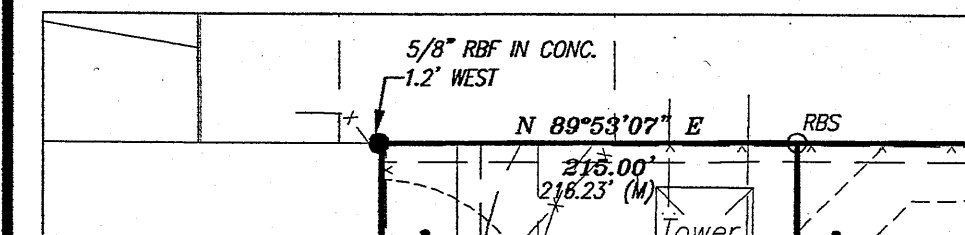
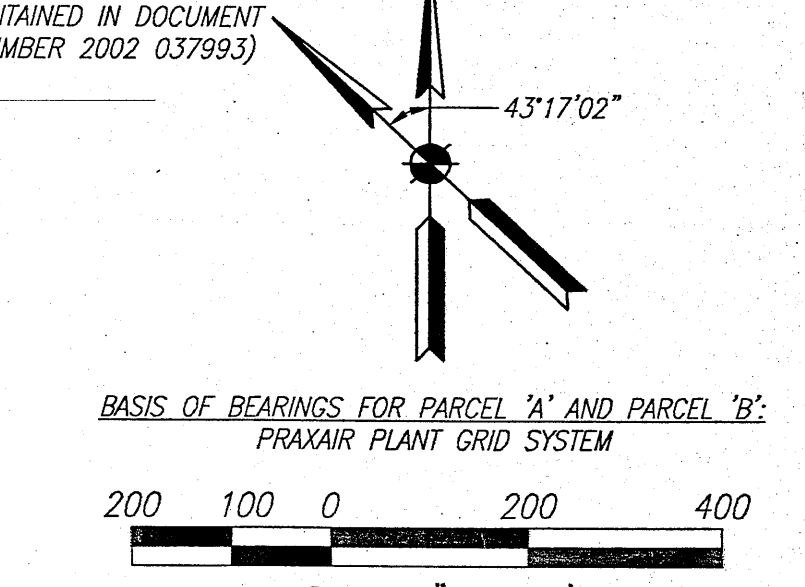
