

GENERAL ORDINANCE 5-2008

An Ordinance naming certain roadways on Indianapolis International Airport, designating the direction of vehicular travel and fixing a time when same shall take effect.

WHEREAS, the Indianapolis Airport Authority (“Authority”) has caused to be constructed upon Indianapolis International Airport certain roadways, and

WHEREAS, it is desirable to name said roadways for the purpose of convenient identification, and;

WHEREAS, the Authority adopted General Ordinance 4-1993, which established the names of certain roadways and the direction of vehicular travel, and

WHEREAS, General Ordinance 4-1993 needs to be updated as a result of changes at Indianapolis International Airport,

NOW, THEREFORE, BE IT ORDAINED by the Board of the Indianapolis Airport Authority as follows:

SECTION I

Unless specifically noted within the following items naming and describing Authority roadways, vehicular travel is two-way.

SOUTH PERIMETER ROAD

Beginning at a point approximately 200’ due South of the Northeast corner of the Southeast Quarter of Section 26, T15N, R2E. This point is a four way intersection at which HIGH SCHOOL ROAD enters from the East and turns South across Interstate 70; FEDERAL EXPRESS DRIVE enters from the North and ends at this point; and continues from the above point approximately 13,100’ Southwest to a point approximately 599’ West and 713’ South of the Northeast Corner of the Southeast Quarter of Section 33, T15N, R2E at which point SOUTH PERIMETER ROAD becomes WEST PERIMETER ROAD.

SECTION II

SOUTH ACCESS ROAD (FORMERLY MIDFIELD SERVICE ROAD)

Beginning approximately 178' West and 362' South of the Northeast Corner of the Northwest Quarter of the Southeast Quarter of Section 33 T15, R2E continuing Northeast approximately 12,245' to a point approximately 222' North and 506' East of the Southeast Corner of the Southeast Quarter of the Southeast Quarter of Section 23, T15N, R2E.

SECTION III

STAFFORD ROAD (FORMERLY HAUEISEN ROAD)

Beginning approximately 19' West and 64' South of the Northeast Corner of the Northwest Quarter of the Southwest Quarter of Section 33 T15N, R2E, this point being the intersection of Bridgeport Road and Stafford Road (formerly Haueisen Road) continuing West approximately 1,312' to a point on the Hendricks/Marion County Line intersecting Stafford Road 15' West and 68' South of the Northwest Corner of the Southwest Quarter of Section 33 T15N, R2E.

SECTION IV

HIGH SCHOOL ROAD

Beginning 200' due South of the Northeast corner of the Southeast Quarter of Section 26, T15N, R2E. HIGH SCHOOL ROAD traverses Northeasterly and North approximately 5600' to a 90 ° curve approximately 450' long to the West, then due West approximately 1000', at which point a 90 ° turn to the North is made. The road continues due North 4200' to a point approximately 1170' due North of the Southeast corner of the Southeast Quarter of Section 14, T15N, R2E.

SECTION V

NORTH PERIMETER ROAD

Beginning approximately 1800' due East and 1450' due North of the Southwest corner of Section 14, T15N, R2E. NORTH PERIMETER ROAD traverses Southwesterly approximately

10650' to a point approximately 1650' due South and 450' due West of the Northwest corner of the Northeast Quarter of Section 21, T14N, R2E.

SECTION VI

HOFFMAN ROAD

Beginning at a point approximately 108' due North of the Southwest corner of the Southeast Quarter of Section 15, T15N, R2E. HOFFMAN ROAD continues due South approximately 500' where a sweeping curve turns to the Southwest and continues in a Southwesterly direction approximately 8000' to a point approximately 650' due West and 250' due South of the Northwest corner of the Northeast Quarter of Section 28, T15N, R2E.

SECTION VII

SIGSBEE STREET

Beginning at a point approximately 900' due West and 1450' due North of the Northeast corner of the Northwest Quarter of Section 23, T15N, R2E. SIGSBEE STREET continues in a Northeasterly direction approximately 1300' where a sweeping curve turns due South. From the curve, SIGSBEE STREET continues due South approximately 600' to a point approximately 550' due East and 1000' due North of the Northeast corner of the Northwest Quarter of Section 23, T15N, R2E.

SECTION VIII

CORPORATE VILLAGE DRIVE

Beginning at a point approximately 1900' due North and 900' due West of the Southeast corner of the Northwest Quarter of Section 22, T15N, R2E. CORPORATE VILLAGE DRIVE continues Southeasterly approximately 1500' to a point approximately 850' due North and 200' due East of the Southeast corner of the Northwest Quarter of Section 22, T15N, R2E.

