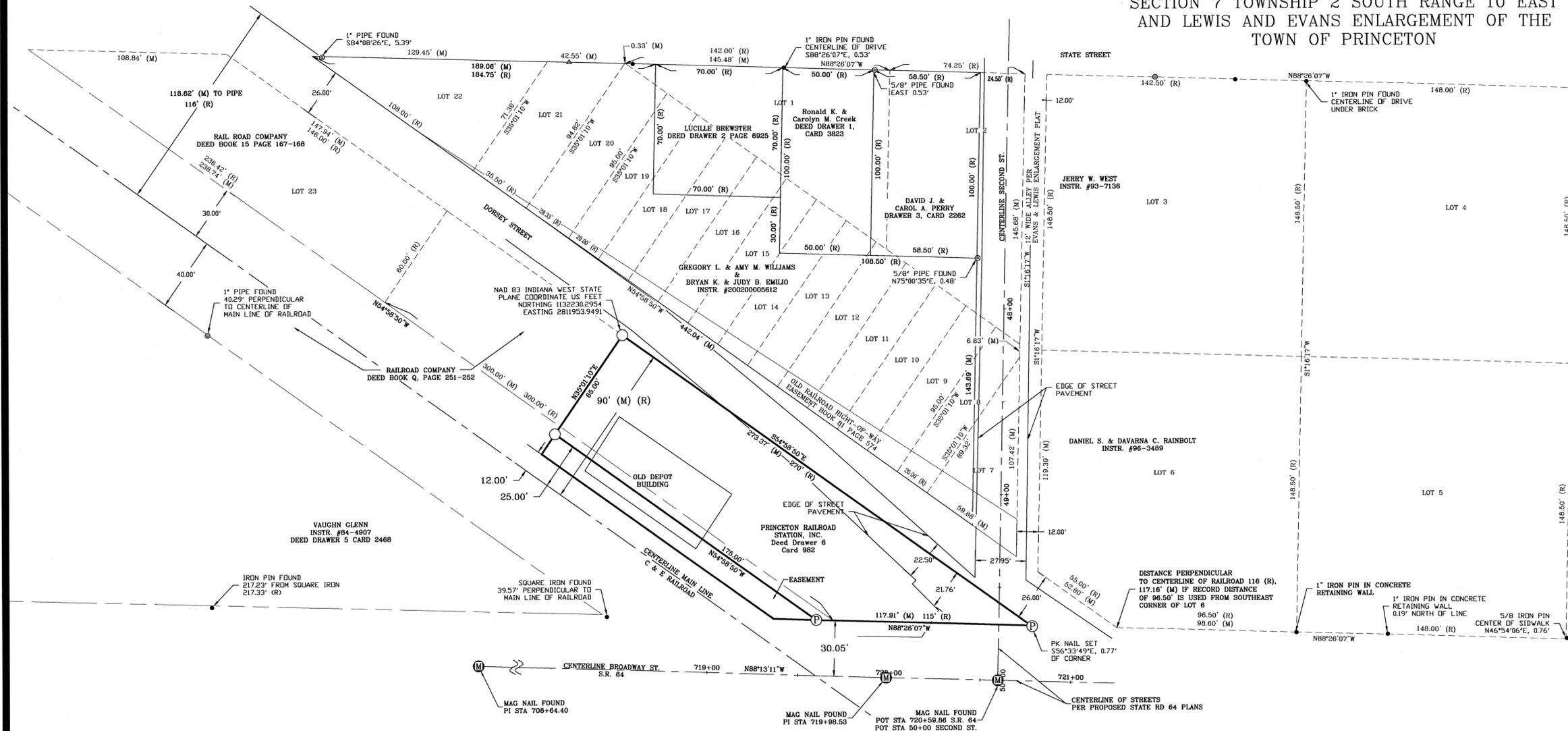


A PLAT OF PART OF
SECTION 12 TOWNSHIP 2 SOUTH RANGE 11 EAST,
SECTION 7 TOWNSHIP 2 SOUTH RANGE 10 EAST
AND LEWIS AND EVANS ENLARGEMENT OF THE
TOWN OF PRINCETON



