



Linn Engineering, Inc.

Civil Engineering Consultants

534 Market Street • P.O. Box 2671 • Zanesville, Ohio 43702-2671

814-452-7434

Situated in the State of Ohio, County of Muskingum, Township of Springfield, bounded and described as follows:

Being a part of the northeast quarter of Section Thlrteen, Township Sixteen North, Range Fourteen West, and more particularly described as follows:

Beginning for reference at a 5/8 inch iron pin found on the east line of Maysville Avenue and the northwest corner of Lot 18 of Maysville Avenue Addition as the same is designated and delineated on Muskingum County Plat Book 2, Page 118, thence along the north line of said Lot 18 and the south line of Arthur Street South 68 degrees 53 minutes 27 seconds East 248.76 feet to an iron pin set and the principal place of beginning; thence continuing along said line South 68 degrees 53 minutes 27 seconds East 25.04 feet to a point on the east right of way of the former Cincinnati and Muskingum Valley Railroad (now Baltimore and Ohio Railroad); thence continuing along the east right of way of said railroad the following 5 courses: 1) North 24 degrees 10 minutes 00 seconds East 33.06 feet to a point; 2) South 69 degrees 23 minutes 00 seconds East 5.00 feet to a point; 3) North 24 degrees 10 minutes 00 seconds East 500.00 feet to a point; 4) South 84 degrees 51 minutes 00 seconds East 5.30 feet to a point; 5) North 24 degrees 10 minutes 00 degrees East 255.81 feet to an iron pin set on the west right of way of the former Zanesville and Western Railroad, (now abandoned Baltimore and Ohio Railroad), and 25 feet west of the centerline of said railroad; thence continuing along the west right of way of said railroad the following 5 courses: 1) a curve to the left having a radius of 1457.68 feet, a central angle of 10 degrees 14 minutes 28 seconds, and a chord bearing South 00 degrees 41 minutes 00 seconds East a distance of 260.20 feet to a point; 2) South 03 degrees 22 minutes 00 seconds West 156.80 feet to a point; 3) a curve to the left having a radius of 1490.69 feet, a central angle of 22 degrees 23 minutes 47 seconds and a chord bearing South 22 degrees 58 minutes 00 seconds East a distance of 579.10 feet to an iron pin set; 4) South 45 degrees 24 minutes 09 seconds East 526.95 feet to a point; 5) a curve to the right having a radius of 1120.90 feet, a central angle of 23 degrees 56 minutes 00 seconds and a chord bearing South 32 degrees 16 minutes 53 seconds East a distance of 464.82 feet to a point; thence South 20 degrees 56 minutes 30 seconds East 28.12 feet to a point on the north line of lands now owned by Harry L. Calig (Deed Record 461-513); thence along Calig's north line North 89 degrees 50 minutes 24 seconds West 16.44 feet to an iron pipe found; thence continuing along said

M.I.M.
Page 2

north line North 89 degrees 50 minutes 24 seconds West 882.04 feet to an iron pipe found, from which the north corner of a steel tower foundation bears South 38 degrees 46 minutes 35 seconds West 72.49 feet; thence North 69 degrees 20 minutes 27 seconds West 706.14 feet to a point, passing an iron pipe found at 681.20 feet; thence North 24 degrees 10 minutes 00 seconds East 201.79 feet to an iron pin set; thence North 60 degrees 24 minutes 19 seconds East 575.59 feet to the toe of an existing highwall and an iron pin set; thence North 60 degrees 48 minutes 01 seconds West to an iron pin set; ^{*341.57'} thence North 24 degrees 10 minutes 00 seconds East 157.84 feet to the principal place of beginning, containing 24.01 acres, more or less, subject to all legal road right of ways and applicable easements, written or implied.

Iron pins set are 5/8 inch diameter by 30 inch long rebar with plastic identification caps.

Bearings are based on the centerline of the Cincinnati and Muskingum Valley Railroad (Now the Baltimore and Ohio Railroad), as given in the Second Parcel of Deed Record 698, Page 18.

This description is written based on a survey completed December 4, 1991 by Jack D. Newcome, Reg. No. 7321.

Jack D. Newcome
Reg. No. 7321

12/04/91
Date



PARCEL NO.:

All of Parcel No.: 62-62-56-01-01-000 (21.39 ac.)
62-62-56-01-02-000 (4.06 ac.)
62-62-56-01-03-000 (0.49 ac.)

Centerline of the Baltimore and Ohio Railroad, formerly the Cincinnati and Muskingum Valley Railroad.



N 24° 10' 00" E
255.81'

S 84° 51' 00" E
530'

$\Delta = 10^\circ 14' 28''$
R = 1457.68'
L = 260.55'
Chord = 260.20'
Ch. Bearing = S 00° 41' 00" E

S 69° 23' 00" E
5.00'

S 03° 22' 00" W
156.80'

S 68° 53' 27" E
273.80'

South line of Arthur Street.

NW Corner
Lot 18 of
Maysville Ave.
Addition

East line of
Maysville Ave.

NOTE: Limits of unvacated
Arthur Street as
delineated on Z. &
O.R. R/R Map No.
V-1231 (vacated May
2 15, 1899)

248.76'

15' Alley

N 24° 10' 00" E
33.06'

$\Delta = 22^\circ 23' 47''$
R = 1490.69'
L = 582.80'
Chord = 579.10'
Ch. Bearing = S 22° 58' 00" E

Centerline of the former
Zanesville and Ohio River Railroad
(Now Baltimore and Ohio Railroad)
Abandoned

Arthur & Stanley Joseph
698-18
± 24.01 ac.

3/4" Pipe

N 24° 10' 00" E
20.79'

N 69° 20' 27" W
24.94'

N 60° 24' 19" E
575.59'

N 60° 48' 01" W
341.57'

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