

#### GENERAL NOTES, UTILITY NOTES AND DISCLAIMERS:

- For viewing clarity of this map or plat, the pipes, structures, and appurtenances may not be drawn to scale.
- The utilities indicated on this survey plat may not be a complete inventory of all existing utilities currently on or near the site. The size and location of these utilities may be approximate. Indiana 811 was contacted for this survey. Private utility locates were NOT contacted for this survey per the survey scope. No attempt was made as part of this survey to obtain or show data concerning existence, size, depth, condition, capacity, or location of any utility, public service facility, or utility service lines to the property. No excavations were made during the course of this survey to locate underground utilities and/or structures. Only what was marked by the utility companies via Indiana 811 were field located and shown on the survey. No assumptions were made connecting utilities observed and located to other appurtenances or how they enter or connect into adjoining houses or buildings unless observed or identified by Indiana 811. Before design or construction is to begin, locations should be confirmed with the appropriate agencies. Underground utilities depicted on the attached plat of survey have been measured and located per above grade field observations, utility markings, and/or scaled off utility plans only. No warranty, either expressed or implied, is made to the accuracy and/or completeness of information presented on underground utilities, or as to its fitness for any particular purpose or use. In no event will Fritz Engineering Services, LLC, its employees, agents, and/or assigns be liable for any damages arising out of the furnishing and/or use of such information. The path of the utility lines on said plat of survey should be considered approximate until they are either relocated, by calling Indiana 811 and other utility locate companies, or until they are excavated to verify the location and path of the utility lines.
- Unless otherwise stated, sewer measurements were performed with limited access. Field measurements were determined as physically observed (sometimes with limited visibility) and without confined space entry. Pipe sizes and measurements under certain conditions may be provided from other sources (as stated) in electronic format via GIS data or from record drawings provided by other agencies.
- Storm, sanitary, or combined sewers were located per visible, observed evidence only. Excavations of sewers, or corresponding structures, were not conducted by Fritz Engineering Services, LLC.
- Sewer pipe lengths as shown per this survey are from each field located shot of the structures and are not shortened or lengthened to adjust for the size, orientation, or shape of structures, and therefore the pipe lengths as depicted on this survey are approximate.
- Measure down data (Structure Details) for sewer structures is considered approximate, and while extensive effort was made to get all pertinent information and measurements for each sewer structure, physical and safety issues do cause limitations in the ability to always collect and measure accurately the field data associated with each structure. Depth, orientation, and condition of the structures and incoming pipes can make determining sizes, material types, and inverts difficult to determine or evaluate. Fritz Engineering Services, LLC employees do not enter sewer structures to collect and measure data due to safety, health, and liability issues. Fritz Engineering Services, LLC, its employees, agents, and/or assigns shall not be held liable or their work be considered incomplete if discrepancies are found between the measure down data collected for this project and onsite field checks and/or observations performed by other parties. For some sewer structures, the accuracies for inverts may have an uncertainty up to 0.5 feet and pipe sizes may vary up or down one pipe size.

#### UTILITY REQUEST (INDIANA 811) NOTES:

Indiana 811 was requested via their website on 09/25/2023.  
The Indiana 811 ticket numbers are as follows: 2309252624 & 2309252744

Per the Indiana 811 ticket, the follow utilities may be located near or onsite:

- CENTERPOINT ENERGY (gas)
- CHARTER COMMUNICATIONS INDIANAPOLIS (cable tv, fiber)
- CHARTER COMMUNICATIONS MARION - FORMERLY BRIGHT HOUSE (cable tv, fiber)
- CITIZENS WATER (water)
- INDIANAPOLIS POWER AND LIGHT COMPANY (electric)
- AT&T-TRANSMISSION (fiber)
- NINE STAR CONNECT (telephone)
- MCCORDSVILLE PUBLIC WORKS (storm, sewer)

