66-ID-08-17

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BEING A PART OF THE SOUTHEAST QUARTER OF SECTION 9, TOWNSHIP 1, RANGE 5, OF THE UNITED STATES MILITARY LANDS, UNION TOWNSHIP, MUSKINGUM COUNTY, OHIO AND BEING FUNTHER DESCRIBED AS FOLLOWS:

BEGINNING AT AN EXISTING IRON PIN (1 INCH REBAR) AT THE NORTHWEST CORNER OF THE SOUTHEAST QUARTER OF SECTION 9;

THENCE WITH THE NORTH LINE OF THE SAID SOUTHEAST QUARTER, SOUTH 87 DEGREES 16 MINUTES 58 SECONDS EAST, PASSING AN IRON PIN SET AT 1329.52 FEET, A TOTAL DISTANCE OF 1355.10 FEET TO A POINT;

THENCE CONTINUING WITH THE SAID NORTH LINE AND THE SOUTH LINE OF A TRACT CONVEYED TO JAMES R. STURTZ (DEED VOLUME 1102, PAGE 137) AND THE SOUTH LINE OF A TRACT CONVEYED TO THE CROOKED CREEK CEMETERY, SOUTH 87 DEGREES 12 MINUTES 38 SECONDS EAST 1260,22 FEET TO AN EXISTING IRON PIN (1/2 INCH PINCH TOP) AT THE NORTHEAST CORNER OF THE SAID SOUTHEAST QUARTER;

THENCE WITH THE EAST LINE OF THE SAID SOUTHEAST QUARTER (AND THE WEST LINE OF THE NEW CONCORD CORPORATION LINE), SOUTH 02 DEGREES 20 MINUTES 50 SECONDS WEST 1093.05 FEET TO AN EXISTING IRON PIN (5/8 (NCH REBAR) ON THE NORTH LINE OF INTERSTATE ROUTE 70 (DEED VOLUME 528, PAGE 1095), PASSING AN EXISTING IRON PIN (5/8 INCH REDAR) AT 287.07 FEET;

THENCE WITH THE SAID NORTH LINE OF INTERSTATE 70 THE NEXT 6 COURSES AND DISTANCES:

- 1. SOUTH 68 DEGREES 30 MINUTES 05 SECONDS WEST 90.97 FEET TO AN IRON PIN SET;
- SOUTH 75 DEGREES 40 MINUTES 45 SECONDS WEST 601.33 FEET TO AN IRON PIN SET; 2. 3.
- SOUTH 78 DEGREES OF MINUTES 42 SECONDS WEST 653.76 FEET TO AN IRON PIN SET;
- SOUTH 64 DEGREES 48 MINUTES 20 SECONDS WEST 644.72 FEET TO AN IRON PIN SET: 4.
- SOUTH 77 DEGREES 40 MINUTES 39 SECONDS WEST 437.32 FEET TO AN IRON PIN SET:
- SOUTH 87 DEGREES 47 MINUTES 03 SECONDS WEST 334,64 FEET TO AN IRON PIN SET ON THE WEST LINE OF THE ABOVE SAID SOUTHFAST QUARTER OF SECTION 9:

THENCE WITH THE WEST LINE, NORTH 02 DEGREES 31 MINUTES 05 SECONDS EAST 689,56 FEET TO AN EXISTING IRON PIN (5/8 INCH REBAR);

THENCE LEAVING THE SAID WEST LINE AND WITH THE SOUTH LINE OF A 0.295 ACRE TRACT CONVEYED TO J. PENNELL (VOLUME 1013, PAGE 362) THE NEXT 4 COURSES AND DISTANCES:

- NORTH 80 DEGREES 45 MINUTES 46 SECONDS EAST 80.57 FEET TO AN EXISTING IRON PIN (5/8 INCH REDAR); 2,
- SOUTH 79 DEGREES 28 MINUTES 37 SECONDS EAST 55,93 FEET TO AN EXISTING IRON PIN (BENT 5/8 INCH REBAR);
- SOUTH 70 DEGREES 38 MINUTES 37 SECONDS EAST 98.83 FEET TO AN EXISTING IRON PIN (BEINT 5/8 INCH 3. REBAR):
- SOUTH 61 DEGREES 18 MINUTES 37 SECONDS EAST 548.30 FEET TO AN EXISTING IRON PIN (BENT 5/8 INCH REBAR) ON THE WEST LINE OF COUNTY ROAD 55 (RIX MILLS ROAD);

THENCE WITH THE SAID WEST LINE, NORTH 27 DEGREES 54 MINUTES 43 SECONDS EAST 16.50 FEET TO AN EXISTING IRON PIN (BENT 5/8 INCH REBAR);

THENCE LEAVING THE SAID WEST LINE AND WITH THE NORTH LINE OF THE SAID 0.295 ACRE TRACT CONVEYED TO J. PENNELL (VOLUME 1013, PAGE 362) THE NEXT 4 COURSES AND DISTANCES: I.

- NORTH 63 DEGREES 18 MINUTES 37 SECONDS WEST 549.71 FEET TO AN EXISTING IRON PIN (5/8 INCH REBAR); 2.
- NORTH 70 DEGREES 38 MINUTES 37 SECONDS WEST 101.17 FEET TO AN EXISTING IRON PIN (5/8 INCH REBAR); NORTH 79 DEGREES 28 MINUTES 37 SECONDS WEST 60.07 FEET TO AN EXISTING IRON PIN (5/8 INCH REBAR);
- SOUTH 80 DEGREES 45 MINUTES 46 SECONDS WEST 80,02 FEET TO AN EXISTING IRON PIN (5/8 INCH REBAR) ON THE WEST LINE OF THE ABOVE SAID WEST LINE OF THE SOUTHEAST QUARTER OF SECTION 9:

THENCE WITH THE SAID WEST LINE, NORTH 02 DEGREES 31 MINUTES 05 SECONDS EAST 1211.72 FEET TO THE PLACE OF BEGINNING.

CONTAINING 91,747 MORE OR LESS ACRES TOTAL, SUBJECT TO ALL LEGAL RIGHT OF WAYS OF COUNTY ROAD 55 (RIX MILLS ROAD) AND ALL OTHER APPLICABLE EASEMENTS.

ALL IRON PINS SET ARE 5/8 INCH X 30 INCH REBAR WITH PLASTIC IDENTIFICATION CAPS (BIEDENBACH PS7923-

BEARINGS ARE BASED ON THE PREVIOUS SURVEY OF 42.76 ACRES, IN THE SOUTHWEST QUARTER OF SECTION 10, DATED JUNE 23, 2000 BY CHARLES R. HARKNESS P. S. 6885.

THEREBY CERTIFY TO THE BEST OF MY KNOWLEDGE AND BELIEF THE SURVEY AND DESCRIPTION TO BE CURRECT AS PREPARED BY ME, THIS 29TH DAY OF JUNE 2002.

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DESCRIPTION APPROVED FOR AUDIZOR'S/TRANSFER