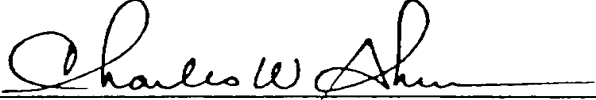


AFFIDAVIT

This is to certify that the Southwesterly right-of-way line of the Union Pacific Railroad, as indicated and shown on the Surveyor's Certificate dated April 14, 1976 and as revised on October 30, 1978, is the same Southwesterly line of a four hundred (400) foot right-of-way as shown on the Union Pacific Railroad's strip map marked Exhibit A attached hereto.

Dated: October 31, 1978


Charles W. Ahern
Registered Land Surveyor LS112



To The Office of
LOUIS E. LAMBERTY
County Surveyor and Engineer
Douglas County

Field Notes: Survey was made from section corners found in accordance with information from Douglas County Field Book, Number 732, Page 75.

LAND SURVEYOR'S CERTIFICATE

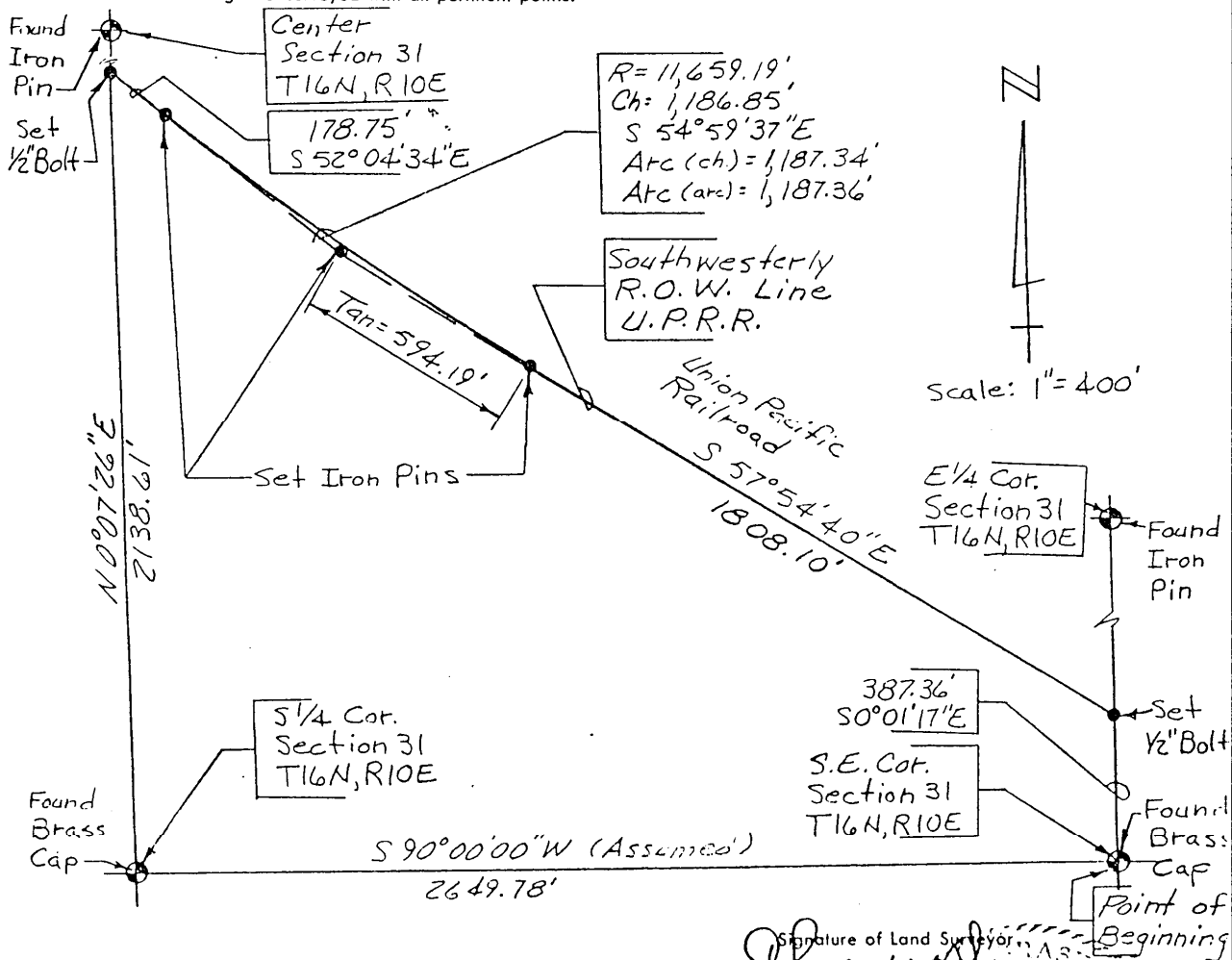
I hereby certify that this plat, map, survey or report was made by me or under my direct personal supervision and that I am a duly Registered Land Surveyor under the laws of the State of Nebraska.

