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Recorded at request of *Lee Olson* Fee Paid \$ *4.50*
Date **AUG 3 1973** at *9:35* A.M. MARGUERITE S. BOLRNE Recorder Davis County
BY *Tracey Ann Swedden* Deputy Clerk *522* Page *216*

384135

(CORRECTION)

Quit Claim Deed

6 1/2 - 11 - 17 - 120
7 1/8 - 14 - 17 - 120
L & T 8836-A-C
Parcel No. 15-7:140D:STA0
Project No. 1-15-7(4)309
1-15-7(26)307

The STATE ROAD COMMISSION OF UTAH, by its duly appointed, Director of Highways, of Salt Lake City, County of Salt Lake, State of Utah, GRANTOR, hereby QUITCLAIMS to UNION PACIFIC LAND RESOURCES CORPORATION, a corporation of the State of Utah, GRANTEE, for the sum of ONE AND NO/100 DOLLARS (\$1.00) and other valuable considerations, the receipt whereof is hereby acknowledged, the following described parcels of land situated in the County of Davis, State of Utah, to-wit:

A parcel of land situated in the NW $\frac{1}{4}$ NE $\frac{1}{4}$ of Section 14 and the W $\frac{1}{2}$ SE $\frac{1}{4}$ and the SW $\frac{1}{4}$ NE $\frac{1}{4}$ of Section 11, T. 1 N., R. 1 W., S.L.B.&M. The boundaries of said parcel of land are described as follows:

Beginning at a point in the easterly right of way line of the Oregon Short Line Railroad Company, which point is 200.0 ft. distant easterly, measured at right angles from the center line of the easterly or westbound main track of said railroad at Railroad Survey Station 1701+46.17, said station being 367.1 ft. easterly along the north line of said Section 14 and 559.27 ft. southerly, measured along said center line of the westbound main track from the N $\frac{1}{4}$ corner of said Section 14; thence Easterly along a line parallel to the north line of said Section 14, 316.6 ft., more or less, to a point on the westerly no-access and right of way line of Highway known as Project 1-15-7; thence N. 2°51' E. 336.56 ft. to a point of tangency with a 1238.42 foot-radius curve to the left at a point 512.45 ft. distant easterly, measured at right angles, from said center line of the westbound main track at Railroad Survey Station 1697+91.75; thence Northerly 323.37 ft. along the arc of said 1238.42 foot-radius curve to a point 468.14 ft. distant easterly, measured at right angles, from said center line of the westbound main track at Railroad Survey Station 1694+72.36; thence N. 12°07' W. 655.61 ft. to a point of tangency with a 2060.10 foot-radius curve to the right at a point 294.30 ft. distant easterly, measured at right angles from said center line of the westbound main track at Railroad Survey Station 1688+40.22; thence Northeasterly 1255.77 ft. along the arc of said 2060.10 foot-radius curve to a point 338.98 ft. distant easterly measured at right angles from said center line of the westbound main track at Railroad Survey Station 1676+05.54; thence N. 22°47' E. 344.21 ft. to a point 454.01 ft. distant easterly, measured at right angles, from said center line of the westbound main track at Railroad Survey Station 1672+81.12; thence N. 11°00' E. 395.26 ft. to a point 507.15 ft. distant easterly, measured at right angles, from said center line of the westbound main track at Railroad Survey Station 1668+89.45, said point being 113.66 ft. radially distant southeasterly from the center line of the northbound lane of highway known as Project No. 1-215-9 at Highway Engineer Station 958+52.58; thence Westerly 64.12 ft., along a straight line, to a point 443.09 ft. distant easterly, measured at right angles, from said center line of westbound main track at Railroad Survey Station 1668+89.98; which said point is 80.0 ft. radially distant southeasterly from said center line of said northbound lane, of said highway at Highway Engineer Station 958+00; thence Southwesterly 111.35 ft., along a straight line, to a point 373.80 ft. distant easterly, measured at right angles, from said center line of the westbound main track at Railroad Survey Station 1669+77.07, which said point is 120.0 ft. radially distant southeasterly from said center line of the northbound lane of said highway at Highway Engineer Station 957+00; thence Westerly 310.43 ft. along the arc of a 2666.48 foot-radius curve to the right, to a point 90.0 ft. distant easterly, measured at right angles, from said center line of the westbound main track at Railroad Survey Station 1671+18.16, said point being 120.0 ft. radially distant southerly from said center line of said northbound lane of said highway at Highway Engineer Station 954+03.54 (Note: Tangent to said 2666.48 foot-radius curve at its point of beginning bears S. 64°12'35" W.); thence Westerly 40.38 ft., along a straight line, to a point on the easterly right of way line of said Railroad which point is 50.0 ft. distant easterly, measured at right angles, from said center line of westbound track at Railroad Survey Station 1671+23.7; thence Southerly 2463.20 ft. along said easterly right of way line of the railroad to the south line of said Section 11 at Railroad Survey Station 1695+86.9; thence Easterly 150.0 feet along said section line to a point 200.0 ft. distant easterly, measured at right angles from said

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center line of the westbound main track; thence Southerly 570.34 ft. along a line parallel with said center line of the westbound main track to the point of beginning.

