



BK 2167 PG 061-077



DEED 2000 15396

Nebr Doc Stamp Tax
11-3-00 Date
\$ 2.61
By <i>[Signature]</i>

RICHARD N TAKECHI
REGISTER OF DEEDS
DOUGLAS COUNTY, NE

00 NOV -3 PM 12:39

RECORDED
INDEXED

(Space above for recorder's use only)

QUITCLAIM DEED

F Deed
 FEE 24350 FB 03-80000
 BKP _____ C/O _____ COMF *EBR*
 DEL _____ SCAN *ds* FV _____
 17
 317

KNOW ALL MEN BY THESE PRESENTS:

That UNION PACIFIC RAILROAD COMPANY, a corporation of the State of Delaware, whose address is 1416 Dodge Street, Omaha, Nebraska 68179, Grantor, in consideration of the sum of Ten Dollars (\$10.00) and other good and valuable consideration to it duly paid, the receipt whereof is hereby acknowledged, has remised, released and quitclaimed, and by these presents does REMISE, RELEASE and forever QUITCLAIM unto THE CITY OF OMAHA, a municipal corporation of the State of Nebraska, whose post office address is 1819 Farnam Street, Omaha, Nebraska 68183, Grantee, its successors and assigns, forever, all of its right, title interest, estate, claim and demand, both at law and in equity, of, in and to the real estate situated in the County of Douglas, State of Nebraska, more particularly described in **Exhibit 1** hereto attached and hereby made a part hereof (the "Property").

EXCEPTING AND RESERVING unto Grantor, for itself, its successors and assigns, an EXCLUSIVE PERPETUAL EASEMENT AND RIGHT OF WAY in, to, over, along, upon and across the portion of the Property described in **Exhibit 2** hereto attached and hereby made a part (the "Easement Area"), for the construction, maintenance, operation, repair, renewal, reconstruction and use of railroad trackage and/or other railroad facilities and appurtenances, including the exclusive right and privilege to occupy and use the Easement Area for any and all railroad purposes and purposes incidental or related thereto or not inconsistent therewith, together with the right of ingress and egress to and from the Easement Area for the purpose of exercising the rights herein granted, and, if and when necessary, removing any railroad trackage and appurtenances or other railroad facilities located on the Easement Area; provided, however, that Grantee shall have the right to use for street overpass purposes the airspace of the Easement Area that lies above a plane twenty-three and one-half feet (23.5') above the highest elevation of the surface of the Easement Area. Grantor agrees to defend, indemnify and hold harmless Grantee from and against losses, damages, costs and expenses (including fines and penalties and reasonable attorney's fees) which may result from injury to or death of persons or loss of or damage to property or violation of any law, regulation or ruling, when such losses, damages, costs and expenses are due to or arise in connection with or as a


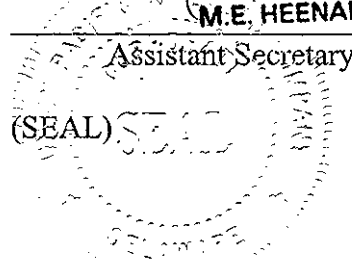
Box 35

result of Grantor's use of the Easement Area pursuant to Grantor's reserved easement, except where attributable or relating in any manner to Grantee's use of the Easement Area for street overpass purposes.

TOGETHER with all and singular the hereditaments and appurtenances thereunto belonging; TO HAVE AND TO HOLD the premises described in **Exhibit 1**, subject to the aforesaid exception and reservation, unto Grantee, its successors and assigns, forever.

IN WITNESS WHEREOF, Grantor has caused these presents to be signed by its ASST. VICE PRESIDENT and attested by its Assistant Secretary, and its corporate seal to be hereunto affixed the 3rd day of November, 2000.

Attest:


M.E. HEENAN
Assistant Secretary

(SEAL)

UNION PACIFIC RAILROAD COMPANY,
a Delaware corporation

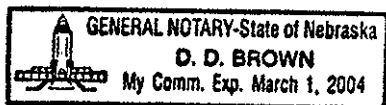
By: 
Title: ASST. VICE PRESIDENT
R. D. UHRICH

IMPRINTED CORPORATE SEAL
REGISTER OF DEEDS

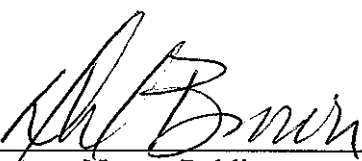
STATE OF NEBRASKA)
) ss
COUNTY OF DOUGLAS)

On November 3, 2000, before me, a Notary Public in and for said County and State, personally appeared R. D. UHRICH and M.E. Heenan, ASST. VICE PRESIDENT and Assistant Secretary, respectively, of UNION PACIFIC RAILROAD COMPANY, a Delaware corporation, personally known to me (or proved to me on the basis of satisfactory evidence) to be the persons whose names are subscribed to the within instrument, and acknowledged to me that they executed the same in their authorized capacities, and that their signatures on the instrument the persons, or the entity upon behalf of which the persons acted, executed the instrument.

WITNESS my hand and official seal.