Legal Description

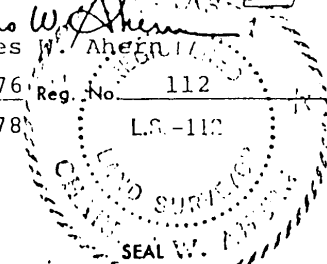
See attached sheet.

See revised Legal Description attached.

Plat to scale showing tract surveyed with all pertinent points.



Signature of Land Surveyor
Charles W. Ahern
Charles W. Ahern



DATE RECEIVED: _____

Date: April 14, 1976 Reg. No. 112

Revised October 30, 1978

OFFICIAL ADDRESS: _____

BLDG. PERMIT NO.: _____

LEGAL DESCRIPTION

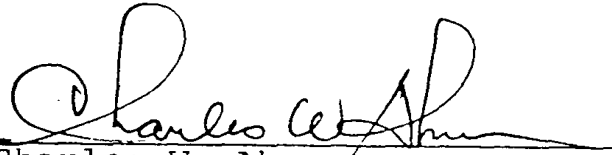
A tract of land being that part of the Southeast Quarter (SE $\frac{1}{4}$) of Section 31, Township 16 North, Range 10 East of the 6th P.M. Douglas County, Nebraska lying South and West of the Union Pacific Railroad (U.P.R.R.) right-of-way (R.O.W.) and being more particularly described as follows:

Beginning at the southeast corner of said Section 31; thence S90°00'00"W (Assumed Bearing) along the south line of said SE $\frac{1}{4}$ a distance of 2649.78 feet to the south quarter (S $\frac{1}{4}$) corner of said Section 31; thence N0°07'26"E along the west line of said SE $\frac{1}{4}$ a distance 2138.61 feet to a point on the southwesterly R.O.W. line of the U.P.R.R.; thence S52°04'34"E along said southwesterly R.O.W. line a distance of 178.75 feet to a point of curve; thence southeasterly along said southwesterly R.O.W. on a curve to the left, said curve having a radius of 11,659.19 feet, a long chord of 1186.85 feet bearing S54°59'37"E and an arc length of 1187.34 feet (chord definition) and 1187.36 feet (arc definition) to a point of tangency; thence S57°54'40"E along said southwesterly R.O.W. line a distance of 1808.10 feet to a point on the east line of said SE $\frac{1}{4}$; thence S0°01'17"E along said east line of the SE $\frac{1}{4}$ a distance of 387.36 feet to the point of beginning, said tract of land contains 74.77 acres more or less.

