

17-82-02-23.000

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JOHN UNGER

AUDITORS PARCEL NUMBERS

17-82-02-23-000 (ALL – 4.932 AC.), 17-82-02-24-000 (ALL – 5.895 AC.),
17-82-02-25-000 (ALL – 7.050 AC.), 17-82-02-27-000 (ALL – 0.130 AC.), 17-82-02-29-000 (ALL - 8.508 AC.),
17-82-02-30-000 (ALL – 0.921 AC.), 17-82-02-31-000 (ALL – 0.543 AC.), & 17-82-02-62-000 (ALL – 4.031 AC.)
[UNKNOWN LOCATION: 17-82-02-26-000 (ALL), 17-82-02-28-000 (ALL), & 17-82-02-33-000 (ALL)]

BEING A PART OF LOT 2 OF MONROE AND DUNCAN'S SUBDIVISION (PLAT BOOK "P", PAGE 519) AND BEING A PART OF LOTS 2 AND 3 OF WILLIAM'S SUBDIVISION (PLAT BOOK 17, PAGE 54) AS CONVEYED TO JOHN UNGER III IN O.R. VOLUME 2807, PAGE 540 AND IN O.R. VOLUME 2837, PAGE 831 OF THE MUSKINGUM COUNTY OFFICIAL RECORDS, SITUATED IN QUARTER TOWNSHIP 3, TOWNSHIP 1, RANGE 8, OF THE UNITED STATES MILITARY LANDS, FALLS TOWNSHIP, MUSKINGUM COUNTY, OHIO AND BEING FURTHER DESCRIBED AS FOLLOWS:

COMMENCING AT AN EXISTING IRON PIN (1/2" REBAR) AT THE SOUTHWEST CORNER OF LOT 2 OF MONROE AND DUNCAN'S SUBDIVISION;

THENCE WITH THE SOUTH LINE OF THE SAID LOT 2 (TRAVERSING THROUGH A PARCEL CONVEYED TO THE BOARD OF EDUCATION OF THE WEST MUSKINGUM LOCAL SCHOOL DISTRICT IN O.R. VOLUME 1731, PAGE 5), SOUTH 88 DEGREES 28 MINUTES 40 SECONDS EAST 483.33 FEET TO AN EXISTING IRON PIN (1/2 INCH REBAR), SAID IRON PIN BEING THE **PLACE OF BEGINNING** OF THE PARCEL HEREIN INTENDED TO BE DESCRIBED;

THENCE WITH THE EAST LINE OF THE SAID WEST MUSKINGUM PARCEL, NORTH 06 DEGREES 17 MINUTES 48 SECONDS EAST 592.05 FEET TO A STEEL POST (8" STEEL POST – RUSTED OFF FLUSH WITH THE GROUND) ON THE WEST LINE OF A PARCEL CONVEYED TO STEVEN J. HILDEBRAND IN O.R. VOLUME 2333, PAGE 772, SAID POST BEING SOUTH 69 DEGREES 41 MINUTES 51 SECONDS EAST 9.94 FEET FROM AN EXISTING IRON PIN (5/8 INCH REBAR WITH "WALTON" CAP);

THENCE WITH THE WEST LINE OF THE SAID HILDEBRAND PARCEL THE FOLLOWING EIGHT COURSES AND DISTANCES:

1. SOUTH 69 DEGREES 40 MINUTES 40 SECONDS EAST 280.26 FEET TO AN EXISTING IRON PIN (3/4 INCH PIPE WITH "WALTON CAP);
2. SOUTH 66 DEGREES 20 MINUTES 45 SECONDS EAST 367.37 FEET TO AN EXISTING IRON PIN (3/4 INCH PIPE – BENT);
3. SOUTH 45 DEGREES 31 MINUTES 28 SECONDS EAST 414.97 FEET TO AN EXISTING AXLE;
4. SOUTH 52 DEGREES 02 MINUTES 30 SECONDS WEST 99.74 FEET TO A POINT ON THE BANK OF A CREEK;
5. SOUTH 28 DEGREES 34 MINUTES 12 SECONDS EAST 664.97 FEET TO AN EXISTING AXLE (AXLE FOUND WASHED OUT – RESET), PASSING AN IRON PIN SET AT 24.57 FEET;
6. SOUTH 11 DEGREES 59 MINUTES 29 SECONDS EAST 324.09 FEET TO AN EXISTING IRON PIN (5/8 INCH REBAR WITH "BIEDENBACH" CAP);
7. SOUTH 12 DEGREES 15 MINUTES 05 SECONDS WEST 163.30 FEET TO AN EXISTING IRON PIN (5/8 INCH REBAR WITH "BIEDENBACH" CAP);
8. SOUTH 00 DEGREES 46 MINUTES 47 SECONDS WEST 229.00 FEET TO A POINT ON THE CENTERLINE OF THE OLD NATIONAL ROAD (PRE-1940 SURVEY), PASSING AN EXISTING IRON PIN (5/8 INCH REBAR WITH "BIEDENBACH" CAP) AT 189.00 FEET;

THENCE LEAVING THE SAID HILDEBRAND WEST LINE AND WITH THE SAID CENTERLINE, SOUTH 83 DEGREES 44 MINUTES 22 SECONDS WEST 879.85 FEET TO A POINT;