(SEAL)



Notary Public

LEGAL DESCRIPTION
CONVENTION CENTER PURCHASE AGREEMENT
PARCEL "A"

Part of Lots 2, 3, and 4, Block 64, Original City of Omaha; and also together with all of Lot 1 and 2, Block 63, said Original City of Omaha; and also together with part of Lots 3, 4, 5, 7, and 8, said Block 63, Original City of Omaha; and also together with all of Lots 1 thru 8, inclusive, Block 35, said Original City of Omaha; and also together with all of Lots 1 thru 8, inclusive, Block 36, said Original City of Omaha, inclusive; and also together with all of Lots 1, 2, 3, 4, and 7, Block 37, said Original City of Omaha; and also together with part of Lots 5, 6, and 8, said Block 37, Original City of Omaha; and also together with part of Lot 6, Block 32, said Original City of Omaha; and also together with all of Lots 1 thru 8, inclusive, Block 31, said Original City of Omaha, and also together with all of Lots 1 thru 8, inclusive, Block 30, said Original City of Omaha; and also together with all of Lots 1 thru 8, inclusive, Block 29, said Original City of Omaha; and also together with all of Lots 1, 2, 3, 4, and 8, Block 28, said Original City of Omaha; and also together with part of Lots 6, and 7, said Block 28, Original City of Omaha; and also together with part of Lots 1, 2, 3 and 8, Block 6, said Original City of Omaha; and also together with all of Lots 1 thru 8, inclusive, Block 5, said Original City of Omaha; and also together with all of Lots 1 thru 8, inclusive, Block 4, said Original City of Omaha; and also together with all of Lots 1 thru 8, inclusive, Block 3, said Original City of Omaha; and also together with all of Lots 1 thru 8, inclusive, Block 2, said Original City of Omaha; and also together with part of Lots 5, 6, and 7, Block 1, said Original City of Omaha; and also together with all of Lots 1, 2, 3, 4, 6, 7 and 8, Block 355, said Original City of Omaha; and also together with part of Lot 5 and 6, said Block 355, Original City of Omaha; and also together with part of Lot 1, Block 354, said Original City of Omaha; and also together with all of Lots 1 thru 8, inclusive, Block 356, said Original City of Omaha; and also together with all of Lots 1 thru 8, inclusive, Block 357, said Original City of Omaha; and also together with all of Lots 1 thru 8, inclusive, Block 358, said Original City of Omaha; and also together with all of Lots 1 thru 8, inclusive, Block 359, said Original City of Omaha; and also together with all of Lots 3 and 4, Block 360, said Original City of Omaha; and also together with part of Lots 1, 2, and 5, said Block 360, Original City of Omaha; and also together with all of Lots 1, 2, 3 and 8, Block 334, said Original City of Omaha; and also together with part of Lots 4, 6 and 7, said Block 334, Original City of Omaha; and also together with all of Lots 1 thru 8, inclusive, Block 333, said Original City of Omaha; and also together with all of Lots 1 thru 8, inclusive, Block 332, said Original City of Omaha; and also together with all of Lots 1 thru 8, inclusive, Block 331, said Original City of Omaha; and also together with all of Lots 1 thru 8, inclusive, Block 330, said Original City of Omaha; and also all of Lots 1 thru 8, inclusive, Block 329, said Original City of Omaha; and also together with all of Lots 1 and 2, Block 328, said Original City of Omaha; and also together with part of Lots 3, 4, 5, 6, and 7, said Block 328, Original City of Omaha; and also together with all of Lots 3, 4, 5, and 6, Block "Q", said Original City of Omaha;

and also together with part of Lots 1, 2, 7, and 8, said Block "Q", Original City of Omaha; and also together with all of Lots 1 thru 8, inclusive, Block 327, said Original City of Omaha; and also together with all of Lots 1 thru 8, inclusive, Block 326, said Original City of Omaha; and also together with part of Lots 1 thru 4, inclusive, Block 325, said Original City of Omaha and also together with all of Lots 5 thru 8, inclusive, said Block 325, Original City of Omaha; and also together with part of Lots 1, 5, 6, 7 and 8, Block 324, said Original City of Omaha; and also together with part of Lots 7 and 8, Block 323, said Original City of Omaha; and also together with all of Lots 3, 4, 5, and 6, Block "P", said Original City of Omaha; and also together with part of Lots 1, 2, 7, and 8, said Block "P", Original City of Omaha; and also together with all of Lots 2, 5, 6, 7, and 8, Block "O", said Original City of Omaha; and also together with part of Lots 1, 3 and 4, said Block "O", original City of Omaha; and also together with all of Lots 1, 2, 3, 5, 6, 7, and 8, Block 314, said Original City of Omaha; and also together with part of Lot 4, said Block 314, Original City of Omaha; and also together with part of Lots 6, 7 and 8, Block 315, said Original City of Omaha; and also together with the included portions of vacated Napoleon Street, vacated Nicholas Street, vacated Iazard Street, vacated Cuming Street, vacated Burt Street, vacated Webster Street, vacated California Street, vacated Cass Street, vacated Chicago Street, vacated 8th Street, vacated 9th Street, vacated 10th Street, vacated 11th Street, vacated 12th Street, vacated 13th Street, vacated 14th Street and also together with the included portions of vacated alleys; located in the NE 1/4 of Section 22; and also located in the NW 1/4 of Section 23; and also located in the West 1/2 of Section 14; and also located in the Southeast 1/4 of Section 15; all located in Township 15 North, Range 13 East of the 6th P.M., Douglas County, Nebraska, more particularly described as follows:

Commencing at the Northeast corner of said Lot 8, Block 63, Original City of Omaha, said point also being the point of intersection of the West right-of-way line of said vacated 9th Street and the South right-of-way line of a vacated alley; thence S02°23'21" E (assumed bearing) along the East line of said Lot 8, Block 63, Original City of Omaha, said line also being said West right-of-way line of vacated 9th Street, a distance of 22.12 feet to the point of beginning, thence continuing S 02°23'21" E along said East line of Lot 8, Block 63, Original City of Omaha, said line also being said West right-of-way line of vacated 9th Street, a distance of 110.24 feet to the Southeast corner of said Lot 8, Block 63, Original City of Omaha, said point also being the point of intersection of said West right-of-way line of vacated 9th Street and the North right-of-way line of Davenport Street; thence S 87°40'04" W, along the South line of said Lot 8, Block 63, Original City of Omaha, said line also being said North right-of-way line of Davenport Street, a distance of 3.55 feet to a point on the Southwesterly right-of-way line of the Chicago, St. Paul, Minneapolis and Omaha Railroad (now owned by Union Pacific Railroad Company), said point also being on the Northeasterly right-of-way line of the Omaha and Southwestern Railroad (now owned by the Burlington, Northern and Santa Fe Railroad Company); thence N 50°04'49" W, along said Southwesterly right-of-way line of the Chicago, St. Paul, Minneapolis

and Omaha Railroad (now owned by Union Pacific Railroad Company), said line also being said Northeasterly right-of-way line of the Omaha and Southwestern Railroad (now owned by the Burlington, Northern and Santa Fe Railroad Company), a distance of 85.16 feet to a point on the West line of said Lot 8, Block 63, Original City of Omaha, said line also being the East line of said Lot 7, Block 63, Original City of Omaha; thence N 49°10'14" W, along said Southwesterly right-of-way line of the Chicago, St. Paul, Minneapolis and Omaha Railroad (now owned by Union Pacific Railroad Company, said line also being said Northeasterly right-of-way line of the Omaha and Southwestern Railroad (now owned by the Burlington, Northern and Santa Fe Railroad Company), a distance of 91.25 feet to a point on the West line of said Lot 7, Block 63, Original City of Omaha, said line also being the East line of said Lot 5, Block 63, Original City of Omaha; thence N 49°28'14" W, along said Southwesterly right-of-way line of the Chicago, St. Paul, Minneapolis and Omaha Railroad (now owned by Union Pacific Railroad Company), said line also being said Northeasterly right-of-way line of the Omaha and Southwestern Railroad (now owned by the Burlington, Northern and Santa Fe Railroad Company), a distance of 48.04 feet to a point on the South line of said Lot 4, Block 63, Original City of Omaha, said line also being the North right-of-way line of a vacated alley; thence N 49°29'57" W, along said Southwesterly right-of-way line of the Chicago, St. Paul, Minneapolis and Omaha Railroad (now owned by Union Pacific Railroad Company, said line also being said Northeasterly right-of-way line of the Omaha and Southwestern Railroad (now owned by the Burlington, Northern and Santa Fe Railroad Company), a distance of 98.18 feet to a point on the South line of said Lot 3, Block 63, Original City of Omaha, said line also being the North line of said Lot 4, Block 63, Original City of Omaha; thence N 49°26'06" W, along said Southwesterly right-of-way line of the Chicago, St. Paul, Minneapolis and Omaha Railroad (now owned by Union Pacific Railroad Company), said line also being said Northeasterly right-of-way line of the Omaha and Southwestern Railroad (now owned by the Burlington, Northern and Santa Fe Railroad Company), a distance of 35.23 feet to a point on the West line of said Lot 3, Block 63, Original City of Omaha, said line also being the East right-of-way line of said vacated 10th Street; thence S87°40'05" W, a distance of 50.00 feet to a point on the centerline of said vacated 10th Street; thence N 02°19'55" W, along said centerline of vacated 10th Street, a distance of 42.81 feet; thence N 87°40'05" E, a distance of 50.00 feet to the Northwest corner of said Lot 3, Block 63, Original City of Omaha, said point also being the point of intersection of said East right-of-way line of vacated 10th Street and the South right-of-way line of said vacated Chicago Street; thence N47°12'08"W, a distance of 141.33 feet to a point on the West right-of-way line of said vacated 10th Street, said point also being on the East line of said Lot 8, Block 37, Original City of Omaha; thence S02°09'56" E, along said East line of Lot 8, Block 37, Original City of Omaha, said line also being said West right-of-way line of vacated 10th Street, a distance of 1.60 feet to the Southeast corner of said Lot 8, Block 37, Original City of Omaha, said point also being the point of intersection of said West right-of way line of vacated 10th Street and the North right-of-way line of said vacated Chicago Street; thence S87°37'29" W, along said South line of