AFFIDAVIT

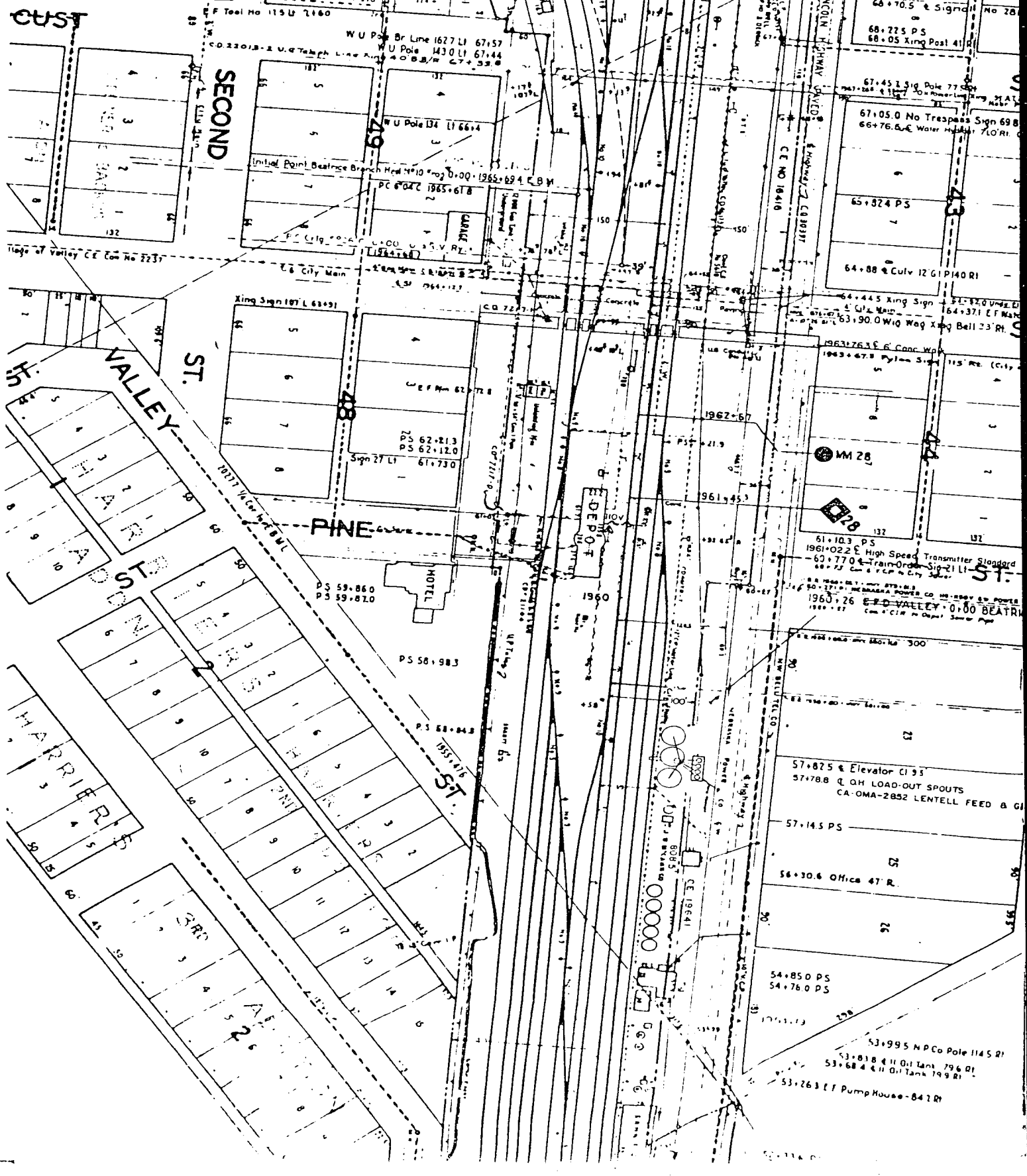
This is to certify that the underlined word in the above Legal Description has been changed from right to left which is the true, correct and originally intended word needed to describe the direction of the curve.

Dated October 30, 1978


 Charles W. Ahern
 Registered Land Surveyor LS112



Original Curve
5+26.7 C
A=399.0
L=1279.2
400
69.45
1119.8



SECOND

VALLEY ST.

PINE

HARRIER ST.

HOTEL

DEPOT

MM 28

ST.

57+82.5 & Elevator CI 95
57+78.8 & OH LOAD-OUT SPOUTS
CA-OMA-2852 LENTELL FEED & GI

57+14.5 PS

56+30.6 Office 47'R.

54+85.0 PS
54+76.0 PS

53+99.5 N P Co Pole 114.5 R
53+81.8 & 11 Oil Tank 79.6 OI
53+68.4 & 11 Oil Tank 79.9 R
53+26.3 E F Pump House - 84.1 R

67+45.2 Sig Pole 77
67+05.0 No Trespass Sign 69.8
66+76.6 & Water Meter 70'R.

65+82.4 PS

64+88 & Culv 12 GI P140 R1

64+44.5 King Sign 51+82.0 UNCL
64+37.1 E F Mast 164+37.1 E F Mast
63+90.0 Wig Wag King Bell 23'R.

1963+26.3 E F Conc Wp
1963+67.8 Pylon Sign 115' Pole (City)

61+10.3 PS
1961+02.2 E High Speed Transmitter Standard
63+77.0 Train-Order Sign 21' Lt-
63+75.2 C & P C P & City Sign
1963+26 E-D VALLEY 0.00 BEATR
1963+27 C & P C P & City Sign

57+82.5 & Elevator CI 95
57+78.8 & OH LOAD-OUT SPOUTS
CA-OMA-2852 LENTELL FEED & GI

57+14.5 PS

56+30.6 Office 47'R.

54+85.0 PS
54+76.0 PS

53+99.5 N P Co Pole 114.5 R
53+81.8 & 11 Oil Tank 79.6 OI
53+68.4 & 11 Oil Tank 79.9 R
53+26.3 E F Pump House - 84.1 R

69+47 & Sump 97 R
69+39.3 E F Power
69+20.2 Power
69+10.1 E F Pump
68+10.5 & Signal
68+22.5 PS
68+05 King Post 41 R

67+45.2 Sig Pole 77
67+05.0 No Trespass Sign 69.8
66+76.6 & Water Meter 70'R.

65+82.4 PS

64+88 & Culv 12 GI P140 R1

64+44.5 King Sign 51+82.0 UNCL
64+37.1 E F Mast 164+37.1 E F Mast
63+90.0 Wig Wag King Bell 23'R.