- LEGEND**
- IRON PIN FOUND
 - IRON PIN SET
 - ⊙ PK NAIL SET
 - ⊕ PIPE FOUND
 - △ RAILROAD SPIKE FOUND
 - (M) MEASURED
 - (R) RECORD
 - (FD) FOUND
 - (IP) IRON PIN

Surveyor's Report

In accordance with the Indiana Survey Standards as defined in Indiana Administrative Code 865, this document is created in order to report opinion and observations regarding the amount of uncertainty in the location of line and corner found or established this survey because of the following: A) availability and conditions of reference monuments, B) occupation or possession lines, C) clarity or ambiguity of the record description used and/or adjoiner's descriptions, D) the theoretical uncertainty of the measurements.

- This survey was requested by Gibson County Tourism Bureau.

Reference Monuments:

- Mag nails found on centerline of Broadway Street (Indiana No. 64) as shown on a set of proposed highway plan sheets date 2/10/05 for proposed construction of State Road 64 at stations 708+64.40, 719+98.53, and 720+59.86.
- Centerline of existing rail C & E Railroad.
- Monuments found in Lewis and Evans Enlargement of the Town of Princeton

Lines of Possession:

- The survey tract is bounded on the Southwest by the C & E Railroad. No visible evidence of right-of-way found.
- The South line of the survey tract is the north line of Broadway Street. No evidence of a right-of-way line for street found on survey tract.
- The Northeast line of the Survey Tract is the Southwest line of a 26 wide street referred to as Dorsey Street in other deeds of records for parcels to the North. The approximate 22.5 foot wide strip of pavement used for the street appears to encroach on the survey tract by 22 feet near the Southeast corner. This pavement is fairly new; it does not appear on 1995 aerial photos.

Record Descriptions:

- The record description of the survey tract is Deed Drawer 6 Card 982 instrument number 87-6105.
- Old railroad right of way easements North side of Dorsey Street Book 81, page 574 and Book 128 page 219.
- Original deed for railroad right of way (Survey tract included) book Q page 251, 252.
- Parcels in Lots 1, 2, and 7-22 of Lewis and Evans Enlargement of the Town of Princeton: Deed drawer 3 card 6925, deed drawer 1 card 3823, deed drawer 3 card 2282, instrument #200200005612, deed book 53 page 189-187, deed book 118 page 504.

Survey Plats:

- Lewis and Evans Enlargement of the Town of Princeton: Deed book R page 505, plat book 1, page 43, plat book 1 page 185
- Surveyor's record book #3 page 184, 227

Summary of Survey Tract and corners set:

The survey tract is a part of a parcel originally deeded to The Evansville and Illinois Railroad Company on September 13, 1852 in deed book "C" page 251 and 252. It was described by distances measured perpendicular to the centerline of the tracks as laid in 1852. On May 29th, 1856 the land around the railroad was subdivided and platted as Lewis and Evans Enlargement of the Town of Princeton. A copy of said plat dated September 30, 1875 is found in Plat book 1, page 43 but has some discrepancies in the distances along several lot lines. In an attempt to determine if the existing main railroad line is in the same location as the line in 1852 some of the lot lines of Lewis and Evans Enlargement of the Town of Princeton were measured. No records were found that showed any original monumentation of Lewis and Evans Enlargement. Their were two surveys found in the County Surveyors office in Surveyors record book 3 page 184 and 227 of part of lots 3 thru 6. Never deeds for parcels in lot 1, 2, and 7-22 call for irons at deed corners but the origin of these irons are unknown do to older descriptions of the same parcels do not have the same calls and no surveys of record were found for these lots. Several irons were found along the South side of State Street and the North side of Broadway Street. Their were several discrepancies in distance between these irons with the Plat of Lewis and Evans Enlargement and the descriptions of the parcels in lots 1, 2 and 7-22. Due to these discrepancies we were unable to determine the location of the railroad as it existed in 1856 from the Lewis and Evans Enlargement plat. Thru conversation with a railroad worker that has work the rail for the past 40 years (based on his history with the rail) it was established that the main rail had not been moved. Also measurements from irons found (origin unknown) on the Southwest right of way checked within reason and were used as confirmation to the location of the main line.

