

**NOTE:**  
 The "Middle Tract" as surveyed does not have direct access or connectivity by easement to a public street, public road, or to a State of Nebraska Department of Roads approved controlled highway right-of-way access point.

**LEGAL DESCRIPTION FOR THE MIDDLE TRACT**  
 A tract of land being part of the South Half of the Northeast Quarter (S1/2 NE1/4) of Section Six (6), Township Nine (9) North, Range Sixteen (16) West of the Sixth Principal Meridian, Buffalo County, Nebraska, more particularly described as follows: Referring to a point of intersection of the centerline of the main track of the Union Pacific Railroad (now vacated) and the East line of said Section 6; thence Northwesterly on said centerline a distance of 267.13 feet; thence with a deflection angle to the left of 120°08'45" a distance of 289.1 feet to the ACTUAL PLACE OF BEGINNING, said place of beginning being on the South right-of-way line of the Union Pacific Railroad (now vacated); thence Northwesterly with a deflection angle to the right of 120°08'45" on said South right-of-way line a distance of 864.5 feet; thence Southeasterly with a deflection angle to the left of 117°18' a distance of 59.95 feet; thence Southwesterly with a deflection to the right of 24°50' a distance of 119.5 feet; thence Southeasterly with a deflection to the left of 87°32' and parallel with said South railroad right-of-way line a distance of 932.06 feet; thence Northerly with a deflection angle to the left of 120°08'45" and parallel with the East line of the South Half of the Northeast Quarter of said Section 6 a distance of 199.52 feet to the place of beginning. Containing 3.525 acres, more or less.

**EXCEPT HOWEVER,**  
 A tract of land being part of the South Half of the Northeast Quarter (S1/2 NE1/4) of Section Six (6), Township Nine (9) North, Range Sixteen (16) West of the Sixth Principal Meridian, Buffalo County, Nebraska, more particularly described as follows: Referring to the point of intersection of the centerline of the main track of the Union Pacific Railroad (now vacated) and the East line of said Section 6; thence Northwesterly on said centerline a distance of 267.13 feet; thence with a deflection angle to the left of 120°08'45" a distance of 289.1 feet to the ACTUAL PLACE OF BEGINNING, said place of beginning being on the South right-of-way line of the Union Pacific Railroad (now vacated), and said point also being the Southwest Corner of Lot One (1), Southern Addition, an addition to the Village of Riverdale, Buffalo County, Nebraska, and said point also being on the South line of said Southern Addition; thence Northwesterly with a deflection angle to the right of 120°08'45" and on the South right-of-way line of said Union Pacific Railroad (now vacated), and the South line of said Southern Addition, a distance of 274.00 feet; thence leaving the aforesaid South line and in a Southwesterly direction with a deflection angle to the left of 105°37'12" a distance of 179.28 feet; thence Southeasterly with a deflection angle to the left of 74°22'48" and parallel with said South railroad right-of-way line and said South line of said Southern Addition, a distance of 326.00 feet; thence Northerly with a deflection angle to the left of 120°08'45" and parallel with the East line of the South Half of the Northeast Quarter of said Section 6 a distance of 199.52 feet to the place of beginning. Containing 1.188 acres, more or less.

The aforescribed tract of land contains 2.337 acres, more or less.

**LEGAL DESCRIPTION FOR THE EAST TRACT**

A tract of land being part of the South Half of the Northeast Quarter (S1/2 NE1/4) of Section Six (6), Township Nine (9) North, Range Sixteen (16) West of the Sixth Principal Meridian, Buffalo County, Nebraska, more particularly described as follows: Referring to the point of intersection of the centerline of the main track of the Union Pacific Railroad (now vacated) and the East line of said Section 6; thence Northwesterly on said centerline a distance of 267.13 feet; thence with a deflection angle to the left of 120°08'45" a distance of 289.1 feet to the ACTUAL PLACE OF BEGINNING, said place of beginning being on the South right-of-way line of the Union Pacific Railroad (now vacated), and said point also being the Southwest Corner of Lot One (1), Southern Addition, an addition to the Village of Riverdale, Buffalo County, Nebraska, and said point also being on the South line of said Southern Addition; thence Northwesterly with a deflection angle to the right of 120°08'45" and on the South right-of-way line of said Union Pacific Railroad (now vacated), and the South line of said Southern Addition, a distance of 274.00 feet; thence leaving the aforesaid South line and in a Southwesterly direction with a deflection angle to the left of 105°37'12" a distance of 179.28 feet; thence Southeasterly with a deflection angle to the left of 74°22'48" and parallel with said South railroad right-of-way line and said South line of said Southern Addition, a distance of 326.00 feet; thence Northerly with a deflection angle to the left of 120°08'45" and parallel with the East line of the South Half of the Northeast Quarter of said Section 6 a distance of 199.52 feet to the place of beginning. Containing 1.188 acres, more or less.

**LEGAL DESCRIPTION FOR THE WEST TRACT**

Lot Three (3), Southern Addition, an addition to the Village of Riverdale, Buffalo County, Nebraska.

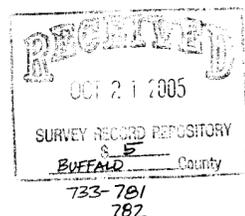
**SURVEYOR'S CERTIFICATE**

Surveyed by Buffalo Surveying Corporation, August 4 and 5, 2005, as shown on the above plat, Rick S. Garvue, Nebr. Reg. L. S. No. 591, Party Chief, and all information shown on the above plat is true and correct to the best of my knowledge and belief.

(S E A L)



**BUFFALO SURVEYING CORPORATION**  
 Mitchell W. Humphrey, President  
 Nebr. Reg. L.S. No. 492



SCALE: 1" = 100'

- = CORNERS FOUND (5/8" R. ROD EXCEPT AS INDICATED)
- = CORNERS ESTABLISHED (5/8" X 24" R. ROD W/ I.D. CAP STAMPED "HUMPHREY LS 492")
- + = TEMPORARY POINTS
- P = PLATTED DISTANCES
- R = RECORDED DISTANCES
- M = MEASURED DISTANCES

**BUFFALO SURVEYING CORPORATION**  
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