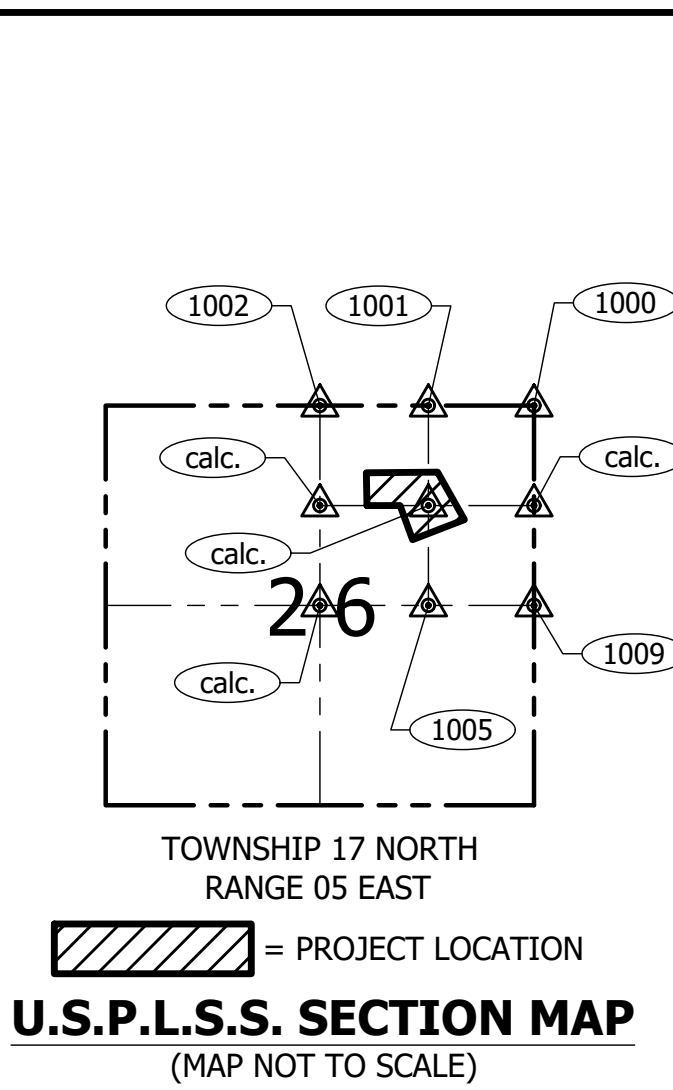
See the "Utility Notes and Disclaimers" in regards to the location of utilities and how this item relates to the survey.



Know what's below.

Call before you dig.

2 WORKING DAYS BEFORE YOU DIG.



#### U.S. PUBLIC LAND SURVEY SYSTEM (USPLSS) SECTION LINE RECOVERED MONUMENTS:

The recovery of section corner monuments and the establishment of section lines for the Northeast Quarter of Section 26, Township 17 North, Range 5 East, worthy of mention are as follows:

Four (4) of the section corner monuments required for this survey had County Surveyors Office Section Corner Records. The County Surveyors Office Section Corner Records provide corresponding published coordinates (Indiana State Plane East) for the section corner monuments / locations. These published coordinates coordinate system is based upon the same coordinate system utilized for this survey. The difference between the measured coordinates obtained for this survey as compared to the published coordinates for all section corners located as part of this survey were within 0.04 to 0.23 feet, which is within allowable measurement tolerances for this survey.

##### Northeast Corner of Section 26 (Pt. No. 1000):

A brass disc monument 0.1 feet below grade was recovered per the Hancock County Surveyors Office Section Corner Records. There is considered to be no uncertainty associated with this corner.

##### Northeast Corner of the Northwest Quarter of the Northeast Quarter of Section 26 (Pt. No. 1001):

A brass disc monument in 10 inch by 10 inch concrete pad flush with grade was recovered per the Hancock County Surveyors Office Section Corner Records. There is considered to be no uncertainty associated with this corner.

##### North Quarter Corner of Section 26 (Pt. No. 1002):

A brass pin monument 0.1 feet below grade was recovered per the Hancock County Surveyors Office Section Corner Records. There is considered to be no uncertainty associated with this corner.

##### Southeast Corner of the Southwest Quarter of the Northeast Quarter of Section 26 (Pt. No. 1005):

A 5/8 inch diameter rebar leaning west (located at apparent center) was recovered. No County Surveyors Office Section Corner Records were found online or shown on the County GIS for this section corner location. Per the recovered evidence and documentation available, it is believed that this is the best prima facie evidence to re-establish this section corners location. There is considered to be anywhere from 0.1 feet to 39 feet of uncertainty associated with this corner location.

##### East Quarter Corner of Section 26 (Pt. No. 1009):

A mag nail with washer stamped "Wimmer LS20200013" was recovered. Per the Hancock County Surveyors Office Section Corner Records a brass monument is denoted at this section corner location. Per comparison between this surveys measured coordinates for this stamped mag nail with washer to the County Surveyors published coordinates for this section corner location, the two coordinates were within 0.11 feet of one another. Therefore this mag nail with washer was held as such. There is considered to be no uncertainty associated with this corner location.