1963+26.3 E F Conc Wp
1963+67.8 Pylon Sign 115' Pole (City)

61+10.3 PS
1961+02.2 E High Speed Transmitter Standard
63+77.0 Train-Order Sign 21' Lt-
63+75.2 C & P C P & City Sign
1963+26 E-D VALLEY 0.00 BEATR
1963+27 C & P C P & City Sign

57+82.5 & Elevator CI 95
57+78.8 & OH LOAD-OUT SPOUTS
CA-OMA-2852 LENTELL FEED & GI

57+14.5 PS

56+30.6 Office 47'R.

54+85.0 PS
54+76.0 PS

53+99.5 N P Co Pole 114.5 R
53+81.8 & 11 Oil Tank 79.6 OI
53+68.4 & 11 Oil Tank 79.9 R
53+26.3 E F Pump House - 84.1 R

69+47 & Sump 97 R
69+39.3 E F Power
69+20.2 Power
69+10.1 E F Pump
68+10.5 & Signal
68+22.5 PS
68+05 King Post 41 R

67+45.2 Sig Pole 77
67+05.0 No Trespass Sign 69.8
66+76.6 & Water Meter 70'R.

65+82.4 PS

64+88 & Culv 12 GI P140 R1

64+44.5 King Sign 51+82.0 UNCL
64+37.1 E F Mast 164+37.1 E F Mast
63+90.0 Wig Wag King Bell 23'R.

1963+26.3 E F Conc Wp
1963+67.8 Pylon Sign 115' Pole (City)

61+10.3 PS
1961+02.2 E High Speed Transmitter Standard
63+77.0 Train-Order Sign 21' Lt-
63+75.2 C & P C P & City Sign
1963+26 E-D VALLEY 0.00 BEATR
1963+27 C & P C P & City Sign

57+82.5 & Elevator CI 95
57+78.8 & OH LOAD-OUT SPOUTS
CA-OMA-2852 LENTELL FEED & GI

57+14.5 PS

56+30.6 Office 47'R.

54+85.0 PS
54+76.0 PS

53+99.5 N P Co Pole 114.5 R
53+81.8 & 11 Oil Tank 79.6 OI
53+68.4 & 11 Oil Tank 79.9 R
53+26.3 E F Pump House - 84.1 R

53+995 NPCo Pole 1145 Rt
53+838 4 11 01 Tank 796 Rt
53+684 4 11 01 Tank 799 Rt
53+263 E F Pump House - 842 Rt

52+336 PS
52+187 (E L) PISw

51+315 10 C I P Sewer Xing CD 21

50+924 Derail
50+531 Hayes Derail 51' R

50+24' (E L) PISw
50+124 RR 7'0" x 2'0" last Case 60'S Rt
50+07 Helper Pole 74' Rt
1949+711 Drain D.C. 117 Rt

47+80 PS
PT Orig 0°30' C 1947+611 E B M + 1947+609 W B M
Chainage of Sets from W B to E B Trk

1946+706 2 in Ditch
46+45 B M B
46+30 PRR PC
46+07 Helper Pole 35' R
46+092 RR 2.5' x 2.0" last Case 30.2' Rt.

1944+61.75 PT
44+00 Fen 1064 Rt (E B)

1942+05.60 P.C.C.

NW 1/4 S.E. 1/4 SEC. 31

1925 C
T 444235
S 411139
N 271-3134
3130 S-5748

End of Pc 133.6 Lt 46+00 (E B)

P S 44+62.8

Road Lease 150 & 200 Lt 1941+273 (E B)
Co Pca 122 & 183 Lt 41+00 (E B)

Beg Fen 122 Lt 40+00 (E B)

Road Lease 110 & 145 Lt 38+77.3 (E B)

(E B) Fen Cor 139 Lt 37+53.9
(E B) Fen Cor 1875 Lt 37+39.7
& Wind Mill 200 Lt (E B) 37+27.0