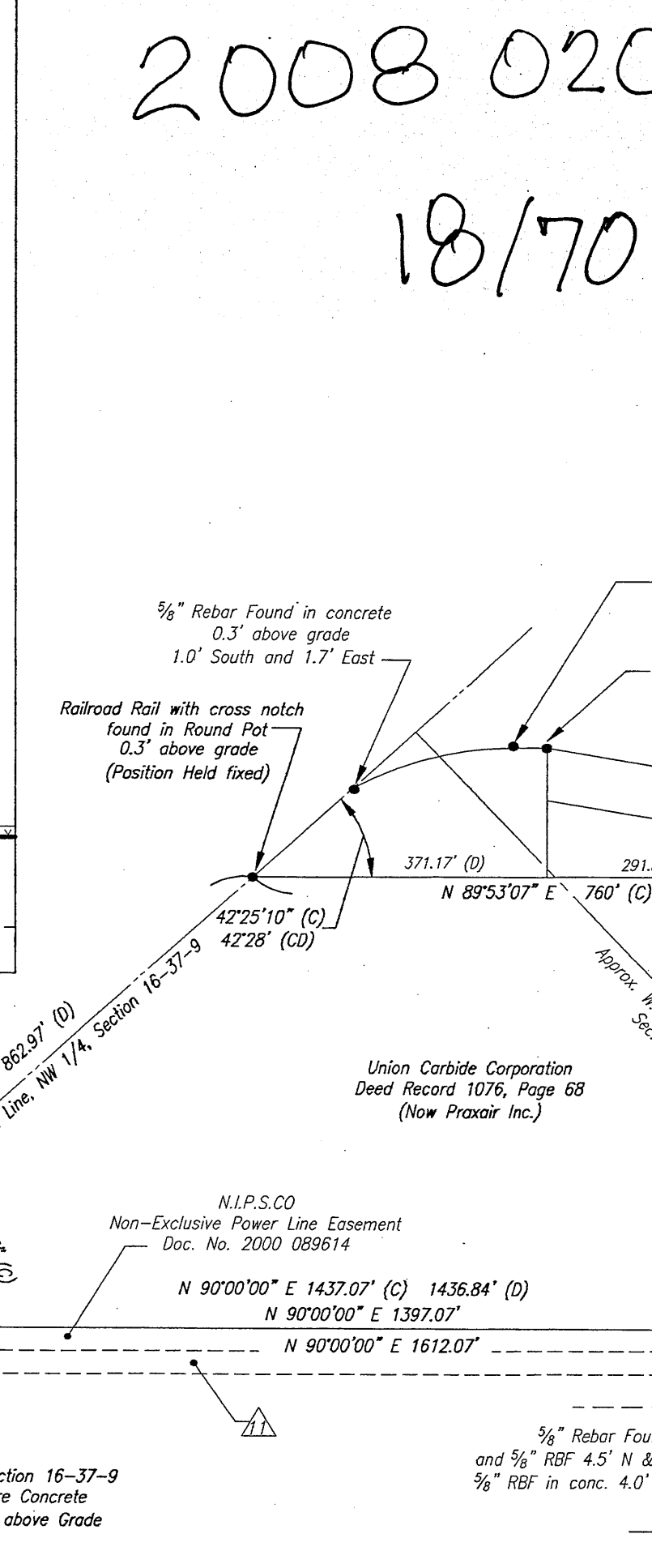
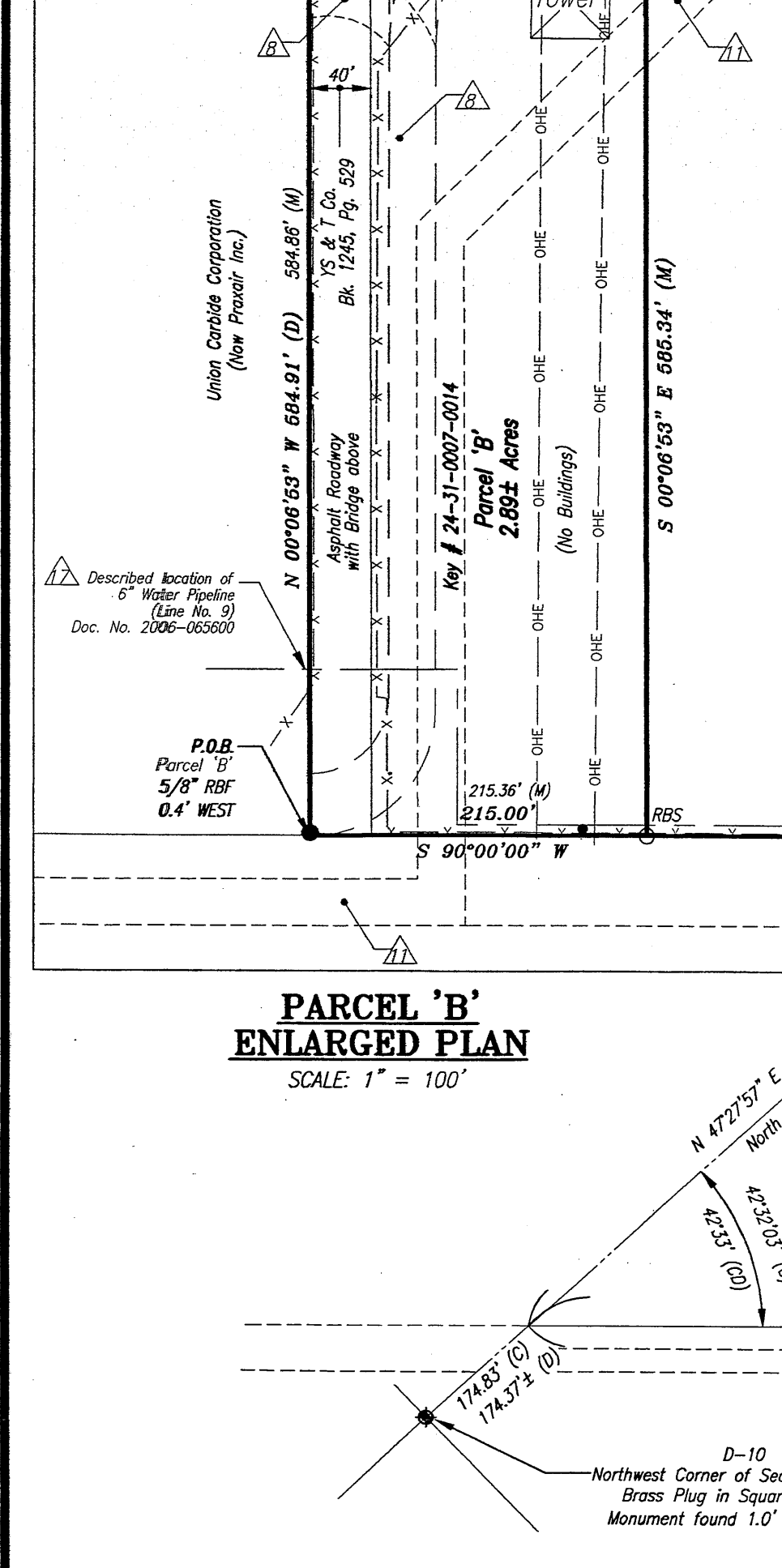


