

EXHIBIT A

RX 250 WD

Page 1 of 3

Rev. 06/09

Ver. Date 05/01/17

PID 99420

**PARCEL 6-WD3
FRA-CR505-2.65
ALL RIGHT, TITLE AND INTEREST IN FEE SIMPLE
IN THE FOLLOWING DESCRIBED PROPERTY
WITHOUT LIMITATION OF EXISTING ACCESS RIGHTS**

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]

Situated in the State of Ohio, County of Franklin, City of Columbus, and being a part of Virginia Military Survey 422, being part of a 0.329 acre parcel conveyed to **COLUMBUS CHECK CASHERS, INC.** by Instrument Number 200306270196226, and being more particularly described below:

Being a parcel of land lying right of the Centerline of Right of Way of FRA-CR505-2.65 made by Mead & Hunt for the Ohio Department of Transportation as recorded in Plat Volume ___, Page ___ of the records of Franklin County, and being located within the following described boundary points in the boundary thereof:

Commencing at a monument box found at a point of intersection of the Centerline of Construction and Right of Way of US Route 62, also known as State Route 3, also known as Harrisburg Pike and as Central Avenue, said monument box being PI Station 10+15.49 of the Centerline of Construction and Right of Way of US Route 62;

1) **Thence South 02 degrees 03 minutes 41 seconds East**, a distance of **10.43 feet** to a monument box found in the northerly jog of the Centerline of Construction and Right of Way of County Route 505, also known as Mound Street, said box being 5.65 feet right of Station 10+06.72 of the Centerline of Construction and Right of Way of US Route 62, said box also being Station 30+00.00 (AHEAD) of the Centerline of Construction and Right of Way of County Route 505;

2) **Thence North 70 degrees 49 minutes 04 seconds East**, along of the Centerline of Construction and Right of Way of County Route 505, a distance of **102.00 feet** to Station 31+02.00 of the Centerline of Construction and Right of Way of County Route 505;

EXHIBIT A

Page 2 of 3

RX 250 WD

Rev. 06/09

3) **Thence South 19 degrees 10 minutes 56 seconds East**, perpendicular to the Centerline of Construction and Right of Way of County Route 505, a distance of **46.00 feet** to a railroad spike set on the existing southerly Right of Way line of County Route 505 as acquired by Official Recod 20130E15, said line also being the northerly line of the Grantor, said spike being 46.00 feet right of Station 31+02.00, said spike marking the **Principle Point of Beginning** for the parcel described herein;

1) **Thence South 19 degrees 10 minutes 56 seconds East**, perpendicular to the Centerline of Construction and Right of Way of County Route 505, a distance of **2.00 feet** to a railroad spike set 48.00 feet right of Station 31+02.00 of the Centerline of Construction and Right of Way of County Route 505;

2) **Thence South 70 degrees 49 minutes 04 seconds West**, parallel to the Centerline of Construction and Right of Way of County Route 505, a distance of **40.16 feet** to a railroad spike set 48.00 feet right of Station 30+61.84 of the Centerline of Construction and Right of Way of County Route 505;

3) **Thence South 66 degrees 41 minutes 01 seconds West**, a distance of **13.87 feet** to a railroad spike set 49.00 feet right of Station 30+48.00 of the Centerline of Construction and Right of Way of County Route 505;

4) **Thence South 19 degrees 10 minutes 56 seconds East**, perpendicular to the Centerline of Construction and Right of Way of County Route 505, a distance of **3.00 feet** to a railroad spike set 52.00 feet right of Station 30+48.00 of the Centerline of Construction and Right of Way of County Route 505;

5) **Thence South 61 degrees 55 minutes 25 seconds West**, a distance of **19.46 feet** to a railroad spike set on said existing southerly Right of Way line of County Route 505, said line also being the northerly line of the Grantor, said spike being 55.01 feet right of Station 30+28.77 of the Centerline of Construction and Right of Way of County Route 505;

6) **Thence North 34 degrees 04 minutes 35 seconds West**, along said existing southerly Right of Way line of County Route 505, said line also being the northerly line of the Grantor, a distance of **5.00 feet** to 50.18 feet right of Station 30+27.49 of the Centerline of Construction and Right of Way of County Route 505;

7) Thence along said existing southerly Right of Way line of County Route 505, said line also being the northerly line of the Grantor, with a curve to the right having a radius of 143.50 feet, a delta of 13 degrees 50 minutes 55 seconds, and an arc length of 34.68 feet, said curve has a chord which bears **North 63 degrees 52 minutes 28 seconds East and a length of 34.60 feet** to 45.99

EXHIBIT A

Page 3 of 3

RX 250 WD

Rev. 06/09

right of Station 30+61.84 of the Centerline of Construction and Right of Way of County Route 505;

8) **Thence North 70 degrees 49 minutes 19 seconds East**, along said existing southerly Right of Way of County Route 505, said line also being the northerly line of the Grantor, a distance of **40.16 feet** to the **Principle Point of Beginning** and enclosing a total area of **0.005 acres**, more or less of which the present road occupies 0.000 acres, resulting in a net take area of 0.005 acres;

The above described area is all within Franklin County Permanent Parcel Number 010-126627-00.

The railroad spikes set are 3" Mag spikes.

The basis of bearings were established by GPS observations and observations of selected stations in the Ohio Department of Transportation virtual reference system (VRS). The portion of the centerline of County Road 505 (Mound Street) having a bearing of north 70° 49' 04" east from station 30+00.00 to station 34+99.86 and monumented as shown heron, is designated the "basis of bearing" for this plan.

The Stations referred to herein are from the Centerline of Construction and Right of Way of US Route 62, also known as State Route 3, also known as Central Avenue and Harrisburg Pike and the Centerline of Construction and Right of Way of County Route 505, also known as Mound Street, as found on Right of Way Plan FRA-CR505-2.65.

This description was prepared and reviewed under the supervision of Steven J. Scheid, Jr., P.S. 8294 of **Mead & Hunt** on May 1, 2017 from a survey made in August 2015.

Steven J. Scheid, Jr., P.S.
Professional Surveyor 8294
May 1, 2017