Lot 8, Block 37, Original City of Omaha, said line also being said North right-of-way line of vacated Chicago Street, a distance of 102.39 feet to a point on the Southwesterly right-of-way line of the Omaha Belt Railway (now owned by the Union Pacific Railroad Company), said point also being on the Northeasterly right-of-way line of the Omaha Bridge and Terminal Railway (now owned by the Canadian National Illinois Central Railroad); thence N 49°46'30" W, along said Southwesterly right-of-way line of the Omaha Belt Railway (now owned by the Union Pacific Railroad Company), said line also being said Northeasterly right-of-way line of the Omaha Bridge and Terminal Railway (now owned by the Canadian National Illinois Central Railroad), a distance of 40.63 feet to a point on the West line of said Lot 8, Block 37, Original City of Omaha, said point also being on the East line of said Lot 6, Block 37, Original City of Omaha; thence N46°23'24" W, along said Southwesterly right-of-way line of the Omaha Belt Railway (now owned by the Union Pacific Railroad Company), said line also being said Northeasterly right-of-way line of the Omaha Bridge and Terminal Railway (now owned by the Canadian National Illinois Central Railroad), a distance of 94.94 feet to a point on the West line of said Lot 6, Block 37, Original City of Omaha, said point also being on the East line of said Lot 5, Block 37, Original City of Omaha; thence S02°10'54" E, along said West line of Lot 6, Block 37, Original City of Omaha, said line also being said East line of Lot 5, Block 37, Original City of Omaha, said line also being said Southwesterly right-of-way line of the Omaha Belt Railway (now owned by the Union Pacific Railroad Company), said line also being said Northeasterly right-of-way line of the Omaha Bridge and Terminal Railway (now owned by the Canadian National Illinois Central Railroad), a distance of 0.67 feet; thence N 45°41'59" W, along said Southwesterly right-of-way line of the Omaha Belt Railway (now owned by the Union Pacific Railroad Company), said line also being said Northeasterly right-of-way line of the Omaha Bridge and Terminal Railway (now owned by the Canadian National Illinois Central Railroad), a distance of 51.03 feet to a point on the North line of said Lot 5, Block 37, Original City of Omaha, said point also being on the South right-of-way line of an alley; thence N 87°37'26" E, along said North line of Lot 5, Block 37, Original City of Omaha, said line also being said South right-of-way line of an alley, a distance of 42.54 feet; thence N33°52'02"W, a distance of 23.46 feet to a point on the North right-of-way line of said alley, said point also being on the South line of said Lot 4, Block 37, Original City of Omaha; thence S 87°37'26" W, along said North right-of-way line of an alley, said line also being said South line of Lot 4, Block 37, Original City of Omaha, said line also being the South right-of-way line of the Omaha and Northern Nebraska Railroad and the Missouri Pacific Railroad (both now owned by the Union Pacific Railroad Company), a distance of 61.29 feet to the Southwest corner of said Lot 4, Block 37, Original City of Omaha, said point also being the point of intersection of said North right-of-way line of an alley and the East right-of-way line of 11th Street; thence N02°11'05" W, along said East right-of-way line of 11th Street, said line also being the West line of said Lot 4, Block 37, Original City of Omaha, said line also being said West right-of-way line of the Omaha and Northern Nebraska Railroad and the Missouri Pacific Railroad (both now owned by the Union Pacific

Railroad Company), a distance of 100.84; thence N 35°19'49" W, a distance of 183.01 feet to a point on the West right-of-way line of 11th Street, said point also being on the East line of said Lot 8, Block 28, Original City of Omaha; thence S02°20'59" E, along said West right-of-way line of 11th Street, said line also being said East line of Lot 8, Block 28, Original City of Omaha, a distance of 22.17 feet to the Southeast corner of said Lot 8, Block 28, Original City of Omaha, said point also being the point of intersection of said West right-of-way line of 11th Street and the North right-of-way line of Cass Street; thence S 87°37'23" W, along said North right-of-way line of Cass Street, said line also being the South line of said Lots 8 and 7, Block 28, Original City of Omaha, said line also being the said Southwesterly right-of-way line of the Chicago, St. Paul, Minneapolis and Omaha Railroad and the Omaha Belt Railway (both now owned by the Union Pacific Railroad Company), a distance of 70.54 feet to a point on said Southwesterly right-of-way line of the Omaha Belt Railway (now owned by the Union Pacific Railroad Company), said point also being on said Northeasterly right-of-way line of the Omaha Bridge and Terminal Railway (now owned by the Canadian National Illinois Central Railroad); thence N37°24'46" W, along said Southwesterly right-of-way line of the Omaha Belt Railway (now owned by the Union Pacific Railroad Company), said line also being said Northeasterly right-of-way line of the Omaha Bridge and Terminal Railway (now owned by the Canadian National Illinois Central Railroad), a distance of 161.55 feet to a point on the North line of said Lot 6, said Block 28, Original City of Omaha, said point also being on the South right-of-way line of an alley; thence N 87°36'34" E, along said South right-of-way line of an alley, said line also being the North line of said Lots 6 and 5, Block 28, Original City of Omaha, said line also being said Northeasterly right-of-way line of the Chicago, St. Paul, Minneapolis and Omaha Railroad and the Omaha Belt Railway (both now owned by the Union Pacific Railroad Company), a distance of 73.69 feet; thence N 35°08'03" W, a distance of 23.78 feet to a point on the North right-of-way line of an alley, said point also being on the South line of said Lot 2, Block 28, Original City of Omaha, said point also being on said Southwesterly right-of-way line of the Chicago, St. Paul, Minneapolis and Omaha Railroad (now owned by the Union Pacific Railroad Company); thence S87°36'34" W, along the South line of said Lots 2, 3, and 4, Block 28, Original City of Omaha, said line also being said North right-of-way line of an alley, said line also being said Southwesterly right-of-way line of the Chicago, St. Paul, Minneapolis and Omaha Railroad and the Omaha Belt Railway (both now owned by the Union Pacific Railroad Company), a distance of 162.19 feet to the Southwest corner of said Lot 4, Block 28, Original City of Omaha, said point also being the point of intersection of said North right-of-way line of an alley and the East right-of-way line of 12th Street; thence N 02°16'48"W, along the West line of said Lot 4, Block 28, Original City of Omaha, said line also being the said East right-of-way line of 12th Street, said line also being the Westerly right-of-way line of said Omaha Belt Railway (now owned by the Union Pacific Railroad Company), a distance of 132.25 feet to the Northwest corner of said Lot 4, Block 28, Original City of Omaha, said point also being the point of intersection of said East right-of-way line of 12th Street and the South right-of-way