LEGEND
 M - MEASURED DIMENSION
 CD - CALCULATED DIMENSION
 C - CALCULATED FROM DEED DIMENSION
 D - DIMENSION PER RECORDED DOCUMENT
 SOT173 - ID CAP FOR JOE MAX BEVINS, PLS
 TLS 09437 - ID CAP FOR ROLLIN FARRAND SR, PLS
 (COLE ASSOCIATES, INC.)
 RBS - 5/8" REBAR SET WITH DLT FROM #0058 ID CAP
 RBF - REBAR FOUND
 T - TITLE COMMITMENT SCHEDULE 'B' ITEM NUMBER
 KEY # - TAX ID NUMBER FOR LAKE COUNTY AUDITOR'S OFFICE
 OHE - OVERHEAD ELECTRIC WIRES



VICINITY MAP
 NOT TO SCALE



SURVEYOR'S REPORT:
 ALL DIRECTIONS IN THIS REPORT ARE BASED ON THE PRAXAIR PLANT GRID SYSTEM.

This plat represents a retracement survey of that part of the parcel of land described to Tecumseh Redevelopment, Inc. as Parcel 2 (Parent Parcel) in Document Number 2002 037993 lying westerly of Riley Road. It is also an original survey of a 17.79 acre parcel, within this area, to be purchased by Praxair, Inc. (Parcel A), and an original survey of a 2.89 acre parcel, to be retained by Tecumseh Redevelopment, Inc. (Parcel B). The following observations and opinions are submitted regarding the various uncertainties in the locations of the lines and corners established on this survey based on the following:

A. Availability and Condition of Reference Monuments:
 Various monuments were found at or near the corners of the parent parcel and adjoining parcels (see plat for locations). Unless otherwise stated on this plat, found monuments were unadorned, at or near grade, and of unknown origin. Uncertainties of up to 4.4 feet in a north-south direction and 2.8 feet in an east-west direction were observed due to monument locations.

B. Occupation and Possession Lines:
 After a reasonable inspection of the proposed parcels there appear to be no uncertainties due to observed occupation or possession lines except as follows:
 1. A fence lies up to 2.1 feet south of the north lines of Parcel 'A', and Parcel 'B'.
 2. A fence lies up to 1.9 feet north of the south lines of Parcel 'A', and Parcel 'B'.
 3. A fence lies up to 2.8 feet east of the west line of Parcel 'B'.
 4. High Tension Power Lines cross Parcel 'B' as shown hereon. No easement documents for the High Tension lines were provided to the surveyor.
 5. An existing paved roadway and bridge cross Parcel 'B' as shown hereon.

