

LEGAL DESCRIPTIONS:

PARCEL 1;

THAT PART OF TAX LOTS 77 AND 110, FORMERLY KNOWN AS LOTS 7, 8, 9 AND 10, IOWA RAILROAD LAND COMPANY SUBDIVISION, IN THE SOUTHEAST QUARTER OF THE SOUTHWEST QUARTER OF SECTION 24, TOWNSHIP 17 NORTH, RANGE 8 EAST OF THE SIXTH PRINCIPAL MERIDIAN, DODGE COUNTY, NEBRASKA, DESCRIBED AS COMMENCING AT THE SOUTHEAST CORNER OF TAX LOT 109; THENCE N90-00-00W, ON THE SOUTH LINE OF TAX LOT 109, A DISTANCE OF 174.89 FEET TO THE SOUTHWEST CORNER OF TAX LOT 109; THENCE N00-16-16W, ON THE WEST LINE OF TAX LOT 109, A DISTANCE OF 188.32 FEET TO THE POINT OF BEGINNING; THENCE CONTINUING N00-16-16W, ON THE WEST LINE OF TAX LOT 109, A DISTANCE OF 78.38 FEET; THENCE S90-00-00E, ON THE NORTH LINE OF TAX LOT 109, A DISTANCE OF 174.89 FEET TO THE NORTHEAST CORNER OF TAX LOT 109, BEING ON THE WEST RIGHT-OF-WAY OF DOWNING STREET; THENCE N00-16-16W, ON THE WEST RIGHT-OF-WAY OF DOWNING STREET, A DISTANCE OF 347.69 FEET TO THE SOUTHEAST CORNER OF TAX LOT 76; THENCE N90-00-00W, ON THE SOUTH LINE OF TAX LOT 76, A DISTANCE OF 100.00 FEET TO THE SOUTHWEST CORNER OF TAX LOT 76; THENCE N00-16-16W, ON THE WEST LINE OF TAX LOT 76, A DISTANCE OF 89.75 FEET TO THE NORTHWEST CORNER OF TAX LOT 76, BEING ON THE SOUTH RIGHT-OF-WAY OF THE CHICAGO & NORTHWESTERN RAILROAD; THENCE S78-32-35W, ON THE SOUTH RIGHT-OF-WAY OF THE CHICAGO & NORTHWESTERN RAILROAD A DISTANCE OF 675.85 FEET TO THE NORTHEAST CORNER OF TAX LOT 78; THENCE S18-47-01E, ON THE EAST LINE OF TAX LOT 78, A DISTANCE OF 326.00 FEET TO THE SOUTHEAST CORNER OF TAX LOT 78; THENCE S89-56-28W, ON THE SOUTH LINE OF TAX LOT 78, A DISTANCE OF 59.48 FEET TO THE SOUTHWEST CORNER OF TAX LOT 78, BEING ON THE EAST RIGHT-OF-WAY OF OLD HWY #8 (MILITARY ROAD); THENCE S43-56-06E, ON THE EAST RIGHT-OF-WAY OF OLD HWY #8 (MILITARY ROAD), A DISTANCE OF 187.51 FEET; THENCE N88-09-22E, A DISTANCE OF 192.55 FEET; THENCE N00-00-00E, A DISTANCE OF 60.31 FEET; THENCE S88-52-40E, A DISTANCE OF 221.93 FEET TO THE POINT OF BEGINNING.