##### Southwest Corner of the Southwest Quarter of the Northeast Quarter (Center of Section) of Section 26 (Calculated Location):

No monument was recovered at this location. No County Surveyors Office Section Corner Records were found online or shown on the County GIS for this section corner location. This section corner location was established per a boundary survey received by the client / owner as prepared by Gibson Surveying Group, Inc dated 02/20/2008 with a job number of 3294. Per this Gibson survey, a boat spike was recovered and held as this section corner. This monument was not found. This section corner location as established by this Gibson survey was correlated into this survey's coordinate system / basis of bearings. This correlation, and therefore section corner location, was established based on holding the angular and distance relationships between the corresponding section corner monuments recovered for both this survey and this Gibson boundary survey. Per the recovered evidence and documentation available, it is believed that this is the best prima facie evidence to re-establish this section corners location. There is considered to be between to 1.0 feet to 9.0 feet of uncertainty associated with this corner location.

##### Southwest Corner of the Northwest Quarter of the Northeast Quarter of Section 26 (Calculated Location):

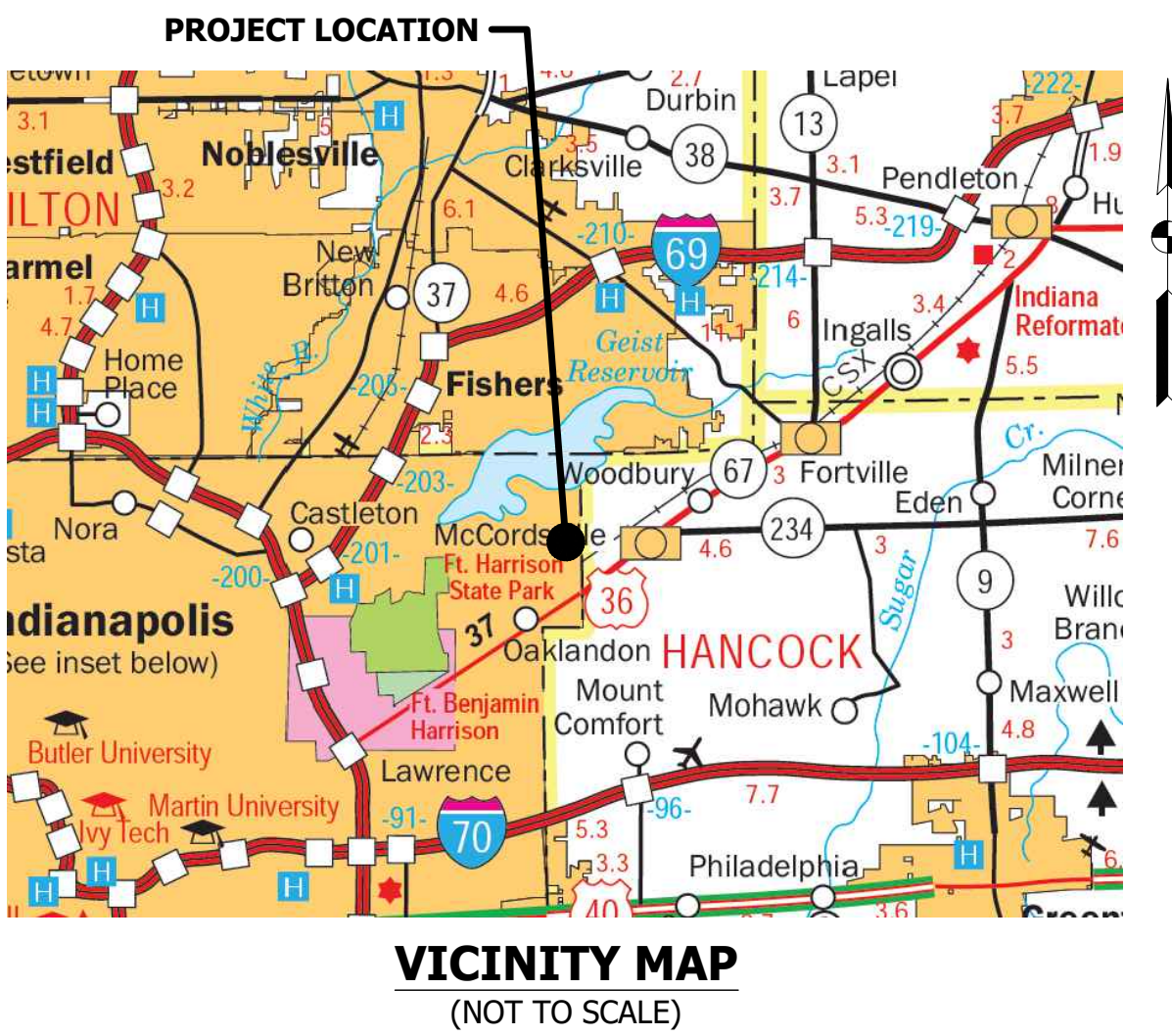
No County Surveyors Office Section Corner Records were found online or shown on the County GIS for this section corner location. Two (2) square, flat, flush with grade stones were found near this location. These stones appeared to be placed, but also do not appear to be monuments. By connecting the North Quarter corner of Section 26 to the calculated location for the Southwest Corner of the Southwest Quarter of the Northeast Quarter of Section 26 (center of section) to establish this west section line of the Northeast Quarter of Section 26, these stones fell within 0.2 and 0.4 feet of said west section line as measured from their centers. An old wood fence post was also found at this location. The wood fence post was located 3.2 feet east of said west section line. This old wood fence post was initially used as this section corner location, but when the section lines as established from this fence post were compared to onsite field evidence, lines of occupations, and distance calls in the subject tracts, it was concluded that this fence post was not the section corner location. Ultimately, this section corner location was established by subdivided into aliquot parts this quarter section by survey protraction methods to establish said corner location. There is considered to be up to 6.6 feet of uncertainty associated with this corner location.

