BILL GARRETT, Davidson County
Trans:T20170077880 DEEDQC
Recvd: 09/06/17 09:54 6 pgs
Fees:33.00 Taxes:16354.00
20170906-0091497

STATE OF TENNESSEE)
COUNTY OF DAVIDSON)

The actual consideration for this transfer is $4,420,000.00.

Affiant

Subscribed and sworn to before me on this 1st day of September, 2017.

Notary

My commission expires 3-6-18

CHRISTINA D. WILLOW
STATE OF TENNESSEE NOTARY PUBLIC
DAVIDSON COUNTY
My Commission Expires MAR. 6, 2018

This Instrument Was Prepared By:
Reba Brown, Esquire
Lewis, King, Krieg & Waldrop, P.C.
424 Church Street, Suite 2500
Nashville, TN 37219

Address New Owner as follows:	Send Tax Bills to:	Map-Parcel Numbers
		082-10-009
Alley-Cassetty Properties, LLC	2 Oldham Street	082-14-057
2 Oldham Street	Nashville, Tennessee 37213	082-14-058
Nashville, Tennessee 37213		082-14-087
		082-14-088
		082-14-089

QUIT CLAIM DEED

KNOW ALL MEN BY THESE PRESENTS: That **ALLEY-CASSETTY COMPANIES, INC.,** for and in consideration of Ten and No/100 Dollars ($10.00), cash in hand paid, the receipt of which is hereby acknowledged, has bargained and sold, and does hereby convey, remise, release and forever quitclaim until **ALLEY-CASSETTY PROPERTIES, LLC**, its successors and assigns, its entire right, title and interest in and to a certain tract of land in Davidson County, Tennessee described as follows:

SEE ATTACHED EXHIBIT "A"

Being the same property conveyed to Alley Cassetty Coal Company, Inc., as of record in Deed Book 4699, Page 350, Deed Book 6090, Page 782, Deed Book 10053, Page 433 and Instrument No. 200005310054221, at the Register's Office for Davidson County, Tennessee. Alley-Cassetty Coal Company, Inc. changed its name to Alley-Cassetty Companies, Inc., by amendment to the charter of record in Instrument No. 20010430-0043158, filed in the Register's Office for Davidson County, Tennessee.

This instrument and the interest hereby released and quitclaimed are subject to such limitations, restrictions and encumbrances as may affect the premises.

WITNESS my hand this 1st day of September, 2017.

ALLEY-CASSETTY COMPANIES, INC.

By: Jeffrey Oliver

Title: Vice President and Chief Financial Officer

STATE OF TENNESSEE)
)
COUNTY OF DAVIDSON)

Before me, Christina D Willow, a Notary Public of said County and State, personally appeared Jeffrey Oliver, with whom I am personally acquainted (or proved to me on the basis of satisfactory evidence), and who, upon oath, acknowledged himself to be Vice President & CFO of Alley-Cassetty Companies, Inc., the within named bargainor, a corporation, and that he as such Vice President & CFO executed the foregoing instrument for the purposes therein contained, by signing the name of the corporation by himself as Vice President & CFO.

Witness my hand and seal, at Office in Nashville, TN, this 1st day of September, 2017.

Christina D Willow
Notary Public

My Commission Expires: 3-6-18

CHRISTINA D. WILLOW
NOTARY PUBLIC
STATE OF TENNESSEE
DAVIDSON COUNTY
My Commission Expires MAR. 6, 2018

EXHIBIT "A"

LEGAL DESCRIPTION

TRACT 1:

Being a tract of land lying in Davidson County, Tennessee, also being part of Lot 12 on the Plan of John Shelby Estate, as of record in Plan Book 1, Page 10, Lot 1 and Reserve Parcel A on the Plat of L & N Railroad and Alley Cassetty Plat, as of record in Plat Book 5200, Page 505, and Lot 2 on the Plat of Farris Property, as of record in Plat Book 7900, Page 391, at the Register's Office for Davidson County, Tennessee and being more particularly described according to a ALTA/ACSM Land Title Survey of Parcels 57, 58, 87, 88 and 89, Map 82-14 and Parcel 9, Map 82-10, Prepared By Cherry Land Surveying, 622 West Iris, Nashville, TN 37204, R. Scot Cherry, R.L.S., TN #1512, dated August 9, 2011, as follows;

Beginning at an iron rod set at the intersection of the southerly right-of-way line of Jefferson Street Bridge and the westerly right-of-way line of C.S.X. Railroad, 40 feet in width;

Thence leaving the southerly right-of-way line of Jefferson Street Bridge with the westerly right-of-way line of C.S.X. Railroad along a curve to the left with an arc length of 202.14 feet, the radius of which is 498.34, the central angle of which is 23 deg 14 min 28 sec, the chord of which is South 05 deg 09 min 45 sec East, 200.76 feet to a point on concrete;