line of California Street; thence N87°35'36" E, along the North line of said Lot 4, Block 28, Original City of Omaha, said line also being said South right-of-way line of California Street, said line also being said Northeasterly right-of-way line of the Chicago, St. Paul, Minneapolis and Omaha Railroad and the Omaha Belt Railway (both now owned by the Union Pacific Railroad Company), a distance of 94.35 feet; thence N35°19'49"W, a distance of 119.13 feet to a point on the North right-of-way line of California Street, said point also being on the South line of said Lot 5, Block 5, Original City of Omaha; thence S 87°35'36" W, along said North right-of-way line of California Street, said line also being said South line of Lot 5, Block 5, Original City of Omaha, a distance of 29.38 feet to the Southwest corner of said Lot 5, Block 5, Original City of Omaha, said point also being the point of intersection of the North right-of-way line of California Street and said East right-of-way line of 12th Street; thence N 02°16'48" W, along the West line of said Lot 5, Block 5, Original City of Omaha, said line also being said East right-of-way line of 12th Street, a distance of 45.22 feet; thence N 35°19'49" W, a distance of 183.36 feet to a point on the West right-of-way line of 12th Street, said point also being on the East line of said Lot 1, Block 6, Original City of Omaha; thence S 02°16'48" E, along said East line of Lot 1, Block 6, Original City of Omaha, said line also being said West right-of-way line of 12th Street, a distance of 112.30 feet to a point on said Northeasterly right-of-way line of the Omaha Bridge and Terminal Railway (now owned by the Canadian National Illinois Central Railroad), said point also being on said Southwesterly right-of-way line of the Chicago, St. Paul, Minneapolis and Omaha Railroad (now owned by the Union Pacific Railroad Company); thence N37°06'06" W, along said Northeasterly right-of-way line of the Omaha Bridge and Terminal Railway (now owned by the Canadian National Illinois Central Railroad), said line also being said Southwesterly right-of-way line of the Chicago, St. Paul, Minneapolis and Omaha Railroad (now owned by the Union Pacific Railroad Company), a distance of 55.09 feet to a point on the North line of said Lot 8, Block 6, Original City of Omaha, said point also being on the South right-of-way line of a vacated alley; thence N47°29'35" W, along said Northeasterly right-of-way line of the Omaha Bridge and Terminal Railway (now owned by the Canadian National Illinois Central Railroad), said line also being said Southwesterly right-of-way line of the Chicago, St. Paul, Minneapolis and Omaha Railroad (now owned by the Union Pacific Railroad Company), a distance of 28.28 feet to a point on the South right-of-way line of a vacated alley, said point also being on the South line of said Lot 1, Block 6, Original City of Omaha; thence N 35°06'27" W, along said Northeasterly right-of-way line of the Omaha Bridge and Terminal Railway (now owned by the Canadian National Illinois Central Railroad), said line also being said Southwesterly right-of-way line of the Chicago, St. Paul, Minneapolis and Omaha Railroad (now owned by the Union Pacific Railroad Company), a distance of 157.30 feet to a point on the North line of said Lot 3, Block 6, Original City of Omaha, said point also being on the South right-of-way line of Webster Street; thence N87°33'38" E, along said North line of Lot 3, Block 6, Original City of Omaha and the North line of Lots 2 and 1, said Block 6, Original City of Omaha, said line also being said South right-of-way line of Webster Street, a

distance of 81.33 feet; thence N35°19'49"W, a distance of 119.09 feet to a point on the North right-of-way line of said vacated Webster Street, said point also being on the South line of said Lot 7, Block 355, Original City of Omaha; thence S 87°33'38" W, along said South line of Lot 7, Block 355, Original City of Omaha and the South line of said Lots 6 and 5, Block 355, Original City of Omaha, said line also being said North right-of-way line of Webster Street, a distance of 85.97 feet to a point on said Northeasterly right-of-way line of the Omaha Bridge and Terminal Railway (now owned by the Canadian National Illinois Central Railroad); thence N 36°44'16" W, along said Northeasterly right-of-way line of the Omaha Bridge and Terminal Railway (now owned by the Canadian National Illinois Central Railroad), a distance of 754.77 feet to a point on the West line of said Lot 4, Block 334, Original City of Omaha, said point also being on the East right-of-way line of 14th Street; thence N 02°18'49" W, along said West line of Lot 4, Block 334, Original City of Omaha, said line also being said East right-of-way line of 14th Street, a distance of 45.88 feet to the Northwest corner of said Lot 4, Block 334, Original City of Omaha, said point also being the point of intersection of said East right-of-way line of 14th Street and the South right-of-way line of Cuming Street; thence S87°32'06" W, along the Westerly extension of the North line of said Lot 4, Block 334, Original City of Omaha, said line also being said South right-of-way line of Cuming Street, a distance of 20.00 feet; thence N02°18'49" W, along said East right-of-way line of 14th Street, a distance of 100.00 feet to a point on the North right-of-way line of Cuming Street; thence N87°32'06" E, along said North right-of-way line of Cuming Street, a distance of 547.30 feet; thence Northeasterly on a curve to the left with a radius of 1465.50 feet, a distance of 459.88 feet, said curve having a long chord which bears N78°32'43"E, a distance of 458.00 feet; thence Northeasterly on curve to the right with a radius of 191.10 feet, a distance of 453.38 feet, said curve having a long chord which bears N62°07'02"E, a distance of 354.29 feet; thence Northeasterly on a curve to the left with a radius of 2220.20 feet, a distance of 208.21 feet, said curve having a long chord which bears N56°21'25"E, a distance of 208.13 feet; thence N 49°16'40" E a distance of 149.04 feet; thence N47°14'26" E a distance of 239.53 feet; thence N47°32'38"E a distance of 406.88 feet; thence Northeasterly on a curve to the left with a radius of 5331.50 feet, a distance of 409.94 feet, said curve having a long chord which bears N53°54'28"E, a distance of 409.84 feet; thence N 64°52'31" E a distance of 22.97 feet to a point on the Northerly extension of the East line of said Block "O", Original City of Omaha, said point also being on the West right-of-way line of vacated 7th Street; thence S02°26'24" E, along said West right-of-way line of vacated 7th Street, said line also being the East line of said Block "O", Original City of Omaha, and the Northerly and Southerly extensions thereof, a distance of 368.29 feet; thence Southwesterly on a curve to the right with a radius of 403.30 feet, a distance of 131.40 feet, said curve having a long chord which bears S50°50'44"W, a distance of 130.82 feet; thence S 02°18'45" E a distance of 384.05 feet; thence S 02°20'51" E a distance of 362.16 feet; thence S 02°02'43"E a distance of 49.57 feet; thence Southwesterly on a curve to the right with a radius of 2521.60 feet, a distance of 417.53 feet, said curve having a long chord