##### Southeast Corner of the Northeast Quarter of the Northeast Quarter of Section 26 (Calculated Location):

No monument was recovered at this location. No County Surveyors Office Section Corner Records were found online or shown on the County GIS for this section corner location. The quarter section was subdivided into aliquot parts by survey protraction methods to establish this section corner location. There is considered to be an unknown amount of uncertainty associated with this corner location.

##### Center of Quarter Section of the Northeast Quarter of Section 26 (Calculated Location):

No monument was recovered at this location. No County Surveyors Office Section Corner Records were found online or shown on the County GIS for this section corner location. The Center of this Quarter Section location was established by the intersection of 16th section lines as established between recovered and calculated 16th section corner locations. There is considered to be an unknown amount of uncertainty associated with this corner location.



#### SUBJECT TRACT 1 LAND DESCRIPTION OF RECORD:

Per Instrument Number 070010933 (Office of the Recorder of Hancock County, Indiana).

Ownership per Deed and County Parcel Report: G.T. Real Estate, LLC

Please note, any errors (spelling, grammar, intent, etc.) or omissions in the land description is not a representation of Fritz Engineering Services, LLC (FES). FES did not create the land description, but said land description is shown below exactly as worded / written per the deed of record and/or title commitment.

A part of the Northeast Division of the Northeast Quarter of Section 26, Township 17 North, Range 5 East described as follows: Beginning at a point 14 rods, 21.3 feet west of the southeast corner of the Northwest Quarter of the Northeast Quarter of Section 26. Township and Range aforesaid; thence east one rod, one and one half (1 - 1/2) feet; thence southeasterly at right angles to the C.C.C. and St. L. Railroad to the north line of the Union Traction Company's right-of-way thence northeasterly on the north line of said Traction Company's right of way 227 - 1/2 feet; thence west and parallel with the south line of the Northwest Quarter of said Northeast Quarter to the line dividing the lands of Conrad H. Crosley and Margaret Bolander as formerly owned; thence south on said division line to the south line of said Northwest Quarter of said Northeast Quarter; thence east on said south line 283.3 feet to the place of beginning, containing 1.15 acres, more or less, and being the same real estate conveyed to said grantor, Gertrude Crawford, as appears in Deed Record 99, page 291 and also in Deed Record 100, page 53 in Records Office of Hancock County, Indiana.

#### SUBJECT TRACT 2 LAND DESCRIPTION OF RECORD:

Per Instrument Number 9708964 (Office of the Recorder of Hancock County, Indiana).

Ownership per Deed and County Parcel Report: G.T. Real Estate, LLC

Please note, any errors (spelling, grammar, intent, etc.) or omissions in the land description is not a representation of Fritz Engineering Services, LLC (FES). FES did not create the land description, but said land description is shown below exactly as worded / written per the deed of record and/or title commitment.

A strip of land owned by Indiana Railroad and formerly used as a right of way for an interurban electric railroad situated in the Northeast Quarter of Section Twenty-six (26), Township Seventeen (17) North, Range Five (5) East, in Hancock county, Indiana, said strip of land being 53 feet in width and 268.5 feet in length lying North of, parallel to and adjoining the Northerly boundary line of a certain parcel of land as was conveyed to Omer E. Stoner by Bertie E. Smith, Administrator by a deed dated December 30, 1927 recorded in the Recorder's Office of Hancock County, Indiana, in Deed Record 102, page 252.