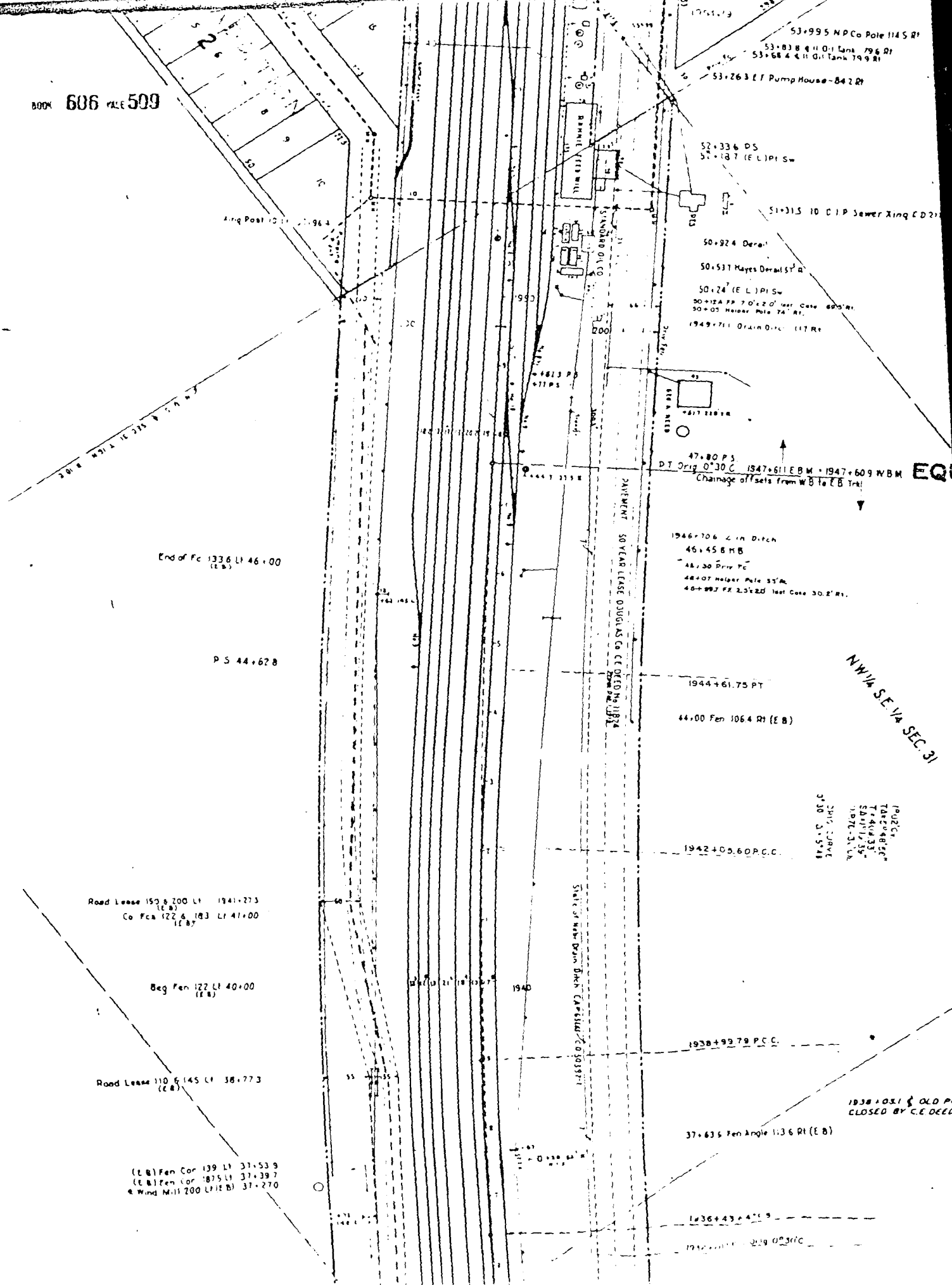
1938+99.79 P.C.C.

37+63.5 Fen Angle 113.6 Rt (E B)

1+36+43+47.5

1942+00.00 0°30' C

1938+03.1 & OLD PUBL. CLOSED BY C.E. DEED NO



(E.B.) Fen Cor. 139 Lt. 37+53.9
(E.B.) Fen Cor. 1875 Lt. 37+39.7
& Wind Mill 200 Lt. (E.B.) 37+270

