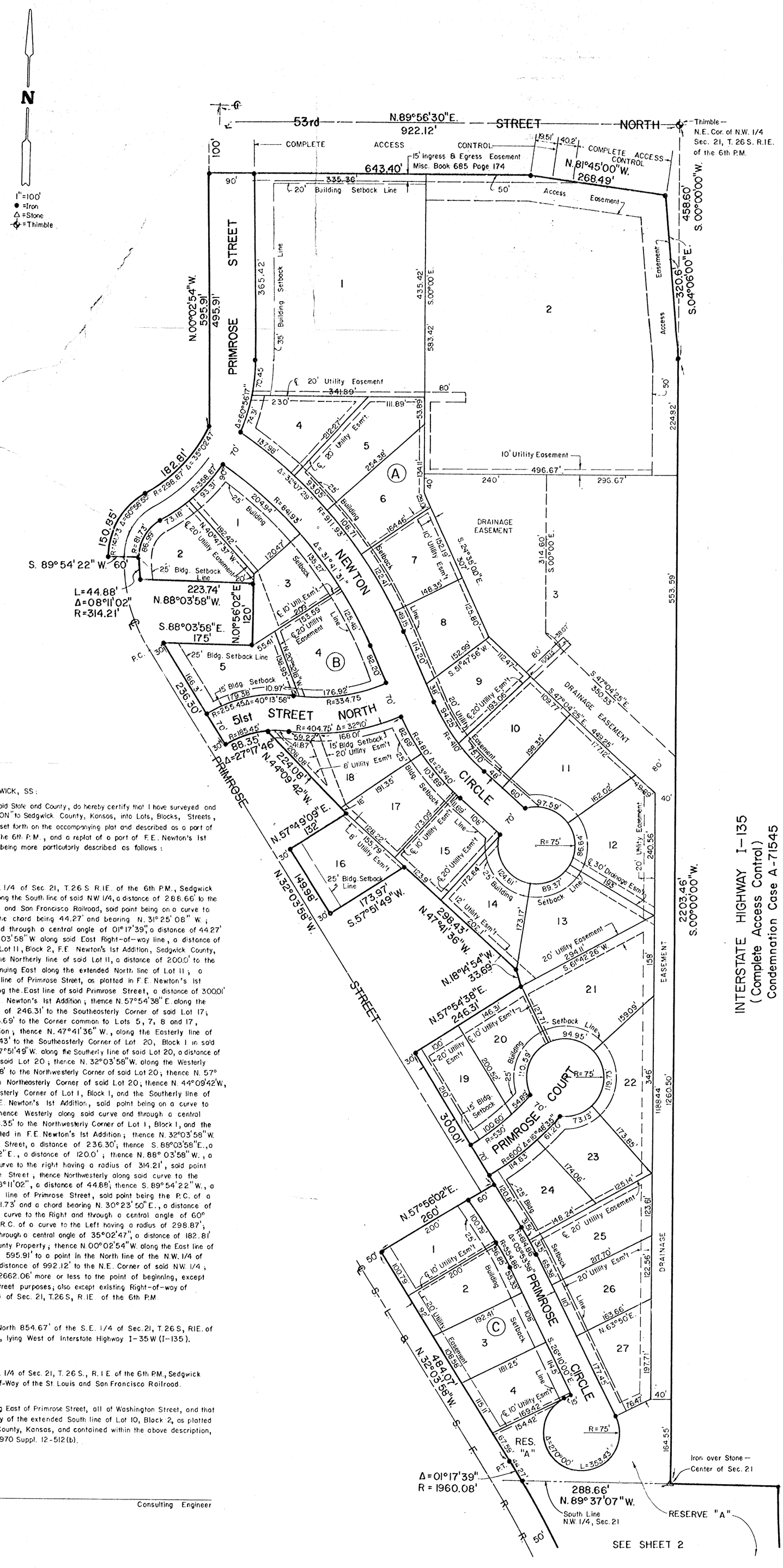
REVISED COPY

F.E. NEWTON'S SECOND ADDITION

TO SEDGWICK COUNTY, KANSAS



INTERSTATE HIGHWAY I-135
(Complete Access Control)
Condemnation Case A-71545

STATE OF KANSAS, COUNTY OF SEDGWICK, SS:

I, Don C. Moehring II, a Civil Engineer in said State and County, do hereby certify that I have surveyed and plotted "F.E. NEWTON'S SECOND ADDITION" to Sedgwick County, Kansas, into Lots, Blocks, Streets, and Reserves, the same being accurately set forth on the accompanying plat and described as a part of N.W. 1/4 of Sec. 21, T.26 S. R.1E. of the 6th P.M., and a replat of a part of F.E. Newton's 1st Addition to Sedgwick County, Kansas; being more particularly described as follows:

Beginning at the S.E. Corner of the N.W. 1/4 of Sec. 21, T.26 S. R.1E. of the 6th P.M., Sedgwick County, Kansas, thence N. 89°37'07"W. along the South line of said N.W. 1/4, a distance of 288.66' to the East Right-of-way line of the St. Louis and San Francisco Railroad, said point being on a curve to the left having a radius of 1960.08', the chord being 44.27' and bearing N. 31° 25' 08" W.; thence along said curve to the left and through a central angle of 01°17'39", a distance of 44.27' to the P.T. of said curve; thence N. 32°03'58" W. along said East Right-of-way line, a distance of 484.07' to the Northwesterly Corner of Lot 11, Block 2, F.E. Newton's 1st Addition, Sedgwick County, Kansas; thence N. 57°56'02" E. along the Northerly line of said Lot 11, a distance of 200.0' to the N.E. Corner of said Lot 11; thence continuing East along the extended North line of Lot 11; a distance of 60.0' to a point in the East line of Primrose Street, as platted in F.E. Newton's 1st Addition; thence N. 32°03'58" W. along the East line of said Primrose Street, a distance of 300.01' to the S.W. Corner of Lot 17, in said F.E. Newton's 1st Addition; thence N. 57°54'38" E. along the Southerly line of said Lot 17, a distance of 246.31' to the Southeasterly Corner of said Lot 17; thence N. 18°14'54" W., a distance of 33.69' to the Corner common to Lots 5, 7, 8 and 17, Block 1 in said F.E. Newton's 1st Addition; thence N. 47°41'36" W., along the Easterly line of Lot 17, 18, and 19, a distance of 298.43' to the Southeasterly Corner of Lot 20, Block 1 in said F.E. Newton's 1st Addition; thence S. 57°51'49" W. along the Southerly line of said Lot 20, a distance of 173.97' to the Southwesterly Corner of said Lot 20; thence N. 32°03'58" W. along the Westerly line of said Lot 20 a distance of 149.98' to the Northwesterly Corner of said Lot 20; thence N. 57° 49'09" E., a distance of 132.0' to the Northeasterly Corner of said Lot 20; thence N. 44°09'42" W., a distance of 224.08' to the Northeasterly Corner of Lot 1, Block 1, and the Southerly line of 51st Street North as platted in said F.E. Newton's 1st Addition, said point being on a curve to the left having a radius of 185.45'; thence Westerly along said curve and through a central angle of 27° 17' 46", a distance of 88.35' to the Northwesterly Corner of Lot 1, Block 1, and the Easterly line of Primrose Street as platted in F.E. Newton's 1st Addition; thence N. 32°03'58" W. along the Easterly line of said Primrose Street, a distance of 236.30'; thence S. 88°03'58" E., a distance of 175.0'; thence N 01° 56'02" E., a distance of 120.0'; thence N. 88° 03'58" W., a distance of 223.74' to a point on a curve to the right having a radius of 314.21', said point also being in the East line of Primrose Street, thence Northwesterly along said curve to the Right and through a central angle of 08°11'02", a distance of 44.88'; thence S. 89° 54'22" W., a distance of 60.0' to a point in the West line of Primrose Street, said point being the P.C. of a Curve to the Right having a radius of 141.73' and a chord bearing N. 30°23' 50" E., a distance of 143.83'; thence Northeasterly along said curve to the Right and through a central angle of 60° 58'55", a distance of 150.85' to the P.R.C. of a curve to the Left having a radius of 298.87'; thence along said curve to the Left and through a central angle of 35°02'47", a distance of 182.81' to a point in the East line of Sedgwick County Property; thence N. 00°02'54" W. along the East line of Sedgwick County Property, a distance of 595.91' to a point in the North line of the N.W. 1/4 of said Sec 21; thence N. 89°56'30" E., a distance of 992.12' to the N.E. Corner of said N.W. 1/4; thence S. 00°00'00" W., a distance of 2662.06' more or less to the point of beginning, except the North 100.0' thereof acquired for street purposes; also except existing Right-of-way of Highway I-35W (I-135) in the N.W. 1/4 of Sec. 21, T.26 S, R.1E. of the 6th P.M.

AND ALSO

A tract of land described as being the North 854.67' of the S.E. 1/4 of Sec. 21, T.26 S, R1E. of the 6th P.M., Sedgwick County, Kansas, lying West of Interstate Highway I-35W (I-135).

AND ALSO

That part of the North 854.67' of the S.W. 1/4 of Sec. 21, T. 26 S., R. 1 E. of the 6th P.M., Sedgwick County, Kansas, lying East of the Right-of-Way of the St. Louis and San Francisco Railroad.

That part of Fifty-first Street North lying East of Primrose Street, all of Washington Street, and that part of Primrose Street lying Southeasterly of the extended South line of Lot 10, Block 2, as platted in F.E. Newton's 1st Addition to Sedgwick County, Kansas, and contained within the above description, are hereby vacated by virtue of K.S.A. 1970 Suppl. 12-512(b).

Don C. Moehring II — Consulting Engineer