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IN THE THIRD DISTRICT COURT IN AND FOR TOOELE COUNTY

STATE OF UTAH

STATE OF UTAH, by and through	:	
its ROAD COMMISSION,	:	
	:	FINAL ORDER OF CONDEMNATION
Plaintiff,	:	
	:	Civil No. 6357
-v-	:	
	:	
BINGHAM GAS AND OIL CO., et al.	:	Project No. 1-80-2(3)79
* * *	:	Parcel No. 11:A
MORTON INTERNATIONAL, INC.,	:	
	:	Total Payment: \$14,380.33
Defendant.	:	

It appearing to the court and the court now finds that heretofore, on the 9th day of May, 1968, this court made and entered its judgment in the above entitled proceeding, and said judgment is hereby referred to: and

It appearing to the court and the court now finds that pursuant to the law and the said judgment, the plaintiff did pay said judgment to the defendant, Morton International, Inc., together with all interest required by said judgment to be paid; and

It further appearing to the court that the plaintiff has made all payments as required by law and order of this court, and that this is not a case where any bond was required to be given, and all and singular the law in the premises being given by the court understood and fully considered,

IT IS THEREFORE ORDERED, ADJUDGED AND DECREED that the parcel of land hereinafter described is hereby taken and condemned in fee simple title for the purpose described and set forth in the plaintiff's complaint, i.e., for the use of the plaintiff, the State of Utah, for highway purposes.

IT IS FURTHER ORDERED, ADJUDGED AND DECREED that said use is a public use and a use authorized by law.

IT IS FURTHER ORDERED, ADJUDGED AND DECREED that a copy of this final order of condemnation be filed with the county recorder of Tooele County, State of Utah, and thereupon the property interests hereinafter referred to and set forth shall vest in fee simple title in the plaintiff. The following is a description of the property so ordered and condemned as hereinabove provided, which is hereby vested in fee simple title in the plaintiff, all of such property being situated in Tooele County, State of Utah, and is more particularly described as follows:

Parcel No. 80-2:11:A

A parcel of land consisting of four tracts in fee for a freeway known as Project No. 80-2, being part of an entire tract of property, in the SW $\frac{1}{4}$ and the S $\frac{1}{2}$ SE $\frac{1}{4}$ of Section 25 and the N $\frac{1}{2}$ NE $\frac{1}{4}$ of Section 36, T. 1 S., R. 6 W., Lot 1 of Section 31, the SW $\frac{1}{4}$, the NW $\frac{1}{4}$ SE $\frac{1}{4}$, and the S $\frac{1}{2}$ SE $\frac{1}{4}$ of Section 32, T. 1 S., R. 5 W., and Lot 3 of Section 5, T. 2 S., R. 5 W., S.L.B. & M. The boundaries of said four tracts of land are described as follows:

Beginning on the west line of said Section 25 at a point 105.0 ft. radially distant southwesterly from the center line of the East Bound Lane of said project, which point is approximately 579 ft. north from the SW. corner of the NW $\frac{1}{4}$ SW $\frac{1}{4}$ of said Section 25; thence Southeasterly 870 ft., more or less, along the arc of an 11,354.16 foot-radius curve to the right to a point perpendicularly opposite southwesterly from said center line at Engineer Station 4544+98.21 Back which equals Engineer Station 4544+98.32 Ahead (Note: Tangent to said curve at the point of beginning bears approximately S. 66° 54' E.); thence S. 62° 34' 18" E. 5702 ft., more or less, to a southeasterly boundary line of said entire tract; thence N. 75° 48' E. 438.1 ft. to a southeasterly corner of said entire tract; thence N. 57° 35' E. 134.8 ft. to a point 305.0 ft. perpendicularly distant northeasterly from said center line; thence N. 62° 34' 18" W. 6102 ft., more or less, to a point perpendicularly opposite from said center line at Engineer Station 4544+98.32 Back which equals Engineer Station 4544+98.21 Ahead; thence N. 62° 34' 18" W. 24.69 ft. to a point of tangency with an 11,564.16 foot-radius curve to the left; thence Northwesterly 1041 ft., more or less, along the arc of said curve to said west line of Section 25; thence South 432 ft., more or less, to the point of beginning.