which bears $S02^{\circ}41'53''W$ a distance of 417.05 feet; thence $S 07^{\circ}26'30'' W$ a distance of 1064.28 feet; thence Southeasterly on a curve to the left with a radius of 844.00 feet, a distance of 284.92 feet, said curve having a long chord which bears $S02^{\circ}13'46''E$ a distance of 283.57 feet to a point on the Northwesterly right-of-way line of Abbott Drive as recorded in Douglas County Deed Book 249, Page 374; thence $S 51^{\circ}21'23'' W$, along said Northwesterly right-of-way line of Abbott Drive, a distance of 20.25 feet; thence $S 87^{\circ}45'40'' W$, along said Northwesterly right-of-way line of Abbott Drive, as recorded in Douglas County Deed Book 249, Page 374; thence $S 51^{\circ}21'23'' W$, along said Northwesterly right-of-way line of Abbott Drive, as recorded in Douglas County Deed Book 249, Page 374, a distance of 18.55 feet to the Southeast corner of said Lot 8, Block 35, Original City of Omaha, said point also being the point of intersection of the West right-of-way line of vacated 8th Street and said North right-of-way line of vacated Chicago Street; thence $S 02^{\circ}23'45'' E$, along said Northwesterly right-of-way line of Abbott Drive, as recorded in Douglas County Deed Book 249, Page 374, said line also being the Southerly extension of the East line of said Block 35, Original City of Omaha, said line also being said West right-of-way line of 8th Street, a distance of 44.93 feet; thence $S 55^{\circ}31'50'' W$, along said Northwesterly right-of-way line of Abbott Drive, as recorded in Douglas County Deed Book 249, Page 374, a distance of 431.81 feet to the point of beginning,

said tract of land contains 4,111,716 square feet or 94.392 acres, more or less.

October 26, 2000
Written by JohnM

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12001 "Q" STREET
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LEGAL DESCRIPTION
CONVENTION CENTER PURCHASE AGREEMENT
PARCEL B

All of Lot 5, Block 95, Original City of Omaha; and also together with part of Lots 3, 4, 6, and 7, said Block 95, Original City of Omaha; and also together with all of Lots 1, 2, 3, 7, and 8, Block 94, said Original City of Omaha; and also together with part of Lots 4, 5, and 6, said Block 94, Original City of Omaha; and also together with all of Lots 1 and 2, Block C, said Original City of Omaha; and also together with part of Lots 3, 4, 7, and 8, said Block C, Original City of Omaha; and also together with all of Lots 7 and 8, Block 64, said Original City of Omaha; and also together with part of Lots 1, 2, 5 and 6, said Block 64, Original City of Omaha; and also together with part of Lots 4, 5, and 6, Block 65, said Original City of Omaha; and also together with all of Lots 3, 4, 5, 6, and 7, Block 69, said Original City of Omaha; and also together with part of Lots 1, 2, and 8, said Block 69, Original City of Omaha; and also together with the included portions of vacated 7th Street, vacated 8th Street, vacated Davenport Street, and vacated Capitol Street; and also together with the included portions of the vacated alleys in said Blocks 64 and 65, Original City of Omaha; all located in the NW 1/4 of Section 23, Township 15 North, Range 13 East of the 6th P.M., Douglas County, Nebraska, more particularly described as follows:

Commencing at the point of intersection of the North right-of-way line of Dodge Street and the Westerly line of Lot 1, Smelter Plant Replat, a subdivision located in said NW 1/4 of Section 23, said point also being on the South line of said Block 95, Original City of Omaha; thence S 87°44'20" W (assumed bearing) along said South line of Block 95, Original City of Omaha, said line also being said North right-of-way line of Dodge Street, a distance of 71.15 feet to the point of beginning; thence continuing S87°44'20" W, along said South line of Block 95, Original City of Omaha and the Westerly extension thereof and also the South line of said Block 94, Original City of Omaha, said line also being said North right-of-way line of Dodge Street, a distance of 441.96 feet to a point on the Easterly right-of-way line of the Omaha and Southwestern Railroad (now owned by the Burlington Northern and Santa Fe Railroad), said point also being on the Westerly right-of-way line of the Chicago, St. Paul, Minneapolis, and Omaha Railroad (now owned by the Union Pacific Railroad Company); thence Northerly along said Easterly right-of-way line of the Omaha and Southwestern Railroad (now owned by the Burlington Northern and Santa Fe Railroad), said line also being said Westerly right-of-way line of the Chicago, St. Paul, Minneapolis, and Omaha Railroad (now owned by the Union Pacific Railroad Company) on the following described courses; thence N29°53'47"W, a distance of 50.13 feet; thence N 31°45'42" W, a distance of 52.73 feet; thence N 35°47'48" W, a distance of 99.59 feet to a point on the West line of said Lot 4, Block 94, Original City of Omaha, said line also being the East right-of-way line of said vacated 8th Street; thence S 02°22'57" E, along said Easterly right-of-way line of the Omaha and Southwestern Railroad (now owned by the Burlington Northern and Santa Fe