SECTION IX

HEAD WIND DRIVE

Beginning at a point approximately 1700' due North and 650' due West of the Southeast corner of the Northwest Quarter of Section 22, T15N, R2E. HEAD WIND DRIVE continues Northeasterly approximately 450' to a cul-de-sac at a point approximately 2000' due North and 250' due West of the Southeast corner of the Northwest Quarter of Section 22, T15N, R2E.

SECTION X

TAIL WIND DRIVE

Beginning at a point approximately 1300' due North and 200' due West of the Southeast corner of the Northwest Quarter of Section 22, T15N, R2E. TAIL WIND DRIVE continues Northeasterly approximately 600' to a cul-de-sac at a point approximately 1700' due North and 200' due East of the Southeast corner of the Northwest Quarter of Section 22, T15N, R2E.

SECTION XI

CROSS WIND DRIVE

Beginning at a point approximately 900' due North and 150' due East of the Southeast corner of the Northwest Quarter of Section 22, T15N, R2E. CROSS WIND DRIVE continues Northeasterly approximately 600' to a cul-de-sac at a point approximately 1300' due North and 550' due East of the Southeast corner of the Northwest Quarter of Section 22, T15N, R2E.

SECTION XII

RAYMOND STREET

Beginning at the Northwest corner of Section 24, T15N, R2E. RAYMOND STREET continues East along the North section line of Section 24 approximately 1300' to a cul-de-sac also on the North section line of Section 24, T15N, R2E.

SECTION XIII

PIERSON DRIVE

Beginning at a point approximately 1000' due North of the Southeast corner of Section 14, T15N, R2E. PIERSON DRIVE continues due West approximately 2200' where a sweeping curve turns Southwesterly. From the curve, PIERSON DRIVE continues Southwesterly approximately 1700' through another sweeping curve to the West at which point the road becomes known as BANNER AVENUE. The change in road names is at a point approximately 650' due North and 950' due West of the Southwest corner of the Southeast Quarter of Section 14, T15N, R2E.

SECTION XIV

BANNER AVENUE

Beginning at a point approximately 1450' due North and 900' due West of the Southwest corner of the Southeast Quarter of Section 14, T15N, R2E. BANNER AVENUE continues due South approximately 900' where a sweeping turn to the Southeast occurs. At this point, BANNER AVENUE becomes PIERSON DRIVE. The change in road names is at a point 650' due North and 950' due West of the Southwest corner of the Southeast Quarter of Section 14, T15N, R2E.

SECTION XV

TURNER DRIVE

Beginning at a point approximately 800' due West and 200' due North of the Southeast corner of the Northeast Quarter of Section 23, T15N, R2E. TURNER DRIVE makes a sweeping curve to the Southeast approximately 1100' in length, ending at a point approximately 400' due South of the Southeast corner of the Northeast Quarter of Section 23, T15N, R2E.

SECTION XVI

CARGO DRIVE

Beginning at a point approximately 400' due South of the Southeast corner of the Northeast Quarter of Section 23, T15N, R2E. CARGO DRIVE continues due South on the section line ending approximately 1800' South of the Southeast corner of the Northeast Quarter of Section 23, T15N, R2E.

SECTION XVII

FEDERAL EXPRESS DRIVE

Beginning at a point approximately 200' due South of the Southeast corner of the Northeast Quarter of Section 26, T15N, R2E. FEDERAL EXPRESS DRIVE continues due North approximately 600' then through a sweeping 135° curve to the West for a distance of approximately 1000' feet, then Southwesterly 1000' and through a curve to the Southwest for a distance of approximately 700', ending at a point approximately 350' due South and 1800' due West of the Southeast corner of the Northeast Quarter of Section 26, T15N, R2E.

SECTION XVIII

HANNA AVENUE

Beginning at a point approximately 500' due South and 1150' due West of the Southwest corner of Section 27, T15N, R2E. HANNA AVENUE continues approximately 700' through a 135° curve to the East. The road continues on the South section line of Section 27, T15N, R2E to a point on the section line approximately 600' due East of the Southeast corner of Section 27, T15N, R2E.

SECTION XIX

GRIDLEY STREET

Beginning at a point approximately 1350' due West and 1000' due North of the Southeast corner of Section 14, T15N, R2E. GRIDLEY STREET continues due North approximately 1100' ending at a point approximately 1350' due West and 2000' due North of the Southeast corner of Section 14, T15N, R2E.