Thence South 17 deg 05 min 31 sec East, 216.09 feet to a point on concrete;

Thence along a curve to the left with an arc length of 230.65 feet, the radius of which is 736.78 feet, the central angle of which is 17 deg 56 min 12 sec, the chord of which is South 25 deg 44 min 49 sec East, 229.71 feet to a point on concrete;

Thence South 35 deg 09 min 42 sec East, 587.78 feet to an existing pk nail;

Thence along a curve to the left with an arc length of 290.66 feet, the radius of which is 430.20 feet, the central angle of which is 38 deg 42 min 41 sec, the chord of which is South 54 deg 32 min 56 sec East, 285.16 feet to an iron rod set on the northerly right-of-way line of C.S.X. Railroad;

Thence with the northerly right-of-way line of C.S.X. Railroad, South 64 deg 52 min 00 sec West, 569.69 feet to an existing iron rod on a witness line, actual corner being 44 feet down the bluff of the Cumberland River;

Thence leaving the northerly right-of-way line of the C.S.X. Railroad with said witness line, North 23 deg 48 min 53 sec West, 239.34 feet to an iron rod set;

Thence North 22 deg 36 min 14 sec West, 319.41 feet to an iron rod set;

Thence North 34 deg 02 min 41 sec West, 153.60 feet to an iron rod set;

Thence North 22 deg 05 min 17 sec West, 284.03 feet to an iron rod set;

Thence North 18 deg 44 min 38 sec West, 531.59 feet to an iron rod set on the southerly right-of-way line of Jefferson Street Bridge;

Thence with the southerly right-of-way line of said Jefferson Street Bridge, North 74 deg 53 min 19 sec East, 359.04 feet to the point of beginning, containing 544,115 square feet (12.49 acres more or less).

EASEMENT NO. 1:

Easement for ingress and egress over, under, and across the premises described as follows: Land in Davidson County, Tennessee, being part of Lot No. 11 on the Plan of the John Shelby Estate of record in Plan Book 1, Page 10, Office of the Clerk and Master of the Chancery Court of said County; being parts of Lots Nos. 23, 24, 29, Dickerson Street, and that certain 16-foot alley lying between the lots last mentioned, all as depicted on the M.W. Wetmore, Esq., Plan of record in Book 11, Page 295, Register's Office of said county; and all of that portion of Oldham Street, now closed, lying west of the westerly margin of Cowan Street extended, and extending from said margin westwardly to the low water mark of the Cumberland River, more particularly described in part according to a survey by Parrish-Ragan, Inc., Consulting Engineers, dated March 9, 1973, as follows:

Beginning at a point at the intersection of the westerly margin of Cowan Street and the original northerly margin of Oldham Street; thence with the said westerly margin of Cowan Street extended across Oldham Street south 09 deg. 29' east 42.5 feet to the original southerly margin of Oldham Street; thence with said original southerly margin of Oldham Street north 83 deg. 18' west 910 feet, more or less, to the low water mark of the Cumberland River; thence down said River northwestwardly with said low water mark 50 feet, more or less, to a point being the northwesterly corner of the terminus of Oldham Street; thence with the northerly margin of Oldham Street south 83 deg 18' east 480.5 feet to a point on the northeasterly right of way of the L & N Railroad; thence with said right of way of the L & N Railroad with a curve to the right, said curve having a radius of 692.2 feet, northwestwardly 26.43 feet to a point; thence leaving said right of way south 83 deg. 18' east 390.61 feet to a point; thence in a northeastwardly direction with a 25-foot radius curve to the left a distance of 46.33 feet to a point on the westerly margin of Cowan Street; thence with the westerly margin of Cowan Street south 09 deg. 29' east 54.11 feet to the point of beginning.

The said Oldham Street was closed by Substitute Bill No. 46-368 of the City Council of Nashville, Tennessee. The said 16-foot alley lying between Lots Nos. 23, 24, and 29 of the M. W. Wetmore, Esq., Plan, together with the affected portion of Dickerson Street were

closed by Metropolitan Council Bill No. 73-464 of the Metropolitan Council of the Metropolitan Government of Nashville and Davidson County, Tennessee.

