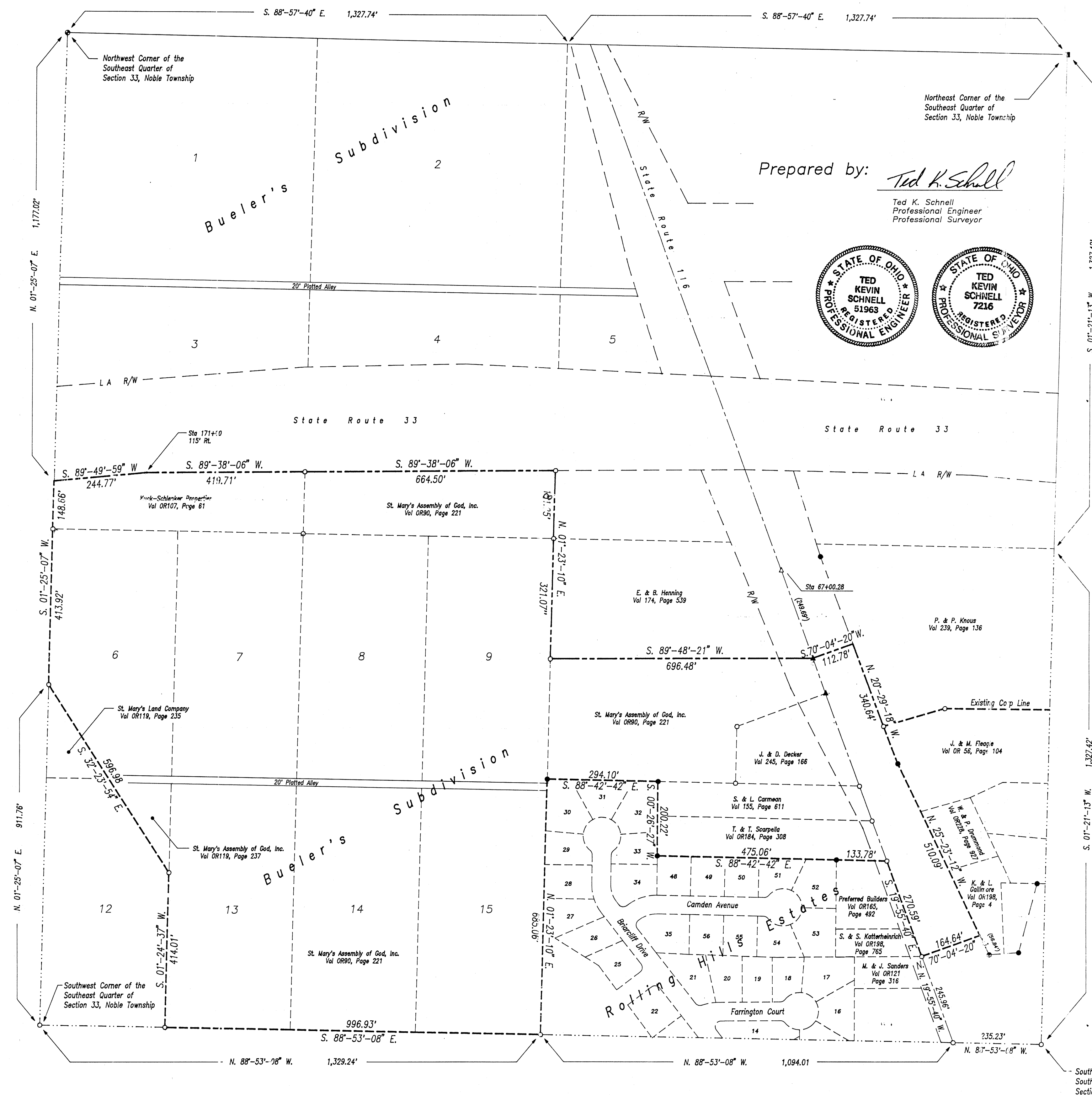
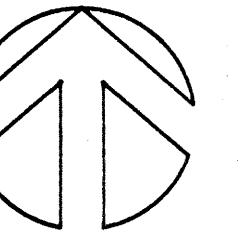


