

- A. COMMENCING AT THE NE CORNER OF 11-13-13 AND RUNNING THENCE WEST 168 RODS, THENCE SOUTH 49 11/21 RODS, THENCE EAST 168 RODS TO SECTION LINE, THENCE NORTH 49 11/21 RODS TO THE PLACE OF BEGINNING. 51.95 ACRES
- B. COMMENCING 49 11/21 RODS SOUTH OF THE NE CORNER OF 11-13-13, THENCE WEST 168 RODS, THENCE SOUTH 53 1/3 RODS, THENCE EAST 168 RODS, THENCE NORTH 53 1/3 RODS TO THE PLACE OF BEGINNING. 52.80 ACRES
- B1. THAT PART OF TAX LOT B DESCRIBED ABOVE LYING WEST OF THE C.B. & Q. R.R. RIGHT OF WAY. 50.20 ACRES
- B2. ✓ THAT PART OF TAX LOT B DESCRIBED ABOVE LYING EAST OF THE C.B. & Q. R.R. RIGHT OF WAY. 2.60 ACRES
- C. ✓ COMMENCING <sup>1697.14'</sup> 102 6/7 RODS SOUTH OF NE CORNER OF 11-13-13, THENCE WEST 168 RODS, THENCE SOUTH 57 1/7 RODS TO QUARTER SECTION LINE, THENCE EAST 168 RODS, THENCE NORTH <sup>2772.0'</sup> 57 1/7 RODS TO THE PLACE OF BEGINNING. 56.25 ACRES
- C1. ✓ THAT PORTION OF TAX LOT C LYING WEST OF THE C.B. & Q. R.R. RIGHT OF WAY. 48.99 ACRES
- C2. ✓ THAT PORTION OF TAX LOT C LYING EAST OF THE C.B. & Q. R.R. RIGHT OF WAY. 7.26 ACRES
- D. ✓ COMMENCING 132 FT. WEST OF THE QUARTER CORNER ON THE NORTH OF 11-13-13, RUNNING THENCE SOUTH 1/2 MILE TO QUARTER SECTION LINE, THENCE WEST 2117 FT. TO A POINT 391 FT. EAST OF QUARTER SECTION CORNER, THENCE NORTH 1/2 MILE TO SECTION LINE, THENCE EAST 2117 FT. TO THE PLACE OF BEGINNING. 126.56 ACRES
- D1. ✓ ALL OF TAX LOT D ABOVE DESCRIBED EXCEPT LOT D2 DESCRIBED BELOW. 125.34 ACRES
- D2. ✓ ALL THAT PART OF TAX LOT D ABOVE DESCRIBED LYING IN THE SW 1/4 OF THE NW 1/4 OF 11-13-13 LYING BETWEEN THE ORIGINAL RIGHT OF WAY OF THE MO. PAC. RY. AND C.B. & Q. R.R. RIGHT OF WAY. 1.22 ACRES
- F. ✓ COMMENCING AT QUARTER CORNER ON SOUTH OF 11-13-13, THENCE EAST 12.20 CHAINS, TO LAND SOLD TO MRS. E.S. KNAPP, THENCE NORTH 1.25 CHAINS, THENCE EAST 7.80 CHAINS, MORE OR LESS TO MIDDLE OF PAPILLION CREEK, THENCE NORTHERLY UP STREAM ALONG THE MIDDLE OF SAID CREEK TO THE NORTH LINE OF THE SE 1/4 OF SE 1/4 OF SAID SECTION 11, THENCE WEST 12.47 1/2 CHAINS TO A BOX ELDER TREE ON NORTH SIDE OF PAPILLION CREEK THENCE SOUTH 2 1/2 CHAINS TO A POST IN PUBLIC ROAD, THENCE WEST 31.40 CHAINS TO A POST IN SLOUGH, THENCE SOUTH 17.50 CHAINS TO SOUTH LINE OF SAID SECTION 11, THENCE EAST 20 CHAINS TO PLACE OF BEGINNING. (SEE G-203) 75.43 ACRES
- F1. ✓ ALL THAT PART OF TAX LOT F LYING WEST OF QUARTER SECTION LINE. 36.43 ACRES
- F2. ✓ ALL THAT PART OF TAX LOT F LYING EAST OF QUARTER SECTION LINE. 39.00 ACRES
- G. COMMENCING AT SE CORNER OF SW 1/4 OF SE 1/4 OF 11-13-13 AND RUNNING THENCE WEST 7.80 CHAINS TO A POST IN THE PUBLIC ROAD, THENCE NORTH 1.25 CHAINS, THENCE EAST 7.80 CHAINS, THENCE SOUTH TO THE PLACE OF BEGINNING. 0.097 1/2 ACRES
- E. ✓ COMMENCING AT NW CORNER OF 11-13-13, THENCE SOUTH 1/2 MILE TO QUARTER SECTION CORNER, THENCE EAST 391 FT., THENCE NORTH 1/2 MILE TO SECTION LINE, THENCE WEST 391 FT. TO THE PLACE OF BEGINNING. 19.25 ACRES
- D1A. ALL THAT PART OF TAX LOT D EXCEPTING THAT DESCRIBED IN D1B, D2, AND THAT PART IN RAILWAY AND HIGHWAY RIGHT OF WAY. 116.65 ACRES
- D1B. ALL THAT PART OF TAX LOT D1 DESCRIBED AS FOLLOWS: BEGINNING AT THE NE CORNER