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End of Graveled Road 35+00

Xing Post 22 I.C. 33+38

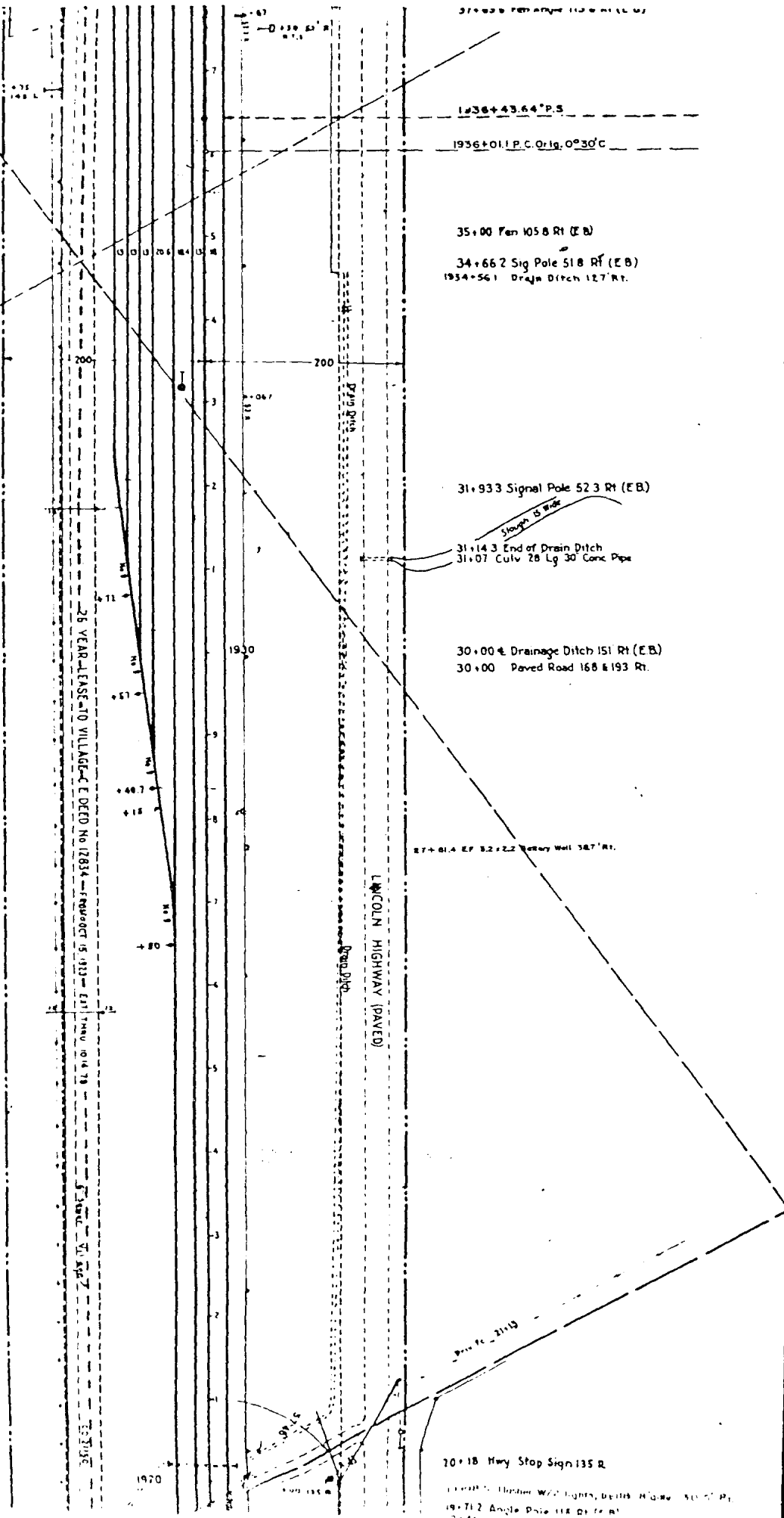
WU Pole 145.5 L. 31+76

WU Pole 145 Lt. 25+75

CORPORATE LIMITS VALLEY

SE 1/4 SE 1/4 SEC. 31

Culv No. 27-21-36, 30 & 36, 36, 40, 20x20 B
Cone End Walls



37+53.9 Fen Cor. 139 Lt. (E.B.)

1236+43.64° P.S.

1936+01 P.C. Orig. 0°30' C

35+00 Fen 105.8 Rt. (E.B.)

34+66.2 Sig Pole 518 Rt. (E.B.)
1934+56.1 Drain Ditch 127 Rt.

31+93.3 Signal Pole 52.3 Rt. (E.B.)

31+14.3 End of Drain Ditch
31+07 Culv 28 Lg 30 Conc Pipe

30+00 Drainage Ditch 151 Rt. (E.B.)
30+00 Paved Road 168 & 193 Rt.

27+61.4 EP 5.2 x 2.2 Turnout Wall 387 Rt.

LINCOLN HIGHWAY (PAVED)

2195

70+18 Hwy Stop Sign 135 R

1971.2 Angle Pole 118 Rt. (E.B.)

Culv No 27 21-36-30" & 36 36" CIP 20x20.8
Conc End Walls

± Satu Public Road Xing 22 Wide 19+59
19+11.8 Flasher W/2 Lights, Bell & 18' Gate 43 5' Lt
C G No 2720 19+02.4
(E B) Fen Cor 137.4 Lt 19+03.0
(E B) Fen Cor 41.5 Lt 18+99.7

20+18 Hwy Stop Sign 135 R

19+98.5 Flasher W/2 Lights, Bell & 18' Gate 30.5' Rt
19+71.2 Angle Pole 116 Rt (E B)
19+46.6 Fc Cor 52.9 Rt (E B)
19+23.6 EF 6°x6° Instrument House 51.2' Rt.