SECTION XX

TERMINAL DRIVE

UPPER TERMINAL DRIVE

LOWER TERMINAL DRIVE

Beginning at a point approximately 1300' due North of the Southeast corner of the Northeast Quarter of Section 23, T15N, R2E. TERMINAL DRIVE extends in a westerly direction in a sweeping curve to the left approximately 500'. At that point, the roadway divides into two parts, the right hand part of which ascends to the Terminal, which is located at or near South High School Road, second level, the left hand part remaining at grade. That roadway which is the right hand portion of said roadway and that extends along the second level of the Terminal and adjacent Parking Garage for approximately 1850' is designated UPPER TERMINAL DRIVE. That roadway that is the left hand portion of said roadway and that extends along ground level of the Terminal and adjacent Parking Garage for approximately 1850' is designated LOWER TERMINAL DRIVE. That roadway which continues Southeasterly from the point of joinder of UPPER TERMINAL DRIVE and LOWER TERMINAL DRIVE in a curve to the left for approximately 600' is designated TERMINAL

DRIVE. This portion of TERMINAL DRIVE ends by merging into HIGH SCHOOL ROAD at a point approximately on the Southeast corner of the Northeast Quarter of Section 23, T15N, R2E.

TERMINAL DRIVE, UPPER TERMINAL DRIVE and LOWER TERMINAL DRIVE are hereby designated as one-way streets and all motor vehicles shall travel upon such roadways only in a Westerly direction at its beginning on HIGH SCHOOL ROAD approximately 1300' North of the Southeast corner of the Northeast Quarter of Section 23, T`5N, R2E, and continuing in a Southerly direction in a curve to the left past the Terminal, then continuing in an Easterly direction to its merger with HIGH SCHOOL ROAD at a point approximately on the Southeast corner of the Northeast Quarter of Section 23, T15N, R2E.

SECTION XXI

NEW HAVEN DRIVE

Beginning at a point approximately 700' due North and 500' due East of the Southeast corner of the Northeast Quarter of Section 21, T15N, R2E. NEW HAVEN DRIVE continues in a Northwesterly and Northerly direction to the South Right of Way of U.S. 40 at a point approximately 300' due West and 50' due South of the Northeast corner of Section 21, T15N, R2E.

SECTION XXIII

MINNESOTA STREET

Beginning at a point approximately 1400' due north of the Southeast corner of Section 14, T15N, R2E. MINNESOTA STREET continues approximately 600' due East and through a 90° curve to the North. The road continues approximately 700' due North and through a 90° curve to the East, ending at a point approximately 1400' due East and 2700' due North of the Southeast corner of Section 14, T15N. R2E.

SECTION XXIV

COLONEL H. WEIR COOK MEMORIAL DRIVE SOUTH

Beginning approximately 670' West and 177' South of the Southeast Corner of the Northwest Quarter of Section 33, T15N, R2E continuing approximately 8,070' Northeast to a point approximately 80' East and 350' South of the Northeast Corner of the Southeast Quarter of Section 27, T15N, R2E. COLONEL H. WEIR COOK MEMORIAL DRIVE SOUTH also

includes that portion of roadway known as EAST EXIT AND EAST ENTRANCE RAMP, beginning approximately 873' West and 229' South of the Northeast Corner of the Southwest Quarter of the Northeast Quarter of Section 33 T15N, R2E continuing Southeast approximately 830' to a point approximately 247' West and 520' North of the Southeast Corner of the Southwest Quarter of the Northeast Quarter of Section 33, T15N, R2E. Traffic on Colonel H. Weir Cook Memorial Drive South is one-way.

SECTION XXV

COLONEL H. WEIR COOK MEMORIAL DRIVE

Beginning approximately 80' East and 350' South of the Northeast Corner of the Southeast Quarter of Section 27, T15N, R2E continuing approximately 1635' Northwest to a point approximately 260' East and 505' South of the Northwest Corner of the Southeast Quarter of the Northwest Quarter of Section 27, T15N, R2E. Traffic on Colonel H. Weir Cook Memorial Drive is one-way.

SECTION XXVI

COLONEL H. WEIR COOK MEMORIAL DRIVE NORTH

Beginning approximately 260' East and 505' South of the Northwest Corner of the Southeast Quarter of the Northwest Quarter of Section 27, T15N, R2E continuing approximately 8100' Southwest to a point 780' West and 100' South of the Northeast Corner of the Southwest Quarter of Section 33, T15N, R2E. Also that portion of roadway known as WEST EXIT AND WEST ENTRANCE RAMP Beginning approximately 110' East and 403' South of the Northwest Corner of the Southwest Quarter of the Northeast Quarter of Section 33, T15N, R2E continuing Northwest approximately 823' to a point approximately 460' West and 192' North of the Northwest Corner of the Southwest Quarter of the Northwest Quarter of Section 33, T15N, R2E. Traffic on Colonel H. Weir Cook Memorial Drive North is one-way.

SECTION XXVII

MID LOT DRIVE

Beginning approximately 45' West and 390' South of the Northeast Corner of the Southwest Quarter of the Southwest Quarter of Section 27, T15N, R2E continuing approximately 1557' Northwest to a point approximately 197' East and 593' South of the Northwest Corner of the Southwest Quarter of Section 27, T15N, R2E.

