

KNOW ALL MEN BY THESE PRESENTS, That UNION PACIFIC RAILROAD COMPANY, a corporation of the State of Utah, Grantor, for and in consideration of the sum of One Dollar (\$1.00) and other good and valuable consideration to it in hand paid, the receipt whereof is hereby acknowledged, hereby sells and quitclaims to the CITY AND COUNTY OF DENVER, a municipal corporation organized and existing under and by virtue of the Constitution and Laws of the State of Colorado, Grantee, an easement or right of way for highway purposes over the following described real property, situate in the City and County of Denver and State of Colorado, to wit:

A strip, piece or parcel of land eighty (80) feet in width, situate in the Southeast Quarter of the Northwest Quarter (SE 1/4 of NW 1/4) and in the Northeast Quarter of the Southwest Quarter (NE 1/4 of SW 1/4) of Section Twenty-seven (27), Township Three (3) South, Range Sixty-eight (68) West of the Sixth Principal Meridian, in the City and County of Denver, Colorado, being forty (40) feet in width, measured at right angles, on each side of a straight line that is parallel with and nine hundred forty-three and seventy-five hundredths (943.75) feet distant westerly, measured at right angles, from the north and south center line of said Section Twenty-seven (27), and extending southerly from a straight line that is parallel with and one hundred (100) feet distant southeasterly, measured at right angles, from the southeasterly line of the official channel of the South Platte River as established by Ordinance No. 25 of the Series of 1894 of the City and County of Denver, to a straight line at right angles to said north and south center line of said Section Twenty-seven (27) at a point thereon that is three hundred nine and two tenths (309.2) feet distant southerly from the east and west center line of said section.

Also, a strip, piece or parcel of land sixty (60) feet in width situate in the North Half of the Southwest Quarter (N 1/2 of SW 1/4) of said Section Twenty-seven (27), extending southwesterly from the southerly and westerly lines of the above described eighty (80) foot strip of land to the southwesterly face of the northeasterly abutment of the proposed approach to the Twenty-third (23rd) Street viaduct and being thirty (30) feet in width, measured at right angles, on each side of the following described center line, to-wit:

Beginning at a point that is three hundred nine and two-tenths (309.2) feet distant southerly from the east and west center line of said Section Twenty-seven (27), measured along a straight line that is parallel with and nine hundred forty-three and seventy-five hundredths (943.75) feet distant westerly, measured at right angles, from the north and south center line of said section;

thence southwesterly along a straight line forming an angle from south to southwest of forty-four degrees and fifty-seven minuts ($44^{\circ} 57'$) with said straight line, produced southerly, that is parallel with and nine hundred forty-three and seventy-five hundredths (943.75) feet westerly from said north and south center line of Section Twenty-seven (27), a distance of six hundred thirty-two and seven tenths (632.7) feet, more or less, to a point in said southwesterly face of the northeasterly abutment of said proposed approach to the Twenty-third (23rd) Street viaduct.

Together with the right to extend the slopes of the earth fill, or embankment, of said proposed approach to the Twenty-third (23rd) Street viaduct upon the lands of the Union Pacific Railroad Company adjacent to the above described sixty (60) feet strip of land.

Also, a strip, piece or parcel of land forty (40) feet in width situate in said North Half of the Southwest Quarter (N $1/2$ of SW $1/4$) of Section Twenty-seven (27) extending southwesterly from the southwesterly face of the northeasterly abutment of said proposed approach to the Twenty-third (23rd) Street viaduct, a distance of three hundred sixty-four (364) feet, more or less, to the center line of said Twenty-third (23rd) Street viaduct, as now constructed, and being twenty (20) feet in width, measured at right angles, on each side of the center line, produced southwesterly, of the above described sixty (60) foot strip of land.

RESERVING, however, to the Grantor, its successors and assigns, the right to maintain, operate, repair, renew and reconstruct the existing railroad tracks in the locations and form as now constructed across the premises hereinbefore described, and the right to relocate and reconstruct said tracks if and when necessary, and the further right to construct at any and all times and to maintain, operate, repair and renew additional railroad tracks, pipe lines, telephone and telegraph and electric power lines over, under and across the premises here-

inbefore described, but in such a way as not unreasonably to interfere with said premises for public highway purposes.

This deed is made subject to all existing pipe and wire lines and to all other outstanding superior rights.

TO HAVE AND TO HOLD, subject to the aforesaid reservations and condition, the above easement unto the said Grantee, its successors and assigns, forever, provided however that in the event the Grantee fails within eighteen (18) months from the date hereof to pave said strips of land and use them for highway purposes or in the event said strips of land shall cease to be used for highway purposes the foregoing easement shall terminate and the title to said strips of land shall remain in the Union Pacific Railroad Company, its successors or assigns released and discharged from the burden of said easement.

IN WITNESS WHEREOF, the Grantor has caused its corporate name and seal to be hereunto affixed by its officers thereunto duly authorized on this 24th day of August, A. D., 1939.

Witness:

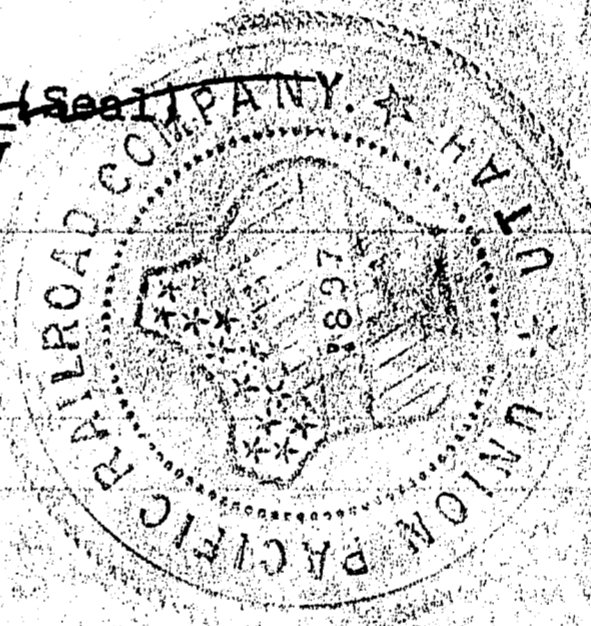
L. Bachman

UNION PACIFIC RAILROAD COMPANY,

BY Wm. J. [Signature]
President

Attest:

Paul [Signature]
Asst. Secretary



STATE OF NEBRASKA)
COUNTY OF DOUGLAS) ss

The foregoing instrument was acknowledged before
me this 24th day of August, 1939,
by W. M. Jeffers, President of UNION PACIFIC RAILROAD COM-
PANY.

Witness my hand and official seal.

My commission expires September 2, 1944

J. J. [Signature]
Notary Public

(Seal)



Approved as to form only, MALCOLM LINDSEY,
Attorney for City and County of Denver.

By *Mary [Signature]* Assistant City Attorney

*Description O.K.
C. [Signature]*