Section 11 Township 13 Range 13

70053-RESFIELD & COMPANY, INC., OMAHA

D1B.

ALL THAT PART OF TAX LOT D1 DESCRIBED AS FOLLOWS: BEGINNING AT THE NE CORNER OF THE WEST 72 ACRES OF THE EAST HALF OF THE NW $\frac{1}{4}$  OF SECTION 11-13-13(E $\frac{1}{2}$  NW $\frac{1}{4}$ ), THENCE SOUTH 00 DEGREES 00 MINUTES EAST 678 FT., THENCE NORTH 89 DEGREES 29 MINUTES 20 SECONDS WEST 300 FT., THENCE NORTH 00 DEGREES 00 MINUTES EAST 300 FT., THENCE SOUTH 89 DEGREES 29 MINUTES 20 SECONDS EAST 200 FT., THENCE NORTH 00 DEGREES 00 MINUTES EAST 377.9 FT., THENCE SOUTH 89 DEGREES 29 MINUTES 20 SECONDS EAST 100 FT. TO POINT OF BEGINNING, CONTAINING 2.94 ACRES MORE OR LESS. 2.94 ACRES  
(NOTE: SEE 210, CIVIL FEDERAL COURT, OMAHA)

H THE SOUTH 800.18 FT. OF THE  $\frac{1}{2}$  OF THE  $\frac{SW}{4}$  EXCEPT HWY. 73-75 RIGHT OF WAY. 22.44 AC.  $\pm$

J ALL OF THE  $\frac{W}{2}$  OF THE  $\frac{SW}{4}$  EXCEPT TAX LOT H, MISSOURI PACIFIC RAILROAD, C.B. & O. RAILROAD, AND HWY. 73-75 RIGHT OF WAY. 45.64 AC.  $\pm$

F1A ALL OF F1 EXCEPT F1B. 16.86 AC.  $\pm$

F1B REFERRING TO THE S  $\frac{1}{16}$  CORNER OF THE  $\frac{SW}{4}$  AS POINT OF BEGINNING, THENCE NORTH ON THE EAST LINE OF THE  $\frac{W}{2}$  OF THE  $\frac{SW}{4}$  800.00 FT., THENCE EAST 89.7 FT., THENCE SOUTH TO A POINT ON THE SOUTH LINE OF THE  $\frac{SW}{4}$  OF SEC. 11-13-13, SAID POINT BEING 1426.7 FT. EAST OF THE SW CORNER OF SEC. 11-13-13, THENCE WEST 106.7 FT. TO THE POINT OF BEGINNING. 1.80 AC.  $\pm$

