Iowa Department of Transportation ACQUISITION PLAT EXHIBIT "A" 1 OF 1

COUNTY	L I NN NHSN-100-1 (40)		STATE	CONTROL NO	
PROJECT NO	NHSN-100-1(40)	2R-57	0.7 N	PARCEL NO	87
SEL LILIN	2 3.18	THINNIN SHIP	0.514	H V VIII - F	O III
ACCESS RIGHTS		AC EASE		AC EXCESS-FE	EAC
74					
- A		CD0 052/25//5 2670 A1/			
*		307 3323 2 2070.41		S89°53′25″E 1335.21′	/
NW COR. S SEC. 2-T83	SW1/4 IN-R8W	į		051	
FND. S.C.M. W/		7		SEC. 2-1	ITER 183N-R8W REBAR W/
1		i		ALUM. CA	P #17929
	BEARING TABLE				ļ
1	COURSE BEARING DISTAN		اعتبارات ۵	TION AREA	Į.
	1-2 S42°32′56″W 78.47 2-3 S48°20′09″W 200.2		1.14 AC.	S - SE1/4 SW1/4 SEC. 2	
	3-4 S47 °05′36″W 50.01 4-5 S47 °17′42″W 50.02		0.01 AC.	S = SW1/4 SW1/4 SEC. 2 = NW1/4 NW1/4 SEC. 11	1
	5-6 S47°34′55″W 50.03	17.	3.18 AC.	S - TOTAL	
i	6-7 S48°19'00"W 50.05 7-8 S47°09'11"W 50.02		W. LINE	/	
. 4	8-9 \$45°12′31″W 50.00 9-10 \$42°59′49″W 50.06		SE 1/4 SW1/4 SEC.2		
2643.84	11-12 S48°48′34″W 6.79 13-14 N89°46′34″W 201.9				
	13-14 N89 46 34 W 201.9		-2	CACO MILANNEE	, j.
S00 °54′27″E		096	Ch.	ICHGO, PAIL ROAD	N (a) (b) (c) (c) (c) (d) (d) (e) (d) (e) (e) (e) (e) (e) (e) (e) (e) (e) (e
38	her As	E STA.	E FORMER ST.	PAUL	2) / 13,61
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j	SHIA STOTHER	/i	132.	1////	
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1	CHI	0=1312.27' D BR=N52°07'15"E		(5)	
4	<u>[th</u>	1 CE 10 201-10 E		(6) May ROY	
PF	RESENTLY ESTABLISHED		///\\\ (B)	T E RETHER ROBE W. IL. 1889	N I
	HEASTERLY RIGHT-OF-WAY NE OF FORMER CHICAGO,	1///	9	I'a TBALLE	N I
MILWA	AUKEE, ST. PAUL RAILROAD		(10)	SELIA SALIABAN	
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1 /	// y ///	//////		CE	COR. SW1/4
1	\$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$	In Supply	C	SEC	. 2-T83N-R8W FND. S.C.M.
7//		The state of		LINE	OF COMMENCEMENT
: 1:/	(15)	Sign of Belleville			1
#=W-1-=			<u></u>	89°46′34″W 1344.83′ § © STA. 958+18.18	
1///	813.05' 13 11 12 11 12 11 12 11 12 11 11 11 11 11	18 15 1 I			
N89°46′34″W	813.05	<i>'</i>	L=1319.1 R=3719.8		
SW COR. SW1/4 SEC. 2-T83N-R8W			CHD=1312	(IE)	6' N89°46'34"W
FND. ALUM. CAP	ull 884		CHO BK-K	32 07 13 2	1673.83'-
	WIN TEM		L=6.17' R=3569.	80'	P.0.B.
SCALE: 1" = 200'				7' N43°30'03"E	NE COR NW1/4
50′ 100′ 200′			Chu bk-		SEC. 11 DETAIL 1
JEFFREY R. HUTTON	I hereby certify that this prepared and the related surv			(12)	NOT TO SCALE
SED LAND SUR	or under my direct personal sur	pervision and that I am a duly	LEG	END:	
JEFFREY R. S.	Ill RI H	_ 6/a5/13	Δ	SET 5/8" REBAR W/ALUM.	. CAP #17929
JEFFREY R. P.	JEFFREY RY HUTTON LICENSE	NO. 17929 DATE	A .	FOUND SECTION CORNER A	
TOW A	My license is subject to re This certification app	lies only to the page	()		
The state of the s	upon which	i uppeurs.	J		

THE FEE SIMPLE TITLE GRANTED IS TO LAND DESCRIBED AS FOLLOWS:

A Parcel of land within the South One-half (S1/2) of the Southwest Quarter (SW1/4) of Section Two (2) excepting therefrom the North Sixteen and Two-thirds (16 2/3) acres and also excepting therefrom the land lying to the northwest of the Chicago, Milwaukee & St. Paul Railroad in Section Two (2), and in the North One-half (N1/2) of the Northwest Quarter (NW1/4) of Section Eleven (11), all in Township Eighty-Three (83) North, Range Eight (8) West of the Fifth Principal Meridian, all in Linn County, Iowa, said parcel being shown on Acquisition Plat Exhibit "A" (Sheet 1 of 1) attached hereto and by reference made a part hereof, more particularly described as follows:

Commencing at the southeast corner of the Southwest Quarter (SW 1/4) of Section 2, Township 83 North, Range 8 West of the Fifth Principal Meridian, Linn County, Iowa; thence North 89°46'34" West along the south line of said Southwest Quarter (SW1/4) a distance of 1673.83 feet to the Point of Beginning; thence South 48°48'34" West, 6.79 feet to the beginning of a 3569.80 foot radius non tangent curve, concave southeasterly also being on the southeasterly right-ofway line of the former Chicago, Milwaukee and St. Paul Railroad; thence northeasterly 6.17 feet along the arc of said curve and said southeasterly right-ofway line with a chord that bears North 43°30'03" East, 6.17 feet to the south line of said Southwest Quarter (SW 1/4); thence North 89°46'34" West along said south line 201.92 feet to the southeasterly right-of-way line of the former Chicago, Milwaukee and St. Paul Railroad; thence North 40°49'57" East along said southeasterly right-of-way line 35.43 feet to the beginning of a 3719.80 foot radius non tangent curve, concave southeasterly; thence northeasterly 1319.17 feet along the arc of said curve having a chord that bears North 52°07'15" East, 1312.27 feet; thence South 42°32'56" West, 78.47 feet; thence South 48°20'09" West, 200.21 feet; thence South 47°05'36" West, 50.01 feet; thence South 47°17'42" West, 50.02 feet; thence South 47°34'55" West, 50.03 feet; thence South 48°19'00" West, 50.05 feet; thence South 47°09'11" West, 50.02 feet; thence South 45°12'31" West, 50.00 feet; thence South 42°59'49" West, 50.06

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feet; thence South 42°27'50" West, 300.48 feet; thence South 47°32'58" West, 266.55 feet to the south line said Southwest Quarter (SW1/4) and the Point of Beginning, containing 3.18 acres, more or less.

Basis of Bearing: The east line of the Southwest Quarter (SW 1/4) of said Section 2 is assumed to bear North 01°19'17" West.

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