A part of the West Half of the Northwest Quarter of Section Twenty-six (26), Township Seventeen (17) North, Range Five (5) East, located between the right of way of the Union Traction Company of Indiana and the right of way of the C.C.C. & St. Louis Railway Company and described as follows, to-wit: Beginning at a stone at the Northeast corner of said West Half; thence South 01 degrees 40 minutes East 1222.5 feet; thence South 38 degrees 44 minutes West 73 feet which is the point of beginning; thence south 38 degrees 44 minutes West 82.5 feet; thence with a curve to the West of 2664.5 feet radius for a distance of 186.2 feet; thence Southeasterly at right angles to the right of way of the said C.C.C. & St. Louis Railway Company 133.25 feet; thence Northeasterly parallel with the said center line of said Railway Company 249.5 feet; thence Northwesterly 215 feet to the place of beginning.

A strip of land herein conveyed contains .32 of an acre more or less, and being a part of a 33 foot strip of land as was conveyed to Union Traction Company of Indiana by E.H. Thompson by a deed dated January 10, 1900 and recorded in the Recorder's Office of Hancock County, in Deed Record 73 page 42 and also a part of a 20 foot strip of land as was conveyed to Union Traction Company of Indiana by Henry N. Thompson by a deed dated August 27, 1900 recorded in the Recorder's Office of Hancock County in Deed Record 74, page 359.

Containing in both descriptions 1.31 acres, more or less.

#### SECONDARY PLAT - MODERNIZED LAND DESCRIPTION:

A part of the Northeast Quarter of Section 26, Township 17 North, Range 05 East, Vernon Township, Town of McCordsville, Hancock County, Indiana and being part of the tracts of land as described in Instrument Numbers 9708964 and 070010933 as recorded in the Office of the Recorder of Hancock County, Indiana, and as shown on the plat of an Retracement Boundary Survey as certified by Nickolas M. Schmitt, P.S. No. LS21200004 (Fritz Engineering Services, LLC) project number FES 2308005 - Green Touch Project (all references to monuments and courses herein are as shown on said plat of survey) and more particularly described as follows:

Commencing from the Northeast corner of the Northwest Quarter of the Northeast Quarter of said Section 26; thence South 00 degrees 12 minutes 42 seconds West on and along the east line of said Quarter-Quarter Section with the basis of bearing being NAD83 Indiana State Plane East Zone, 1199.37 feet to the south line of the D&D Vail Trust tract of land as described in Instrument Number 202001289 as recorded in said Hancock County Records Office, said point being the Point of Beginning and being marked by a 5/8 inch diameter rebar with pink cap stamped "Fritz Eng. Boundary Firm #0152" (hereon referred to as Fritz capped rebar); thence North 89 degrees 11 minutes 02 seconds East on and along said south line 8.85 feet to the center of the of Stansbury Ditch (Stansbury and Schultz Regulated Drain), with the next five (5) courses being on and along the centerline of said Stansbury Ditch with the courses representing a meander line of said centerline; (1) thence South 38 degrees 40 minutes 12 seconds East 13.85 feet; (2) thence South 16 degrees 30 minutes 16 seconds East 25.17 feet; (3) thence South 24 degrees 27 minutes 17 seconds East 57.96 feet; (4) thence South 33 degrees 55 minutes 21 seconds East 121.40 feet; (5) thence South 32 degrees 23 minutes 00 seconds East 28.04 feet to the northern railroad right-of-way of the CSX Transportation Railroad (formerly C.C.C. & St. L. Railroad) as being marked by a mag nail with washer stamped "Fritz Eng. Boundary Firm #0152" (hereon referred to as Fritz mag nail); thence South 56 degrees 15 minutes 58 seconds West on and along said northern railroad right-of-way 244.86 feet to a Fritz mag nail; thence North 33 degrees 44 minutes 02 seconds West at right angles (perpendicular) to said northern railroad right-of-way 277.71 feet to the south section line of said Quarter-Quarter Section (Northwest Quarter of the Northeast Quarter of Section 26), said point being marked by a Fritz mag nail; thence South 89 degrees 11 minutes 02 seconds West on and along said south section line 272.64 feet to the east line of the D&D Vail Trust tract of land as described in Instrument Number 20201288 as recorded in said Hancock County Records Office; thence North 00 degrees 17 minutes 35 seconds East on and along said east line 113.80 feet to said south line of said D&D Vail Trust tract of land as described in said Instrument Number 202001289 as recorded in said Hancock County Records Office, with said point being marked by a Fritz capped rebar; thence North 89 degrees 11 minutes 02 seconds East on and along said south line and parallel to the south section line of said Quarter-Quarter Section 498.53 feet to the Point of Beginning, containing 2.513 acres (109,466 square feet), more or less.

