

Parcel No. 2

Road easement through a portion of the SW $\frac{1}{4}$ SE $\frac{1}{4}$, SE $\frac{1}{4}$ SW $\frac{1}{4}$, Sec. 33, T 37 N, R 113 W, 6th P.M.

Beginning at a point which is the intersection of the existing Upper Hoback Road and the North line of said SW $\frac{1}{4}$ SE $\frac{1}{4}$, Sec. 33, T 37 N, R 113 W, 6th P.M., said point bears approximately S 89° 59' E, 1506 feet from the protracted SW 1/16 corner of Section 33, T 37 N, R 113 W, 6th P.M., said point is known as Engineer's Station 186+64; thence along the centerline of the existing road which is approximately described as follows:

<u>Bearing Ahead</u>	<u>Distance Ahead</u>
S 53° 54' W	122 feet
S 54° 01' W	1223 feet
S 60° 17' W	258 feet
S 33° 08' W	235 feet
S 43° 12' W	94 feet

To a point which is the intersection of the existing Upper Hoback Road and the West line of said SE $\frac{1}{4}$ SW $\frac{1}{4}$, Sec. 33, T 37 N, R 113 W, 6th P.M., said point bears approximately N 00° 05' W, 136 feet from the protracted W 1/16 corner of Sec. 33, T 37 N, R 113 W, 6th P.M., located on the Township line which is common to T 36 N and T 37 N 6th P.M., said point is known as Engineer's Station 205+96.

The width of said easement shall be 66 feet, 33 feet on each side of the centerline, or more if necessary to accommodate cuts and fills. The boundary lines of said easement shall be prolonged or shortened to begin and end on and conform to the Grantor's property lines.

The land occupied by Parcel 2 of this easement is 2.73 acres, more or less.

Parcel No. 3

Road easement through a portion of Lot 2, Sec. 2, T 36 N, R 114 W, 6th P.M.

Beginning at a point which is the intersection of the existing Upper Hoback Road and the north line of said Lot 2, Sec. 2 T 36 N, R 114 W, 6th P.M., said point bears approximately S 89° 57' E, 741 feet from the projected 1/4 corner of Sec. 2, T 36 N, R 114 W, 6th P.M., located on the 9th Standard Parallel, which is the township line common to T 36 N, and T 37 N, 6th P.M., said point is known as Engineer's Station 207+91; thence along the centerline of the existing road which is approximately described as follows:

<u>Bearing Ahead</u>	<u>Distance Ahead</u>
S 43° 12' W	943 feet
S 27 ° 15' W	209 feet