Area Petitioned for Annexation to the City of St. Mary's, Ohio

Part of the Southeast Quarter of Section 33, Noble Township, Town-5-South, Range-4-East,
Auglaize county Ohio



Legal Description

The following described tract of land hereunto to be annexed to the City of St. Mary's, Ohio, is located in the Southeast Quarter of Section 33, Noble Township, Auglaize County, Ohio, and also being a part of Bueler's Subdivision Plat as Recorded in Plat Book 1, Page 180, and being more particularly described as follows:

Commencing for reference at an iron pin located at the Southeast Corner of the Southeast Quarter of Section 33, Noble Township, Town-5-South, Range-4-East, Auglaize County, Ohio;

Thence with a bearing of N. 88°-53'-08" W. along the South Line of the Southeast Quarter of said Section 33 for a distance of 235.23 feet to an iron pin;

Thence with a bearing of N. 19°-55'-40" W. along the former centerline of State Route 116 for a distance of 245.96 feet to an iron pin and the PLACE OF BEGINNING;

Thence with a bearing of N. 70°-04'-20" E. and perpendicular with the former centerline of State Route 116 for a distance of 164.64 feet to a point on the Easterly right-of-way line of State Route 116, said point being referenced by an O.D.O.T. concrete monument at S. 25°-23'-12" E. and 58.84 feet;

Thence with a bearing of N. 25°-23'-12" W. along the Easterly right-of-way line of State Route 116 for a distance of 510.09 feet to an O.D.O.T. concrete monument;

Thence with a bearing of N. 20°-29'-18" W. along the Easterly right-of-way line of State Route 116 for a distance of 340.64 feet to a point;

Thence with a bearing of S. 70°-04'-20" W. and perpendicular with the former centerline of State Route 116 for a distance of 112.78 feet to a Railroad Spike, said Railroad Spike being located on the former centerline of State Route 116;

Thence with a bearing of S. 89°-48'-21" W. for a distance of 696.48 feet to an iron pin; said iron pin being located on the East line of Lot #9, Bueler's Subdivision;

Thence with a bearing of N. 01°-23'-10" E. along the East line of Lot #9, Bueler's Subdivision, for a distance of 321.07 feet to an iron pin, said iron pin being located at the Northeast Corner of Lot #9, Bueler's Subdivision;

Thence continuing with a bearing of N. 01°-23'-10" E. along the East line of Lot #4, Bueler's Subdivision, for a distance of 181.25 feet to an iron pin, said iron pin being located on the Southerly Limited Access right-of-way line of State Route 33;

Thence with a bearing of S. 89°-38'-06" W. along the Southerly Limited Access right-of-way line of State Route 33 for a distance of 664.50 feet to an iron pin, said iron pin being located on the West line of Lot #4, Bueler's Subdivision;

Thence continuing with a bearing of S. 89°-38'-06" W. along the Southerly Limited Access right-of-way line of State Route 33 for a distance of 419.71 feet to a point, said point being located 115 feet right of S.R. 33, centerline Station 171+00;

Thence with a bearing of S. 89°-49'-59" W. along the Southerly Limited Access right-of-way line of State Route 33 for a distance of 244.77 feet to a point, said point being located on the West line of Lot #3, Bueler's Subdivision;

Thence with a bearing of S. 01°-25'-07" W. along the West line of Lot #3, Bueler's Subdivision for a distance of 148.66 feet to an iron pin, said iron pin being located at the Northwest corner of Lot #6, Bueler's Subdivision;

Thence continuing with a bearing of S. 01°-25'-07" W. along the West line of Lot #6, Bueler's Subdivision, for a distance of 413.92 feet to an iron pin;

Thence with a bearing of S. 32°-23'-54" E. for a distance of 596.98 feet to an iron pin, said iron pin being located on the West line of Lot #13, Bueler's Subdivision;

Thence with a bearing of S. 01°-24'-37" W. along the West line of Lot #13, Bueler's Subdivision, for a distance of 414.01 feet to an iron pin, said iron pin being located at the Southwest Corner of Lot #13, Bueler's Subdivision, and being on the South line of the Southeast Quarter of said Section 33, Noble Township;