**FRITZ**  
ENGINEERING SERVICES

14020 MISSISSINEWA DRIVE  
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F: 317.324.8717  
www.Fritz-Eng.com

#### MONUMENTATION LEGEND

MON. SET C.R.	MONUMENT SET, CAPPED REBAR
MON. SET MAG	MONUMENT SET, MAG NAIL WITH STAMPED WASHER
CHISEL "X"	CHISEL "X" SCRIBED / CUT AS SET MONUMENT

#### SET PROPERTY CORNER MONUMENTS TO BE:

24 IN. x 5/8 IN. DIA. REBAR WITH STAMPED PINK CAP SET FLUSH WITH GRADE OR WHERE CORNER IS ON HARDSCAPE, A MAG NAIL WITH STAMPED WASHER.  
MONUMENT STAMPING: "FRITZ ENG. BOUNDARY FIRM # 0152"  
MON. SET REF. PT. REFERENCE MONUMENTS UTILIZED FOR OFFSETS  
# OFFSET POINTS IN RELATIONSHIP TO P.L. CORNERS NOT ABLE TO BE SET IN FIELD. "X" INDICATES OFFSET DISTANCE IN FEET.

#### REFERENCE MONUMENT / OFFSET POINTS TO BE:

24 IN. x 5/8 IN. DIA. REBAR WITH STAMPED YELLOW CAP SET FLUSH WITH GRADE OR WHERE CORNER IS ON HARDSCAPE, A MAG NAIL WITH STAMPED WASHER.

MONUMENT STAMPING: "FRITZ ENG. REFERENCE POINT FIRM # 0152"

#### BOUNDARY SURVEY LEGEND

#	SURVEY POINT / MONUMENT NUMBER I.D.	#	KEYNOTE
+	SURVEY CONTROL	##	PARCEL I.D.
●	RECOVERED MONUMENTS	⊗	GATE POST
△	U.S.P.L.S.S. SECTION CORNER LOCATION	⊗	FENCE POST
⊙	ALIGNMENT POINT (RECOVERED OR CALC.)	⊗	STATION
⊗	RECOVERED RIGHT-OF-WAY MONUMENT	⊗	OFFSET LABEL
●	SET BOUNDARY CORNER MONUMENT	⊗	"#" = ALIGN. NAME
#	U.S.P.L.S.S. SECTION CORNER DELINEATION SYMBOL		
#	U.S.P.L.S.S. SECTION NUMBER		

—	SURVEY PROPERTY LINE
—	U.S.P.L.S.S. SECTION LINE
+	ALIGNMENT CENTERLINE
—	EXISTING R/W OR LIMITED ACCESS R/W
—	APPARENT R/W OR APPARENT R.E.R. (R/W)
—	APPARENT ADJACENT P.L. / LOT LINES
—	APPARENT EASEMENT
—	APPARENT REGULATED (LEGAL) DRAIN
—	SURVEY LINE / APP. DEED LINE
0	FENCES
—	WATERS EDGE
—	WOODS LINE

■	HOUSE / BUILDING	■	ASPHALT PAVEMENT
■	CONCRETE PAVEMENT / SIDEWALK	■	MISC. MATERIAL

#### ABBREVIATIONS

P.L. = PROPERTY / BOUNDARY LINE	L = LENGTH
APP. = APPARENT	R = RADIUS
EX. = EXISTING	T = TANGENT
R/W or ROW = RIGHT-OF-WAY	CL = CENTERLINE
L.A. = LIMITED ACCESS	ALIGN. = ALIGNMENT
REG. = REGULATED	B.A. = BEG. OF ALIGNMENT
B.S.L. = BUILDING SET-BACK	E.A. = END OF ALIGNMENT
ESMT. = EASEMENT	P.C. = POINT OF CURVATURE
V.W. = VARIABLE WIDTH	P.T. = POINT OF TANGENCY
NO. = NUMBER	P.I. = POINT OF INTERSECTION
INSTR. = INSTRUMENT	P.O.C. = POINT ON CURVE
P.O.B. = POINT OF BEGINNING	P.O.T. = POINT ON TANGENT
L.C.R.S. = LOCATION CONTROL ROUTE SURVEY	P.R.C. = POINT OF COMPOUND CURVE
INDOT = INDIANA DEPT. OF TRANSPORTATION	P.R.C. = POINT OF REVERSE CURVE
CALC. = CALCULATED	MID = MIDPOINT
REC. = RECORDED	CH = CHORD
MEAS. = MEASURED	B-B = BACK TO BACK
DEED = RECORDED DEED	L.F. = LINEAR FEET
PLAT = RECORDED PLAT	B.D. = BUILDING
SURV. = RECORDED SURVEY	HC = HANDICAP SPACE
A.M.P. = AUDITOR / ARBITRARY SUB. MAP	FL = FLOW LINE / DITCH LINE
TITLE = TITLE COMMITMENT	ELEV. = ELEVATION
SUB. = SUBDIVISION PLAT	A.G. / B.G. = ABOVE / BELOW GRADE
G.I.S. = GEOGRAPHIC INFORMATION SYSTEM	DIA. = DIAMETER
PLANS = PUBLISHED OR RECEIVED PLANS	FND. = FOUND
RT. / LT. = RIGHT / LEFT	MON. = MONUMENT