K THE FORMER MISSOURI PACIFIC RAILROAD RIGHT-OF-WAY LOCATED IN THE SOUTH HALF OF SECTION 11 PLUS PAPILLION CREEK ADJACENT THERETO SOUTH OF C. B., AND O. RAILROAD RIGHT-OF-WAY. 19.79 ACRES  $\pm$

*Surv.*

97-14699A

**QUITCLAIM DEED**

KNOW ALL MEN BY THESE PRESENTS, that THE BURLINGTON NORTHERN AND SANTA FE RAILWAY COMPANY (formerly named Burlington Northern Railroad Company), a Delaware corporation, Grantor, for TWENTY SIX THOUSAND AND NO/100 DOLLARS (\$26,000.00), and other good and valuable consideration, to it duly paid, the receipt whereof is hereby acknowledged, has granted, conveyed, remised, released and quitclaimed, and by these presents does grant, convey, remise, release and forever quitclaim, without any covenants of warranty whatsoever and without recourse to the Grantor, its successors and assigns, unto the UNITED STATES OF AMERICA, Grantee, of Washington, D.C., and to its successors and assigns forever, all its right, title, interest, estate, claim and demand, if any, both at law and in equity of, in and to that certain strip or parcel of land located in the County of Sarpy, State of Nebraska, more particularly described as follows:

All that portion of The Burlington Northern and Santa Fe Railway Company's (formerly Chicago, Burlington & Quincy Railroad Company) Pappio to Gilmore Jct., Nebraska Branch Line right of way, now discontinued, varying in width on each side of said Railway Company's Main Track centerline as originally located and constructed upon, over and across the Southwest Quarter of the Northwest Quarter, the North Half of the Northwest Quarter of the Southwest Quarter, the Northeast Quarter of the Southwest Quarter and the North Half of the Southeast Quarter (later platted as a part of Palmtag's Subdivision) Section 11, Township 13 North, Range 13 East of the 6th Principal Meridian, Sarpy County, Nebraska, extending from Station 185+38 (MP 4.94) on the Westerly right of way line of an existing public road to Station 151+04 on the Easterly right of way line of Highway 75 as shown in Quit Claim Deed filed January 11, 1990, Instrument Number 90-00655 and being more particularly described as follows:

Commencing at the West Quarter corner of said Section 11;

Thence North 02 degrees, 38 minutes, 08 seconds West along the West line of said Section 11, a distance of 899.52 feet;

Thence Northeasterly along the existing Easterly right of way line of said Highway 75, deflecting 59 degrees, 24 minutes, 24 seconds right, 49.54 feet;

Thence Southeasterly along said existing Easterly right of way line of Highway 75, along a curve to the left having a radius of 1,659.93 feet, deflection to the initial tangent being 90 degrees, 00 minutes, 00 seconds

Return:  
Department of the Army  
Omaha District Corps of Engineers  
215 N. 17th Street

97-14699B

right, subtending a central angle of 15 degrees, 16 minutes, 17 seconds, for a distance of 442.43 feet;

Thence Southwesterly along said existing Easterly right of way line of Highway 75, deflecting 90 degrees, 00 minutes, 00 seconds left, 166.00 feet to Offutt Boundary Marker 88-20;

Thence Southeasterly along said existing Easterly right of way line of Highway 75, along a curve to the left, having a radius of 1,825.93 feet, deflection to the initial tangent being 90 degrees, 00 minutes, 00 seconds left, subtending a central angle of 00 degrees, 30 minutes, 23 seconds, for a distance of 16.14 feet;

Thence Southerly along said existing Easterly right of way line of Highway 75, along a curve to the left having a radius of 3,164.04 feet, deflection to the initial tangent being 62 degrees, 36 minutes, 54 seconds right, subtending a central angle of 02 degrees, 32 minutes, 39 seconds, 140.49 feet to the Northeasterly right of way line of the Union Pacific Railroad (formerly Missouri Pacific Railroad) and being the POINT OF BEGINNING;