17+64.0 HB 18 Rt

14+97.4 EF BLDG 52.9 Rt

16+58.5 EF Bldg 74.3 Rt

15+61.9 EF Bldg 51.6 Rt.

12+64.1 43.8 L End Spur Trk.

12+29.8 EF 4.7'x1.9' Sig Case 28.2' Rt.

11+87.3 EF Bldg 65.9 Rt.

11+10 3.5'x2.2' Battery Wall 36.8' Rt.

08+18.5 Sec Marker 21 & 22 28.7' R.

07+55 OPPO Powerline Xing 51A/R C.D. 5

07+20.0 EF 4.7'x1.9' Sig Case 59.8' Rt.

06+19.7 (E L) P1 SW

05+00 Fc 64 Rt & 36 B L

3135
3136

Sig 22.5 Lt 12+44.2

Dwarf Sig A 270 41.3 L 1911+057

Beg HT Fc & Fc Cor 374 Lt 08+770

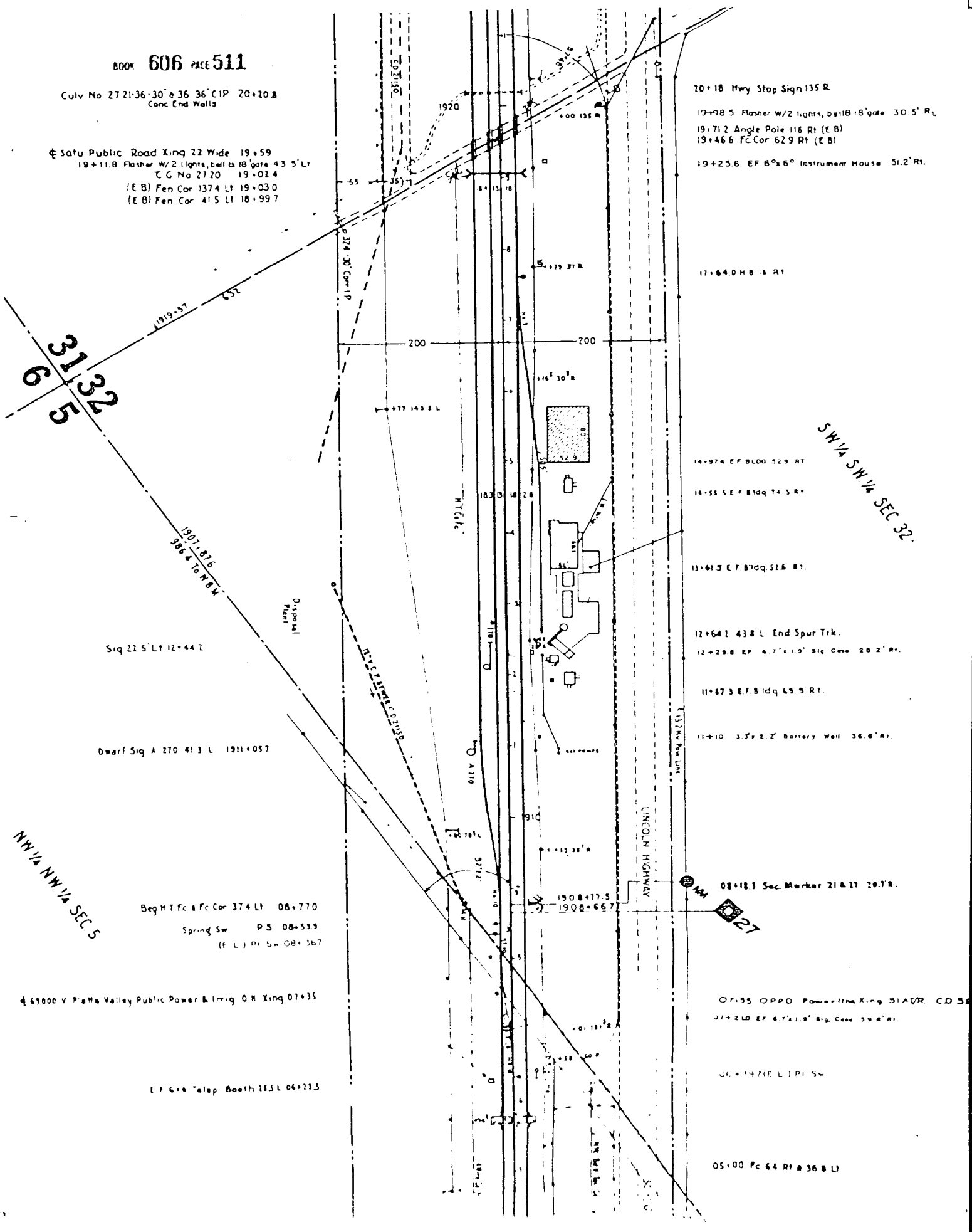