C. Clarity or Ambiguity in Record Descriptions:
 There appear to be no uncertainties due to record descriptions except as follows:
 1. The location of the westerly line of the parent parcel is described in Document Number 2002 037993 by measurements only with no controlling line calls. This creates uncertainty between the westerly line of Parcel 2 and the westerly line of the east adjoiner (Praxair, Inc.). The westerly line of Parcel 2, as shown on this plat, was calculated from distances recited in Deed Record 1245, Page 529 (Deed Record 1049, Page 267), and Deed Record 1076, Page 68. The descriptions contained in these deeds were held because they appear to be senior to the description contained in Document Number 2002 037993.
 2. The descriptions contained in Document Number 2002 037993 appear to have been taken from a Plat of Survey prepared by Cole and Associates (shown as reference survey 1 on this plat). The lines and corners established for this survey vary from the Cole survey by as much as 4 feet in a north-south direction and 2 feet in an east-west direction.
 3. The description of the former Pittsburgh, Fort Wayne and Chicago Railway 100 foot wide right of way as described in Book 5, Page 155 as lying 30 feet on each side of the center line of the Pittsburgh, Fort Wayne and Chicago Railway with no description for the location of said center line.

D. Relative Positional Accuracy (Due to random errors in measurement):
 This survey does not exceed the relative positional accuracy for an urban class survey.

THEORY OF LOCATION: The Brass Plug in concrete and the railroad rail monument were held to establish the north line of the Northwest Quarter of Section 16-37-9. A distance of 892.91 feet (as described in Deed Record 1076, Page 68) was held along the north line of the Northwest Quarter to establish the intersection of north-south right-of-way line of the former Pittsburgh, Fort Wayne, and Chicago Railway with said north section line. A portion of existing railroad tracks were found east of Parcel 'A' and the center line of the most northerly tracks were held as the center line of the railroad right-of-way in that area. The northerly right-of-way line of the Pittsburgh, Fort Wayne and Chicago Railway (southerly line of the Parcel 'A' and Parcel 'B') is a line between said established intersection and a point 50 feet northerly and perpendicular to the centerline of said most northerly tracks. A 5/8 inch rebar of unknown origin was found to agree with this location, and an existing fence was found to be nearly parallel with this location. To establish the southerly line of the New York Central Railroad parcel (north line of the Parcel 'A' and Parcel 'B') a line was drawn between the railroad rail monument and the 5/8 inch rebar in concrete found near the northwest corner of Parcel 'B'. This line was found to be within 0.5 foot of being parallel with the established location of this line. As stated in Part 'C' of this report, the west line of the parent parcel was established based on the descriptions contained in Deed Record 1245, Page 529; Deed Record 1049, Page 267; and Deed Record 1076, Page 68. The east and west lines of Parcel 'A' are original lines, and were established based on a drawing provided to the surveyor which is shown as reference drawing 5 on this plat.

PARCEL 'A' DESCRIPTION:
 (Per Title Commitment No. NCS-323370-CLE, Revision No. 1)
 (To be Purchased by Praxair, Inc.)

A parcel of land in the North Half of Section 16, Township 37 North, Range 9 West of the Second Principal Meridian, in the City of East Chicago, Lake County, Indiana, more particularly described as follows:

Commencing at the Northwest corner of said Section 16 (as marked by a Brass Plug in concrete), thence North 47°27'57" East (Basis of Bearings: Praxair Plant Grid) 174.83 feet along the north line of said Section 16 to the northerly line of the former 100 foot right-of-way of the Pittsburgh, Fort Wayne and Chicago Railway Company as described in a deed recorded in Book 5, Page 155 in the Office of the Recorder of Lake County, Indiana; thence North 90°00'00" East, 1612.07 feet along said former right-of-way line to a 5/8 inch capped rebar (stamped FRM #0058) and the POINT OF BEGINNING of this description; thence North 07°06'53" West, 585.34 feet to a 5/8 inch capped rebar (FRM #0058) on the southerly line of a parcel of land described to the former Lake Shore and Michigan Southern Railway Company in a deed recorded in Deed Record 104, Page 130 in said Recorder's Office (now the New York Central Transportation Company); thence North 89°37'07" East, 1320.92 feet along said southerly line to a Railroad Spike; thence South 02°02'29" East, 587.99 feet to a 5/8 inch capped rebar (FRM #0058) on said former northerly right-of-way line of the Pittsburgh, Fort Wayne and Chicago Railway Company; thence South 90°00'00" West, 1320.16 feet along said former right-of-way line to the point of beginning, and containing 17.79 acres more or less.

PARCEL 'B' (Easement Parcel) DESCRIPTION:
 (Per Title Commitment No. NCS-323370-CLE, Revision No. 1)
 (To be retained by Tecumseh Redevelopment, Inc.)

A parcel of land in the Northwest Quarter of Section 16, Township 37 North, Range 9 West of the Second Principal Meridian, in the City of East Chicago, Lake County, Indiana, more particularly described as follows:

Commencing at the Northwest corner of said Section 16 (as marked by a Brass Plug in concrete), thence North 47°27'57" East (Basis of Bearings: Praxair Plant Grid) 174.83 feet along the north line of said Section 16 to the northerly line of the former 100 foot right-of-way of the Pittsburgh, Fort Wayne and Chicago Railway Company as described in a deed recorded in Book 5, Page 155 in the Office of the Recorder of Lake County, Indiana; thence North 90°00'00" East, 1612.07 feet along said former right-of-way line to the westerly line of a parcel described to the Youngstown Sheet and Tube Company in a deed recorded in Deed Record 1245, Page 529 in the Office of the Recorder of Lake County, Indiana and the POINT OF BEGINNING of this description; thence North 07°06'53" West, 584.91 feet along said westerly line to the southerly line of a parcel of land described to the former Lake Shore and Michigan Southern Railway Company in a deed recorded in Deed Record 104, Page 130 in said Recorder's Office (now the New York Central Transportation Company); thence North 89°37'07" East, 215.00 feet along said southerly line to a Railroad Spike; thence South 02°02'29" East, 587.99 feet to a 5/8 inch capped rebar (FRM #0058) on said former northerly right-of-way line of the Pittsburgh, Fort Wayne and Chicago Railway Company; thence South 90°00'00" West, 215.00 feet along said former right-of-way line to the point of beginning, and containing 2.89 acres more or less.

REFERENCE DRAWINGS:

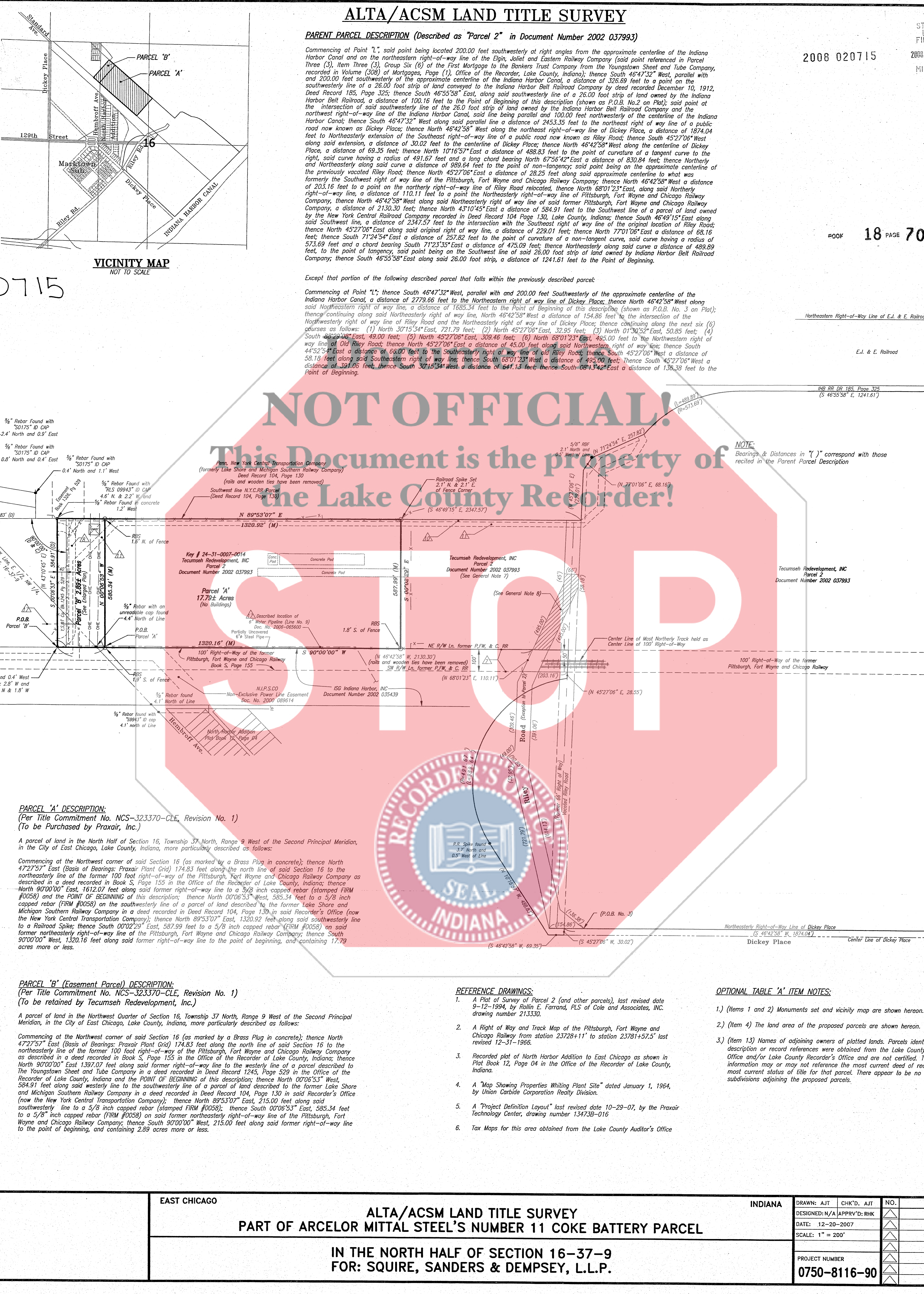
1. A Plat of Survey of Parcel 2 (and other parcels), last revised date 9-12-1994, by Rollin E. Farrand, PLS of Cole and Associates, INC. drawing number 213330.
2. A Right of Way and Track Map of the Pittsburgh, Fort Wayne and Chicago Railway from station 23728+11' to station 23781+57.3' last revised 12-31-1966.
3. Recorded plat of North Harbor Addition to East Chicago as shown in Plat Book 12, Page 04 in the Office of the Recorder of Lake County, Indiana.
4. A Map Showing Properties Whiting Plant Site dated January 1, 1964, by Union Carbide Corporation Realty Division.
5. A Project Definition Layout, last revised date 10-29-2007, by the Praxair Technology Center, drawing number 134738-016
6. Tax Maps for this area obtained from the Lake County Auditor's Office

OPTIONAL TABLE 'A' ITEM NOTES:

- 1.) (Items 1 and 2) Monuments set and vicinity map are shown hereon.
- 2.) (Item 4) The land area of the proposed parcels are shown hereon.
- 3.) (Item 13) Names of adjoining owners of platted lands. Parcels identified by title description or record references were obtained from the Lake County Auditor's Office and/or Lake County Recorder's Office and are not certified. The information may or may not reference the most current deed of record or the most current status of title for that parcel. There appear to be no platted subdivisions adjoining the proposed parcels.

