

EXHIBIT A

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LPA RX 871 SH

Rev. 06/09

Ver. Date 12/3/2020

PID 103508

**PARCEL 2-SH
LUC-25-3.00
PERPETUAL EASEMENT FOR HIGHWAY PURPOSES
WITHOUT LIMITATION OF EXISTING ACCESS RIGHTS
IN THE NAME AND FOR THE USE OF THE
CITY OF TOLEDO, LUCAS COUNTY, OHIO**

An exclusive perpetual easement for public highway and road purposes, including, but not limited to any utility construction, relocation and/or utility maintenance work deemed appropriate by the City Of Toledo, Lucas County, Ohio, its successors and assigns forever.

Grantor/Owner, for himself and his heirs, executors, administrators, successors and assigns, reserves all existing rights of ingress and egress to and from any residual area (as used herein, the expression "Grantor/Owner" includes the plural, and words in the masculine include the feminine or neuter).

[Surveyor's description of the premises follows]

Being a parcel of land situated in Private Grant 581 in the United States Reserve of the 12 Miles Square at the foot of the Rapids of the Miami of Lake Erie, within the City of Toledo, Lucas County, Ohio. Bounded on the Northwest by the southeasterly right-of-way line of the Antony Wayne Trail, (S.R. #25) formerly the Miami Erie Canal, on the South by the northerly right-of-way of the Ohio Turnpike (Interstate 80-90) and on the Northeast by southwesterly right-of-way of the formerly owned "Toledo Terminal Railroad" and more fully described as follows:

Commencing at a concrete monument with Iron Bar Found at the most northwesterly corner of Lot 12 within the Plat of "Carranor Woods" recorded in Lucas County Plat Record Volume 52 on Pages 7 and 8. Said monument having a Toledo Terminal Railroad Stationing of 741+77.73 at 293.88 feet Left and being on the southwesterly line of River Tract 18 and the northeasterly line of Grant 581, thence NORTH 30°-30'-28" WEST on said northwesterly line of Grant 581 for a distance of 251.07 feet to a point having a Toledo Terminal Railroad Stationing of 738+67.92 at 350.65 feet Left, thence SOUTH 59°-29'-32" WEST for a distance of 352.83 feet to a point having a Toledo Terminal Railroad Stationing of 738+23.42 at 0.00 feet, thence SOUTH 70°-19'-17" WEST for a distance of 41.66 feet to a point on the southwesterly right-of-way of the formerly owned "Toledo Terminal Railroad" said point also being on a Non-Tangent Curve to the Left having a Toledo Terminal Railroad Stationing of 738+11.94 at 40.00 feet Right, said point also having a Plan Station of 14+53.19 at 0.00 feet, thence on said Curve to the Left having an Arc Distance of 20.85 feet, a Radius of 1581.60 feet, a Delta angle of 0°-45'-19",

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a Chord Bearing of SOUTH 36°-03'-01" EAST with a Chord Distance of 20.85 feet, having a Toledo Terminal Railroad Stationing of 738+32.26 at 40.00 feet Right, said point also having a Plan Station of 14+59.07 at 20.00 feet Right, of the proposed Bike Path Centerline, to an Iron Bar Set with Plastic Cap, said point also being the POINT OF BEGINNING for this description;

1. Thence SOUTH 70°-19'-17" WEST for a distance of 48.93 feet to an Iron Bar Set with Plastic Cap, being a point of Curvature to the Right, said point having a Plan Station of 14+10.14 at 20.00 feet Right;
2. Thence on said Curve to the Right having an Arc Distance of 154.91 feet, a Radius of 110.00 feet, a Delta angle of 80°-41'-12", a Chord Bearing of NORTH 69°-20'-07" WEST with a Chord Distance of 142.42 feet to a point of Tangency, to an Iron Bar Set with Plastic Cap, said point having a Plan Station of 12+83.40 at 20.00 feet Right,
3. Thence NORTH 28°-59'-31" WEST for a distance of 193.45 feet to an Iron Bar Set with Plastic Cap, being a point of Curvature to the Left, said point having a Plan Station of 10+89.94 at 20.00 feet Right;
4. Thence on said Curve to the Left having an Arc Distance of 150.75 feet, a Radius of 180.00 feet, a Delta angle of 47°-59'-12", a Chord Bearing of NORTH 52°-59'-07" WEST with a Chord Distance of 146.39 feet to a point of Compound Curvature to the Left to an Iron Bar Set with Plastic Cap , said point having a Plan Station of 9+22.44 at 20.00 feet Right;
5. Thence on said Curve to the Left having an Arc Distance of 36.78 feet, a Radius of 80.00 feet, a Delta angle of 26°-20'-40", a Chord Bearing of SOUTH 89°-50'-57" WEST with a Chord Distance of 36.46 feet to a point of Compound Curvature to the Left to an Iron Bar Set with Plastic Cap, said point having a Plan Station of 8+76.46 at 20.00 feet Right;
6. Thence on said Curve to the Left having an Arc Distance of 128.64 feet, a Radius of 180.00 feet, a Delta angle of 40°-56'-51", a Chord Bearing of SOUTH 56°-12'-11" WEST with a Chord Distance of 125.92 feet to a point of Tangency, to an Iron Bar Set with Plastic Cap, said point having a Plan Station of 7+33.53 at 20.00 feet Right;
7. Thence SOUTH 35°-43'-46" WEST for a distance of 124.10 feet to an Iron Bar Set with Plastic Cap , being a point of Curvature to the Right, said point having a Plan Station of 6+09.43 at 20.00 feet Right;