Spring Sw P5 08+539
(E L) P1 Sw 08+367

± 69000 V Platte Valley Public Power & Irrig O.H. Xing 07+35

EF 6x6 Tolep Booth 115L 06+73.5

NW 1/4 NW 1/4 SEC 5

SW 1/4 SW 1/4 SEC 32



1/4 SEC. 5

Reg. M.T. Fc & Fc Cor. 374 Lt. 08+770

Spring Sw. P.S. 08+539

(E.L.) P.I. Sw. 08+367

BOOK 606 PAGE 512

4 69000 V. Platte Valley Public Power & Irrig. O.M. Xing 07+35

E.F. 6+6 Yelop. Booth 285L 06+235

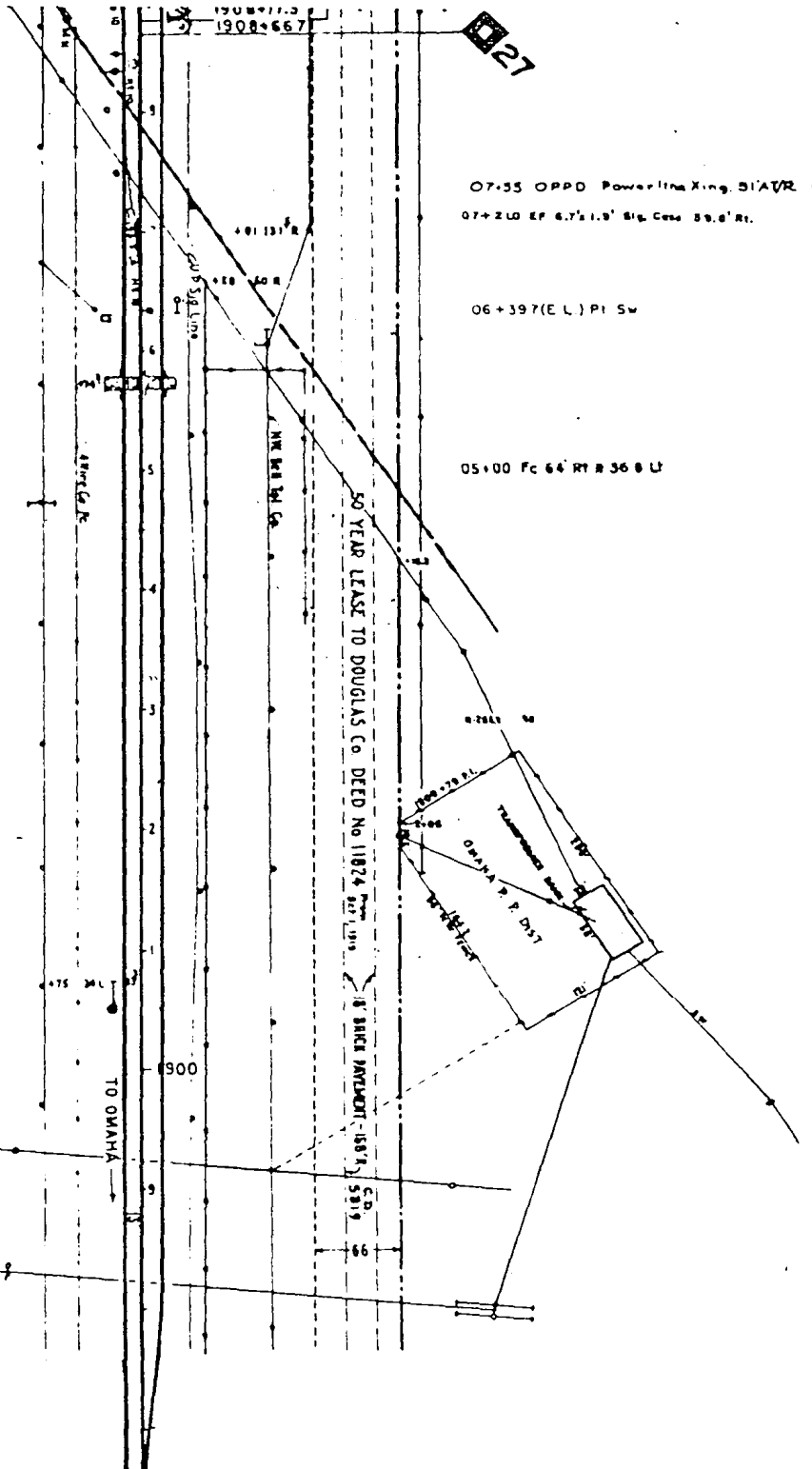


EXHIBIT 'A'

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