Railroad) said line also being said Westerly right-of-way line of the Chicago, St. Paul, Minneapolis and Omaha Railroad (now owned by the Union Pacific Railroad Company), said line also being said West line of Lot 4, Block 94, Original City of Omaha, said line also being said East right-of-way line of vacated 8th Street, a distance of 7.12 feet; thence N 32°39'34" W, along said Easterly right-of-way line of the Omaha and Southwestern Railroad (now owned by the Burlington Northern and Santa Fe Railroad) said line also being said Westerly right-of-way line of the Chicago, St. Paul, Minneapolis and Omaha Railroad (now owned by the Union Pacific Railroad Company), a distance of 225.26 feet to a point on the South line of said Lot 8, Block C, Original City of Omaha, said point also being on the North right-of-way line of Capitol Street; thence S 87°39'59" W, along said Easterly right-of-way line of the Omaha and Southwestern Railroad (now owned by the Burlington Northern and Santa Fe Railroad) said line also being said Westerly right-of-way line of the Chicago, St. Paul, Minneapolis, and Omaha Railroad (now owned by the Union Pacific Railroad Company), said line also being said South line of Lot 8, Block C, Original City of Omaha, said line also being said North right-of-way line of Capitol Street, a distance of 23.70 feet; thence Northerly along said Easterly right-of-way line of the Omaha and Southwestern Railroad (now owned by the Burlington Northern and Santa Fe Railroad), said line also being said Westerly right-of-way line of the Chicago, St. Paul, Minneapolis, and Omaha Railroad (now owned by the Union Pacific Railroad Company), on the following described courses: thence N 42°17'43" W, a distance of 45.65 feet; thence N 43°49'50" W, a distance of 100.58 feet to a point on the East line of said Lot 6, Block C, Original City of Omaha, said point also being on the West line of said Lot 7, Block C, Original City of Omaha; thence N02°30'16" W along said East line of Lot 6, Block C, Original City of Omaha, said line also being said West line of Lot 7, Block C, Original City of Omaha, said line also being said Westerly right-of-way line of the Chicago, St. Paul, Minneapolis, and Omaha Railroad (now owned by the Union Pacific Railroad Company), said line also being said Easterly right-of-way line of the Omaha and Southwestern Railroad (now owned by the Burlington Northern and Santa Fe Railroad), a distance of 10.00 feet to the Northwest corner of said Lot 7, Block C Original City of Omaha, said point also being the Northeast corner of said Lot 6, Block C, Original City of Omaha, said point also being the Southwest corner of said Lot 2, Block C, Original City of Omaha, said point also being the Southeast corner of said Lot 3, Block C, Original City of Omaha; thence S 87°39'59" W along the South line of said Lot 3, Block C, Original City of Omaha, said line also being the North line of said Lot 6, Block C, Original City of Omaha, said line also being said Westerly right-of-way line of the Chicago, St. Paul, Minneapolis, and Omaha Railroad (now owned by the Union Pacific Railroad Company), said line also being said Easterly right-of-way line of the Omaha and Southwestern Railroad (now owned by the Burlington Northern and Santa Fe Railroad); a distance of 9.23 feet; thence N 46°17'18" W along said Easterly right-of-way line of the Omaha and Southwestern Railroad (now owned by the Burlington Northern and Santa Fe Railroad), a distance of 82.44 feet to a point on the West line of said Lot 3, Block C, Original City of Omaha, said point also being on the East line of

said Lot 4, Block C, Original City of Omaha; thence S 02°26'46" E, along said West line of Lot 3, Block C, Original City of Omaha, said line also being said East line of Lot 4, Block C, Original City of Omaha, said line also being said Westerly right-of-way line of the Chicago, St. Paul, Minneapolis, and Omaha Railroad (now owned by the Union Pacific Railroad Company), said line also being said Easterly right-of-way line of the Omaha and Southwestern Railroad (now owned by the Burlington Northern and Santa Fe Railroad), a distance of 2.02 feet; thence N 48°48'34" W, along said Easterly right-of-way line of the Omaha and Southwestern Railroad (now owned by the Burlington Northern and Santa Fe Railroad), said line also being said Westerly right-of-way line of the Chicago, St. Paul, Minneapolis, and Omaha Railroad (now owned by the Union Pacific Railroad Company), a distance of 91.48 feet to the Northwest corner of said Lot 4, Block C, Original City of Omaha, said point also being the point of intersection of the East right-of-way line of 9th Street and the South right-of-way line of Davenport Street; thence N 02°23'21" W along the Northerly extension of said Block C, Original City of Omaha and the West line of said Block 64, Original City of Omaha, said line also being said East right-of-way line of 9th Street, a distance of 155.00 feet to a point on the Southeasterly right-of-way line of Abbott Drive, as recorded in Douglas County Deed Book 249, Page 373; thence N 55°31'50" E, along said Southeasterly right-of-way line of Abbott Drive, as recorded in Douglas County Deed Book 249, Page 373; a distance of 394.25 feet; thence Southeasterly on a curve to the left with a radius of 844.02 feet, a distance of 194.03 feet, said curve having a long chord which bears S 27°44'50" E, a distance of 193.60 feet; thence S 34°19'58" E, a distance of 85.58 feet; thence S 34°23'08" E, a distance of 299.02 feet; thence S34°21'35" E, a distance of 549.43 feet to the point of beginning,

said tract of land contains an area of 396,228 square feet or 9.096 acres, more or less.