PARCEL 2;

THAT PART OF TAX LOTS 77 AND 110, FORMERLY KNOWN AS LOTS 7, 8, 9 AND 10, IOWA RAILROAD LAND COMPANY SUBDIVISION, IN THE SOUTHEAST QUARTER OF THE SOUTHWEST QUARTER OF SECTION 24, TOWNSHIP 17 NORTH, RANGE 8 EAST OF THE SIXTH PRINCIPAL MERIDIAN, DODGE COUNTY, NEBRASKA; DESCRIBED AS COMMENCING AT THE SOUTHEAST CORNER OF LOT 10, OF SAID IOWA RAILROAD LAND COMPANY SUBDIVISION, ALSO BEING THE SOUTHEAST CORNER OF TAX LOT 109; THENCE N90-00-00W, ON THE SOUTH LINE LOTS 9 AND 10 OF SAID IOWA RAILROAD LAND COMPANY SUBDIVISION, SAID SOUTH LINE ALSO BEING THE NORTH RIGHT-OF-WAY LINE OF MORNINGSIDE ROAD, A DISTANCE OF 397.67 FEET TO THE POINT OF BEGINNING, THENCE CONTINUING N90-00-00W, ON THE SOUTH LINE LOTS 9 AND 10 OF IOWA RAILROAD LAND COMPANY SUBDIVISION, A DISTANCE OF 70.89 FEET TO A POINT ON THE EAST RIGHT-OF-WAY OF OLD HIGHWAY #8 (MILITARY ROAD) SAID POINT BEING THE SOUTHWEST CORNER OF LOT 9; THENCE N43-56-06W, ON THE EAST RIGHT-OF-WAY OF OLD HIGHWAY #8 (MILITARY ROAD/WEST LINE OF LOT 9), A DISTANCE OF 175.20 FEET; THENCE N88-09-22E, A DISTANCE OF 192.55 FEET; THENCE S00-00-00W, A DISTANCE OF 132.36 FEET TO THE POINT OF BEGINNING.

PARCEL 3;

THAT PART OF TAX LOTS 77 AND 110, FORMERLY KNOWN AS LOTS 7, 8, 9 AND 10, IOWA RAILROAD LAND COMPANY SUBDIVISION, IN THE SOUTHEAST QUARTER OF THE SOUTHWEST QUARTER OF SECTION 24, TOWNSHIP 17 NORTH, RANGE 8 EAST OF THE SIXTH PRINCIPAL MERIDIAN, DODGE COUNTY, NEBRASKA; DESCRIBED AS COMMENCING AT THE SOUTHEAST CORNER OF LOT 10, OF SAID IOWA RAILROAD LAND COMPANY SUBDIVISION, ALSO BEING THE SOUTHEAST CORNER OF TAX LOT 109; THENCE N90-00-00W, ON THE SOUTH LINE LOTS 9 AND 10 OF SAID IOWA RAILROAD LAND COMPANY SUBDIVISION, SAID SOUTH LINE ALSO BEING THE NORTH RIGHT-OF-WAY LINE OF MORNINGSIDE ROAD, A DISTANCE OF 263.39 FEET TO THE POINT OF BEGINNING, THENCE CONTINUING N90-00-00W, ON THE SOUTH LINE LOTS 9 AND 10 OF IOWA RAILROAD LAND COMPANY SUBDIVISION, A DISTANCE OF 134.28 FEET; THENCE N00-00-00E, A DISTANCE OF 192.67 FEET; THENCE S88-52-40E, A DISTANCE OF 137.51 FEET; THENCE S00-50-01W, A DISTANCE OF 190.00 FEET TO THE POINT OF BEGINNING.

PARCEL 4;