The above described parcel of land contains 20.765 acres, more or less.

Also, a parcel of land situated in the $W\frac{1}{2}NE\frac{1}{4}$ of Section 11, T. 1 N., R. 1 W., S.L.B.E.M. The boundaries of said parcel of land are described as follows:

Beginning at the intersection of the easterly right of way line of the Oregon Short Line Railroad Company and the northwesterly no-access line of Highway known as Project No. 15-7, said point is 50.0 ft. distant easterly, measured at right angles from the center line of the easterly or westbound main track of said Railroad at Railroad Survey Station 1666+61.9, which said station is 275.6 ft. north from the south line of the $NE\frac{1}{4}$ of said Section 11, measured along said center line of the westbound main track; thence N. $46^{\circ}16'$ E. 509.64 ft. to a point 397.57 ft. distant easterly measured at right angles from said center line of the westbound main track at Railroad Survey Station 1662+89.17; thence N. $18^{\circ}43'$ E. 510.77 ft. to a point 533.61 ft. distant easterly measured at right angles from said center line of the westbound main track at Railroad Survey Station 1657+96.85; thence N. $4^{\circ}30'$ E. 245.99 ft. to a point 538.56 ft. distant easterly measured radially from said center line of the westbound main track at Railroad Survey Station 1655+44.4; thence N. $0^{\circ}04'$ W. 1271.72 ft. to a point of intersection of the southerly right of way line of Cudahy Lane and the westerly no-access line of said project, which said point is 305.5 ft. distant easterly measured at right angles from the center line of said westbound main track at Railroad Survey Station 1642+07.07; thence N. $89^{\circ}18'$ W. 261.64 ft. along said southerly right of way line of Cudahy Lane to the intersection of said easterly right of way line of said Railroad which point is 50.0 ft. distant easterly measured at right angles from said center line of the westbound main track at Railroad Survey Station 1642+70.12; thence Southerly 2380.4 ft., more or less, along said easterly right of way line of said Railroad to the point of beginning.

The above described parcel of land contains 20.80 acres.

This deed also grants the Union Pacific Land Resources Corporation the use of a 40.0 foot right of way adjoining the easterly right of way line of the Oregon Short Line Railroad Company between the two above descriptions approximately at Railroad Engineer Stations 1666+26.0 and 1671+24.0. This deed is granted without access to or from the adjoining freeways known as Project No. 1-15-7 and Project No. 1-215-9 over and across the highway right of way and no access lines adjoining the above described parcels of land.

This deed is granted subject to any and all existing easements, or rights of way upon said parcels of land, and also subject to a sixteen (16) foot wide right of way for servicing utilities, paralleling easterly the existing Pioneer Pipe Line Company Oil Lines from the southerly right of way line of Cudahy Lane to the northerly right of way line of the Belt Route known as Project No. 1-215.

In granting this deed, it is the intention of the State Road Commission of Utah to Quitclaim all of that land lying between the easterly right of way line of the Union Pacific Railroad and the westerly Highway Right of Way and no-access line of the freeway known as Project No. 1-15-7 extending from the intersection of said easterly Right of Way line of the Oregon Short Line Railroad Company with said westerly Right of Way and no-access line of freeway known as Project No. 1-15-7, on the southerly end to the southerly right of way and no access line of the Belt Route known as Project No. 1-215-9, and also extending from the northerly right of way and no access line of said Belt Route to the southerly right of way line of Cudahy Lane.

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Note: This deed is given to Correct that certain Quit Claim Deed dated April 10, 1972 and recorded as Entry No. 363810 and recorded in Book 484 Page 616 in the office of the Davis County Recorder. The changes made are:

1. Name of "Union Pacific Railroad Company" changed to Union Pacific Land Resources Corporation. This change appears on Page 2.
2. "adjoining the easterly Railroad right of way line" was changed to read: adjoining the easterly right of way line of the Oregon Short Line Railroad Company. This change appears on Page 2.

IN WITNESS WHEREOF, the said STATE ROAD COMMISSION OF UTAH has caused this instrument to be executed this 30th day of July, A.D. 1973 by its
Acting Director of the Department of Highways.

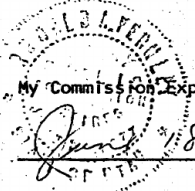
STATE ROAD COMMISSION OF UTAH

By *C. V. Anderson*
Acting Director of the Department of Highways

STATE OF UTAH)
) ss.
COUNTY OF SALT LAKE)

On the 30th day of July, A. D. 1973 personally appeared before me *C. V. Anderson*, who by me duly sworn did say that he is the *Acting* Director of the Department of Highways, and he further acknowledged to me that said instrument was signed by him in behalf of said STATE ROAD COMMISSION OF UTAH by authority of a resolution of said STATE ROAD COMMISSION OF UTAH, duly passed on June 24, 1957.

My Commission Expires:



August 8, 1977

Ronald A. Fenley
Notary Public