DLZ INDUSTRIAL, LLC
 316 TECH DRIVE, BURNS HARBOR, INDIANA 46304
 TELEPHONE (219) 764-4700 FAX (219) 764-4156

EAST CHICAGO
ALTA/ACSM LAND TITLE SURVEY
PART OF ARCELOR MITTAL STEEL'S NUMBER 11 COKE BATTERY PARCEL
 IN THE NORTH HALF OF SECTION 16-37-9
 FOR: SQUIRE, SANDERS & DEMPSEY, L.L.P.



SCHEDULE B EXCEPTIONS NOTE:

THE FOLLOWING EXCEPTIONS CORRESPOND TO SCHEDULE B OF FIRST AMERICAN TITLE INSURANCE COMPANY COMMITMENT NUMBER NCS-323370-CLE (REVISION NUMBER 1) EFFECTIVE DATE SEPTEMBER 20, 2007, AND WHERE APPLICABLE ARE PLOTTED PER THEIR DESCRIPTIONS ON THIS PLAT. ANY RIGHTS, COVENANTS, RESTRICTIONS, TERMS OR CONDITIONS CONTAINED IN THE DOCUMENTS LISTED BELOW WERE NOT ADDRESSED BY THE SURVEYOR.

△ Interest of the Pennsylvania Railroad Company, Lessee, and Terms, Conditions and Provisions of unrecorded Lease dated June 7, 1869, as evidenced by Deed, dated November 26, 1956, recorded December 24, 1956, in Book 1049, Page 267 as Document No. 978486. (The interest, if any, of the Pennsylvania Railroad Company based on the unrecorded lease is unknown to the surveyor.)

△ Right of Way Grant in favor of Pittsburgh, Fort Wayne and Chicago Railroad Company and the Covenants, Conditions and Restrictions contained in instrument recorded in Book 'S', Page 155.

(Book 'S', Page 155 describes the 100' Right of Way of the former Pittsburgh, Fort Wayne and Chicago Railway as shown on this plat. Does not appear to affect Parcels 'A' and 'B')

△ Grant of Easements in favor of Union Carbide Corporation, a New York Corporation, and the New York Central Railroad Company, a Delaware Corporation and the Covenants, Conditions and Restrictions contained in instrument recorded in Miscellaneous Record 884, Page 487 as Document No. 539130. (Affects Parcel 'B' as shown hereon.)

There is limited dimensional information for the easements described in paragraphs 1, 2, and 3 of Miscellaneous Record 884, Page 487 and as shown on the exhibit referenced in said document. Also, the locations shown on said exhibit are based on the proposed locations of various bridge piers; therefore, the locations of these easements as shown on this plat are approximate only.

The locations of the easements described in Paragraph 4 of said document are based on the locations of proposed roadways; therefore, the easements could not be plotted on this drawing.

△ Terms and Conditions contained in Deed made by Pittsburgh, Fort Wayne and Chicago Railroad Company, an Indiana Corporation to Youngstown Sheet and Tube Company, an Ohio Corporation as disclosed by instrument recorded in Book 1049, Page 267 as Document No. 978486. (Not addressed by the surveyor.)

△ Easement for Gas Mains in favor of Northern Indiana Public Service Company and the Covenants, Conditions and Restrictions contained in instrument recorded in Document No. 91006247.

(10' wide easement along the north lines of Parcel 'A' and Parcel 'B' as shown on this plat.)

△ Non-Exclusive Gas Line Easement in favor of Northern Indiana Public Service Company and the Covenants, Conditions and Restrictions contained in instrument recorded in Document No. 2000-089613.

(30' wide easement as shown on this plat.)

△ Easement in favor of The City of East Chicago and the Covenants, Conditions and Restrictions contained in instrument recorded in Document No. 227163. (Does not appear to affect Parcel 'A' or Parcel 'B').

△ Rights of the railroad company servicing the railroad siding located on insured premises "A" and to the ties, rails and other appurtenances constituting the railroad siding or in and to the use thereof, and also rights of others thereto entitled in and to the use thereof. (There was no visible evidence of railroads on Parcel 'A' or Parcel 'B' at the time of survey.)