#### PRIMARY PLAT INTERURBAN PLACE

##### SUBDIVIDER

G.T. REAL ESTATE LLC  
6314 W. BROADWAY, MCCORDSVILLE, IN 46055

##### PROJECT ADDRESS:

7776 DEPOT STREET (TRACT 1) & 6312 RAILROAD STREET (TRACT 2)  
MCCORDSVILLE, IN 46055

PREPARED BY: NICKOLAS M. SCHMITT FRITZ ENGINEERING SERVICES, LLC	PROJECT NUMBER: 2308005 DATE: 12/27/2023
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ANALYSIS BY: NMS DRAFTED BY: NMS	CHECKED BY: NMS
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PLAT STATUS <b>PRO-FORMA</b>	SHEET NUMBER <b>1 OF 2</b>
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### MONUMENTATION LEGEND

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MON. SET MAG MONUMENT SET, MAG NAIL WITH STAMPED WASHER  
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STATION  
OFFSET LABEL  
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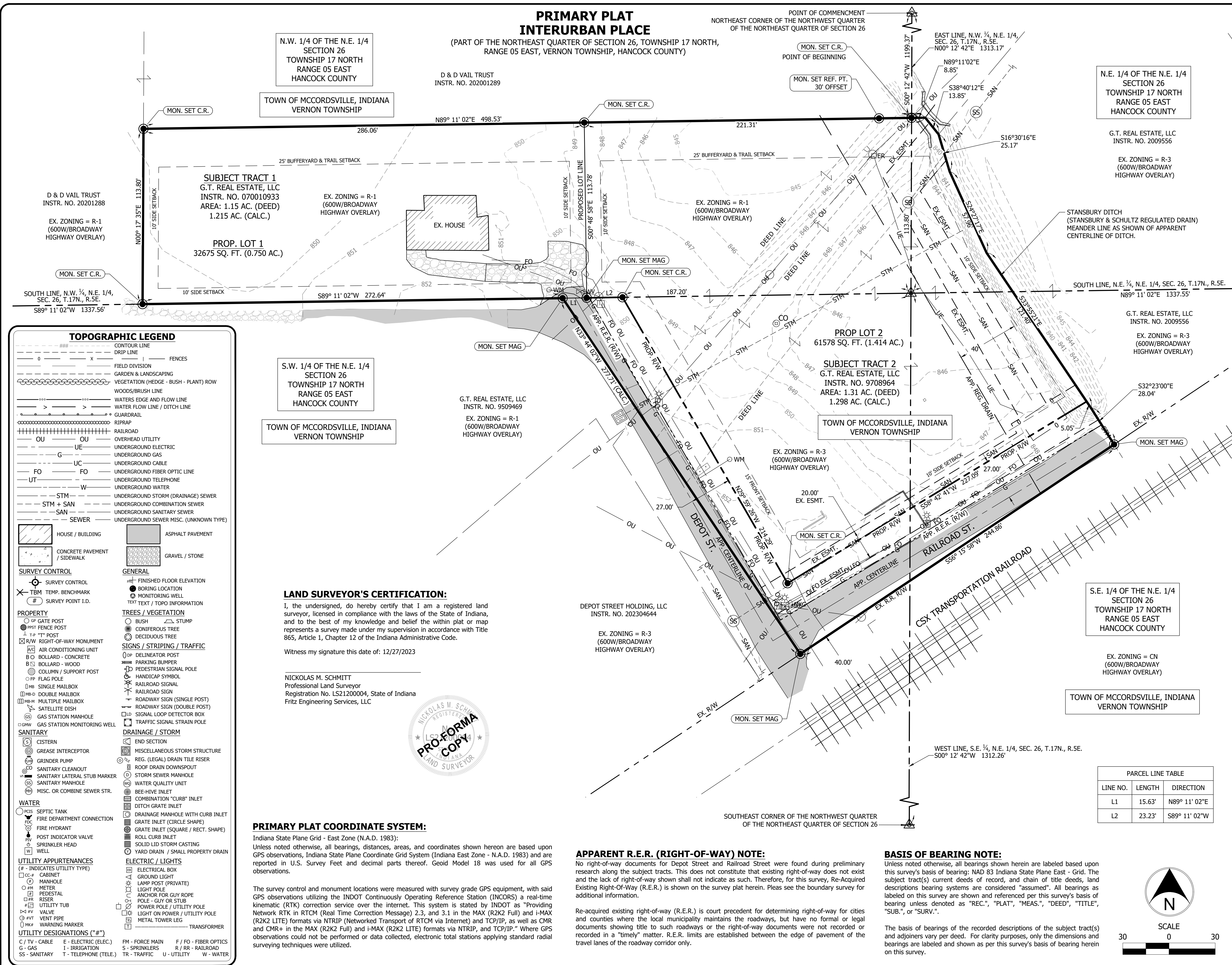
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PREPARED BY: NICKOLAS M. SCHMITT FRITZ ENGINEERING SERVICES, LLC	PROJECT NUMBER: 2308005 DATE: 12/27/2023
ANALYSIS BY: NMS DRAFTED BY: NMS	CHECKED BY: NMS
PLAT STATUS <b>PRO-FORMA</b>	SHEET NUMBER <b>2 OF 2</b>



