

DESCRIPTION OF SURVEY FOR BRAYDAN FARMS LTD

JOB#2881

- #35- **THENCE North 45 degrees 12 minutes 55 seconds East 50.46 feet** continuing along pre 1977 centerline and said properties to an unmarked point;
- #36- **THENCE North 46 degrees 43 minutes 47 seconds East 21.52 feet** continuing along pre 1977 centerline and said properties to an unmarked point, from which an iron pin (found) as shown on a survey by the Muskingum County Engineer's Department for said road relocation bears South 43 degrees 14 minutes 35 seconds East 17.30 feet;
- #37- **THENCE North 46 degrees 43 minutes 47 seconds East 68.80 feet** continuing along pre 1977 centerline and said properties to an unmarked point in the current road centerline;
- #38- **THENCE North 43 degrees 27 minutes 38 seconds East 50.60 feet** along said current road centerline and continuing along said properties to an unmarked point;
- #39- **THENCE North 32 degrees 38 minutes 30 seconds East 50.37 feet** continuing along said road and properties to an unmarked point;
- #40- **THENCE North 16 degrees 12 minutes 41 seconds East 49.49 feet** continuing along said road and properties to an unmarked point;
- #41- **THENCE North 08 degrees 55 minutes 17 seconds East 9.66 feet** continuing along said road and properties to an unmarked corner of the Kyle Jones property recorded in Official Record Volume 2859, Page 613;
- #42- **THENCE South 33 degrees 53 minutes 16 seconds East 286.43 feet** leaving said road and along a common line for said Braydan and Jones properties to an iron pin (found capped 7222 Finley), crossing into Section 10 at 7.44 feet, and passing a 6 inch casing pipe at 40.74 feet;
- #43- **THENCE South 81 degrees 27 minutes 06 seconds East 216.09 feet** continuing along said properties to an axle (found);
- #44- **THENCE North 18 degrees 00 minutes 28 seconds East 301.31 feet** continuing along said properties to an axle (found) on the South line of Lot 9 of Midvale Subdivision recorded in Plat Book 10, Page 18;
- #45- **THENCE South 88 degrees 19 minutes 08 seconds East 47.52 feet** along the common line for said Braydan property and Lot 9 to an axle (found) at a corner of Lot 8 of said subdivision;
- #46- **THENCE South 88 degrees 14 minutes 15 seconds East 119.99 feet** along the common line for said Braydan property and Lot 8 to an iron pin (set) at a corner of Lot 7 of said subdivision;
- #47- **THENCE South 88 degrees 14 minutes 15 seconds East 209.29 feet** along a common line for said Braydan property and Lot 7 to an axle (found in concrete);
- #48- **THENCE North 00 degrees 31 minutes 25 seconds East 160.08 feet** continuing along said properties and Lot 7 to an axle (found) at a corner of Lot 6 of said subdivision;
- #49- **THENCE North 00 degrees 32 minutes 04 seconds East 280.57 feet** along said Braydan property and Lot 6 to the place of beginning, **containing 46.15 acres**, of which 2.63 acres are within the right of ways for US Route 22 (Maysville Pike) and Thompson Run Road.

Auditors Parcel Acreage Breakdown of 46.15 Acres

33.67 Acres Parcel #47-26-02-34-000 Section 10
 0.40 Acres Part of Parcel #47-26-02-34-001 Section 10
 6.33 Acres Parcel #47-26-02-35-000 Section 10

Section 10 Total 40.40 Acres

0.26 Acres Part of Parcel #47-26-02-34-001 Section 9
 5.49 Acres Parcel #47-24-01-38-000 Section 9

Section 9 Total 5.75 Acres

The bearings and distances within this description are based on State Plane Coordinate Grid (Ohio South 1983) derived from GPS Observations. See Plat for META Data. Iron pins (set) are 5/8" rebar 30 inches long with identification cap (C.R.Harkness P.S.6885).

This description was written by Charles R. Harkness Professional Surveyor #6885 from an actual survey completed on October 14, 2024 in accordance with Chapter 4733-37 of the Administrative Code, and is intended to be used for the legal transfer of the property described and does not intend to describe any apparent easements nor easements of record, unless otherwise indicated.



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Charles R. Harkness
NOT RECORDABLE
 Charles R. Harkness, PS #6885

DESCRIPTION

APPROVED

By: *Charles R. Harkness* 11/27/24