The East line of the descriptions for the parcels in Lots 2 and 7-9 run along a line 24.5 feet west of the West line of the 12 foot wide alley as it was platted in The Lewis and Evans Enlargement to the Town of Princeton. This 24.5 foot strip was referred to in deed book 118 page 504 recorded in 1943 as "now used by the City of Princeton for street purposes" and "its prolongation southward". No other record documents were found to show exactly when and how the City acquired this strip. It is unclear if the 24.5 foot wide strip was intended to extend south to the North line of Broadway Street. The existing street pavement in that area suggest that it is being used that way.

The South line of State Street and the North line of Broadway Street (S.R. 64) were computed using the direction between the iron pins found at the Northeast corner of lot 3, and 58.75 (deed call) West of the Northeast corner lot 1. The same bearing was used along the North line of Broadway Street, holding the iron pin found at the Southeast corner of Lot 6. The bearing between the iron pins found at the Southeast corner of Lot 6 and the Northeast corner of Lot 3 were used for the direction of the North-South lines in Lewis and Evans Enlargement. The railroad right of way and the North and South line of the 26 foot wide street referred to as Dorsey Street were calculated using the direction of the centerline of the railroad and offsetting it the record distances perpendicular to said centerline. All other lot lines were reproduced East and West from the East line of Lot 6 and Lot 3 using the previously described calculated bearings and the record distances on the plat of Lewis and Evans Enlargement as recorded in deed book "R" page 505. All measurements of lots lines on this plat that did not have a record distances show the measured over plus found between the East lines of Lots 3 and 6 and the calculated Southwest side of 26' wide Street referred to as Dorsey Street.

The lot corners set for this survey are based on the previously described calculated North line of Broadway Street and the existing main line centerline of C & E Railroad. A line 26 feet Northeastly of and measured perpendicular to the centerline of said existing main line was intersected with the North line of Broadway Street for the point of beginning. The call distances of 175' parallel with and 25 feet perpendicular to the centerline of the existing main line were then used to calculate the West corner. A line was then run perpendicular to the centerline of the main tracks from the West corner the call distance to the Southwest line of the 26 foot wide street for the North corner. The East corner was calculated at the intersection of the Southwest line of the 26 foot wide street and the North line of Broadway Street.

Theoretical Uncertainty:

- The theoretical uncertainty (due to random errors in measurements) of the corners of the subject tract established this survey are within the specifications for a Class "B" Survey (±0.25 feet).
- The uncertainties to the location of the centerline of the existing main line of the railroad and were it laid in 1856 based on Lewis and Evans Enlargement of the Town of Princeton: Deed book R page 505 are 2.82 feet at the Northwest corner lot 22 and 1.16 feet at the South, Southwest corner of Lot 6.

NO SEARCH OF RECORDS FOR EASEMENTS OR ENCUMBRANCES WAS MADE AS A PART OF THIS SURVEY.
NO INVESTIGATIONS CONCERNING ZONING OR LAND USE WAS MADE AS A PART OF THIS SURVEY.
ALL MEASUREMENTS ARE IN FEET AND DECIMAL PARTS THEREOF.

ALL COORDINATES ARE GRID COORDINATES BASED ON NAD 83 INDIANA WEST STATE PLANE COORDINATE SYSTEM US FEET. ALL DISTANCES SHOWN ARE BASED ON GROUND. BASES OF GROUND DISTANCES, NAD 83 INDIANA WEST STATE PLANE COORDINATE SYSTEM US FEET GROUND AT LAT. 39°01'21.15618" NORTH, LONG. 87°36'11.04694" WEST, HEIGHT 432.31818', GRID TO GROUND SCALE FACTOR 1.000028625

I, MICHAEL L. GILL, A REGISTERED LAND SURVEYOR IN THE STATE OF INDIANA, DO HEREBY CERTIFY THAT THIS SURVEY WAS PERFORMED UNDER MY DIRECTION AND TO THE BEST OF MY KNOWLEDGE AND BELIEF WAS EXECUTED ACCORDING TO TITLE 856-1-12
Michael L. Gill
MICHAEL L. GILL, LS #LS80040312
FEBRUARY 13, 2007



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	Drawn By: ANR	SCALE:
SHEET 1	Checked By: MG	1" = 30'
	Date: 2-13-07	