SECTION XXVIII

SOUTH SERVICE ROAD

Beginning approximately 610' East and 32' North of the Southwest Corner of the Northeast Quarter of Section 33, T15N, R2E continuing approximately 7272' Northeast to a point approximately 350' East and 204' South of the Northwest Corner of the Southeast Quarter of Section 27, T15N, R2E.

SECTION XXIX

RETURN TO TERMINAL DRIVE

Beginning approximately 73' East and 257' North of the Southwest Corner of the Southeast Quarter of the Southeast Quarter of Section 28, T15N, R2E continuing approximately 1,536' SE along a curve to the left to a point approximately 382' West and 511' South of the Northeast Corner of the Northeast Quarter of Section 33, T15N, R2E. Traffic on Return to Terminal Drive is one-way from Colonel H. Weir Cook Memorial Drive North to Colonel H. Weir Cook Memorial Drive South.

SECTION XXX

NORTH SERVICE ROAD

Beginning approximately 401' East and 260' South of the Northwest Corner of the Southeast Quarter of the Northwest Quarter of Section 33, T15N, R2E continuing Northeast approximately 7637' to a point approximately 443' East and 232' South of the Northwest Corner of the Southeast Quarter of the Northwest Quarter of Section 27, T15N, R2E.

SECTION XXXI

NORTH ACCESS ROAD

Beginning approximately 4' West and 43' North of the Southeast Corner of the Northwest Quarter of the Northwest Quarter of Section 33, T15N, R2E continuing 7343' Northeast to a point approximately 168' West and 140' South of the Southeast Corner of the Northwest Quarter of the Northwest Quarter of Section 27, T15N, R2E.

SECTION XXXII

BRIDGEPORT ROAD

Beginning approximately 401' East and 261' South of the Northwest Corner of the Southeast Quarter of the Northwest Quarter of Section 33, T15N, R2E continuing approximately 851' Southwest to a point approximately 40' West and 989' South of the Northwest Corner of the Southeast Quarter of the Northwest Quarter of Section 33, T14N, R2E.

SECTION XXXIII

WEST PERIMETER ROAD

Beginning approximately 599' West and 713' South of the Northeast Corner of the Southeast Quarter of Section 33, T15N, R2E continuing approximately 4886' Northwest to a point approximately 653' East and 665' South of the Northwest Corner of the Northwest Quarter of Section 33m T15N, R2E.

SECTION XXXIV

BRUSHWOOD ROAD

Beginning approximately 437' East and 650' South of the Northwest Corner of the Northeast Quarter of the Southeast Quarter of Section 21, T15N, R2E continuing approximately 2368' Northwest to a point approximately 489' West and 197' North of the Southeast corner of the Northwest Quarter of the Northeast Quarter of Section 21, T15N, R2E.

SECTION XXXV

GIRLS SCHOOL ROAD

Beginning approximately 18' East and 950' North of the Southeast Corner of Section 15, T15N, R2E continuing North approximately 83' to a point 14' West and 310' South of the Northeast Corner of the Southeast Quarter of the Southeast Quarter of Section 15, T15N, R2E.

SECTION XXXVI

REPEAL

General Ordinance 4-1993 is hereby repealed.

SECTION XXXVII

Each of the roads identified in the foregoing Sections I through XXXV inclusive is further identified by Exhibit A attached hereto and incorporated into this Ordinance.

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SECTION XXXVIII

EFFECTIVE DATE

This Ordinance shall be effective from and after the date of its adoption. Adopted this 17th day of October, 2008.

INDIANAPOLIS AIRPORT AUTHORITY

Randall L. Tobias, President

Lacy M. Johnson, Vice President

Alfred R. Bennett, Secretary

N. Stuart Grauel, Treasurer

Kelly J. Flynn, Member

Shirley M. Haflich, Member

Michael B. Stayton, Member

Robert H. Voorhies, Member

STATE OF INDIANA)
) SS:
COUNTY OF MARION)

I, Alfred R. Bennett, the duly elected, qualified Secretary of the Indianapolis Airport Authority, Indianapolis, Indiana, do hereby certify that the foregoing is a full, true and complete copy of an Ordinance adopted by the Board of the Indianapolis Airport Authority at a regular/special meeting of said Board held at its offices at Indianapolis International Airport on October 17, 2008, and that said Ordinance has not been amended, rescinded or revoked.

WITNESS MY HAND AND THE OFFICIAL SEAL OF THE INDIANAPOLIS

AIRPORT AUTHORITY this _____ day of _____, 2008.

Alfred R. Bennett, Secretary