ALSO:

Beginning on the west line of said Section 32 at a point 50.0 ft. radially distant northeasterly from the center line of Frontage Road No. 4 of said project, which point is 145.39 ft. south from the W $\frac{1}{4}$ corner of said Section 32; thence Southeasterly 163.33 ft.

along the arc of an 8036.54 foot-radius curve to the left to a point perpendicularly opposite northeasterly from said center line at Engineer Station 51+54.43 (Note: Tangent to said curve at the point of beginning bears approximately S. 69° 56' 55" E.); thence S. 71° 05' 33" E. 282.39 ft. to a point of tangency with a 630.51 foot-radius curve to the left; thence Easterly 515.56 ft. along the arc of said curve; thence N. 62° 03' 29" E. 256.34 ft. to a point of tangency with a 760.96 foot-radius curve to the right; thence Easterly and Southeasterly 839.91 ft. along the arc of said curve; thence S. 54° 42' 06" E. 47 ft., more or less, to a point on the existing southwesterly right of way line of the Western Pacific Railroad (Grants-Tooele Branch Line); thence Southeasterly 1431 ft., more or less, along said southwesterly right of way line of said railroad to a point 175.0 ft. perpendicularly distant southerly from the center line of the East Bound Lane of said project; thence N. 75° 24' 33" W. 1344.07 ft. to a point of tangency with an 11,634.16 foot-radius curve to the right; thence Westerly 358.67 ft. along the arc of said curve; thence Southerly and Southeasterly 283.34 ft. along the arc of a 167.00 foot-radius curve to a point 75.0 ft. perpendicularly distant northeasterly from the center line of Ramp G of said project at Engineer Station 27+00.10 (Note: Tangent to said curve at the point of beginning bears S. 59° 00' 22" W.); thence S. 38° 12' 15" E. 1462.49 ft.; thence S. 51° 47' 45" W. 150.0 ft.; thence N. 38° 12' 15" E. 1943.10 ft. to a point of tangency with a 1016.35 foot-radius curve to the left; thence Northwesterly 490.40 ft. along the arc of said curve; thence N. 65° 51' 00" W. 55.70 ft. to the west line of said Section 32; thence North 582.33 ft. to the point of beginning.

ALSO:

Beginning at a point 75.0 ft. perpendicularly distant northwesterly from the center line of the Burmester Cross Road at Engineer Station 332+38.85, said point being approximately 1635 ft. east and 70 ft. north from the SW. corner of said Section 32; thence N. 51° 47' 45" E. 893.50 ft. to a point of tangency with a 497.96 foot-radius curve to the left; thence Northeasterly and Northerly 560 ft., more or less, along the arc of said curve to a point 175.0 ft. perpendicularly distant southwesterly from the center line of the East Bound Lane of said project; thence S. 75° 24' 33" E. 25 ft., more or less, to the southwesterly right of way line of the Western Pacific Railroad (Warren Spur); thence Southeasterly 295.9 ft. along said southwesterly railroad right of way line to a point 75.0 ft. radially distant easterly from the center line of said Burmester Cross Road at Engineer Station 345+05.75; thence Southwesterly 422.28 ft. along the arc of a 647.96 foot-radius curve to the right to a point opposite Engineer Station 341+32.35 of said Burmester Cross Road (Note: Tangent to said curve at the point of beginning bears S. 14° 27' 20" W.); thence S. 51° 47' 45" W. 893.50 ft.; thence N. 38° 12' 15" W. 150.0 ft. to the point of beginning.

ALSO:

Beginning on the east line of said Section 32 at a point 105.0 ft. perpendicularly distant southerly from the center line of the East Bound Lane of said project, which point is 451.6 ft. north from the SE. corner of said Section 32; thence N. 75° 24' 33" W. 1170.9 ft.

to a point perpendicularly opposite southerly from said center line at Engineer Station 4695+00; thence Westerly 1002.4 ft. along a straight line to a point 175.0 ft. perpendicularly distant southerly from said center line at Engineer Station 4685+00; thence N. 75° 24' 33" W. 400 ft., more or less, to a point on the existing northeasterly right of way line of the Western Pacific Railroad (Grants-Tooele Branch Line); thence Northwesterly and Northerly 639 ft., more or less, along said northeasterly right of way line to a point 375.0 ft. perpendicularly distant northerly from said center line; thence S. 75° 24' 33" E. 690 ft., more or less, to a point perpendicularly opposite northerly from said center line at Engineer Station 4685+00; thence Easterly 1002.4 ft. along a straight line to a point 305.0 ft. perpendicularly distant northerly from said center line at Engineer Station 4695+00; thence S. 75° 24' 33" E. 1063.6 ft. to said east line of Section 32; thence South 423.8 ft. to the point of beginning. The above described four tracts of land contain 155.21 acres, more or less.

Together with any and all rights or easements, if any, appurtenant to the remaining portion of said entire tract of property by reason of the location thereof with reference to said freeway.

Dated this 18th day of November, 1968.

Stewart M. Hanson
DISTRICT JUDGE

RECEIVED
 COUNTY CLERK
 COUNTY OF KANE
 ARIZONA
 FINAL ORDER OF CONDEMNATION
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