THAT PART OF TAX LOTS 77 AND 110, FORMERLY KNOWN AS LOTS 7, 8, 9 AND 10, IOWA RAILROAD LAND COMPANY SUBDIVISION, IN THE SOUTHEAST QUARTER OF THE SOUTHWEST QUARTER OF SECTION 24, TOWNSHIP 17 NORTH, RANGE 8 EAST OF THE SIXTH PRINCIPAL MERIDIAN, DODGE COUNTY, NEBRASKA; DESCRIBED AS COMMENCING AT THE SOUTHEAST CORNER OF LOT 10, OF SAID IOWA RAILROAD LAND COMPANY SUBDIVISION, ALSO BEING THE SOUTHEAST CORNER OF TAX LOT 109; THENCE N90-00-00W, ON THE SOUTH LINE LOTS 9 AND 10 OF SAID IOWA RAILROAD LAND COMPANY SUBDIVISION, SAID SOUTH LINE ALSO BEING THE NORTH RIGHT-OF-WAY LINE OF MORNINGSIDE ROAD, A DISTANCE OF 174.89 FEET TO THE POINT OF BEGINNING SAID POINT BEING THE SOUTHWEST CORNER OF TAX LOT 109; THENCE CONTINUING N90-00-00W, ON THE SOUTH LINE LOTS 9 AND 10 OF IOWA RAILROAD LAND COMPANY SUBDIVISION, A DISTANCE OF 88.50 FEET; THENCE N00-58-01E, A DISTANCE OF 190.00 FEET; THENCE S88-52-40E, A DISTANCE OF 84.42 FEET TO A POINT ON THE WEST LINE OF TAX LOT 109; THENCE S00-16-16E, ON THE WEST LINE OF TAX LOT 109, A DISTANCE OF 188.32 FEET TO THE POINT OF BEGINNING.

FIELD NOTES:

FOUND A, D, G, H, K, L, M, R, S, T, W, Y, Z AND AA. I SET C ON THE WEST RIGHT-OF-WAY LINE OF DOWNING STREET BY INTERSECTING LINES Z-K AND A-D; I OCCUPY C, SIGHT LINE C-D, TURN ANGLE 78-48-51 LEFT AND RUN SOUTHERLY ON LINE C-K-Z, AT 110.00 FEET (PLAT DISTANCE I SET F, AT 457.69 FEET I INTERSECT K, AT 724.39 FEET I INTERSECT Z; I OCCUPY F SIGHT LINE F-K-Z, TURN ANGLE 90-16-16 RIGHT AND RUN WEST, AT 100.00 FEET (PLAT DISTANCE I SET E; I OCCUPY E, SIGHT LINE E-F, TURN ANGLE 90-16-16 LEFT AND RUN NORTHERLY, AT 89.75 FEET I SET B ON THE SOUTH RIGHT-OF-WAY OF THE CHICAGO & NORTHWESTERN RAILROAD (LINE A-C-D); I SET U AT THE INTERSECTION OF LINES Z-S-T AND G-M-T EXTENDED; T IS A "T" STEEL FENCE POST WHICH IS ON THE EAST RIGHT-OF-WAY OF OLD HIGHWAY #8 (MILITARY ROAD). THE ORIGINAL MONUMENT CALLED OUT BY WILLIS LIND IN HIS SURVEYS OF LOTS 7, 8, 9 AND 10, IOWA RAILROAD LAND COMPANY SUBDIVISION, IN THE SOUTHEAST QUARTER OF THE SOUTHWEST QUARTER OF SECTION 24, WAS A "J" OR "L" IRON DEPENDING ON WHICH SURVEY YOU LOOK AT, HOWEVER HE DOES NOT CALL IT A "T" IRON. I BELIEVE IT WAS A PIECE OF ANGLE IRON NOT A "T" STEEL FENCE POST. IT APPEARS TO BE THE "T" IRON REFERRED TO BY CLARK A. BOSCUIT ON HIS SURVEY, DATED 7&10/86, IN WHICH HE SHOWS THE POST BEING 67.3 FEET NORTH OF THE SOUTH LINE OF THE SOUTHWEST QUARTER OF SECTION 24. THE NORTH LINE OF MORNINGSIDE ROAD (THE SOUTH LINE OF LOTS 9 AND 10 OF THE IOWA RAILROAD LAND COMPANY SUBDIVISION, IN THE SOUTHEAST QUARTER OF THE SOUTHWEST QUARTER OF SECTION 24) IS PARALLEL TO AND 66 FEET DISTANT NORTH FROM THE SOUTH LINE OF THE SOUTHWEST QUARTER OF SECTION 24. THEREFOR THE "T" IRON (POST) IS 1.3 FEET NORTH OF THE NORTH LINE OF MORNINGSIDE ROAD AND SHOULD NOT BE USED AS THE TRUE SOUTHWEST CORNER OF LOT 9 OF THE IOWA RAILROAD LAND COMPANY SUBDIVISION, BUT A WITNESS THERETO. I OCCUPY Z, SIGHT LINE Z-K-F-C, TURN ANGLE 89-43-44 LEFT AND RUN WEST ON LINE Z-S-R, AT 174.89 FEET I FIND Y WHICH IS 0.12 FEET NORTH OF LINE, AT 263.39 FEET I SET X, AT 355.66 FEET I FIND W 0.26 FEET NORTH OF LINE, 397.67 FEET I SET V, AT 468.56 FEET I INTERSECT U; I OCCUPY U SIGHT LINE U-W-X-Z, TURN ANGLE 133-56-06 LEFT AND RUN NORTHWESTERLY ON LINE U-T-M-G, AT 1.97 FEET I INTERSECT T, AT 175.20 FEET I SET BB, AT 237.69 FEET I INTERSECT M, AT 326.00 FEET I FIND L 1.08 FEET WEST OF LINE, AT 362.71 FEET I INTERSECT G. I OCCUPY G, SIGHT LINE G-M-BB-T-U, TURN ANGLE 46-07-26 LEFT AND RUN EASTERLY, AT 59.48 FEET I INTERSECT H; I OCCUPY H, SIGHT LINE H-G, TURN ANGLE 71-16-31 RIGHT AND RUN NORTHWESTERLY, AT 326.00 FEET I INTERSECT A; I OCCUPY A, SIGHT LINE A-H, TURN ANGLE 82-40-24 LEFT AND RUN NORTHEASTERLY, AT 375.85 FEET I INTERSECT B, AT 777.79 FEET I INTERSECT C, 845.07 FEET I INTERSECT D; I OCCUPY K, SIGHT LINE K-Z, TURN ANGLE 90-16-16 LEFT AND RUN WESTERLY, AT 174.89 FEET I SET J; I OCCUPY J, SIGHT LINE J-K, TURN ANGLE 89-43-44 RIGHT AND RUN SOUTHERLY, AT 78.38 FEET I SET P, AT 266.58 FEET I INTERSECT Y, AT 266.70 FEET I INTERSECT CC ON THE NORTH LINE OF MORNINGSIDE ROAD BEING THE TRUE POSITION OF Y; I OCCUPY V, SIGHT LINE V-X-Z, TURN ANGLE 90-00-00 LEFT AND RUN NORTH, AT 132.36 FEET I SET Q, AT 192.67 SET N; I OCCUPY N, SIGHT LINE N-Q-V, TURN ANGLE 88-52-40 LEFT AND RUN EASTERLY, AT 137.51 FEET I SET O, AT 221.93 FEET I INTERSECT P; I OCCUPY BB, SIGHT LINE BB-T-U, TURN ANGLE 47-54-32 LEFT AND RUN EASTERLY, AT 192.55 FEET I INTERSECT Q; I OCCUPY Q, SIGHT LINE Q-BB, TURN ANGLE 88-09-22 LEFT TO LINE Q-V; I OCCUPY X, SIGHT LINE X-Z, TURN ANGLE 89-0159 LEFT AND RUN NORTHERLY, AT 190.00 FEET I INTERSECT O; I OCCUPY O, SIGHT LINE O-X, TURN ANGLE 90-09-19 RIGHT TO LINE O-N; ALL BEARINGS SHOWN ON THE PLAT ARE ASSUMED AND WERE USED FOR DESCRIPTIVE PURPOSES ONLY, THEY SHOULD NOT BE RELIED ON TO DETERMINE CARDINAL DIRECTIONS. ALL ANGLES AND DISTANCES WERE MEASURED WITH A NIKON MODEL DTM-520 TOTAL STATION AND/OR A 200-FOOT SOKKIA NYCLAD TAPE.