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8. Thence on said Curve to the Right having an Arc Distance of 211.13 feet, a Radius of 270.00 feet, a Delta angle of $44^{\circ}-48'-15''$, a Chord Bearing of SOUTH $58^{\circ}-07'-53''$ WEST with a Chord Distance of 205.80 feet to a point of Reverse Curvature to the Left, to an Iron Bar Set with Plastic Cap, said point having a Plan Station of 4+13.93 at 20.00 feet Right;
9. Thence on said Curve to the Left having an Arc Distance of 201.06 feet, a Radius of 355.00 feet, a Delta angle of $32^{\circ}-27'-00''$, a Chord Bearing of SOUTH $64^{\circ}-18'-31''$ WEST with a Chord Distance of 198.38 feet to a point of Tangency, to an Iron Bar Set with Plastic Cap, said point having a Plan Station of 2+01.55 at 20.00 feet Right;
10. Thence SOUTH $48^{\circ}-05'-01''$ WEST for a distance of 74.84 feet to an Iron Bar Set with Plastic Cap on the northerly right-of-way of the Ohio Turnpike (a.k.a. Interstate 80-90), said point having a Plan Station of 1+26.70 at 20.00 feet Right;
11. Thence NORTH $70^{\circ}-17'-54''$ WEST for a distance of 16.09 feet on said northerly right-of-way of the Ohio Turnpike to a point of intersection with the southeasterly right-of-way of State Route Number 25 (a.k.a. Anthony Wayne Trail) per State Senate Bill #194, to an Iron Bar Set with Plastic Cap, said southeasterly right-of-way as agreed upon and established by survey completed by W. H. Gould Survey Company for the "Compromise Line along the Canal Lands" set at a width of 135.00 feet under the direction of the Superintendent of the Public Works of Ohio in accordance with provisions of Section Number 13964 of the General Code of Ohio, said point having a Plan Station of 1+19.06 at 5.85 feet Right;
12. Thence North $48^{\circ}-02'-55''$ EAST for a distance of 1024.32 on said southeasterly right-of-way of the Anthony Wayne Trail to a point of intersection with the southwesterly right-of-way of the formerly owned "Toledo Terminal Railroad", to a point referenced by a Found Iron Rod being South 2.59 feet and East 0.55 feet, said point also being on a Non-Tangent Curve to the Left having a Toledo Terminal Railroad Stationing of 732+18.58 at 40.00 feet Right, said point also having a Plan Station of 9+47.04 at 279.10 feet Left;
13. Thence on said southwesterly right-of-way of the formerly owned "Toledo Terminal Railroad" Curving to the Left having an Arc Distance of 53.93 feet, a Radius of 1074.56 feet, a Delta angle of $02^{\circ}-52'-32''$, a Chord Bearing of SOUTH $15^{\circ}-47'-43''$ EAST with a Chord Distance of 53.93 feet to an Iron Bar Set with Plastic Cap, having a Toledo Terminal Railroad Stationing of 732+70.50 at 40.00 feet Right, said point also having a Plan Station of 9+61.53 at 236.55 feet Left;

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- 14. Thence SOUTH 17°-13'-59" EAST for a distance of 45.30 on said southwesterly right-of-way of the formerly owned "Toledo Terminal Railroad" to an Iron Bar Set with Plastic Cap, on a point of Curvature to the Left having a Toledo Terminal Railroad Stationing of 733+15.80 at 40.00 feet Right, said point also having a Plan Station of 9+76.40 at 203.71 feet Left;
- 15. Thence on said southwesterly right-of-way of the formerly owned "Toledo Terminal Railroad" Curving to the Left having an Arc Distance of 529.86 feet, a Radius of 1581.60 feet, a Delta angle of 19°-11'-41", a Chord Bearing of SOUTH 26°-49'-50" EAST with a Chord Distance of 527.38 feet to the POINT OF BEGINNING for this description;

Containing an Area of 144,814.1348 Square Feet or 3.3245 Acres of Land more or less of which 0.000 acres lies within the legal right-of-way of State Route Number 25, subject to all legal highways, leases, easements and restrictions of record.

Bearings based on the Ohio State Plan Coordinate System (Ohio North Zone, NAD 83 (1995)) prior to the HARN Shift. Bearings are for express purpose of showing angular measurements only.

The land in the above description is contained all within the Lucas County Parcel Number 18-70132.

The above described land being situated within a parcel of land now or formerly in the name of "Louisville Title Agency for N.W. Ohio, Inc., Trustee", Lucas County Deed Volume 02-0532-E10 within Lucas County Recorder's Office.