### LAND SURVEYOR'S CERTIFICATION:

I, the undersigned, do hereby certify that I am a registered land surveyor, licensed in compliance with the laws of the State of Indiana, and to the best of my knowledge and belief the within plat or map represents a survey made under my supervision in accordance with Title 865, Article 1, Chapter 12 of the Indiana Administrative Code.

Witness my signature this date of: 12/27/2023

NICKOLAS M. SCHMITT  
Professional Land Surveyor  
Registration No. LS21200004, State of Indiana  
Fritz Engineering Services, LLC



### PRIMARY PLAT COORDINATE SYSTEM:

Indiana State Plane Grid - East Zone (N.A.D. 1983):  
Unless noted otherwise, all bearings, distances, areas, and coordinates shown hereon are based upon GPS observations, Indiana State Plane Coordinate Grid System (Indiana East Zone - N.A.D. 1983) and are reported in U.S. Survey Feet and decimal parts thereof. Geoid Model 18 was used for all GPS observations.

The survey control and monument locations were measured with survey grade GPS equipment, with said GPS observations utilizing the INDOT Continuously Operating Reference Station (INCORS) a real-time kinematic (RTK) correction service over the internet. This system is stated by INDOT as "Providing Network RTK in RTCM (Real Time Correction Message) 2.3, and 3.1 in the MAX (R2K2 Full) and i-MAX (R2K2 LITE) formats via NTRIP (Networked Transport of RTCM via Internet) and TCP/IP." Where GPS observations could not be performed or data collected, electronic total stations applying standard radial surveying techniques were utilized.

### APPARENT R.E.R. (RIGHT-OF-WAY) NOTE:

No right-of-way documents for Depot Street and Railroad Street were found during preliminary research along the subject tracts. This does not constitute that existing right-of-way does not exist and the lack of right-of-way shown shall not indicate as such. Therefore, for this survey, Re-Acquired Existing Right-Of-Way (R.E.R.) is shown on the survey plat herein. Please see the boundary survey for additional information.

Re-acquired existing right-of-way (R.E.R.) is court precedent for determining right-of-way for cities and counties where the local municipality maintains the roadways, but have no formal or legal documents showing title to such roadways or the right-of-way documents were not recorded or recorded in a "timely" matter. R.E.R. limits are established between the edge of pavement of the travel lanes of the roadway corridor only.

### BASIS OF BEARING NOTE:

Unless noted otherwise, all bearings shown herein are labeled based upon this survey's basis of bearing: NAD 83 Indiana State Plane East - Grid. The subject tract(s) current deeds of record, and chain of title deeds, land descriptions bearing systems are considered "assumed". All bearings as labeled on this survey are shown and referenced per this survey's basis of bearing unless denoted as "REC.", "PLAT", "MEAS.", "DEED", "TITLE", "SUB.", or "SURV..".

The basis of bearings of the recorded descriptions of the subject tract(s) and adjoining vary per deed. For clarity purposes, only the dimensions and bearings are labeled and shown as per this survey's basis of bearing herein on this survey.