2000078.02
October 26, 2000
Written by John M

E & A CONSULTING GROUP, INC.
12001 "Q" STREET
OMAHA, NE 68137
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402 895-3599 (fax)

LEGAL DESCRIPTION
CONVENTION CENTER PURCHASE AGREEMENT
PARCEL "C"

All of Lots 3 and 8, Block 354, Original City of Omaha; and also together with part of Lots 1 and 2, said Block 354, Original City of Omaha; and also together with part of Lot 5, Block 355, said Original City of Omaha; and also together with part of Lots 4, 5, and 6, Block 334, said Original City of Omaha; and also together with the included portions of vacated Burt Street and vacated 13th Street; and also together with the included portions of vacated alleys in said Blocks 354 and 334, Original City of Omaha; all located in the SE 1/4 of Section 15 Township 15 North, Range 13 East of the 6th P.M., Douglas County, Nebraska, more particularly described as follows:

Beginning at the Southwest corner of said Lot 8, Block 354, Original City of Omaha, said point also being the Southeast corner of Lot 7, said Block 354, Original City of Omaha, said point also being on the North right-of-way line of Webster Street; thence N 02°37'32" W (assumed bearing) along the West line of said Lot 8, Block 354, Original City of Omaha and the Northerly extension thereof, said line also being the East line of said Lot 7, Block 354, Original City of Omaha, and the Northerly extension thereof, a distance of 152.17 feet to the Southwest corner of said Lot 1, Block 354, Original City of Omaha, said point also being the Southeast corner of said Lot 2, Block 354, Original City of Omaha, said point also being on the North right-of-way line of an alley; thence S87°32'41"W along the South line of said Lots 2 and 3, Block 354, Original City of Omaha, said line also being said North right-of-way line of an alley, a distance of 132.93 feet to the Southwest corner of said Lot 3, Block 354, Original City of Omaha, said point also being the Southeast corner of Lot 4, said Block 354, Original City of Omaha; thence N 02°53'01" W along the West line of said Lot 3, Block 354, Original City of Omaha, said line also being the East line of said Lot 4, Block 354, Original City of Omaha, a distance of 132.14 feet to the Northwest corner of said Lot 3, Block 354, Original City of Omaha, said point also being the Northeast corner of said Lot 4, Block 354, Original City of Omaha, said point also being on the South right-of-way line of Burt Street; thence N 87°31'46" E along the North line of said Lot 3, Block 354, Original City of Omaha, said line also being said South right-of-way line of Burt Street, a distance of 66.76 feet to the Northeast corner of said Lot 3, Block 354, Original City of Omaha, said point also being the Northwest corner of said Lot 2, Block 354, Original City of Omaha; thence N 55°42'54" W a distance of 167.11 feet to the Southwest corner of said Lot 5, Block 334, Original City of Omaha, said point also being the point of intersection of the East right-of-way line of 14th Street and the North right-of-way line of said vacated Burt Street; thence N 02°18'49" W along the West line of said Lot 5, Block 334, Original City of Omaha and the Northerly extension thereof, and also along the West line of said Lot 4, Block 334, Original City of Omaha, said line also being said East right-of-way line of 14th Street, a distance of 186.22 feet to a point on the Southwesterly right-of-way line of the Omaha Bridge and

Terminal Railway (now owned by the Canadian National Illinois Central Railway); thence S36°44'16"E along said Southwesterly right-of-way line of the Omaha Bridge and Terminal Railway (now owned by the Canadian National Illinois Central Railway), a distance of 690.53 feet; to a point on the South line of said Lot 5, Block 355, Original City of Omaha, said line also being said North right-of-way line of Webster Street; thence S 87°33'38" W along said North right-of-way line of Webster Street, said line also being the South line of said Lot 8, Block 354, Original City of Omaha, and the Easterly extension thereof, and said South line of Lot 5, Block 355, Original City of Omaha, a distance of 187.89 feet; to the point of beginning,

said tract of land contains an area of 64,901 square feet or 1.490 acres, more or less.

2000078.02
October 26, 2000
Written by JohnM

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LEGAL DESCRIPTION
CONVENTION CENTER PURCHASE AGREEMENT
EASEMENT PARCEL "F"

A tract of land located in part of Lots 1, 2, 7, and 8, Block "O", Original City of Omaha; and also together with part of Lot 1, Block "P", said Original City of Omaha; and also together with the included portions of vacated Napoleon Street and vacated Nicholas Street; and also together with the included portion of a vacated alley in said Block "O", Original City of Omaha; all located in the West ½ of Section 14, Township 15 North, Range 13 East, of the 6th P.M., Douglas County, Nebraska, more particularly described as follows:

Commencing at the Northeast corner of said Lot 1, Block "P", Original City of Omaha, said point also being the point of intersection of the South right-of-way line of said vacated Nicholas Street and the West right-of-way line of vacated 7th Street; thence N02°26'24"W, along the Northerly extension of the East line of said Block "P", Original City of Omaha, said line also being said West right-of-way line of vacated 7th Street, a distance of 37.72 feet to the point of beginning; thence Southwesterly on a curve to the right with a radius of 403.30 feet, a distance of 131.40 feet, said curve having a chord which bears S50°50'44"W, a distance of 130.82 feet; thence N02°18'45"W, a distance of 256.89 feet; thence N11°51'38"W, a distance of 118.09 feet; thence Northeasterly on a curve to the right with a radius of 5331.50 feet, a distance of 120.92 feet, said curve having a long chord which bears N55°27'39"E, a distance of 120.92 feet; thence N64°52'31"E, a distance of 22.97 feet to a point on the Northerly extension of the East line of said Block "O", Original City of Omaha, said line also being said West right-of-way line of vacated 7th Street; thence S02°26'24"E along the East line of Block "O" and the Northerly and Southerly extensions thereof, said line also being said West right-of-way line of vacated 7th Street, a distance of 368.29 feet to the point of beginning,

said tract of land contains an area of 41,281 square feet or 0.948 acres, more or less.

2000078.02
October 26, 2000
Written by JohnM

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