Thence with a bearing of S. 88°-53'-08" E. along the South Line of Lot #13, Lot #14, and Lot #15, Bueler's Subdivision, and along the South Line of the Southeast Quarter of said Section 33, Noble Township, for a distance of 996.93 feet to an iron pin, said iron pin being located at the Southeast Corner of Lot #15, Bueler's Subdivision;

Thence with a bearing of N. 01°-23'-10" E. along the East Line of Lot #15, Bueler's Subdivision, and also being the West line of Rolling Hills Estates Subdivision, for a distance of 685.06 feet to a concrete monument, said concrete monument being located at the Northwest Corner of Lot #30, Rolling Hills Estates, 2nd Addition;

Thence with a bearing of S. 88°-42'-42" E. along the North Line of Lot #30, Lot #31, and Lot #32, Rolling Hills Estates, 2nd Addition, for a distance of 294.10 feet to a concrete monument, said concrete monument being located at the Northeast Corner of Lot #32, Rolling Hills Estates, 2nd Addition;

Thence with a bearing of S. 00°-26'-27" W. along the East Line of Lot #32 and Lot #33, Rolling Hills Estates, 2nd Addition, for a distance of 200.22 feet to a concrete monument, said concrete monument being located at the Northwest Corner of Lot #48, Rolling Hills Estates, 2nd Addition;

Thence with a bearing of S. 88°-42'-42" E. along the North Line of Lot #48, Lot #49, Lot #50, Lot #51, and Lot #52, Rolling Hills Estates, 2nd Addition, for a distance of 475.06 feet to a concrete monument, said concrete monument being located at the Northeast Corner of Lot #52, Rolling Hills Estates, 2nd Addition;

Thence continuing with a bearing of S. 88°-42'-42" E. for a distance of 133.78 feet to an iron pin, said iron pin being located on the former centerline of State Route 116;

Thence with a bearing of S. 19°-55'-40" E. along the former centerline of State Route 116 for a distance of 270.59 feet to an iron pin, said iron pin being the original PLACE OF BEGINNING.

Containing in all 51.354 Acres of land.

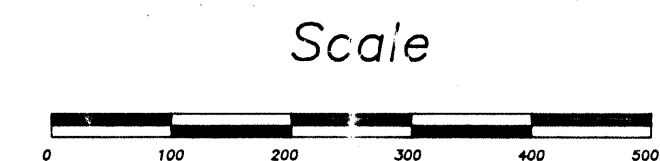
Conventional Symbols

	Centerline of Road
	Right-of-Way Line of Road
	Section Line
	Lot Line
	Existing Corporation Line
	Proposed Corporation Line
	Iron Pin
	Concrete Monument
	Auglaize County Monument Box
	Railroad Spike
	P.K. Nail
	Wood End Post

Previous Survey References

Bueler's Subdivision Plat, Plat Book 1, Page 180, March 1872	Gordon Geeslin Survey for Assembly of God Church, June 1989
George Shuster Survey March 1954	Annexation Plat to the City of St. Mary's, Plat "A" Slide 379, December 1989
George Shuster Survey September 1957	James Kent Survey for Merrill Sanders (Dwg # 1270), April 1991
Clayton Stimmel Survey (Dwg 34-4192), July 1964	Annexation Plat to the City of St. Mary's (Reineke tract), Vol OR 125, Page 919
O.D.O.T. R/W Plans Aug-29-103, Aug-33-271, 1969	Gordon Geeslin Survey for McCullough-Fleagle, May 1993
Michael Weadock Survey for Joe Williams, November 1984	Annexation Plat to the City of St. Mary's, Plat "C", Slide 54
James Frederick Survey for Robert Albright, August 1988	Annexation Plat to the City of St. Mary's (Fleagle), OR 154, Page 867
Jerry Garrison Survey for Rolling Hills, Phase I, October 1988	Rolling Hills Estates, 2nd Addition, Plat "C" Slide 81, May 1994
Annexation to the City of St. Mary's, Plat "A", Slide 370	

Ted K. Schnell Professional Engineer Professional Surveyor			
Annexation Plat			
City of St. Mary's			
NO.	DATE	BY	
1			
2			
3			
4			
5			
DRAWN BY	Kevin	SCALE	Shown
CHK'D	Greg	DATE	Sept, 1994
TRACED		APPRO'D	
			1 OF 1



N08-33-B