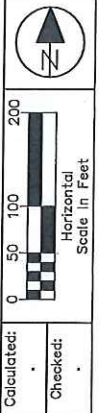
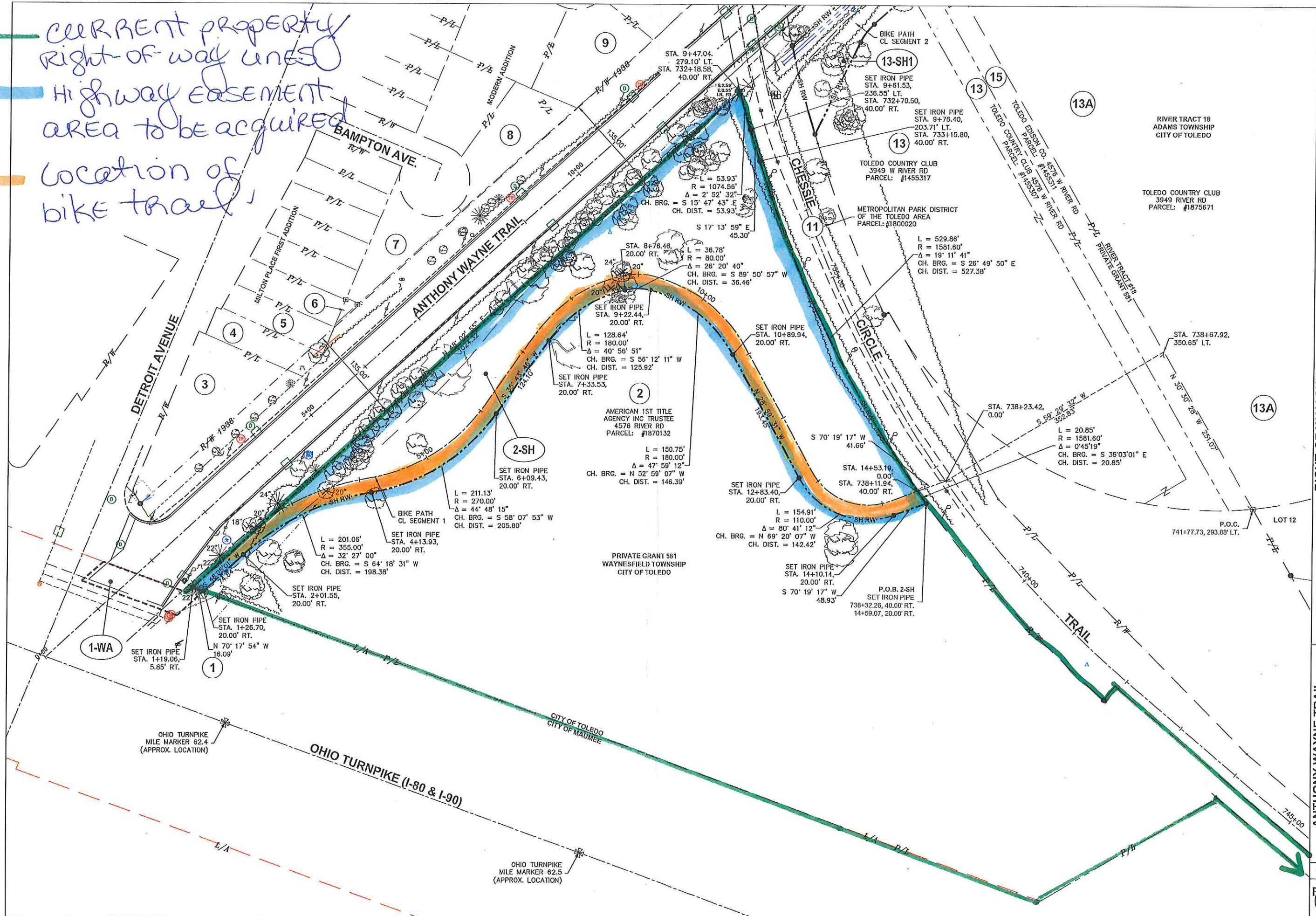
All iron bars set are 1/2" diameter rebar x 30" long with a plastic cap marked "R. Babcock - Ohio #7696"

Description prepared from an actual field survey prepared by City of Toledo - Engineering Services, under the supervision of Robert A. Babcock P.S. #7696, October of 2020.

Description prepared by:

Robert A. Babcock, P.S. #7696 Registered Surveyor of Ohio Date: December 3, 2020
City of Toledo - Chief Surveyor

CURRENT PROPERTY
 Right-of-way lines
 Highway easement
 AREA TO BE ACQUIRED
 Location of
 bike trail



RIGHT-OF-WAY SHELL
 BIKE PATH PARCELS 1-WA & 2-SH
 PID: 103508, FPN: E191606

ANTHONY WAYNE TRAIL
 ROADWAY RECONSTRUCTION
 DETROIT AVE. TO GLENDALE AVE.

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