Thence Northerly along the last described course, 140.49 feet to the Northerly right of way line of said abandoned Burlington Northern and Santa Fe Railway;

Thence Southeasterly along said Northerly right of way line of the abandoned Railroad, along a curve to the left having a radius of 1,859.17 feet for an arc length of 903.19 feet, more or less, to the North line of said North Half of the Northwest Quarter of the Southwest Quarter (Offutt Boundary Marker 88-19);

Thence North 87 degrees, 40 minutes, 01 seconds East along said Northerly right of way line and along said North line of the North Half of the Northwest Quarter of the Southwest Quarter, a distance of 276.79 feet, more or less, to the Northeast corner thereof (Offutt Boundary Marker 88-18);

Thence South 05 degrees, 27 minutes, 27 seconds West along said Northerly right of way line and along the East line of said North Half of the Northwest Quarter of the Southwest Quarter, a distance of 58.57 feet, more or less, to Offutt Boundary Marker 88-17;

Thence South 84 degrees, 32 minutes, 33 seconds East along said Northerly right of way line, 1,818.10 feet to Offutt Boundary Marker 88-16;

Thence North 05 degrees, 27 minutes, 27 seconds East along said Northerly right of way line, 25.00 feet to Offutt Boundary Marker 88-15;

Thence South 84 degrees, 32 minutes, 33 seconds East along said Northerly right of way line, 181.80 feet to Offutt Boundary Marker 88-14;

Thence Southeasterly along said Northerly right of way line along a curve to the right having a radius of

97-14699C

1,712.04 feet for an arc length of 389.57 feet (the chord bears South 78 degrees, 01 minutes, 26 seconds East, 388.73 feet) to the Westerly right of way line of an existing county road;

Thence South 18 degrees, 29 minutes, 42 seconds West along said Westerly right of way line, 75.00 feet to Station 185+38 (M.P. 4.94) on the centerline of said abandoned Railroad;

Thence continuing South 18 degrees, 29 minutes, 42 seconds West along said Westerly right of way line, 75.00 feet to the Southerly right of way line of said abandoned Railroad;

Thence Northwesterly along said Southerly right of way line along a curve to the left having a radius of 1,562.04 feet for an arc length of 357.28 feet, more or less, to a point, said point being 75.00 feet Southwesterly of and at right angles to said centerline at Station 181+96;

Thence North 84 degrees, 32 minutes, 33 seconds West along said Southerly right of way line to the intersection with the centerline of the Old Channel (about year 1900) of Papillion Creek;

Thence Southeasterly along said centerline of the Old Channel and being the Southerly right of way line of the said abandoned Railroad to a point 250.00 feet Southerly of, measured at right angles to said centerline of the abandoned Railroad;

Thence North 84 degrees, 32 minutes, 33 seconds West along said Southerly right of way line, 1,880.00 feet, more or less, to a point, said point being 250.00 feet Southwesterly of and at right angles to said centerline of the abandoned Railroad at Station 162+26;

Thence Northwesterly along a curve to the right having a radius of 2,159.17 feet for an arc length of 566.00 feet, more or less, to the intersection of said Southerly right of way line with said Northeasterly right of way line of Union Pacific Railroad (formerly the Missouri Pacific Railroad);

Thence Northwesterly along said Northeasterly right of way line to the point of beginning.

Note: References for this description are the Offutt Boundary Survey dated December 22, 1988, by Lamp, Rynearson and Associates, Inc., Right of Way Track Map of Chicago, Burlington and Quincy R.R. Co., drawing "from Station 204+14 to Station 0+00" and the description contained in the Quit Claim Deed to the State of Nebraska filed January 11, 1990.

SUBJECT, however, to all existing interests, including but not limited to all reservations, rights-of-way and easements of record or otherwise.