△ Rights of tenants, if any, under any unrecorded leases. (Not addressed by the surveyor.)

△ Any rights, title interest or claim thereof to that portion of the land taken, used or granted for streets, roads or highways. (Not addressed by the surveyor.)

△ Lack of right of access to the land to be insured. (Parcel 'A' and Parcel 'B' do not appear to have access to a public right-of-way.)

△ Easement for Pipeline facilities in favor of Praxair, Inc., a Delaware corporation and the Covenants, Conditions and Restrictions contained in instrument recorded in Document No. 2006-065600. (The described location of Line No. 9 per Document Number 2006-065600 is shown on this plat. A partially uncovered section of 6" Steel Pipe was located in the field; however, it is unknown to the surveyor whether this is the Pipeline referred to in the document.)

GENERAL NOTES:

1. This survey does not constitute a title search by the surveyor. All information regarding easements, or other documents shown, or referenced, on this plat was gained from the commitment for title insurance prepared by First American Title Insurance Company, effective date September 20, 2007, as referenced hereon.
2. Declaration is made to the original purchaser of this survey and is not transferable to additional institutions, or subsequent owners, unless previously agreed to in written form.
3. This ALTA/ACSM Land Title Survey is not intended to be used as the basis for engineering or architectural design.
4. There may be other documents of record, unknown to the surveyor, which may affect Parcel 'A' and Parcel 'B'.
5. The descriptions of the proposed parcels, as shown hereon, were prepared by this office based on a drawing titled "Project Definition Layout Proposed Property Purchase from Praxair, Inc." prepared by the Praxair Technology Center as drawing number 132168-016, last revised date 10-29-2007.
6. The existence of any subsurface or environmental issues, which may or may not affect this property, are unknown to the surveyor.
7. Arcelor Mittal Steel has proposed using the area east of Parcel 'A' as a contractor yard.
8. The hatched area within Riley Road, as shown on this plat, appears to have been vacated as a public right-of-way by a judgment filed in the the Lake County Clerk's Office on June 8, 1971, as of Case Number C71-735.

SURVEYOR'S CERTIFICATE:

TO: TECUMSEH REDEVELOPMENT, INC.
 PRAXAIR, INC.
 SQUIRE, SANDERS & DEMPSEY, L.L.P.
 FIRST AMERICAN TITLE INSURANCE COMPANY

THIS IS TO CERTIFY THAT THIS MAP OR PLAT AND THE SURVEY ON WHICH IT IS BASED WERE MADE IN ACCORDANCE WITH THE MINIMUM STANDARD DETAIL REQUIREMENTS FOR ALTA/ACSM LAND TITLE SURVEYS, JOINTLY ESTABLISHED AND ADOPTED BY ALTA AND NSPS IN 2005, AND INCLUDES ITEMS 1, 2, 4, and 13 OF TABLE 'A' THEREOF, PURSUANT TO THE ACCURACY STANDARDS AS ADOPTED BY ALTA AND NSPS AND IN EFFECT ON THE DATE OF THIS CERTIFICATION. THE UNDERSIGNED FURTHER STATES THAT IN MY PROFESSIONAL OPINION AS A LAND SURVEYOR REGISTERED IN THE STATE OF INDIANA, THE RELATIVE POSITIONAL ACCURACY OF THIS SURVEY DOES NOT EXCEED THAT WHICH IS SPECIFIED THEREIN. I FURTHER STATE THAT THIS SURVEY WAS PREPARED IN ACCORDANCE WITH THE GUIDELINES SET IN TITLE 865 IC 1-12 (RULE 12).

Anthony J. Toscani
 ANTHONY J. TOSCANI
 INDIANA REGISTERED LAND SURVEYOR NO. LS20600010
 DATE OF PLAT: FEBRUARY 5, 2008
 FIELD WORK COMPLETED: JANUARY 7, 2008

I affirm, under penalties for perjury, that I have taken reasonable care to collect each Social Security Number in this document, unless required by law.

Anthony J. Toscani