EASEMENT NO. 2

A ten-foot perpetual easement for ingress and egress for the benefit of Parcel A, together with the right to construct, maintain, repair and replace a road or highway on, over, upon and/or across the real property within which said easement is situated, said easement being within, adjacent to and parallel with the westerly portion of the forty-foot (40') L&N Railroad, now Seaboard System Railroad, spur track number 43 right-of-way, and being more particularly described as follows:

BEGINNING at the point of intersection of the easterly right-of-way of the forty-foot L&N Railroad, now Seaboard System Railroad, spur track number 43 and the southerly portion of the ingress-egress easement granted to the Louisville and Nashville Railroad Company by Partial Assignment of Easement, of record in Book 6030, Page 302, Register's Office for Davidson County, Tennessee, said point being N 83 deg. 18' W a distance of 398.61' from the westerly right-of-way of Cowan Street where it intersects with the southerly portion of said ingress-egress easement; thence, crossing the right-of-way of the said L&N Railroad, now Seaboard System Railroad, spur track with a curve to the left having a radius of 50.0' a distance of 57.51' to a point, said point being ten feet easterly of the westerly right-of-way of the said forty-foot railroad spur track number 43; thence, continuing ten feet from adjacent to and parallel with said westerly right-of-way S 35 deg. 01' 53" E a distance of 495.30' to a point; thence, continuing with a curve to the left having a radius of 420.2' a distance of 65.7' to a point; thence, S 46 deg. 00' 37" W a distance of 10.0' to a point in the westerly right-of-way of the said forty-foot L&N Railroad, now Seaboard system Railroad, spur track number 43; thence, with a curve to the right having a radius of 430.2' a distance of 67.26' to an iron pin, said line passing through an iron pin at a distance of 56.26'; thence, continuing with said westerly railroad right-of-way N 35 deg. 01' 53" W a distance of 548.82' to a point, said point being at the intersection of the westerly forty-foot L&N Railroad, now Seaboard System Railroad, spur track number 43 right-of-way and the original southerly right-of-way of Oldham Street; thence, with a curve to the right having a radius of 60.0' a distance of 62.83' to a point in the northerly portion of the aforesaid ingress-egress easement, said point being S 83 deg. 18' E a distance of 388.71' from a radius turn out point at the northwest intersection of said ingress-egress easement and Cowan Street; thence, with the easterly right-of-way of the forty-foot L&N Railroad, now Seaboard System Railroad, spur track number 43 and with a curve to the left having a radius of 692.2' a distance of 26.35' to a point; thence, continuing with said easterly right-of-way S 35 deg. 01' 53" E a distance of 26.79 ' to the point of beginning, as shown on a plat by Turner Engineering Company entitled Access Easement, L&N Railroad and Alley-Cassetty Plat, dated May 3, 1983, Issue 3, Job Number 23-32, W.O. No. 5545.

Said easement for ingress and egress shall also be for the benefit of any land that may hereinafter come into common ownership with said tract that adjoins, abuts or is contiguous thereto.

Said easement for ingress and egress being on, over, upon and/or across a part of the L&N Railroad, now Seaboard System Railroad, Inc., spur tract number 43 right-of-way and a part of the same property conveyed to the Louisville and Nashville Railroad Company by deed from John Shelby, dated April 16, 1859, of record in Book 29, Page 251, and by deed from First National Bank of Nashville, dated August 15, 1890, of record in Book 144, Page 569, and acquired by the Seaboard Coast Line Railroad Company through merger between the Seaboard Coast Line Railroad Company and the Louisville an Nashville Railroad Company, effective December 29, 1982, recorded in Book 5992, Page 495, and name of the surviving company changed to the Seaboard System Railroad, Inc. by virtue of name change effective December 29, 1982, recorded in Book 5992, Page 498, Register's Office for Davidson County, Tennessee.

EASEMENT NO. 3

Easement running westerly from the intersection of Cowan Street with Oldham Street approximately 400 feet to the easterly right-of-way of the Louisville and Nashville Railroad, now Seaboard System Railroad, spur track number 43 and being more particularly described as follows:

BEGINNING at a point in what was formerly the centerline of Oldham Street, said point being N 9 deg. 29' W, a distance of 20.82 feet from the point of intersection of the westerly right-of-way of Cowan Street extended with the southerly right-of-way of Oldham Street and proceeding as follows:

1. With what was formerly the centerline of Oldham Street, N 83 deg. 18' W, a distance of 398.61' to a point in the easterly 40' right-of-way of the L&N Railroad Co., now Seaboard System Railroad, spur track number 43; thence,

2. With said right-of-way N 35 deg. 01' 53" W, a distance of 26.79' to a point; thence,

3. Continuing with said right-of-way and with a curve to the right having a radius of 692.2', a distance of 26.35' to a point; thence,

4. Leaving said railroad right-of-way S 83 deg. 18' E, a distance of 388.71' to a point; thence,

5. With a radius turnout being a curve to the left having a radius of 25.0', a distance of 46.33' to a point in the westerly right-of-way of Cowan Street; thence,

6. With the westerly right-of-way of Cowan Street S 9 deg. 29' E, a distance of 74.93' to the point of beginning, according to a plat by Turner Engineering Company, Inc., entitled L&N Railroad and Alley-Cassetty Plat, dated December 28, 1982, Job Number 23-82.